

Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 9 - Pictures

Pg 130 - News and Features

Pg 140 - Did you Know

Pg 141 - Different View

Pg 143 - Preserved/Industrial

Pg 151 - 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 166

It would appear that the sunshine has tempted many of you out of lockdown this month, judging by the amount of photos we've received, not that I am complaining, it's a great sign that things are slowly getting better. Hopefully by the time you read this some preserved lines will also have commenced a limited service. I hope that the recommencement of leisure travel with be allowed soon, as I am certainly getting withdrawal symptoms, however I have had several reports from those that have travelled of the 'eerie feeling' when travelling on near empty trains.

In the news this month is that the Department for Transport announced on June 26th that LNER would continue to operate InterCity East Coast services from London to Leeds and Edinburgh for a further three years, with an option for a further extension. Owned and managed by the government-backed operator DfT OLR Holdings Ltd, LNER has run ICEC services since June 25th 2018, when the previous Virgin Trains East Coast franchise agreement was terminated by then Transport Secretary Chris Grayling. The direct award contract includes an option for an extension of up to 26 rail periods, equivalent to two years on top of the initial three. LNER has said that it intends to plan for an increase in rolling stock which presumably is likely to be more Class 80X trainsets as already in service. It also intends to retain a small fleet of ex-British Rail IC225 electric trainsets for 'additional resilience' in its fleet. Over the medium term, however, the picture is more mixed. Industry insiders report that LNER cannot deviate from government advice telling passengers to avoid rail travel unless they have no other option.

Other news is that the Department for Transport has launched the Restoring Your Railway Fund to support the development of proposals to reopen closed railway lines and stations. The introduction of this new stream of funding for the rail industry is a significant and welcome milestone, as it is the first time that the frequently-debated topic of reopening closed rail lines has been matched with notable financial backing.
Some schemes currently being looked at include the Ashington – Blyth – Tyne line in Northumberland, which has already been allocated £1·5m. The line would connect 80,000 people in Ashington, Bedlington and Blyth to the rail network. It is already in use as a freight route, and has the support of Northumberland County Council as well as a local campaign group, and Blyth is one of the 100 towns eligible to access the 'Towns Fund'. Similar characteristics are shared by many of the 10 schemes which were successful in being granted funding from the first round, including the Ivanhoe Line, an existing freight route which would serve 85,000 people between Leicester and Burton upon Trent; and Waterside Rail, an existing freight line which would connect 35,000 people living in Hythe and Blackfield to Southampton.

Potential priorities for future rounds of funding could include the South Yorkshire Joint Line, a freight line serving 50,000 people between Doncaster and Worksop; the Leamside Line, a disused line which would serve 70,000 in Washington; March to Wisbech, a disused line which would connect 35,000 people in Wisbech to the network; and the line from Yate to Thornbury, another freight line which would connect 15,000 people in Thornbury to Bristol and beyond.

Potentially exciting times ahead!

Until next month, stay safe.

Andy

This Page

On June 25th, Class 87 002 and Class 47 No. D1935 speed through Acton Bridge with a Crewe bound test run.

Chris Cursley

Front Cover

Class 56 312 is seen doing an impersonation of a steam engine at Peak Forest on May 28th as it struggles upgrade during a shunting manoeuvre. *Barry Longson*



On May 31st, EMR HST power car No. 43043 passes Attenborough nature reserve leading the 1B41 09:35 Leeds - London St. Pancras via Nottingham service. *Mark Pichowicz*

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Charter Scene ECS and Light Engine Movements

A stock move for LSL to get a former Caledonian Sleeping car to Crewe from Kidderminster sees Class 47 593 piloting No. D1935 through Mill Meece. *Lee Stanford*



Charter Scene ECS and Light Engine Movements

On July 7th, LMS Class 5 No. 45407 working from ELR Bury to Carnforth to work the Jacobite season, is seen passing through Mills Hill, Greater Manchester. *Steve Stepney*



Charter Scene ECS and Light Engine Movements

Locomotive Services Class 87 002 ‘Royal Sovereign’ hauls the Statesman stock with a test run as 5Z86 Crewe - Carlisle and is seen here at Red Bank cutting on June 25th.
Dave Harris

Charter Scene ECS and Light Engine Movements

Class 87 002 and 47 805 on a Crewe - Carlisle ECS pass Moore on June 25th. *Mark Enderby*

On June 8th, Class 87 002 passes Charnock Richard during the course of several test runs between Crewe and Preston. *John Sloane*

LSL's Class 87 002 'Royal Sovereign' canters up the bank out of Warrington on June 8th on the return leg of its first test run of the day between Preston and Crewe. *Jeff Nicholls*







Charter Scene ECS and Light Engine Movements

Running 35 minutes early, Class 87 002 'Royal Sovereign' passes Cathiron working the 5Z87 13:10 Rugby to Crewe H.S. on June 4th. *Derek Elston*



Crewe based LSL have been route learning on the S&C for their forthcoming excursions from Skipton to Appleby and performing this task on June 30th was retro liveried Class 47 No. D1935 seen here entering the goods loop at Hellifield station. *Lee Stanford*



With DVT No. 82139 leading, Class 87 002 'Royal Sovereign' propels a short rake of Mk3's passing Cathiron running as 5Z86 10:57 Crewe H.S. to Rugby on June 4th. *Derek Elston*



Avanti West Coast

Pendolino Class 390 042 sweeps past Standish with a London Euston service on May 23rd.
John Sloane

Ship to shore for Avanti West Coast's new fleet of trains

The first body shells for Avanti West Coast's new fleet of trains have arrived in the UK. Full assembly will start at Hitachi Rail's Newton Aycliffe plant later in the year.

The first nine body shells that will become Avanti West Coast's new fleet of Hitachi trains have landed in the UK. The more spacious, comfortable, and greener models made by Hitachi Rail are due to enter service on the West Coast Main Line in 2022. They will replace the current diesel-powered Super Voyagers and serve the West Midlands, North Wales and Liverpool. The aluminium shells landed in the UK by sea at Southampton docks from Hitachi Rail's Kasado factory in Japan, ahead of the train building work that will start at Hitachi's Newton Aycliffe plant later this year. When completed, the fleet will comprise of 13 Class 805 Bi-Mode trains and 10 Class 807 Electric trains. Each Bi-Mode train comprises five carriages. The Electric trains will have seven.

While initial empty body shells of the Bi-Mode fleet will be sent from Japan, the Avanti West Coast order marks an important change in Hitachi's train building approach. 56 body shells will be fully welded together in the North East, marking an exciting new chapter for Hitachi's factory, where £8.5million is being invested to allow the full build of trains to take place in the UK. The final assembly, where all components and electrics are fitted, of the entire fleet will take place at the Newton Aycliffe facility.

"Our new trains are really going to make a difference and it's very exciting," explained Liam Hockings, Senior Project Manager, New Trains for Avanti West Coast. "Together with our partners Hitachi Rail and Rock Rail West Coast, we will be looking to raise the bar for our customers on the West Coast Main Line route."

Rock Rail West Coast, a joint venture between Rock Rail and Aberdeen Standard Investments, is financing the trains and will be leasing them to Avanti West Coast.



Avanti West Coast

Avanti Voyager Class 221 107 and classmate sweeps past Charnock Richard on June 8th. *John Sloane*

Class 390 148 working a service to London Euston passes Coppull on June 8th. *John Sloane*

There are still only two Pendolinos in the Avanti West Coast livery and Class 390 155 is seen leaning into the curve at Heamies Farm with the 12:18 Preston to London Euston service on May 29th. *Lee Stanford*







Avanti West Coast

Class 390 117 passes Bradley on June 1st with a Glasgow - London Euston service.
John Sloane

Pendolino wears a face covering to promote new guidance

Face coverings on public transport become mandatory in England

Additional safety measures introduced such as long-lasting sanitiser

Customers asked to travel at quieter times if possible

Avanti West Coast has fitted its iconic Pendolino trains with face coverings to reinforce new Government rules.

From June 15th, it is mandatory for almost everyone to wear a face covering on public transport in England to help prevent the spread of coronavirus.

In Wales and Scotland, although not mandatory, face coverings are still strongly recommended while travelling on public transport. To reinforce this, Avanti West Coast has wrapped the nose of two Pendolinos with a yellow face covering, along with a message on the side saying: 'Safe Travels. Wear a face covering.'

Some people may not be able to wear a face covering, for example children under 11, people with breathing difficulties and people whose disabilities make it difficult for them to wear a face covering. The inter-city operator has already introduced a number of extra protective measures including a reservation system for its trains, encouraging customers to book online and asking them to avoid the busiest times so social distancing can be maintained.

One-way systems at stations have also been introduced and signage has been installed to help customers and employees keep their distance.

Here are some of the measures we're taking to keep you safe onboard and at stations.

Our enhanced cleaning includes a trial of Zoono, which is sprayed in carriages with a "fogging" machine. This long-lasting sanitising treatment kills 99.99% of viruses and bacteria on surfaces.

To further protect against COVID-19, Avanti West Coast is currently trialling a surface sanitiser onboard its Pendolino and Voyager fleets as part of an enhanced cleaning regime.

The powerful disinfectant, known as Zoono Z-71, is sprayed inside carriages and is designed to provide long lasting anti-viral protection, with reapplication only needed every 28 days.

Managing Director of Avanti West Coast, Phil Whittingham, said: "Nothing is more important than safety, so we've introduced these measures to give our customers confidence to travel with us. We also need our customers' help: please bring a face covering with you, buy your ticket in advance and avoid the busiest times if possible."



Avanti West Coast

Avanti liveried Class 390 155 races past Bradley with a Glasgow to London Euston service on May 29th. *John Sloane*

Sunflower scheme introduced by Avanti West Coast

Train operator partners with Hidden Disabilities Sunflower Scheme

Customers can use lanyards, cards, or wristbands with recognisable sunflower logo

Scheme is a discreet way for customers to indicate they have a hidden disability

Avanti West Coast has introduced an initiative for customers to discreetly indicate they have a hidden disability while travelling.

The inter-city operator has partnered with the Hidden Disabilities Sunflower Scheme. Under the scheme, customers with hidden disabilities can obtain lanyards, wristbands or wallet cards with a recognisable sunflower logo, which they can show to staff to let them know they may require some extra help, time or assistance while on board.

Teams at Avanti West Coast have been briefed on the scheme, which is entirely voluntary, and from June 26th, lanyards, cards and wristbands will also be available at Avanti West Coast stations.

Following announcements that face coverings must be worn on public transport in England and Scotland, some new products will also state the holder is exempt from these measures.

Brandon Peat, Accessibility and Inclusion Manager at Avanti West Coast, said: “As more passengers start travelling again, we are striving to make the railway more inclusive. We are incredibly proud to be part of the Hidden Disabilities Sunflower Scheme, giving passengers with hidden disabilities greater confidence to travel on Avanti West Coast.”



Caledonian Sleeper

Class 92 010 passes Wilson's Farm crossing running 50 minutes early as 0Z93, the 13:41 Crewe T.M.D. (E) to Wembley InterCity Depot light engine move on June 2nd.
Derek Elston

Chiltern Railways

Chiltern Railways reveals the region's busiest train services as new tech launches to alert rail passengers before they leave home



New data published by Chiltern Railways reveals the busiest train services since the lockdown was eased.

The data comes as train operators launch new technology that will mean rail passengers along the Chiltern route can be alerted to busy trains and stations before they leave home, helping them stagger their journeys and keep safe while travelling.

The busiest train services are:

1646 Marylebone – Gerrards Cross
1715 Marylebone – Aylesbury
1549 Gerrards Cross – Marylebone
0602 Aylesbury – Marylebone
1748 Marylebone – Gerrard's Cross

To help people plan their journeys to avoid the busiest services and stay safe during the coronavirus pandemic, train companies are launching new technology that will alert passengers to busy trains and stations before they leave home.

A new system from National Rail will indicate to people who are searching for a journey if a specific train or station is looking busy, including those journeys. Passengers can sign up to alerts from National Rail on 'Alert me by Messenger', with updates on WhatsApp and SMS being made available over the coming weeks.

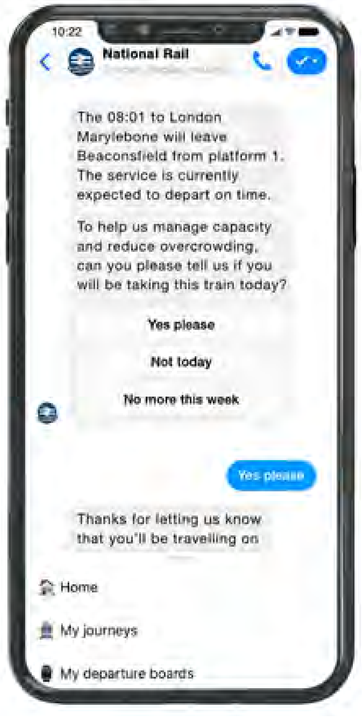
The introduction of the technology was announced by Transport Secretary Grant Shapps during the government press conference on Saturday 23 May.

The personalised information service, developed by tech start-up Zipabout, uses a range of anonymised data, including journey planning data, to predict how busy a train is likely to be by analysing recent information and comparing it with historic trends.

This in turn allows National Rail Enquiries not only to warn passengers of busy services, operated by Chiltern Railways. It will take operational messages about busy trains and stations that are sent by frontline rail staff to control rooms and display these in passenger-friendly language on journey planning websites and apps.

People will see a red or yellow warning triangle when they search their journey and by clicking on it, will be able to find out more information and advice.

This journey information will be complemented by a new information service that will update passengers on how disruption and overcrowding will affect their journey. This new technology will also provide alternative travel options, helping people maintain social distancing as they continue to make essential



allowing them to plan and stagger their journeys, but also to suggest quieter options or alternative routes they can take.

People can stay updated about their journey by National Rail on the 'Alert me by Messenger app

With social distancing measures significantly reducing capacity on board services, train companies say that the new technology will play an important role in helping them to manage the space available to travel. The announcement comes as more people are expected to return to the rail network next week with more businesses set to reopen in June.

Rail companies, government and technology companies are also working together to build on this new technology by looking at all other available data sources to ensure passenger information is as up to date as possible.

Mary Hewitt, interim Managing Director at Chiltern Railways said: "At Chiltern Railways we're running as many services as possible where it is safe to do so. The health of our customers and staff is of utmost importance to us. Social distancing measures means that capacity onboard our services has been significantly reduced and we hope that this technology will help make travelling for those customers that do need to travel easier and safer. However, we continue to ask that passengers only use public transport for essential journeys and to wear face coverings when travelling."

Colas Rail

Class 70 817 heads a North Wales coast ballast through Chester on June 9th. 70 811 was on the rear.
Brian Battersby



Class 56 113 passes Kempseye on June 21st with the 6C97 08:45 Little Mill Jct. - Crewe Basford Hall. *Keith Davies*

Two New 09 Tampers Join Fleet



Colas Rail UK recently welcomed the arrival of the last two of four new state-of-the-art 09-4x4 Unimat Tampers, with the introduction of Nos. 75010 and 75011 to the fleet, joining 75008 and 75009. The first two machines arrived in April 2019 working exclusively on South Rail Systems Alliance track renewal works, with the second pair being introduced in April 2020, all four machines have been deployed more extensively throughout the Western & Wales and Southern NWR regions delivering maintenance and renewals tamping. In total, the first two 09 4×4 tampers have completed 191 operating shifts and tamped 72611 yards along with 154 S&C units delivering an average reliability and availability of 99.46%.

New Tampers Deliver Enhanced Capabilities

The 09-4×4 Unimat tampers have all the same capabilities as the previous models with the additional benefits of continuous motion tamping and fitted with a Dynamic Track Stabiliser, which when used simulates the passage of trains so the track is handed back in a more settled and stable position.

Along with these features the 09 tampers are fitted with SmartALC, an automatic guiding computer programme for measuring and correcting track faults, this coupled with touch screen control for manual inputs make these machines more user friendly. A 08 Unimat is contracted to complete 400 metres per hour. The 09's have been contracted at the same output however these are consistently tamping at 600 metres per hour and when site conditions allow have got up to 750 metres per hour. Another advantage of these is due to hydrostatic drive they can be coupled together for transits to and from site, reducing the need for two drivers and route knowledge.

Since April 2020 both the 75008 and 75009 have been contracted to deliver shifts in the Southern region, not just for renewals but also maintenance tamping that were delivered successfully and on time. This has really highlighted the potential increase in production on plain line over 08 Unimats.

Some of these sites have included:

Guildford

Renewal of 14 point ends over four roads and into the sidings. All the works required two passes. These tampers were on site from 05:30 Thursday April 15th to 20:00 Friday April 16th and during this time 24 staff members were used from across LNW, Western and Southern regions displaying a stronger together approach.



Brixton

This was 2 point ends and 4 roads to tamp, the machines were on site from 23:00 Sunday May 24th to 15:00 Monday May 25th utilising 15 staff members. Nos. 75010 and 75011 have successfully delivered both renewals and maintenance tamping in the Western Region.

Celebrating our People

Roger Nicholas, OTM Delivery Manager for Rail Services has dedicated 50 years to the railway and On Track Machines, in recognition of this achievement, 75010 has been named after him. Roger is still an integral part of the Colas Rail family and his railway knowledge is invaluable.

Colas Rail

Under a threatening sky and with a field full of broad beans in the foreground, Class 70 813 climbs out of the Cheshire Plain at Red Bank with the late running 09:18 Mountsorrel - Carlisle ballast train on July 2nd. *Jeff Nicholls*

On June 30th, Class 70 807 opens up after passing through Scunthorpe station on 0Z70 Doncaster CGS - Barnetby. That looks a nasty black cloud brewing up! *Steve Thompson*

Returning from weekend engineering work Class 56 078 and 56 094 power across Gauxholme viaduct with the 11:35 Lostock Hall Jct. to Crewe Basford Hall on May 25th.
Lee Stanford







Colas Rail

Class 70 801 is seen at Kings Sutton with the 6M40 13:10 Westbury Down Yard - Cliffe Hill Stud Farm on June 16th. *Keith Davies*

DB Cargo

Class 66 027 rolls down from the site of the former Standish Jct. with 4M25 Mossend to Daventry intermodal on May 23rd. *John Sloane*

DB Cargo

Class 66 100 ‘Armistice 100’ powers passed Red Bank, Newton-le-Willows, with the evening Knowsley to Willton bin train, on June 1st.
Paul Senior

DB Cargo

Class 66015, still in full EWS livery, passes Melton Ross on June 25th with the 14:14 Immingham to Drax loaded Biomass service. *Lee Stanford*

Class 67 028 drags 66 187 past Milton Malsor on June 1st working the 13:35 Crewe T.M.D. (E) to DB Cargo Fan A and B sidings. *Derek Elston*

Class 90 034 and 90 019 roll down from Coppull Moor towards Bradley on June 1st with the 4M25 Mossend to Daventry intermodal. *John Sloane*







DB Cargo

On June 8th, Class 66 144 drops down the bank from Acton Grange Junction as it nears its destination of Arpley Yard with the 12:30 sand empties from Ince & Elton Encirc Works. The DB wagons which the train is passing are stored in Walton Old Yard, and to the left can be seen some of the Solvay Interox chemical plant. *Jeff Nicholls*

DB Cargo

Class 66 063 is seen at Chorlton and gets the 13:15 Trafford Park to London Gateway intermodal underway after a stop at Crewe Salop Goods Jct. on June 2nd. *Lee Stanford*



Class 66 037 passes Euxton on a Carlisle to Crewe light engine move, on a wet June 18th. *John Sloane*



Class 66 113 on the 6C03 Northolt to Severnside passes Bone Lane at Newbury on July 2nd. *Michael Bennett*



DB Cargo

Class 66 176 is seen slowly passing Reddish South on the lovely evening of May 24th with the 16:30 Lostock Hall Jct. to Crewe Basford Hall.
Lee Stanford



DB Cargo

On June 13th, Class 66 056 with a Trafford Park - Southampton intermodal passes Heamies Farm. *Phil Martin*

Class 66 053 with the Brentford Waste to Severnside binliner passes Bedwyn on June 23rd. *Michel Bennett*

Class 90 019 ‘Multimodal’ and 90 034 pass Bradley on May 29th with the 4M25 Mossend to Daventry. *John Sloane*







DB Cargo

On May 25th, Class 66 098 passes Bennerley Viaduct with the 17:40 Grangemouth - Daventry.
Mark Pichowicz

DB Cargo

On May 28th, Class 66 074 crosses the River Soar at Normanton on Soar working 15:30 Limbury Road to Peak Forest. *Mark Pichowicz*



DB keeps the country's key workers "loco-motivated!"

On June 4th, Doncaster-based DB Cargo UK took the wraps off a newly-liveried Class 66 locomotive which will be out and about on the UK rail network over the coming months reminding people of the important role played by designated key workers. The 126-tonne machine is expected to be a big draw for the UK's enormous army of rail enthusiasts who scour the network looking for unusual locomotives.

The design features a vast range of key workers – from nurses to teachers - and bears the message "Delivering for our key workers".

DB Cargo UK's Head of Sales Roger Neary said: "While we understand the decision to end the weekly Clap for Our Carers, we believe there is still a need to support all those key workers whose efforts continue to keep the country running during one of its most difficult periods. I was proud when the Government designated rail freight employees as key workers as we have played a vital role in ensuring supermarket shelves have been kept stocked and things like fuel have continued to be readily available throughout the crisis. The hard work goes on and we believe we should continue to support our key workers until the Government declares the pandemic over," he added.

DB Cargo UK employs more than 2200 staff and has sites and depots across, England, Scotland and Wales. It operates hundreds of trains every week carrying everything from biomass to barbecues and fuel to food; offering a sustainable freight solution to the alleviate the UK's congested road network

DB Cargo

Class 66 181 is captured in the rolling Derbyshire countryside on the approach to Chinley North Junction on June 1st, while working the Mondays only 04:54 Ripple Lane West to Peak Forest Cemex. *Barry Longson*

DB Cargo

Hauling a motley coloured collection of coal hoppers, Class 66 115 is seen at Melton Ross with the 14:24 Immingham to Scunthorpe BSC on June 22nd. *Lee Stanford*

Class 66 063 hauling the 13:15 Trafford Park - Southampton intermodal passes Slindon on May 28th. *Phil Martin*

On June 24th, on possibly the hottest day of the year, Class 66 089 in the old EWS livery, passes Ashley, near Mobberly, Cheshire, with the 14:18 Peak Forest to Warrington Dallam stone depot. *Paul Senior*







DB Cargo

On June 1st, Class 66 140, passes Red Bank, Newton le Willows, with a Carlisle New Yard to Margam working, a rare shot running in daylight hours due to the reduced Avanti and Northern services because of the Covid 19 pandemic. *Paul Senior*

Unique collaboration leads to significant rail milestones being set!

An international rail freight service has achieved two industry firsts due to a unique collaboration between DB Cargo UK, Transfesa, Eurotunnel and the operators of HS1. Amid the disruption and chaos caused by the Covid-19 pandemic, a small but significant piece of railway history was made earlier this month.

Due to a unique collaboration between DB Cargo UK, its Spanish sister company Transfesa, Eurotunnel and the operators of HS1, a shipment of Type 139 vehicles conveying containers was transported through the Channel Tunnel and on to Ripple Lane Exchange Sidings in South London.

The large containers carried produce and essential products for the supermarket giant, Tesco, which were bound for the shelves of local supermarkets.

Nothing sensational you might say, however this particular train achieved two industry firsts for rail freight. Firstly, the train from Calais to Dollands Moor was given permission to pass through the tunnel at the height of the daytime peak period on a pathway usually fiercely protected for passenger trains.

Secondly and even more significant was the fact that part of the train (one of two portions hauled by a Class 92) was able, due to an operating agreement reached between DB and HS1, to travel onwards on the HS1 network at a lower speed than would normally be allowed – due to HS1's unique signalling system, trains normally would normally have to travel at 120km/h, however on this occasion it was allowed to run at just 100km/h.

DB Cargo UK's Operations Standards Manager Nicolas Edwards explained:

"To maximise the commercial opportunity a maximum axle loading of 22.5t was required. Axle weights of this level are usually restricted to 100kmph on HS1 but the signalling system doesn't allow Class 92s to run at 100kmph. This was the challenge we had to overcome."

Nick explained that with social-distancing restrictions still in place, a series of virtual meetings was called, with colleagues from DB Cargo UK, Transfesa, Eurotunnel and HS1, using email, phone calls and Microsoft Teams to thrash out a solution.

"The solution we eventually came up with was to use the 3973 process from the White Pages. I drew up a proposal, carried out a common safety method risk assessment and submitted it to HS1. We were requested to 'attend' the HS1 Safety Review Panel and after some further work we were issued with a memorandum of completed cooperation on May 22nd allowing us to operate."

"It was a fantastic team effort in extraordinary circumstances and just shows what can be achieved by working together when the odds are stacked against you," added Nick.

"Hopefully this will pave the way for a longer-term engineering solution that will enable more freight services to operate on HS1 in the future."

Steve James, the Chair of HS1's Safety Review Panel, said "Let's hope that 22.5t axle-loading will become a regular feature and that this will improve the viability of moving goods by rail."

DB Cargo

Class 66 115 passes the platform sited and now disused signal box at Brocklesby Junction working the 13:34 Immingham to Santon on a sunny June 25th. *Lee Stanford*

A colourful combination at the head of 6D11 Lackenby - Entrance C empty slab carriers on June 9th with Class 66 148 and 60 040 dead-in-tow at the top of the bank at Scunthorpe West Junction. *Steve Thompson*

Class 66 089 is seen passing Ashley in Cheshire on June 24th, with the WFO 14:18 Peak Forest to Warrington Dallam loaded box wagons. *Barry Longson*







DB Cargo

On June 24th, Class 60 011 passes the signal giving access to Chinley North Junction, whilst in charge of the 09:30 Warrington Arpley to Tunstead empty BMI hoppers. *Barry Longson*

DB Cargo

The flow of steel blooms from British Steel at Scunthorpe to the rail-making plant at Hyange in France recommenced in early June after ceasing following the sale of the steelworks in February. The first train of return empty FIAs on June 8th was worked by Class 66 148 on 4E26 Dollands Moor - Scunthorpe RS, and is seen accessing the transfer line at Frodingham Junction. *Steve Thompson*



On June 30th, Class 66 019 gathers speed at Frodingham Jct. on 6D61 Roxby - Rossington waste empties after running round in Trent Yard. *Steve Thompson*

Presently the only working for a pair of DB Class 90s sees 90 019 and recently reinstated 90 034 approach Heamies Farm on May 29th with the 08:23 Mossend to Daventry. *Lee Stanford*





DB Cargo

On June 30th, the weedkiller made a return visit, socially-distancing of course. 3Z12 from Knottingley comprised MPV Nos. DR98905/ DR98955 top and tailed by Class 66 025 and 66 148 and is seen passing through Scunthorpe station on it's way to Frodingham Junction and then having a bit of a rest on the Up Goods. *Steve Thompson*

Class 66 136 passes Wilson's Farm crossing on June 2nd running light engine as the 14:47 Daventry International Raifreight Reception Rfd to Dollands Moor Sidings. *Derek Elston*

Class 66 140 passes the lime works at Melton Ross with the 10:21 Immingham to Drax loaded Biomass on June 24th. *Lee Stanford*







DB Cargo

Class 66 092 working the 11:29 Bow to Heck passes GBRf Class 66 715 awaiting its next duty in Doncaster Decoy Yard on June 23rd. *Lee Stanford*

DB Cargo

Class 66 150 climbs Hencote Bank on June 24th with the 6M86 10:45 Margam - Dee Marsh Reception Sidings.
Keith Davies

DC Rail

In fading light, Class 60 055 approaches Winwick Jct. on June 9th with the 16:09 Leicester Humberstone Road To Carlisle VQ empty wagons. *Lee Stanford*

Class 60 046 'William Wilberforce' caught in dreadful light but appearing to be in ex works condition thunders up Red Bank on 6Z60 Chaddesden Sidings - Carlisle Kingmoor on June 22nd. *Dave Harris*

Class 56 103 with the 6Z56 Willesden DC Rail Sidings to Cardiff (Canton Sidings) heads under Marston footbridge near Swindon on July 7th. *Ken Mumford*







Direct Rail Services

Class 88 008 and 68 001 pass Slindon on May 28th with the 6M63 Bridgewater - Crewe flask.
Keith Davies



Class 88 002 working the 4M27 08:48 Mossend - Daventry passes Heamies Farm on May 28th.
Phil Martin



Direct Rail Services

Looking an odd combination, Chiltern liveried Class 68 014 and EWS liveried 66 126, head the 12:22 Crewe Basford Hall to Bescot engineers train at Heamies Farm on a sunny May 29th.
Barry Longson

Direct Rail Services



Class 88 010 passes Standish on May 23rd hauling the 4M27 Mossend to Daventry intermodal. *John Sloane*

Class 88 002 ‘Prometheus’ passes Chorlton with the 06:48 Mossend to Daventry on June 2nd. *Lee Stanford*

Class66108workingthe6U7713:54Mountsourel - Crewe passes Slindon on May 28th.
Phil Martin





Direct Rail Services

The Sellafield to Heysham flasks seen on the curve between Hest Bank and Bare Lane hauled by Class 68 005 and 68 018. Getting this shot has been a difficult challenge for the photographer as the train only runs once a week and the day varies, sometimes it doesn't run and it can run early or late, plus the photographer has to be not at work. *Colin Kennington*

Class 66 434 passes Milton Malsor working the 4L48 13:51 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt) on June 1st.
Derek Elston

Class 37 407 and 37 401 haul a single flask through Waverton on June 3rd.
Brian Battersby







Direct Rail Services

On June 18th, the 6K05 Carlisle - Crewe engineers was hauled by TPE Class 68 029 and Chiltern 68 015, seen here at Pleasington in steady rain. *David Hollowood*



Direct Rail Services

On May 28th, Class 68 014 and 68 022 pass Heamies Farm working the 6G94 12:22 Crewe - Bescot.
Phil Martin

Direct Rail Services

Class 68 002 and 68 004 are seen at Bradley on June 6th with the Sellafield to Crewe nuclear flask train. *John Sloane*

Class 88 007 approaches Balshaw Lane Jct. on June 9th with the 4S44 Daventry to Mossend intermodal. *John Sloane*

Class 88 004 passes Bradley with the morning 4M27 working from Mossend to Daventry on June 16th. *John Sloane*







Direct Rail Services

Class66031workingthe6U7713:54Mountsorrel - Crewe loaded stone, heads past Slindon on June 2nd. *Keith Davies*



On long term hire to DRS, Class 66 031 is seen at Chorlton with the 08:59 Crewe to Mountsorrel on June 24th. *Lee Stanford*



Class 88 008 ‘Ariadne’ is just a few minutes into its long journey working the 4S44 12:16 Daventry International Railfreight Recep Fl to Mossend Down Yard as it passes Cathiron on June 4th. *Derek Elston*



Direct Rail Services

On June 2nd, Class 66 427 passes Slindon working the 6Z94 12:22 Crewe - Toton engineers. *Phil Martin*

Class 88 008 working the 4S44 12:16 Daventry - Mossend passes Slindon on June 2nd. *Phil Martin*

Class 66 108 working the 6L48 15:49 Garston car terminal - Dagenham Dock passes Slindon on June 2nd. *Phil Martin*







Direct Rail Services

Class 68 004 and 68 016 provide the power for the Heysham to Sellafield flasks on May 12th. The eagle eyed will notice that the train is not on the curve from Bare Lane, but on the main line. For reasons unknown, the train had gone via Lancaster. *Colin Kennington*

On May 12th, Class 88 006 hauls the 12:16 Daventry to Mossend intermodal through Hest Bank. *Colin Kennington*

On June 18th, the Carlisle to Crewe engineer's train was worked past Euxton by TPE liveried Class 68 029 with Chiltern liveried 68 015. *John Sloane*







Direct Rail Services

TPE liveried Class 68 020 ‘Reliance’ hauling a load of MOA open bogie wagons passes Mill Lane on 6K05 Carlisle - Crewe, May 20th. *Dave Harris*

Direct Rail Services

Heading north at Heamies Farm is Class 88 007 working the 12:16 Daventry to Mossend intermodal service. *Lee Stanford*

With Class 88 002 ‘Prometheus’ in charge and nearing journeys end, the 4M27 05:48 Mossend Down Yard to Daventry International Railfreight Recep Fl service passes Cathiron on June 4th. *Derek Elston*

Class 68 032 approaches Bradley on May 15th with a lightweight Carlisle to Crewe engineers train. John Sloane







East Midlands Railway

On May 31st, power car No. 43049 passes Attenborough with the 5B36 09:22 Derby Etches Park to Nottingham ECS. *Mark Pichowicz*

Power car No. 43089 passes Trowell Moor with the 1B41 09:35 Leeds to London St. Pancras via Nottingham service on May 31st.
Mark Pichowicz

On June 23rd, power car No. 43257 passes Normanton on Soar with the 1D48 15:34 London St. Pancras to Nottingham service. *Mark Pichowicz*







East Midlands Railway

On June 23rd, power car No. 43049 departs East Midlands Parkway with 1B58 15:45 Nottingham to London St. Pancras service. *Mark Pichowicz*

East Midlands Railway

HST power car No. 43058 passes Normanton on Soar working 1D53 16:34 London St. Pancras to Nottingham service. *Mark Pichowicz*

East Midlands liveried (and former South West trains operated) Class 158 889 adds a splash of colour as it passes Brocklesby Junction working the 07:42 Newark to Grimsby Town service on June 25th. *Lee Stanford*

Class 156 410 in the now obsolete EMT livery, but suiting the unit well, approaches Melton Ross working the 09:57 Newark to Grimsby service on May 31st. *Lee Stanford*







Freightliner

How much longer we will be able to enjoy the sight of pairs of 86s on liners is unknown but with the Anglian 90s now released they are on borrowed time. Class 86 639 and 86 612 pass a sunny Mill Meece on the evening of May 29th with the 11:13 Felixstowe North to Trafford Park service. *Lee Stanford*

Freightliner

Class 66 506 passes Heamies Farm on May 29th, with only a few miles to go before reaching its destination, while in charge of the 08:01 Felixstowe North to Crewe Basford Hall.
Barry Longson

Class 66 555 passes Chorlton on May 29th with the 09:31 Basford Hall to Southampton Freightliner service. *Jeff Nicholls*

On June 25th, Class 66 503 speeds through Acton Bridge with a Crewe bound liner.
Chris Cursley







Freightliner

On June 1st, Class 66 516 crosses Stockport viaduct working the 09:16 Bredbury RTS to Runcorn Folly Lane, while below the bus station is almost empty during the Covid pandemic.
Barry Longson

Freightliner

Every photographers nightmare! Class 86 639 and 86 604 approach Basford Hall with a Felixstowe to Garston service on June 2nd, just as a friendly Avanti Pendolino decides to gate crash the scene, some you win some you don't. At least it wasn't sunny! *Lee Stanford*

Freightliner provided a pair of Class 66 to work the 09:25 Southampton to Garston liner on a sunny May 29th. Here Class 66 594 and 66 547 pass Mill Meece running 20 mins early.
Barry Longson

The driver poses for the camera while he has charge of Class 86 637 and 86 639 working the 06:15 Trafford Park to Felixstowe North, passing Chorlton on a very warm June 25th.
Barry Longson







Freightliner

Class 66 619 passes the manned signal box at New Mills South Junction on June 2nd, while in charge of the 11:04 Hardendale to Tunstead empty box wagons. *Barry Longson*

Freightliner

A pair of Class 86s Nos. 86 612 and 86 638 are seen heading south at Stableford with the 05:00 Trafford Park to Felixstowe North container service. *Lee Stanford*

Class 66 506 passes Slindon on May 28th with the 4L92 14:03 Ditton - Felixstowe liner. *Phil Martin*

In a change from its normal duties working liners, pink Class 66 587 spent one day on the Manchester waste circuit. Here it is seen passing Ashley on May 13th with the 19:09 Northenden RTS to Runcorn Folly Lane. *Barry Longson*







Freightliner

Not a great many Class 86's have received the Powerhaul livery but a pair consisting of Class 86 637 and 86 622 were rostered to work the 05:00 Trafford Park to Felixstowe North on May 29th and are photographed at Chorlton, near Crewe. *Lee Stanford*

Freightliner

Class 66 614 crosses over the River Soar on May 29th working 13:18 West Thurrock to Tunstead cement empties. *Mark Pichowicz*

Freightliner

Class 66 525 with the 6K50 13:15 Toton - Crewe engineers passes Slindon on May 28th. *Phil Martin*

Class 66 537 hauling the 4M58 09:25 Southampton - Garston liner passes Slindon on May 28th. *Phil Martin*

After around 55 years service, the end is in sight for the Class 86 electrics. Here Nos. 86 609 and 86 608 are seen on the approach to Crewe on June 25th, with the 02:50 Felixstowe North to Garston liner. *Barry Longson*







Freightliner

Class 86 637 and 86 639 pass Mill Meece with the 4L97 06:15 Trafford Park Euro Terminal - Felixstowe North liner on June 25th.
Keith Davies

Class 66 597 working the 6K50 15:13 Toton - Crewe engineers passes Slindon on June 2nd.
Phil Martin

Class 66 543 gets underway through Chorlton on June 24th working the 09:31 Basford Hall to Southampton liner. *Lee Stanford*







Freightliner

Class 66 559 hauling the 4M61 13:00 Southampton - Trafford Park passes Slindon on May 28th. *Phil Martin*

Freightliner

Class 86 639 and 86 604 hauling the 4M87 11:13 Felixstowe - Trafford Park liner passes Slindon on May 28th.
Phil Martin

Freightliner

On May 27th, Class 66 614 passes Normanton on Soar with the 13:18 West Thurrock to Tunstead cement empties. *Mark Pichowicz*

Running some two hours early, the 11:04 Hardendale - Guide Bridge empty stone train passes the lush green fields of Red Bank on July 2nd. *Jeff Nicholls*

On July 2nd, Class 59 005 passes Bone Lane with the Whatley to Churchyard Sidings. *Michael Bennett*







Freightliner

Class 59 103 and 59 102 on the 7A17 Acton to Merehead are seen on Crofton Curve, June 23rd. *Michael Bennett*

Class 66 619 approaches Langley Mill on June 24th with 6M91 11:08 Theale to Hope. *Mark Pichowicz*

Class 66 564 on the Banbury Road to Whatley empties passes Bedwyn on June 23rd. *Michael Bennett*







Freightliner

Class 86 622 and 86 613 working the 4M87 Felixstowe - Trafford Park liner pass Searchlight Lane Jct. on June 24th. *Carl Grocott*

Freightliner

Class 66 559 and 66 516 pass Trowell Junction with the 6X04 13:54 High Marnham - March Whitemoor Yard on June 24th. *Mark Pichowicz*

Freightliner

Pictured through the man made gap in the fence at Winwick, Class 66 517 heads a five loco lash up, heading from Crewe Basford Hall to Carlisle, on May 30th. *Paul Senior*

Freightliner

The driver of Class 66 953 turns on the power as he pulls away from his booked stop at Basford Hall, while in charge of the 05:00 Trafford Park to Felixstowe North liner on June 25th.
Barry Longson

Class 86 614, leads 86 638 and 86 628 past Seachlight Lane Jct. on June 26th working the 4M87 Felixstowe - Trafford Park liner.
Carl Grocott

On June 23rd, Class 66 952 worked the Taunton to Reading track surveying run and is seen here passing Bedwyn on the return working.
Michael Bennett







Freightliner

Class 59 205 passes through Bedwyn with the Acton to Merehead empties on June 16th. *Michael Bennett*



Freightliner

Class 66 509 is seen near Bedwyn with a Whatley to Churchyard stone train on June 23rd.
Michael Bennett

Sunday mornings often sees lots of trains returning to base after overnight engineering work south of Lancaster, here is Class 66 546 with one such working passing Hest Bank.
Colin Kennington

Class 66 511 hauling the 4S41 Crewe - Barassie wagon move passes Moore on June 25th.
Mark Enderby







Freightliner

Class 66 529 hauling the 4M81 08:01 Felixstowe - Crewe passes Slindon on June 2nd. *Phil Martin*

On June 2nd, Class 66 585 passes Slindon working the 4M61 13:00 Southampton - Trafford Park liner. *Phil Martin*

Class 86 639 and 86 604 pass Mill Meece on June 2nd hauling the 4M45 02:50 Felixstowe - Garston FL terminal liner. *Phil Martin*







Freightliner

Under stormy skies, Class 66 610 is seen on Condover Bank with 6M39 15:36 Port Talbot Grange Sidings - Crewe Basford Hall, June 7th.
Keith Davies

Freightliner

Class 66 553 heads the 12:16 Lawley Street F.L.T. to London Gateway Freightliner service past Milton Malsor on June 1st. *Derek Elston*

Stored Class 70 008 and 90 015 stand in Basford Hall yard on June 24th awaiting an upturn in their fortunes. *Lee Stanford*

Class 66 621 passes Dorrington with the 6M39 15:36 Port Talbot Grange Sidings - Crewe Basford Hall on June 21st. *Keith Davies*







Freightliner

Class 86 607 and 86 632 pass Searchlight Lane with the 4M87 11:13 Felixstowe (N) FLT - Trafford Park Euro Terminal on June 25th. *Keith Davies*

On June 16th, Class 66 568 passes Kings Sutton with the 4M61 Southampton MCT - Trafford Park Euro Terminal. *Keith Davies*

Class 66 548 coasts downgrade at Milton Malsor working the 4M58 09:25 Southampton M.C.T. to Garston F.L.T. on June 1st. *Derek Elston*







Freightliner

With the power on, Class 66 550 passes Wilson's Farm crossing working 4M58 09:25 Southampton M.C.T. to Garston F.L.T. on June 2nd. *Derek Elston*

Veteran Class 86 locos can still be found on the WCML some 55 years after their introduction. Here Class 86 638 and 86 614 are seen leaving Basford Hall Yard with the 06:15 Trafford Park to Felixstowe passing the 1897 built Basford Hall Junction signal box, June 24th. *Lee Stanford*

Class 66 610 climbs Battlefield Bank with the 6M39 15:36 Port Talbot Grange Sidings - Crewe Basford Hall on June 14th. *Keith Davies*







GBRf

Class 66 761 arrives into Peak Forest on May 28th with the 15:29 Hope Street empty hoppers, passing sister loco 66 747 being loaded for departure.
Barry Longson

GBRf

Class 60 095 coasts down Vulcan Bank with 6E17 Liverpool Bulk Terminal - Drax power station loaded Biomass on May 30th. *Dave Harris*



Class 66 722 passes Kemps Eye, Shrewsbury with the 6V41 14:14 Penyffordd - Avonmouth loaded cement tanks. *Phil Martin*



A service that has become a little hit and miss recently, ran on June 25th as Class 66 738 leads the 06:06 Gloucester New Yard to Clitheroe empty cement tanks past Chorlton. (Class 66 771 was on the rear). *Barry Longson*



GBRf

Class 66 741 passes Walcot on May 14th with the 6M05 10:51 Tinsley - Coleham empty stone hoppers. *Phil Martin*



Class 66 760 hauling the 6M05 Tinsley - Coton Hill passes Oakengates on June 25th. *Carl Grocott*



Class 60 095 is seen at Audenshaw on May 31st working the 11:50 Drax to Liverpool Biomass terminal. *Lee Stanford*

GB Railfreight announce extra investment in Cambridgeshire properties and facilities



Despite the ongoing national and international disruption caused by the outbreak of COVID-19, GB Railfreight (GBRf) one of the UK's leading rail freight operators, has announced a series of investments into its existing facilities and properties in Cambridgeshire.

GB Railfreight is continuing to invest in its site at Maskew Avenue, in Peterborough where its state-of-the-art simulators are located. This announcement demonstrates the company's commitment to investing in the UK economy at this time of uncertainty. This follows recent upgrades at its March Up Yard site in late 2019.

Earlier this year the company announced a £3million investment in building a new control room, three classrooms, a board room and staff welfare facilities. The company is delivering further investment at the site including upgrades to the locomotive fuelling system that will improve performance and the safety of staff using it.

GB Railfreight has also been working with Balfour Beatty and Network Rail to enable works to go ahead to create new intermodal sidings.

Meanwhile, at the March Up Yard site, the business is starting to see the benefits of the investment it has put in over the last few months. Operations now include a wagon maintenance and stabling depot.

This development has significantly improved all of the Sibelco rail services. The Sibelco contract sees trains run out of Middletown Towers to Goole, Monk Bretton and Barnby Dunn – delivering sand to the northern region.

The depot at March is conveniently situated directly on the route to all of these destinations; making it an efficient and appropriate pit stop to undertake critical wagon maintenance on all of the Sibelco sets. This has saved many dead miles per flow from no longer having to trip everything back to Doncaster for the vital maintenance works that need to be carried out.

The strategic acquisition and subsequent development of March not only means we're improving the efficiency and simplicity of the service, but it is also a fuel saver and better for the environment due to reduced emissions.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is unveiling today a raft of improvements to its facilities in Cambridgeshire as a sign we are confident in the resilience of the British economy. These announcements will also have an impact on how we go forward as a business and we look forward to the next chapter for GBRf."

GBRf

Class 66 747 is seen at Chapel en le Frith on May 31st with the 15:29 Salford Hope Street to Peak Forest empty hoppers. *Lee Stanford*

GBRf



Class 66 709 in MSC livery passes Winwick Jct. on June 9th with the loaded 17:17 Liverpool to Drax Biomass working. *Lee Stanford*

GB Railfreight Announce lease of VTG Rail UK Ltd Wagons

GB Railfreight, the UK's third-largest rail freight operator, has announced it has signed a new multi million contract for the lease of an additional 52 Ecofret2® Intermodal wagons from VTG Rail UK Ltd, the UK's largest private wagon hire company. The news comes after GBRf recently announced the leasing of 32 Ecofret2® triple wagon sets, from VTG, which will enter service in 2020 and 2021. The deal highlights GB Railfreight's commitment to investment in the future of the Intermodal rail freight sector. Increasing the proportion of goods carried by rail has an important role to play in helping the UK to deliver on its decarbonisation agenda and rail freight will therefore play an important role in supporting a green recovery.

Ecofret wagons allow for more containers to be carried per train, leading to greater load efficiency, and reducing transport delays. The wagons also help to improve the spacing of containers reducing turbulence when trains are traveling at speed and reducing fuel consumption. All the new wagons will be manufactured in the UK, with operations and maintenance being managed by VTG's teams in Birmingham and Peterborough.

GBRf has been working with VTG for more than 10 years, and this announcement highlights the company's commitment to excellent customer service, ongoing investment in the market and continued support for UK plc.

The share of goods transported via rail freight has increased in recent years due to savings in harmful emissions from moving goods via rail rather than road.

The investment in these state of the art, British built wagons to be supplied by VTG, will help GBRf meet growing customer needs – employing the latest technology and further improving safety performance and reliability. The continued partnership will allow GBRf to focus on the growth of the Intermodal market, which blossomed in 2019 following the opening of new services from Solent Stevedores, Southampton, to Maritimes Terminal in Trafford, Manchester.

John Smith, Managing Director of GB Railfreight, said: "I am delighted to announce that we are continuing our relationship with VTG. Over the years, time and again we have been very pleased with their wagons and the improved levels of performance and capacity we can therefore offer our customers.

"VTG is leading the way in containerised transport and adding even more Ecofrets to our fleet is part of our continued growth plan. As a business, our goal is to offer the best possible service to our customers and we are investing heavily in the wagons which will enable us to expand our operations, whilst also providing the extra freight capacity the industry really needs.

"This announcement is also further evidence of the role GBRf and the rail freight industry as a whole will play to get the British economy back on its feet following the COVID-19 crisis. We will continue to do our bit to keep the economy on track."

Rob Brook, Head of Rail UK for the VTG Group, added: "VTG is thrilled to have been selected as the supplier of the next generation of container wagons for GB Railfreight and looks forward to providing them with the highest levels of service, efficiency and reliability.

Our longstanding relationship with GBRf has seen the introduction of numerous new wagons, each helping to support their expansion for more than a decade. We appreciate the trust they have placed in VTG by choosing us as their partner for this new chapter in their ongoing success story.

"As a leader in innovation, VTG has made further significant investments in the Ecofret design ensuring that the new Ecofret2® wagon will bring even greater in-service benefits than its ground-breaking predecessor. With its improved loading flexibility and brand new, track friendly bogie design, this new wagon builds on the efficiency benefits provided by the original Ecofret since its introduction seven years ago, and will help GBRf continue to meet the growing demands of the Intermodal market. As with all new VTG wagons, Ecofret2® will be fitted with our 'Connect' telematics system, part of the traigo platform, which allows users to subscribe to a range of GPS-based tracking and monitoring services"

GBRf

Class 66 765 with the 6M42 Avonmouth - Penyffordd empty cement tanks, passes the old junction for Oswestry at Gobowen on May 20th. *Phil Martin*

Class 66 761 rounds the curve at Winwick on May 13th in charge of the 12:30 Liverpool to Drax Biomass. *Barry Longson*

Class 66 780 in Cemex livery is seen shortly after passing Ashton Moss Jct. on June 9th with the loaded 09:54 Peak Forest to Salford Hope Street stone train. *Lee Stanford*







GBRf

Class 59 003 passes Dunbridge on the Westbury to Eastleigh engineers in its revised livery on June 25th. *Michael Bennett*

Class 66 780 ‘Cemex’ working 6M83 Tinsley Yard to Bardon Hill quarry with stone empties passes Moira West Junction on July 6th. *Stuart Hillis*

Class 66 737 approaches the rear of Brush Works with the 4Z28 Hotchley Hill - Drax gypsum train. *Steven Beesley*







GBRf

On May 24th, Class 66 765 is seen at Wistanstow hauling the 6V41 14:14 Penyffordd - Avonmouth loaded cement tanks. *Phil Martin*



Unique liveried Class 60 026 approaches Whitley Bridge with the 06:24 Tyne to Drax Biomass service. The dormant cooling towers of the closed Ferrybridge power station can be seen in the background on June 23rd. *Lee Stanford*

Class 66 765 passes Long Gardens with the 6V41 14:14 Penyfffordd Cement - Avonmouth Hanson Sidings on May 31st. *Keith Davies*

GB Railfreight unveils new sidings at Peterborough

GB Railfreight (GBRf) is set to start operations at its new intermodal sidings at Peterborough. The investment provides GBRf with much needed track capacity – which will be doubled – in order to facilitate the business' growing intermodal sector.

This is the first of four phases of works to have been completed on this site. GBRf are looking to develop this site further by completing alterations to existing sidings and install additional infrastructure to provide improved access to the East Coast Main Line, allowing GBRf to further increase the capacity of the site.

Other works planned at this location in the near future include a purpose-built wagon maintenance facility in order to support high levels of asset utilisation. The move will provide GB Railfreight with an improved and more efficient wagon maintenance capability along with improved facilities for their maintainers to operate from. This follows the announcement of a new multi million contract for the lease of an additional 52 Ecofret2® Intermodal wagons from VTG, Rail UK Ltd, the UK's largest private wagon hire company.

To meet increasing demand for rail freight, GBRf are also expanding operations by investing in new offices and training facilities. GBRf recently broke ground for their new office in Peterborough, with the work involving the demolition of existing temporary office buildings and construction of a new building to house a control room, three classrooms, a board room and staff welfare facilities. The training school will support GBRf's state-of-the-art class 66 simulators, which were unveiled in 2019.

The new intermodal sidings at Peterborough, were completed by MLP Railway Maintenance Ltd which enabled GBRf to finish them ahead of schedule and also within budget. This announcement demonstrates the company's commitment to investing in the rail freight sector and the UK economy as a whole at this time of uncertainty in light of the COVID-19 crisis.

John Smith, Managing Director of GB Railfreight, said: "I am absolutely delighted to be able to unveil the new intermodal sidings at Peterborough. The growth in Intermodal is demonstrative of GBRf's commitment to leading the way in what is one of the biggest changes in the freight industry's history, offering flexible and innovative door-to-door solutions that meet our customer's needs.

"In 2019 GBRf delivered not only growth but also consumer choice in the market with a further four Intermodal services from major deep-sea UK ports, bringing the total to 17 Intermodal services. Despite the current disruption due to COVID-19 we are committed to



delivering investment to support the growth of the rail freight sector, ensuring that rail freight can play its part in the economic recovery driven by environmentally sustainable investment."

Class 66 709 passes Meole Brace with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on June 28th. *Keith Davies*



GB Railfreight and CEMEX unveil new service from Dove Holes to Crawley

GB Railfreight (GBRf) and global building materials supplier CEMEX have unveiled a new service from Dove Holes Quarry, Buxton to Crawley.

This was the first train that has been operated by GBRf on the route to Crawley with products being conveyed on cut and shut aggregate hoppers that have been repurposed from coal hoppers. The train ran with 22 wagons and over 1,675 tonnes, exceeding previous deliveries to Crawley by approximately 350 tonnes, and arrived in Crawley on Saturday 18 April.

This is a further example of GB Railfreight continuing to operate during the ongoing COVID-19 outbreak. Once business as usual has resumed, the new service between Dove Holes and Crawley is expected to run once a week.

John Smith, Managing Director of GBRf, said:
"We are delighted to unveil this new route in partnership with CEMEX. We have a longstanding relationship and the new service, which is expected to run once a week once operations are back to normal is testament to the successful partnership we have forged."

"We are also absolutely committed to keeping Britain on track during the challenging times. GB Railfreight does not shy away from these moments and we are delighted to be doing our bit to keep the economy moving during the COVID-19 pandemic. We look forward to running more services in the coming weeks and months."

David Hart, CEMEX UK's Supply Chain Director, added:
"Our rail network is an important way for us to transport our materials around the country to where they are needed. The addition of this new route allows us to better serve our customers, while the increased capacity offers further sustainability benefits by taking trucks off the road and reducing congestion. We are pleased to partner with GBRf on this new service as they share our commitment to a safe and reliable operation."

GBRf

Class 66 720 passes Micheldever on June 27th with the 6G14 Eastleigh to Twickenham engineers train. *Michael Bennett*



Class 66 741 with the 6M05 10:51 Tinsley - Coton Hill Shrewsbury empty stone hoppers passes Walcot on May 18th. *Phil Martin*



Class 66 783 passes Micheldever on June 27th running very early with the 6G13 Ashford (Surrey) to Eastleigh engineers train. *Michael Bennett*



GBRf

Class 66 765 working the 6V41 Penyfford - Avonmouth passes Condover on May 31st.
Carl Grocott

GBRf

On the first occasion that it's run since lockdown, the Wembley to Irvine china clay train hauled by Class 66 702 grinds uphill past Standish on May 27th. *John Sloane*



Class 66 713 passes Mill Meece hauling the 4M21 03:10 Felixstowe - Trafford Park on June 2nd. *Phil Martin*



On July 5th, Class 66 771 'Amanda', with 66 720 on the rear, worked the 18:12 Eastleigh East Yard to Strawberry Hill welded rail engineers train past Andover. *David Lindsell*



GBRf

Class 66 709 passes Kempseye on June 21st with the 6V41 14:14 Penyfford Cement - Avonmouth Hanson Sidings. *Keith Davies*

Class 66 724 'Drax Power Station' powers past Wilson's Farm crossing working the 4M23 10:36 Felixstowe North GBRf to Hams Hall GBRf on June 2nd. *Derek Elston*

Class 66 779 'Evening Star' drifts down grade at Milton Malsor working the 4M46 12:05 London Gateway GBRf to Hams Hall GBRf on June 1st. *Derek Elston*







GBRf

A colourful collection of motive power was on view at Doncaster RMT on June 23rd where Class 66 783 'The Flying Dustman' and 66 720 were parked ahead of the line of stored Class 91s led by 91 118.
Lee Stanford

Grand Central

On June 26th Class 90 026 working 0Z91 Wembley - Crewe is seen passing Searchlight Lane Jct. *Carl Grocott*



Grand Central liveried Class 90 026 crosses the River Nene on the approach to Northampton working as 0Z90, the 08:34 Crewe T.M.D. (E) to Wembley InterCity Depot, June 1st.
Derek Elston



Class 90 026 working the 11:35 Crewe - Stafford - Crewe test run passes Heamies Farm on May 28th. *Phil Martin*



Greater Anglia

On June 23rd, Greater Anglia's Class 720 511 is about to depart Wickford on the Southend Victoria line. The unit was on test in its first week on 10-car operation. *Charlie Robbins*

Great Western Railway

On June 16th, Class 802 013 ‘Michael Eavis’ passes Bedwyn working the 1C82 London Paddington to Plymouth service.
Michael Bennett

Great Western Railway

Class 802 020, with new branding 'Thank You key workers' arrives at Plymouth working 1A84 London Paddington - Plymouth on July 6th. *Steve Andrews*

On July 3rd, NHS branded Class 802 020 passes Purton (Collins Lane) crossing with a Cheltenham to London Paddington working. Note the different branding on the other side/ end to the above photo. *Ken Mumford*



Great Western Railway

Class 802 016 works the 1C84 London Paddington to Plymouth service through Bedwyn on June 17th. *Michael Bennett*

On June 22nd, Class 91 119 passes Eaton Lane with the 1S27 17:30 London King's Cross to Edinburgh service. *Mark Pichowicz*

LNER

LNER SELECTS STARTUPS TO HELP SET NEW STANDARDS FOR RAIL TRAVEL

LNER will be working with five of the most innovative startups around the world to accelerate new projects to improve rail travel in the UK.

The accelerator projects are part of LNER's ground-breaking innovation programme, LNER FutureLabs. Startups were invited to pitch their pioneering ideas in three key areas; More Journeys, More Often, Personalised Customer Experience and Responsible Business.

Following two consecutive pitch days with startups from around the world – all held via Microsoft Teams – the panel selected five successful start-ups to take forward:

QikServe, from Edinburgh, will be using their experience of digital self-service technology to help deliver an 'at seat' personalised customer experience

Skignz, a global leader in augmented reality based in Middlesbrough, will be looking at how to create a personalised mapping and information experience for customers at and nearby LNER stations

iomob, based in Barcelona, will aim to encourage more people to travel by train through the use of technology that supports better mobility

Green City Solutions, from Berlin, will be working to provide clean air and healthy spaces for customers as part of LNER's Responsible Business plan

Sirenum will also be looking at the area of Responsible Business through advanced systems management from their headquarters in London.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "It was fantastic to hear from startups from as far away as North America and the Middle East about how they would apply their innovative approaches to the UK rail industry.

"There was tough competition, but we have selected five startups that will now move onto the next stage of the accelerator programme and to see some of the ideas start to come to life. They certainly have the potential to make a real difference to the lives of our customers, communities and colleagues."

From early June the five successful start-ups will receive unprecedented access to LNER's live operational environments and one-to-one mentoring from senior team members as they develop their proof of concepts.

A Demo Day will then be held in Central London in September.

To find out more about LNER FutureLabs, visit www.lnerfuturelabs.co.uk.

BETTER SIGNAL BETWEEN NEWCASTLE & EDINBURGH

London North Eastern Railway (LNER) has announced plans in partnership with mobile phone operator O2 to boost network coverage along a 45-mile stretch of the East Coast route between Newcastle and Edinburgh.

The boost to mobile coverage will not only benefit customers travelling onboard train services through the North East but also the many communities where limited or no signal currently exists in North Tyneside and Northumberland.

Planning permission for the first of up to 12 masts has been approved by Northumberland County Council with the final phase of the project seeing 5G available within Newcastle Central Station by summer 2021.

The pioneering partnership between LNER and O2 will also boost coverage from the current network of masts along the pilot area thanks to enhancements to existing signal levels. This will mean better connections for communities and customers of the LNER route.

David Horne, Managing Director of LNER, said: "We know how vital our connections are between the great towns and cities of the LNER route. We also know how vital mobile connectivity is for our customers so we're proud to be radically improving this for those who travel on our trains and also work and live along our route."

The location of the proposed new masts follows almost a year of extensive testing and planning to identify the optimum locations to provide 4G coverage and be 5G ready. The project will follow strict guidelines to ensure Government health and safety advice is followed.

Brendan O'Reilly, Chief Technology Officer of O2, said: "This is an important project for us as we seek to boost network coverage and capacity around the country. We've always looked to prioritise areas our customers need it the most, and upgrading busy transport hubs such as Newcastle Station will provide millions of customers with faster, more reliable network services."

LNER's new Azuma trains already offer the best WiFi yet on the route so this latest development will offer a boost for those relying on voice and data usage when travelling at speeds of over 100mph. The project will further improve the onboard WiFi experience and allow faster data streaming.

The project will culminate with 5G being available for customers using Newcastle Central Station.

Nick Forbes, Leader of Newcastle City Council, said: "I welcome this announcement from LNER and O2 that will significantly increase connectivity around Newcastle Central Station.

"Newcastle is a modern, diverse city which has always been at the cutting edge of new technologies. We know having excellent, modern digital infrastructure is the best way to support our many businesses, residents and visitors to make the most of everything we have to offer.

"Newcastle Central Station is a beautiful, iconic building that is a stunning gateway to our city and wider region. It's not only essential for providing connectivity with the rest of the UK, it's a major regional transport hub too. Having 5G connectivity will bring together our proud industrial past and our ambitions for the future.

"I am passionate about ensuring public transport across Newcastle and into our city is accessible, desirable and modern and this new programme of connectivity will help maintain this approach as the wider plans to transform our transport networks take shape."



Network Rail

Class 67 023 and 67 027 pass through a sunny Red Bank with 1Q26 Slateford (Edinburgh) - Crewe test train, replacing the HST set on May 27th.
Dave Harris

Network Rail

On June 9th, the regular NMT working from Derby RTC to Swansea is seen passing near Swindon.
Tom Blanpain



Network Rail

Class 37 218, with 37 401 at the rear, gets away from Bamber Bridge crossing with a Blackpool to Derby test working on May 22nd. *John Sloane*



Class 37 612 and 37 610 top'n'tail the 1Q55 Tyseley - Derby test train past Leaton on May 22nd. *Carl Grocott*





Network Rail

On June 9th, Class 37 218 and 37 407 top'n'tail a Derby - Carlisle test train through Moore. *Mark Enderby*



Network Rail

Network Rail's High Speed Measurement train speeds through a glorious morning at Red bank with power car No. 43062 'John Armitt' leading the set on 1Q26 Slateford - Derby, June 24th. *Dave Harris*

On June 18th, Class 67 023 and 67 027 pass Marston footbridge, near Swindon working 1Z22 running from Bristol to Birmingham via a roundabout route. *Ken Mumford*

Class 37 218 leads a Derby to Carlisle test train through Hest Bank on May12th, 37 423 was on the rear. *Colin Kennington*







Network Rail

On May 22nd, the 1Q55 14:56 Tyseley - Derby test train via Wrexham passes Gobowen with Class 37 612 leading. Inset: Class 37 610 leads the return from Wrexham. *Phil Martin*



Network Rail

On a very wet June 11th, Class 37 254 brings up the rear of the every-fourth Thursday Network Rail Measurements train from Crewe to Crewe via much of the north-west. The location is Woolston on the outskirts of Warrington and the leading DBSO was No. 9701. *Jeff Nicholls*



Class 97 303 leads the 6C41 Crewe - Panyffynnon loaded ballast near Baystan Hill, Shrewsbury on May 19th with 97 302 on the rear.
Phil Martin

Class 97 302 heads the return working to the above, Panyffynnon - Crewe empty ballast through a foggy Coleham on May 20th. Class 97 303 was on the rear. *Phil Martin*





Class 67 027 and 67 023 top'n'tail the 1Q20 07:30 Crewe - Newport - Crewe test train past The Oaks, Hadnall on May 22nd. *Phil Martin*

Network Rail

Class 37 219 pulls away from Thameshaven Jct. with an overhead line inspection train on the LTS railway. Class 37 175 was on the rear of this Ferme Park - Cambridge run on June 24th.
Charlie Robbins

Network Rail

Class 37 218 and 37 407 top'n'tail a Derby to Carlisle test train working, seen approaching Balshaw Lane Jct. on June 9th.
John Sloane



On June 27th, Colas ran a route-refresher from Derby RTC to Grimsby/Immingham and here is Class 37 610 arriving at Scunthorpe as 0Z85, to pick up the instructor driver.
Steve Thompson

Class 37 423 and 37 407 top'n'tail a Blackpool to Derby test train approaching Pleasington on June 19th. *John Sloane*





Network Rail

Class 67 027 and 67 023 top'n'tail a test train working vice the NMT, seen near Andover on July 2nd. *Michael Bennett*

Rail Operations Group

On May 29th, Class 37 800 passes Heamies Farm with overhauled Class 317 883 EMU in tow, working the 11:38 Kilmarnock Bonnyton depot to Ilford EMU depot. *Barry Longson*

Rail Operations Group

Class 37 800 hauls 317 883 past Bradley on its way from Kilmarnock to Ilford on May 29th.
John Sloane

Class 37 800 working the 5Q50 Kilmarnock - Ilford passes Casey Lane on June 20th. *Carl Grocott*

Rail Operations Group

On July 4th, Class 37 800 hauling two electric multiple units Nos. 315 817 and 315 836 on the 5Q60 Ilford (EMU) depot to Newport Docks (Sims)passes Marston footbridge. *Ken Mumford*

Class 47 813 passes Chinley on a sunny June 1st, hauling a TPE Mk5 set from temporary store, with the 10:16 Gascoigne Wood to Manchester International depot. *Barry Longson*

Class 37 884 makes its way north through Winwick hauling 317 339 from Ilford Depot to Kilmarnock, for refurbishment on June 8th. *Jeff Nicholls*







Rail Operations Group

On June 10th, having taken redundant rolling stock from from Ely in Cambridgeshire to a scrapyard in Newport (Gwent), Class 47 815 passes Marston footbridge heading back to Leicester. *Ken Mumford*



Class 47 813 passes Slindon on May 28th with a Leicester - Crewe light engine move.
Phil Martin



Rail Operations Group

Class 37 800 working the 5Q86 Long Marston - Eastleigh passes Shustoke on June 6th.
Carl Grocott

Rail Operations Group

On a very sunny June 20th, Class 37 800 passes onto the Up Slow line at Winwick with refurbished 317 340, heading from Andrew Barclay's works at Kilmarnock back to Ilford depot. *Jeff Nicholls*

Class 37 884 hauls 317 339 past Charnock Richard on its way from Ilford to Kilmarnock on June 8th. *John Sloane*

On June 9th, Class 37 884 hauls 317 348 past Balshaw Lane Jct. with a Kilmarnock to Ilford working. *John Sloane*





TransPennine Express

May 13th saw an ECS move of two TPE Nova 2 EMUs from Crewe Carriage Sidings to Preston Croft Street Sidings. Here Class 397 001 leads sister 397 007 past Winwick just as the sun dipped. *Barry Longson*



Transport for Wales

Class 158 821 working the 1D11 Birmingham International - Chester service passes the old Oswestry Jct. on May 20th. *Phil Martin*

Transport for Wales

Class 175 002 passes Wistanstow on May 24th with a Crewe - Cardiff Central service.
Phil Martin

On May 14th, Class 150 208 on a Wrexham - Shrewsbury ECS move passes Gobowen. The unit had been working on the Bidston branch .
Phil Martin

Class 158 821 and 158 830 pass Walcot on May 25th with a Birmingham International - Chester service. *Phil Martin*







Transport for Wales

Class 153 321 and 153 313 pass Dorrington with 2M39 15:39 Swansea - Shrewsbury service on June 21st. *Keith Davies*



Class 158 827 on a Chester - Shrewsbury service arrives at Gobowen on May 22nd.
Phil Martin



Class 175 114 on a Crewe - Cardiff Central working passes Kemps Eye, Shrewsbury on May 17th. *Phil Martin*



Units: DMUs and EMUs

Northern's Class 319 379 approaches Charnock Richard with a Liverpool to Blackpool working on May 27th.
John Sloane

Units: DMUs and EMUs

South Western Railway's Class 159 018 leads two other 159 units, all in SWR livery, away from the Grateley stop at 14:36 on June 8th with the 13:20 London Waterloo to Salisbury service. *David Lindsell*

On June 27th, Northern's Class 150 274 is seen at Scunthorpe working the all stations Doncaster service. *Steve Thompson*

Northern's Class 195 109 traverses Charnock Richard cutting on May 27th with a service to Manchester Airport. *John Sloane*







Units: DMUs and EMUs



London NorthWestern's Class 350 372 and 350 377 working a Liverpool Lime St. - Birmingham New St. service approach Acton Bridge on June 20th. *Brian Battersby*

Units: DMUs and EMUs

West Midlands Railway's Class 170 507 passes Walcott on May 4th with a Birmingham New St. - Shrewsbury stopping service.
Phil Martin



Northern's Class 195 109 heads for Manchester Airport past Hest Bank. The reduced lockdown services has resulted in far less variety than before at this location with all passenger trains being Pendolinos, 397s or 195s.
Colin Kennington



Class 195 123 passes Bradley on May 29th with a strengthened Blackpool to Liverpool service.
John Sloane



Units: DMUs and EMUs

South Western Railway's Class 158 883 working the Salisbury shuttle is seen calling at Dunbridge with just two passengers on board, June 25th. *Michael Bennett*

Northern's Class 319 379 passes Farington Curve Jct. with a Liverpool to Blackpool service on May 22nd. *John Sloane*

On May 15th, Northern's Class 195 114 passes Charnock Richard with a service to Manchester Airport. *John Sloane*







Units: DMUs and EMUs

“They’re back” Four pacer units Class 142 087, 142 065, 142 068 and 142 071 returned to Newton Heath for re-use with Northern and are seen passing Patricroft with the 09:14 ECS move from Heaton to Newton Heath. *Lee Stanford*



London NorthWestern’s Class 350 128 and 350 112 pass Cathiron, just North of Rugby working the 1U26 10:33 Crewe to London Euston service on June 4th. *Derek Elston*



On June 1st, London NorthWestern’s Class 350 120 leads 350 250 on 2N60 14:03 Northampton to London Euston service past Milton Malsor. *Derek Elston*



Units: DMUs and EMUs

A pair of Northern's Class 331s heads south past Farington Curve Jct. with a Preston to Hazel Grove working on May 22nd. *John Sloane*



National Rail



Track machine No. DR80201 running as 6U21 Stafford - Stafford passes Slindon on June 2nd.
Phil Martin

Getting ready for the new world of travel

GTR shares its top tips for those who need to head back onto the trains As people across the country begin to see the gradual ease to lockdown, the prospect of taking on the 'new world commute' for those who must travel by train, may seem a little daunting. While the advice is clear that people should still consider whether their journey is necessary and wear a face covering if travelling, inevitably many will be nervous about the prospect of heading onto public transport in the future.

Steve White, Chief Operating Officer at GTR says; "Throughout the Coronavirus lockdown, the teams at Southern, Thameslink and Great Northern have been working solidly to keep key workers moving and now, as restrictions ease, they are again working effortlessly to ensure the safety and wellbeing of all passengers. While we are doing our bit, we ask all our passengers to consider the safety of others and follow our top ten tips and where possible stagger their journey as much as possible to help everyone stay safe."

The teams at Southern, Great Northern and Thameslink hope that their top tips will reassure customers and help keep everyone safe.

GTR'S TOP TEN TIPS FOR TRAVELLING:

1.Do not travel if you feel unwell or have any symptoms of Covid-19
2.Please wear a face covering when you are travelling on the train and ensure you sanitise your hands before and after travelling
3.Use contactless payment as much as you can or switch to the Key smartcard – this means that you can avoid going to the ticket office and/or machines as much as possible
4.If you can, try and stagger your journey and avoid the morning and evening peaks
5.We're keeping our trains clean but every little action can help – how about using your elbow to open the door button to keep your hands clean
6.Please try to avoid eating and drinking on board – you're best to keep your face covering securely in place for your whole journey
7.When taking the escalator, please stand on the right, do not walk down on the left and leave a few steps in between yourself and the person in front to allow for a gap
8.Try boarding at the front or end of the train as there may be more space
9.Please do your best to keep your distance from other travellers, let's all help each other
10.To help keep you and everyone around you safe, follow social distancing guidance at stations and advice from our friendly station staff

Fares Advice *with RailUK*

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

3-point journey and breaks of journey

Q: I'm asking on behalf of a friend who is planning a multiple-point trip and trying to work out the best tickets to buy, taking account of permitted breaks of journey etc.

They want to travel, Glasgow to Oxford, Oxford to London and London to Glasgow with a few hours stop-off at York (so via ECML). They will be traveling with a bike with loaded panniers, which I don't think should present booking difficulties given how empty trains are at the moment, but means that they want to avoid changes as much as possible because of the need to remove panniers to use many train bike racks.

Our initial thought was to get an open return Glasgow-London, but we then realised that (if I understand correctly) you can't break your journey overnight? Another way would be to get that Glasgow-London return, use it as far as the last "reasonable route" point and then have another ticket from there to Oxford, ignoring the last part of the Glagow->London ticket. I imagine this is probably not allowed, but also unlikely to be noticed... Doing it all by Advances means two tickets for the return to allow the stop in York, since (again, if I understand right) you can't break journey with an Advance.

A: Unfortunately the railway rarely makes triangular journeys and/or those involving breaks of journeys easy or value for money! It doesn't fit into their model of point to point travel. You can break your journey overnight on any ticket that is valid for multiple days, unless the ticket specifically forbids break of journey. Off-Peak Returns are valid for 2 days on the outward portion (technically speaking until 4:29am on the third day), and so in theory this shouldn't present an issue. That said, the right to use an Off-Peak Return on the second/third day of validity is technically only where you are "unable to complete your journey", however you interpret that. But I don't think it at all unreasonable to break your journey at Oxford in this case.

On a journey as long as Glasgow to London I'd like to think the likelihood of having difficulties in exercising this right is rather lower than it would be for a shorter trip, though sadly no-one can guarantee it won't happen.

There is also a further issue inasmuch as the Glasgow to London Off-Peak Return has restriction code 5F. This forbids break of journey on the outward portion of that ticket, so all of the above would then be irrelevant anyway!

Your saving grace is that a Super Off-Peak Return from somewhere like Falkirk to London is also valid via all the same routes as Glasgow to London (including via Oxford), costs the same price (£151.50), and does permit break of journey. So I would just buy that instead. To preclude any issues I would buy that ticket online, getting an itinerary that shows validity down to Oxford (likely changing at "Glasgow" and Birmingham), with an overnight break of journey until the following day. A website like TrainSplit ought to accommodate that, by entering "must change" at Oxford, with an additional change time of say 99 minutes, in the advanced options. Glasgow-London is valid via Oxford, albeit some uninformed members of staff may try and claim it's not valid. Luckily they tend to be in the minority.

The bigger issue, I'd have thought, would be as above to do with the use on the second day of validity. TrainSplit might sell you a ticket involving a forced change at York with 99 minutes' additional change time. It may be cheaper to split anyway at York, and TrainSplit will show you all the options.

It would be easier to do this if you were breaking your return journey, rather than your outward journey. And yes anything reasonable (in the view of the person checking!) is not going to be questioned, but what matters is indeed what is permitted. Evidence of validity can be obtained in the form of a travel itinerary and/or reservations, as appropriate. I agree with others that the rail industry does not value your custom, but the vast majority of long distance trains are almost empty at the moment, so travelling is a generally a pleasurable experience right now (providing you can put up with masks, if you are not covered by an exemption, but let's not discuss that here!)

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!

Ella's art work thanking key workers to be displayed at rail stations

A 12-year old from Norwich has seen her art work displayed at rail stations in the region after winning Greater Anglia's poster competition to show support for key workers.

Ella Young's colourful picture featuring a rainbow, the Greater Anglia hare mascot, a train and the words 'Thank You Key Workers' was chosen from almost 200 other entries after it impressed the judges. Her work has been transformed into a poster which is displayed at rail stations. She also received £200 worth of Love2Shop vouchers, a first class family rail ticket (for later in the year), a Google cardboard Virtual Reality headset, a limited edition 100-piece jigsaw featuring Greater Anglia's hare mascot and a year's family membership to the Norfolk Wildlife Trust.





The runners up were named as Niya Archibald from London, Zunairah Saffdar from Hayes and Robbie Harris from Lowestoft. Greater Anglia asked the public to get involved in thanking key workers by designing a poster for display at its major stations following a well-received display of posters created by staff at Cambridge station.

The company's Commercial, Customer Services and Train Presentation Director, Martin Moran, said, "We received so many fantastic entries and the support and appreciation of all key workers really came through.

"It was lovely to see so many people wishing to join us in thanking NHS, our teams and all key workers, in many different roles, who are working tirelessly at this time to help others."

"Congratulations to Ella, whose work really stood out with its bold, bright colours and the way she brought together all the elements we'd asked for – the rainbow, our hare mascot and a thank you message – beautifully.

"We look forward to displaying her work and would like to thank everyone who took part. We were really impressed by the very high standard of all the entries."

The operator is also asking anyone who cannot avoid travelling by train to wear a face covering and this became compulsory from 15 June to help people travel safely.

A reduced timetable, similar to a Saturday service, but with additional services at the start and the end of the day to enable passengers to get to and from work is currently in operation.



National Rail

A pair of Network Rail tamping machines head away south from Balshaw Lane Jct. on June 9th.
John Sloane

Rail workers in East Anglia kept trains running well for those who needed them last month

Staff at Greater Anglia kept trains running reliably for passengers across East Anglia during May, with 95.7% of services running on time. The collective efforts of teams across the company, including drivers, conductors, station staff, cleaning teams, depot teams, fleet teams, control teams and back office teams, led to another period of high punctuality across the region, maintaining the positive trends of recent months. Greater Anglia increased the number of trains in its revised timetable from 18 May to help maintain social distancing on board, and is now operating a Saturday-style service.

Jamie Burles, Managing Director, Greater Anglia said:"I'm very grateful to everyone at Greater Anglia for delivering another very good period of performance, for everyone who has needed to travel during these challenging times. Our staff are key workers too and continue to play a vital role, day in, day out, in helping the region deal with the pandemic. We remain committed to providing the best possible service for anyone who needs to travel by train."

All routes saw very good performance with the individual route results for May. Punctuality on all routes was over 90%, with Ipswich to Felixstowe at 97.3%, Norwich to Cambridge services, 97.2%, London to Southend 97.0%, Norwich – London Intercity services, 95.5%, Ipswich to Lowestoft, 95.4%, Ipswich to Cambridge/Peterborough services, 95.1%, Stansted Express services at 92.4% and West Anglia services at 91.7%.

Punctuality figures have mostly been between 90% and 99% on routes across the network throughout the period while Greater Anglia has been running a revised service for key workers to get to work and back during lockdown. Additional services were reintroduced from 18 May, with an enhanced Saturday service on most routes, as the operator works inpartnership with Network Rail, Stadler, Siemens, the Department for Transport and the Rail Delivery Group to provide a reliable service for rail travellers in the East of England.

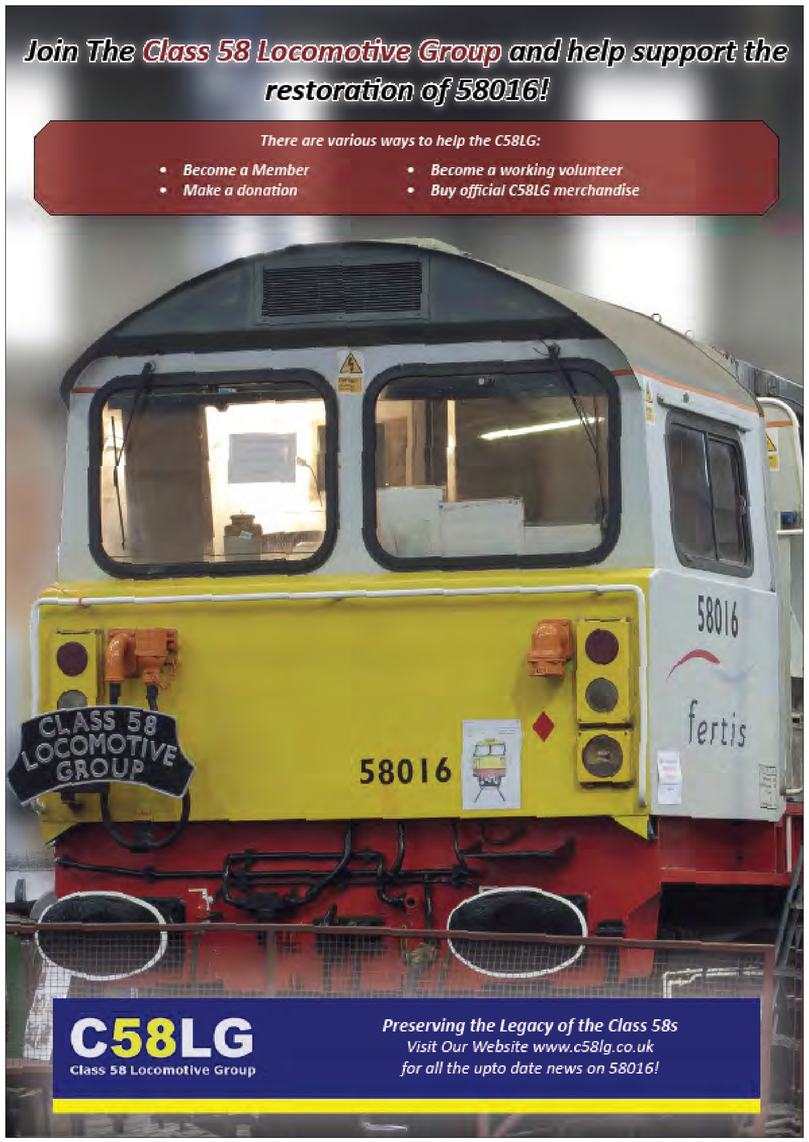
Greater Anglia will continue to monitor passenger numbers on a daily basis to ensure the revised timetable remains fit for purpose and, where appropriate and practical, adjust service capacity or frequency. The latest Government advice is to avoid public transport to keep trains and stations safe for those who do need to travel. The Government has also announced that, from Monday 15 June, it will become mandatory for anyone travelling on public transport to wear a face covering.

Greater Anglia has taken a range of measures to help staff and customers to socially distance, including floor markings, signs, and one-way and queuing systems.Customers are encouraged to buy their tickets online or via the Greater Anglia app or to use contactless payment at the station and to consider starting or finishing work earlier or later so journey times are staggered.

The company has stepped up cleaning of trains and stations, with particular attention to touch points, including push buttons, grab rails and door handles, and topping up of soap, water and toilet roll, to help prevent the spread of the virus.

Class 92 040 and 92 045 are seen flanked by parts of Class 319 444, 319 446 and 319 010 outside Brush Works, Loughborough. *Steven Beesley*





Major investment complete for historic viaduct on Cumbrian Coast line

Multi-million-pound work to improve an historic viaduct is now complete making journeys faster and more reliable for passengers and freight on the Cumbrian Coast line. Trains can once again travel the length of the Cumbrian coast line from June 29th, after an eight-day closure of the railway between Millom and Sellafield.
Wooden timbers and 600 metres of rail were renewed on the 18-span Eskmeals viaduct in a £2m investment as part of the Great North Rail Project. The work will improve journeys for both passenger and freight services between Carlisle and Barrow-in-Furness.

New track installed on the viaduct, which carries the railway over the River Esk estuary, means that precautionary speed restrictions for trains can now be lifted. The iconic 18-span viaduct was built in 1868 and still has its original wrought iron girders, which were strengthened in the 1920s, and its red sandstone piers which support the structure in the estuary itself.

Peter Luby, programme director at Network Rail, said: "Our teams have worked hard to ensure that this planned upgrade scheme could be completed as scheduled, providing passengers in Cumbria with faster and more reliable journeys. It's not easy working day and night in the middle of a Cumbrian estuary, and staff have had to contend with more challenges from the weather and the ongoing Covid-19 pandemic. I'm really proud of the team for completing the work successfully, and look forward to welcoming back passengers in Cumbria to a more reliable railway."

Chris Jackson, regional director at Northern, said: "We would like to thank Network Rail for completing this upgrade to the track along the historic Eskmeals viaduct as part of the Great North Rail Project. This vital work will improve the reliability and speed of our services along the Cumbrian coastline between Carlisle and Barrow-in-Furness. Our rail replacement buses have kept people on the move since the line was closed between Millom and Sellafield to carry out this work, but we're looking forward to, once again, operating trains between these stations."

While improvements were made to the viaduct structure, engineers also upgraded walkways and handrails, making future maintenance work easier and safer for railway staff.
Meanwhile, passengers should continue following Government guidelines around the use of public transport. Those who must travel should wear face coverings on their journey.



Pandemic doesn't stop Greater Anglia's new trains testing programme

Performance and safety tests on Greater Anglia's brand-new electric commuter trains are continuing – despite the coronavirus pandemic. There are now four Bombardier trains on the Greater Anglia network, but before they can go into passenger service, they have to undergo a series of safety and performance tests. Those tests have been continuing – with the new trains programme team taking advantage of a reduced passenger service due to the pandemic, which has made more time available on the network for test runs.

Ian McConnell, Greater Anglia franchise and programmes director said: "We have to test trains' equipment, such as the pantograph – which connects the train to the overhead wire to get power, doors, passenger information system and other on-board systems. We carry out checks to see how the trains interact with signals and overhead lines and we need to see how they perform at different speeds across the routes where they will be in passenger service. We're looking for any faults that might develop after the trains have put some miles on the clock as we want to make sure that once they're in service, they're as reliable as possible."

Will Tanner, Bombardier Transportation Communications Director said: "We can't wait to get these British-designed and -built trains into service, but state-of-the-art trains means it's even more important to test everything before passenger service begins. We and Greater Anglia are working as a team to make the most of the extra time available to us on their network."

Recent tests have included electromagnetic compatibility testing across the whole network – including Hertford East, Norwich, Southend, Cambridge and Ipswich – to check how the trains interact with signals and overhead lines.

Engineers have also been carrying out "shakedown" testing to check the general performance of the trains before starting formal "fault free running", when the trains have to go a requisite number of miles without any faults to get ready for passenger service.

Testing has also begun on two five-carriage trains coupled together into a ten-carriage train.

The Office for Rail and Road has now authorised the five-carriage trains as suitable for passenger service as either five or ten carriage trains, which is one of the necessary certifications that Greater Anglia needs to achieve, alongside the testing programme.

Greater Anglia's new Bombardier trains are due to go into passenger service later this year on commuter routes into London Liverpool Street from Essex, Hertfordshire, Cambridgeshire and Ipswich.

They are all longer than the trains they are replacing, with more seats, air conditioning, fast free wifi, improved passenger information screens, better accessibility features and bicycle spaces on each train.

The trains are significantly lighter than previous trains and feature regenerative braking which delivers energy back into the electrical supply network rather than wasting the energy, through heat, as is the case with conventional systems.



London Victoria takes aim at hitting 85% recycling target

Britain's second busiest railway station has started a trial aiming to recycle 85% of all waste created on the site.

Network Rail's London Victoria is working with train operators and waste specialist The Green Block, to take the number one spot for recycling on Britain's railway with a six-month trial.

A unit set up at the station will take all contaminated rubbish from across the site, including from; trains, public bins, retailers and offices, and segregate it, wash it, compact it, bale it, weigh it, electronically tag it and then store it ready for collection and recycling.

The aim is to recycle 85% of the waste generated by the station and its users.

Nicole Cohen-Wray, stations director for Network Rail Southern region, said: "We're really excited about this trial and this is a big opportunity to reduce our environmental footprint. All scheduled trains that use our station are electric, but we know it's not enough just to provide environmentally-friendly transport – that would be too easy! We're doing everything we can with our colleagues at Southeastern and GTR to make our station sustainable, and a green ambassador for the railway."

Adam Williams, co-founder and head of transformation for The Green Block, said: "We are absolutely delighted to be supporting Network Rail in this innovative management of waste trial. The project has been planned for many months and seeing the project rolled out at one of the largest transportation hubs within the UK, is a fantastic achievement. Together we are going to change the culture and behaviours towards the management and recycling of waste."

An example of the 'journey' waste will take at London Victoria:

A plastic bottle is purchased from a retail shelf and the contents are consumed, leaving an empty plastic bottle as waste.

The plastic bottle is disposed of in a bin

Bins are emptied and transferred to the Mobile Segregation Unit (MSU) for manual segregation.

The plastic bottle is cleaned, baled, weighed and secured in preparation for collection.

Plastic waste bales are collected and transported to a recycling partner.

The plastic is then shredded, washed, melted and reshaped, before being sold to a plastic bottle manufacturer.

The used plastic bottle is once again a plastic bottle.

The trial began on Sunday, 28 June, and continues until December. The results will then be evaluated to see how much waste at Victoria has been recycled.



National Rail



Class 90 034 and 90 019 pass Euxton on June 3rd with the 4M25 Mossend to Daventry intermodal.
John Sloane

Green light for Newcastle Central Station

Multi-million-pound improvements that will change the face of Newcastle's historic Central Station have taken a major step forward. Last year Newcastle City Council and partners announced plans to open-up access to the Victorian station, improve traffic flows in front, accommodate more passengers and change taxi pick-up points and short stay parking. Residents, taxi drivers and Historic England were consulted. Now planners have given the green light for the works to begin after granting Listed Building Consent in this, the station's, 170th year.

One in the west which will take passengers from Central Parkway into the station to a new concourse, and a second at the front of the station on Neville Street where a car rental business is currently located. On January 20th Cabinet approved a revised development framework that gives developers guidance on investing in the Forth Yards area south west of the station. That could lead to a new a multi-storey car park, office space and up to 2,500 homes on the 22-hectare site.

Welcoming the Listed Building Consent, Cabinet Member for Employment and Culture, Cllr Ged Bell, said: "This is great news for the city. Newcastle Central Station is the gateway to the region. With rising passenger numbers, we need to ensure it offers a pleasant experience while playing its part to help the city recover and grow after the pandemic. The new entrances will open the station up to the wider area – Stephenson Quarter, and the Forth Yards area that will be the city's next big development site providing quality homes with views of the river.

By improving traffic flows at the front of the station we hope to cut carbon emissions, helping the city become carbon-zero by 2030 and tackling climate change. Central Station was opened by Queen Victoria and is a Grade I listed building. Although some demolition will be required, opening it up will expose original features that have been hidden away for years and will take the building back to the way it looked in 1850."

Claire Ansley, Director of Customer Experience at LNER, who manages the station, said: "We are pleased that the plans to enhance Newcastle Central Station have been approved. The enhancements we're making will help make the station more accessible from the surrounding areas and provide an even warmer welcome to the thousands of people travelling to and from the city every day."

Paul McKeown, Investment Director for Network Rail, said: "This is a fantastic project and receiving listed building consent brings us one step closer to realising these improvements. We're delighted to be a part of this vital scheme and will continue to work closely with both Newcastle City Council and LNER on these improvements, which will open up the station and make it more pleasant for passengers."

With Listed Building Consent now granted it's expected work on site will begin later in the year.

175-year-old hillside tunnel repaired from the air

A helicopter has been used to repair a historic Victorian railway tunnel that takes passenger trains between Clitheroe and Manchester through a hillside in Darwen, Lancashire.

As part of Sough tunnel's charm, it has two shaft turrets that protrude out of the Darwen moors. They help release air pressure created inside by moving diesel trains, maintaining air quality for passengers and preventing damage to the walls inside.

Being unable to access the land surrounding the site on the ground, as part of a £150,000 Great North Rail Project investment, Network Rail looked to the skies to solve the problem. A specialist helicopter team transported five tonnes of bricks and materials to build a new 2.6m diameter metallic grille on top of the shafts.

Mark E Smith, scheme project manager at Network Rail: "As part of our putting passengers first programme, we've invested £150,000 to make Sough Tunnel safer and reliable for trains carrying East Lancashire residents between Clitheroe and Manchester via Blackburn and Darwen.

"While we were unable to access the site from the surrounding fields, we used a helicopter to help complete the safety repairs.

"It proved a cost-effective solution as we did not have to pay any landowner costs and, with the wet weather we have experienced, meant there was much less damage to the local area building access roads for heavy goods vehicles."

Senior contracts manager, Alistair Weir, at J Murphy & Sons, the engineering contractor which carried out the work, said: "It was a great collaborative team effort and we are delighted to use our skills to play our part in keeping Sough Tunnel safe and reliable."

Sough Tunnel is approximately 1842 metres long. Originally the shaft turrets were used as an outlet for steam trains. Today, they play a vital role releasing the air pressure through the 175 year old tunnel caused by trains as they pass through.

The new brickwork inside the shaft turret and grille will keep the structure safer from trespass and help keep trains punctual and reliable.



Work started in February 2020 and completed this Spring. There was no disruption to services while work was carried out.

National Rail



Class 88 009 'Diana' approaches Euxton Jct. with the 12:16 Daventry - Mossend on July 1st. *John Balaam*

Loco Fleet List Ten

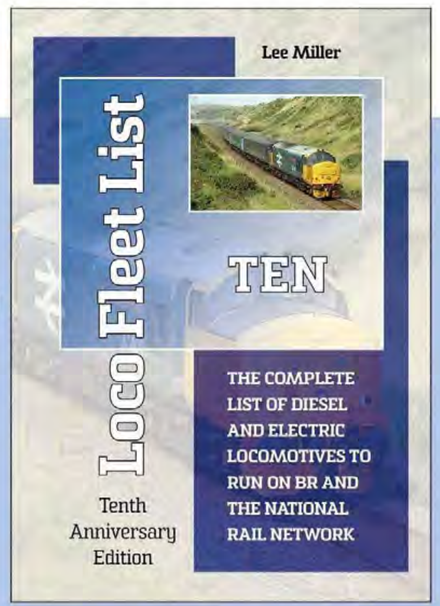
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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.

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





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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

Contract signing kick-starts a cleaner, brighter future for Bristol passengers

Rail passengers are set to see the historic Bristol Temple Meads brought back to its former glory with a huge restoration programme getting underway this summer.

Network Rail's plans have reached an important milestone with the signing of Taziker as primary contractor in a three-year refurbishment of the famous Victorian roof on the city's oldest station.

In the wake of the coronavirus crisis, the £24 million contract is good news for the economy with around 75 full-time workers expected onsite at the peak of the project.

Taziker has also committed to creating apprenticeships for local people; offering a unique opportunity to work alongside experts with experience on other heritage landmarks including Brunel's Clifton Suspension Bridge in Bristol and the Royal Albert Bridge in Plymouth.

As well as refreshing the roof for a cleaner, brighter experience for passengers, work on the Grade I listed structure will protect it from further deterioration for future generations. It will involve extensive metal and woodwork repairs and the complete re-glazing of the roof and canopies. This is the first major refurbishment of the station roof in over 25 years; due for completion in 2023.

The project is part of a wider programme of railway upgrades in the area to improve reliability, capacity and the overall passenger experience.

This includes the remodelling of a crucial junction just outside the station; a complete rewire of the station's electrical system, and in collaboration with West of England Combined Authority the creation of a new station entrance which will offer access to a new university of Bristol campus and the east of the city.

Mike Gallop, Western Route Director, Network Rail, said: "This is a great moment for Bristol and the whole West of England as we will be providing a brighter station for passengers, worthy of the original creator, Isambard Kingdom Brunel. We're ambitious about our plans for the railway in the city, and this is just the first step in providing a world-class station to enable more people to get to their jobs and encouraging more investment in the area."

Marvin Rees, Mayor of Bristol, said: "I'm really pleased that Temple Meads will be renovated while we look forward to future expansion of an eastern entrance. This is a much-needed step forward in the enhancement of the station and a significant boost for Bristol during this really difficult time. The Council is working to improve the transport network in Bristol for pedestrians and cyclists, and we're pushing ahead with the Bus Deal to make it easier for residents in Bristol to travel safely and sustainably. Making improvements to Temple Meads feeds into Bristol's ambitions for cleaner air and carbon neutrality. We're grateful for the progress that has been made so far and look forward to seeing the final improvements to a symbol of Bristol's past and future transport network."

Tom Nicotra, Business Development Director, Taziker said: "We are thrilled to have the opportunity to work on another of Brunel's masterpieces and have experience working on landmarks including Bristol's iconic Clifton Suspension bridge and the Royal Albert bridge in Plymouth. We understand the special place that these pieces of infrastructure hold in the hearts of local communities. They represent a gateway to the history of the area and a living place of the city's heritage. We look forward to restoring this fantastic piece of Victorian engineering."

Nina Howe, Passenger Manager, Transport Focus said: "Passengers will welcome this investment in Bristol Temple Meads station. We know their satisfaction with the station had improved, but it was still lagging behind other major stations including Paddington and Reading. The refurbishment of the roof will go a long way to improve the overall environment for passengers. Network Rail and train operators will need to keep any disruption during the work to a minimum with visible, helpful staff on hand to provide support."

New West Midlands training facilities help develop future railway signallers

New training facilities have opened in the West Midlands to train railway staff to keep the rail network running safely.

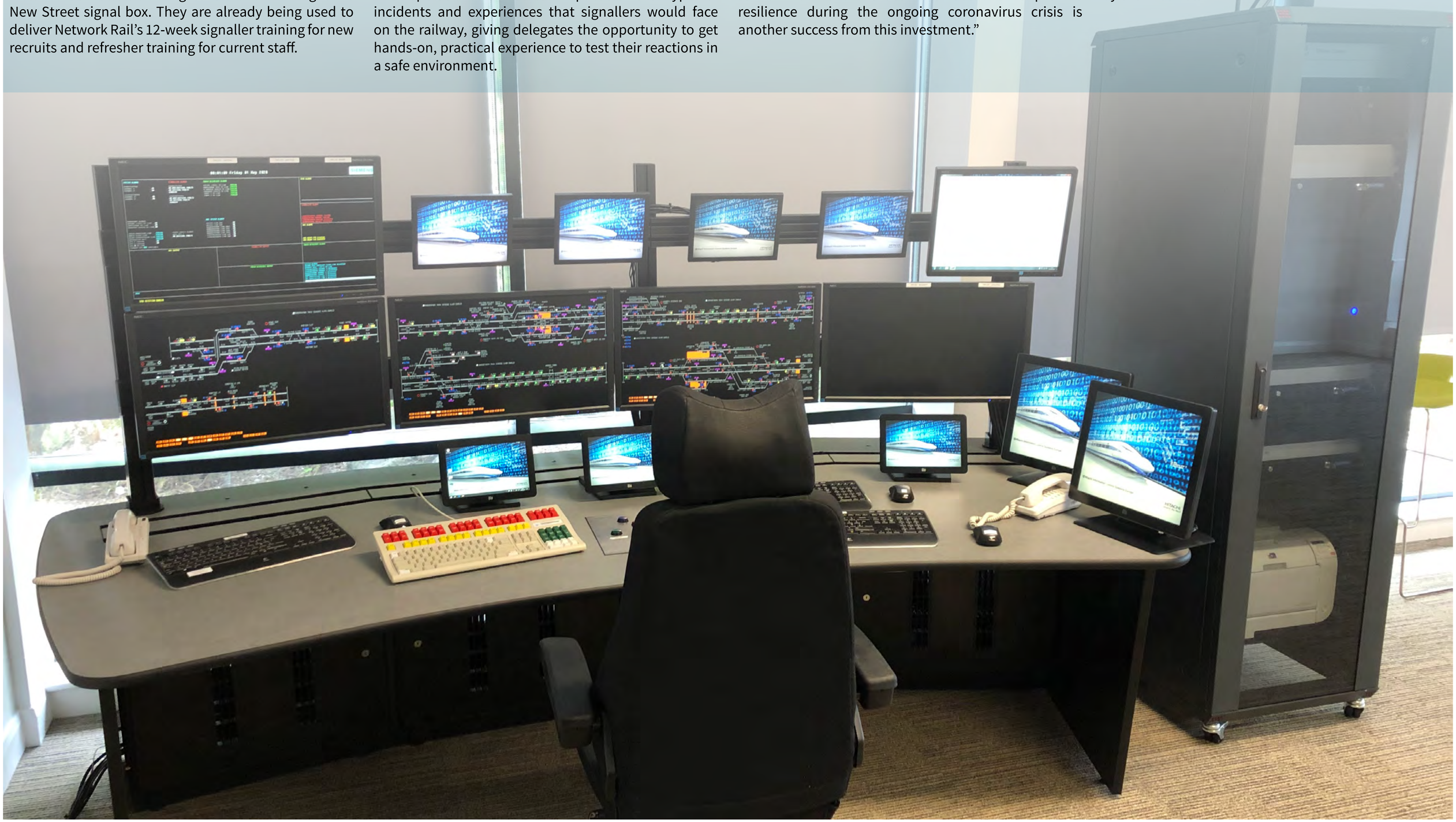
The signalling simulators, which reflect real-life scenarios faced on the railway every day, have been installed at Walsall training centre and Birmingham's New Street signal box. They are already being used to deliver Network Rail's 12-week signaller training for new recruits and refresher training for current staff.

The facilities in Network Rail's North West and Central region were completed ahead of schedule to increase the region's signaller resilience during the COVID-19 pandemic, working with Hitachi Information Control Systems (HICSE).

The operational simulator replicates the type of incidents and experiences that signallers would face on the railway, giving delegates the opportunity to get hands-on, practical experience to test their reactions in a safe environment.

Martin Colmey, head of operations for Central route, said: "This is an invaluable facility which will train hundreds of future signallers who will help to keep the railway safe and operational for millions of passengers in future.
The simulator means our trainees can learn everything they need to know to confidently run the railway in a safe environment. The fact we can use it now to provide resilience during the ongoing coronavirus crisis is another success from this investment."

Tim Gray, Managing Director of HICSE said: "I am really pleased that Hitachi have been able to help Network Rail in keeping the UK railways running for key workers and freight customers and to provide a new training facility for future resilience. This was as brilliant collaboration and I'm grateful for the dedication and innovation shown by the HICSE staff who were involved"



National Rail



Colas Rail tamping machine No. DR73936 ambles passed Cathiron running as 6J02 11:05 Bletchley CE Sidings to Walsall Tamper Sidings on June 4th. *Derek Elston*



Class 66 765 passes Bayston Hill on June 14th with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*

Trains delayed after vandals throw debris onto tracks near Southampton



Network Rail has condemned vandals who delayed essential workers by throwing a metal light case onto electrified tracks in Southampton.

The company has given details of the incident to the British Transport Police (BTP) which caused damage to a train and delayed passengers who were travelling to Southampton on Sunday 7 June.

The driver of the 16:42 South Western Railway train to Southampton reported hitting an object on the tracks in the St Denys area of the city at 17:35.

The item, which is believed to be a lamp case from an external spotlight was thrown onto the track. It caused damage to the train's shoegear which supplies power to the train and delayed 22 subsequent trains for almost nine and a half hours.

The incident, which was caught on CCTV, is being investigated by BTP. Anyone with information is advised to contact BTP through the 61016 text service or freephone 0800 405040 quoting incident reference 281 of 07/06/20.

Mark Killick, route director at Network Rail Wessex, said: "This reckless act caused delays to passengers – many of whom are critical workers – and damage to the railway and train. Fortunately, no one was injured. I would urge anyone with information to come forward and contact the British Transport Police."

Inspector Andy Jackson from the British Transport Police who is embedded on the Wessex route, said: "This is a mindless act of vandalism by the persons involved, resulting in damage to the tracks and the train and passengers being trapped on trains.

"Obstructing a train by either throwing or placing objects on the line is a very serious offence carrying a maximum of two years in prison. We'll review CCTV of the incident and will actively pursue those responsible to ensure they are held accountable for their actions."

Network Rail works closely with the British Transport Police to keep the railway secure and vandals and trespassers and will be prosecuted. Trespassing on the railway is illegal, so when Network Rail are notified of trespassers, all trains in the area are stopped to ensure that everyone is kept safe.

The public can also help to keep the railway safe by contacting Network Rail's 24-hour helpline on 03457 114141 if they spot something unsafe.

National Rail



Royal Mail units Class 325 002, 325 006 and 325 009 speed through Mill Meece with the 16:21 Willesden PRDC to Shieldmuir on May 29th.
Lee Stanford

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Plans submitted to help protect vital rail link to the south west



Network Rail has submitted plans to Teignbridge District Council for the remainder of the new £80m Dawlish sea wall which will help protect the vital rail artery to the south west from rising sea levels and extreme weather for the next 100 years.

Work on the first section of the wall, at Marine Parade, is expected to be completed this summer. Plans for section two, which will run for 415 metres between Coastguards and Colonnade breakwaters, have now been submitted, allowing the public to view and comment on the plans before a decision is made.

As well as protecting the future of the railway for generations to come the local community will also benefit from a new accessible footbridge at the station and a wider safer promenade which retains the views of the coast – a feature that the area is famous for.

Network Rail has submitted the plans for prior approval under its permitted development rights while Listed Building Consent is also being sought from the council as the work is physically attached to the Grade II listed Dawlish station. Both submissions can be viewed on the council's website.

Mike Gallop, Network Rail's Western route director, said: "We have been working tirelessly to protect this vital rail artery for Devon and Cornwall while considering the impact of our work on the local community. We can see from the work progressing at Marine Parade that the new sea wall is doing its job – returning the waves to the sea and reducing the amount of water and spray reaching the tracks. Building the second section between Coastguards and Colonnade breakwaters will complete the £80m project the Government has funded to provide resilience for the railway through Dawlish."

Cllr Andrea Davis, chair of the Peninsula Rail Task Force, said: Protecting this line and making it resilient has been the number one priority for the task force ever since we started, following the damage by storms in 2014. We are absolutely committed to ensuring that our network can withstand the weather and ensure people can travel across the peninsula safely and reliably.

"We're pleased to support the planning application as a result. We recognise that there are sensitivities around the proposals, but we are keen to work with the local community to ensure their concerns are addressed, whilst balancing the needs of the wider peninsula."

National Rail



The Network Rail Measurement HST passes over the River Loughor on the Pontarddulais Viaduct on the Swansea District line.
Andy Pratt

Iconic Tay Bridge is having sleepers renewed

Work is now underway to replace more than 1,200 sleepers located on the Tay Bridge, the longest railway structure in Scotland. This project, which will be ongoing until September, is designed to extend the life of the track and is being delivered in a way which minimises the disruption for passengers. It represents an investment of more than £500,000 to improve the resilience and reliability of the line for passengers.

One in three sleepers including base-plates and Pandrol clips - which hold the tracks onto the sleepers - are being replaced and ballast below renewed and re-packed. This will deliver improvements to the stability and extend the lifespan of the track. It represents an investment of more than £500,000 to improve the resilience and reliability of the two-mile-long structure and follows on from the £75m restoration of the bridge's metalwork completed in 2017.

Some of the sleeper's base plates date back to the early 1960's and the timber sleepers are now at the end of their natural life having been open to the elements and the impacts of the salty air in this exposed coastal location. It equates to circa 60 tonnes of sleepers being installed and an equivalent amount of redundant material and spoil being removed from the bridge over the period of the project. This approach being taken delivers a balance between maintaining the track to ensure it is fit for the volume of traffic travelling over the bridge while avoiding disruption to passenger services on the busy East Coast Mainline.

Grant Ritchie, Network Rail's works delivery manager delivering the Tay Bridge re-sleepering project said, "We work every night to keep the railway open and running efficiently for key workers and essential journeys. Projects like this will benefit even more passengers when lock-down is lifted and we begin to move towards a new kind of normal.

Any project on an historic and iconic structure like the Tay Bridge is always a pleasure but it presents its own problems due to its unique design and location. Being open to the elements over the Firth of Tay is unpredictable in itself even when the work is during the summer months.

Working in a confined location, such as on a bridge, also presents a logistical challenge in normal times but we now have the additional element of ensuring physical distancing, where possible. To do this we are following best advice, using additional protective equipment and learning new ways of working that will help keep everyone safe and let us get the job done."

Shocking picture captures the moment a child was left on tracks as worrying stats show surge in people risking their lives at level crossings

Network Rail and British Transport Police are concerned at the dramatic increase in the number of people risking their lives at level crossings after a surge in people not using them correctly.

The worrying trend includes on the Marlow branch line where 16 people have risked their life since March 23, an increase of 433% on the same period last year, with seven of those resulting in people almost being hit by a train.

One of the most shocking incidents took place on May 24 at Little Marlow, Buckinghamshire where a small child in a pushchair was left in the middle of the tracks just so the irresponsible adult with them could take a picture.

Another image at the same level crossing shows someone kneeling on the track while holding a dog, again so a picture could be taken.

Meanwhile a few miles away at Mill Lane level crossing, footage shows two people almost walk out in front of a moving train before rushing back to safety.

The warning for people not to risk their life comes as the number of services on the railway are starting to be increased with trains on some lines travelling up to 125mph with a stopping distance of more than a mile.

Mike Gallop, Network Rail's Western route director, said: "It is shocking to see people unnecessarily risk their life and it is happening too often. When people lose their lives through not using level crossings correctly it's tragic, not only for the families involved but also the drivers, passengers and wider communities. We strongly urge people using crossings, to stop, look, listen and stay alive."

Darren Burridge, British Transport Police embedded inspector said: "Thousands of people use level crossings safely across the rail network each year. To do this it is essential that users take the time to stop, look and listen at the crossing, follow any guidance on the signage, avoid distractions and in particular, at Mill Lane, allow yourself plenty of time to cross avoiding going lineside while a train is in view."

Rob Beveridge, ORR lead for footpath crossings on the Western Route said: "Great Britain's level crossings, although among the safest in Europe, still pose a significant safety risk to the public. Since lockdown, we've become aware of an increase in the number of near miss incidents at level crossings on this line and we urge the public to stay safe, follow the directions on the signs, and get clear."



Ian Aston, Network Rail's level crossing manager, said: "While it's understandable that people want to get out of the house after having been locked down for so long, it's really important that safety doesn't go out the window. Since lockdown began, there have been four times as many incidents along the Marlow branch line compared to the same time last year, so it's vital that users pay attention, obey the signs and take extra care when crossing the railway to prevent more near misses, or worse, serious injury or death."

National Rail



On June 25th, MPVs Nos. DR98003 and DR98004 pass Chorlton on a driver training run from Crewe TMD (E) to Rugby. *Barry Longson*

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Gresley P2s

Did you know that there was a nickname for the rebuilt Gresley P2s - it was Baby Blinkers because they did not have full-sized smoke deflectors.

Also that these rebuilt Gresley P2s were said to be 'light on their feet' One day No. 60505 'Thane of Fife' was hauling a heavy express bound for the North on a grey damp day. When the 'right away' was received on 60505's footplate, the driver opened the regulator causing the wheels to start slipping; but the diver was unable to close the regulator resulting in those wheels continuing to slip for over a minute! The result was a towering column of steam and smoke with rails under those wheels starting to glow red.
Eventually the driver regained control and the wheels stop slipping. So, at the second attempt, that train pulled quietly away. Looking at the section of track where the slipping took place there were six flats on the rails - one wonders what the thoughts were of the Permanent Way staff responsible for that section of track?

VAT or NO VAT - that is the question!

VAT was 'introduced' in 1973 and there was an interesting case involving the Cliff Railway between Lynton and Lynmouth whose actual company name is 'The Lynton and Lynmouth Lift Company'. The case revolved around whether the means of travel was a railway or a lift. If it was a railway then it 'attracted' VAT; if it was a lift then there was no VAT to be paid.

Royal Train haulage

The Wellington to Craven Arms line closed on 31st December 1951 and with the last service over the line was Her Majesty the Queen on her first visit to Wales on 23rd October 1952. The Royal Train was hauled by GWR locomotives No. 7030 'Cranbrook Castle' and 7036 'Ogmore Castle.'

World War 2

Station nameboards were painted over to confuse possible invaders; it also proved a problem to some travellers!
The first example of troops travelling by train seems to have been on the Liverpool & Manchester Railway soon after its 1830 opening.
In the American Civil War both sides in that conflict used railways to move troops around the country.
To defend Vienna in 1849, Austrian, Prussian and Russian forces were moved by train.

46202 - Turbomotive

The loco entered service in 1935 and had smoke deflectors fitted in 1939. William Stanier decided to construct his third 'Princess' 4-6-2 as a non- condensing turbine locomotive after a visit to Sweden in 1932. Turbine gear was supplied by Metro-Vickers, but failed in 1950 and it was decided to rebuild the loco as a conventional 4-cylinder pacific after it had been stored out of use awaiting a decision on its future. It entered service in its rebuilt form in August 1952 but it differed from others in its class by having its nameplates - Princess Anne - fixed over the leading wheel splasher rather than the middle splasher as on other members of it class. Seven weeks after entering service 46202 was wrecked in a disastrous double collision at Harrow & Wealdstone on October 8th 1952 - the second worst accident in British railway history.
This locomotive ran emitting a musical note which increased in pitch as speed increased - this earned it a second nickname Gracie Fields. Why? Because - she sings as she goes.

A Different View

On May 28th, Class 66 747 is seen passing the old station building at Peak Forest, which now acts as the local DB signing on point.
Barry Longson

A Different View

An ‘O’ gauge model of Ivatt 2-6-2T No. 41229. *Jeff Nicholls*

Class 66 779 ‘Evening Star’ crosses the River Nene at Kingsthorpe working the 4M46 12:05 London Gateway GBRf to Hams Hall GBRf intermodal on June 2nd. *Derek Elston*

Preserved Railways

FULL STEAM AHEAD WITH NEW BOILERS FOR AN ‘HEIR AND A SPARE’

2007 PRINCE OF WALES
Building Britain's Most Powerful Steam Locomotive

One year on significant progress made on two new boilers for Prince of Wales and Tornado. The A1 Steam Locomotive Trust - the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado and is currently building Britain’s most powerful steam locomotive No. 2007 Prince of Wales - is delighted to announce that significant progress has been made on its two new boilers.

In June 2019 the Trust placed a £1m order with Dampflokwerk Meiningen (Steam Locomotive Works Meiningen), a workshop of the Deutsche Bahn (the German Federal Railway) for two new Diagram 118 boilers for its two new steam locomotives. The order is to supply the boiler for new Gresley class P2 No. 2007 Prince of Wales, currently under construction at Darlington Locomotive Works, and a ‘spare’ boiler for use on both No. 2007 and No. 60163 Tornado, which has completed its first decade of operations since completion in 2008. This order will enable the Trust to rotate the three identical boilers over its two locomotives, with two operational boilers and one ‘spare’ undergoing overhaul at any one time. DB Meiningen delivered Tornado’s original boiler in July 2006.

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

One year on from the announcement of the £1m order and following the approval of the updated design by notified body TüV Sud, DB Meiningen is making good progress with major components for the boilers, including: the boiler barrel sections have been rolled and welded, including the thickened sections where the domes are located; the dome covers have been pressed & machined; the firebox tube plates have been drilled; the foundation ring sections have been forged & the foundation rings welded together; and a full set of superheater elements has been completed and is ready for delivery.



The Trust is using a variety of fundraising methods to support the procurement of the two new boilers in line with its policy of hypothecating the funding of each locomotive. The funding of the boiler for new Gresley class P2 No. 2007 Prince of Wales and its contribution to the ‘spare’ boiler is coming from The Boiler Club which was launched in October 2016 to raise £600,000 plus Gift Aid from 300 supporters each donating £2,000 in up to 40 payments. To date, over 190 supporters have subscribed to The Boiler Club pledging around £460,000 including Gift Aid. The funding of Peppercorn class A1 No. 60163 Tornado’s contribution to the ‘spare’ boiler has come from extending its ‘I © 60163’ fundraising campaign. Additional funding for the ‘spare’ boiler will also come from recent legacies to the Trust.

Graeme Bunker-James, Commercial Director, The A1 Steam Locomotive Trust, commented: “We are delighted with the progress being made by DB Meiningen on our two new boilers. With all the major pressings produced and boiler barrel sections rolled we now have a kit of parts ready to start the assembly of the first boiler’s firebox shell and boiler barrel. The decision to procure two new boilers – one for the ‘heir’ Prince of Wales and the second a ‘spare’ for both No. 2007 and Tornado – is a major strategic move by The A1 Steam Locomotive Trust and fulfils a long-held desire to have three boilers for our two locomotives in order to reduce their time out of traffic during overhauls and act as an insurance policy. Having a ‘spare’ boiler will greatly assist with the delivery of regular itinerary tours and ensure that we are a reliable provider of locomotives to our customers as well as our direct passengers. The start of construction of the boiler for No. 2007 Prince of Wales is the next major milestone in the project to build Britain’s most powerful steam locomotive and its delivery in 2021 keeps the project on-track for completion within the next three years. The Trust was only able to make such a bold move due to the loyalty and generosity of its supporters of both locomotives. We therefore urge those not yet on-board to join us as a ‘price of a pint of beer a week’ covenantor, to either locomotive, or as a member of The Boiler Club for Prince of Wales.”

Photos:
Below – Conical boiler barrel sections for Tornado & Prince of Wales. ©Christopher Wörfel, DBM - A1SLT

Right: Firebox tubeplates for Tornado and Prince of Wales. ©Christopher Wörfel, DBM - A1SLT



Preserved Railways

MOTION'S ELEVEN! 11 PLACES LEFT IN THE MOTION CLUB!

Machining of the first heavy motion for Britain's most powerful steam locomotive gets underway

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that the machining of its first heavy motion has commenced only six years after its launch. The fundraising campaign to raise the £210,000 needed to pay for the manufacture of the heavy motion has also made good progress, with almost £197,000 already pledged by 164 supporters.

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

Despite the impact of COVID-19, progress on the construction of our new Gresley class P2 'Mikado' continues to move forward rapidly. The engine has reached the condition where it is recognisably a P2 and the structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works. Construction and assembly work continues on all fronts, including boiler, wheelsets, tender frames, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design. Our fundraising is also moving forward well. The monthly 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted over 930 Covenantors. Our Dedicated Donation scheme has raised over £400,000; The Boiler Club has already recruited over 190 people of its 300 members target; The Mikado Club and The Cylinder Club are now closed having reached their targets and together raised over £375,000; and The Founders Club had a target of 100 members but thanks to the early enthusiasm of our supporters we recruited over 360 members. The Tender Club has already over 65 members just one year from launch and The Pony (Truck) Club – only launched in mid-April – has already passed its 20 members initial target. However, The Motion Club – launched in April 2018 - has still yet to reach its 175 members target, with 11 places remaining to be filled!

Altogether this means that almost £2.5m has been spent, almost £3.0m raised and almost £3.75m pledged of the required £5m to complete No. 2007 Prince of Wales within the next three years, if Gift Aid is included. However, to succeed we must raise at least £700,000 every year – a figure we are yet to achieve.

The work involved in manufacturing the motion includes:

- Redesign of coupling and connecting rods to use modern material as pre-war nickel chrome steel alloy proved prone to fracture
- Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes
- Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER 'Pacifics' to big-end failure
- Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap
- CNC machining of all rods
- Manufacture of oil box lids, coupling rod knuckle pins, nuts & washers and bearing bush keys
- Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes
- Machining and white metalling of bearing bushes
- Fitting oil box tops
- Assembly of bearing bushes to rods
- Polishing rods.

In May 2018, the Trust placed a £181,000 order with Stephenson (Engineering) Ltd of Atherton, Manchester for the heavy motion. The order included the forging, machining and heat treatment of the nine heavy motion rods – intermediate coupling rod LH/RH, trailing coupling rod LH/RH, leading coupling rod LH/RH, outside connecting rod LH/RH and the inside connecting rod assembly (including strap, gluts and strap nuts and washers) – and the combined piston and rod.

In April 2018, we launched a new appeal to raise the funds to manufacture the motion for No. 2007 Prince of Wales. The Motion Club was established with the aim of raising £210,000 from 175 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. The appeal started well and in just seven weeks it had already reached over a quarter of its target. Within three months, we had recruited over 140 members, with around £170,000 pledged. However, more than two years after launch, we have yet to achieve our target of recruiting 175 members of The Motion Club.

In return for supporting this appeal, special benefits for members of The Motion Club include:

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Motion Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special supporters' day with Tornado
- Special limited-edition version (signed/numbered) of Stuart Black's drawing of No. 2007 Prince of Wales.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch six years ago. With almost £2.5m spent, almost £3.0m donated and almost £3.75m pledged to-date – almost 75% of the required £5m - we remain on-track for completion within three years. However, to maintain this progress we need to raise £700,000 per year and we are now seeking to recruit the last 11 members of The Motion Club in order to complete the funding for the heavy motion.

Unfortunately, a lack of resources at our supplier has been compounded by the social distancing requirements of working during the COVID-19 pandemic. This has prevented the forging of further heavy motion beyond the four coupling rods, which have since been heat treated. However, machining of the first coupling rod is now underway and we anticipate Stephenson (Engineering) Ltd delivering the heavy motion over the next year as each rod takes around 100 hours to machine. We are following Government guidelines with regards to COVID-19 and, whilst our office-based staff are now working from home, our workshop staff are continuing to work at Darlington Locomotive Works where they are taking all necessary precautions. However, as many of our supporters and volunteers are from vulnerable groups, the Works is currently closed to non-essential staff."

Photograph: No. 2007 Coupling rod on straddle milling machine ©Robert Stephenson, Stephenson (Engineering) Ltd/A1SLT



Preserved Railways

NEW FUND-RAISING VIDEOS SHOW COMMUNITY SUPPORT FOR HERITAGE RAILWAY WHOSE SURVIVAL IS ON A KNIFE EDGE



Dedicated Swanage volunteers have produced two new fund-raising videos giving a revealing insight into the devastating effect of the Covid-19 pandemic on the award-winning heritage railway – as well as showing the strong level of community support and the work required to keep the line maintained during its shutdown.

The popular preserved railway in Dorset's Isle of Purbeck carries more than 200,000 passengers a year the five and a half miles between Norden, Corfe Castle, Harman's Cross and Swanage and contributes more than £15 million a year to the local economy.

Swanage Railway Trust chairman Gavin Johns said: "Taking 40 years to rebuild and reconnect with the national railway network near Wareham, the Swanage Railway is facing financial jeopardy and is engaged in the most critical fight in its history – the survival of the heritage line is on a knife edge."

"Unlike never before, the public's help and support is absolutely crucial if the Swanage Railway's £360,000 'Save Our Service' appeal target is to be achieved by the Autumn," added Mr Johns who is also a volunteer signalman on the heritage railway.

Filmed observing social distancing, and in two 15-minute parts – 'Survival on a Knife Edge' and 'Standing Together' – the new online video demonstrates the strong level of community support for the heritage line's vital battle for survival and is viewable on YouTube, Facebook, Twitter and Instagram.

South Dorset MP Richard Drax said: "If this line went, I dread to imagine how many businesses would be affected, particularly in the hospitality area. It would be catastrophic."

Mayor of Swanage Mike Bonfield said: "The railway is a big organisation in Swanage but we have many others and we need to pull together to protect the things we have for our visitors and locals alike and this is not just for Swanage, it's for the whole Purbeck area."

Swanage Town Council tourism committee chair Caroline Finch explained: "I would like to see us all come together and really help Swanage Railway out of this crisis. I think we need to put minds and hearts together and look at different ways of helping."

Gavin Johns explained: "Our staff and volunteers desperately need support and are imploring the public to donate to our 'Save Our Service' appeal and share the Swanage Railway's plea to spread the message. The Swanage Railway – and its place in the Purbeck community – needs saving now. In line with the Government's guidance, the Swanage Railway has been closed for since Thursday, 19 March, 2020, and that has left it without valuable income. Even when services can eventually restart, social distancing measures will keep its customers safe but restrict its earnings and increase the railway's financial challenges."

"Our new two behind the scenes videos help the public to understand some of the hidden costs behind mothballing a steam railway and illustrate just how much the Swanage Railway means to the Purbeck community – why it's so vital for people do as much as they can to help ensure its existence," added Mr Johns.



After being launched on Wednesday, 25 March, 2020, the Swanage Railway's 'Save Our Service' appeal had raised £188,078 by Wednesday, 10 June, 2020, and is half way towards the target of £360,000.

Gavin Johns explained: "To keep the railway in a care and maintenance state costs £46,000 a month, its overheads having been reduced as much as possible with nearly all the 46 paid full and part-time staff having been furloughed and a skeleton staff carrying out vital maintenance work.

"Normally, it costs £200,000 a month to run the Swanage Railway and by the end of June its train services would have brought in £1.1 million so the railway is at a significant loss without that passenger revenue.

"That's why donations offer such a vital lifeline to help its recovery for the benefit of the Isle of Purbeck economy," added Mr Johns.

To increase public awareness and boost the 'Save Our Service' appeal, two large banners with the message 'Purbeck's Railway needs your help to survive – go to saveourservice.co.uk' are being put up at Swanage station and at Corfe Castle.

The Swanage Railway Trust 'Save Our Service' website, at saveourservice.co.uk, has also been re-designed.

'Survival on a Knife Edge' and 'Standing Together' can be viewed on the Swanage Railway's YouTube channel, on social media at Facebook @swanagerailway, on Twitter @swanrail, on Instagram @swanagerailwayofficial and on YouTube at SwanageRailwayOfficial.

To make a donation, visit www.saveourservice.co.uk for PayPal or www.swanagerailwaytrust.org/giving for details about bank transfers and cheques along with Gift Aid that can further boost your donation by per cent.

You can also text SOS to 70470 to donate £10 which costs £10 plus a standard rate message. Any whole amount between £1 and £20 can be donated – for example, texting SOS 4 equates to a £4 donation plus the cost of a standard rate message.

Photos: Left - Caroline Finch Swanage Town Council tourism committee chair and Right - Swanage Railway chairman Gavin Johns. Both © Andrew PM Wright

Preserved Railways

CARE & MAINTENANCE WORK ON THE SWANAGE RAILWAY WHILST CLOSED

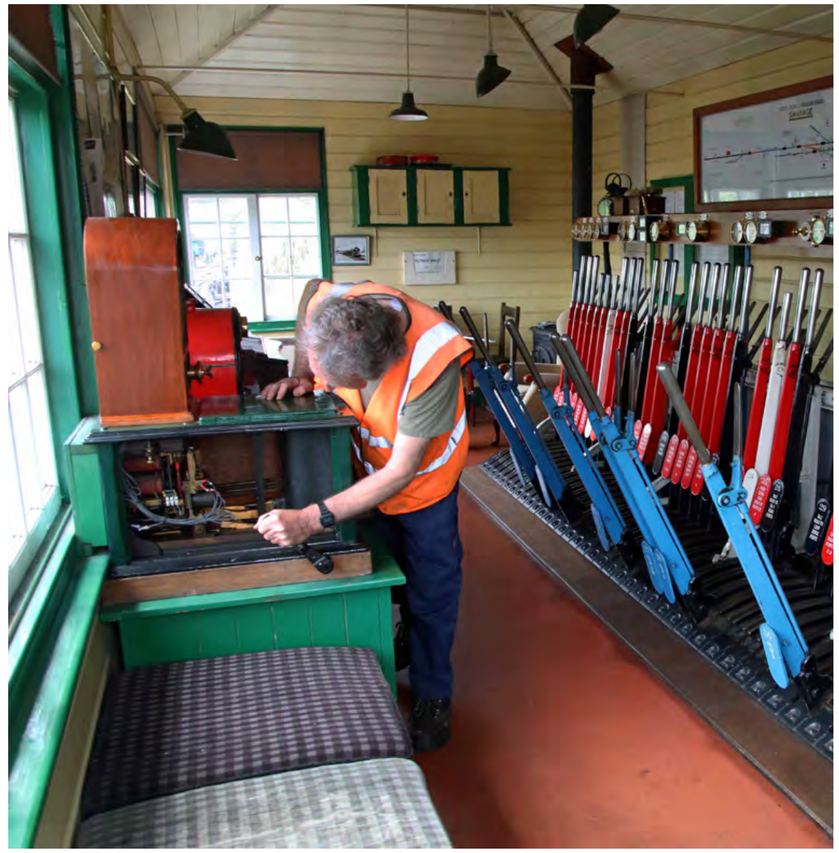












Some photographs from early June showing care and maintenance work being carried out on the Swanage Railway in Dorset while it is closed to the public.

All Photos © Andrew PM Wright

Preserved Railways

ONE LUMP OR TWO?
The Aln Valley Railway launch appeal to stockpile coal for 2021!

The Aln Valley Railway has launched an appeal to secure coal on the railway until the end of 2021.

The 'One Lump or Two?' appeal aims to raise around £10,000 by supporters funding a JCB bucket full of coal for £30.00. The Aln Valley Railway is conscious that their current local supply of coal, which comes from Shotton Opencast, will not be available after this summer and plans to open another local Opencast have not yet been confirmed. The planning permission to open Highthorn Opencast has not yet been approved and so the railway wants to stockpile the coal it can locally source now, in order to look at the best options for coal supply going forward.

The Aln Valley Railway has made tremendous progress and the beginning of 2020 was set to see the opening of the new platform at Greenrigg (postponed due to COVID-19) – a significant step for the railway! Plans are also in place to look at extending the volunteer workspace. Not too many years ago, the site that Lionheart Station is on was just a field! It is now an operating heritage line with around 10,000 visitors a year, this number growing year on year.

Richard Maughan, Operations Manager, Aln Valley Railway commented: "We are all too well aware of the limitations we will face with coal supply, by launching this "One Lump or Two?" scheme we are securing coal for the 2021 season giving us a bit of breathing space to see what happens with our local Opencasts.

"We really do like using local coal as it is supporting our local economy!

"We would like to thank you in advance for supporting us with this scheme"

You can find further details of this scheme at www.alnvalleyrailway.co.uk. For more information on how you can fund a bucket of coal, please email coal@alnvalleyrailway.co.uk or write to the Aln Valley Railway Trust, Lionheart Railway Station, Lionheart Enterprise Park, Alnwick Northumberland NE66 2EZ.



Preserved Railways

Keighley and Worth Valley Railway



Class 144 022 is seen stored outside the station at Keighley, June 6th. *Michael Lynam*

Plenty of Class 144s still lined up at Keighley, seen looking towards the station on June 6th. *Michael Lynam*



Class 144 012 and 144 017 are seen stored within the station at Keighley. *Michael Lynam*



Preserved Railways

HISTORIC STEAM LOCOMOTIVE 'SIR KEITH PARK' WILL ARRIVE AT THE SPA VALLEY RAILWAY LATER THIS YEAR



In partnership with Southern Locomotives Limited, The Spa Valley Railway is delighted to announce that the re-built Bulleid Light Pacific No. 34053 'Sir Keith Park' is to move to Tunbridge Wells West later this year. The move will initially be for undercover storage during the Winter months with a view to coming into steam at the railway in late 2020 or early 2021!

Built in January 1947 at Brighton Works, the 4-6-2 will be the first 'Bulleid Pacific' and the largest steam engine to visit the restored Spa Valley Railway since the end of Southern Steam in July 1967. 'Sir Keith Parks' will take up residence in the only remaining London, Brighton & South Coast Railway Engine Shed still in use for its intended purpose, 75F.

34053 was named on 19th September 1947 by Air Vice Marshal Park and the move of the locomotive to Tunbridge Wells in Kent coincides with the 80th anniversary of the Battle of Britain, fought in the skies over Britain including Kent, between July and October 1940.

Promoted to the rank of Air Vice Marshal, Keith Park became Commander of 11 Group RAF in April 1940, 11 Group being responsible for the fighter defence of London and Southeast England. He became known as the 'Defender of London' and during the Battle of Britain his command faced the brunt of the attack from the Luftwaffe.

In March 1966, 34053 was withdrawn from active service and like many steam locomotives went to Barry Scrapyard, South Wales, before being bought privately in 1979. Leaving Barry Island in 1984, the locomotive was then purchased by Southern Locomotives Limited in 2000 and was progressively restored by a dedicated team between 2000 and 2012. The locomotive first steamed in public service at the Severn Valley Railway in August 2012.

Jonnie Pay, Commercial Manager says "We were thrilled to receive a request from Southern Locomotive Limited to bring 'Sir Keith Park' to the Spa Valley Railway, initially for Winter storage but will also see time in active service, it didn't take us long to make our minds up! I very much look forward to seeing the Bulleid in action, especially on a route that was often frequented by this glamorous machine back in the days of steam.

Being able to host a Battle of Britain class locomotive is certainly an achievement and shows our continued dedication to the future of steam at the Spa Valley Railway."

Matt Dives, Steam Engineering Assistant says: "When I was approached by one of our volunteers, who is also a shareholder of Southern Locomotives, about the prospect of bringing a Bulleid Pacific to 75F to Spa Valley Railway, I immediately contacted the rest of the Management Team to discuss this exciting prospect. Following on from the visit of BR Standard 4MT 80078 earlier this year, the arrival of 'Sir Keith Park' will certainly be a huge motivational boost for the dedicated team of volunteers that work in the shed, especially after the recent lengthy period of downtime. Everyone is very excited and I hope our visitors will be too!"

The Spa Valley Railway would like to express its gratitude to Southern Locomotives Limited for approaching the railway and offering 34053 to us. The move of the Bulleid from Tyseley (where it is currently) will take place following some repair work and a steam test. The road move to Tunbridge Wells West is being privately funded away from the Spa Valley Railway and will not impact on any finances of the Kent based heritage line.

34053 WILL steam at Tunbridge Wells West and operate on Spa Valley Railway passenger trains following a period of crew familiarisation once the railway has re-opened following the COVID-19 period of closure. You may well therefore see 'Sir Keith Park' operating up and down through the High Weald prior to entering public service!

Photo: Sir Keith Park. © Matt Dives

Preserved Railways

Cambrian Heritage Railways

The arrival at Gobowen of former Northern ‘Pacer’ units Class 144 006 and 144 007 for use on the Cambrian Heritage line at Oswestry.
Phil Martin







From the Archives

During the Crewe Remodelling of the mid 1980s, one of the reprieved Class 40s, No. 40 135, heads south through Winwick Quay on August 8th 1985 with a train of track panels. *Jeff Nicholls*

From the Archives

A GNER Eurostar speeds into Newark on a service from Leeds to London Kings Cross on August 5th 2003. *John Sloane*



From the Archives

Class 307 130 is seen at Leeds working an all station stopper to Doncaster. *Derek Elston*



From the Archives

In the days of shunters, a line comprising Class 08 919, 08 870, 08 543, 08 434, 08 492, 08 389, 08 678, 08 749 and 08 783 stands at Tinsley depot on June 1st 1986. *John Sloane*

From the Archives

Class 37 068 and 37 065 climb Hencote Bank with the 6M58 SO Cardiff Tidal - Dee Marsh Yard on May 16th 1992.
Keith Davies

From the Archives

Class 45 148 is seen slowly passing along the Dawlish sea wall bringing more happy holidaymakers to the South West on August 28th 1982. *Lee Stanford*

Class 47 004 'Old Oak Common' is seen at Toton during an open day on August 30th 1998. *Brian Battersby*

Class 40 No. D200 heads towards Wigan Wallgate on its way to Southport for ecs duties on September 14th 1986. *John Sloane*







From the Archives

A Class 142 heads towards Miles Platting with an Oldham line service on April 26th 1986. *John Sloane*



From the Archives



Class 47 019 stands on the jacks at Tinsley TMD on April 27th 1994. *Brian Battersby*



Class 50 036 fresh from overhaul, stands gleaming outside Doncaster Works, during an open day on May 4th 1986. *Brian Hewertson*



LMS Jubilee Class No. 5593 'Kholapur' waits to enter Steamport Southport for servicing after arrival on a special on September 14th 1986. *John Sloane*

From the Archives

A rare photo of Class 33 117 hauling a diverted Class 442 EMU on a London Waterloo - Bournemouth service passing Andover. *Michel Bennett*



From the Archives

Class 37 176 passes Bell Vue Shrewsbury with the 09:35 SO London Euston - Aberystwyth on August 3rd 1985. *Keith Davies*



From the Archives

Freightliner's Class 47 052 hasn't long left when seen at Crewe Basford Hall on May 10th 2003. *Brian Battersby*



Class 47 853 runs light engine through Crewe on April 22nd 2008. *Brian Battersby*



Class 31 184 is seen ex-works at Doncaster during an open day on May 4th 1986. *Brian Hewertson*



From the Archives

Class 47 338 passes Eastleigh with a Southampton bound freightliner working. *Michael Bennett*

From the Archives

Class 47 583 working a Norwich - London Liverpool St. service passes Bentley on August 1st 1984. *Mark Enderby*

From the Archives

On May 12th 1984, pioneer Class 40 No. 40 122 storms out of Warrington Bank Quay's platform 4 with a special returning to Ayr from Llandudno. *Jeff Nicholls*



HST set No. 253 002 has just arrived at Swansea on December 16th 1978 with a service from London Paddington. *Brian Hewertson*



ADB968021 (the former Class 84 009) is seen parked at Toton on December 27th 1989. *John Sloane*



From the Archives

Class 37 116 and 31 225 head through Maningtree with a liner on August 1st 1984. *Mark Enderby*



From the Archives

Class 50 014 nears Dawlish Warren with a Paignton to London summer holiday train on July 18th 1994.
Michael Bennett

From the Archives

Class 56 056 is seen near Oxford with a Calvert to Bath refuse train in the early nineties. *Michael Bennett*

Class 50 025 is seen near Hook with a evening London Waterloo to Exeter service on June 28th 1989. *Michael Bennett*

Class 33 006 is seen near Southampton on August 12th 1989 with a Cardiff to Portsmouth service. *Michael Bennett*







From the Archives

Class 56 056 is seen in the Wylye Valley with a Fareham to Westbury rake of stone empties. *Michael Bennett*

From the Archives

Bulgarian bound Class 87 007, 87 008 and 87 026 are seen being hauled through Crewe on April 22nd 2008. *Brian Battersby*

About to stop at Dawlish to pick up home going holidaymakers is Class 47 159 on August 28th 1982. *Lee Stanford*

Class 86 219 pushes a London Euston bound express past Linsdale. *Michael Bennett*







From the Archives

Class 55 No. D9003 ‘Meld’ is seen at Newcastle on August 17th 1972.
Mark Enderby



From the Archives

Class 33 059 arrives at Andover with a London Waterloo to Exeter service on March 17th 1989. *Michael Bennett*



Class 50 020 stands at London Paddington on July 28th 1980. *Brian Hewertson*



Class 86 226 'Royal Mail Midlands' passes a Class 25 on an engineers train at Crewe on August 29th 1985. *Brian Hewertson*



From the Archives

Class 73 137 working a Gatwick Express service passes Coulsdon North on July 29th 1984. *Mark Enderby*



From the Archives

Class 101 DMU No. E50214 and its partner are seen at Alston in June 1974. *Mark Enderby*



From the Archives

Class 24 No. D5038 is seen at Crewe Works on September 18th 1971.
Mark Enderby



From the Archives

Class 47 551 makes a spirited departure from Dawlish with one of the many summer Saturday holiday trains on August 28th 1982. *Lee Stanford*

Class 55 No. D9019 heads north over the Royal Border Bridge on August 30th 1973. *Mark Enderby*

Class 47 No. D1106 is seen on a southbound working to London King's Cross through Doncaster in 1973. *Mark Enderby*







From the Archives

A sorry looking Class 27 031 is seen at Glasgow's Springburn works.
Mark Enderby



From the Archives

‘Baby Deltic’ No. D5901 and Class 24 071 await their fate at Doncaster Works on June 13th 1976.
Mark Enderby