

Railtalk Magazine

Issue 170
November 2020
ISSN 1756 - 5030

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 28 - Pictures

Pg 143 - News and Features

Pg 157 - Did you Know

Pg 158 - Different View

Pg 160 - Preserved/Industrial

Pg 168 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 170

Well with winter nearly upon us, and not long until the shortest day, lets all hope that 2021 can be a better year for getting out and about. Looking at the photos in this issue, there is certainly plenty of change happening in the UK at the moment.

As many regular readers will know this is my favourite time of year due to the fact that the RHTT runs past my office door once a day and this year we have an abundance of Class 37s to keep us entertained. I am not sure how many combinations there have been but just one request to DRS, can we please have 37 422 and 37 425 up here to complete the livery permutations.

EastMidlandsRailwayhasannounced this month that it has selected 'Aurora' as the brand name for the fleet of Class 810 electro-diesel inter-city trainsets which Hitachi Rail is to supply for use on the Midland Main Line between London, Nottingham and Sheffield from 2023. The name was selected for its two meanings: the Roman goddess of the dawn, representing a new start for the route; and the Northern Lights, aurora borealis, which EMR said was 'created by the transfer of the sun's solar energy — matching Aurora's ability to run under electric power'.

In July 2019 East Midlands franchisee Abellio announced that it had selected Hitachi to supply and maintain 33 five-car 200 km/h electro-diesel trainsets at a cost of £400m. The fleet will be financed and owned by Rock Rail East Midlands. So does this make it a monopoly for Hitachi on Britain's railways then, with the East Coast, West Coast and Great Western routes already have or ordered them, plus the EMUs in Scotland?

Proof that time flies is the news this month that ScotRail has announced that it has started work to refurbish its fleet of Class 380 electric trains ahead of their 10th anniversary later in 2020. The makeover of the fleet will see new flooring, new seat upholstery, a paint refresh, and general repairs to tables, bins and handrails completed. The overhauls will take place at ScotRail's Shields Road Depot in Glasgow, with each train expected to be out of service for around two weeks planned. I really can't believe that they have been around for 10 years .

And look forward to seeing some new Network Rail engineers wagons on the track soon as Wascosa has secured a major wagon leasing contract with UK railway network owner and infrastructure manager, Network Rail. Under the terms of the contract, Wascosa will provide a total of 570 wagons, to be built by Greenbrier Europe and which will be maintained as part of the 10-year deal in partnership with leading UK train operator GB Railfreight.

In addition to the Falcon box wagons, which it will be leasing for site work along with JNA Big Box wagons for bulk ballast transportation, Wascosa has developed a modular wagon for the carriage of track panels, sleepers, switches, rails and loose materials, made possible by a range of innovative superstructures which can be mounted on a fleet of 60' container flats.

Wascosa said: "This groundbreaking solution for Network Rail confirms Wascosa as the leading provider of freight wagon systems in Europe and positions the company perfectly for future growth in the UK."

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 October 7th, LMS Class 5 No. 45407 is seen near Mallaig with a Jacobite working. *Jeff Nicholls*

Front Cover

Class 67 013 passes Duncote Mill with the 6F52 13:10 Donnington RFT - Arpley Yard on October 1st.

Keith Davies



On October 6th, LMS Jubilee 4-6-0 No. 45596 ‘Bahamas’ and support coach pass Moore at speed working the 09:02 K&WVR to Alton stock move. *Barry Longson*

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Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

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Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos.

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 West Coast Railway Co.

The Pendle Dalesman

Horrendous conditions in Cumbria on October 29th as No. 45562 'Alberta' works the northbound 'Pendle Dalesman' over the River Ribble at Helwith Bridge. *Shep Woolley*



Charter Scene West Coast Railway Co.

The Pendle Dalesman

On October 29th, LMS Jubilee Class No. 45699 ‘Galatea’, running as 45562 ‘Alberta’, approaches Kirby Stephen in terrible weather working the 1Z11 ‘The Pendle Dalesman’ from Chesterfield - Carlisle, ‘Alberta’ taking over the train at Hellifield. *Michael Lynam*



Charter Scene Railway Touring Co.

The Cumbrian Mountain Express

Class 86 259 heads north through Balshaw Lane Jct. on September 26th with a 'Cumbrian Mountain Express' working. *John Sloane*



Charter Scene Railway Touring Co.

The Cumbrian Mountain Express

On October 10th, Jubilee Class 4-6-0 No. 45562 'Alberta' working the northbound 'Cumbrian Mountain Express' passes through the old Shap station site. *Shep Woolley*

Charter Scene Railway Touring Co.

The Cumbrian Mountain Express

Approaching the summit at Aisgill, Jubilee Class 4-6-0 ‘Alberta’ heads the returning ‘Cumbrian Mountain Express’ on October 10th. *Shep Woolley*



Charter Scene West Coast Railway Co.

The Dalesman

On a very wet and grey day, Jubilee Class 4-6-0 No. 45562 'Alberta' attacks the climb towards Horton-in-Ribblesdale with the northbound S&C steam leg of 'The Dalesman' on October 29th. *Gerald Nicholl*

Charter Scene West Coast Railway Co.

The Jacobite

On October 7th, LMS Black 5 No. 45407 passes Banavie with a Jacobite working.
Jeff Nicholls

Charter Scene West Coast Railway Co.

The Jacobite

LMS Black 5 No. 45407 passes by Loch Eil on October 6th with a Jacobite service.
Jeff Nicholls

Charter Scene Northern Belle

Northern Belle

On October 3rd, LMS Princess Royal Class No. 6201 ‘Princess Elizabeth’ working the 1Z62 Preston - Carlisle climbs Hest Bank with Class 57 316 on the rear. *Michael Lynam*



Charter Scene Statesman Rail

Royal Windsor Statesman

Class 47 712 in Scotrail livery heads the Windsor & Eton Riverside - Wolverhampton return charter through Stourbridge Junction on October 24th. *Chris Morrison*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 712 and 47805 climb Battlefield Bank on October 10th with 1Z60 08:09 Wolverhampton - Appleby charter. *Keith Davies*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 712 leads 47 805 with the 1Z60 Wolverhampton - Appleby into Wellington on October 10th. *Richard Hargreaves*

Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 805 and 47 712 top'n'tail the Appleby - Wolverhampton return charter past Standish on October 10th. *John Sloane*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Two-tone green liveried, LSL Class 47 No. D1935 (ex Class 47 805), speeds through Wigan North Western, with the return 13:35 Appleby to Wolverhampton charter on October 10th.
Paul Senior

Charter Scene Locomotive Services

Private Charter

Class 90 001 passes Balshaw Lane Jct. on September 25th with a Crewe - Mossend private charter, going forward from Mossend to Inverness. *John Sloane*

Charter Scene ECS and Light Engine Movements

On October 30th, LSL's 'Blue Pullman' liveried HST set with power cars Nos. 43046 and 43055 is seen at Crewe upon arrival from Eastleigh.
Brian Battersby



Charter Scene ECS and Light Engine Movements

The LSL HST in Blue Pullman livery headed by power car No. 43055, with 43046 at the rear, passes Leamington Spa with the 15:55 Eastleigh Arlington - Crewe on October 30th. *Chris Morrison*



LMS Stanier Class 5 4-6-0 No. 45231 (with Class 37 No. D6817 on the rear) heads through Wellington on October 20th with a Crewe - Crewe test run. *Richard Hargreaves*



Charter Scene ECS and Light Engine Movements

Following a season of 'Scarborough Spa Express' duty, Jubilee Class 4-6-0 No. 45562 'Alberta' trundles back to base in Carnforth over Badger Ford Beck in the Wenning Valley on October 1st. *Gerald Nicholl*

Charter Scene

ECS and Light Engine Moves

Class 47 712 and 47 593 top'n'tail the 5Z14 Oxley - Crewe ECS through Codsall on October 25th. *Carl Grocott*

Displaying its correct 0Z47 headcode, Class 40 145 tows 40 106 across Chat Moss on its way from repairs at the East Lancs Railway to Crewe on October 14th. *Jeff Nicholls*

On October 25th, Class 47 712 leads the ECS from the previous days railtour to Windsor back to Crewe past Oakengates. *Richard Hargreaves*







Charter Scene

ECS and Light Engine Moves

LSL ran a route learner from Crewe to Chesterfield via the Hope Valley / Manchester and return, doing two round trips on both October 28th and 29th, using Class 37 688 ‘Great Rocks’. On the first day, the loco is seen at Manchester Piccadilly. *Barry Longson*

LMS Jubilee Class No. 45596 ‘Bahamas’ is seen passing a damp Stafford on October 6th making its way from the Keighley and Worth Valley railway to Alton for the Mid Hants gala. *Lee Stanford*

On October 14th, Class 40 145 ran light engine from Crewe to the ELR to pick up 40 106 and take her to the Severn Valley Railway. The Class 40 is seen here passing through Salford Central on her way to Bury. *Steve Stepney*







Charter Scene

ECS and Light Engine Moves

LMS Jubilee Class No. 45596 passes Winwick on October 6th heading from the Keighley and Worth Valley Railway to the Mid Hants Railway. *Alan Rigby*



On October 9th, LNER A3 No. 60103 'Flying Scotsman heads through Leyland with an ELR - Carnforth light engine move. *John Sloane*



Class 37 667 and 37 521 pass Coppull on September 24th with a Crewe - Carlisle light engine move. *John Sloane*



Charter Scene

ECS and Light Engine Moves

On October 8th, Class 37 No. D6851 hauls Class 47 828 through Charnock Richard with a Carnforth - Crewe light engine move.
John Sloane



Southern West Country Class No. 34046 ‘Braunton’ passes Duncote Mill on October 1st with the 5P45 12:47 Coton Hill Yard - Crewe HS.
Keith Davies



An unusual sight at Winwick on November 2nd as power car No. 43058 leads 43059 and a mixed bag of coaching stock on a test run which began at Crewe but is seen here heading from Carnforth to Rugby. The patch of sunshine behind the train followed it all the way out of sight! *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

SR West Country Class No. 34046 'Braunton' working the 5P55 Coton Hill - Crewe passes through Wellington on October 1st. *Carl Grocott*



LMS Class 5 No. 45231 speeds through Preston Boats on October 20th with the 5P56 12:42 Coton Hill - Crewe HS. *Keith Davies*



LNER A3 Pacific No. 60103 'Flying Scotsman' takes the Preston road at Lostock Junction whilst moving from the ELR at Bury to Steamtown Carnforth on October 9th. *Gerald Nicholl*



Avanti West Coast

On October 17th, an early heads up regarding the Pride Pendo's diagram for the day, lead to a trip to Acton Bridge to get it on the 12:52 Edinburgh to London Euston service.
Brian Battersby



Class 390 119 passes Balshaw Lane Jct. on October 17th with an Edinburgh - London Euston service. *John Sloane*



Class 390 124 passes Standish on October 10th with a London Euston - Glasgow service.
John Sloane



Avanti West Coast

On October 15th, Class 390 016 with the 9S54 London Euston - Edinburgh service approaches Gig Lane, Moore. *Mark Enderby*

Avanti West Coast announces the name of its new Pride Train - Progress

Progress has been chosen as the name of the UK's first fully wrapped Pride Train - 11 carriages, 265 metres long wrapped top-to-tail in the progressive pride flag colours. On National 'Coming Out Day', railway engineer Edward Hitchon Godfrey was announced as the winner of the naming competition which received over 1,500 entries. The introduction of Pride Trains helped Edward come out to colleagues and his family and winning this competition helped him come out publicly.

Announced on national 'Coming Out Day', the name was chosen as part of a competition calling on members of the public to submit suggestions to give the train an identity.

The competition was announced at the inaugural journey of the inter-city rail operator's Pride Train in August where the 11-carriage, 265 metre-long Pride train was launched by a full LGBTQ+ crew with a service from London Euston to Manchester Piccadilly.

Over 1,500 entries were received, many suggesting the name Progress for the nation's first fully wrapped Pride train which is covered head-to-toe in the colours of the Progressive Pride flag.

Edward Hitchon Godfrey has been named as the winner after his powerful submission suggesting the name Progress outlined how the introduction of Pride Trains helped him to come out.

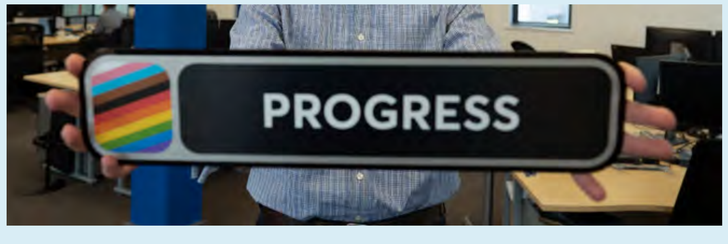
Edward Hitchon Godfrey said: "As a young engineer entering the rail industry five years ago, I was struck by the stark contrast between a relatively progressive industry on the surface and the sometimes intolerant views expressed in the background.

"Trainbows, Pride Trains and events gave me - a closeted bisexual man - the feeling of support within the industry I love, to come out at work, and to challenge prejudiced views. Winning this competition has solidified my sense of belonging and given a real boost to my confidence in my identity. To me, the name Progress embodies both a celebration of where we have got to as an industry and as a society, and a recognition that we're not there yet - that there's still work to be done."

Discussing how the winning name was chosen, Avanti West Coast Executive Director – Commercial, Sarah Copley said: "I'm delighted that the name Progress was chosen for the Pride Train. Within a day of the competition launching, an online campaign was started calling for the livery to be called Progress, highlighting the wider LGBTQ+ community's love of the Pride Train and recognition of the progress we are making around diversity and inclusion. Of the 1,500 hundred entries submitted, hundreds suggested the name Progress so it was a clear choice for the judging panel who were very touched by Edward's story.

"We constantly listen to our people, our customers, and the communities we serve to ensure our diversity and inclusion strategy is relevant. Progress is a symbol of Avanti West Coast's commitment to live proud and support Pride 365 days a year."

With a strong focus on LGBTQ+ education, Progress features Pride related information and fun facts during the onboard announcements and is now in regular service along the West Coast Main Line.



Avanti West Coast

Class 390 148 heads north at Boars Head, Wigan on October 8th. *John Sloane*



Class 221 114 stands at Wellington on October 10th with a Shrewsbury - London Euston service. *Richard Hargreaves*



Class 221 102 is seen at Wellington with the 08:19 Shrewsbury - London Euston service on October 31st. *Richard Hargreaves*



Avanti West Coast

Class 221 102 passes Oakengates on October 25th with an ECS working to Shrewsbury.
Richard Hargreaves

Macclesfield's heritage celebrated with artwork at station

A bespoke piece of artwork has been installed by Avanti West Coast at Macclesfield station to celebrate the town's heritage. Commissioned by Macclesfield Town Council, the metal mural was created by artist and sculptor, Tim Davies. Its creation was part of a project to produce a unique piece of work for the local community and increase the appreciation of public art in the town. Tim was the favourite artist to deliver the project, following a public consultation with local residents. He designed the artwork from images produced by pupils from five schools in Macclesfield. Featuring landmarks of the town, including designer furniture store, Arighi Bianchi, and the original Hovis Mill, the mural reflects the rich heritage of Macclesfield. It was made using a laser cut artwork technique, which Tim has been developing while creating art with children for the past decade. This is the first time he has used it for a piece on public display. As the gateway to the Cheshire town for commuters, visitors, shoppers and residents, Macclesfield station was chosen as the location for the artwork, where it can be enjoyed immediately after arriving by train, against the backdrop of the town.

Speaking of his first art project at a railway station, Tim Davies, said: "I have a strong record in delivering high-quality public artwork commissions in schools, festivals, theatre and commerce - together with over twenty years of experience working within education and community group settings. Community engagement and inspiring young people is at the heart of my practice as an artist and I relished the opportunity to work with a new community. It is empowering to see the children's artwork displayed in such a bold and permanent way."

Councillor Janet Jackson MBE, said: "I'm really pleased to see this mural finally installed at the train station. It provides a welcome to Macclesfield depicting a number of our iconic heritage buildings and setting the scene with regards to the character of the town."

Laura Harper, Avanti West Coast Station Manager at Macclesfield, said: "We're delighted to have this beautiful artwork on permanent display at Macclesfield station – it provides a cheerful welcome to the many people arriving by train each and every day. Tim and the local children have perfectly captured the spirit of this great town and its community, which we're proud to serve, and we're sure this mural will be enjoyed for many years to come."



Caledonian Sleeper

Class 73 966 and 73 971 have just rounded Horseshoe Curve and are crawling along through a speed restriction with the overnight Fort William portion of the Caledonian Sleeper on October 9th. *Jeff Nicholls*

Chiltern Railways

Class 168 217 approaches Princes Risborough with a service to London Marylebone.
Paul Godding



Class 165 006 stands at High Wycombe. *Paul Godding*

Chiltern Railways reopen Dorridge Station waiting room after heritage refurbishment

Chiltern Railways has officially reopened Dorridge station waiting room following several months of refurbishment work to restore the heritage of the station.

The train operator has worked with the Friends of Dorridge Station community group to match the quality and heritage of the waiting room on platform one which was transformed several years ago.

The project began earlier this year and was officially reopened by Piers Wolf, Chairman of the Friends of Dorridge Station.

Funded primarily by Chiltern Railways with additional funding provided by a grant from the Railway Heritage Trust, the restoration project includes vintage posters and paint work inside the waiting room, installation of a newly restored original fireplace, refurbishment of the floor, new lights and heater and two new heritage-style benches.

Richard Allan, Managing Director for Chiltern Railways said, “Chiltern Railways are committed to improving our stations for our customers and ensuring that they are a pleasant place to be. We’re pleased to be able to re-open Dorridge station waiting room with these new improvements while still maintaining the original architecture and heritage feel. We hope our passengers will be pleased with the refurbishment that has taken place.”

Piers Wolf, Chairman of the Friends of Dorridge Station said: “Following our creation of a waiting room on Platform one in 2014, we were concerned that passengers on Platforms two/three were less well served so we are very grateful to Chiltern Railways for listening to us and working closely to our wish-list in order to provide such a welcoming and attractive environment. We value our relationship with Chiltern and hope to continue finding ways whereby, together, we can restore the station’s 1930’s appearance while providing a 21st century passenger experience.”

Paul Childs, Company Secretary for Railways Heritage Trust said they were pleased to have been able to support the refurbishment of the waiting room, which gave careful consideration to the heritage aspects of the station.



Photo: Piers Wolf in the refurbished waiting room
©Chiltern Railways

Colas Rail

On October 8th, Class 70 808 approaches Swindon with the 6M40 Westbury to Stud Farm. *Ken Mumford*

On October 19th, Class 56 302 heads east through Scunthorpe with the 6E32 Preston Docks - LOR discharged bitumen tanks. *Steve Thompson*

On October 28th, Class 70 816 passes through Pleasington station working the 6E32 discharged oil tanks from Preston Docks - Lindsey Oil Refinery. *Michael Lynam*







Colas Rail

Class 70 808 passes Wyke Down with the 6C02, an engineers train from Eastleigh to Dunbridge on October 10th. *Michael Bennett*



Colas Rail

Class 70 816 hammers through Wigan North Western, with a well loaded Mountsorrel to Carlisle ballast on October 7th. *Paul Senior*



Colas operated Class 37 025 and 37 175 are seen stabled in platform 2 at Crewe on October 6th. *Lee Stanford*



On October 10th, Class 70 808 passes Andover with an engineering train to Laverstock South Junction for works near Dunbridge. *David Lindsell*



Colas Rail

Class 56 090 and 56 113 pass through Lostock Hall with the Preston Docks - Lindsey discharged tanks.
John Sloane



Colas Rail

On October 14th, Class 56 049 passes Keb Wood working the 6X57 Immingham Mineral Quay - Entrance C LWR train. *Steve Thompson*

Colas Rail UK Commemorate Network Rail's Andrew Smith

Colas Rail are delighted to announce that their Tamper No. DR75011 has been named in commemoration of former railway colleague and Route Infrastructure Maintenance Manager for Network Rail Western Route, Andrew Smith.

On September 3rd, a nameplate ceremony took place at Network Rail's Swindon sidings. The event was attended by Andrew's family and former colleagues from across the rail industry looking to pay tribute. As part of the ceremony the family received their own name plate to serve as a reminder that his legacy will continue with the railway family.

In a touching tribute, Network Rail's Safety Force Task Leader, Nick Millington said, "It's a privilege for us as work colleagues to join Andrew's family in naming the brand-new tamper after our friend and colleague."

Colas Rail UK's OTM Delivery Manager, Roger Nicholas was also a close friend of Andrew and speaking at the event he said, "I'm delighted Network Rail and Colas Rail UK could work together to honour Andrew's legacy to the railway industry, seeing this Tamper on site will serve as a reminder that Andrew is always with us"

Andrew's first involvement with the railway was helping with steam engines as a youngster at the Strathspey Railway. After he got his degree in transport engineering, he worked on The Royal Scotsman as train master in 1988.

4 years later, he moved to London Underground Ltd to manage the refurbishment of the Piccadilly Line fleet. In August 1996, he moved to Alstom, which saw him spend a year in Stockholm, Sweden working on the Arlanda airport rail link.

Returning to the UK, Andrew worked for Network Rail in various roles before settling on the western route. He was working in Swindon until he left in 2019 to join Network Rail consulting. Andrew was a good friend of Network Rail's Western Route and was a keen innovator, he will be remembered fondly by the railway family.



CrossCountry

A CrossCountry service passes Worting on October 15th with a very stormy sky for a background. *Michael Bennett*



DB Cargo

Class 67 013 hauling the 6F52 Donnington RFT - Arpley passes through Wellington on October 1st.
Carl Grocott

DB Cargo

With the Calder Valley route closed for planned maintenance so the Trans Pennine freights have been diverted along the Standedge route. Class 66 009 is seen having just passed Bradley Jct. and is now taking the diversionary route towards Huddersfield with the 05:40 Wilton to Knowsley waste train. *Lee Stanford*

On October 24th, Class 60 074 is seen just east of Ashbury's Crossing with the 6B33 Theale - Margam tanks. *Ken Mumford*

Class 66 131 passes Wyke on October 10th with an engineers train from Eastleigh to Laverstock South Junction for works near Dunbridge. *David Lindsell*







DB Cargo

The 07:05 Mossend - Daventry Intermodal heads south through Winwick on October 28th. The leading loco, Class 90 037 has recently been named ‘Christine’ and sports a series of aircraft motifs. the second loco was 90 024. *Jeff Nicholls*

Class 66 009 is seen on the approach to Stalybridge surrounded by (wet) autumn colours on October 24th. *Lee Stanford*

A smart looking Class 60 100 passes Acton Bridge on October 1st working the 14:18 Peak Forest to Dallam. *Lee Stanford*







DB Cargo

Class 60 044 crosses the River Weaver at Northwich with the 09:30 Arpley - Tunstead on October 20th. *Jeff Nicholls*

DB Cargo

Class 66 009 approaches Upholland with a Wilton - Knowsley bin train on October 13th. *John Sloane*



Class 66 112 leads 60 066 through Doncaster with a light engine move from Belmont Yard to Scunthorpe BSC on October 1st. *Lee Stanford*



On October 7th, Maritime blue Class 66 005 works through Scunthorpe with the 6D61 waste empties from Roxby to Rossington. *Steve Thompson*



DB Cargo

Class 90 028 and 90 024 pass Winwick on October 7th with a Mossend - Daventry intermodal. *Alan Rigby*

On a wet October 27th, Class 90 037 and 90 024 speed through Euxton with the 4M25 Mossend - Daventry intermodal. *John Sloane*

On October 17th, Class 66 120 exits Upholland tunnel with the Knowsley - Wilton bin train. *John Sloane*





DB Cargo

Class 90 028 and 90 024 pass Boars Head, Wigan on October 8th with the 4M25 Mossend - Daventry intermodal.
John Sloane

DB Cargo

On October 7th, Class 60 100 passes Acton Bridge working the WFO 14:18 Peak Forest to Warrington Dallam loaded stone.
Barry Longson



Class 66 164 brings the 10:40 Knowsley to Wilton loaded waste train round Heaton Lodge Junction on a damp October 28th.
Lee Stanford



Class 66 135 with the 6K25 Santon FOT - Immingham BT passes Keb Wood on October 14th. *Steve Thompson*



DB Cargo

On October 10th, the first diagrammed use of a Class 60 on iron ore since the retaking of the contract by DBC earlier in the year as Class 60 039 arrives at Santon FOT on 6T25 loaded tipplers from Immingham BT. *Steve Thompson*



Class 66 041 passes Kidderminster with a Margam to Round Oak steel working on October 28th. *John Alsop*



Class 67 013 is seen at Duncote Mill on October 1st with the 6G51 07:46 Arpley Yard - Donnington RFT. *Keith Davies*



DB Cargo

On October 10th, Class 66 131 passes through Andover with the 6N02 Eastleigh to Dunbridge engineers train. *Michael Bennett*

DB Cargo

On October 14th, Class 66 206 passes Keb Wood with the 6H75 Immingham - Drax Biomass. *Steve Thompson*

Class 66 100 'Armistice 100 1918-2018' passes through Doncaster working the 11:08 Scunthorpe Roxby Gullet to Rossington Loading Point on October 15th. *Derek Elston*

Class 66 090 'Maritime Intermodal Six' gets underway after a crew change at Peterborough with 4M79 08:00 Felixstowe South DBC to East Midlands Gateway Terminal DBC on October 13th. *Derek Elston*







DB Cargo

Class 66 154 is seen on Hencote Bank with the 6M86 10:27 Margam TC - Dee Marsh Reception Sidings, October 1st. *Keith Davies*



Class 66 112 passes Norton Crossing on October 11th on a retimed Middleton Towers to Ince sand train (not sure I like the repainted hoppers!). *Mark Enderby*



DB Cargo

Class 66 128 passes Stafford working the 09:15 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 intermodal on October 28th. *Derek Elston*



Class 66 096 working 6C77 Immingham BT - Scunthorpe CHP coal passes Keb Wood on October 14th. *Steve Thompson*



Class 66 188 passes Atherstone working the 10:00 Dowlow Sidings to Theale Hope Cement on October 6th. *Derek Elston*



DB Cargo

Class 66 117 eases to a stand at Peterborough working the 4E25 11:29 Bow Depot to Heck Plasmor on October 13th. *Derek Elston*

DB Cargo UK signs new 10-year contract with Brett Aggregates

Rail freight operator DB Cargo UK has signed a new 10-year contract with Brett Aggregates, the largest independent producer of sand and gravel in the UK.

The contract will see DB Cargo UK transport millions of tonnes of sea-dredged products every year from Brett's marine aggregates terminals in Ipswich, Cliffe and Newhaven. The product will be transported primarily for use in the construction sector.

DB Cargo UK's Head of Sales Roger Neary said the new contract further cemented the company's relationship with Brett which was founded on strong teamwork and collaboration.

A great example of this, he said, was DB Cargo UK's recent work with Brett and Network Rail which saw the first freight train in almost 25 years transport product out of Newhaven Port.

"Rail freight is the most economic and environmentally-friendly means of transporting large volumes of aggregates, with each train taking the equivalent of 76 HGVs off the UK's already congested road network. We're proud of our partnership with Brett and look forward to delivering safe and reliable rail services for them for years to come," said Roger.

Tom Longland, Managing Director of Brett Aggregates, said: "The Brett Group has recently opened a new marine aggregates terminal at Newhaven Port with access to over 50 million tonnes of consented marine aggregate.



This new agreement with DB Cargo enables joint plans for further growth in rail freight from Brett marine aggregate terminals and the development of further urban rail terminals in London."

"It builds on the significant investment made by Brett in its new marine terminal at Newhaven, capacity enhancements at existing terminals at Cliffe and Ipswich, and concrete plant at Wembley which will supply the London and South East construction market by rail," he added.

DC Rail Freight

Class 60 029 working the 6Z91 Westbury to Southampton Up Yard is seen near Dunbridge on October 8th.
Michael Bennett

DC Rail Freight

On October 17th, Class 56 103 heads through Swindon hauling a single Chiltern Railways coach. *Ken Mumford*



Direct Rail Services

Class 88 008 sits at Crewe on October 30th during a driver change with a Daventry - Mossend intermodal. *Brian Battersby*



Class 37 218 and 37 424 are seen stabled alongside Norwich station on October 31st. *Derek Elston*



On October 3rd, Class 88 010 ‘Aurora’ passes Hest Bank with the 4S43 Daventry - Mossend ‘TESCO’ intermodal. *Michael Lynam*



Direct Rail Services

Under stormy skies, but with a lucky patch of sun, Class 66 305 passes Winwick, with the 11:48 Carlisle New Yard to Crewe Basford Hall engineers train on October 26th. *Paul Senior*

Direct Rail Services

On October 24th, Class 66 091 passes Moore with a 6Z73 Sellafield to Willesden wagon move. *Mark Enderby*

Class 88 001 heads past Bradley on October 14th with the 4M27 Mossend - Daventry working. *John Sloane*

Class 88 002 passes Boars Head on October 10th with the 4S44 Daventry - Mossend. *John Sloane*







Direct Rail Services

Class 88 010 passes Balshaw Lane Jct. on September 26th with a Daventry - Mossend working. *John Sloane*

Direct Rail Services

Class 68 017 leads 68 018, 57 002 and 57 003 past Standish on October 2nd with a Kingmoor - Crewe light engine move. *John Sloane*

Class 66 302 ‘Endeavour’ approaches Northampton station on October 14th working the 13:50 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt). *Derek Elston*

On September 12th, Class 57 309 sits gleaming in the sunshine at Rugby. *Paul Godding*







Direct Rail Services

On October 9th, Class 37 425 ‘Concrete Bob’ heads through Swindon station with a light engine move from Plymouth to Norwich.
Ken Mumford



Class leader 88 001 ‘Revolution’ leads the 05:48 Mossend Down Yard to Daventry Int Rft Recep Fl through Stafford on October 28th.
Derek Elston



Class 88 006 ‘Juno’ passes Balshaw Lane Jct. on October 17th with the 4S44 12:16 Daventry Int Rft Recep Fl to Mossend Down Yard.
John Sloane



Direct Rail Services

Class 88 001 passes through Boars Head on October 10th with the 4M27 Mossend - Daventry. *John Sloane*

Direct Rail Services

Class 88 006 ‘Juno’, speeds north at Winwick with the 12:16 Daventry to Mossend intermodal on October 26th.
Paul Senior

East Midlands Railway

Buffer fitted power car No. 43467 is seen departing from Sheffield on a sunny October 20th with the 14:00 London St. Pancras service. *Lee Stanford*

In the new EMR livery, Class 222 104 leads 222 012 with the 1F15 09:02 London St. Pancras International to Sheffield service passing Finedon Road on October 12th. *Derek Elston*

Class 222 023 is seen passing Finedon Road, Wellingborough whilst working the 1M08 08:47 London St. Pancras International to Corby service on October 12th. *Derek Elston*







Freightliner

Class 70 020 sounds superb as it hammers through Acton Bridge station on October 7th, with the 13:30 Runcorn Folly Lane to Northenden RTS empties. *Barry Longson*



Class 66 572 passes Worting with the 4M65 Southampton to Lawley Street via Laverstock on October 15th. *Michael Bennett*



Class 66 550 passes through Northampton slowly due to a permanent way slack through the station working 4L46 12:16 Lawley Street F.L.T. to London Gateway Freightliner on October 14th. *Derek Elston*



Freightliner

Class 66 545 passes Andover with a Crewe to Southampton liner on October 31st. *Michael Bennett*

Freightliner

Class 59 004 with 66 509 DIT pass Reading on October 13th working the 14:39 Acton to Whatley. *Lee Stanford*

Class 59 206 with the Woking to Merehead empties is seen near Whitchurch on a dull day, October 16th. *Michael Bennett*

Class 70 003 working the Folly Lane to Bredbury bins passes Acton Bridge on October 17th. *Brian Battersby*







Freightliner

Class 66 538 passes Grateley on October 16th with the Southampton Maritime to Garston via Andover liner.
David Lindsell

Freightliner

Class 86 632 and 86 604 pass through Bradley on October 8th with a Crewe - Preston - Crewe test run. *John Sloane*

On September 17th, Class 66 606 passes through Swindon with a Moreton-on-Lugg to Stud Farm working. *Ken Mumford*

On September 12th, Class 66 420 and 66 550 head through Stafford with a Crewe bound liner. *Paul Godding*







Freightliner

Class 86 637 and 86 607 ease through Northampton with a very lightly loaded 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. on October 6th. *Derek Elston*

Freightliner

Class 66 613 passes Tyseley with a Banbury - Tunstead empty stone train on November 2nd.
Chris Morrison

Freightliner

Class 66 551 is brought to a stand at Doncaster on October 15th whilst working the 05:45 Tweedmouth S.B. to Doncaster Up Decoy LWR train. *Derek Elston*

Class 86 locos do on occasions work through to Trafford Park with the 11:13 service from Felixstowe. The service often changes to diesel power for the short hop from Crewe but on October 14th, Class 86 604 and 86 609 were captured passing Mauldeth Road on the final leg of their journey. *Lee Stanford*

On October 9th, Class 66 515 approaches Swindon with a Wentloog to Felixstowe liner. *Ken Mumford*







Freightliner

Class 70 007 is seen near Dunbridge hauling the 4O57 Wentloog to Southampton via Salisbury liner on October 8th. *Michael Bennett*

Freightliner

Class 66 623 heads through Kemble on October 27th. *Ken Mumford*

Class 66 592 passes Andover on October 23rd hauling a Southampton to Lawley Street liner, which has recently started running again after a long break. *Michael Bennett*

Class 66 515 on a diverted Wentloog to Southampton liner passes Andover on October 31st. *Michael Bennett*







Freightliner

Heavy Haul Class 66 622 trundles through Northampton on October 14th working the 13:17 Willesden Up & Down Relief to Tunstead Sidings empty boxes. *Derek Elston*

On October 8th, Class 66 420 hauls an eastbound liner through Swindon. *Ken Mumford*

On November 5th, Class 66 503 passes Marston footbridge with a liner from Wentloog. *Ken Mumford*







GBRf

Class 50 007 powers away from Worcester Yard with the 11:35 Long Marston - Newport Sims Metals conveying former ECML HST stock for scrap on November 4th. Sister loco 50 049 is on the rear. *Chris Morrison*

GBRf

On October 28th, Class 60 021 glides down Miles Platting bank into Manchester Victoria, on the 09:54 Drax to Liverpool empty Biomass service. *Barry Longson*

Class 47 749 ‘City of Truro’ leads the 5Q19 10:00 Derby Litchurch Lane to Wolverton through Millbrook with Class 47 727 ‘Edinburgh Castle - Casteal Dhun Eidearn’ on the rear delivering new Greater Anglia Class 720 550 for tests. *Derek Elston*

The 5Q19 10:00 Derby Litchurch Lane to Wolverton passes through Millbrook with Class 47 749 ‘City of Truro’ and 47 727 ‘Edinburgh Castle - Casteal Dhun Eidearn’ top’n’tailing new Greater Anglia Class 720 550. *Derek Elston*







GBRf

Class 66 763 passes Moore, south of Warrington on October 6th, in charge of the 11:15 Liverpool BT to Drax loaded Biomass. *Barry Longson*



Class 66 711 passes Oakengates on October 12th with the 6M05 Tinsley - Coton Hill. *Paul Godding*



On October 15th, the 4M51 Southampton to Trafford Park passes Worting with Class 66 789 in charge. *Michael Bennett*



GBRf operated Class 60 076 enters Stockport on October 25th in charge of the Sundays only 12:34 Doncaster Down Decoy to Liverpool Biomass Terminal. *Barry Longson*



GB Railfreight Announce Lineas Partnership Extension

GB Railfreight (GBRf) are very pleased to announce an extension to their European freight operation in partnership with LINEAS, the largest private rail freight operator in Europe.

The existing traffic flow from Antwerp through to Irvine will continue for an additional two years. This announcement marks the extension of the existing contract which will now run until the end of December 2021, marking a 5-year relationship with LINEAS for this 'hook and haul' flow. The service has so far averaged around 30 trains a year and will continue to run approximately between two and three times per month.

The trains, which arrive in Calais from the LINEAS Rail operation, will consist of roughly 20 ICA Tank Rail Wagons and will carry 1200 tonnes of product per train. It will be transporting kaolin clay for the process of whitening paper which is produced at the UPM Caledonian Papermill in South Western Scotland.

GBRf will normally collect the product on a Tuesday night, run through the channel tunnel with Electric Traction. A Class 66 Loco then hauls through to UPM Irvine to arrive at around 7pm on the Wednesday night. Following unloading, GBRf return the empty set of wagons back to the Channel Tunnel by Friday night for a path back to Calais.

GBRf are currently operating intermodal services to and from the three largest ports in the UK. The Antwerp to Irvine operation builds on the company's existing Intermodal services which is currently being managed by Julie Garn. This follows other European Traffic flows that GBRf have operated in the past.

John Smith, Managing Director of GB Railfreight, said: "I am delighted to announce that we are continuing our partnership with Lineas. Our strong relationship goes back many years and we are pleased to continue it until December 2021. This service will be the longest term of operation for running services through the Channel Tunnel for GBRf, something we are extremely proud of. In addition, the shift to rail freight is a vital part of decarbonising our transport system. Our partnership with LINEAS shows our commitment to doing our part to reach the ambitious target of net zero emissions by 2050 and we hope to build on this going forward."

Geraldine Leyman, Senior Key Account Manager at LINEAS added: "We are extremely pleased to have extended this contract. Our relationship with GB Railfreight is one we are extremely proud of and is the greatest example of the importance of cross-border cooperation.

We couldn't be happier with the service GBRf provide on the UK side and this contract extension is proof of that. We look forward to continuing this successful partnership in the years ahead."

GBRf

With Class 60 021 in charge, the 6E09 from Liverpool Biomass Terminal to Drax rolls high above Northwich on the beautiful autumn morning of October 20th. *Jeff Nicholls*

GBRf

Class 66 783 crosses Carr Mill Viaduct on October 12th working Tuebrook Sidings - Ashton in Makerfield loaded stone.
Alan Rigby

Class 60 021 approaches the site of the long closed Golcar station working the 09:54 Drax to Liverpool Biomass Terminal on October 28th.
Lee Stanford

On September 12th, NHS branded Class 66 731 passes through Stafford with a rake of loaded box wagons. *Paul Godding*







GBRf

Class 66 775 passes Winwick on October 7th with a LBT - Drax loaded Biomass working. *Alan Rigby*

Class 66 783 passes Oakengates with a Tinsley - Coton Hill working. *Paul Godding*

Class 60 076 is seen passing Heyrod with the Sundays only 12:34 Doncaster to Liverpool Biomass Terminal on October 25th. *Lee Stanford*







GBRf

Class 66 789 is seen awaiting departure at Donnington RFT with the 4Z84 to Eastleigh on October 26th. *Richard Hargreaves*



Class 66 763 passes Winwick on October 6th with a LBT - Drax loaded Biomass.
Alan Rigby



October 31st was the last day of the diversion of Trans Pennine freight from the Calder Valley route to Diggle and produced yet more dull weather and rain. In a dry spell between the showers Class 60 076 was captured at Heyrod working the late running 09:21 Drax to Liverpool Biomass Terminal service. *Lee Stanford*



GBRf

Class 66 716 passes a myriad of autumn colours as it approaches the site of Golcar station from the west with the 07:11 Liverpool to Drax loaded Biomass service on October 28th. *Lee Stanford*

Class 66 780 on the Mountfield to Southampton Docks passes Worting on October 15th. *Michael Bennett*

Class 60 056 working Drax - LBT Biomass empties heads through Moston on October 2nd. *Alan Rigby*





Class 66 763 is seen with 60 096 DIT as they pass Audenshaw working the 12:30 Liverpool Biomass Terminal to Drax on October 10th. *Lee Stanford*



GBRf

On October 7th, Class 66 767 stands at Swindon station with a Merehead Quarry to Wootton Bassett working. *Ken Mumford*

Class 60 095 working LBT - Drax loaded Biomass heads through Moston on October 2nd. *Alan Rigby*

Class 66 789 is seen at Kempseye with the 4Z84 12:27 Donnington RFT - Eastleigh East Yard on October 27th. *Keith Davies*







GBRf

Class 66 783 and 60 096 are seen at Norton Crossing on October 11th with a Doncaster - Tuebrook Biomass empties working.
Mark Enderby

Class 66 783 heads through Bryn with a Tuebrook - Ashton working on October 12th.
John Sloane

Class 66 754 passes Worthington on October 8th with an Avonmouth - Clitheroe working.
John Sloane







GBRf

Class 66 785 passes through a sunny Plumley with the 03:37 Small Heath Lafarge - Tunstead empties on October 20th. *Jeff Nicholls*

Presenting a colourful combination are Class 66 783 with 60 096 DIT as they pass Stockport working the 12:03 Doncaster to Liverpool Biomass Terminal on October 11th. *Lee Stanford*

Class 60 026 working Drax - LBT Biomass empties passes Moston on September 23rd. *Alan Rigby*







GBRf

Class 66 738 ‘Huddersfield Town’ leads the 6X24 08:00 Derby Litchurch Lane to Eastleigh delivering Class 701 011 with 66 780 tacked on the tail, seen here passing Finedon Road on October 12th.
Derek Elston

Class 66 789 is seen at Kempseye on October 29th with the 4Z78 01:01 Southampton Western Docks - Donnington RFT. *Keith Davies*

Class 66 782 passes through Doncaster on October 15th working the 6E86 08:20 Middleton Towers GBRf to Monk Bretton Redfearns.
Derek Elston







Class 66 704 passes Woolascott on October 11th with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*



GB Railfreight agrees deal for five new Class 66 locos

GBRf is pleased to announce an agreement to bring an additional five Class 66 locomotives from Germany in cooperation with Beacon Rail Leasing.

The first two, classified as 29004/29005 have been delivered to EMD Doncaster ready for conversion to GBRf's specification and UK railway standards. The remaining three locomotives will be delivered throughout 2021.

The first two locomotives are low-geared heavy haul 60mph locos which will benefit GBRf's heavy-haul capability, while the remaining three are 75mph locomotives.

The locos will be delivered into GBRf service commencing early April 2021 with the programme of conversions being undertaken by EMD at their Doncaster and Longport facilities, this will include the fitting of air conditioning, sound proofing, cab improvements, and new cab double glazing. In addition, the locos will be fitted with the most up to date GSMR and TPWS safety systems and be painted in GBRf livery. Once in service they will become GBRf 66 793-797 locos.

This announcement reinforces GB Railfreight's status as one of the fastest growing and most exciting transport companies in the UK. The locos will provide additional capacity to build on GBRf's long track record of successful delivery for its customers

John Smith, Managing Director of GB Railfreight, said: "This announcement is another important milestone for GB Railfreight's continued expansion as a company. We are delighted to be bringing these five locomotives to the UK and adding them to GB Railfreight's Class 66 fleet. This agreement also shows that despite the economic uncertainty our country faces, GBRf leads the way with continued investment to put the UK economy back on track. We look to the future with optimism."

Adam Cunliffe, CEO of Beacon Rail, said: "Beacon Rail is delighted to be supporting GB Railfreight with these latest additions and further expanding the long-term relationship between our two companies. The class 66 is a proven performer, being the backbone for the movement of essential goods over recent months. Beacon is committed to further growth of the UK rail freight market through the introduction of these additional locomotives."

GBRf

Class 66 791 ‘Neil Bennett’ is seen stabled on Roberts Road depot, October 15th. *Derek Elston*

On October 18th, Class 66 720 crawls through Northampton and up to a red signal with an engineers working, 6G50 07:56 Hanslope Jct. to Bescot Up Engineers Sidings. *Derek Elston*

Class 66 762 eases the 4E21 11:20 Felixstowe South GBRf to Doncaster Railport (GBRf) away from Peterborough after a crew change on October 13th. *Derek Elston*







Grand Central

Running over 2 hours late, unbranded Grand Central Class 90 020 leads the 5Z90 08:57 Crewe C.S. to Wembley Inter City Depot ECS move, conveying set GC03 and 90 029 on the rear, as it passes Blisworth on October 12th. *Derek Elston*

Grand Central

Class 180 104 hammers through Doncaster working the 1N90 08:27 London King's Cross to Sunderland service on October 15th.
Derek Elston



Grand Central

Class 180 114 speeds through Hornsey on October 22nd working the 10:22 Bradford Interchange to London King's Cross service. *Lee Stanford*

Greater Anglia

Greater Anglia's Class 321 365 calls at Stratford with a service to London Liverpool St. *Paul Godding*

Greater Anglia

A bit of nocturnal Flirting with Class 755 336 and 745 004 seen at Norwich on October 31st.
Derek Elston

Class 755 337 stands at Lowestoft forming the 2C31 17:47 service to Norwich on October 31st.
Derek Elston

Class 720 550 and 720 539 wait departure time at Stafford with 5Q27 09:45 Wolverton Centre Sidings to Rugby Udt Signal Rn4184 on a mileage accumulation run, October 28th.
Derek Elston







Great Western Railway

On October 27th, Class 800 021 approaches Kemble with a service to Cheltenham.
Ken Mumford



Class 166 202 arrives at Dorchester West station on October 21st with the 11:53 service from Gloucester to Weymouth.
Allison Twycross



The GWR Class 800 IEP's are having white added to their door surrounds as can be seen on Class 800 031 at Reading on October 13th,as 66 607 passes by with a west bound freight.
Lee Stanford



Great Western Railway

Class 802 108 waits departure time at Swindon as 'poppy liveried' Class 800 306 approaches with a service to London Paddington. *Tom Blanpain*

Great Western Railway

On October 9th, Class 158 959 leads the 1F21 Cardiff to Portsmouth Harbour service past Dunbridge. *Michael Bennett*

Class 800 019 ‘Johnny Johnson’ stands at Swindon station on October 9th.
Ken Mumford

On November 4th, Class 800 310 passes 800 022 at Marston footbridge, near Swindon.
Ken Mumford







Great Western Railway

Class 800 025 is seen at Kemble on October 27th with a London Paddington bound service. The line to the right used to go to Cirencester.
Ken Mumford

Great Western Railway

Having reversed at Malvern Wells signal box Class 800 006 heads to Great Malvern station to form a service to London Paddington on October 19th. *Neil Pugh*



Class 158 959 approaches Malvern Wells signal box where it will reverse and form a service from Great Malvern to Westbury on October 19th. *Neil Pugh*



Class 800 032 passes the former Great Western water tower at Kemble on October 27th. *Ken Mumford*



Great Western Railway

Class 802 114 arrives at Ledbury with the 15:13 Hereford - London Paddington service on October 10th. The attractive replica sign was installed for the Ledbury Poetry Festival in 2019. The station was a junction with a line to Gloucester closing in 1959, part of which can still be walked as the Ledbury Town Trail. *Chris Morrison*

LNER Azuma, Class 801 217, races past Burn, near Selby, with the 11:01 Edinburgh to London King's Cross service on September 19th.
Paul Senior

BRITS TO SHUN OVERSEAS TRIPS AND AIR TRAVEL IN BID TO BECOME MORE SUSTAINABLE

Covid has changed the way Brits holiday, as nearly a quarter (24%) reveal they intend to go on more staycations than trips abroad, and 22% will change how they get around the UK and abroad, post-Coronavirus. Seen as part of the 'Covid Climate Effect', more than a quarter (27%) say the pandemic and its side effects have motivated them to adopt more environmentally friendly travel behaviours - more than double the amount influenced by environmental activist Greta Thunberg (12%), according to the research by YouGov for rail operator LNER.

Younger generations are leading the way as half (48%) of millennials (25-34) say they will spend time on home soil than overseas, and nearly a quarter (23%) of those aged 18-24 admit they are rethinking their future use of flying to get away both in the UK and abroad, more than any other generation.

One in five (20%) are reconsidering air travel for future trips, whilst a third (33%) are looking to increase their use of trains, with those aged 18-24 selecting rail (46%) as their favourite method of transport for holidays within the UK and abroad. Over half (57%) of Brits took one to five abroad trips every year prior to Covid, but this drops to only 40% when thinking about how many they'll take in 2021 and beyond.

In fact, six in 10 UK adults (58%) are now making an effort to live more sustainably generally, compared to just 20% who didn't stop and think about their lifestyle and the effect it had on the environment prior to lockdown.

When it comes to the reasons WHY people are making these changes, a quarter (28%) say stockpiling made them more environmentally friendly, admitting it made them think about how much they consume generally. Sir David Attenborough joining social media (12%) and watching more sustainable lifestyles in documentaries like Zac Efron's 'Down To Earth' (7%) also had an impact.

Brits also pointed to noticing a reduction in air and noise pollution (40%), spending more time outside, in their garden or local parks (40%) and being able to hear birdsong and take more notice of nature (38%) as the biggest reasons for becoming more environmentally conscious since lockdown.

UK adults are keen to keep these habits going too - over four in 10 (43%) reveal they will or would consider recycling more in the future, with shopping at local stores (28%), using less water (26%) and growing their own veg (23%) topping the nation's eco-resolutions for the future.

With the nation turning green, LNER is encouraging the use of more sustainable methods of transport for future travel plans with its new fleet of electric bi-mode Azuma trains, which produce less than a third of the carbon of other modes of transport.

LNER Managing Director, David Horne, said: "Despite how hard the past few months have been, it is positive to see how as a nation we're collectively striving towards a greener future. Lockdown made many people stop and think about the world we live in, and how we can



protect our planet – it's so encouraging to see younger generations leading the way here, swapping overseas jaunts for staycations in the wake of Covid. When it comes to reaching a UK holiday destination, it's no secret that trains are one of the most sustainable ways to travel, producing less than a third of the carbon of other modes of transport and proving just as fast, door-to-door."

LNER

Azuma Class 801 229 is seen at Hornsey on the final leg of its journey from Edinburgh to London King's Cross on October 22nd. *Lee Stanford*

Double amber and a threatening sky lay ahead as Class 91 114 waits to depart from Doncaster with the 15:06 London King's Cross to York service. *Lee Stanford*

Class 801 218 arrives at Doncaster with 1S08 08:30 London King's Cross to Edinburgh service on October 15th. *Derek Elston*







Class 801 202 approaches Peterborough working the 1E10 10:00 Edinburgh to London King's Cross service on October 13th, running 20 minutes late. *Derek Elston*

LNER HELPS CUSTOMERS TO RECYCLE ON THE MOVE



London North Eastern Railway (LNER) is introducing disposable cup recycling stands across its managed stations, making it easier for customers to recycle some of the 2.5 billion single use cups that are thrown away in the UK each year. Until now, disposable cups have provided eco-conscious customers with a challenge due to the plastic liner inside and contamination from their contents, preventing the cups from being recycled in traditional green recycling bins.

Thanks to advances in technology and recycling processes, and through the provision of special disposable cup recycling stands such as those being introduced across the LNER route, customers can be confident that when they have a drink on the move, they can do so in an environmentally responsible way.

The first recycling stands, which with the customer's help enable the collection of cups separately from the liquids and lids, are now in place at York Station. Doncaster Station and Wakefield Westgate Station will soon follow with remaining LNER managed stations receiving the stands as part of the next phase of the roll-out.

Thomas Miles, Environmental Partnership Manager at LNER, said "At our larger stations we can see more than 2,000 disposable cups thrown away each day. As part of our commitment to being a responsible business, we're pleased to introduce our new recycling stands, helping customers to recycle when travelling through our stations. More than ever before, people are focused on the impact they are having on the world around them so we hope that these new cup recycling stands will be a success."

Cups collected in the stands will be gathered by Forge Recycling, where they are sorted and baled to optimise collections. These are then transported to a specialist paper mill where the plastic liner is stripped from the paper fibres. The paper fibres are upcycled into luxury papers for use in new products while the liner is burnt for energy recovery within the paper recycling process meaning there is zero waste to landfill.

Sam Goodall, Operations Director at Forge Recycling, said: "Forge Recycling is excited to be working with LNER on the introduction of their new cup recycling scheme in stations across the route. With the added support we've received from Hubbub and Starbucks as part of The Cup Fund, we're thrilled to be able to recycle more cups per year and to do our part in supporting LNER's environmental goals."

The move by LNER is just the latest step the East Coast operator has taken to help eco-conscious customers. LNER previously introduced an onboard reusable cup discount of 25p, rewarding customers for using their own reusable cup when purchasing a hot drink onboard. While this is currently on hold to reduce the risk of Covid-19, this scheme helped avoid the use of 22,000 disposable cups in 2019.

Network Rail

Class 97 302 and 97 303 top'n'tail the 11:00 Derby RTC to Carnforth test train, heading north through Moore on October 6th. *Barry Longson*

On November 5th, power cars Nos. 43050 and 43060 work a Bristol to Tyseley test train past Marston footbridge. *Ken Mumford*

Network Rail's New Measurement Train headed by power car No. 43062 crosses Malvern Common with a Derby RTC to Hereford run on October 27th. *Neil Pugh*







Network Rail

Colas Rail's Class 37 421 was noted in Doncaster West Yard on October 20th waiting for its next duty with a Network Rail monitoring train. *Lee Stanford*

MPV Nos. DR98920 and DR98970 stand in the little used bay platform at Wellington on October 24th with a Kings Norton to Wellington RHTT working. *Richard Hargreaves*

On October 24th, the new way of powering track recorders is seen for the first time at Scunthorpe as power car No. 43050 arrives on 1Q68 from Doncaster. Due to a points failure at Gunhouse Jct. it was running a bit late, so it was a quick change of ends before No. 43060 led the way back west towards, ultimately, Derby RTC. *Steve Thompson*







Network Rail

On October 14th, Class 37 419 sits in the bay at Bridlington waiting departure time with a RHTT working to York. *Class47*



The NMT with power cars Nos. 43014 and 43062 pass through Kemble heading to Gloucester on October 27th. *Ken Mumford*



Class 37 407 is seen upon arrival at Bridlington on October 14th with a RHTT working from Grimsby. *Class47*



Network Rail

HST Power cars are now being trialled by Colas on the Network Rail test trains. Nos. 43050 and 43060 could be found at Doncaster on a sunny October 22nd. *Lee Stanford*



On October 19th, a brief bit of sunlight in an otherwise dull week sees Class 37 419 top and tail with 37 402 through Scunthorpe on 3S14 Grimsby Town - Bridlington RHTT.
Steve Thompson



Track Recording Unit Class 950 001 pauses at Wigan North Western whilst working the 13:11 Derby to Carlisle on October 31st.
Paul Senior



Network Rail

Colas operated former EMR HST power cars Nos. 43060 and 43050 power the 08:30 Tyseley - Bristol High Level Siding test train through Droitwich Spa on October 4th. *Chris Morrison*

Network Rail

Class 73 962 and 73 963 arrive at Andover with the 1Q65 Eastleigh to Ludgershall Serco test train on October 7th, and are then seen heading along the branch. *Michael Bennett*







Network Rail

On October 7th, Class 67 027 (with 67 023 on the rear) approaches Swindon station with a Tyseley to Bristol via Evesham, Oxford, Swindon, Westbury and Weymouth test train working. The stock comprised of Nos. 975 091, 977 997, 72631 and 9523. *Ken Mumford*



A grubby Class 37 402 leads 37 419 through Scunthorpe on October 12th with the 3S14 to Bridlington. *Steve Thompson*

On October 7th, Class 37 423 leads 37 402 on 3S14 Grimsby Town - Bridlington through Scunthorpe. *Steve Thompson*





Class 56 096 and 56 113 top'n'tail the 3S71 Coleham - Coleham RHTT working through Battlefield on October 15th. *Carl Grocott*



Network Rail

Class 56 105 and 56 087 pass through Great Malvern station heading towards Hereford with a RHTT working on October 25th.
Neil Pugh

On October 15th, Class 950 001 arrives at Swindon with a Bristol to Cardiff working.
Ken Mumford

On October 19th, Class 37 610 passes Andover working the 0Z39 13:10 Reading Triangle Sidings to Westbury. *David Lindsell*







On October 9th, Class 37 402 and 37 423 top'n'tail the 3S14 Grimsby Town - Bridlington RHTT, seen on the approach to Appleby.
Steve Thompson



Network Rail

Class 66 426 (with 66 427 on the rear) passes through Hockley station on October 23rd with the seasonal RHTT service from Stowmarket. This is the only pair of Class 66s allocated for East Anglian duties, the rest are covered by Class 37s and 57s. *Charlie Robbins*

Network Rail

On October 11th, Class 88 009 passes Moore returning a failed test train back to Crewe. *Mark Enderby*

On October 12th, InterCity liveried Class 37 419 leads regular performer 37 402 through Scunthorpe on the3S13 Wrenthorpe - Grimsby Town RHTT. *Steve Thompson*

On October 7th, Class 37 402 leads 37 423 through Althorpe with the 3S13 Wrenthorpe - Grimsby Town RHTT. *Steve Thompson*







Network Rail

Class 56 302 and 56 094 climb Battlefield Bank on October 28th with the 6C22 04:30 Clarbeston Road - Crewe Basford Hall. *Keith Davies*



Class 67 023 and 67 027 pass Bayston Hill on October 14th with the 5V67 12:30 Crewe TMD (E) - Bristol High Level Sidings test train. *Keith Davies*



Class 56 096 and 56 113 are seen at Hardwicke with the 3S71 21:20 Shrewsbury Coleham Yard and return RHTT on October 9th. *Keith Davies*



Network Rail

Class 37 407 ‘Blackpool Tower’ stands at the sharp end of 3S13 09:24 Sheffield to Woodburn Junction RHTT on October 15th as it waits time at Sheffield with assistance on the tail from 37 402. *Derek Elston*



On October 25th, Class 56 105 and 56 087 pass Bayston Hill with the 3S31 16:07 Shrewsbury - Worcester Shrub Hill RHTT. *Keith Davies*



Class 37 116 and 37 219 top’n’tail through Euxton Balshaw Lane on October 27th with a Derby - Carlisle test train working. *John Sloane*



Rail Operations Group

On October 15th, Class 37 884 heads through Swindon station with an Ilford to Newport (Sims Metals) scrap train. *Ken Mumford*

Rail Operations Group

On October 10th, Class 37 884 is seen at Rugby about to drag Class 319 013 heading to Northampton. *Paul Godding*

Rail Operations Group

An immaculate Class 37 510 is seen at Sheffield on October 15th with a test run from Derby. 37 800 was provided for insurance but was not powering.
Lee Stanford



TransPennine Express



Class 68 019 passes Bradley on October 14th with a Carlisle - Crewe test run. *John Sloane*

A Class 397 speeds past Balshaw Lane Jct. on September 25th with a service to Liverpool Lime St. *John Sloane*

On October 8th, Class 185 148 and 185 130 are caught reflected by a shelter at Manchester Victoria, waiting to depart with the 12:15 service to Redcar Central. *Barry Longson*





Transport for Wales

Dramatic lighting for TFW liveried Class 175 006 as it joins the WCML with the 11:35 Manchester Piccadilly - Chester service on October 28th. In 'normal' times this would have gone through to North Wales. *Jeff Nicholls*

Class 175 113 departs Crewe with 1W54 07:04 Milford Haven to Manchester Piccadilly service on October 28th. *Derek Elston*

It's hard to believe that Class 158 836 is about to pass under the M62 as it passes through the autumn scenery of Winwick with the 10:24 Manchester Piccadilly to Chester service on October 28th. *Jeff Nicholls*





Transport for Wales

Class 67 025 (and DVT No. 82216) pass Kempsye with the 3Z50 11:00 Cardiff Canton Sidings - Chester on October 28th. *Keith Davies*



Transport for Wales

Class 150 241 and a pair of Class 153s pass Bayston Hill with 1V16 14:30 Manchester Piccadilly - Milford Haven on October 25th. *Keith Davies*



Still in Arriva livery, Class 175 104 rolls into Crewe working the 1V42 12:31 Manchester Piccadilly to Milford Haven service on October 28th. *Derek Elston*



Class 175 007 runs into Crewe on October 28th working the 1V44 13:31 Manchester Piccadilly to Carmarthen service. *Derek Elston*



Transport for Wales

Class 175 115 passes Winwick on October 7th working a Manchester Airport - Chester service. *Alan Rigby*



Class 175 001 working a Chester - Manchester Airport service passes Winwick on October 7th. *Alan Rigby*



Class 158 822 and 158 824 call at Wellington on October25thwithanAberystwyth-Birmingham service. *Richard Hargreaves*



Units: DMUs and EMUs

London Overground's Class 315 808 stands at Upminster with a service to Romford. This photo was taken during the final few weeks of use by this class on this service.
Paul Godding



South Western Railway's Class 158 884 working the 2R58 Salisbury to Romsey service is seen near Dunbridge on October 8th.
Michael Bennett



On October 20th, a pair of Northern Class 156s cross the Sankey Canal in Warrington with a Liverpool to Manchester service. *Mark Enderby*



Units: DMUs and EMUs

Northern's Class 331 002 passes Charnock Richard on October 8th working a Blackpool North - Liverpool Lime St. service. *John Sloane*

Northern's Class 319 370 approaches Bryn with a Wigan Wallgate - Liverpool Lime St. service on October 12th. *John Sloane*

On October 13th, Northern's Class 142 094 and 150 115 call at Upholland with a Manchester Victoria - Kirkby service. *John Sloane*







Units: DMUs and EMUs

Southern's Class 313 211 arrives at Chichester station on October 14th with a service to Littlehampton.
Allison Twycross

Units: DMUs and EMUs

Northern's Class 319 369 working a Liverpool Lime Street - Warrington Bank Quay service passes Winwick on October 7th.
Alan Rigby

On October 20th, Merseyrail's Class 507 018 departs Freshfields working a Liverpool Central - Southport service. *Michael Lynam*

TfL Rail's Class 315 853 and 315 829 stand at Shenfield with a London Liverpool St. service.
Paul Godding





Units: DMUs and EMUs

South Western Railway's Class 450 066 arrives at Vauxhall with a service to Basingstoke.
Paul Godding

Units: DMUs and EMUs

Thameslink's Class 700146 stands at Cambridge awaiting it's departure time with the 9S19 09:24 service to Brighton on October 31st. *Derek Elston*



Northern's Class 331 003 passes Boars Head on October 10th with a Blackpool - Liverpool Lime St. service. *John Sloane*



Northern's Class 150 001 calls at Moston whilst working a Manchester Victoria - Blackburn service on September 23rd. *Alan Rigby*



Units: DMUs and EMUs

South Western Railway's Class 456 008 is seen departing Vauxhall with a service to London Waterloo. *Paul Godding*

Merseyrail's Class 508 120 is seen at Chester on October 30th with a service to Liverpool Central. *Brian Battersby*

Southern's Class 377 101 departs Chichester on October 14th with the 10:27 service to Southampton. *Allison Twycross*







Units: DMUs and EMUs

Southern's Class 377 451, with 377 401 leading, departs Bognor Regis on October 15th with a service to London Victoria. *Allison Twycross*

Southern Coastway unit Class 313 220 arrives at Bognor Regis station on October 15th. *Allison Twycross*

The 08:41 from Manchester Piccadilly to Chester via Delamere crosses the River Weaver at Hunts Locks, Northwich with Northern's Class 142 004 leading 150 104 on October 20th. *Jeff Nicholls*







Units: DMUs and EMUs

Southern's Class 377 126 departs Bognor Regis with a service to London Victoria as Coastway unit Class 313 220 arrives on October 15th. *Allison Twycross*

West Midlands Railway's Class 170 510 crosses Malvern Common with a Birmingham New Street to Hereford service on October 27th. *Neil Pugh*

LNWR's Class 350 108 arrives at Rugby with a service to London Euston. *Paul Godding*







Units: DMUs and EMUs

Despite a change to Northerns timetable on September 28th, Pacers can still be found on services to New Mills Central. In a brief sunny spell on October 5th Class 142 065 leads 150 127 into Marple with the 12:19 Manchester Piccadilly to New Mills Central. *Lee Stanford*



South Western Railway's Class 456 013 is seen at Vauxhall with a service to London Waterloo. *Paul Godding*



South Western Railway's Class 444 010 approaches Dorchester South with the 11:00 departure to Weymouth, on October 21st. *Allison Twycross*



Units: DMUs and EMUs

On October 8th, South Western Railway's Class 158 885 departs Dunbridge on the 2S47 Romsey to Salisbury service. *Michael Bennett*



West Midlands Railway's Class 170 507 crosses Malvern Common on a Birmingham New Street to Hereford service on October 19th. *Neil Pugh*



On October 20th, Merseyrail's Class 508 111 departs Freshfields working a Southport - Liverpool Central service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 142 078 is seen near Orrell on the rear of a service to Kirkby on October 15th. *John Sloane*

Northern's Class 769 431 is seen stabled at the new Wigan Springs Branch depot on October 30th. *John Sloane*

On October 13th, Northern's Class 150 115 and 142 094 approach Upholland with a Kirkby - Manchester Victoria service. *John Sloane*







Units: DMUs and EMUs

On October 28th, Northern's Class 195 112 passes through Pleasington working a York - Blackpool North service. *Michael Lynam*

Northern's Class 156 424 is seen arriving at Cherry Tree on October 6th in the pouring rain working a Colne - Preston service.
Michael Lynam

London NorthWestern Railway's Class 350 102 leads 350 244 as they ease to a stand at Atherstone with 1U34 14:33 Crewe to London Euston service on October 6th. *Derek Elston*







Units: DMUs and EMUs

Class 142 018 and 150 115 approach Upholland tunnel on October 17th working a Manchester Victoria - Kirkby service. *John Sloane*



Scotrail

The 18:15 from Mallaig to Fort William crosses the Caledonian Canal and the Signalling Centre at Banavie with Class 156 445 in charge on October 5th. *Jeff Nicholls*

Scotch mist! Class 156 474 and 156 445 nose their way cautiously onto the swing bridge at Banavie with the 08:30 Fort William - Mallaig service on October 8th. The one hiker who boarded the train at Banavie was the only passenger!. *Jeff Nicholls*

Scotrail's Class 156 453 and 156 476 cross the Caledonian Canal at Banavie on October 7th. *Jeff Nicholls*





Scotrail

Scotrail's Class 156 476 and 156 453 are seen crossing Glenfinnan Viaduct on October 7th. *Jeff Nicholls*

National Rail



Hull Trains' Class 802 304 hurries through Peterborough with 1A95 15:43 Selby to London Kings Cross service on October 13th.
Derek Elston

No drinking alcohol at Norwich Station please

Greater Anglia is reminding the public that the concourse, platforms and car park at Norwich station is an alcohol-free zone

The station is part of Norwich Constabulary's city centre alcohol-free zone, which means that no-one can drink alcohol at the station - other than in the pub.

James Reeve, Greater Anglia area customer service manager with responsibility for Norwich station, said: "We'd like to remind customers that the station, including the car park, is an alcohol-free zone and we are politely asking people not to drink alcohol while at the station.

"New signs have been installed at the station to remind people that the station is part of the city's no drinking in public zone and we are working with the British Transport Police to make sure people keep to this rule."

It is illegal to drink alcohol in public within the city centre alcohol-free zone.

Anyone who breaks the rule could be convicted and fined up to £500, and faces arrest if they don't hand over any alcohol when asked to by a police officer.

Greater Anglia is operating a near normal timetable from Norwich station, with the exception of some Norwich-London intercity services.

Anyone at the station should wear a face covering at all times – with a maximum penalty of up to £6,400 for failing to comply.

People should also observe social distancing, which has been made easier by Greater Anglia with signs around the station and a one-way system into and out of the station.

Fares Advice with RailUK

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

Cancelled train - who refunds?

Q: I have a trip booked from Penzance to Glasgow which includes one Anytime ticket and two Advance tickets and which has now been cancelled.

I ordered the tickets via Splitmyfare. They sent me a email on Friday saying that the trains have been cancelled and to contact them (well, rather to contact RailEasy - they must be a subsidiary of RailEasy) to arrange a refund if I can no longer travel. I emailed them to ask to arrange a refund but they say that I have to claim this from the TOCs rather than themselves. This does not ring true to me at all. I've contacted the TOCs (GWR help and Avanti West Coast) and Avanti have already confirmed that the retailer would be responsible for refunding. I fully expect GWR to say the same thing. I've already collected the tickets which probably complicates things. As the tickets are £200 odd quid, I'm getting a bit worried. Does anybody have any advice to get Splitmyfare to pay up?

A: Assuming you no longer wish to make the journey, the refund request needs to go to Raileasy.

If you do wish to make the journey, and you end up being delayed as a result of the cancellation, a Delay Repay claim would go to the company whose cancellation caused the delay.

For example if you do travel and the cancellation results in a delay of 60 minutes or more, compensation would be to the value of 100% of the cost of the single journey from Penzance through to Glasgow.

It's general law that if some product or service is not provided, is defective, or whatever, you get the money back from whoever you paid it to. This is entirely to avoid you getting the runaround between organisations. Your refund should come from whoever you paid money to.

If the actual service provider has systems or customer experience in place to do it as well, so be it, that's an extra. But anyone in business as an agent should have procedures to do refunds as well, compliant with the law, and the service provider should have ensured this was in place at their agent.

Can't buy tickets more than about two weeks ahead

Q: I'm trying to buy Chesterfield to Berwick upon Tweed tickets for 2nd to 9th Jan. All booking engines state no tickets available. Experimentation shows that tickets are only available if the return is before 8th November. Can anyone explain what is going on? I presume this is somehow COVID related.

A: Yes it is *COVID related. The normal twelve week booking horizon is not that at the moment. It is something like two to four weeks out but will get closer and closer to twelve weeks over the next few months. It varies per area, given 2nd and 9th Jan are Weekend (Saturdays in this case) we haven't had 12 week booking times consistently for quite some time.*

So sadly, it is a waiting game and there is pretty much zero chance of even getting a reliable date for buying them at the moment. You can certainly try and sign up for "alerts" from the operators when they release tickets although they have been known to fail so always worth a regular manual check.

One thing that IS pretty important, if you manage to buy a flexible ticket (Off peak return for example) ahead of time from a retailer then be advised that the chances are the itinerary you get given will be a load of rubbish on the day and all the times will be different which could completely spoil your plans. Depending on operator you'd then have to faff around getting a separate seat reservation when the tickets are released so there's little incentive to buy in advance for this sort of situation at the moment.

Ticket Advice for All

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

On October 8th, Class 37 800 approaches Marston footbridge hauling Class 315 811 and 315 852 to Sims Metals, Newport for scrap.
Ken Mumford

Greater Anglia improves café bar deals despite new restrictions to operating hours

Greater Anglia has made some changes to its on train catering facilities as a result of the latest government guidance. In line with other hospitality venues, café bar services on the train operator's Intercity services between Norwich and London must close between 10pm and 5am.

Therefore, with immediate effect, there will be no catering service on the 7pm, 8pm and 9pm services from Norwich to London Liverpool Street, nor the 9.30pm, 10.30pm and 11.30pm services from London Liverpool Street to Norwich. The 8.30pm service from London Liverpool Street to Norwich will have a catering service as far as Stowmarket.

Michael Wyatt, Greater Anglia's Business Development Manager - Catering, commented: "The evening services out of Norwich are still seeing very few passengers and on some of them we would be unable to provide a service for the entire journey because of the 10pm cut off, so for simplicity we have decided to temporarily suspend these services while the restrictions are in place.

Our teams will instead be assisting the business by carrying out passenger counts so that we can continue to advise customers on the less busy trains via our website, and they will be doing additional cleaning around the station to help keep everyone safe. My team is doing a fantastic job under difficult circumstances.

If passengers could help by observing social distancing instructions and wearing a face covering at the café bar, unless they are exempt, we can ensure that we all protect each other."

Despite the restrictions and fewer passengers, Greater Anglia's catering team aims to continue to provide an excellent service for customers, introducing a Hot Drink Loyalty Scheme with every fifth drink free, and the chance to win a Lavazza coffee machine in December. They are also offering big discounts on filter coffee, tea, Adnams Southwold Bitter, Bitburger Lager and Adnams Copperhouse Gin & Tonic for a limited time.

Staff are undertaking additional cleaning at the café bar and have been issued with hand sanitiser for themselves and customers. Contactless payment is encouraged and social distancing signage has been installed to help passengers keep apart and protect staff.

Over the last year, Intercity services have been upgraded to brand-new, longer state-of-the-art trains with all mod cons on board, including plug and USB points, fast free wifi, air conditioning, improved passenger information screens, better accessibility features and dedicated cycle spaces.

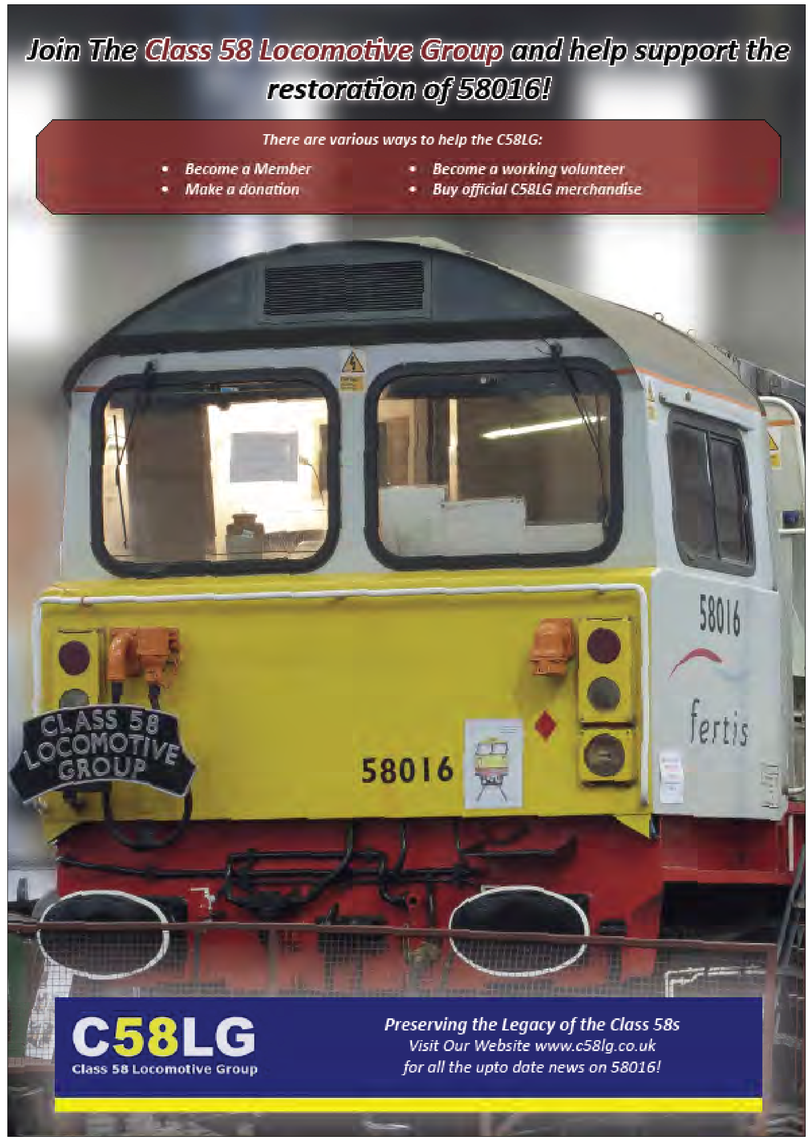
Photo: Andrew Goodrum standing next to the Cafe bar. ©Greater Anglia



National Rail

On November 5th, Class 66 503 heads under Marston footbridge with a Wentloog to Felixtowe liner.
Ken Mumford





Greater Anglia testing train cleanliness to boost effectiveness of sanitisation



Greater Anglia is now routinely using new testing equipment to make sure trains are cleaned as effectively and efficiently as possible. The company has five 3M hygiene monitoring units which are used weekly to quickly detect biological residue on high touch areas on board trains. A swab is taken from the area being tested, which is checked for Adenosine Triphosphate (ATP), an indicator of biological residues. The swab sample reacts with a lab-manufactured enzyme - replicating that found in fireflies called luciferase - in a self-contained device. The energy from this reaction creates light. The more light detected, the greater the amount of biological residue on the surface tested.

Test results are then synchronised with one of Greater Anglia's servers, so that train cleaning managers can get a picture of the efficiency and effectiveness of cleaning regimes across the whole of the network, enabling the company to provide optimal conditions for the sanitisation of trains. This is the latest piece of equipment in an arsenal of cleaning and sanitising equipment Greater Anglia has introduced to keep trains as clean and sanitised as possible.

The company has spent £600,000 on new cleaning measures, including new equipment, extra cleaning routines, new and additional detergents and more staff. New equipment includes seven fogging guns used to spray a fine targeted mist of anti-viral disinfectant which quickly kill off bacteria and viruses in the air, on floors, furniture, walls, ceilings, other surfaces and large internal areas. Every single carriage on all of Greater Anglia's trains had been fogged by the beginning of September, and the company is now doing them again. Fogging guns are also being used by Greater Anglia's cleaning contractors to sanitise waiting rooms, toilets and other areas at stations Greater Anglia also has eight Pacvac powerful backpack vacuum cleaners, fitted with four filters which clean the air as well as the floor and upholstery - especially useful for "turnaround cleaning" of trains at stations between arriving on one service and departing again on the next one.

Peter Tyler, Greater Anglia head of train presentation, said: "We're doing everything we possibly can to keep our trains as clean and sanitised as possible. This new testing equipment enables us to check that our cleaning is as effective as possible, so that our customers can travel with us, confident that they are being kept safe. Our cleaning teams have been doing a great job and have really stepped up to the mark to keep everyone safe. Other staff, including our catering and station teams, have also stepped in to carry out additional cleaning on high touch areas such as ticket barriers and ticket machine touch screens."

National Rail

On October 24th, Class 47 593 and 47 712 top'n'tail a Wolverhampton to Windsor & Eton Riverside charter through Purton. *Ken Mumford*





0-4-0 shunter 'Pammy' is seen stabled at the South end of Doncaster West Yard on October 15th. *Derek Elston*

Pass of the season: Thameslink supports young Hatters promoting safe rail travel

Luton Town FC apprentice footballers have this season joined forces with Thameslink to encourage reluctant teens to wear face coverings on trains.

For the 13th year running, Thameslink have given the latest intake of 17- and 18-year-olds at the Hatters a year's free travel to their places of study and training. Some could not afford to attend otherwise.

In return the Academy players are acting as role-models for young rail passengers. Research shows that young men especially are more likely to underestimate the risk of catching or transmitting Covid-19, and are therefore less likely to wear a mask or covering than others.

Tom Moran, Managing Director for Thameslink and Great Northern, said: "Passengers can rest assured that we're keeping our trains and stations clean and safe with long-lasting viruscides. All passengers must wear a face covering at all times, at the station and on the train. This includes young people who might not be affected so severely by Covid-19 themselves, but are just as likely to catch and transmit it. We work a lot with young people, to provide confidence building and upskilling opportunities that make a difference to their lives. This partnership with the Hatters not only allows young sportsmen to take up opportunities they would otherwise not be able to enjoy but it helps us spread this important message: wear a face covering to protect everyone around you."



Dale Brunton, Head of Education and Welfare at the Academy, said: "Thameslink have been an excellent partner for Luton Town Football Club, especially for the young men within our Academy, allowing them to develop both on and off the field. We have young men from a wide range of backgrounds and some wouldn't be able to attend training and games if it wasn't for Thameslink's generosity. The partnership also allows our apprentices to give back to the local community via social action days, and at this challenging time they will be proud role models for safe travel by train."

Second year apprentice Coree Wilson said: "The train pass from Thameslink has been invaluable for me during my apprenticeship at Luton Town. I have to travel on the train every day for training and games and the pass enables me to focus fully on working my hardest to try and gain a professional contract."

First year apprentice Adam Wedd praised the scheme by saying: "The link between Luton Town and Thameslink is fantastic and allows me to travel to and from training and games whilst I'm on my apprenticeship. Without the pass I'd really struggle to get in every day."

Academy graduates who have benefited from GTR's travel support in past years include Sam Beckwith, Corey Panter and Josh Neufville, all now full-time professionals in Luton's first-team squad, and James Justin, now Leicester City's right back, who recently scored his first Premiership goal. Midfielder Sam Beckwith said: "The train passes were a massive help during my time as an apprentice within the academy at Luton Town. The pass allowed me to attend all training sessions and games during my apprenticeship, which had a hugely positive impact on my development. Without this opportunity I'm not sure I would have developed as a player as much."

National Rail

In early October, Northern Rail removed the final Pacer sets that had been in store at the Keighley and Worth Valley Railway, where the units had become something of a fixture at Keighley Station over the last few months. The departure of the remaining two units might well mark the last Pacer to travel over the adjacent Airedale line where they were previously a fixture; this route was one of the earliest in Northern England to see them in frequent use. On October 8th, Class 144 005 and 144 002 speed through Utley, on the outskirts of Keighley (having headed North to Skipton to reverse, after leaving the heritage line), as 5G44 from Keighley to Worksop. *Ben Bucki*



Brighter and greener stations being delivered in Hampshire and Surrey

Network Rail's Wessex Route 'rewiring and relighting' its stations to save as much as 25% in electricity.

Worcester Park and Andover stations are two of the latest stations to be rewired as part of a drive to replace old and inefficient electrical equipment and incandescent lights at 32 stations in Hampshire and Surrey.

Work started back in April and has also been completed at Shawford and Weybridge stations, as well as South Western Railway's depot in Bournemouth.

As well as completely rewiring the stations, variable controls and automatic settings for the LED lighting have also bee installed, helping to reduce electricity consumption by up to 25%.

It will mean improved lighting for passengers and rail staff on platforms, waiting rooms, canopies, toilets, footbridges, ticket offices and car parks.

The 'Rewire and Relight' programme which aims to improve energy-efficiency and reduce the carbon footprint of the stations estate is due to be completed by the end of March 2024.

Mark Killick, Network Rail Wessex route director, said: "People choosing to travel by train as opposed by car are already helping the environment and we're working on making our mode of transport even better for the planet.

The Rewire, Relight project is helping to create more energy-efficient stations and, at the same time, improve the environment for passengers."

Amelia Woodley, South Western Railway's Head of Sustainability, said: "At SWR we passionately believe that a better railway is a sustainable railway, and that's why we're determined to play our part in reducing harmful carbon emissions and combating climate change.

On top of supporting the Rewire, Relight programme, we are also in the process of replacing the lighting at our stations – amounting to around 16,500 bulbs in total. This work, which is set to reduce energy consumption significantly, is currently on course to be completed by the end of the year".

Photo: Andover station is the latest to be 'rewired' in energy efficiency upgrade programme by Network Rail and SWR. ©Network Rail



Three years of transformation enters final phase at Queen Street

October marks three years since Network Rail began the main £120m redevelopment of Glasgow Queen Street station, creating a contemporary and fully accessible transport hub. Since October 2017, engineers have transformed Scotland's third-busiest station without closing it to passengers with the new station concourse, entrances and facilities now nearing completion. Work also started to paint 10 cast-iron pillars that support the A-listed 142-year-old barrel shaped, glass roof. Each pillar is over 5 metres tall and they will be sandblasted before being repainted with a blue base, white column and gold top.

Kevin McClelland, Network Rail route delivery director for infrastructure projects, said: "The redevelopment of Glasgow Queen Street has been a remarkable project to be involved with in every sense. While externally the striking new look of the station has been in place for some time, recent months have seen much of the interior elements being completed during a period when the team also adapted to a new way of working. We are now in the final phase of the redevelopment work, with our focus over the remaining weeks on completion of the high level foyer area to platforms eight and nine, and also painting several of the Victorian pillars within the station, which have been unveiled for the first time in decades. The team is hard at work on these elements as we push towards the station's relaunch at the end of this year, having delivered a modern transport hub for the 21st century and beyond."

Margaret Hoey, ScotRail station manager for Queen Street, said: "The redeveloped station, coupled with our investment in new longer, greener electric trains is transforming what we can offer our customers at Glasgow Queen Street. The new station also provides an impressive gateway for visitors arriving into Glasgow and for tourists heading north."

Between the autumn of 2017 and 2018, more than 14,000 tons of material, 94 percent of which was recycled, was removed from the station as engineers demolished redundant 1970s buildings in front to clear the way for the start of the construction of the new steel framework.

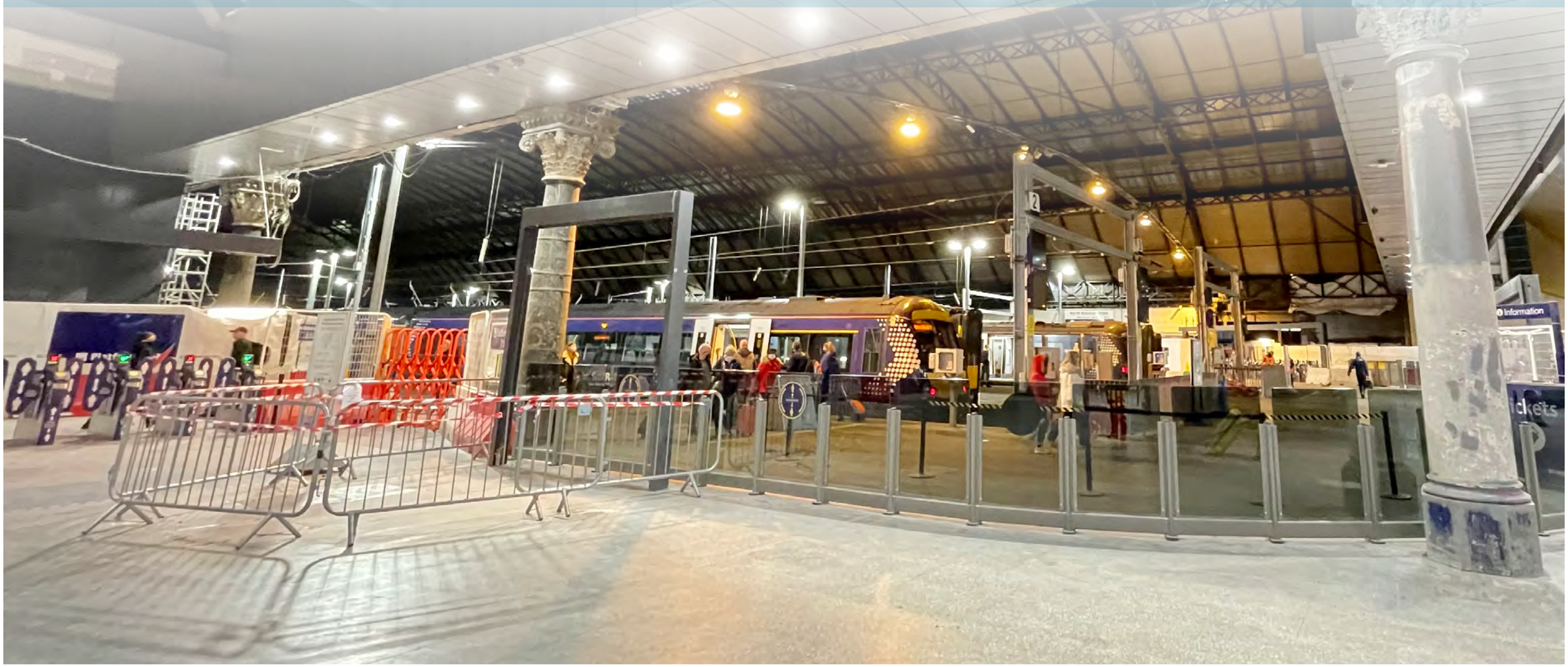
By September 2019, the striking glass façade of the station's iconic new frontage was finished, with 310 glass panes installed across the 21-metre-high structure, covering an area of 734 square metres.

October 2019 saw the overall completion of extension work to four platforms inside the station to allow longer, greener eight-carriage electric trains to run.

The unprecedented challenges of 2020 and the Coronavirus pandemic delayed work on the project during the lockdown, but once work restarted over the summer, each week marked another milestone including the opening of the new George Square entrance and adjacent lift.

The new lift provides step-free access from street level up to the main concourse and down to the new basement area - home to the station's toilets including a 'Changing Places' facility, designed to support those passengers with complex care needs.

The redevelopment, which is being delivered by Network Rail and main contractor Balfour Beatty, is part of the Edinburgh Glasgow Improvement Programme (EGIP), a Scottish Government investment in the railway infrastructure across central Scotland.



Network Rail start £2.6m revamp of Balham station, making it fit for the 21st century

Work has started on a face-lift of Balham station which is due to end in Spring 2021 and will focus on improving several features of the station, including:

Platform canopies - new sheeting will be installed
Canopy gutter - new galvanised steel system will be added
Platform tactile paving to be replaced with latest version



Platform surface drainage system will be replaced with a brand-new system
Existing station drainage system will be replaced with an updated version

The station first opened in 1856 as Balham Hill and was actually situated on the west side of Balham High Road. It was re-sited in 1863 to its present location as part of works to widen the line and improve the route between East Croydon and London Victoria station. Further remodelling of the line was undertaken in 1890 and 1897 to increase capacity and after several name changes, reverted to Balham in 1969. Since then, the station has been developed throughout the years but these new upgrades will make it fit for the 21st Century.

The station also has a high brick wall along Balham Station road, on which are four cold cast bronze reliefs - "Impressions of Balham" which depict local residents.

Paul Harwood, regional investment director for Network Rail, said: "The project at Balham station will bring a range of benefits to passengers and improve their travel experience. Station users can expect to see these works completed early next year, and they will also include vegetation clearance from the surrounding area and station cleaning. These improvements will ensure we can continue to provide a railway which meets the needs of passengers, well into the future."

Chris Fowler, Customer Services Director for Southern and Gatwick Express, said: "On behalf of our customers, we welcome Network Rail's wide-ranging renewal of station structures at Balham. Though some are unseen by passengers, all are important for their comfort and safety. We've refurbished the accessible toilet as part of our own network-wide, multimillion-pound station improvement programme, which will also provide new seating and a platform shelter here once the current work is complete. Throughout this work, our passengers can travel with confidence as we continue our stringent cleaning regime in stations and on trains."



Class 50 007 and 50 049 arrive back at Kidderminster from Leicester on October 7th. *John Alsop*

Network Rail bridge engineers plan major New Year project to keep Pompey well supported into 2021

Network Rail engineers are turning their attentions to the Portsmouth area in a busy January 2021 as one of the city's most prominent Victorian railway structures gets some vital engineering attention. The 1876-built Landport Viaduct, which supports two platforms at Portsmouth and Southsea station on the line to the harbour, needs a week's worth of strengthening, without trains running over it. In addition, a separate project will see new track laid and a bridge rebuilt near Cosham.

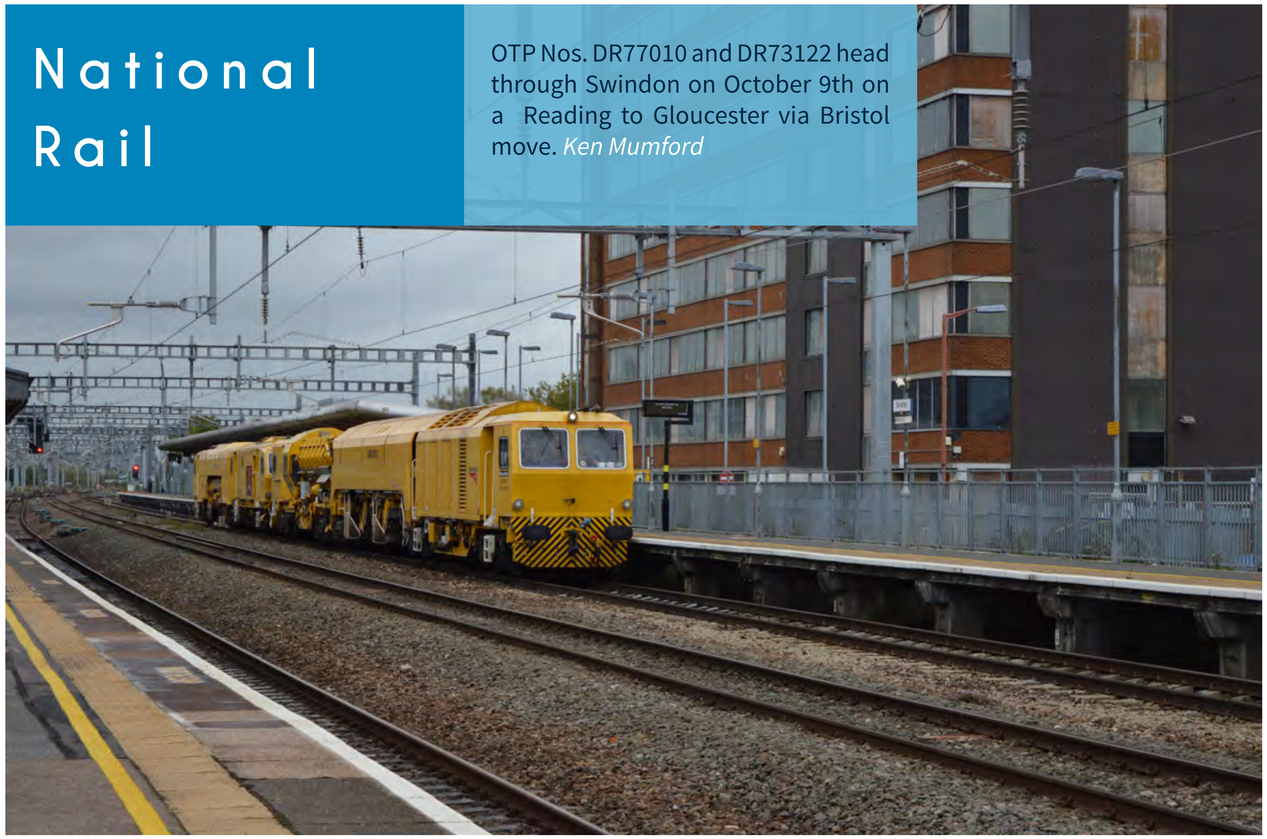
All this means some important dates and changes for passengers to have in their diaries:
Between Friday 1 and Sunday 3 January, plus Sunday 17 January, the line from Fareham to Portsmouth Harbour will be closed for the Cosham project. For one week, Between Monday 18 and Sunday 24 January, the line from Portsmouth & Southsea to Portsmouth Harbour will close, with the closure extended Cosham and Bedhampton on Sunday 24, for Landport Viaduct strengthening. Passengers who travel on SWR, GWR and Southern services to and from Portsmouth stations are advised to plan ahead. Trains will start and finish their journeys earlier, some will call at additional stations or be diverted, while others will be replaced by buses.

Mark Killick, Network Rail Wessex route director, said: "We know any planned changes to train services can be disruptive to passengers, but both projects will provide a more reliable railway in Portsmouth. By doing this work all together, and especially the seven-day closure, we will save many more weekends of potential disruption. We're proud to be the custodians of some very old Victorian structures, and one of the challenges we face is running a frequent and busy train service over the top of them, while keeping them in top condition. We really appreciate our passengers' patience while we do the work we need to keep them safe, and ask that they plan ahead and check the latest travel advice before beginning their journeys."

Alan Penlington, SWR's customer experience director, said: "Whilst there's never a good time to close the railway, both bridge maintenance projects are essential for improving reliability and performance along this this important stretch of railway. I realise these works will mean disruption for our customers; however, replacement buses will be in operation for both closures, and the longer closure will allow engineers the necessary time to strengthen Landport viaduct for years to come. I'd like to thank customers for their patience."

Landport viaduct is supported by 17 spans with seven being strengthened during January's line closure. The remaining 10 will be strengthened at a later date.

National Rail



OTP Nos. DR77010 and DR73122 head through Swindon on October 9th on a Reading to Gloucester via Bristol move. *Ken Mumford*

Loco Fleet List Ten

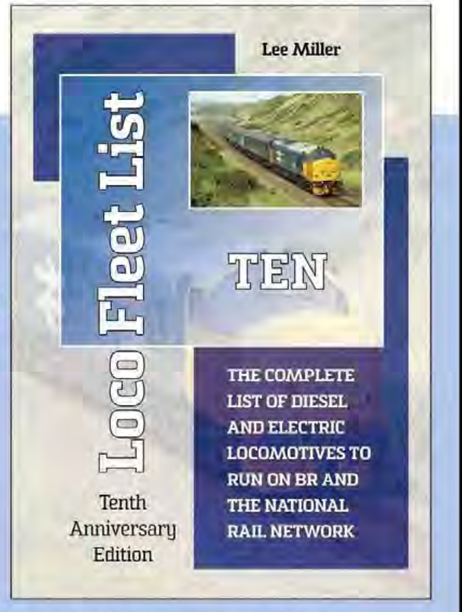
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Work starts to restore iconic Ribblehead viaduct



Work is under way to improve passenger and freight journeys over the world-renowned Ribblehead viaduct. The iconic North Yorkshire landmark is undergoing important maintenance to secure its future for decades to come. The 144-year-old viaduct will have its drainage improved and brickwork restored making journeys for passenger and freight trains more reliable on the stunning Settle-Carlisle railway. The £2.1m investment in the Grade II listed structure is part of the Great North Rail Project.

Ribblehead viaduct opened in 1876 bridging the gap between Ribblehead and Dent on the exposed and windy Batty Moor.

Work will take place between now and February 2021, including: brickwork repairs; removal of vegetation and repairing the damage caused by plants and weeds; upgrades to drainage across the viaduct's 24 arches; repainting metal and pipework

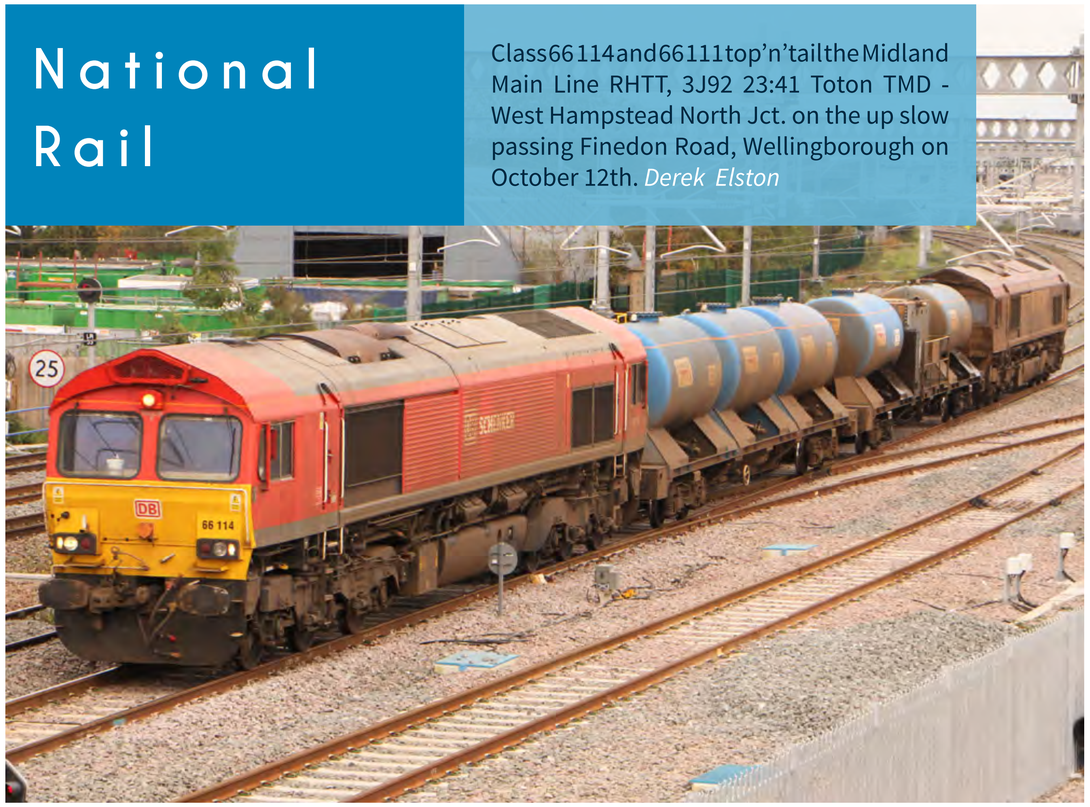
Phil James, North West route director at Network Rail, said: "It's a privilege to look after so many significant buildings and structures across the rail network, but Ribblehead viaduct has got to be one of the crown jewels of Victorian civil engineering. We know the structure is incredibly important both locally and internationally, and we want to give it the care and attention that it deserves so it can be enjoyed by future generations of passengers and sightseers."

Engineers are in the process of installing scaffolding to provide a safe platform to carry out repairs to the 400m structure. Network Rail is working closely with Historic England and the Yorkshire Dales National Park to ensure the work is sympathetically carried out in line with guidance for historically significant structures.

Steve Hopkinson, regional director at Northern, said: "The viaduct is iconic and we're really proud to have such a magnificent piece of engineering on our network. It is also a vital and much-loved part of the hugely popular Settle-Carlisle line. The work being carried out will ensure future generations are able to enjoy one of the most beautiful rail journeys in the UK."

Paul Brown, chairman of the Friends of the Settle-Carlisle Line group, said: "This work has come about as a result of regular inspections of the Ribblehead viaduct. We work closely with Network Rail and welcome this investment in the line's future. The Ribblehead viaduct was once seen as the route's major weakness. It is now probably stronger than it was when the Victorians built it. This work is needed to keep it that way."

National Rail



Class66114and66111top'n'tailtheMidland Main Line RHTT, 3J92 23:41 Toton TMD - West Hampstead North Jct. on the up slow passing Finedon Road, Wellingborough on October 12th. *Derek Elston*



Class 68 015 growls through Stafford working the 12:22 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings light engine move on October 28th. *Derek Elston*

Rail industry in Wales investing in new technology for the autumn

Network Rail and Transport for Wales are using creative new technology and innovation to help keep rail services running this autumn. The autumn season is a challenging time for the rail industry throughout the UK as a result of poor weather conditions which can damage track and trains, reducing the number of services available.

By working closely in partnership since the start of the year, the two organisations have put a number of key plans in place to ensure customers can keep moving.

Amongst them are transport for Wales' Automated Intelligent Video Review cameras which sit on the front of trains and can map around a thousand miles of track in Wales in just four weeks. The data is fed to Network Rail to target problem areas earlier, reducing the risk of tree strikes, debris blocking lines, signals becoming obscured and wheel damage.

Network Rail are also using drones to help with this work and are treating tracks with a new plasma technology programme. PlasmaTrack is a new sustainable technology, that is being used to clean and sterilise track. Plasma is generated from high voltage and compressed gas to apply energy to the railhead which thermally removes contaminants such as oxidisation and leaf debris.

As well as this investment in new technology, TfW have stocked up on extra wheels for train repairs and Network Rail will have rapid response teams continually working on the track.

The work follows a successful autumn last year (2019) when TfW invested heavily in new Wheel Slide Protection on a quarter of their trains and as a result saw a 57% reduction in damage and trains in for repair.

Bill Kelly, Network Rail's Wales route director added: "Autumn is a challenging time for the whole rail industry but particularly here in Wales and Borders. We are seeing more storms and extreme weather than ever which can have a devastating effect on the railway and leads to delays for passengers. That is why Network Rail and our colleagues at Transport for Wales are working closer than ever to ensure we are well prepared for the autumn months ahead. We plan almost a year in advance for autumn and this includes constantly adapting the innovative technologies we use to make sure we can keep passengers safe and moving throughout the season."

James Price, Transport for Wales CEO added: "The Autumn season is a difficult time for the rail industry throughout the UK because of poor weather conditions and the effect this can have on our railway tracks and our trains. We are working in partnership with our colleagues in Network Rail to ensure we're utilising the most up to date technology including new AIVR cameras on our trains as well as extra wheel replacements, to ensure that we're fully prepared this year.
Last year, through the fitment of Wheel Slide Protection on our trains, we saw a reduction of 57% in damage and trains in for repair. Climate change is heightening the weather risks and challenges on our industry and this further highlights the importance of our Sustainable Development Plan at TfW."

Anthony Smith, Chief Executive of the independent watchdog Transport Focus, said: "Staying safe will be the main concern for many rail passengers travelling this autumn, and reliability remains a top priority. People expect services to run on time, so it's important the railway can cope with any challenges the autumn season brings. We welcome this partnership and the use of new technologies that will help keep people moving, minimise delays and avoid crowding that makes social distancing difficult."



National Rail



Class 47 593 heads north through Golborne light engine to Carlisle from Crewe on November 2nd, passing 66 776 waiting time on the Up Slow line with a Clitheroe - Avonmouth cement train. *Jeff Nicholls*



SB Rail tamper No. DR73914 'Robert McAlpine' awaits the road with the 08:54 Stafford Arrival Siding 1 & 2 to Stafford Down Sidings on October 28th. *Derek Elston*

New £15m Kintore station welcomes first passengers

Kintore re-joined Scotland's Railway after an absence of 56 years on October 15th, with the opening of the town's new station. Providing an interchange between rail and road, the two-platform station is fully accessible with step-free access between platforms via a footbridge with lifts. Built by Network Rail and main contractor BAM Nuttall, the new station has extensive car parking – including disabled and electric charging bays – and bike storage. With 24 of the 168 parking spaces fitted with electric charging points, Kintore station is also now the largest electric vehicle charging place in the north east of Scotland. Connected to the local bus network the station also links into the Inverurie-Kintore cycle path.
The new station will be served by up to 28 ScotRail trains each day – including refurbished high-speed Inter7City trains. Customers will benefit from a half hourly service at peak times Monday to Saturday, and an hourly service on Sundays.

Funded by Transport Scotland, Aberdeenshire Council and Nestrans the new station reconnects Kintore to rail for the first time since 1964 when the original 1854-built station closed as part of the Beeching cuts.

Elements of the original station, including heritage benches and salvaged signs, have been reincorporated into the new facility. Reopening Kintore has been made possible by the recently completed Aberdeen-Inverness Improvement Project which doubled the track between Aberdeen and Inverurie – increasing capacity for new passenger and freight services on the route.

Kris Kinnear, Network Rail Scotland's capital delivery director, said: "We're committed to working alongside the Scottish Government to open up our railway to as many communities as possible across Scotland.

This station will create new social and economic opportunities for people in Kintore and we are pleased to have been able to deliver the new facility for the town.

Thenortheast'srailnetworkhasbenefitedfromsignificant investment over the last five years to increase capacity and create more flexible journeys for passengers."

David Simpson, ScotRail operations director, said: "It's fantastic to see trains call at the station for the first time in almost 60 years. Customers in Kintore can now benefit from a fast and frequent service to Aberdeen and Inverness, which will be transformational for the town and the surrounding area for years to come."



Nissar Mohammed, BAM Nuttall operations director rail, said: "The opening of Kintore Station is one of the final pieces of the jigsaw puzzle for Network Rail and BAM in our efforts to transform rail connectivity between Aberdeen and Inverness. Kintore Station offers local commuters the chance to travel in speed and comfort into Aberdeen in less than 20 minutes and onwards to the rest of the rail network.

Alongside our work to dual the line between Aberdeen and Inverurie, this new station is the culmination of over five years work to make rail the transport option of choice for people living and working in North East Scotland. I'm very proud of BAM and the rest of the 'Scotland's Railway' team and I know that rail customers will benefit from their work for years to come."

National Rail



On October 8th, Class 67 023 and 67 027 pass through Swindon with a test train working. *Ken Mumford*

SOUTHERN COUNTIES RAILWAY SOCIETY
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www.southerncountiesrailwaysociety.co.uk

Bombardier signs three-year services contract extension for Arriva CrossCountry



Contract extension reflects strong, long-standing relationships with Arriva

Bombardier to maintain Voyager and Super Voyager fleet for Arriva CrossCountry mainline services until 2023

Global mobility solution provider Bombardier Transportation has announced that it has signed a three-year extension to its Train Services Agreement (TSA) with Arriva CrossCountry in the United Kingdom, with the option of a further extension of up to one year. Under the new agreement, which lasts until October 14th 2023, Bombardier will continue to maintain, overhaul, service and clean a fleet of 34 class 220 Voyagers and 24 class 221 Super Voyagers, owned by Beacon Rail at Bombardier's Central Rivers depot in Staffordshire and at outstations across the CrossCountry network which stretches from Aberdeen in Scotland to Penzance in Cornwall, UK.

The three-year contract extension is valued at £248 million ($320 million US, €273 million euro).

Matt Byrne, President UK, Bombardier Transportation said, "We are delighted that we have reached agreement to maintain the Voyager and Super Voyager fleet for Arriva CrossCountry. This important contract extension is a reflection of our excellent relationship with Arriva, and the hard work and professionalism of our Central Rivers team who deliver day in, day out for Britain's vitally important CrossCountry network."

Maintenance, overhaul and cleaning of the class 220 and class 221 fleet will take place at Central Rivers depot, with heavy component maintenance taking place at Bombardier Crewe.

Tom Joyner, Managing Director, Arriva CrossCountry said, "We're really pleased to continue our relationship with Bombardier to maintain our Voyager and Super Voyager fleet. The Voyagers are a key part of our fleet, operating across the length and breadth of Great Britain. As a long-distance operator of choice, we have a vital role to play in strengthening our connections between our towns and cities and look forward to working closely with Bombardier to deliver to our customers."



Stafford station's tribute to the fallen supplied by local children.
Derek Elston

Network Rail's 'open data' programme gets lift-off

Almost 1,500 lifts and 300 escalators across some 500 stations around the country will soon be directly 'live' reporting their working condition. Passengers will be able to see which lifts and escalators are working, helping them plan their journeys through stations with real-time knowledge of the access available.

Network Rail is releasing an open data source with live data on the status of lifts and escalators at around 370 stations nationwide, building up to the full complement of 463 stations over the next 12 to 18 months.

Speaking about the development Martin Frobisher, Network Rail's technical and engineering director, said: "Putting passengers first is at the heart of everything we do and with our greater use of technology and remote condition monitoring of thousands of our assets, we can leverage the brilliance of our UK based app developers to turn this data into something really useful for our passengers, especially those with accessibility needs.

"And with the continuing 'Access for All' programme, we are aiming to double the number of stations with lifts on the network over the next 10 years, helping more and more passengers to easily access Britain's railway."

Previous open source data releases have quickly resulted in app and web developers using the information to create easy to use apps that are hugely beneficial to passengers when planning journeys.

This latest development, delivered through Network Rail's research and development programme, uses monitoring devices on lifts and escalators to create an 'application programming interface' which gives live asset condition to third parties through an open data source. This allows the third parties, such as web and app developers, to create travel planner apps to provide live lift and escalator availability information to passengers.

The data comes from monitoring kit that provides constant condition information on Network Rail's lift and escalator assets. Currently 80% of lifts and 60% of escalators are fitted with this equipment with the remaining sites to be installed over the next 12-18 months.

Network Rail will be making the information available for passengers on its own website in the next few months. Working together with the Rail Delivery Group, plans are also in place to incorporate the information into the National Rail Enquiries website. This contributes to the new rail technical strategy launched on October 13th, using technology to make the railway easy to use for all, reliable and easy to maintain.

Network Rail spending with SMEs exceeds £2.5bn in 2019-20

Britain's railway network is critical to the nation's success as it supports and sustains economic growth and, in the light of Coronavirus, also its recovery. The railway connects workers to jobs, businesses to markets, and people to their families and friends. It also carries goods worth over £30 billion each year, bringing food to shops, building materials to construction sites, and fuel to power stations. Even for those who never use a train, the railway makes everyday life possible.

In the 2019-2020 financial year, Network Rail spent 35.6 per cent of its total £7.1 billion expenditure with small and medium-sized enterprises (SMEs), exceeding the government target of 33 per cent of annual expenditure to be spent with SMEs by 2022. In real terms, this equates to a total of £2.52 billion and is the first time Network Rail has exceeded £2.5 billion in a single financial year.

Rise in SMEs working directly with Network Rail

The number of suppliers contracted directly by Network Rail was 4,246 in the 2019-2020 financial year, of which 3,051 (71.9 per cent) were SMEs, reflecting an increase of 440 more SMEs than in 2017-18 (2,611).

Network Rail's direct spend with SMEs increased more than five per cent from 12.77 per cent in 2017-18 to 17.8 per cent in 2019-20.

Clive Berrington, Network Rail commercial and procurement director, said:"Our extensive supply chain network plays a vital part in helping us run a safe and efficient railway and accelerate innovation to make Britain's railway even better for passengers and freight users.

We have focused a lot in the past two years to ensure Network Rail is more accessible to the SME market. We now work directly with over 3,000 SMEs, ranging from technology companies that design innovative solutions to keep the railway running safely to catering companies that replenish our teams working through the night.

Since establishing our SME action plan in 2019, we have also launched several initiatives to make Network Rail 'easier to do business with' and these results demonstrate we are on the right track. We have developed initiatives to make us more dependable and easier to work with by working smarter with our supply chain and involving them earlier in the planning phase to help us deliver work more efficiently. These initiatives include improved contracting strategies."

Rail Minister, Chris Heaton-Harris, said: "More than ever it is vitally important that we support smaller businesses right across the country. I'm delighted that Network Rail has gone above and beyond the targets we set them, supporting jobs and smaller businesses from engineering to the service industry. Our railways have long been the lifeblood of this country and supporting thousands of smaller businesses only adds to that."

Indirect SME spend also increased

A survey of Network Rail's top 100 (by spend) tier 1 suppliers found that indirect spend with SMEs rose to 17.8 per cent in 2019-20 (an increase of 3.8 per cent from 2017-18).

National Rail

MPV No. DR81912 is seen in action through Earlestown on a Springs Branch to all over the North West working on October 28th. *Jeff Nicholls*



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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Central Wales Line

The LNWR developed local passenger services in the Swansea area - to the north of Swansea the railway attracted more industries. which required manpower, and the men and their families needed a means of transport.

The "Three Wells" [the spa towns of Llandrindod, Llangammarch and Llanwrtyd] were served directly by the Central Wales Line - and the not-too-distant Builth Wells all proposed after the coming of the railway.

One of the daily through good traffic was the overnight beer train worked through from Burton-on-Trent with the 'empties' using the Central Wales Line for the return journey. At Swansea, the beer was stored under the arches adjacent to Swansea (Victoria) station!

Just after WW2, the GWR proposed a plan which included allowing trains from the Central Wales line to be diverted from Swansea Victoria station to the High Street one but it was not implemented.

LCGB Railtour

LMS Royal Scot Class 4-6-0 No 46155 'The Lancer' is seen before departure at London St. Pancras with the LCGB 'The Pennine Limited' on September 19th 1964. Photo taken by Ken Mumford before boarding the tour.



A Different View

When is someone going to remove these dumped bikes from the western end of Swindon station?
Ken Mumford

A Different View

"Can you hear me, Roly?" - The crew chat at Hellifield.
Gerald Nicholl



‘A County for the Cost of a Coffee’ Covenantor scheme launched

THE Churchward County Trust – the group building GWR 4-4-0 No. 3840 ‘County of Montgomery’ at Tyseley Locomotive Works – is looking to build on current momentum and maintain its present rate of progress with the launch of a monthly Covenantor scheme that will hopefully attract a steady flow of smaller donations over a longer period.

The ‘County for the Cost of a Coffee’ scheme is seeking donors to make small, regular donations – the equivalent of a high street cup of coffee a week — over a fixed but sustained period. By regularly donating from as little as £10 per month (£2.50 a week), the CCT will be able to better forecast a regular income stream, which in turn will greatly aid its forward planning.

There are three donation options open, which have the following benefits associated to them:

£10 per month for a minimum of 60 months – donors receive membership of the CCT, a CCT mug, an invitation to No. 3840’s official launch event and tickets for one of No. 3840’s first trains.

£25 per month for a minimum of 60 months – donors receive membership of the CCT, a CCT mug, an invitation to No. 3840’s official launch event, tickets for one of No. 3840’s first trains and a footplate trip on the locomotive.

£50 per month for a minimum of 60 months – donors receive membership of the CCT, a CCT mug, an invitation to No. 3840’s official launch event, tickets for No. 3840’s first train and an opportunity to drive the locomotive.

Anyone donating over £1,000 will have their name recorded on the Roll of Honour.

CCT Chairman Gary Boyd-Hope said: “Coffee shops are big business in the UK and have become familiar fixtures on the high street, while takeaway coffee machines can be found in supermarkets and petrol stations the length and breadth of the country. A typical medium sized Caffe Latte or Cappuccino costs around £2.65, and thousands upon thousands of cups are sold each week.

“Yet imagine what could be achieved if the price of just one of those regular weekly coffees was transformed into a regular donation instead. Such schemes have been employed by other loco groups with great success, and we hope that by making smaller donations this way, supporters can help the project without really noticing it. Plus they’ll get a mug to drink their coffee in!”
Details on how to become a Covenantor can be found on the CCT website at www.churchwardcounty.org.uk/a-county-for-the-cost-of-a-coffee/



Ex-Tyseley Loco Works CME Bob Meanley joins ‘County’ 4-4-0 engineering team

The Churchward County Trust is delighted to announce that former Tyseley Locomotive Works Chief Engineer and doyen of GWR locomotive matters, Bob Meanley, has joined the County of Montgomery project as its Engineering Manager.

Bob is regarded as one of the most well-respected locomotive engineers of the preservation era, with a wealth of practical experience and technical knowledge to his name. His hands-on involvement started in the 1960s with ‘Princess Royal’ Pacific No. 6201 Princess Elizabeth, during the period when it was based at Ashchurch following purchase from BR. He was also heavily involved with the restoration and return to steam of several of the National Railway Museum’s locomotives including ‘D11’ 4-4-0 No. 506 Butler-Henderson, Maunsell 4-6-0 No. 850 Lord Nelson, ‘A4’ Pacific Mallard, and the incomparable Stirling Single No 1.

During the late 1970s Bob was in charge of the main line operation of ‘Jubilee’ No. 5690 Leander, but it was his work with the Birmingham Railway Museum, and guiding the development of Tyseley Locomotive Works (TLW), that cemented his reputation as one of the best in the business.

During almost 25 years as Chief Engineer, Bob led TLW to become a thriving centre of engineering excellence. He oversaw the restoration and operation of much of the Tyseley steam fleet including ‘Castle’ Nos. 5043 ‘Earl of Mount Edgcumbe’ and 7029 ‘Clun Castle’, travelling far and wide with them over the national network on railtour duties with the Vintage Trains operation, which he also managed for almost 20 years until its transition to a licenced operator. He also oversaw the restoration of ‘Hall’ No. 4965 ‘Rood Ashton Hall’, which was carried out by a team of 20-year-old TLW volunteers led by his son, Alastair.

Furthermore, Bob was also responsible for the re-streamlining of ‘Princess Coronation’ Pacific No. 6229 ‘Duchess of Hamilton’ for the National Railway Museum, building the frames for new-build ‘A1’ No. 60163 ‘Tornado’, and repairing and overhauling countless other locomotives as part of Tyseley’s contract engineering business.

More recently, after handing the Tyseley reins to Alastair in 2018, Bob served as Acting CME and Engineering Director at the West Somerset Railway, but stepped down in July of this year.

Commenting on the appointment, CCT Chairman Gary Boyd-Hope said: “We knew right from the very start of this project that we wanted County of Montgomery’s bottom-end to be built at Tyseley, and that was primarily because of Bob and Alastair Meanley. There are few steam engineers as well versed on GWR locomotives as Bob is, and the reputation of the Tyseley fleet only served to reinforce our decision.



“Bob has previously given us the benefit of his vast experience and knowledge prior to joining the team, but having him as our Engineering Manager will make a huge difference to our progress going forward. I am delighted that he has agreed to join us, and look forward to working with him as Tyseley erects No. 3840’s frames in the coming months.”

Work on the assembly of County of Montgomery’s frames continues at TLW. The workshop is currently preparing various angle iron components to allow the frames to be assembled, as well as fitting the hornblocks to the frame plates. The next step will be to align the frames correctly and rivet them together. TLW has also been contracted to build the locomotive’s welded dragbox, which will then be fitted to the frames.

Photo above: Bob Meanley. ©Vintage Trains

Preserved Railways

NEW ‘STEAM AND LIGHTS’ TRAINS TO BE CORONAVIRUS SAFE PRE-CHRISTMAS FIRST FOR SWANAGE RAILWAY



A new and evocative Coronavirus safe ‘Steam and Lights’ festive train service is to operate on the Swanage Railway during the run-up to Christmas – in a first for the award-winning heritage line.

Operating on ten selected days, with two evening trains a day, the new service replaces the traditional ‘Santa Specials’ which cannot operate because of the measures that need to be taken to counter the spread of Covid-19.

Instead of Father Christmas handing out presents to children on the steam train, the new pre-booked service during December – which has assigned socially distanced seats – will see trains covered in brightly coloured lights steam through the Isle of Purbeck in the dark of the evening.

There will also be special lighting displays at stations, as well as at other locations along the five and a half mile heritage line, as the steam train runs from Swanage to Corfe Castle and Norden one the one-hour return trip.

The interiors of the cosy steam-heated carriages will also be festively decorated for the one-hour round trip which will see on-board music synchronised to lineside lighting displays passing the carriage windows.

Before passengers board the ‘Steam and Lights’ train at Swanage station for their magical journey, there will be a dramatic switch-on of the train lights at the platform.

Swanage station will only be open to ‘Steam and Lights’ train passengers while Herston Halt, Harman’s Cross, Corfe Castle and Norden stations will be closed to the public.

The Swanage Railway volunteer Commercial Director Steve Williams said: “This new ‘Steam and Lights’ train service in the run-up to Christmas is a festive first for the Swanage Railway and we are very excited because it will be very special and out of this world – colourful, evocative and dramatic. We are looking forward to it tremendously.

“The need to keep our passengers and staff safe against the threat of Covid-19 – by following social distancing and the wearing of face coverings – means that we cannot run our traditional, and very popular, Santa Special trains where Father Christmas gives presents to children on the train and has his photograph taken.

“With the help of an experienced and reputable company specialising in synchronised lighting and music, we have been working very hard to design a special festive train service that will make wonderful and magical memories for children and adults in the run-up to Christmas,” added Steve.

The special ‘Steam and Lights’ trains operate on the first two weekends of December and then daily from Friday, 18 to Wednesday, 23 December, 2020, inclusive, with departures from Swanage station at 5.15pm and 7.15pm.

Steve explained: “At the time of booking, passengers can purchase a special festive picnic box filled with tasty treats and drinks to make their ‘Steam and Lights’ journey extra special.

“A memorable experience suitable for all ages, stations and key points along the line will be specially lit as the ‘Steam and Lights’ train passes through in the dark. On board the train, there will be festive music synchronised to the lighting displays passing the carriage windows as well as an informative on-train commentary.

“With allocated socially distanced seating, the ‘Steam and Lights’ trains must be booked in advance and can only be joined at Swanage station where the brightly lit festive trains start and end their journeys.

“To comply with Government health regulations, no bookings can be taken for groups comprising more than six people and face coverings should be worn on the platform at Swanage station as well as on the ‘Steam and Lights’ train,” added Steve.

A socially distanced Swanage station shop will also be open when the ‘Steam and Lights’ trains are running, subject to volunteer availability, but there will be no catering available at Swanage station, or on the special festive trains, because of the need to keep passengers and staff safe against the threat of Covid-19.

The Swanage Railway uses the Zoono long-life anti-bacterial spray – proven to kill the Coronavirus – on its trains and stations, to keep passengers and staff safe, while the trains are cleaned and tables wiped after every round trip.

Tickets for the ‘Steam and Lights’ trains are £20 each for passengers aged 15 and above, £15 for children aged three to 15 and free for children aged under three if they sit on an adult lap and do not occupy a seat.

There is a maximum of six people per booking.

Visit http://www.swanagerailway.co.uk/events/detail/steam-lights to view a preview video and book.

Photo: © Andrew PM Wright

Preserved Railways

SWANAGE RAILWAY RECEIVES SUBSTANTIAL GRANT FROM THE GOVERNMENT'S £1.57 BILLION CULTURE RECOVERY FUND

Almost 450 heritage organisations in England – including the Swanage Railway – have been awarded cash from the first round of the Culture Recovery Fund for Heritage.

Grants of up to £1 million will deliver a lifeline for the heritage sector in England with further support to follow and larger grants for capital projects awarded through the Heritage Stimulus Fund.

First major tranche of funding from the Government's £1.57 billion Culture Recovery Fund.

The Swanage Railway is one of 445 heritage organisations across the country set to receive a life-saving financial boost from the Government – thanks to the £1.57 billion Culture Recovery Fund to help them through the Coronavirus pandemic. A total of 445 organisations will share £103 million – including the Swanage Railway – to help restart vital work and maintenance on cherished heritage sites, keeping venues open and supporting those working in the sector. The Swanage Railway will receive £223,200 which will allow the award-winning heritage line to improve its systems and support Covid-19 requirements in the following ways:

- Upgrade its passenger reservations system which has experienced challenges in coping with the additional passenger information needed for Covid-19 track and trace.
- Keep its stations and carriage stock sanitised to Covid-19 requirements.
- Improve its information screens at Swanage and Corfe Castle stations.
- Install information screens at Harman's Cross and Norden stations.
- Continue the provision of personal protection equipment (PPE) for staff and volunteers.
- Provide further seating dividers in carriages where required.
- Enable Equalities Act training for staff and volunteers.

This vital funding is from the Culture Recovery Fund for Heritage and the Heritage Stimulus Fund which is funded by the Government and administered, at arm's length, by Historic England and the National Lottery Heritage Fund.

Both funds are part of the Government's £1.57 billion Culture Recovery Fund which is designed to secure the future of Britain's museums, galleries, theatres, independent cinemas, heritage sites and music venues with emergency grants and loans. A total of 433 organisations will receive a share of £67 million from the Culture Recovery Fund for Heritage to help with costs for operating, reopening and recovery. This includes famous heritage sites across the country, from Wentworth Woodhouse in Yorkshire to Blackpool's Winter Gardens, Blyth Tall Ship to the Severn Valley Railway, the International Bomber Command Centre in Lincolnshire to the Piecehall in Halifax. The funds will save sites that are a source of pride for communities across the country. A total of 12 organisations, including English Heritage, Landmark Trust, Historic Royal Palaces and the Canal and River Trust, will receive £34 million from the Heritage Stimulus Fund to restart construction and maintenance on cherished heritage sites to preserve visitor attractions and protect livelihoods for some of the most vulnerable heritage specialists and contractors in the sector. The Architectural Heritage Fund (AHF) has also been awarded a grant from the Culture Recovery Fund through Historic England. The AHF will use the funding to support charities and social enterprises occupying historic buildings to develop new business plans and strategies for organisations affected by the pandemic.

Culture Secretary Oliver Dowden said: "As a nation, it is essential that we preserve our heritage and celebrate and learn from our past. This massive support package will protect our shared heritage for future generations, save jobs and help us prepare for a cultural bounceback post Covid."

Lucy Worsley, Chief Curator, Historic Royal Palaces, said: "There's no truer way to experience the past than to walk in the footsteps of those who have lived it – that's why preserving our built heritage is so important. At Historic Royal Palaces, we care for six nationally significant buildings, opening them to the public and preserving them for future generations. Sadly, the pandemic meant that we had to stop some of our critical conservation work. The grant we have received from the Culture Recovery Fund will enable this work to resume – so we can give some of Britain's most historic buildings the care and attention they deserve, while supporting the specialist craftspeople who are vital for the future of our national heritage. We are enormously grateful to the Government for this support."



Randy Coldham, the Swanage Railway's fund-raising chairman, said: "This grant is integral to the future success of the Swanage Railway by providing financial assistance to improve our systems, and support our training and Covid-19 responsibilities. It does not negate the importance of our SOS Appeal which supports the day to day running of our railway through this coming winter.

Duncan Wilson, Historic England's Chief Executive, said: "It is heartening to see grants, both large and small, from the Government's Culture Recovery Fund helping heritage sites and organisations across the country which have been hit hard by the effects of Covid-19. These grants range from giving skilled craft workers the chance to keep their trades alive to helping heritage organisations pay the bills, and to kick-starting repair works at our best-loved historic sites. The funding is an essential lifeline for our heritage and the people who work tirelessly to conserve it for us all, so that we can hand it on to future generations."

Ros Kerslake, Chief Executive of the National Lottery Heritage Fund, said: "It is absolutely right that investing in heritage should be a priority during this crisis and this support by Government is crucial. Heritage creates jobs and economic prosperity, is a major driver for tourism and makes our towns, cities, and rural areas better places to live. All of this is so important for our wellbeing and will be particularly vital when we start to emerge from this incredibly difficult time. Our heritage is still facing a perilous future – we are not out of the woods yet. But this hugely welcome funding from Government, and the money we continue to invest from the National Lottery, has undoubtedly stopped heritage and the organisations that care for it being permanently lost."

Kate Mavor, Chief Executive of English Heritage, said: "This support for our nation's heritage is fantastic news. Over the last few months, our teams have been working hard to welcome visitors back safely to the great castles, stone circles, abbeys and historic houses in our care. This funding will help us invest to safeguard the historic fabric of these much-loved places, which everyone can learn from and enjoy."

Photo: © Andrew PM Wright

Mid Hants Railway

Fowler 2-8-0 No. 53808 drifts down the bank to Ropley with the 11:45 from Alton on October 18th. *David Lindsell*



LMS Jubilee Class No. 45596 'Bahamas' working a service from Alresford heads up the bank at North Street, Ropley on October 18th. *David Lindsell*



Standard 4 Mogul No. 76017 working the 12:30 from Alton is seen in sunshine running down the bank to Ropley at North Street, Ropley on October 18th. *David Lindsell*



Severn Valley Railway

On October 7th, SR West Country Class No. 34046 'Braunton' is seen arriving onto the SVR at Kidderminster with a charter from Crewe. *John Alsop*

At Kidderminster on October 7th, the tour that had arrived behind 'Braunton' was taken forward to Bridgnorth behind fellow classmate No. 34027 'Taw Valley'. *John Alsop*

GWR Collett 5700 Class 0-6-0PT No. 7714 is seen at Kidderminster on October 28th with the first train of the day to Highley. *John Alsop*







East Lancs Railway

Long time stored and unlikely to turn a wheel again Class 33 046 stands at Baron Street works, Bury on September 20th. *Lee Stanford*

Swanage Railway

Class 33 111 approaches Norden station on October 20th with a service from Swanage. *Allison Twycross*

On October 20th, SR West Country & Battle of Britain Class 4-6-2 Pacific No. 34072 '257 Squadron' is seen at Swanage being prepared for working the busy half term October services. *Allison Twycross*

SR U Class No. 31806 and LSWR T9 Class No. 30120 are seen in the sidings at Swanage on October 20th. *Allison Twycross*







Swindon and Cricklade Railway

Three photos of No. 35011 ‘Great Steam Navigation’, showing its boiler in green with the locos frame in quite a difficult position to photograph. The plan is to complete this loco in its original condition as a ‘Spam Can’ i.e. as it was built around the time of the end of World War 2. It’s a fascinating story of what they have to do. *Ken Mumford*







From the Archives

InterCity liveried Class 86 416 ‘Wigan Pier’ passes Atherstone station with a London Euston bound service.
Chris Morrison



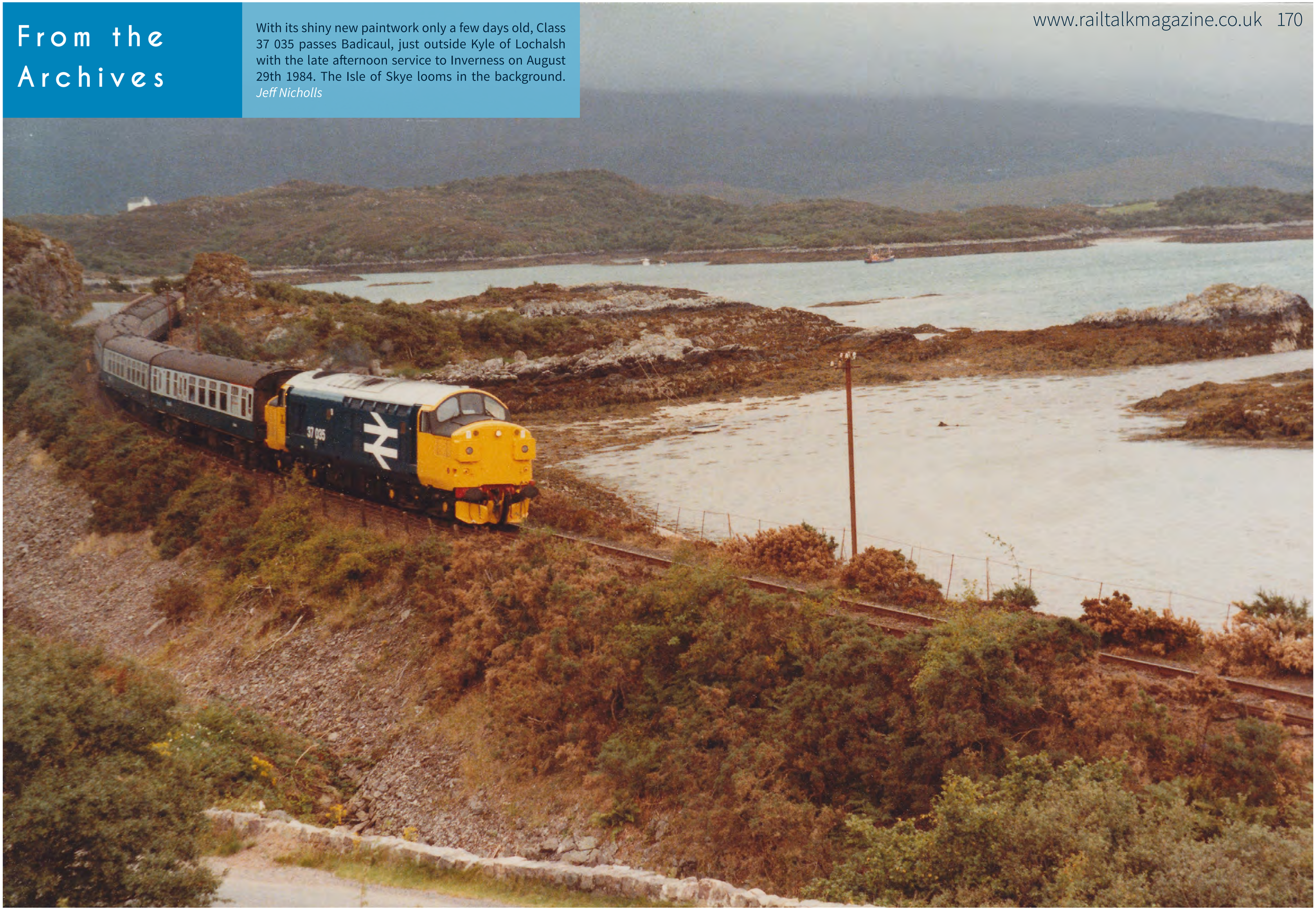
From the Archives

In 1970, a pair of Class 37s ease out of Gloucester Central with 6M48, a Waterston – Albion tanker train, whilst a Brush Type 4 comes off Horton Road shed to work 8M72 northbound.
Chris Baldwin



From the Archives

With its shiny new paintwork only a few days old, Class 37 035 passes Badicaul, just outside Kyle of Lochalsh with the late afternoon service to Inverness on August 29th 1984. The Isle of Skye looms in the background. *Jeff Nicholls*



From the Archives

N Class No. 31873 heads a southbound freight through Basingstoke on July 31st 1965. *David Lindsell/ Eddie Field*



Class 86 418 runs light engine through Crewe on August 29th 1985. *Brian Hewertson*



Railfreight red stripe liveried Class 58 028 hauls a MGR through Crewe on August 29th 1985. *Brian Hewertson*



From the Archives

Class 31 246 and 37 038 are seen stabled at Doncaster depot on June 13th 1976. *Mark Enderby*



Class 50 006 and HST power car No. 43019 are seen at London Paddington on October 16th 1976. *Mark Enderby*





Class 37 151 and 31 228 are seen at Bristol on July 2nd 1982. *David Lindsell*

From the Archives

Class 56 032 and 56 045 are seen passing through Cardiff Central on June 16th 1988. *John Sloane*

From the Archives

Southern Bulleid Pacific No. 34026 ‘Yes Tor’ hauling a Bournemouth to London Waterloo express heads through Basingstoke on July 31st 1965. *David Lindsell/Eddie Field*

Master and slave shunter Class 13002 is seen at Tinsley Yard on December 30th 1976. *Mark Enderby*

Southern No. 34060 ‘25 Squadron’ working what may be the up ‘Pines Express’ due to the maroon mark one coaches in the consist storms through Winchester on July 5th 1965. *David Lindsell/Eddie Field*







From the Archives

After arriving at Gloucester with a coal train from Washwood Heath, a pair of Class 20s manoeuvre onto Horton Road shed. *Chris Baldwin*

From the Archives

Merchant Navy Class No. 35026 ‘Lamport and Holt Line’ is approaching Winchester with the down ‘Bournemouth Belle’ on July 31st 1965. The baltic siding is shown on the right.
David Lindsell/Eddie Field



The meeting of two Merchant Navy hauled expresses with No. 35013 ‘Blue Funnel’ on the up and 35016 ‘Elders Fyffes’ on the down at Winchester on July 31st 1965.
David Lindsell/Eddie Field

Class 52 No. D1023 ‘Western Fusilier’ arrives at London Paddington on October 16th 1976.
Mark Enderby





From the Archives

Class 55 011 ‘Royal Northumberland Fusiliers’ waits departure time at London King’s Cross in December 1978. *Chris Morrison*

From the Archives

On a misty autumnal evening in 1970 the driver opens the taps of a Brush Type 4 pulls as it pulls out of Gloucester Eastgate with 1M74, a Bristol TM – Liverpool express. Note the covered footbridge linking Eastgate and Central stations behind the carriages. *Chris Baldwin*

