

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 above.

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



Welcome to Issue 168

The summer sunshine seems to have brought out quite a few of you this month, with a bumper bundle of photos being received. The LSL Staycation Express seems to have been very popular, and I am pleased to see that quite a few preserved lines have also started up before the end of the summer season, thereby generating some much needed income.

We start this month with some good news for fans of the Class 91s (if there are any) with the announcement that Wabtec has won a contract to overhaul seven IC225 push-pull trainsets at its Doncaster site. This comes after operate LNER extended its lease until summer 2023, with a possible extension to summer 2024. The deal includes 10 Class 91 locomotives, with a further two expected to be contracted to provide LNER with five spare locos. The locomotives will receive a G exam, comprising an overhaul of the bogies including gearboxes and wheelsets, cardan shafts, compressors and traction motors. A number of reliability improvement modifications are also planned. The MkIV coaches will receive an OH1 exam including the overhaul of bogies, couplers and doors and an interior saloon and vestibule exam.

Fans of the HST will be loving the news that Great Western Railway is to procure three more shortened HST sets, with each set comprises four refurbished PRM TSI-compliant MkIII trailer vehicles marshalled between two diesel power cars.

GWR already has 11 of these 'short sets', all of which have been heavily rebuilt at Wabtec's Doncaster plant, where power doors are fitted. With its fleet now increasing to 14, GWR expects to use 12 each day on services across the west of England. Currently the fleet is deployed on the Cardiff – Bristol – Penzance corridor, but the company is still evaluating how the additional sets will be used.

GWR is to lease 15 additional MkIII vehicles and seven Class 43 power cars from Angel Trains, but the operator is also procuring vehicles from other sources, including three additional coaches already owned by its parent First Rail Holdings, which will be fully refurbished and made available as standby vehicles. The company has also bought another five MkIII vehicles from Porterbrook which will be used purely as a source of spare parts for the Castle fleet. These acquisitions mean that GWR's short HST fleet now totals 63 coaches and 35 power cars.

And the news that EMR is to retain Liverpool - Nottingham services has resulted in them looking for stock. Currently, four-car Class 158 DMUs typically operate between Liverpool and Nottingham, continuing as a single two-car set on the eastern end to Norwich. As part of Abellio's franchise agreement, these trains are in the process of being replaced by more modern Class 170 DMUs, but this cascade does not include enough trains for the Nottingham - Liverpool service. One option would see EMR take on 15 Class 185 Desiro trainsets which are due to be released by TPE during 2021 as its fleet renewal programme concludes. These trains are maintained by Siemens at its conveniently located Ardwick depot in Manchester.

Thanks for all the photos sent in this month, we really appreciate the time taken to send them to us.

Until next month, stay safe.

Andy

This Page

On August 12th, Merseyrail's Class 508 110 stands at Chester with its final working to Liverpool before being withdrawn. *Brian Battersby*

Front Cover

Class 60 059 passes Oakle Street as it works the 05:00 Robeston to Westerleigh loaded fuel working on August 8th. *Anton Kendall*



On July 30th, Class 66 094 passes through Dawlish Warren with a rake of china clay tanks, heading to Exeter Riverside. *Richard Hargreaves*

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These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Anton Kendall, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Bryan Roberts, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross. Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Charter Scene Railway Touring Co.

The Cumbrian Mountain Express

In beautiful conditions on August 8th, ‘Scots Guardsman’ works the return ‘Cumbrian Mountain Express’ through the hamlet of Crosby Garrett. *Shep Woolley*



Railway Touring Co.

The Cumbrian Mountain Express

‘Scots Guardsman’ works ‘The Cumbrian Mountain Express’ through Hincaster heading to Carlisle on August 8th. *Shep Woolley*

On August 8th, Class 86 259 passes Standish with a London Euston - Carlisle CME outing. *John Sloane*

No. 46115 ‘Scots Guardsman’ is seen near Pleasington on August 8th with a return CME working to London Euston. *John Sloane*







Saphos Trains

The Fellsman

On August 19th, 'Britannia' approaches Cherry Tree working 1Z70 'The Fellsman' from Crewe - Carlisle via the S&C with Class 47 805 'Roger Hoskins M.A.' on the rear. *Michael Lynam*

On August 19th, BR Pacific No. 70000 'Britannia' with Class 47 805 on the rear passes Moore working the Crewe - Carlisle charter. *Mark Enderby*

BR Pacific No. 70000 'Britannia' blasts up Hoghton Bank with the Saphos Trains' 'Fellsman' excursion to Carlisle on August 19th. Unfortunately the loco didn't make the return trip as it was reportedly failed at Carlisle with a hot box. *Gerald Nicholl*







Saphos Trains

The Fellsman

Stanier 4-6-0 No. 46100 ‘Royal Scot’ passes Blea Moor signal box on August 26th with ‘The Fellsman’ heading to Carlisle. *Mark Enderby*

On August 26th, ‘Royal Scot’ approaches the Ribblehead Viaduct with the return working, Carlisle - Crewe. *Mark Enderby*

BR Pacific No. 70000 ‘Britannia’, with Class 47 805 on the rear, passes Balshaw Lane Jct. with ‘The Fellsman’ on August 19th.
John Sloane







Charter Scene Saphos Trains

The Fellsman

Stanier 4-6-0 No. 46100 ‘Royal Scot’ blasts towards Ribblehead with Saphos Trains’ ‘The Fellsman’ excursion from Crewe to Carlisle on August 26th. *Gerald Nicholl*

Saphos Trains

The Fellsman

BR Class 7MT, 70000 'Britannia' works 1Z19 Crewe to Carlisle through Pleasington station on July 15th. *Alan Naylor*

Class 47 805 'Roger Hoskins M.A.' is seen on the rear of the 1Z70 as it passes Horrocksford Junction heading to Carlisle. *Michael Lynam*

LMS Royal Scot Class No. 46100 'Royal Scot' heads 1Z70 'The Fellsman' from Crewe - Carlisle via the S&C past Horrocksford Junction on August 26th. *Michael Lynam*







Charter Scene West Coast Railway Co.

The Dalesman

'Merchant Navy' Class Pacific No. 35018 'British India Line' gets into its stride at Stablecross Bridge heading the northbound steam leg of 'The Dalesman' away from Hellifield over the S&C to Carlisle on August 4th. *Gerald Nicholl*

West Coast Railway Co.

The Dalesman

Delayed by the footplate tragedy when the fireman was taken ill and sadly died, Stanier 4-6-0 No. 46115 ‘Scots Guardsman’ cruises down towards Settle Junction with the ill-fated returning ‘Dalesman’ on August 18th. *Gerald Nicholl*

West Coast’s Class 33 207 ‘Jim Martin’ leads the 1Z30 York - Carlisle ‘Dalesman’ charter into Hellifield on August 18th. *Michael Lynam*

Class 37 706 is seen on the rear of ‘The Dalesman’ charter to Carlisle on August 18th as it arrives at Hellifield. *Michael Lynam*





Charter Scene Saphos Trains

Devonian Express

With an extravagant wave from the footplate, LMS 4-6-0 No. 46100 ‘Royal Scot’ heads BR Pacific No. 70000 ‘Britannia’ towards Avoncliff with the Saphos Trains’ outbound ‘Devonian Express’ on August 12th. *Gerald Nicholl*



Saphos Trains

The White Rose

On a rainy August 22nd, LMS 4-6-0 No. 46100 'Royal Scot', with its sanders on for the climb to Cowburn tunnel, passes New Mills South Jct. with the 08:35 Crewe to York excursion. *Lee Stanford*

'Royal Scot' passes Gorton, Manchester, working 'The White Rose' Crewe to York charter on August 22nd. *Steve Stepney*

LMS 4-6-0 No. 46100 'Royal Scot' pounds uphill through Kenyon Cutting, still accelerating from its stop at Newton-le-Willows with August 22nd's 'The White Rose' to York. *Jeff Nicholls*







Charter Scene Saphos Trains

The Lakelander

Framed by the infrastructure, LMS 4-6-0 No. 46100 ‘Royal Scot’ approaches Greenholme with Saphos Trains’ northbound ‘Lakelander’ on August 15th. *Gerald Nicholl*

Charter Scene Saphos Trains

The Lakelander

With a backdrop of distant Lakeland Fells near Benson Hall, Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' heads Saphos Trains' 'Lakelander' excursion anticlockwise around the edge of the Lake District on August 29th.
Gerald Nicholl



Saphos Trains

The Lakelander



LMS 4-6-0 No. 46100 'Royal Scot' with Class 47 805 on the rear, passes Coppull on August 15th with Saphos Trains 'Lakelander' excursion. *John Sloane*

Black 5 No. 45231 'Sherwood Forester', passes Worthington on August 28th with a Carlisle bound 'Lakelander' charter. *John Sloane*

On August 29th, Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' heads past Moore with 'The Lakelander' Crewe - Carlisle. *Mark Enderby*





Saphos Trains

The Lakelander

Black 5 No. 45231 ‘Sherwood Forester’ climbs Grayrigg in fine style with Saphos Trains ‘Lakelander’ excursion on August 29th. *Lee Stanford*

LMS 4-6-0 No. 46100 ‘Royal Scot’ heads through Warrington Bank Quay on August 15th, heading to Carlisle. *Mark Enderby*

LMS 4-6-0 No. 46100 ‘Royal Scot’ approaches Leyland working the 1Z61 ‘The Lakeland’ from Crewe - Carlisle on August 15th. Class 47 805, which seems to have been a regular on this working, is on the rear. *Michael Lynam*







Charter Scene Saphos Trains

The Lakelander

Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' climbs towards Shap with Saphos Trains' 'Lakelander' excursion passing Scout Green on August 29th. *Gerald Nicholl*

Charter Scene West Coast Railway Co.

The Waverley

Jubilee Class 4-6-0 No. 45562 'Alberta' gets into its stride heading the northbound leg of 'The Waverley' away from Hellifield over the S&C to Carlisle on August 23rd. *Gerald Nicholl*

Charter Scene West Coast Railway Co.

The Scarborough Spa Express

Jubilee Class 4-6-0 No. 45562 'Alberta' working 'The Scarborough Spa Express' 1Z27 Scarborough - Carnforth approaches Haxby near York on August 20th. *Michael J Alderdice*

Charter Scene Saphos Trains

The Welsh Borders Express

BR Pacific No. 70000 ‘Britannia’, passes Kempseye with the 1Z49 16:07 Shrewsbury - Exeter St. Davids on August 5th. *Keith Davies*

Charter Scene Saphos Trains

English Riviera Express

On July 26th, LMS 4-6-0 No. 46100 'Royal Scot'. heads along the sea wall at Dawlish in charge of the 1Z27 Bristol Temple Meads to Kingswear charter. *Richard Hargreaves*

LMS 4-6-0 No. 46100 ‘Royal Scot’ passes Cockwood Harbour on July 26th with the returning 1Z28 Kingswear - Bristol.
Steve Thompson

Saphos Trains

English Riviera Express

On July 26th, Class 47 No. D1944 is seen on the rear of the 1Z27 Bristol Temple Meads to Kingswear charter, lead by LMS 4-6-0 No. 46100 'Royal Scot'. *Richard Hargreaves*

Enjoy the view while you can! The section from the Colonade viaduct to Coastguards Bridge will never look the same again, as it is due for rebuilding as 'Tornado' is seen heading to Kingswear. *Steve Thompson*

BR Pacific No. 70000 'Britannia', running as No. 70022 'Tornado' heads past Dawlish on August 2nd with the 1Z27 Bristol Temple Meads to Kingswear. *Richard Hargreaves*



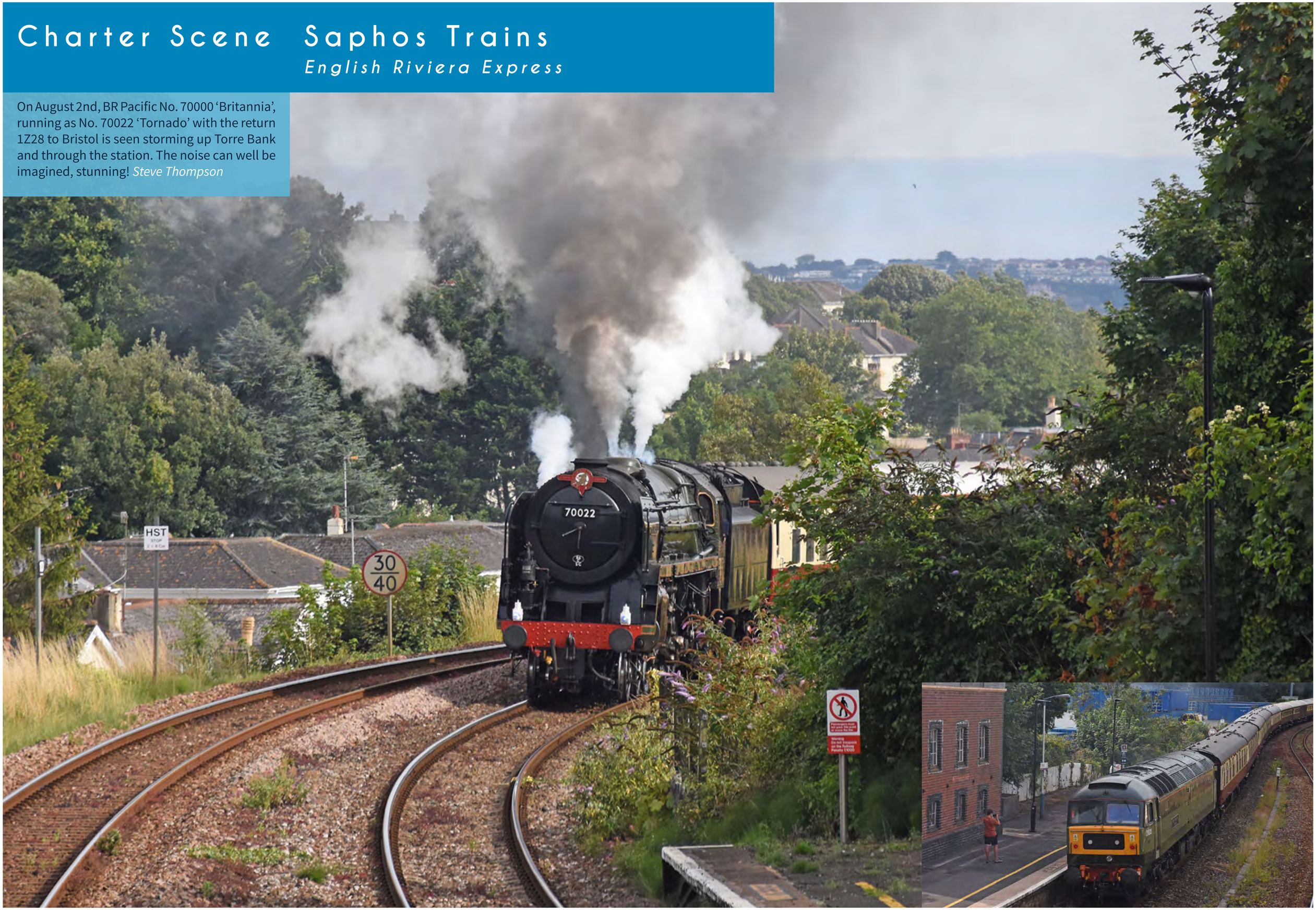




Charter Scene Saphos Trains

English Riviera Express

On August 2nd, BR Pacific No. 70000 'Britannia', running as No. 70022 'Tornado' with the return 1Z28 to Bristol is seen storming up Torre Bank and through the station. The noise can well be imagined, stunning! *Steve Thompson*



Charter Scene Northern Belle

Northern Belle

West Coast's Class 57 316 passes over Chirk Viaduct with Thomas Telford's canal aqueduct behind with the 12:05 Coventry - Chester working on August 15th. *Chris Morrison*

Charter Scene Rail Charter Services

The Staycation Express

ScotRail liveried Class 47 712 'Lady Diana Spencer' approaches Long Preston on August 13th with the 16:12 Skipton to Appleby service. *Lee Stanford*

Charter Scene Rail Charter Services

The Staycation Express

Class 47 712 'Lady Diana Spencer' passes Sherrif Brow with 1Z45 Skipton - Appleby 'Staycation Express' on August 28th. *Dave Harris*

Rail Charter Services

The Staycation Express

Class 47 593 powers away from a signal check and approaches Long Preston with the empty stock for the first S&C 'Staycation' excursion of the Bank Holiday weekend on August 29th. *Lee Stanford*

Class 47 593 brings the empty stock of the 14:38 departure to Skipton into Appleby on July 30th. *Lee Stanford*

On August 18th, Class 37 521 and 47 712 pass Dent Head. *Mark Enderby*







Rail Charter Services

The Staycation Express

Standby loco, Class 20 107 passes Euxton on August 24th heading from Crewe - Appleby.
Alan Rigby



Class 37 No. D6817 pulls away from Hellifield with Rail Charter Services' Skipton to Appleby 'Staycation Express' on August 4th.
Gerald Nicholl



Class 37 No. D6817, with 47 593 on the rear, heads past Selside on August 4th.
Jeff Nicholls



Rail Charter Services

The Staycation Express

On August 9th, Class 47 712 'Lady Diana Spencer' heads the 5Z47 Crewe - Appleby empty stock through Pleasington. *Michael Lynam*

At Blea Moor on August 24th, 'The North Pennine Staycation Express' heads south with Class 47 593 leading and 47 712 'Lady Diana Spencer' on the rear. *Ben Bucki*

Class 47 712 trails along through Long Preston on a damp August 19th. With Class 37 No. D6817 on the front, this was the first ECS of the day from Appleby to Skipton. *Jeff Nicholls*







Rail Charter Services

The Staycation Express

Class 20 No. D8107 leads the 14:38 Appleby to Skipton away from Hellifield on August 12th. *Colin Kennington*

Class 37 No. D6817 approaches Dent on August 6th leading the 12:18 Skipton to Appleby service. *Colin Kennington*

Class 47 593 comes off Dent Head viaduct on August 6th leading the 14:38 Appleby to Skipton service. *Colin Kennington*





Rail Charter Services

The Staycation Express

Class 47 593 ‘Galloway Princess’ passes Settle Jct. with 1Z44 Appleby - Skipton ‘Staycation Express’ on August 28th. *Dave Harris*



Class 47 712 leads 47 593 past Blea Moor on August 26th. *Jeff Nicholls*





Low evening sun greets Class 47 712 ‘Lady Diana Spencer’ at Settle Jct. with 5Z47 Skipton - Appleby empty coaching stock on August 28th. *Dave Harris*

Rail Charter Services

The Staycation Express

For one day only, LSL hired in DRS owned Class 37 407 to cover for its failed 37 521. The replacement loco is seen at Selside heading the 16:12 Skipton to Appleby on August 3rd. *Lee Stanford*



Class 47 593 and Class 37 No. D6817 head past Ais Gill on August 4th. *Jeff Nicholls*



Class 20 107 and 47 593 pass Long Preston with an 0Z20 Appleby - Crewe working. *Carl Grocott*



Charter Scene ECS and Light Engine Movements

Class 47 712 and 47 593 working the 5Z47 Crewe to Appleby passes Acton Bridge on August 9th.
Brian Battersby



Charter Scene ECS and Light Engine Movements

Class 47 804 leads 47 802 and BR Class 5 No. 44871 through Sutton Bridge with 5Z45 06:50 Carnforth - Bristol Kingsland Road on August 29th. *Keith Davies*

Charter Scene

ECS and Light Engine Moves

Class 37 No. D6817 and Class 47 593 'Galloway Princess' work 5Z35 Crewe to Appleby North Siding through Bamber Bridge on July 19th. *Alan Naylor*

With a beautiful whistling sound, Class 20 No. D8107 tows 47 593 through Winwick on its way from Appleby to Crewe for repairs on August 14th. *Jeff Nicholls*

West Coast's Class 47 804 and 47 802 pass Moore on August 29th with a Carnforth - Bristol ECS. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

West Coast's Class 57 601 (with 57 316 on the rear) passes Leyland on August 15th with a Carnforth - Coventry ECS working.
Michael Lynam



Class 37 521 and 47 712 pass Long Preston with the 5Z40 Appleby - Skipton ECS on August 14th.
Carl Grocott



West Coast's Class 47 802 and 47 804 top'n'tail a Bristol to York ECS working through Colton Jct. on August 31st. *Class47*



Charter Scene

ECS and Light Engine Moves

West Coast's Class 57 316 and 47 854 pass Balshaw Lane Jct. on August 7th with a Carnforth - Acton Lane empty stock working. *John Sloane*

West Coast pair Class 33 207 and 37 706 are seen parked at York after bringing the days Scarborough Spa Express to Holgate sidings on August 27th. *Lee Stanford*

Class 40 145 runs through Winwick on August 25th working East Lancs Railway - Crewe, heading on hire to LSL for 6 months. *Alan Rigby*







Avanti West Coast

Class 390 042 (wearing a face mask to reinforce safe travel)slows for the Crewe stop on August 7th working the 15:07 Euston to Liverpool service. *Barry Longson*

Avanti West Coast's Pendolino train wrapped in progressive pride flag launches on West Coast Main Line, celebrating the diversity of the communities it serves.

Avanti West Coast launched the UK's first fully wrapped Pride train entirely staffed by a LGBTQ+ crew for its first official service on Tuesday 25 August. After Covid-19 forced the cancellation of Pride events across the country, which Avanti West Coast had planned to support, the intercity rail operator has completely wrapped one of its iconic Pendolinos with the progressive Pride flag.

The train operator has adopted the most recent iteration of the Pride flag which sees the addition of the colours black, brown, light blue, pink and white to bring people of colour, transgender people and those living with or who have been lost to HIV/AIDS to the forefront highlighting Avanti West Coast's progressive commitment to diversity and inclusion. Billed as the biggest Pride flag the UK has seen on the side of a train, the 11-carriage, 265 metre-long train was waved off by Avanti West Coast staff and members of the LGBTQ+ community at London Euston and was welcomed in at Manchester Piccadilly station. The service was staffed by a LGBTQ+ crew as a one-off for the launch of the Pride Train.

With a strong focus on LGBTQ+ education, the train will be filled with literature, stories and colourful posters and will feature Pride related information and fun facts during the onboard announcements.

As the livery will become a permanent part of Avanti West Coast's full fleet, the LGBTQ+ community will also have the opportunity to name the train. A competition will be launched calling for entries to be submitted via its website with the winning name announced in October.

Train Manager, Paul Austin, said: "This is about being accepted for who I am and representing the LGBTQ+ community we serve across our network. Being a part of the UK's first all LGBTQ+ crew is a sign of the steps we're taking towards a more inclusive, diverse and equal society and I am so proud to be involved today."

Discussing how Pride means more for the diversity and inclusion of people up and down the West Coast Main Line, Avanti West Coast Executive Director – Commercial, Sarah Copley said: "I'm delighted to be launching our new Avanti West Coast Pride Train which represents everyone in the LGBTQ+ community. It is a symbol of our commitment to diversity and inclusion as it travels up and down the West Coast Main Line. We Live Proud 365 days a year, not just today."

"I am so proud to be a part of a business where our people represent the communities we serve. We are always listening to them and customers to ensure our diversity and inclusion strategy is relevant. Our new train livery is a powerful example of keeping the conversation going".



Avanti West Coast

Class 390 119 working the 1M12 Glasgow - London Euston service passes Acton Bridge on August 30th. *Mark Enderby*



Class 390 020 working the 1F18 14:07 London Euston to Liverpool Lime Street passes the site of the old station at Roade on August 11th. *Derek Elston*



Class 390 006 working a London Euston - Preston service passes Winwick on July 29th. *Alan Rigby*



Avanti West Coast



Class 390 103 passes Balshaw Lane Jct. on August 20th with a London Euston service. *John Sloane*

West Coast Partnership welcomes aspirations for rail's role in the North West

Senior figures in the North of England and rail industry have championed the importance of partnership working as well as transport's role at the heart of growth and recovery across the North. At a virtual roundtable event, hosted by West Coast Partnership (WCP), which operates Avanti West Coast services that connect North West England to the capital and Scotland, it was discussed how rail investment should be used to generate improved connectivity and economic growth. Collaboration and integration of transformative projects were key themes as rail's role in helping the UK's recovery from the effects of the COVID-19 pandemic was also discussed.

Titled Growth and Connectivity in the North West, the event brought together Andy Burnham, Mayor of Greater Manchester; Steve Rotheram, Mayor of Liverpool city Region; Transport for the North's Strategic Rail Director, David Hoggarth; and Caroline Donaldson, Managing Director of West Coast Partnership Development (WCPD) – the team working with the Department for Transport and HS2 Ltd to design and develop high speed services on HS2 infrastructure. The panel were joined by a virtual audience of 200 leaders and key stakeholders from Cheshire, Cumbria, Lancashire, Liverpool and Manchester and the rail industry. Two key guiding principles for rail investment in the North were identified – place and ambition – thinking differently about how rail investment can build greener and more vibrant communities, unlocking growth and improving air quality.

Chaired by Avanti West Coast's Executive Director of Customer Experience, Natasha Grice, the event was held together with pro-Manchester and Professional Liverpool, demonstrating the WCP's commitment to partnership working, with collaboration through greater engagement with government, authorities, communities and industry across the UK. It follows the Department for Transport's announcement last month of the establishment of a new Northern Transport Acceleration Council dedicated to speed up vital infrastructure projects and better connecting communities across the North's towns and cities.

Andy Burnham, Mayor of Greater Manchester said: "We're at a critical moment now. If we are going to put in place the right rail investment in the North of England to change its fortunes as an economic entity in the 21st Century, two things are required to guide rail investment. A sense of place – building places rather than just projects. A sense of ambition. This is critical to us. We want ambition to be at the heart of it all."

He continued: "We've got to make sure that transport is at the heart of recovery in our cities. It also needs to be linked to the clean air agenda, where we're bringing through zero emissions vehicles. So, we're simultaneously rising to the clean air challenge, as well as improving public transport."

He added: "I'm very interested in what West Coast Partnership is doing and I think it's the right way for the industry to be moving, away from the silo approach and the fragmented approach."

Steve Rotheram, Mayor of Liverpool City Region, said: "Everything is predicated by the reality that COVID-19 will be with us for some considerable time. It doesn't mean that we can't look at strategic issues; we have to put important things like the Northern Powerhouse Rail and HS2 back on the national agenda for when we come out the other end."

David Hoggarth, Strategic Rail Director at Transport for the North, said: "Alongside our partners we have developed a strategy for how we can grow our region. HS2, Northern Powerhouse Rail, and wider investment are of course crucial for us, but the current pandemic has reinforced the urgency with which we need to see investment coming forward."

Speaking at the roundtable event, Caroline Donaldson, Managing Director of West Coast Partnership Development, told the panel and audience: "It has been really exciting to see in the last few years the joining up of stakeholders across the North with a vision for achievement of economic growth and transport. We're very conscious of the need to work with Northern Transport Acceleration Council to make sure that what we are doing is properly integrated, so that we get the combined benefit of HS2, Northern Powerhouse and other schemes. We recognise we're only part of the solution and we are very much looking forward to working with you to achieve those very ambitious, but quite rightly, realistic aims."

Caledonian Sleeper

Following the cancellation of the Lowland sleeper on August 12th, the empty stock was moved from Polmadie to London in daylight hours and is seen passing Winwick Jct. behind GBRf liveried Class 92 043.
Lee Stanford

Class 92 020, running 35 minutes late, has been switched to the up slow at Old Linslade with 1M16 20:45 Inverness and Fort William to London Euston sleeper service on August 11th.
Derek Elston

Class 92 023 passes Moore with a southbound sleeper ECS on August 4th. *Mark Enderby*







Colas Rail

On August 14th, Class 70 810 passes Pleasington heading a Mountsorrel Sidings - Carlisle N.Y. loaded ballast. *Michael Lynam*

The 0Z18 13:35 Nottingham Eastcroft to Crewe Basford Hall S.S.M. approaches Basford Junction on August 18th with Class 56 078 hauling 70 817, 56 096 and 56 087.
Derek Elston

Class 56 049 ‘Robin of Templecombe’ has just run round its train at Crewe and waits for the signal to clear before heading to Basford Hall Yard with the 15:26 from Pinnox Branch Esso siding on August 7th. *Lee Stanford*







Colas Rail

Class 56 049 and 56 096 are seen at their destination on a Doncaster Decoy to Tyne Yard engineers' working on July 3rd. *Anton Kendall*

Class 56 049 leads 56 096 through Chester-le-Street on a Doncaster Decoy to Tyne Yard engineers' working on July 3rd.
Anton Kendall

With a lot of noise, Class 37 421 pushes 'Caroline' downhill through Moore on a Crewe - Preston - Crewe working, August 10th. *Jeff Nicholls*







Colas Rail

On July 29th, Class 70 812 pulls out of the loop at Dawlish Warren with a rake of china clay tanks heading to Burngullow. *Richard Hargreaves*



Colas Rail

Class 70 810 approaches Long Preston with the 09:15 Mountsorrel to Carlisle ballast on a sunny August 13th. *Lee Stanford*

Class 70 810 passes Burgs Lane on August 2nd with the 6C21 Rumney - Crewe engineers. *Phil Martin*

On July 30th, Class 70 809 heads through Dawlish Warren with the 6F56 Hackney Yard to Carlisle. There had been a rake of IWA log-carriers left in South Devon since the demise of the traffic from Heathfield a few years ago. It appears these half-dozen were the only good 'uns they could muster. *Steve Thompson*







Colas Rail

Class 70 810 makes light work of the 09:15 Mountsorrel to Carlisle New Yard as it passes Moore on August 12th. *Barry Longson*

‘Caroline’ continued her shuttling between Crewe and Crewe on August 14th, seen here passing Springs Branch depot with Class 37 421 providing the power. *Jeff Nicholls*

Class 70 810 passes Hadnall with the 6C21 12:13 Rumney River Bridge Jct. - Crewe Basford Hall on August 9th. *Keith Davies*







CrossCountry

On August 3rd, power cars Nos. 43301 and 43207 arrive at Plymouth with 1V50 Edinburgh - Plymouth where Nos. 43384 and 43366 are waiting to work 1E63 to Leeds, having come off Laira to change over with Nos. 43301 and 43207, thus affording the sight of two XC sets together. *Steve Thompson*



Power cars Nos. 43304 and 43303 head along the sea wall with the 1V44 06:11 Leeds to Plymouth on July 31st. *Richard Hargreaves*



Power car No. 43303 passes through Dawlish on August 7th leading the 1V64 13:07 Edinburgh to Plymouth service. *Richard Hargreaves*



DB Cargo

Class 60 063 rounds the curve at Kintbury on May 14th as it returns the empty Robeston tanks from Theale.
Anton Kendall

DB Cargo

Maritime liveried Class 66 090 is seen passing Casey Lane, Crewe on August 7th, with 13:15 Trafford Park to London Gateway.
Barry Longson



Class 90 034 and 90 028 pass Coppull with the 4M25 Mossend - Daventry on August 12th.
John Sloane



Class 66 074 passes Balshaw Lane Jct. on August 20th with a Carlisle - Crewe light engine move. *John Sloane*



DB Cargo

Class 66 088 passes Moore south of Acton Grange Junction, in charge of the 12:22 Arpley to Stoke Marcroft works on August 12th. In the consist were a large quantity of covered steel wagons which are not often seen in the North West. *Barry Longson*

DB Cargo

An immaculate Class 66 148 heads south through Moore on an Arpley Yard - Bescot light engine move on August 12th. The attractive, disused bridge in the foreground crosses the alignment of the London and North Western Railway Main Line which was realigned in the 1890s owing to the construction of the Manchester Ship Canal. *Jeff Nicholls*

Class 60 054 passes Colton Jct. on August 31st with a Lackenby - Scunthorpe working. *Class47*

Class 60 039 working Knowsley Freight Terminal - Wilton EFW loaded bins passes Rainford on August 8th. *Alan Rigby*







DB Cargo

On July 12th, Class 66 100 hauls the 6M30 11:17 Margam - Dee Marsh loaded steel over Cefn Mawr viaduct. *Phil Martin*

DB Cargo

In heavy rain, Class 66 165 brings the Southampton Eastern Docks covered car train down the grade through St. Denys.
Anton Kendall

Class 60 059 passes Oakle Street as it works the 05:00 Robeston to Westerleigh loaded fuel working on August 7th. *Anton Kendall*

Class 66 021 and 66 067 top'n'tail a weed-killing train past Ais Gill on August 4th.
Jeff Nicholls







DB Cargo

Looking very smart, Class 66 090 ‘Maritime Intermodal Six’ arrives at Springs Branch on August 14th with the weekly trip freight from Arpley Yard bringing intermodal wagons for wheel turning . *Jeff Nicholls*

Class 66 185 ‘DP World London Gateway’ yings its way cautiously through Northampton running 84 minutes early with 6M45 06:37 Dollands Moor Sidings to Daventry Int Rft Reception on August 15th. *Derek Elston*

Class 66 148 ‘Maritime intermodal Seven’ approaches Basford Hall Junction at the head of the 10:34 Southampton Eastern Docks to Halewood (Jaguar Cars) on August 18th.
Derek Elston







DB Cargo

OnAugust9th,Class66154approaches Toton working the 12:51 Peak Forest to Peterborough. *Mark Pichowicz*

DB Cargo

Class 60 044 working 6M86 Margam - Dee Marsh passes Leaton on August 24th. *Carl Grocott*

Class 66 198 with the 6M86 10:29 Margam - Dee Marsh loaded steel passes Oswestry Jct. Gobowen on August 7th. *Phil Martin*

Class 66 019 hauls an empty working from Scunthorpe Roxby Gullet to Rossington through Hatfield & Stainforth on July 3rd.
Anton Kendall







DB Cargo

Running minutes 34 minutes late and still carrying the original EWS livery, Class 66 133 passes Moore on August 20th working the 10:40 Knowsley to Wilton waste train. *Lee Stanford*

On August 3rd, in typical cloudy conditions, Class 66 109 passes Wolascott working the 6M86 10:29 Margam - Dee Marsh loaded steel. *Phil Martin*

Class 66 021 passes Tees Yard on July 3rd as it works a Grangemouth to Tees Dock container train. *Anton Kendall*







DB Cargo

Class 60 067, 60 032 and 60 088 are seen at the south end of the long line of stored locos at Toton.
Mark Pichowicz

DB Cargo

Class 66 150 passes Kintbury on August 11th working the London to Severnside refuse train. *Anton Kendall*



A claggy Class 66 051 ‘Maritime Intermodal Four’ leads the 10:04 Wakefield Europort to Felixstowe South DBC passing Turves on August 4th. *Derek Elston*



Class 66 129 at Slindon with the 4L57 13:15 Trafford Park Euroterminal - London Gateway on August 26th. *Keith Davies*



DB Cargo

Class 66 027 returns the Banbury empties back to Mountsorrel as it passes Washwood Heath. *Anton Kendall*

Class 60 044 passes Kempseye on August 24th with the 6M86 10:27 Margam TC - Dee Marsh Reception Sidings. *Keith Davies*

On August 6th, Class 66 094 emerges from Kennaway Tunnel on 6Z60 Parkandillack - Bescot. One train a week, how sad is that? *Steve Thompson*







DB Cargo

Class 66 124 passes Willington with 6Z50 14:53 Chaddesden Sidings to Carlisle Kingmoor. *Mark Pichowicz*

Class 66 181 hauls the regular ‘Plasmor’ train through Doncaster on August 16th. *Class47*

Class 66 027 applies the power through Cossington as it get a loaded stone train moving from Mountsorrel. *Anton Kendall*







DB Cargo

Class 90 034 and 90 019 round the curves at Grendon, heading for Daventry. *Anton Kendall*

DB Cargo

Class 66 109 in PD Ports livery, passes through Shotton High Level on August 3rd with a steel train. *Brian Battersby*

Class 66 119 returns the Limbury Road empties to Toton as it passes Cossington.
Anton Kendall

Class 66 068 is seen at Sutton Bridge with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on August 15th. *Keith Davies*







DC Rail Freight

On August 5th, Class 60 029 passes Lenton Junction with 6M00 14:30 Humber - Kingsbury. *Mark Pichowicz*

Direct Rail Services

Class 68 007 hauling a rake of autoballasters passes Settle Junction on August 4th. *Jeff Nicholls*

Sparkling Class 66 091 and classmate 66 301 almost caught the photographer by surprise at Dent on August 6th as they were running 40 minutes early powering the 12:46 Carlisle to Crewe departmental. *Colin Kennington*

Class 66 301 working the 6K05 12:46 Carlisle to Crewe departmental service approaches Settle Junction on August 12th. *Colin Kennington*





Direct Rail Services

Hauling 5 DVTs and a couple of extra Mark 3 coaches from Ely to Newport for scrap, Class 37 716 makes a fine site as it heads west through Challow on May 14th. *Anton Kendall*

Direct Rail Services

Sounding superb even with only one light engine in tow, Class 68 001 and 68 003 pass Moore on August 12th with the 10:08 Carlisle Kingmoor to Crewe Gresty Bridge.
Barry Longson



Class 66 091 leads 66 098 and 66 067 with the 6K05 Carlisle N.Y. to Crewe Basford Hall through Village Croft, Euxton on August 7th.
Alan Naylor



Class 88 008 haling the 4M27 Mossend - Daventry speeds past Moore on August 4th.
Mark Enderby



Direct Rail Services

Class 88 010 passes Balshaw Lane Jct. on August 19th with a Daventry - Mossend ‘Tesco’ working. *John Sloane*

Class 88 008 passes a sunny Bradley on August 28th with the 4M27 Mossend - Daventry. *John Sloane*

Class 66 428 ‘Carlisle Eden Mind’ is seen at Balshaw Lane Jct. on August 20th leading the 6K05 Carlisle - Crewe engineers. *John Sloane*







Direct Rail Services

Class 88 008 heads past Standish on August 8th with a Mossend - Daventry working.
John Sloane

Heading in the opposite direction to the above, Class 88 001 works the Daventry - Mossend past Standish on August 8th. *John Sloane*

Class 66 091 passes Bradley on August 5th with a Carlisle - Crewe light engine move.
John Sloane







Direct Rail Services

Class 68 002 passes through Pleasington with a long rake of cranes and other selections of engineering kit on 6K05 on August 24th. *David Hollowood*

On August 29th, Class 88 005 passes Moore with the 4S43 Daventry to Mossend. *Mark Enderby*

Class 88 001 speeds past Heamies Farm on August 26th with the 4M27 05:48 Mossend Euro Terminal - Daventry IRFT. *Keith Davies*







Direct Rail Services

On August 12th, Class 88 009 breezes past Winwick in charge of the 12:16 Daventry to Mossend modal service. *Barry Longson*

Class 66 426 eases out of Basford Hall working the 15:49 Garston Car Terminal GBRf to Dagenham Dock Recp GBRf on August 18th. *Derek Elston*

Class 57 308 ‘Jamie Fergusson’ is seen stabled at Carlisle on August 19th. *Derek Elston*







Direct Rail Services

A trio of Class 66s approach Hellifield on August 13th with a light engine movement from Carlisle to Crewe, leading is 66 302 followed by 66 425 and 66 593. *Lee Stanford*

Direct Rail Services

Class 88 005 is seen shortly after passing Oxenholme and has no problem climbing Grayrigg with the 06:40 Daventry to Mossend (Tesco) train on August 29th. *Lee Stanford*

East Midlands Railway

Power Car No. 43048 heads north through Cossington on June 22nd. *Anton Kendall*

In the new EMR livery, Class 222 104 passes Cossington on the slow lines on June 22nd. *Anton Kendall*

Class 222 011 wearing the new revised East Midlands railway livery stands at Sheffield prior to working the 1C65 16:29 to London St. Pancras International on August 24th. *Derek Elston*







East Midlands Railway

The summer dated East Midlands Railway services to Skegness are now underway and in what could possibly be the last year of HST operation. The 07:53 departure from Derby is seen approaching Rauceby station on August 8th led by power car No. 43089. *Lee Stanford*

East Midlands Railway

The former LNER power cars are slowly being introduced by EMT but as yet not the stock. On August 8th, No. 43257 leading the 12:45 Nottingham to Luton approaches Barrow upon Soar.
Lee Stanford

East Midlands Railway

On August 8th, the second HST operated service to Skegness, which departs from Nottingham at 09:43, was captured approaching Ancaster station, which still retains a station sign from days gone by, led by power car No. 43048. *Lee Stanford*

Class 222 015 approaches Barrow on Soar on August 8th working the 12:32 Sheffield to Luton service. *Lee Stanford*

On July 30th, power car No. 43076 races over the River Soar at Normanton with 1D53 16:34 London St. Pancras to Nottingham service (43059 was on the rear). *Mark Pichowicz*







East Midlands Railway

On August 8th, power car No. 43318 passes Attenborough nature reserve with 1D09 07:54 Luton to Nottingham service. *Mark Pichowicz*

Power car No. 43073 is seen at Market Harborough on the tail of 1D53, the 16:34 London St. Pancras International to Nottingham service with 43059 leading on August 14th. *Derek Elston*

Former LNER power car No. 43307 awaits departure from Market Harborough with the 1B63 16:45 Nottingham to London St. Pancras International service on August 14th. *Derek Elston*







Freightliner

In atrocious weather conditions, Class 59 004 is seen on an empty Fareham working through Fairwood on June 18th. *Anton Kendall*

Veteran's Class 86 639 and 86 609 pass Old Linslade on August 11th working the 4L89 21:33 Coatbridge F.L.T. to Felixstowe North F.L.T. *Derek Elston*

Class 66 623 passes Casey Lane working the 15:13 Toton North Yard to Crewe Basford Hall S.S.N. on August 18th. *Derek Elston*







Freightliner

Class 59 201 leads an empty stone working back to the Mendips through Kintbury. *Anton Kendall*

Class 59 202 is seen on an empty Fareham working through Eastleigh on July 1st. *Anton Kendall*

Top and tailed Class 66 623 and 66 619 head north through Winwick on a Hartford Junction - Crewe Basford Hall engineering train on August 2nd. *Jeff Nicholls*







Freightliner

Class 59 203 leads an empty stone working back to the Mendips through Kintbury. *Anton Kendall*

Freightliner

Class 66 511 passes Redcar on July 3rd with a Tees Dock to Boulby potash working.
Anton Kendall

In heavy rain, Class 59 203 passes Fairwood with a loaded stone working on June 18th.
Anton Kendall

Class 66 543 exits Basford Hall Yard on August 7th with the 14:03 Ditton to Felixstowe North liner. *Barry Longson*







Freightliner

Back in business, Class 70 017 is captured at Ashley in Cheshire on a beautiful August 13th, in charge of the 09:16 Bredbury RTS to Runcorn Folly Lane loaded waste.
Barry Longson

Freightliner

Trains pass on Stockport viaduct with Class 70 017 in charge of the 09:16 Bredbury to Runcorn Folly Lane bins, while TfW Class 175 004 is on the 06:35 Cardiff to Manchester Piccadilly service, on a sunny 24th August. *Barry Longson*

Class 66 539 passes North Skelton on a Tees Dock to Boulby potash working on July 3rd. *Anton Kendall*

Class 66 519 passes Stone Road with 4M58 09:25 Southampton MCT - Garston FLT on August 26th. *Keith Davies*







Freightliner

Veteran Class 86 locos Nos. 86 613 and 86 614 with 66 957 DIT pass Ipswich on August 18th working the 09:25 Willesden to Felixstowe container train. *Lee Stanford*

Freightliner

Class 66 539 drops down the grade at Skinningrove on a Tees Dock to Boulby potash working on July 3rd.
Anton Kendall

Freightliner

Class 66 560 returns an empty set of ballast hoppers to Toton through Cossington on June 22nd. *Anton Kendall*

Class 66 514 slows to enter Basford Hall Yard working the 09:12 Felixstowe North to Trafford Park, while Class 57 316 and 47 854 pass by with a Carnforth to Acton ECS move on a very warm August 7th. *Barry Longson*

Class 66 613 working the Hardendale - Tunstead empties passes Winwick on July 29th. *Alan Rigby*







Freightliner

On July 30th, Class 66 524 passes Grendon with the 12:57 London Gateway to Garston liner. *Mark Pichowicz*

In the new livery, Class 66 623 returns the Exeter empties back to the Mendips in heavy rain on June 18th. *Anton Kendall*

On August 18th, Class 86 614 and 86 613 pass through Ipswich with the 11:13 Felixstowe to Trafford Park liner. *Lee Stanford*







Freightliner

On a sunny August 19th morning, Class 66 623 passes the fields at Winwick Junction with an engineers train from Chester to Crewe via Springs Branch. Not the most direct route but taken for operating purposes. A further Freightliner Class 66 is out of sight on the rear of the train. *Jeff Nicholls*

Class 66 620 is seen at Charnock Richard on August 13th with a Hardendale - Tunstead working. *John Sloane*

In terrible weather, Class 90 014 and 90 044 pass Bradley with a Preston - Crewe test run. *John Sloane*







Freightliner



Class 66 537 approaches the site of the former Roade Station with the 4M58 09:25 Southampton M.C.T. to Garston F.L.T. on August 11th. *Derek Elston*

G&W UK companies invest in 75 new lifting and handling machines across UK container terminals.

Freightliner and Pentalver, subsidiaries of Genesee & Wyoming Inc. (G&W), have made a significant investment in 75 new lifting and handling machines to be deployed at their container terminals throughout the UK. The initial batch of equipment was recently delivered, with the additional 40 machines to follow in the coming months.

The new machines include Hyster reachstackers, Terberg terminal tractors, and Hyster empty container handlers and are part of the Big Trucks product offering from Briggs Equipment (Briggs),which feature some of the latest technology, innovations and safety enhancements.

In partnering with Briggs and Hyster, the new machines lead the way in telematics, providing live feedback on the machine's health, together with key operational data relating to lifts, fuel usage and non-productive running. The Tier 4 engines produce lower emissions and when combined with auto shut-down technology, further endorse G&W UK's commitment to a carbon neutral future.

With the employee central to the operation, cab ergonomics are an essential component to a safe and efficient working environment, and the new equipment provides adjustable sliding units with full air suspension, creating maximum comfort. The in-cab 360-degree camera system and on-screen telematics displays, puts the driver's safety and comfort first.

"We pride ourselves on providing a best in class service to our customers and a safe working environment for our employees, and investing in these latest technically-advanced machines will support us in enhancing that service further across our three core platforms of Rail, Road and Terminals," said Chris Lawrenson, Managing Director of Terminals for G&W's UK/Europe region companies. "Our focus on the customer experience, with substantial investments in cutting-edge technology, facilities and rolling stock will help cement our future as the transport and logistics provider of choice in the UK."

Mike Parkin, Briggs Equipment's Head of Ports, Terminals and Big Trucks commented: "We are delighted to announce this latest contract renewal with G&W UK.

This renewal highlights our capability for forming and maintaining positive long-term relationships with our customers. The importance of the work carried out at Freightliner and Pentalver locations is far-reaching, with many businesses and industries dependent on a swift and flawless operation. These customers need to know that their goods will be transported safely and on time."

Freightliner

On July 28th, Class 66 588 and 66 953 pass through Dawlish with a Taunton Fariwater Yard to Dainton ballast job. *Steve Thompson*



Freightliner

Class 66 415 arrives into Chester on August 20th with a late night auto-ballaster. Class 66 416 was on the rear. *Brian Battersby*

The 4L93 08:25 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. passes through Northampton with Class 86 639 and 86 609 supplying the forward motion on August 15th. *Derek Elston*

Class 90 049 leads 90 042 with a much delayed 4Z50 Wembley - Coatbridge liner, passes Coppull Moor on August 26th. *John Sloane*







Freightliner

Class 86 613 and 86 609 working the 4L97 Trafford Park - Felixstowe storm through Stableford, Staffordshire on August 20th. *Michael J Alderdice*

Freightliner

Class 90 016 and 90 045 pass Euxton on August 18th working the 4Z89 Kingmoor - Crewe.
John Sloane

On August 11th, the only booked Freightliner incursion into North Lincolnshire is the once-a-week fuel tank run from Ipswich SS to Lindsey Oil Refinery. It's usual load is two or three TDAs in either direction, but this day's 6E50 saw 4 vehicles descending Appleby Bank towards LOR with Class 66 415 leading. *Steve Thompson*

Class 66 610 passes Condover on July 19th with the 15:36 Port Talbot - Crewe working.
Phil Martin







Freightliner

Class 66 542 leads the 4L41 06:00 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. as it passes Old Linslade on August 11th. *Derek Elston*

The remains of Class 90 050 and 86 251 in the foreground with a line of stored Class 86s in Crewe Basford Hall on August 18th. *Derek Elston*

Class 86 604 and 86 638 ease through Northampton working 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. on August 11th. *Derek Elston*







GBRf

Class 66 709 crosses Cefn Mawr viaduct on July 12th with the 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*



GBRf

On August 20th, Class 66 721 'Harry Beck' passes Stockport No. 1 signal box in charge of the 08:40 Peak Forest to Hope Street loaded stone. *Barry Longson*

Class 66 739 hauls the 6V84 Clitheroe - Avonmouth past Moore on August 4th.
Mark Enderby

As can be seen from this photograph, more of the Biomass wagons are now carrying the revised darker blue livery as Class 66 777 descends from Acton Grange Jct. and passes Moore on August 20th working the 11:15 Liverpool Bulk Terminal to Drax power station service.
Lee Stanford







GBRf

Class 66 739 'Bluebell Railway' is signal checked while working 6V84 Clitheroe Castle Cement to Avonmouth Hanson siding through Village Croft, Euxton on August 5th. *Alan Naylor*

Class 47 749 'City of Truro' is seen stabled at Leicester on August 14th. *Derek Elston*

Class 47 739 and 47 727 top'n'tail EMU Class 360 112 after repairs at Northampton EMUD as they pass through Northampton station running as 5Q60 11:40 Northampton Emd to Ilford on August 15th. *Derek Elston*







Class 66 729 with an Arcow - Pendleton working passes Blea Moor on August 26th. *Mark Enderby*



GB Railfreight and Drax Extend Rail Contract to Transport Biomass Until 2025

GB Railfreight (GBRf) and Drax have agreed to extend their contract to transport supplies of sustainable biomass from UK ports to Drax Power Station in North Yorkshire until 2025.

Teams at GBRf have worked closely with Drax for the past decade to maintain the supplies of sustainable biomass needed for the UK's largest power station to continue generating the flexible and reliable renewable power for millions of UK homes and businesses. This deal is critical to Drax's global biomass supply chain and another step on its journey to negative emissions.

Drax supplies 11% of the UK's renewable electricity. Using sustainable biomass instead of coal at Drax Power Station has reduced emissions by more than 80% and helped the UK power system decarbonise faster than any other country in Europe.

Under the terms of the contract, GBRf will run all of Drax tonnage from the Ports of Tyne and Liverpool to Drax Power Station.

The partnership between GBRf and Drax dates back to 2010 when GBRf began moving biomass by rail from the Port of Tyne. Originally, GBRf used wagons that had been converted from coal hoppers by adding lids and these remain in use under the new contract. As Drax converted more of its coal units at the power station to sustainable biomass, Drax invested in new purpose-built biomass wagons that are larger and therefore more efficient at carrying the pellets.

In the past year, the longstanding relationship between Drax and GBRf has helped overcome challenges such as the local floods in February to the Drax branch line and then the Covid-19 crisis, ensuring continuous flows of biomass that helped keep the power station running and the lights on in Britain.

John Smith, Managing Director of GB Railfreight, said: "I am delighted to be continuing GB Railfreight's ongoing partnership with Drax. We will continue to deliver vital supplies of sustainable biomass for a further five years, ensuring power is generated in a clean and sustainable way as well as reducing the UK's carbon emissions.

"The announcement also comes at a time of great economic uncertainty for our country. We at GBRf remain committed to getting the UK economy back on track and having worked with Drax over the last few months during testing times I know we will continue to work closely in the months and years to come as we emerge from the COVID-19 crisis."

Mike Maudsley, UK Portfolio Generation Director at Drax said: "GBRf's rail deliveries are a critical part of our global supply chain for sustainable biomass that supports thousands of jobs and has delivered economic growth across the north of England, while supplying renewable electricity to millions of homes and businesses.

"We're very pleased to extend our existing contract with GBRf for another five years and we're looking forward to continuing to work with the team."

GBRf

Class 60 056 gets a loaded Biomass working moving through Fellgate, running from Port of Tyne to Lynemouth on July 3rd. *Anton Kendall*



GBRf

Class 66 792 passes Eastleigh hauled by 73 141 on its way to the works for repainting. The loco still carries its Swedish UIC number of 92 74 0066 405-2 with keeper code S-BRLL.
Anton Kendall

Class 66 724 passes Bradley on August 28th with a Clitheroe - Avonmouth cement.
John Sloane

Class 66 755 passes Cossington as it works the Mountsorrel to Eastleigh loaded boxes.
Anton Kendall







GBRf

Class 66 720 leads a well laden 4M23 10:36 Felixstowe North to Hams Hall as it passes Roade on August 11th. *Derek Elston*

Class 66 773 passes Moore on August 4th with the 6S94 Irvine bound china clay working. *Mark Enderby*

Class 66 715 passes Burgs Lane on August 2nd hauling the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*







GBRf

Class 66 729 is passed by Northern's Class 158 842 at Blea Moor on August 26th. *Jeff Nicholls*



Class 66 768 passes Walcot with the 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd cement on August 10th. *Keith Davies*



Class 66 727 and 66 764 stand at Craven Arms with a rail grinding set on August 20th. *Keith Davies*



GBRf

Class 66 768 passes Oswestry Jct., Gobowen on August 7th with the 6M42 09:20 Avonmouth - Penyffordd cement empties. *Phil Martin*



On a warm summer day, Class 66 709 brings the Avonmouth to Penyffordd cement through Washwood Heath. *Anton Kendall*



On August 11th, Class 66 758 working Liverpool Bulk Terminal - Drax AES loaded Biomass passes Winwick. *Alan Rigby*



GBRf

Class 66 760 ‘David Gordon Harris’ with the 4O69 13:27 Hams Hall - Southampton Western Docks and West Midlands Railway’s Class 172 219 heading a 5-car 2D40 13:27 Stourbridge Jct. - Stratford-upon-Avon service keep pace approaching Small Heath on August 7th. The 26 storey office block at 103 Colmore Row, the tallest building under construction in the UK outside London, looms over Birmingham city centre in the background. *Chris Morrison*



GBRf

On August 26th, Class 66 773 with the 4N00 Carlisle - Clitheroe passes Blea Moor. *Mark Enderby*



Class 66 717 passes Pontefract Monkhill on July 3rd working the sand train from Middleton Towers to Monk Bretton. *Anton Kendall*



Class 47 593 and 47 712 pass 66 778 at Helwith Bridge on August 26th. *Jeff Nicholls*



GBRf

Class 50 049 and 50 007 approach Small Heath with the first GWR Class 769 en-route from Burton Wetmore to Reading depot on August 7th.
Chris Morrison

GBRf

Class 66 783 stands at Coton Hill Yard with 6F05 19:58 to Wellingborough Up TC on August 11th.
Keith Davies

Class 66 762 departs Andover on September 3rd with a freight off the Lugershall branch.
David Lindsell

Class 66 739 passes Standish on August 8th with a Avonmouth - Clitheroe working.
John Sloane







Grand Central



Class 90 029 leads the 5Z90 13:09 Wembley InterCity Depot to Crewe C.S. Grand Cenral ECS move with 90 026 on the rear as they pass Barby Nortoft on August 27th. *Derek Elston*

Grand Central's planned Blackpool to London route falls victim to COVID-19

Grand Central will not launch its planned North West route train service between Blackpool and London after COVID-19 rendered plans 'unfeasible'.

Company executives at Grand Central and parent company Arriva said following months of exploring all options to launch the proposed expansion of services to the North West route as planned, it is not now viable due to the economic uncertainty and changed travel patterns caused by COVID-19.

Employees who may be affected by the decision have been advised of the potential risk to jobs, and suppliers and stakeholders are being briefed.

Richard McClean, Manging Director of Grand Central, said: "So much effort has been put into these exciting plans to launch services between London and Blackpool, that it is heart-breaking to have to abandon them at this point but the pandemic and its effect on our expansion plans have just proved too big an obstacle.

"Because Grand Central operates under an Open Access business model, we receive no external financial help and we rely completely on what we generate in ticket sales. Despite months of work to adjust our costs, and monitor travel behaviour for signs of change it became more obvious to us that to invest in what is essentially a start-up enterprise in this climate was simply not feasible and therefore we reluctantly reached the very tough decision to cease the project permanently.

"We will now concentrate on rebuilding our two existing routes, which returned to service earlier this summer, following lockdown.

The expansion of Grand Central's services to the North West Route would have linked communities in Blackpool, Preston, Nuneaton and Milton Keynes directly to London Euston, The project had seen Grand Central establish offices in Blackpool and take on extra staff, including drivers. A period of consultation has begun between affected employees, rail unions and Grand Central executives.

Mr McClean added: "We have explored every possibility to continue with plans to start the North West route and protect these jobs. The people we took on have shown incredible patience and professionalism during what has been a period of great uncertainty. They have been at the forefront of our motivation to continue with the route and deliver services to new customers.
The great support we have also received from Blackpool and the other communities along the route has been a massive inspiration for us to find a solution. I want to thank you all so much."

Grand Central

Class 90 026 leads sister 90 020 and two sets of refurbished Mark 4 stock through Crewe moving the stock from Widnes to Wembley for storage on August 7th. *Lee Stanford*

Grand Central

Class 90 020 and 90 026 pass Slindon working the 5Z90 Widnes - Wembley on August 7th. *Carl Grocott*

Greater Anglia

Anglia Aventra units Class 720 540 and 720 539 ease through Northampton with mileage accumulation run 5Q31 13:12 Rugby Signal Rn4179 to Wolverton Centre Sidings via Crewe on August 11th. *Derek Elston*

Greater Anglia's Class 755 410 stands at Cambridge North working 1K61 07:34 Norwich to Cambridge service on August 7th. *Derek Elston*

Class 755 406 arrives at Ely with the 1K78 15:37 Stansted Airport to Norwich service on August 7th. *Derek Elston*







Greater Anglia

The new Stadler Class 755 units are now all in traffic and can be found operating local services all over east Anglia. On August 18th, Class 755 415 is seen arriving at Ely on electric power working the 10:13 Cambridge to Norwich service. From here it will change to diesel power for the remainder of its journey. *Lee Stanford*



Class 755 411 crosses Beggars Bridge, Turves working the 2E76 12:01 Ipswich to Peterborough service on August 4th. *Derek Elston*



Class 755 334 stands on the blocks at Great Yarmouth and will depart as the 2P25 14:17 to Norwich on August 7th. *Derek Elston*



Great Western Railway

On July 30th, power cars Nos. 43040 and 43098 head towards Dawlish Warren working a service to Exeter. *Richard Hargreaves*

On August 7th, power cars Nos. 43155 and 43041 round the curve and head off the sea wall at Dawlish Warren with a service to Exeter. *Richard Hargreaves*

Class 43092 and 43041 head towards Dawlish on July 29th, with a service to Penzance. *Richard Hargreaves*







Great Western Railway

On August 3rd, 'Castle' HST Nos. 43041 and 43092 working the 2C28 Exeter - Penzance arrives at Dawlish, the gull doing it's best Inter-City Swallow impression! *Steve Thompson*

A bit of synchronicity at Paignton station as Class 143 611 and 150 247 wait to crossover from Platform 1, after 143 619 and 150 234 have changed round and departed back to Exmouth. *Steve Thompson*

On August 3rd, power cars Nos. 43187 and 43170 wait to depart Plymouth on 2C34 Exeter - Penzance service. *Steve Thompson*







Great Western Railway

On July 30th, the previous night's up sleeper had very kindly failed at Penzance, the poor old punters being herded onto an 800 or suchlike (chalk and cheese or what?). This meant an early afternoon appearance of Class 57 603 through Dawlish on 5Z50 to Reading, with several sleeper cars. *Steve Thompson*

On August 4th, with very few of these left in GW blue, a pair was something not to be missed. Class 150 219 and 150 238 are seen departing Dawlish on 2T17 Exmouth - Paignton.
Steve Thompson

On July 29th, a very smart Class 158 762 passes Dawlish working the 2Z11 Plymouth - Exeter service. I'm a little bit concerned about the extension to the exhaust pipe though!
Steve Thompson







Great Western Railway

Power cars Nos. 43153 ‘Chûn Castle’ and 43 040 with a Castle HST set working 2C07 Bristol Temple Meads - Penzance passes Sprey Point on July 22nd. *Dave Harris*

Great Western Railway

Class 158 762 departs Dawlish on July 27th heading to Plymouth. *Richard Hargreaves*

On August 3rd, power car No. 43093 approaches Dawlish with a service to Exeter.
Richard Hargreaves

Class 802 014 and 802 007 pass through Dawlish on July 27th, heading to Penzance.
Richard Hargreaves







Great Western Railway

Power cars No. 43188 and 43194 depart Dawlish on July 30th with a service to Penzance.
Richard Hargreaves

Class 800 321 passes Dawlish Warren on July 26th with a service to Penzance.
Richard Hargreaves

On August 4th, Class 150 249 heads towards Teignmouth with a service to Paignton.
Richard Hargreaves







Great Western Railway

On July 29th, power car No. 43041 is seen on the rear of a ‘Castle’ set as it approaches Dawlish Warren. *Richard Hargreaves*



Power car No. 43170 ‘Chepstow Castle’ leads a 4+2 Castle HST set as it slows for the stop at Highbridge working the 2U10 Taunton - Cardiff on July 28th. *Dave Harris*



Power cars Nos. 43198 ‘Driver Stan Martin’ and 43162 working 2C07 Bristol Temple Meads - Penzance service pass Langstone Rock, Dawlish on July 27th. *Dave Harris*



Hull Trains

On August 16th, Class 802 305, still unbranded, passes through Selby with a crew training/ refresher run. *Class47*

A colourful Class 802 304 arrives at Doncaster on August 24th working 1H03 11:48 London King's Cross to Hull service. *Derek Elston*





LNER

On August 24th, Class 91 127 arrives at Doncaster working 1N81 09:06 London King's Cross to York service. *Derek Elston*

Class 801 227 eases into Doncaster working 1N80 07:06 London King's Cross to York service on August 24th. *Derek Elston*

The Class 91s are slowly passing into history but do not seem to be creating as much interest as the HSTs or the Deltics did. Class 91 101 arrives at Doncaster working a London King's Cross to York service on August 27th. *Lee Stanford*







Network Rail

Class 37 025 leads 37 116 through Fareham North on an Eastleigh based test train circuit. *Anton Kendall*

On August 7th, Class 37 219 stands at Dawlish Warren with a test train working. *Richard Hargreaves*

NMT power cars Nos. 43013 and 43014 pass Dawlish Warren with a Derby bound test train working on July 31st. *Richard Hargreaves*







Network Rail

Class 73 961 and 73 962 are seen at Chester on August 3rd with a test train working. *Brian Battersby*



Class 67 027 ‘Charlotte’ and 67 023 ‘Stella’ top’n’tail the 1Q19 08:39 Heaton T&R.S.M.D. to Derby R.T.C.(Network Rail) via the world as they head south through Doncaster on August 24th. *Derek Elston*



Class 67 023 and 67 027 top’n’tail a Carlisle to York test train working through Colton Jct. on August 31st. *Class47*



Network Rail

Class 37 612 with the 0Z22 Derby to Reading Triangle Sidings via Westbury and Salisbury passes through Andover on August 9th. *Michael Bennett*



Class 97 303 and 37 421 pass Kemps Eye on July 13th working a Bescot - Llanwrtyd engineers. *Phil Martin*



Class 37 099 leads 37 025 over the water at Bitterne on an Eastleigh based test train circuit on July 7th. *Anton Kendall*



Network Rail

Class 97 303 and 97 302 climb Battlefield Bank with 6C70 09:07 Machynlleth - Crewe Basford Hall on August 30th. *Keith Davies*

Class 97 304 and 97 303 are seen at Steel Heath on August 2nd with 6C70 18:49 Crewe Basford Hall - Porthmadog. *Keith Davies*

Class 37 610 and 37 219 climb Condover Bank with 3Z53 10:30 Exeter Riverside NY to Derby RTC (Network Rail) on August 6th.
Keith Davies







Network Rail

On August 14th, Class 37 423 'Spirit of the Lakes', with 37 407 on the rear, pass Pleasington working the 1Q83 Blackpool North - Derby. *Michael Lynam*

Class 37 025 working the 3Z29 Lichfield - Cardiff Canton passes Kemps Eye on August 29th. *Carl Grocott*

Class 37 421 is seen at Moore propelling 'Caroline' on the 09:22 Crewe to Crewe via Preston on August 20th. *Lee Stanford*







Network Rail

The NMT, with power cars Nos. 43013 and 43014, is about to be engulfed by Parsons Tunnel as it heads towards Penzance on 1Q18 from Reading. *Steve Thompson*

Power car No. 43013 leads the Network Rail monitoring train as it speeds past Moore on August 20th working the 11:07 Carlisle to Derby. *Lee Stanford*

On August 12th, Class 67 023 and 67 027 pass Compton overbridge near Swindon with the 1Z22 Tyseley to Bristol test train working. *Ken Mumford*





Network Rail

Class 97 304 and 97 303 top'n'tail the 6C70 Crewe Basford Hall - Crewe Basford Hall past Hollyhurst on August 2nd. *Carl Grocott*



Network Rail

Class 37 099 leads 37 025 through Swaythling on an Eastleigh based test train circuit on July 6th. *Anton Kendall*

Class 37 116 leads 37 025 over the water at Bitterne on an Eastleigh based test train working. *Anton Kendall*

Class 37 099 and 37 254 are seen stabled in the yard at Chester on August 3rd.
Brian Battersby







Network Rail

Class 37 175 has the tail end as 37 219 heads towards Ferme Park through Cossington on June 22nd. *Anton Kendall*



Power cars Nos. 43014 and 43013 lead the New Measurement Train through Northampton running as 1Q28 14:24 Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) via London Euston on August 11th. *Derek Elston*

Class 37 421 pushes ‘Caroline’ past Balshaw Lane Jct. on August 20th with a Preston - Crewe move. *John Sloane*





Rail Operations Group

On August 29th, Class 37 601 ‘Perseus’ passes Norton Junction signal box, Worcester with EMU No. 350 108 on the way to Northampton depot after refurbishment at Long Marston. *Chris Morrison*

Rail Operations Group

Class 47 813 ‘Jack Frost’ with one barrier coach No. 6340 forms an Eastleigh to Leicester move, diverted through Andover. *David Lindsell*



Class 37 884 ‘Cerpheus’, having arrived at Leicester 250 minutes early, awaits entry to the depot with the 18:46 Ely Mlf Papworth Sidings to Leicester L.I.P. on August 14th. *Derek Elston*



The 0M60 13.00 Reading Traincare Depot to Leicester L.I.P. finds Class 37 800 ‘Cassiopeia’ ambling through Northampton as it heads home on August 11th. *Derek Elston*



Rail Operations Group

The driver of Class 47 813 ‘Jack Frost’ catches some rays in the yard at Wabtec Doncaster whilst waiting for barrier vehicles on August 24th. !nset: Earlier, Class 47 813 arrives at Doncaster with a rake of HST trailers as 5E23 10:33 Ely Mlf Papworth Sidings to Doncaster Works Wagon Shops. *Derek Elston*

TransPennine Express

Class 68 030 heads south at Red Bank with 3B92 Carlisle - Crewe on August 11th. *Dave Harris*



Class 68 034 passes Colton Jct. on August 31st with a Scarborough - Manchester Victoria working. *Class47*



Class 185 119 and 185 114 pass Guide Bridge working the 12:25 Manchester Piccadilly to Hull service on August 24th. *Barry Longson*



TransPennine Express

Class 68 031 ‘Felix’ passes through Parkside Jct. on August 1st with 1E35 Liverpool Lime St. - Scarborough service. *Dave Harris*

TransPennine Express

Class 397 008 passes Balshaw Lane Jct. on August 20th with a Liverpool - Glasgow Central service. *John Sloane*

On August 19th, Class 397 009 arrives into Carlisle with the 1M95 14:12 Edinburgh to Manchester Airport service. *Derek Elston*

Class 185 150 departs Doncaster on August 24th working 1B69 07:29 Cleethorpes to Manchester Piccadilly service. *Derek Elston*







Transport for Wales

TfW units cross at Winwick on August 2nd as Class 175 110 heads south with the 09:48 Manchester Piccadilly - Chester service, passing 175 112 on the 08:47 Llandudno Junction - Manchester Piccadilly service. *Jeff Nicholls*

Class 158 837 and 158 818 are seen at a very sunny Shrewsbury on August 29th. *Richard Hargreaves*

Class 158 819 and 158 832 arrive at Wellington on August 29th with a Birmingham International bound service. *Richard Hargreaves*







Transport for Wales

On August 21st, with Storm Ellen battering the Welsh coast with high winds and a consequently high tide, the rail service on the Cambrian Coast route was somewhat disrupted. With the tide slowly dropping, Class 158 823 crawls into Barmouth, having made a very cautious crossing of the exposed Barmouth Bridge, with the afternoon run to Pwllheli. *Ben Bucki*

Transport for Wales

Class 230 006 approaches Gobowen on July 20th with a Long Marston - Wrexham move.
Phil Martin

Transport for Wales

Class 175 003 passes Burgs Lane on August 2nd with a Milford Haven - Manchester Piccadilly service. *Phil Martin*



Class 175 005 working a Manchester Airport - Chester service passes Winwick on August 11th. *Alan Rigby*



Class 175 115 departs Shrewsbury on August 29th with a Cardiff to Manchester Piccadilly service. *Richard Hargreaves*



Units: DMUs and EMUs

Northern have decided to suspend the Rose Hill - Marple service from September to December, leaving some stations without any trains for 4 months. One such station is Hyde Central, seen here with ex GWR liveried class 150 121 arriving with service to Rose Hill on August 24th. *Barry Longson*



London NorthWestern Railway's Class 350 409 heads south through Acton Bridge on August 9th with a service to Birmingham New Street. *Brian Battersby*

On August 14th, Northern's Class 142 065 with similarly livered 150 110 waits to depart Manchester Piccadilly with the 14:44 to Rose Hill. *Lee Stanford*





Units: DMUs and EMUs

On August 24th, Northern's Class 150 114 leads a classmate into Reddish North station with the 11:49 Manchester Piccadilly stopping service to Sheffield. *Barry Longson*

Units: DMUs and EMUs

The Pacers are still in daily use on services out of Manchester. On August 12th, Northern's Class 142 065 accelerates away from Romiley with the 12:19 Manchester Piccadilly to New Mills Central service. *Lee Stanford*

On a sunny July 31st, Northern's Class 142 078 arrives at Romiley with the 12:19 Manchester Piccadilly to New Mills Central local service. *Lee Stanford*

Northern's Class 331 102 eases to at stand at its final destination with 2B19 14:21 Leeds to Doncaster service on August 24th. *Derek Elston*







A Northern Class 158 crosses Ribblehead Viaduct with the 2H58 08:24 Carlisle - Leeds service on August 24th. *Ben Bucki*

Units: DMUs and EMUs

Reprieved Pacer Class 142 087 leads out-of-sight 150 113 across the Leeds - Liverpool canal at Wigan with the 10:35 Kirkby - Manchester Victoria service on August 14th. *Jeff Nicholls*

Pacers have returned to operate local services in Greater Manchester and one diagram sees a return to Sheffield for these units. On August 4th, Class 142 065 awaits departure from Sheffield with the 18:14 to Manchester Piccadilly. *Lee Stanford*

West Midlands Trains' Class 170 517 and 170 503 arrive into Wellington on August 29th with a service to Birmingham New St. *Richard Hargreaves*





Units: DMUs and EMUs

Following signalling problems earlier in the day and then a unit swap saw Class 142 078 working the 11:49 Manchester Piccadilly to Sheffield and is seen slowing for the Reddish North stop. The use of Pacers to Sheffield is now usually restricted to two evening diagrams. *Lee Stanford*

A pair of Northern Class 158s are seen crossing Ribblehead Viaduct with a Leeds - Carlisle service on August 4th. *Jeff Nicholls*

Northern's Class 195 119 and 195 114 working en ECS from Liverpool Lime Street - Warrington Bank Quay, pass Winwick on July 29th. *Alan Rigby*







Units: DMUs and EMUs

Northern's Pacer Class 142 065 leads 150 110 around the curve at Romiley Junction on August 14th, while working the 14:44 Manchester Piccadilly to Rose Hill Marple service. *Barry Longson*

Northern's Class 142 065 is seen at Marple Wharf Junction leading 150 118 on the 15:19 Rose Hill to Manchester Piccadilly service on August 20th. *Lee Stanford*

West Midlands Railway's new CAF built Class 196 101 calls at Shirley on a Stratford-upon-Avon - Tyseley test run on August 12th. *Chris Morrison*





Units: DMUs and EMUs

Southern's Class 377 212 and 377 208 pass Old Linslade on August 11th with 2O23 08:13 Milton Keynes Central to Clapham Junction service. *Derek Elston*



Northern's Class 331 010 calls at Leyland on August 8th working a Blackpool North - Hazel Grove service. *Michael Lynam*



On August 14th, Class 150 132 and 150 150 depart Pleasington working a Blackpool South - Colne service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 195 115 departs Manchester Oxford Road working the 09:35 Barrow to Manchester Airport on August 11th. One wonders why this station needs so many red wheelie bins. *Barry Longson*



Northern's Class 150 129 and 150 226 approach Romiley Junction on August 14th, working the 14:19 Manchester Piccadilly to New Mills Central service. *Barry Longson*



A piece of luck at Arten Gill Viaduct as two unidentified Northern Class 158s cross in the damp and drizzle. Both services had departed at 10:49, the two car set from Leeds to Carlisle and the three car in the opposite direction. August 18th. *Jeff Nicholls*



Units: DMUs and EMUs

Northern's Class 156 490 and 156 484 work the 2N10 Carlisle to Newcastle service into Haltwhistle station on August 16th. *Alan Naylor*



Units: DMUs and EMUs

On August 11th, Northern's Class 158 782 and 153 328 arrive at Langho working a Clitheroe - Rochdale service. *Michael Lynam*

LNWR's Class 350 115 and 350 243 ease through Northampton displaying 'Not in Service' in the destination blinds as they head to Bletchley on August 15th. *Derek Elston*

A LNWR Class 350 livery variation as seen on Class 350 101 at Northampton on August 11th. *Derek Elston*







National Rail



Merchant Navy Class No. 35018 storms past Selside on August 4th.
Jeff Nicholls

Do not smoke on trains message from Greater Anglia

Greater Anglia is reminding rail passengers not to smoke on trains following a number of incidents which have inconvenienced customers and caused costly delays.
In the last eight months, there have been eight incidents across the network where people have been caught smoking or vaping in train toilets.

These have led to a total of more than 100 minutes of delays and five cancellations, as staff deal with the incidents, costing Greater Anglia about £20,000 and causing great inconvenience to customers.

Smoking or vaping is not allowed on Greater Anglia's trains or stations. Anyone caught smoking or vaping could be prosecuted and fined up to £200.

Jay Thompson, Greater Anglia train service delivery director, said: "It's very disappointing that some passengers are smoking in our train toilets. This anti-social behaviour leads to delays which affect everyone else travelling on our trains, who may be travelling to work, school, for hospital appointments or to meet family and friends. It is against the law to smoke on our trains and stations. We will not hesitate to take action, such as ejecting them from our trains or stations, or reporting them to the British Transport Police if we catch anyone doing it. I'd appeal to any passenger who suspects someone is smoking or vaping on their train or at a station to report it to the British Transport Police by texting 61016."

Greater Anglia has "No smoking" signs displayed on trains and stations. There are also announcements on trains and stations reminding passengers that smoking and vaping is not permitted.

Trains and stations are covered by no smoking laws banning smoking and vaping in enclosed public spaces across the country.

Fares Advice with RailUK

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

Travelling on Crosscountry?

Q: Just what the rules regarding reservations on XC? I may need to make a short journey from Reading to Oxford, am I really expected to reserve a seat for a 20 minute journey? Is there no option to stand?

A: XC strongly encourage passengers to obtain reservations, but despite what the timetable data claims, they are not compulsory and you aren't going to be point-blank denied boarding for not having one (as LNER purport to be doing). In the exceptionally unlikely event that the train were to be overcrowded, beyond its "socially distanced" capacity, you could theoretically be denied boarding if you don't have a reservation. But this is almost never going to happen between Reading and Oxford at the current time. Standing is not favoured at the moment because it makes it harder to ensure social distancing, and there is no way to pass through the train past other standing passengers at a "safe" distance except in the vestibule. Although of course XC have made the change in the timetable data feed to say reservations mandatory so no accredited TIS should be retailing tickets without a reservation. A ticket from Reading to Oxford is of course valid with any operator, so in this case it should be perfectly easy to buy a ticket without a reservation; you can't reserve on the 387-operated all station GWR stoppers from Reading to Didcot, nor on the connecting Turbo to Oxford.

The Cross Country reservations system really is a load of nonsense. Take for example - there are "no fares available" for Derby-Leeds between 07:45 and 17:45 according to popular websites, despite there being an hourly direct train. This is presumably because all the Cross Country trains have reached their artificial socially-distanced capacity.

However, I am willing to bet:

The TVM at Derby station will sell a Derby-Leeds offpeak return

There will not be bouncers at every door of every Cross Country train enforcing the reservations-only policy, meaning anyone with a SVR will be able to board the trains

There will be unoccupied seats on each train, even if they are not quite as socially distanced as Cross Country might want (most likely some folks with reservations won't travel and there won't be any issue)

If someone boards at Derby and in the unlikely event a ticket check takes place, the worst that could happen is someone without a reservation could be turfed off at Sheffield or Wakefield and continue on with Northern

Indeed, so much am I sure about this I am going to Leeds on Cross Country, on a train for which there are supposedly no fares available.

How the heck will customers ever be encouraged back to the railway, when the railway booking systems seem to suggest there are no seats available on flows such as Derby - Leeds?

The problem is one of incentives. Under the current Emergency Measures Agreements, XC have no incentive to put themselves at risk of bad PR or other consequences if they're deemed to be 'careless' by allowing what's actually a sensible number of passengers onboard. The DfT is not going to start a massive argument with the unions by telling TOCs to stop taking pointless social distancing measures. The passenger and taxpayer is caught in the crossfire.

A member of my family needed to travel from Totnes to Bristol TM (virtually all direct trains are XC) returning tomorrow. Conditioned, as so many are now, to booking on-line, he was perplexed that no website would sell him a ticket, presumably due to the absurdly low number of "counted places" apparently being sold out on EVERY train in either direction on both days. Having read this forum, I advised him to buy a ticket at the station (from a TVM, just in case the booking office chose to be obstructive), board the train, find a seat, and keep a low profile. As you correctly predicted, there was no problem boarding whatsoever, abundant seats and not even a ticket check. Total Farce!

Ticket Advice for All

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

National Rail

On August 22nd, Class 66 005 (in Maritime livery) leads 66 139 and 66 154 with a fully loaded stone train departing Peak Forest for Toton. *Michael Lynam*

Class 56 312 is seen in the headshunt at Peak Forest on August 22nd. *Michael Lynam*

Class 08 853 shunts 91 110 'Battle Of Britain Memorial Flight' into Doncaster West Yard on August 14th. *Derek Elston*

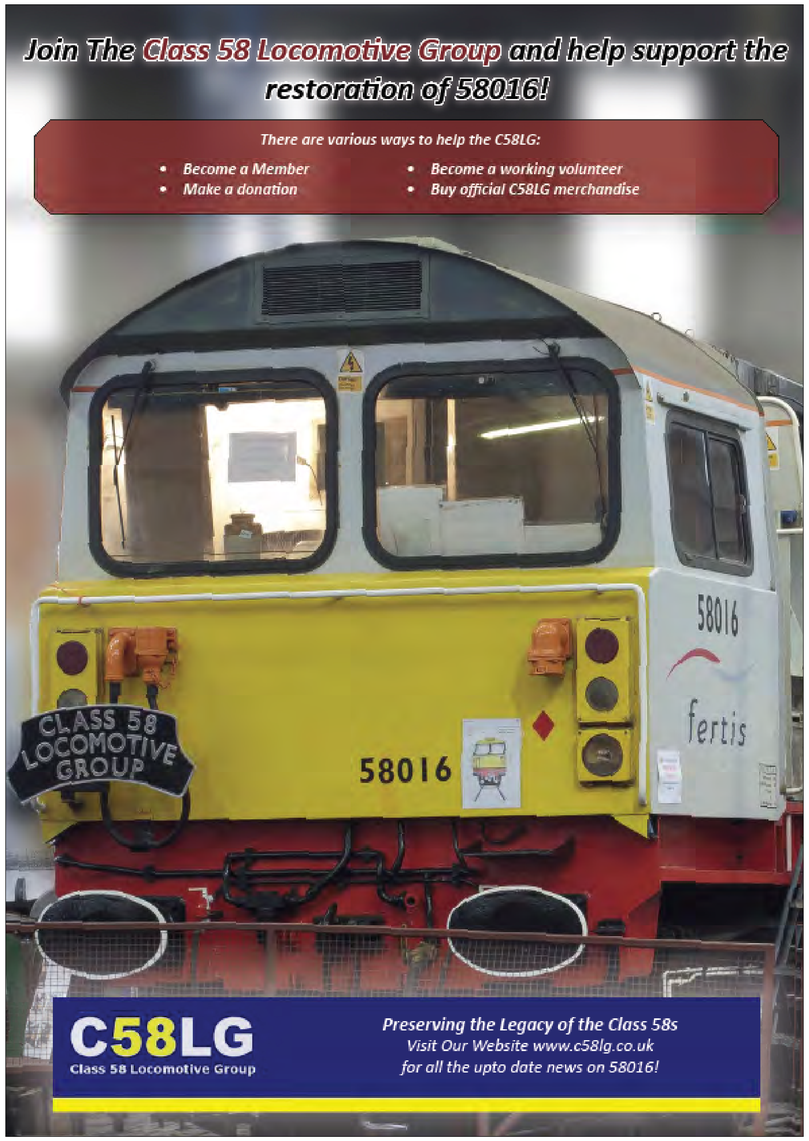




National Rail

The two Europhoenix Class 91s along with LNER's 'BoB' Class 91 are just a few of the many items of rolling stock seen outside Doncaster Works on August 16th. *Class47*





More people and new equipment at Greater Anglia to make trains squeaky clean

Greater Anglia is recruiting 28 more cleaning staff and buying new powerful vacuum cleaners which clean the air as well as floors and seats, as the company continues to step up cleaning to make trains as safe as possible during the pandemic. The new staff, who are currently being recruited, will be based at depots and stations across the network including Cambridge, Norwich, London Liverpool Street, Colchester, Southend, Ilford and Orient Way, Stratford. Existing cleaners have already started using new cordless backpack vacuum cleaners, which enable them to nip onto trains between journeys and give floors and upholstery a thorough clean.

The new vacuum cleaners are very manoeuvrable so that cleaners can easily reach under seats, tables and luggage racks. Pacvac Velo cordless backpack vacuum cleaners are part of an arsenal of new cleaning equipment that Greater Anglia is using in the fight against Covid.
The company is cleaning every single carriage with fogging guns, which disinfect all surfaces including seats, arm rests, grab handles and windows. To double check that everything is squeaky clean, the company is also buying testing equipment to carry out random hygiene tests on trains which quickly detect if surfaces have been cleaned effectively. This will enable the cleaning team to make sure that cleaning regimes are working and alter them if tests show they are not effective.

Greater Anglia is also undertaking extra cleaning at its stations, where the fogging guns also come in handy for larger indoor areas such as waiting rooms.

Martin Moran, Greater Anglia commercial, customer service and train presentation director, said: "We're working hard to make sure that all of our trains and stations are squeaky clean, so that customers feel safe travelling with us. We've researched what's the best possible equipment for us and we're confident that all of it – the Pacvacs, fogging guns, testing equipment and of course extra cleaners will help us to keep our trains clean and disinfected. We would ask customers to help us by taking their litter with them or putting it in the bin, so that our cleaners can spend more time cleaning than litter picking."

Pacvac's executive director Donna Rothwell commended Greater Anglia on their high-level cleaning initiative in these unprecedented times: "Velo features four stages of filtration, including a HEPA filter, so not only are Greater Anglia cleaning their trains, but they're also cleaning the air for their passengers. The company is lowering the risk of exposure for their cleaning staff too, with increased productivity using our cordless battery backpack machines, which is incredibly responsible in the current climate."
Stepped up cleaning is part of Greater Anglia's Safer Travel Pledge, which includes measures to make social distancing easier on stations and trains, as well as encouraging people to spend less time at stations by buying online.

National Rail



On July 31st, Great Western's Class 143 617 and 150 221 head towards Dawlish with a service to Exmouth.
Richard Hargreaves

Passengers to benefit from a £40 million investment in Stevenage train station.

Rail passengers now have more frequent and reliable services as well as better long-distance connections thanks to a new £40 million platform and track at Stevenage station, Rail Minister Chris Heaton-Harris announced on Monday, 3 August. Construction work on the project has been accelerated and delivered more than a year ahead of the revised schedule. On a visit to the station where platform 5 was officially opened to the first weekday services, the Rail Minister hailed the completion of the project as an important milestone in the wider £1.2 billion upgrade of the East Coast Main Line between London and Edinburgh.

Work began in early 2019 to build a dedicated fifth platform where Govia Thameslink Railway (GTR)'s Great Northern trains from the Hertford North line, known as the Hertford Loop, could terminate and then go back towards London creating space on the existing tracks for Thameslink trains and restoring the train service between Stevenage and the Hertford Loop served by buses since May 2019.

With the new platform and track separating the local Hertford Loop services from the longer distance mainline Great Northern, Thameslink and London North Eastern Railway trains, there will be better reliability.

The restored train service running between Stevenage's new platform and the Hertford Loop will be an improved all-day, twice-hourly service between Stevenage and Hertford North, giving passengers from the loop better connections with the fast mainline services which stop at Stevenage.
Network Rail worked with GTR to accelerate the revised project which has been delivered over 12 months earlier than planned. The new platform includes a passenger lift and stairs to an extended station footbridge along with 2 waiting rooms, 3 sets of seating, a help point and ticket machine.

Rail Minister Chris Heaton-Harris said: "Our ambition is not just to deliver more punctual journeys, but to deliver major projects punctually as well. This new platform and track at Stevenage will mean more frequent and reliable services for passengers who use the line day in day out. Thanks to the hard work of Network Rail and GTR who have worked tirelessly to accelerate the project, we have reached an important milestone in our ambitious £1.2 billion East Coast upgrade, which will bring improved connections, faster journeys, thousands of extra seats per day and more choice for passengers."

Paul Rutter, Network Rail Route Director, said:"This vital project to build a bay platform at Stevenage is part of a programme of investment that will allow additional services to run on the East Coast Main Line, bringing more choice, more seats and a more reliable railway for passengers. It will also bring more resilient local services on the Hertford Loop, as trains will soon be able to terminate at Stevenage and then go back towards London. We would like to thank passengers who have needed to use bus replacement services between Stevenage and Watton-at-Stone, station users and people who live near the railway for their continued patience whilst this essential part of the East Coast upgrade was completed."

Steve White, GTR Chief Operating Officer, said: "The most recent independent customer satisfaction survey showed Great Northern as the most improved operator. This is more good news for our customers. We have worked closely with Network Rail on this important project as part of the continuing transformation of our railway. This new, additional, platform will help us run services more punctually on both the Great Northern metro and mainline services. The new platform also means that we can start running our Hertford services to and from Stevenage again, giving our customers from that area fast, convenient, step-free connections at the station to Cambridge, London, Gatwick and Brighton."

The government's £1.2 billion investment in the East Coast upgrade between 2014 and 2024 will improve passenger journeys, create capacity for up to 10,000 extra seats a day on long-distance services, speed up journeys and improve reliability for passengers.

Major work is also taking place at King's Cross and near Peterborough, where a new section of railway is being built at Werrington so trains, particularly freight, can get to and from the line to Spalding, freeing up space on the East Coast Main Line for extra passenger services.

The East Coast Main Line is also set to become Britain's first mainline digital rail link with £350 million of new investment to install state-of-the-art electronic signalling designed to cut journey times and slash delays.

Conventional signalling will be replaced with a digital system that allows trains to talk to the track allowing the smooth flow of trains, making journeys safer and reduces signal failures that every year result in thousands of hours of delays.

Second footbridge will be ‘real bonus’ for St Albans Thameslink commuters

Thameslink has welcomed the announcement by the Secretary of State for Transport of a £6.4m scheme to build a second footbridge at St Albans City station, to help passengers get on and off the platforms more easily.

Work is due to start early 2021 and be complete by January 2022.

to help passenger flows through the Ridgmont Road entrance. This second footbridge will be an added, real bonus for commuters, saving them time queuing to get on and off the platforms, in particular the central island platform, which becomes very crowded in normal times. We look forward to working closely with Network Rail to develop the scheme.”



St Albans City is Thameslink’s busiest station north of London with more than 7.5 million people passing through its gates in the 12 months to April 2019 – a 2.6% rise on the year before, attributed to the extra services and longer trains Thameslink has introduced.

Thameslink Customer Services Director Jenny Saunders said: “Our services have become increasingly popular as we’ve brought in new, longer trains and additional services. To give our passengers a better experience on their daily commute or trip to London, we are already extending and upgrading the station with new retail stores, improved toilets, additional cycle facilities with increased security and a wider entrance

Stephen Hind, Head of Business Development for Network Rail, said: “We welcome the announcement of funding to build a new footbridge at St Albans City Station. The footbridge will bring significant benefits for passengers. It will reduce crowding in the station at peak times and make it easier for rail users to move around the station and access the platforms. We are looking forward to starting work on site early next year when work has also been completed to improve passenger facilities.”



National Rail

On September 5th, Class 90 002 speeds through Acton Bridge on a charter from Liverpool to Cardiff.
Chris Cursley

Volunteers work with Greater Anglia to turn Salhouse rail station into wildlife haven

Salhouse station, Norfolk, is “alive with birds, bees and butterflies” thanks to the dedication of volunteers who planted wildflowers there this year. Chris and Sally Dady, who have ‘adopted’ the station and have built their own eco-home on the site of the former station master’s house, have spent many years restoring the gardens there and started to tend to the planters on the platforms several years ago. In the Spring they received wildflower seeds from train operator Greater Anglia, as part of the company’s aim to increase biodiversity at its rail stations through wildlife-friendly projects working with its team of adopters and Community Rail Partnerships across its network.

Sally Dady commented: “Some work had been done at the station earlier this year and left some bare areas of earth, which we thought would suit some wildflower planting and we were really pleased with the result, which looked lovely and has further helped to support the wildlife we already have here. We even installed a pump in the old well in the garden to help keep the flowers watered and as a result the platform and our adjacent garden has been alive with birds, bees, butterflies, hoverflies, ladybirds, moths and all sorts of other insects who have come to enjoy the flowers.”

Greater Anglia’s Customer and Community Engagement Manager, Alan Neville, said: “Thanks to the care and attention of our team of station adopters, we have thousands upon thousands of plants thriving at our rail stations which helps not only to make them more welcoming, but are benefiting the environment too. Many of these gardens have been designed to be wildlife friendly, enhancing biodiversity and providing food, shelter and breeding places for many different types of wildlife.
Some of them – like Salhouse - are becoming really magical places as a result, helping to support wildlife and benefiting their communities by helping to improve the local environment and existing more harmoniously with their rural surroundings. We are very grateful to Chris and Sally for the amazing work they’ve done. This is all helping the railway in East Anglia to lead the green revolution by being a much greener way to travel - and our new fleet of trains will contribute even more thanks to their more environmentally friendly features which reduce CO2 and particulate emissions in the region further still.”

Together, the train operator’s team of station adopters – who help to look after their rail stations for the benefit of their communities – are planting and caring for gardens at rail stations across the network which will provide habitats for local wildlife as well as making the stations more welcoming.

In total over 5700 square metres of gardens have been tended to this year – the equivalent of 29 tennis courts. In addition, the volunteers planted over 200 planters for platforms at stations across Norfolk, Suffolk, Essex, Cambridgeshire and Hertfordshire this year.
The gardens, some of which have been developed over many years, are becoming havens for local wildlife populations – with the railway increasingly being recognised by ecologists as a ‘green corridor’ which provides a sanctuary for many different kinds of flora and fauna.

National Rail

On August 26th, Northern's Class 153 328 and an unidentified Class 156 are seen at Horrocksford Junction, setting back to Clitheroe having arrived with a service from Rochdale. *Michael Lynam*

On August 7th, Class 08 762 is seen stabled just beyond Great Yarmouth station, being used to move around a few former Greater Anglia Mk3 coaches. *Derek Elston*

On August 15th, London Overground EMUs Class 315 831 and 315 803 ease through Northampton running as 5Q30, the 09:59 Ilford E.M.U.D. to Northampton Tc Up Sidings for temporary storage. *Derek Elston*







National Rail



Class 66 777 is seen delivering a South Eastern EMU into Doncaster works on August 16th. *Class47*

Loco Fleet List Ten

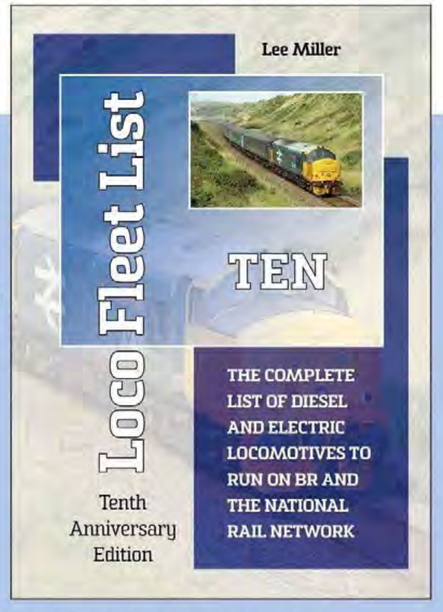
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Network Rail brings new start for old railway depot in Kent



Demolition work is underway at a disused railway works in Kent to make room for a new train maintenance facility.

The old Chart Leacon depot in Ashford closed in 2014 and has lain empty since then. Now Network Rail contractors Balfour Beatty are taking it down in order to make room for five new railway sidings, where trains can be stored and undergo light maintenance.

This will also allow for the direct creation of 50 new jobs in the town alongside numerous other indirect jobs associated with activities on the site.

Network Rail Southern Region's investment director Paul Harwood said: "Although it may seem strange to be talking about improving the capacity of the railway during COVID, we know the passenger numbers will grow again and this is a great opportunity for us to build for the future.

"Before COVID we were running more trains than ever before and one of the aspects we are really short of in Kent and South East London is places to keep them and look after them when they're not running. By purchasing the whole site at Chart Leacon, as well as building five new sidings, we're not only helping run a more reliable railway for today, but safeguarding the site for future railway use."

Along with the sidings to store trains, Network Rail is also building offices and other facilities for staff.

Former employees at the site, which opened in 1961 when electric trains began running to Ashford, were given exclusive tours of the depot before the work got started.

Marion King, a former project account at the site, said: "I came as a data inputter for two weeks and stayed for 18 years. You felt part of a family here.

"When I saw a letter saying they were going to demolish this I put a note on the Facebook page for former staff here and asked if anyone could help us look round, and here we are. Thank you to Balfours and Network Rail for letting us do this!

"I'm sad it's being demolished but I'm pleased it's still going to be in the railway."

Among the other visitors on Tuesday was 95-year-old Jim Skinner, who started on the site in 1961 in the very first intake of staff. He got to sit in his old office for one last time.

World leading imagery survey set to improve passenger journeys

This summer a new innovative way of inspecting the railway using high-quality imagery has begun across west London, the Thames Valley, the west and south west as part of plans to reduce delays for passengers and improve safety for staff

Network Rail has teamed up with Fugro, a leading Geo-data specialist, following their success on the Wales route in 2019, who will capture high quality images of thousands of track miles to millimetre accuracy for analysis.

The trial is being funded with a £394,000 grant from the Department for Transport through the First of a Kind 2020 (FOAK2020) rail industry innovation programme, which is managed by Innovate UK.

The advanced imagery measures absolute track position, track geometry and the wider rail corridor and will enable any faults on the railway to be detected sooner and before they potentially lead to delays for passengers. It will also improve safety as it will reduce the amount of time railway engineers need to spend on the track.

The imagery survey, known as a Rail Infrastructure Alignment Acquisition (RILA), will capture 97% of Network Rail's Western route, which runs from Paddington to Penzance and to the Welsh border, providing an almost complete view of the network to levels of accuracy that have never been seen before.

Mike Gallop, Network Rail's Western route director, said: "It's fantastic to be using cutting edge technology to reduce cost of maintenance and effectively provide passengers with an improved experience on the railway. We are excited to see the survey results and look forward to seeing the benefits for passengers, and our colleagues on the Western route."

Speaking on the award of the contract, Rikkert Wienia, Regional Manager Rail, Fugro said: "With RILA we have revolutionised the way railway data and asset information is collected; Geo-data is delivered faster, with less disruption to normal rail services and increasing the safety profile considerably for track survey works."



National Rail



Class 97 304 with the 6C71 Porthmadog - Crewe passes Drawwell Street on August 24th. *Carl Grocott*

25,000 volt overhead electric line overhaul for better passenger journeys

Passenger and freight journeys are being made more reliable in Lancashire and Cumbria with a multi-million-pound investment into the overhead 25,000 volt electric cables which power trains. The £3.4m Great North Rail Project upgrade will make overhead line equipment (OLE) more resilient on the West Coast main line between Preston and Carlisle.

The essential work will make journeys more reliable for passengers and freight customers after previous delays on this economically important railway route. Specialist engineers will deliver 60 projects to improve the overhead lines over most weekends between now and March next year. The jobs include thousands of component replacements undertaken overnight while trains aren't running to minimise disruption to passengers.

Phil James, Network Rail's North West route director, said: "This major £3.4m investment of the overhead line equipment is an important upgrade to improve reliability for our passengers, and train and freight operating companies on the West Coast main line in Lancashire and Cumbria. Putting passengers first, we've brought in a specialist team that will work in the early hours of Sunday morning to get our overhead line equipment back into shape. This work as part of the Great North rail Project will improve the reliability of the West Coast main line to encourage tourists, holiday-makers, commuters and business people back on to the railway."

Gus Dunster, executive director of operations at Avanti West Coast, said: "We know how important punctual and reliable journeys are to our customers, which is why we welcome Network Rail's work to improve overhead line equipment between Preston and Carlisle. The work will help to make journeys for millions of customers in Lancashire and Cumbria more reliable for many years to come."

Kathryn O'Brien, customer experience director for TransPennine Express, said: "It is great to see the investment that Network Rail is putting into the overhead line equipment on the West Coast Mainline and we'd like to thank them for their hard work. The section of line between Preston and Carlisle is very well used and this project will definitely benefit our customers who travel between the North West of England and Scotland ."

A new generation of engineers will also be trained on how to operate and repair the overhead line equipment. This will secure the long-term expertise of Network Rail's West Coast main line maintenance teams.

The project has been carefully planned to take place when trains aren't running. This will prevent disruption to passenger and freight journeys on one of Europe's busiest mixed-used passenger and freight railway routes.



National Rail



Class 47 727 is seen on the rear of 5Q47 10:51 Derby Litchurch Lane to Wolverton Centre Sidings with Greater Anglia's Class 720 543 passing Isham on August 26th. *Derek Elston*

Crumlin's River Ebbw railway bridge to get upgrade

Passengers in south Wales could benefit from more services in the future as Network Rail is upgrading the River Ebbw railway bridge in Crumlin with the £5m upgrade. The work, which will take place on weekends throughout September, involves replacing the current bridge deck, which is only capable of carrying a single railway track, with a new steel and concrete structure that will allow two-tracks to run across it. Rail passengers and drivers using the A467 are urged to check before travelling as buses will replace trains and the road will be subject to traffic management for periods throughout the work.

Bill Kelly, Network Rail's Route Director for Wales and Borders, said: "Our railway continues to play a key part in our economic recovery as we emerge from the Covid-19 pandemic. This investment in Crumlin is part of our wider plan to make improvements for the people of Wales, putting passengers at the heart of everything we do. We apologise in advance as our work will be disruptive for passengers and the local community, but upgrading the bridge is an important step towards increasing the frequency of trains on the line in future."

Ken Skates, Minister for Economy, Transport and North Wales, said: "We welcome the commitment from Network Rail and the Department for Transport to take forward the replacement of this bridge. It is an important step on the journey towards increasing the number of trains on the Ebbw Vale line. Communities in and around Ebbw Vale should have a high quality and regular rail service, supporting jobs, investment and economic development as well as increasing access to social opportunities. We hope this will signal further investment on the line and will continue to work constructively with the UK Government in securing ongoing commitment and support."

The work to improve the bridge is funded by the Department for Transport in support of the Welsh Government's plans to run more trains on the Ebbw Vale line in the future. As part of the wider Ebbw Vale Frequency Enhancement Scheme, five miles of additional track has been laid between Cross Keys and Aberbeeg. The bridge replacement at Crumlin is another important step towards enabling more services to run in future. Network Rail are continuing to work with Transport for Wales to develop plans for other railway upgrades needed to increase train services on the Ebbw Vale line. This includes the completion of the track and station work, as well as integrating the project with Network Rail's Park Junction Re-signalling scheme.

Electronic scarecrow used to keep trains on time for passengers in Manchester

A solar-powered scarecrow that mimics the calls of a hawk is being used to ward off birds causing delays to passengers travelling between Manchester and London Euston.

Large numbers of birds have been damaging the electric arms of Avanti West Coast's Pendolino trains and overhead line equipment giving them power at Alstom depot in Longsight, Manchester.

Now Network Rail and the train operator has installed the device which humanely scares the birds away while protecting them from potential electrocution.

Ridding the depot of birds means long-distance trains will stop being unexpectedly damaged, potentially taking them out of services or delayed in the depot while repairs are made.

This will mean better journeys for commuters, holiday-makers and business people in future.

Phil James, Network Rail's North West route director, said: "As we start to welcome back passengers back on to North West railways, they want to know their services are reliable and on time. Birds at Alstom's depot have become a real nuisance but this solution is a win win, protecting both the wildlife and the trains from harm.

"The electronic scarecrow is one of many methods we're deploying across the North West to make our infrastructure more reliable, so we can deliver on-time train services that people of the North West can be proud of."

Nick Westcott, operations director at Avanti West Coast, said: "We're always exploring new initiatives to make our route resilient to various scenarios and customers' journeys more reliable. Birds can delay our trains or cause damage to them and the overhead wires, so working with Network Rail to install an electronic scarecrow will help to deter birds from the railway – improving the reliability of our customers' journeys between Manchester and London."

It's thought birds are roosting on top of overhead line equipment and stationary trains because there is a recycling centre nearby. When they fly or drop twigs on to electrical equipment, their wing spans can cause the cables to trip, leading to a loss of power and the bird's death.

The £2000 equipment was successfully trialled and installed by Network Rail's Manchester Maintenance Delivery unit team.

Since December last year Avanti West Coast has experienced a total of 20 incidents across the North West relating to birds on overhead lines or being struck by trains.

This caused delays of more than nine hours for passengers (a total of 562 minutes).





National Rail



On August 12th, Class 47 712 'Lady Diana Spencer' passes Selside working the 12:18 Skipton to Appleby service. *Colin Kennington*



George Stephenson designed railway viaduct to be restored in Calderdale



An 180-year-old viaduct designed by railway pioneer George Stephenson is undergoing a multi-million-pound restoration to improve passenger journeys and secure its future for generations to come. The £3.7m Great North Rail Project investment will see the 1840-built Grade II listed Gauxholme viaduct grit blasted to its bare metal for structural repairs to take place.

The important piece of railway heritage, which spans the Rochdale canal, will then be deep cleaned and repainted back to its Victorian splendour. Taylors bridge, which carries the railway over Rose Bank Road near Todmorden station, will also be completely reconstructed with two disused sections permanently removed as part of the same investment. Both projects mean the railway through Todmorden will be entirely closed from Saturday 24 October to Sunday 1 November. Passengers are being advised to expect changes to their journeys and check www.nationalrail.co.uk in the coming weeks for more information when timetables are finalised.

Kathryn Berry, scheme project manager for Network Rail, said: "This work to restore the impressive Gauxholme viaduct and renew Taylor's bridge is essential to improve passenger journeys through Todmorden. The Great North Rail Project investment will secure this important piece of railway heritage for generations to come. We have been working closely with Calderdale Council on our plans and thank passengers, road users and the local community in advance for their patience while we deliver this essential work."

During the nine-day railway closure there will be no trains between Blackburn and Manchester via Todmorden.

Passengers are advised to check before they travel with their train operator for alternative routes and information about bus replacement services.

Chris Jackson, regional director at Northern, said: "The upgrade and repair work near Todmorden is key to future-proofing the rail network in the area and will give Northern customers a modern infrastructure for many years to come between Hebden Bridge and Rochdale. We're working closely with Network Rail to keep disruption to a minimum and will be providing rail replacement transport while the work is carried out. More details of these provisions will be available via the Northern website in the near future."

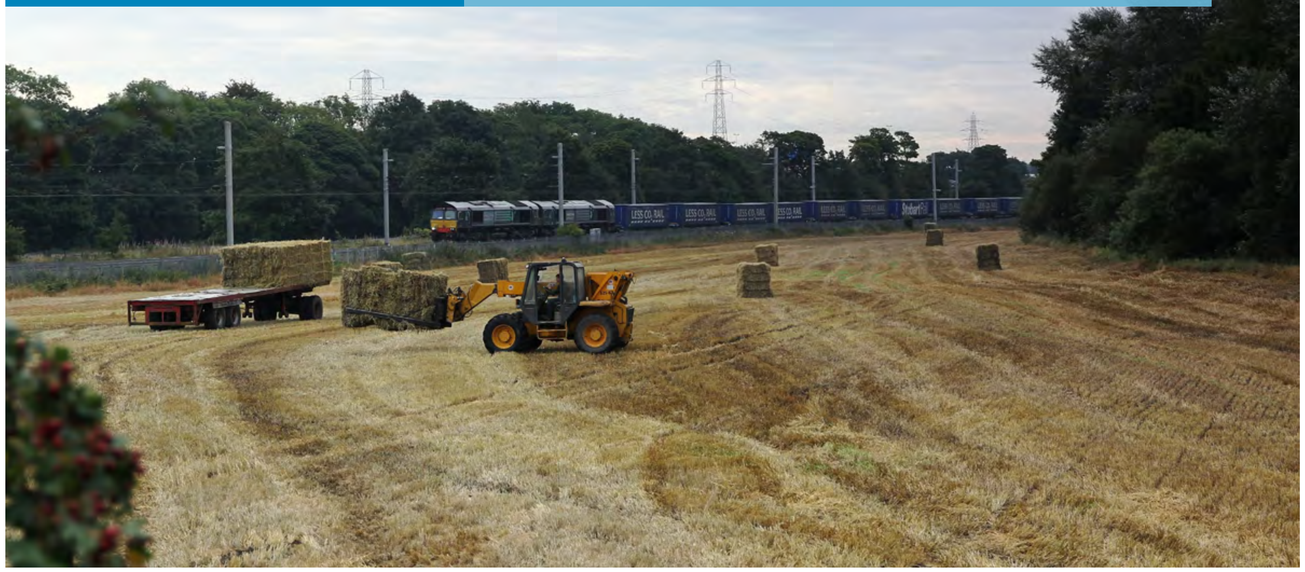
Craig Whittaker, MP for Calder Valley, said: "I am incredibly delighted that funding in the region of £3.7m is being invested locally to restore the 1840s Grade II listed Gauxholme viaduct here in Todmorden. It is so important to renovate such structures – these form part of our history. Here in Todmorden we are blessed with some amazing buildings and structures, the past forms part our future. I cannot wait to see the completed renovation works and see Gauxholme viaduct back to its former glory."

A temporary footpath closure will be in place beneath Gauxholme viaduct with a small diversionary route in place for pedestrians and a pontoon will also be set up on the canal to allow workers to access the structure.

At Taylor's bridge, access for residents via Rose Bank Road will be maintained during the project.

National Rail

How things used to be a mere seven years ago! Class 66 421 double heads the Tesco Express with 66 304 through Winwick on September 3rd 2013 as the farmer gathers in his crop. Since that date, 4S43 has experienced single and double headed Class 68s and 88s. *Jeff Nicholls*



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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Big Bertha

58100 cost £8,458 (loco - £7,209, tender £1,249)
Two boilers were built for 58100 -
Boiler No. 5395 (the original) had washout doors only along the top of the 'shoulders' of the Belpaire firebox.
Boiler No. 4886 (the spare - built in 1922) had a prominent row of washout PLUGS on each side.
Most photographs show this loco with boiler No. 5395 which 58100 carried when it was broken up, normally the two boilers were exchanged about once a year.

Did Brunel pass on his 1/4"?

Thomas William Worsdell [14 January 1838 – 28 June 1916] was an English locomotive engineer born in Liverpool to a Quaker family. His younger brother (Wilson Worsdell) was also a locomotive engineer. Both were brought up as Quakers. Thomas worked at the LNWR Crewe Works under John Ramsbottom, but in 1865 moved to the Pennsylvania Railroad in the USA. However, in 1871 he was invited by Francis William Webb to return to Crewe. Ten years later he was appointed locomotive engineer of the Great Eastern Railway, but in 1885 moved to the North Eastern Railway - his GER replacement being James Holden. During this time at the NER, he obtained a patent from August von Borries (a Prussian locomotive engineer) relating to compound locomotives and used this two-cylinder compound system in several of his NER designs to offer.

Did Brunel pass on his "¼ inch" to the Worsdell brothers?

CLUE: Driving Wheel diameter

DATE	CLASS	DIAMETER	DESIGNER	COMMENTS
1883	J15	4ft 11ins	T. W. Worsdell	Modified by J. Holden
1886	J21	5ft 1¼ins	T. W. Worsdell	Most built as 2-cyl compounds later rebuilt as simple locos
	J71	4ft 7¼ins	T. W. Worsdell	Various altered cylinder sizes
	N8	5Ft 1¼ins	T. W. Worsdell	Various cylinder sizes
1890	Y8	3ft 0ins	T. W. Worsdell	Dock Tank
1891	J73	4ft 7¼ins	Wilson Worsdell	Younger brother now in charge
1893	N9	5ft 1¼ins	Wilson Worsdell	
1894	G5	5ft 1¼ins	Wilson Worsdell	All 110 locos built at Darlington
	F4	5ft 4ins	Wilson Worsdell	Modified by J. Holden
1898	J72	4ft 1¼ins	Wilson Worsdell	68670 - 68754 built in 1898 69001 - 69028 built in 1950/1
	J25	4ft 7¼ins	Wilson Worsdell	80 built at Gateshead 40 built at Darlington
1899	D20	6ft 10ins	Wilson Worsdell	60 locos for XP trains between York and Newcastle
	J77	4ft 1¼ins	Wilson Worsdell	Rebuilt Fletcher 0-4-4Ts of 1874-84
1902	N10	4ft 7¼ins	Wilson Worsdell	Tank loco version of J25
1904	J26	4ft 7¼ins	Wilson Worsdell	30 built at Darlington 20 built at Gateshead
1906	J27	4ft 7¼ins	Wilson Worsdell	Similar to J26 - minor features
1909	T1	4ft 7¼ins	Wilson Worsdell	Heavy shunting?

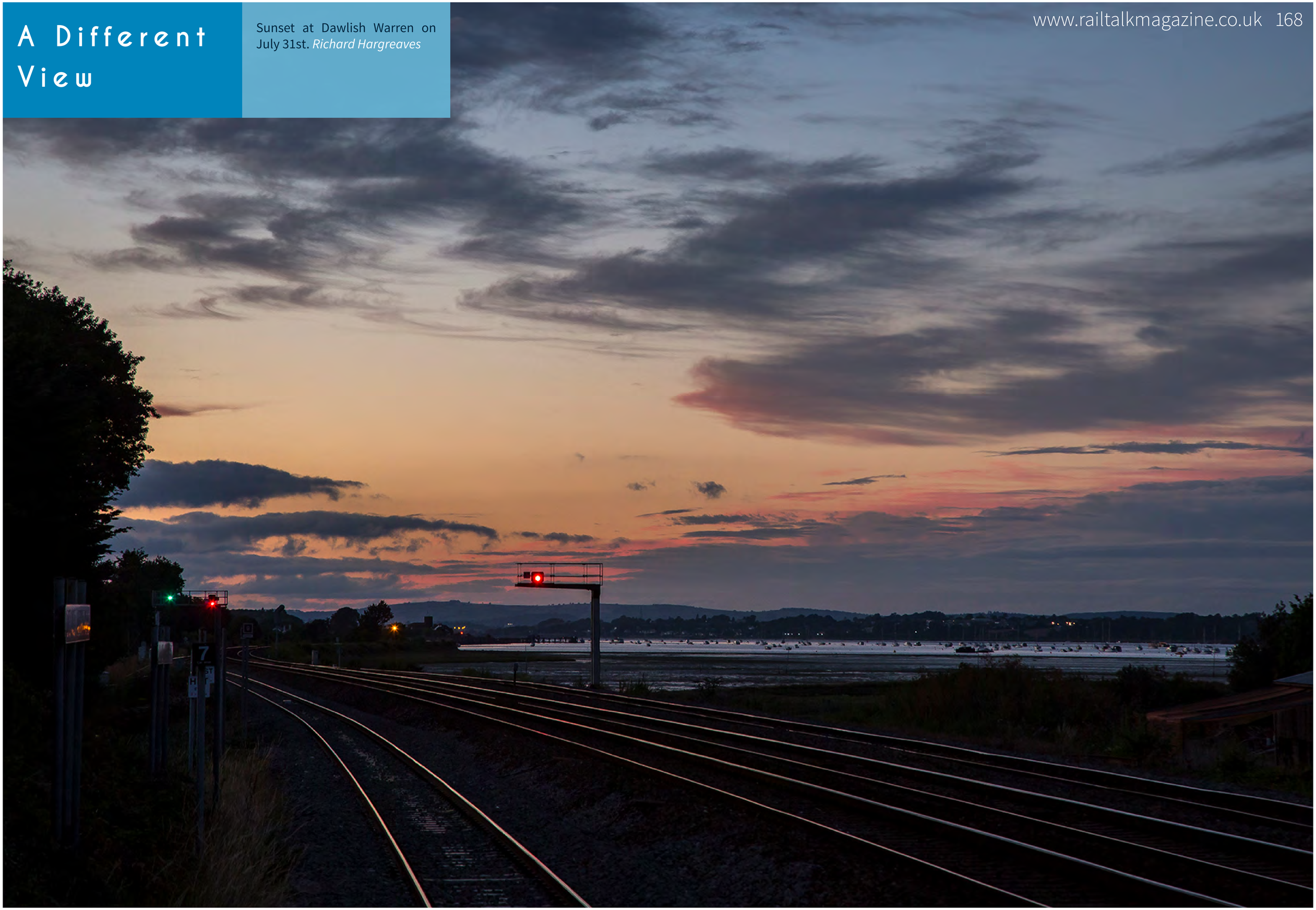
A Different View

The inside of one of the former Greater Anglia Mark 3 FO coaches clearly showing the addition of the perspex screens fitted by LSL for 'Social distancing' and which do not detract from a having a great journey. *Lee Stanford*



A Different View

Sunset at Dawlish Warren on July 31st. *Richard Hargreaves*



Preserved Railways

ACQUIRING A SUPPORT COACH FOR NO. 2007 PRINCE OF WALES



New fundraising initiative launched to help complete Britain's most powerful steam locomotive

The project to build Britain's most powerful express passenger steam locomotive today announced that it has launched a new £100,000 appeal – The P2 Support Coach Appeal – to fund the support coach required for No. 2007 Prince of Wales to operate on the Network Rail main line.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s for the London & North Eastern Railway (LNER) to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Despite the impact of COVID-19, progress on the construction of our new Gresley class P2 'Mikado' continues to move forward rapidly. The engine has reached the condition where it is recognisably a P2 and the structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works. Construction and assembly work continues on all fronts, including boiler, wheelsets, tender frames, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

Our fundraising is also moving forward well. The monthly 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted over 930 Covenantors. Our Dedicated Donation scheme has raised over £400,000; The Founders Club had a target of 100 members but thanks to the early enthusiasm of our supporters we recruited over 360 members before it closed. The Mikado Club, The Cylinder Club and The Motion Club reached their targets and together raised almost £600,000. The Boiler Club has already recruited 200 people of its 300 members target; The Tender Club has already almost 80 members of its 250 members target just one year from launch; The Pony (Truck) Club – only launched in mid-April – has already passed its 20 members initial target; and The Turbogen Club – only launched in July – has already reached one third of its 40 members target.

Altogether this means that £2.5m has been spent and £3.0m raised of the required £5m to complete No. 2007 Prince of Wales within the next three years, if Gift Aid is included. However, to succeed we must raise at least £700,000 every year – a figure we are yet to achieve.

A unique opportunity has arisen for The A1 Steam Locomotive Trust to acquire BR Mark 1 BSK E35457 for eventual use as the support coach for No. 2007 Prince of Wales. A support coach and crew are an essential part of the operation of steam locomotives on Network Rail. Since British Railways steam operations ended in 1968, much if not all of the static infrastructure and paid staff required to support them no longer exists, requiring the use of support coaches and crews to travel with the locomotive.

Support coaches are usually drawn from passenger brake coaches of the BR Mark 1 era, taking advantage of the existence of the guards/parcels van space for ease of conversion to workshop and store functions. The passenger area will provide mess room, seating and/or sleeping accommodation.

Brake Corridor Second (BSK) E35457 was built at Wolverton in 1963, is fitted with Commonwealth bogies and was most recently used as the support coach for BR standard class 4 No. 76084. In surprisingly excellent condition, E35457 will require minimal work other than the reinstatement of its dual-brakes and the addition of a similar electrical system to that fitted to E21249, No. 60163 Tornado's support coach.

The A1 Steam Locomotive Trust is seeking to raise an initial £100,000 from 100 supporters each donating £1,000 (in up to eight monthly payments of £125 by standing order) towards the acquisition, overhaul and conversion of BR Mark 1 BSK E35457.

In recognition of their support, donors will receive:

Exclusive certificate signed by David Champion (President) and Steve Davies (Chairman) of The A1 Steam Locomotive Trust
The opportunity to buy a ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
Reasonable access to No. 2007 and No. 60163 at all times
Special supporters' day with Tornado
Two tickets (booked in advance) to travel behind Tornado or Prince of Wales in E35457 on a heritage railway and commemorative photograph with the locomotive and coach.



Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented:

"We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, £3m has now been donated – 60% of the required £5m – equivalent to the entire build cost of our first new steam locomotive No. 60163 Tornado.

"Although sooner than we had initially planned, the opportunity recently arose for The A1 Steam Locomotive Trust to acquire BR Mark 1 BSK E35457 for eventual use as the support coach for No. 2007 Prince of Wales. A support coach and its crew are an essential part of the operation of steam locomotive on Network Rail. Since British Railways steam operations ended in 1968, little of the static infrastructure and paid staff required to support them exists, requiring the use of support coaches and crews to travel with the locomotive.

"Brake Corridor Second (BSK) E35457 was built at Wolverton in 1963 and is in surprisingly good condition. E35457 will require minimal work other than the reinstatement of its dual-brakes and the addition of a similar electrical system to that fitted to Tornado's support coach.

"We now need to raise a further £100,000 through The P2 Support Coach Appeal over the next few months. This will allow us to remain on-track for completion of the new locomotive within the next three years with a support coach ready to accompany the locomotive.

"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by supporting The P2 Support Coach Appeal or becoming a 'P2 for the price of a pint of beer a week' Covenantor. It's time to get on board!"

The P2 Support Coach Appeal is raising funds for the acquisition and overhaul of BR Mark 1 E35457. If there are surplus funds left over following its acquisition and overhaul, we will use the money to purchase or manufacture other components for the Gresley class P2 that the charity would not otherwise have.

Photograph - BR Mark 1 BSK E35457 P2 Support Coach - © A1SLT.

Preserved Railways

‘SAVE OUR SERVICE’ APPEAL REACHES £261,809 ON 25th ANNIVERSARY OF CORFE CASTLE & NORDEN STEAM TRAIN RETURN

SWANAGE RAILWAY





An urgent £360,000 ‘Save Our Service’ appeal to help the award-winning Swanage Railway survive in the wake of the economic effects of Coronavirus has reached £261,809 – on the 25th anniversary of steam trains returning to Corfe Castle and Norden for the first time since 1967. Swanage Railway Trust chairman Gavin Johns is appealing to the public to continue to donate to the S.O.S. fund because the appeal, launched in late March, 2020, needs to reach its target despite a restricted steam and diesel passenger train service returning to the preserved line.

Gavin said: “We immensely grateful, and very humbled, by the response to the ‘Save Our Service’ appeal so far and I am urging the public to still give generously as our restricted train service of less trains – due to the need for cleaning and longer boarding times with allocated seating – is less profitable with 60 per cent fewer seats available due to the need to maintain social distancing to keep our passengers safe. The Swanage Railway is still fighting for its survival in these extraordinary and unprecedented times. Several generations of dedicated volunteers have rebuilt the Swanage Railway from nothing since 1976 and there is still so much more to achieve. The ‘Save Our Service’ appeal reached £261,809 on the 25th anniversary of the Swanage Railway returning steam trains to Corfe Castle and Norden in August, 1995, for the first time since the summer of 1967 and the days of British Rail. Relaying the track the five and a half miles from Swanage to Corfe Castle and Norden was a herculean effort that took 25 years to complete – a stark and very clear reminder of the incredible achievement that the ‘Save Our Service’ appeal aims to prevent from being lost to future generations,” added Gavin.

It was on Saturday, 12 August, 1995, that Swanage Railway volunteers ran the first steam trains from Swanage to Corfe Castle and Norden since Sunday, 18 June, 1967, when the last British Rail steam train ran from Wareham to Corfe Castle and Swanage on a railway enthusiasts’ special from London. The Swanage Railway resumed a socially distanced, allocated seating passenger train service between Norden and Swanage – hauled by a 1960s ex-British Railways Southern Region Class 33

heritage diesel locomotive – on Saturday, 11 July, 2020. Steam locomotives started hauling the passenger train service from Saturday, 18 July, 2020, with Corfe Castle station reopening to passengers on Saturday, 1 August, 2020. A one-way system has been introduced at Corfe Castle station to keep passengers safe while Harman’s Cross station and Herston Halt, the latter on the outskirts of Swanage, remain closed to the public.

Gavin explained: “We decided to re-introduce our passenger services in a restricted and staged way so that we could become confident at safe operation of each stage before proceeding to the next. This has worked well with many customers saying how well they thought our planning and operations were. We are pleased with the public response to our restricted train service – nine return trains a day during August, both steam and diesel – given the detailed work our staff have put in and the extremely unusual nature of post Covid-19 business,” he added.

Rebuilt since 1976, the Swanage Railway – in Dorset’s Isle of Purbeck – carried more than 200,000 passengers in 2019 and contributed more than £15 million a year to the Isle of Purbeck economy.

The Swanage Railway’s fund-raising chairman, Randy Coldham, said: “The ‘Save Our Service’ appeal can be found at www.saveourservice.co.uk where donations can be made by PayPal, debit or credit card. Donations can also be made through our Facebook page. The public can easily donate by phone to the ‘Save Our Service’ appeal by texting ‘SOS’ to 70470 to donate £10 which costs £10 plus a standard rate message or other amounts between £1 and £20,” added Randy who is a volunteer signalman on the Swanage Railway. Clearly marked ‘Save Our Service’ appeal, cheques can also be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB.
To make a ‘Save Our Service’ donation by PayPal, a Fast Payment through Internet banking or by a cheque in the post, visit www.saveourservice.co.uk while donations can also be made via the Swanage Railway’s Facebook page.

Photos: ‘257 Squadron’ passes Corfe Castle in 1995 (Left) and in 2020 (Right). © Andrew P.M. Wright.

Preserved Railways

Great Central Railway launches Emergency Appeal



The Great Central Railway in Leicestershire has launched an emergency appeal to assist with navigating the Covid-19 crisis and to be able to continue with essential works planned. The Railway commenced 2020 on a firm financial footing after a successful 2019 but, inevitably on March 23rd, all operations closed due to the Covid 19 crisis and remained so until late July. Since then, they have been challenged to generate any reasonable levels of income.

At the beginning of the Covid-19 crisis, the Railway's management made a conscious decision not to mount a crisis appeal similar to that launched by other heritage railways in order to avoid detracting donations away from our other appeals, such as that for the locomotive works. However, as the crisis has gone on, funds set aside for many other planned projects have been used up for vital day to day cash flow and, within the last few days, an appeal has now been launched to replenish some of these funds so that we may carry on with these essential works.

Specifically, the appeal has 3 main areas of focus.

Bridge 341 replacement - Bridge 341 stands just north of Quorn & Woodhouse station and carries the Great Central line across a farm track. The bridge deck is now over 120 years old and is to be replaced.

Quorn yard - Works are required at Quorn & Woodhouse station including car park resurfacing, continuation of the conversion of the former Goods Shed to a classroom and education centre and work on the tree line which borders the station.

Fencing reinstatement - A significant amount along the line needs to be renewed or reinstated. Fencing both protects our boundaries and prevents people from straying onto the line.

During the past few weeks, the GCR has commenced some re-opening with cafes at Rothley and Quorn now operating daily and trains running at weekends, but the revenue from this alone, will not cover costs at current capacity, due to the restrictions of social distancing and the associated increase in operating costs.

The Railway's management are delighted to be able to confirm, however, that the crisis has not prevented their ability to stage Covid-secure versions of firm Christmas-time favourites, Winter Wonderlights and Santa Specials for which tickets will be launched in the coming 7 days. In the meantime, they have also confirmed that their 1st Class Pullman Dining service will recommence services as of September 19th, with safety screens fitted inside all of their restaurant cars.

Quote from Mike Gough – Managing Director. "The enforced closure has impacted massively on our operations and available cash flow. We are, however, committed to ensuring that as we expand our activities for the remainder of the year as best we can, whilst giving our customers the authentic heritage experience they have come to expect, within an environment that is safe for staff and visitors alike. A successful appeal will help to ensure that all of our operations are well maintained and we can enter into 2021 with renewed hope for our future and the preservation of our heritage.

Donations can be made at; http://www.gcrailway.co.uk/emergency-project-appeal/

Photo: GWR No. 6990 is seen at Loughborough.
© Alan Weaver

Keighley and Worth Valley Railway

Steam has returned to the northern section of the Keighley and Worth Valley Railway, with the completion of Bridge 11's rebuilding work. On a sunny August 8th, BR Class 2MT No. 78022 is seen crossing the new structure at Ingrow with a test train, prior to the restarting of services later in the month. *Ben Bucki*

Keighley and Worth Valley Railway

4F No. 43924 was once again in charge of the post-lockdown timetable during the bank holiday weekend. With a train of Mk1 and vintage compartment stock, along with the Jubilee Bar, the loco heads towards Damems with a train for Oxenhope. *Ben Bucki*

The line re-introduced diesel traction, for the first time since the Covid lockdown, on a special evening timetable on August 29th. Class 37 075 was doing the honours with the compartment stock (including a pair of vintage carriages), as the train hurries away from Haworth in the fading light, with a service from Oxenhope to Keighley. *Ben Bucki*

Fowler 4F No. 43924, celebrating it's centenary this year, was in charge of the vintage compartment stock on the lines re-opening timetable. The veteran loco is seen racing past Ebor Lane, near Haworth, on August 23rd with an afternoon train from Keighley. *Ben Bucki*







Statfold Barn Railway

On August 9th, Hunslet saddle tanks ‘Cloister’ and ‘Sybil Mary’ wait in the field loop. *Mark Enderby*

Beyer Peacock Garrett K1 heads round the balloon loop during the event on August 9th. *Mark Enderby*

Kerr Stuart ‘I.S.C. Ltd. No. 2 Roger’ heads round the garden line. *Mark Enderby*







Statfold Barn Railway

‘Wendy’ and ‘Jack Lane’ are seen hauling the demonstration freight. *Mark Enderby*



Just a few of the exhibits inside the museum at Statfold. *John Alsop*



No. 2820 ‘Isibutu’ is seen arriving back at the station. *Richard Hargreaves*



Statfold Barn Railway

No. 1056 (19) and No. 3903 'STATFOLD' are seen arriving at the station on August 9th. *Richard Hargreaves*

Hudswell Clarke No. 1172 'Alpha' waits for clearance at the Balloon Loop. *Richard Hargreaves*

0-4-0 diesel shunter No. 7 (works No. 5800) is seen awaiting shunt duties at Statfold station on August 9th. *Richard Hargreaves*







Welsh Highland Heritage Railway

On a sunny Thursday morning, August 20th, during a gap in the blustery weather of Storm Ellen, Ruston shunter 'Glaslyn' runs-round at the far end of the line, having arrived with the first train of the day. *Ben Bucki*

Also located at the site is a miniature route comprising a compact but very varied line, triangular in formation and to 7 1/4 inch gauge, and involves two reversals per run. On August 20th, the service was in the hands of this compact but powerful 4-wheel, O&K-styled petrol engined locomotive. *Ben Bucki*

Ruston shunter 'Glaslyn' waits at the platform at the Gelerts Farm sheds, whilst the passengers return from their tours of the museum.
Ben Bucki







Ffestiniog Railway

The Ffestiniog Railway are continuing to run their Covid services, a frequent timetable over the Porthmadog to Tanybwlch end of the line using their smaller locomotives and older carriages. 'Prince' heads through the woods at Tanybwlch with an afternoon train to Porthmadog. *Ben Bucki*

Ffestiniog Railway

Ex-Penrhyn Quarries Hunslet ‘Blanche’ heads through the woods at Tanybwlch with a mid-day train from Porthmadog. *Ben Bucki*

On a rather wet August 16th, and running slightly late, No. 5 ‘Welsh Pony’ speeds into Tanybwlch with an afternoon train. *Ben Bucki*

‘Prince’ heads through the woods at Tanybwlch with an afternoon train from Porthmadog, August 16th. *Ben Bucki*







East Somerset Railway

It's a baking hot afternoon as Ivatt Class 2MT 2-6-0 No. 46447 eases out of Cranmore with the last train of the day on August 8th. *Gerald Nicholl*

Battlefield Line

BRCW Class 33 201 is seen working one of the first services since lockdown at Shenton. *John Alsop*

Mid - Hants Railway

LMS Ivatt Class 2 2-6-2T No. 41312 viewed from the picnic area at Alresford Station, runs round its train prior to departing with the 11:40 to Alton. *David Lindsell*



SR Schools Class No. 30925 ‘Cheltenham’ depart Alresford with the 11:00 service to Alton on August 26th. *David Lindsell*



On August 26th, Class 08 377 is seen in the bay at Alresford. *David Lindsell*



East Lancs Railway

LNER A3 Pacific No. 60103 'Flying Scotsman' simmers between takes during a filming session at Irwell Vale on the ELR on 19 August 2020.*Gerald Nicholl*

Class 117 DMU Nos. W51339 and 51382 stand at Ramsbottom working a service to Bury, August 16th. *Michael Lynam*

On August 16th, L&Y Tank No. 752, in the guise of No. 51456 is seen departing Ramsbottom en route to Rawtenstall. *Michael Lynam*







East Lancs Railway

Between showers, ELR resident BR Standard Class 4 2-6-4T No. 80097 pulls away from Irwell Vale with the lunchtime train for Rawtenstall on August 22nd. *Gerald Nicholl*

Lakeside and Haverthwaite

Hunslet 0-6-0ST WD Austerity Tank No. 3794 ‘Repulse’ approaches Newby Bridge halt working a Haverthwaite - Lakeside service on August 22nd. *Michael Lynam*

Former Preston Dock railway, Bagnall 0-6-0ST No. 2682 ‘Princes’ is seen stabled at Haverthwaite. *Michael Lynam*

British Rail built 0-6-0DE formerly BR industrial lookalike No. AD601 is seen alongside Class 03 No. D2072. *Michael Lynam*





From the Archives

Hastings gauge Class 33 208 arrives at Coventry in June 1988 with the Gillingham - Preston vans.
Chris Morrison

From the Archives

Coal sector liveried Class 37 698 passes Wrenbury with a short parcels train heading for Cardiff in September 1989. *Chris Morrison*



From the Archives

SR 2EPB No. 6302 forms a Richmond train at North Woolwich on May 5th 1989. K&ESR No. 29 which was part of the North Woolwich museum collection at the time is on the left. The line between Stratford and Noth Woolwich closed in December 2006 with much of the trackbed used for Crossrail and the listed station building is currently for sale. *Chris Morrison*

From the Archives

A pair of 4-VEP EMUs with No. 3434 leading are seen working a semi-fast service, passing Horseshoe Bridge at St. Denys, Southampton. *David Lindsell/ Terry Ventham*



A 'Blue Pullman' service departs Manchester Piccadilly in 2005. *John Sloane*



Freightliner's Class 57 004 works through Newport in 2005. *John Sloane*



From the Archives

Class 60 084 hauls a ballast train into Newport in 2005. *John Sloane*

Class 33 008 'Eastleigh' enters Southampton Central from the west with what looks like 'Queen of Scots' stock on July 25th 1987. *David Lindsell*

Eastleigh stabling point with Class 33 017, 47 087, 47 342, 73 125 and 08 831 in evidence on the April 3rd 1980. *David Lindsell*







From the Archives

Regional Railways liveried Class 37 422 ‘Robert F. Fairlie’ approaches Penmaenbach tunnel with a Crewe - Holyhead service in July 1997.
Chris Morrison

From the Archives

Class 47 848 'Titan Star' departs Southampton Central with a CrossCountry service to Bournemouth on January 8th 2000.
David Lindsell



A Cardiff - Portsmouth train headed by Class 33 042, passes Green Lane footbridge, Copnor, Portsmouth on August 30th 1983.
David Lindsell



Class 46 031 stands on the Romsey line with a stone train from Westbury on June 3rd 1980.
David Lindsell



From the Archives

Railfreight Distribution liveried Class 37298 and 37029 head a Southampton bound freightliner at Whitnash, south of Leamington Spa, in July 1991.
Chris Morrison

From the Archives

Merchant Navy Class No. 35005 ‘Canadian Pacific’ is seen at the head of the EWS footplate crew training run at Eastleigh on its return from Yeovil Junction on a cold and damp March 20th 2001. *David Lindsell*



Railfreight Distribution’s Class 47 345 passes Andover with a Quidhampton to Wembley clay train in the 1980s. *Michael Bennett*



Class 47 377 is seen in Andover Yard about to depart to Ludgershall MOD from Eastleigh with one wagon in tow in the 1980s.
Michael Bennett



From the Archives

4-CIG EMU No. 7314 approaches Clapham Junction from the Wimbledon direction, date unknown. *Derek Elston*

Class 37 025 is seen under repair at Doncaster Works, date unknown. *Derek Elston*

Class 76 014 is seen stabled at Guide Bridge in 1981. *Brian Hewertson*







From the Archives

Class 50 036 'Victorious' powers along the fast line at West Ealing with a London Paddington - Oxford service on November 23rd 1989.
Chris Morrison

From the Archives

Class 37 018 in Railfreight red stripe livery arrives at Stirling. *Derek Elston*



Class 56 126 stands at Mantle Lane, Coalville, date unknown. *Derek Elston*



Class 33 021 and 33 208 double head a special working through Northampton on August 21st 1994. *Derek Elston*



From the Archives

Split headcode ‘Peak’ Class 45 052 passes Gloucester on August 7th 1978 with an empty steel train for South Wales. Sister locos 46 012 and 46 042 are on Horton Road shed in the background. *Chris Morrison*

