

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 172

Well I don't even know where to start this month. Another lockdown, rail services slashed due to low passenger numbers, horrible cold weather!. I think that I will hibernate till at least March. Anyway, we can report that there have been a few decent days of sunshine and even some snow which seems to have enticed several contributors to engage in well timed walks!.

Some potentially very bad news this month with the announcement that Highways England has plans to demolish more than a hundred structures on disused railways and prevent future railway re-openings. Responsibility for non-operational railway land was transferred to the Department for Transport's Highways Agency and then to Highways England after the British Railways Board had been finally wound up in 2013. Many structures, particularly bridges, must still be maintained for safety reasons, even though they are no longer on active railway routes, and Highways England is currently planning to remove 134 of these structures to reduce the risks they present, but the plan has been criticised by campaigners because it could make future re-openings less likely and also block heritage trails used by cyclists and walkers. The campaigners say Highways England has already been infilling some bridges since it took over responsibility for the Historical Railways Estate. One of them, at Chilcompton in Somerset, has blocked a future extension to a line operated by the Somerset & Dorset Railway Heritage Trust despite, it is claimed, Mendip District Council having a policy that protects the former trackbed. Attracting an annual budget of around £10 million, the HRE is generally inspected annually and repaired on a 'reactive' basis, maintenance being carried out only where it is needed for safety reasons. In a 2016 report Highways England made clear its preference to 'significantly reduce the level of liability and risk to the HE and DfT' by stepping up demolition and infilling. The number of structures within the Estate would be reduced by between 10 and 15 per cent, or up to 480 structures. One campaigner has described these plans as 'finishing off what Dr Beeching started'.

In other news, the last train on the Isle of Wight formed of redundant London Underground tube stock was on January 3rd, bringing to an end an era which goes back to 1967. After permission to close the last surviving line on the island between Ryde and Shanklin had been refused, British Rail electrified the route and imported trains of ex-London Transport 'standard' tube stock, which had been built in 1927. This small fleet stayed in service until 1989, when it was replaced by slightly newer trains which had come into service in London just before the Second World War. They will be replaced in March by more former London Underground trains, but these will be Vivarail Class 484 units. These are based on retired D78 subsurface stock which ran for many years on the District Line and has been extensively updated by Vivarail, gaining toilets and wheelchair spaces for the first time and also a conversion from four- to three-rail working.

And finally the first intercity train in Britain to use batteries is to be developed by Hitachi and Eversholt Rail, for trial service on the Great Western Main Line. The train will be a conversion of an existing bi-mode five car GWR Intercity Express, and will be able to use electricity from overhead lines, diesel fuel or battery power.

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

This Page

Class 90 002 hauls the inaugural 'Royal Scot' through Atherstone on December 12th heading from London Euston to Glasgow. *John Alsop*

Front Cover

On November 4th, in glorious conditions, Class 50 049 leads 50 007 through Fladbury, working a Long Marston - Newport Docks rake of HST Mk3s for scrap. *Anton Kendall*



Stanier Jubilee No. 45699 ‘Galatea’ running as No. 45562 ‘Alberta’ heads through York with 1Z24 the York to Scarborough leg of the final Scarborough Spa Express of the 2020 season. *Dave Mather*

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Charter Scene Saphos Trains

Pennine Moors Christmas Explorer

West Country Class No. 34046 ‘Braunton’ works the 1Z85 Birmingham International to Blackburn through Pleasington station on December 17th. *Alan Naylor*



Saphos Trains

The Pennine Moors Christmas Explorer

Southern West Country Class No. 34046 'Braunton' climbs towards Acton Bridge station with 'The Pennine Moors Christmas Explorer' on December 17th. *Jeff Nicholls*

'Braunton' passes Rishton whilst working the 1Z87 14:37 Blackburn - Birmingham International return charter on December 17th. *John Balaam*

Southern West Country Class No. 34046 'Braunton' is pictured between Bamber Bridge and Hoghton with the 1Z85 09:45 Birmingham International - Blackburn charter on December 17th. *John Balaam*







Charter Scene Saphos Trains

Pennine Moors Christmas Explorer

West Country Class No. 34046 'Braunton' working the 1Z85 Birmingham International to Blackburn passes Moore on December 17th.
Mark Enderby



Charter Scene Saphos Trains

Pennine Moors Christmas Explorer

SR WC Class No. 34046 ‘Braunton’ (with Class 47 No. D1935 on the rear)storms past Standish with the ‘Pennine Moor Christmas Explorer’ charter from Crewe to Blackburn, Todmorden and return on December 17th. *John Sloane*



Charter Scene Saphos Trains

The Christmas White Rose

Saphos Trains ran 'The Christmas White Rose' on December 19th, the 06:52 Telford to York. West Country 4-6-2 No. 34046 'Braunton' took over from Crewe and is seen getting away from a signal check at New Mills South Junction. *Barry Longson*



Charter Scene Saphos Trains

The Christmas White Rose

SR WC Class No. 34046 ‘Braunton’ approaches York at Dringhouses with 1Z60 Telford - Crewe - York ‘The Christmas White Rose’ on December 19th, One of the very few steam charters to survive the Covid restrictions. *Dave Mather*



Charter Scene Saphos Trains

The Christmas White Rose

The last steam hauled charter of 2020 ran from Crewe to York on December 19th and was captured approaching Chinley North Jct. on the climb to Cowburn tunnel behind Bulleid Pacific No. 34046 'Braunton'. *Lee Stanford*

Charter Scene Saphos Trains

The Christmas White Rose

On December 19th, West Country Pacific No. 34046 'Braunton' passes Chinley working 'The Christmas White Rose' 1Z60 Telford Central - York with Class 47 No. D1935 (47 805) on the rear. *Michael Lynam*



Charter Scene Saphos Trains

Private Charter

On December 6th, Class 37s Nos. D6817 and D6851 head through Swindon working the 1Z37 Oxford - Crewe private charter.
Ken Mumford



Charter Scene Northern Belle

Northern Belle

On December 9th, Class 47 854 and 57 601 top'n'tail the Northern Belle through Wellington working 1Z10 Chester to Crewe.
Richard Hargreaves



Charter Scene Northern Belle

Northern Belle

Class 57 601 and 47 854 pass Preston Boats with the 1Z10 11:42 Chester to Crewe Northern Belle charter on December 9th. *Keith Davies*

Charter Scene Northern Belle

Northern Belle

Class 57 601 and 47 854 pass Charnock Richard with a Carnforth - Chester - Telford working on December 9th. *John Sloane*



Charter Scene Intercity

The Royal Scot

Class 90 002 pushes the 'Royal Scot' past Bodsbury Crossing on December 12th heading to London Euston. *Greig Gibson*



Charter Scene Intercity

The Royal Scot

DVT No. 82139 leads the 'Royal Scot' past Bodsbury Crossing on December 12th heading to London Euston with Class 90 002 on the rear.
Greig Gibson

Charter Scene Intercity

The Royal Scot

Seen passing Moore in poor light on December 12th, Class 90 002 speeds north, working 1Z90 07:30 London Euston to Glasgow Central charter. *Barry Longson*



Intercity

The Royal Scot

Despite the poor weather on December 12th, this was a must see. Recreating a scene from the 1990s, Class 90 002 with a matching rake of Mark 3 coaches speeds north at Winwick with the 07:12 'Royal Scot' from London Euston to Glasgow Central. *Lee Stanford*



Class 90 002 working the1Z90 London Euston - Glasgow Central passes Moore on December 12th. *Mark Enderby*



Gleaming in the gloom at Winwick, Class 90 002 recreates an everyday scene from more than a quarter of a century ago as it heads north with the 'Royal Scot' railtour on December 12th. *Jeff Nicholls*



Midland Pullman

The Midland Pullman

The Blue Pullman liveried HST with power cars Nos. 43055 and 43046 arrives into Crewe on December 12th, from London St. Pancras via the Midland main line and the Hope Valley. *Richard Hargreaves*

With power car No. 43055 leading, the repainted HST set is seen passing the unlikely location of Reddish South with the 09:10 from London St. Pancras to Crewe on December 12th. *Lee Stanford*

Power car No. 43055 leads the Blue Pullman through Guide Bridge (Manchester) on December 12th heading to Crewe.
Steve Stepney







Charter Scene Midland Pullman

The Midland Pullman

The inaugural charter using the Blue Pullman styled HST with power cars Nos. 43055 and 43046 in a nine car formation. Running as 1Z43 London St. Pancras International to Crewe on December 12th the stunning set can be seen here passing the historic Malcoff Farm just after Cowburn Tunnel, Hope Valley. *Dave Harris*

Charter Scene Midland Pullman

The Midland Pullman

The LSL Blue Pullman liveried HST with power cars Nos. 43055 and 43046 worked a charter on December 12th from London St. Pancras to Crewe via the Midland main line and the Hope Valley. Here we see the gleaming set enter Stockport running 15 minutes early.

Barry Longson

Charter Scene ECS and Light Engine Movements

Class 50 007 leads 50 049 through Besford on November 4th working a Long Marston - Newport Docks rake of HST Mk3s for scrap.
Anton Kendall



Charter Scene ECS and Light Engine Movements

West Coast Railways operated a Northern Belle service on December 12th and the 08:54 Carnforth to Crewe empty stock move led by Class 57 314 is seen soon after passing Winwick Jct. *Lee Stanford*



Charter Scene

ECS and Light Engine Moves

On November 4th in glorious conditions, Class 50 007 tails a Long Marston - Newport Docks rake of HST Mk3s for scrap, with 50 049 at the pointy end. *Anton Kendall*



On December 15th, West Coast's Class 57 314 arrives in the goods loop with empty coaching stock 5Z68 Carnforth - Norwich with 57 316 on the rear. *Michael Lynam*



On December 22nd, LSL's Class 20 107 and 20 096 head light engine from Crewe to Carlisle and are seen here passing Wigan North Western. *Steve Stepney*



Charter Scene ECS and Light Engine Movements

West Coast's Class 57 314 and 57 316 pass Moore on December 12th, working 5Z61 from Carnforth Steamtown to Crewe. *Barry Longson*



Charter Scene ECS and Light Engine Movements

West Coast's Class 57 314, with 57 316 at the rear, passes Charnock Richard with empty stock bound for Chester from Carnforth on December 12th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

On November 4th, Class 50 007 (masquerading as 50 014) approaches Long Marston with barrier vehicles, ready to work to Newport Docks with a rake of HST Mk3s for scrap. *Anton Kendall*



West Coast's Class 57 314 and 57 316 working the 5Z61 Carnforth - Crewe pass Moore on December 12th. *Mark Enderby*



Locomotive Services' Class 20 107 and 20 096 (D8107 and D8096) pass Acton Bridge on December 22nd, working light engines as 10:52 Crewe HS to Carlisle High Wapping sidings. *Barry Longson*



Avanti West Coast

On December 12th, Class 390 155 stands at Crewe working a service to London Euston.
Richard Hargreaves

Upgrade to Avanti West Coast Voyager fleet now complete

Avanti West Coast partner with Bombardier to complete refresh of entire Voyager fleet

Avanti West Coast rolled out its final upgraded Voyager train on December 17th marking the end of a six-month overhaul programme.

The £8.3m investment was completed at Bombardier's depot in Ilford, east London, despite the challenges of the COVID-19 pandemic, with customers already benefitting from the trains' revitalised interiors.

The refresh of the 20 trains includes new Standard Class seats covers and carpets as well as a revamped toilet area. All older lighting has been replaced with more energy efficient LEDs.

The interior bodyside and ceiling panels in Vestibules, toilets and Standard Class saloons have also been refinished in either paint or vinyl wraps. The door grab handles have been coated with an anti-microbial finish.

Avanti West Coast Senior Project Manager, Adrian Bullock, explained: "This investment has delivered a step change to the Voyager's onboard environment. Our customers will really notice the difference. It's given the trains a new lease of life, and they will continue to serve our customers for the next two years with great distinction."

The 20 Voyagers operate over the non-electrified sections of the West Coast Main Line in addition to running from London to Scotland, via the West Midlands. They will remain in service until 2022 when Avanti West Coast will introduce a fleet of new Hitachi Class 805 and 807 trains.

Eric Holmes, Head of UK Services, Bombardier Transportation said; "We are very pleased to have completed this project for our friends at Avanti West Coast. The team at our Ilford facility have performed exceptionally well, despite the challenge of COVID-19, and have delivered a high quality product on time and on budget. We are all proud of what we have delivered to our customer."



Avanti West Coast

Class 390 114 sweeps through Winwick, with the 11:55 Glasgow to London Euston service on a breezy but sunny December 27th.
Paul Senior



West Coast Partnership announce research collaboration with the University of Leeds

West Coast Partnership to invest £1m plus as part of The University of Leeds' plans for The Institute for High Speed Rail and System Integration, to drive High Speed rail advancements.

West Coast Partnership (WCP) has announced a research tie-in with the University of Leeds with an investment worth more than £1 million to deliver advancements in High Speed Rail. The university and WCP will also collaborate on the launch of The Institute for High Speed Rail and System Integration. When fully operational, the Institute will be capable of simulating the conditions found on busy rail networks, the findings of which will play a key part in the shaping of HS2 services.

The research will focus on:
Automatic Train Operation and European Train Control System – technologies, which include signalling, to keep trains operating safely.
Passenger movement on trains and in stations.
Full scale testing of rolling stock and their system integration.
Driver training and simulation
Passenger experience

Caroline Donaldson, Managing Director at West Coast Partnership Development, said: "We are at the start of a huge technological revolution on the West Coast Main Line, in addition to HS2 which will transform services between the nation's biggest cities. We couldn't be more excited to be partnering with the Institute for High-Speed Rail and System Integration. Their highly-skilled research engineers and scientists will be key to ensuring we make the very most of the very latest leading edge technology to drive a real step change in high speed rail operations.

The cutting-edge facilities at the Institute for High-Speed Rail and System Integration include:

A specially designed vehicle testing rig - in effect, a rolling track that can test trains and carriages at speeds up to 250 mph. Using a tilting platform, it will be able to simulate bends, ascents and descents.

An infrastructure testing facility that will be able to re-create the enormous forces that are generated on tracks, ballast and embankments by conventional and high-speed trains. It will allow engineers to significantly cut the time it takes to design and test new track and support structures.

A system-integration laboratory that will measure how well different railway technologies – power, track, signals and customer information services – operate as an integrated whole to reduce delays.

The Institute's director, Professor Peter Woodward, said: "The Institute was designed to speed up the time it takes to get new innovative ideas introduced to the railway – and to ensure that when they are brought into service, they work as intended. Our founding philosophy is to work closely with the rail industry, and I am excited that we are forming a research partnership with a partnership that will be shaping the UK rail industry for decades to come."

Work has started on building the Institute for High-Speed Rail and System Integration on a site next to the Leeds Enterprise Zone, on the south eastern edge of the city. The Institute will form a key part of a wider strategy involving Leeds City Council and West Yorkshire Combined Authority/ Leeds City Region Enterprise Partnership to develop a UK centre of excellence for rail engineering in the Leeds City Region.

Avanti West Coast

Class 390 127 passes a snowy Heaton Chapel working the 11:15 Manchester Piccadilly to London Euston service on December 29th.
Lee Stanford



Avanti West Coast gives customers option to donate Delay Repay compensation to charity

Customers eligible for Delay Repay can now donate their compensation to Avanti West Coast's charity partner, Action for Children.

Customers travelling on the inter-city operator's services who are eligible for Delay Repay – a scheme to claim compensation when a journey is delayed by 15 minutes or more – can now request all of their compensation to be donated to the children's charity.

When claiming Delay Repay, customers can select how they wish to receive compensation. The addition of 'donation' as an option means the money, which is the equivalent to all or part of the ticket cost for their delayed journey, is sent directly to Action for Children.

Customers registered for Automatic Delay Repay can decide when to donate, by changing the fulfilment method at the time of accepting their reimbursement.

Action for Children protects and supports children and young people, providing practical and emotional care and support. This latest initiative is part of Avanti West Coast's work with the charity to support young people on their journey to better mental health.

Donations to the charity will help to deliver their mental health programmes, which are designed to help equip young people and their parents in the UK with the skills and the confidence to care for their wellbeing, and get help when they need it.

Joanna Buckley, Community Manager at Avanti West Coast, said: "We want to make a difference to the communities we serve and connect young people to opportunity, so we are proud to be supporting the work of Action for Children through our Delay Repay scheme.

"While we strive to deliver the best possible experience, we are committed to ensuring our customers are compensated when their journey is delayed by 15 minutes or more and this latest initiative allows them to donate their compensation to help others local to our route. The kindness of our customers will help Action for Children to deliver their mental health programmes, which are more vital than ever with the impact of the coronavirus pandemic."

Ermelinda Ceci, Senior Corporate Development Executive for Action for Children, said: "We are incredibly grateful to Avanti West Coast for setting up this initiative. Our frontline workers tell us the crisis has damaged the mental health of over three-quarters of the children and young people they support, with some experiencing night terrors, bed-wetting, self-harm and outbursts of anger, so it's crucial they receive support as early as possible. All donations will ensure Action for Children can be a lifeline for those young people and give them the tools they need to be able to cope. Together, thanks to these generous customer donations, we will support even more young people on their journey to better mental health."

Avanti West Coast

Class 390 121 heads north through Euxton on December 5th with a London Euston - Glasgow Central service. *John Sloane*

A pair of Avanti Voyagers approach Leyland on December 9th. *John Sloane*

Class 390 001 working a Glasgow to London Euston service streaks through Euxton on December 22nd. *John Sloane*







Colas Rail

On December 1st, the 6V14 22:33 Stud Farm to Westbury passes Newbury a mere 459 minutes late behind Class 70 811 and 70 802. *Michael Bennett*

Colas Rail

On December 15th, Class 70 813 arrives in the down goods loop at Hellifield working a Mountsorrel - Carlisle ballast train. *Michael Lynam*



SRSA MODERNISE MARLOW TRACKS

The South Rail Systems Alliance (SRSA) mobilised from Marlow Station, Buckinghamshire, for a two-week possession from mid to late November, where they had the job of renewing 4020 yards of track.

In the same two-week period, the team were also given the arduous task of renewing the track through two level crossings and seven user crossings as well as upgrading the platform/train interface along Marlow's Station platform to improve passenger access to trains.

Due to the renewals being situated on a single line with a terminus (dead-end) station, only accessible from another terminus station with a turn-back facility, engineering trains were limited in length to just two wagons; normal operating procedure would be 20 to 30 wagons long per train. Consequently, to address this challenge the team created two large compounds to house the materials which included:

454 60ft CEN56 Rails
678 Concrete G44 Sleepers
5505 550H Steel Sleepers
7500 tonnes of ballast
448 welds
8700 yards of scrap rail
6090 scrap sleepers
1550 tonne of spoil

Over the course of the possession, the construction was separated into two halves, with one end of the renewal being scrapped out and renewed with Colas Rail UK's Kirow 250 and the other half scrapped out with Road-Rail Vehicles (RRVs) and installed with Panel Lifters provided by McCulloch.

The track renewals through level and user crossings were completed within 12-hour road closures set overnight to minimise disruption to the local community.

To complete the excavations and bottom ballast installation, 13 tonne dumpers with the ability to spin 360 degrees were used in collaboration with the RRVs and bulldozers. The top stone was installed by Network Rail's auto-hopper wagons, which were re-loaded from the large compounds with loading shovels.

Speaking about the success of the project, Network Rail's Programme Director, Brian Paynter said "Well done to everyone who was involved in either the planning or the execution of these works over the last two weeks.

"When you originally planned these works, there wasn't a pandemic planned and some of the site access hurdles and logistical material challenges you have encountered have made it an even more impressive achievement. A very difficult site expertly delivered fully welded and fully stressed."

The works were completed within the two-week possession and was handed back to the client on time and without incident.

The SRSA is comprised of Colas Rail UK, Network Rail and AECOM.

Colas Rail

Class 56 302 and 56 113 head away from Bamber Bridge with the Preston Docks to Lindsey discharged bitumen train on December 7th. *John Sloane*

CrossCountry

CrossCountry Voyagers, Class 221 128 and 220 028 approach Heaton Chapel on December 29th working the 07:30 Bournemouth to Manchester Piccadilly service. *Lee Stanford*



DB Cargo

On December 16th, the first vegetable oil-powered loco to run on the national network. Fresh out of Toton, Class 66 150 worked 6O01 Entrance C - Eastleigh, comprising a loaded RDT set plus 66 085 tagged on the back. On a typically dull morning, the view shows the train passing Frodingham Jct. with the loco bearing the incredibly imaginative slogan 'We Are The Future'. Perhaps they got it out of a cracker! Note the "HVO" on the fuel tank, a reference to the type of fuel it takes. I wonder how long it will be before someone fills it up with diesel…….. *Steve Thompson*

DB Cargo

Having just relinquished the single line token from Kirkby at Rainford, Class 60 059 and 66 124 continue their journey with the Knowsley - Wilton bin train. *John Sloane*



On December 15th, Class 66 186 passes Helwith Bridge working a New Biggin (British Gypsum) - Tees Docks export berth with a rake of empty gypsum box wagons. *Michael Lynam*



On December 22nd, Class 66 104 restarts its train after a 10 minute signal check on the approach to Acton Bridge, while in charge of the 01:04 Dollands Moor to Ditton service. *Barry Longson*



DB Cargo

Neatly framed by the overhead masts, Class 60 059 and 66 124 have just joined the Chat Moss route at Parkside Junction with Knowsley - Wilton bins on December 14th. *Jeff Nicholls*

Taken from under the station footbridge for shelter at ISO 8000 on December 18th, Class 60 059, with 66 124 pass Orrell in pouring rain, with the 10:40 Knowsley to Willton bin train. The Class 60 was on the front for one week, for wet rail trail purposes, going via Chat Moss to Manchester, then up Miles Platting Bank. *Paul Senior*

Class 66 006 passes Kempseye with the 6Z66 12:53 Arpley Sidings - Alexandra Dock Jct. on December 28th. *Keith Davies*







DB Cargo

In the first snowfall of winter, Class 66 124 passes Pemberton foot crossing, near Wigan, with the 10:40 Knowsley to Wilton bin train on December 28th. *Paul Senior*



DB Cargo

Class 60 039 on the Theale to Robeston empties is seen near Hungerford on December 1st. *Michael Bennett*



DB Cargo

Class 66 148 ‘Maritime Intermodal Seven’ coasts past Winwick, with the 10:40 Knowsley to Wilton bin train on November 13th. *Paul Senior*

With an impressive display of brute power, Class 60 059 ‘Swinden Dalesman’ pulls away from dropping off the token at Rainford with the 10:40 loaded rubbish train from Knowsley to Wilton on December 18th. The local grapevine suggests that the 66 is tucked inside for insurance whilst the 60 performs a test restart on Miles Platting bank. *Jeff Nicholls*

No longer needed for the proposed Grand Central service from Blackpool North to London Euston, Class 90 026 now finds gainful employment with DB and is seen after passing Winwick Jct. with sister 90 036 working the 06:06 Mossend to Daventry on a dismal December 12th. *Lee Stanford*







DB Cargo

Class 66 188 catches the late afternoon sun at Trowell Jct. with 6E89 12:51 Peak Forest to Peterborough on November 22nd.
Mark Pichowicz

DB Cargo

Class 66 124 passes through a snowy Mill Lane on December 28th with 6E16 Knowsley - Wilton loaded FEA refuse box wagons. Back on it's regular route again.
Dave Harris

DB Cargo

On December 14th, Class 66 119 passes Attenborough nature reserve working 6M57 07:15 Lindsey - Kingsbury loaded fuel tanks. *Mark Pichowicz*

Class 66 117 passes Kempseye with the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on December 5th. *Keith Davies*

On December 2nd, Class 66 125 is seen at Bayston Hill with the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*







DB Cargo

Class 60 044 passes New Mills South Junction in half sun on December 19th, while in charge of the 09:07 Arpley sidings to Tunstead empty hoppers. *Barry Longson*

DB Cargo

On December 14th, Class 60 040 passes Barrow upon Trent with the 10:02 Wolverhampton Steel Terminal to Toton. *Mark Pichowicz*

On December 24th, Class 66 056 works a Donnington to Arpley wagon move, seen here near Donnington. *Richard Hargreaves*

Class 60 017 slowly moves the 11:11 Peak Forest to Attercliffe across Chinley East Jct. to join the route via the Hope Valley on December 19th. *Lee Stanford*







DB Cargo

Class 60 001 passes Barrow upon Trent with the 6E54 11:04 Kingsbury - Lindsey empty tanks on December 14th. *Mark Pichowicz*

DB Cargo

Work stained Class 90 036 ‘Driver Jack Mills’ with 90 019 ‘Multimodal’ speed through Wigan North Western, with 4M25 Mossend to Daventry Intermodal on Christmas Eve, December 24th. *Paul Senior*

Grand Central liveried Class 90 026 leads 90 036 south through Winwick on 4M25 from Mossend to Daventry on December 12th. *Jeff Nicholls*

The driver of Class 60 044 working empty hoppers from Arpley sidings, Warrington to Peak Forest creeps slowly towards Chinley North Jct. hoping the signal will clear and allow him to proceed without stopping on the rising gradient. *Lee Stanford*







DB Cargo

Class 60 059 leads 66 124 working the Knowsley Freight Terminal - Wilton loaded bins passes Rainford on December 15th. The train has been routed via Manchester Victoria to trial the Class 60 on Miles Platting bank. *Alan Rigby*

DB Cargo

On December 17th, Class 60 059 ‘Swinden Dalesman’ and 66 124 round the curve at Parkside Jct. with 6E16 Knowsley - Wilton loaded FEA refuge box wagons. Double headed to try out the service up Miles Platting bank. *Dave Harris*



Class 66 124 heads through Acton Bridge on December 24th with the Knowsley to Wilton bins. *Brian Battersby*



On December 14th, heading east through Scunthorpe sees Class 66 027 on 6E32 Preston Docks - LOR discharged bitumen tanks. This, of course, is a Colas job, but all their locos were apparently tied up with ballast work at Darlington and so the red ‘un was hired from DBC. Well, it is the season of goodwill to all men! *Steve Thompson*



DB Cargo

Class 60 017 with the 6E18 Peak Forest Cemex - Attercliffe Sheffield loaded stone is seen here at Chinley East Jct. on December 12th. *Dave Harris*

On December 24th, Class 66 114 approaches Winwick Jct. with a lengthy 11:39 Daventry to Grangemouth intermodal train. This service usually runs on Saturdays but with the Christmas holiday falling partly on a Saturday it was brought forward to Christmas Eve. *Lee Stanford*

Class 66 124 with a seasonal message on the drivers visor passes Winwick Jct. working the 10:40 Knowsley to Wilton waste train on a sunny Christmas Eve. *Lee Stanford*







DC Rail Freight

Class 60 046 passes Wilmorton on December 14th with 6Z20 09:39 Chaddesden Sidings - Shirebrook WH Davis. *Mark Pichowicz*

DC Rail Freight

Class 60 055 ‘William Wilberforce’ passes through Northampton with RailVac 2 in tow running as 6X61 the 08:10 Crewe Basford Hall S.S.M. to Willesden DC Rail Sidings on December 30th. *Derek Elston*

DC Rail Freight

Class 60 055 'Thomas Barnardo' bumbles through Northampton on a light engine move running as 0Z60 11:30 Willesden DC Rail Sidings to Toton T.M.D. on December 20th.
Derek Elston

Direct Rail Services

Class 66 091 works the 4V38 Daventry - Wentloog through Besford on November 4th. *Anton Kendall*

Direct Rail Services

On December 15th, Class 66 431 and 66 091 enter the up good loop at Hellifield with the daily 6K05 engineers from Carlisle - Crewe Basford Hall. *Michael Lynam*

On December 17th, Class 88 010 'Aurora' heads north through Acton Bridge working a Daventry - Mossend intermodal. *Michael Lynam*

With the signal against it, Class 66 424 crawls its way through Northampton working the 4L48 13:09 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt) on December 20th.
Derek Elston







Direct Rail Services

On December 5th, the Sellafield to Crewe nuclear flask train passes Euxton headed by Class 68 006 and 68 005. *John Sloane*

Class 88 010 passes Coppull Moor with the 4S44 Daventry to Mossend intermodal on November 30th. *John Sloane*



Class 88 006 is seen heading through Leyland on December 4th with the 4S44 Daventry to Mossend. *John Sloane*





Direct Rail Services

On December 23rd, Class 88 008 heads through Leyland with a Daventry to Mossend intermodal. *John Sloane*

Class 88 008 is seen at Charnock Richard with the 4M27 Mossend to Daventry on December 12th. *John Sloane*

On December 12th, Class 88 009 passes Charnock Richard with the Daventry to Mossend 'Tesco' train. *John Sloane*







Direct Rail Services

Class 37 069, 37 059 and 37 218 head through Leyland with a Crewe to Carlisle working with two DRS coaches on December 23rd. *John Sloane*



Direct Rail Services

On December 19th, Class 66 433 is seen on shunting duties at Peak Forest.*Michael Lynam*

Class 88 010 ‘Aurora’ passes Cathiron on December 15th working the 4S44 12:16 Daventry Int Rft Reception Fl to Mossend Down Yard. *Derek Elston*

Class 88 004 ‘Pandora’ eases up to a red signal just north of Cathiron on December 15th working 6X41 00:35 Dagenham Dock Reception to Garston Car Terminal. *Derek Elston*







Direct Rail Services

Class 88 008 ‘Ariadne’ speeds through Wigan North Western, with the afternoon Daventry to Mossend intermodal on December 29th. *Paul Senior*

Class 88 008 hauling the 4M27 is seen just approaching the bridge over the Mersey at Walton on December 17th. *Mark Enderby*





East Midlands Railway

Power car No. 43073 passes Trowell Junction working 5B31 07:23 Derby Etches Park to Nottingham via Chesterfield empty stock on October 25th. *Mark Pichowicz*



Power car No. 43238 accelerates away from East Midlands Parkway with 1B48 13:45 Nottingham - London St. Pancras service on December 5th. *Mark Pichowicz*

On December 11th, power car No. 43238 is seen on the rear of a set awaiting the path into Etches Park depot. *Mark Pichowicz*





East Midlands Railway

On December 14th, Class 180 110 passes Attenborough with 1B31 10:12 Nottingham - London St. Pancras, the first passenger working of the class from Nottingham. *Mark Pichowicz*

East Midlands Railway

Running some 25 minutes late, and eventually reaching its destination some 50 minutes late, Class 158 788 hurries through a wintry and deserted Glazebrook station with the 09:51 Liverpool - Norwich service on December 29th. *Jeff Nicholls*

East Midlands Railway

Power car No. 43468 leads the 1B41 09:50 Leeds to London St. Pancras past Shipley Gate on November 22nd. *Mark Pichowicz*



Power car No. 43295 passes Trowell Jct. on November 22nd working the 5B57 13:11 Neville Hill to Nottingham empty stock. *Mark Pichowicz*

On December 11th, the last day of service for the EMR Paxman VP185 and Angel trains sets, the last examples of each with power cars Nos. 43480 and 43047 stand at Nottingham after arriving with 1D21 and 1D23 from London respectively.
Mark Pichowicz





East Midlands Railway

Power car No. 43484 stands at Derby one final time and awaits the road into Etches Park Depot after arriving on the rear of 1F72 20:31 from London St. Pancras. *Mark Pichowicz*

Power car No. 43480 stands at Derby after arriving with 1F72 20:31 from London St. Pancras. This was the final revenue earning working for the EMR buffered sets leased from Angel Trains. *Mark Pichowicz*

On December 11th, Class 153 311 stands at Derby after arriving with 1K28 20:45 from Crewe. *Mark Pichowicz*







East Midlands Railway

On December 11th, power car No. 43047 stands at Nottingham for the final time after arriving with 1D48 15:34 from London St. Pancras. *Mark Pichowicz*



Power car No. 43049 is prepared to leave Nottingham for the final time with 1B69 17:45 to London St. Pancras on December 11th. *Mark Pichowicz*



Power car No. 43047 pauses at Derby on December 11th with 1F70 20:01 London St. Pancras to Leeds, the final service with a Paxman VP185 powered HST. *Mark Pichowicz*



Freightliner

On December 10th, Class 90 008 'THE EAST ANGLIAN' waits at Manchester Oxford Road, running light engine from Crewe Basford Hall - Trafford Park FLT. *Michael Lynam*



Class 59 202 on the late running Whatley to Churchyard Sidings passes Hungerford on December 1st. *Michael Bennett*



Class 70 002 powers uphill towards Acton Bridge with another load of Manchester's rubbish bound for Runcorn from Bredbury on December 17th. *Jeff Nicholls*



Freightliner

On December 17th, Class 70 002 passes through Acton Bridge heading a Bredbury - Runcorn bin train. *Michael Lynam*

Class 66 512 heads through Acton Bridge on December 17th with a Runcorn - Brindle Heath empty bin train. *Michael Lynam*

Class 66 503 'The Railway Magazine' leads the 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner through Stratford on December 8th. *Derek Elston*







Freightliner

Class 66 520 hauling a stone train passes Hungerford on December 1st.
Michael Bennett

Freightliner

Class 66 532 ‘P&O Nedlloyd Atlas’ passes Cathiron working the 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. on December 15th. *Derek Elston*

On December 27th, Class 59 103 ‘Village of Mells’ (in Hanson livery) 70 010, 66 546 and 59 005 ‘Kenneth J Painter’ are seen stabled at Leeds Midland Road. *Michael Lynam*

Class 66 617 leads the 6H50 13:17 Willesden Up & Down Relief to Tunstead Sidings empties through Northampton on December 11th. *Derek Elston*







Freightliner

Class 70 005 leads a York Holgate Sidings to Hunslet Yard working through Colton Junction on December 1st. *Neil Scarlett*

Class 66 602 is seen at Standish hauling a Hardendale to Tunstead stone train on December 17th. *John Sloane*

Class 66 503 passes Charnock Richard with the Mountsorrel to Carlisle stone train on November 28th. *John Sloane*







Freightliner

Class 66 541 eases the 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. through Stratford on December 8th.
Derek Elston

Freightliner

Class 66 952 eases through Stratford working the 4E24 10:57 London Gateway to Leeds F.L.T. on December 8th. *Derek Elston*

On December 22nd, Class 70 002 heads a rake of empty box wagons from Hardendale Quarry - Tunstead through Leyland. *Michael Lynam*

On December 3rd, a loaded coal train through Scunthorpe station is a bit of a rarity nowadays, but when it's hauled by a Class 70, that's major rare! Class 70 003 is seen slogging past through the rain on 6Z33 Immingham HIT - Earles Sidings. *Steve Thompson*







Freightliner

Class 59 203 on the Acton to Merehead empties passes through Hungerford on December 1st. *Michael Bennett*

Freightliner

Class 59 206 heads through Swindon station on December 14th with a working to Wootton Bassett. *Ken Mumford*

On December 27th, Class 59 005 'Kenneth J Painter', sits on accommodation bogies in the yard at Leeds Midland Road whilst its bogies are being overhauled. *Michael Lynam*

A work stained Class 66 559 eases through Northampton working the 4L46 12:16 Lawley Street F.L.T. to London Gateway on December 11th. *Derek Elston*







GBRf

Class 66 776 works the 6V35 Clitheroe - Avonmouth cement through Besford on November 4th. *Anton Kendall*

GBRf

Class 60 095 gets a move on through Acton Bridge, working the 11:15 Liverpool BT to Drax on December 22nd.*Barry Longson*

Running 10 minutes early, Class 66 768 passes through Northampton with 4M23 10:36 Felixstowe North GBRf to Hams Hall GBRf on December 11th. *Derek Elston*

On December 9th, Class 66 781 heads through Wellington with a rake of cement tanks. *Richard Hargreaves*







Class 66 782 with the 6S94 Wembley - Carlisle china clay is seen having just crossed the Mersey at Walton on December 17th. *Mark Enderby*



GBRf unveils new Intermodal Service in partnership with MSC

GB Railfreight are delighted to announce the start of an additional intermodal service, which began on November 18th.

The service, which operates to the Port of Liverpool from the East Midlands is in partnership with Mediterranean Shipping Company (UK) Ltd and will run five times a week.

Despite the economic turmoil brought about by COVID-19, GBRf have successfully continued making inroads into the Intermodal market with this being GBRf's 21st Intermodal service to date. It also shows the resilience and flexibility of the GBRf business model which is built on robust relationships even in times of uncertainty.

In addition, with climate change front and centre of the political agenda, this announcement is further proof of GBRf's commitment to moving more and more goods in a sustainable way. This is because GBRf are committed to increasing the amount of goods and materials transported via rail freight, reducing emissions and delivering a more sustainable logistics solution.

John Smith, Managing Director of GB Railfreight, said: "We are delighted to have begun services between the East Midlands and the Port of Liverpool. Despite the economic challenges we all face, GB Railfreight continues to grow as a business, and we are showing ourselves to be leaders in the field of innovation and a customer delivery. I couldn't be prouder to unveil our newest intermodal service – proof we are the industry's most trusted intermodal carrier. I cannot thank MSC enough for allowing us to establish and launch a new service for them. We look forward to developing this partnership even further in the months and years ahead.

GBRf prides itself on being supportive and committed to long standing and inspiring partnerships. We like to be challenged. We are delighted to be working with our customer MSC, Peel Ports and Maritime Transport in delivering a new intermodal service into the Port of Liverpool- one which will see 20,000 lorry journeys off our roads."

Jonathan Burke, Operations Director at MSC UK said: "We are very pleased to announce that, together with our partners, we have launched the first daily intermodal rail connection between the Port of Liverpool and the East Midlands. This new service enhances our nationwide port and intermodal network, further strengthening the breadth of our offering to clients whilst helping to reduce carbon emissions."

GBRf

A fortunate shot as Class 66 789 in BR large logo livery slows for a signal check at Tyseley with the 08:50 Eastleigh - Mountsorrel stone empties as Chiltern Railways' Class 68 012 powers past with the 12:55 Birmingham Moor St. - London Marylebone service on November 6th.
Chris Morrison

GBRf

Class 66 789 passes Walcot on December 11th with the 4J53 08:55 Bescot Up Engineers Sidings to Coton Hill. *Keith Davies*

On December 9th, Class 66 784 runs light engine through Shrewsbury. *Richard Hargreaves*

A light covering of snow is still on the ground as Class 66 762 approaches Heaton Norris Jct. hauling the 11:15 Liverpool Biomass Terminal to Drax on December 29th. *Lee Stanford*







Class 66 741 is seen crossing Sankey Viaduct on December 29th. *Jeff Nicholls*



GB Railfreight and Wascosa to supply innovative modular wagons for Infrastructure services

On December 17th, GB Railfreight (GBRf) and Wascosa unveiled a new partnership to supply innovative modular wagons for UK Rail Infrastructure services. GBRf, one of the UK's fastest growing transport companies, is joining forces with the Lucerne-based company Wascosa.

Through this partnership, GB Railfreight and Wascosa will undertake a wagon leasing contract with UK railway network owner and infrastructure manager, Network Rail, who will lease these wagons for 10 years, in a move that will modernise their existing systems. Wascosa will own and provide a total of 570 wagons, commissioned to be built by Greenbrier Europe, a high-end freight railcar manufacturer. The role of GB Railfreight will be to maintain the condition of the new wagons, while also owning and building the modules to be positioned on the newly developed structures. Of the 570-strong fleet, there will be: 260 'Falcon' box wagons, used for possession site work; 50 'Big Box' wagons for bulk ballast transportation; and 260 'Flat Wagons', a modular wagon developed by Wascosa for the carriage of track panels, sleepers, switches, rails and loose materials. The first of these wagons and superstructures will be in operation in late 2021.

The partnership was made possible by GB Railfreight's provision of a range of innovative superstructures, which will be mounted on the fleet of 260 container flats. This ground-breaking solution for Network Rail embodies GB Railfreight's fundamental commitment to creating innovation as the new standard, and this recent collaboration positions both companies perfectly for future resilience and growth in the UK.

Mark Wyborn who concluded the deal for GB Railfreight said: "For GB Railfreight, being able to collaborate with the industry to offer a flexible wagon solution to Network Rail is crucial to be able to deal with supply chain demands for the future, especially during uncertain times. Equally as important is modernisation of infrastructure assets that will last for many years. GB Railfreight are delighted to have partnered with Wascosa to lead the way and now in a position to offer innovative wagon solution to Network Rail that achieves both modernisation and future wagon supply chain demands."

Commenting on the successful outcome Mick Tinsley, Wascosa's representative in the UK, said: "This is an exciting development for Wascosa. We have worked closely with Network Rail and our partners to jointly develop a modern, flexible wagon solution that will support the UK rail infrastructure maintenance and renewals programmes for many years to come. This provides us with a sound platform from which to grow further in the UK."

GBRf

On December 12th, Class 66 760 passes Moore in charge of the 05:00 Avonmouth to Clitheroe empty cement tanks. *Barry Longson*



And the prize for the dirtiest loco of 2020 goes to Class 66 741 heading south through Acton Bridge on December 17th from Walton MSC Sidings, Warrington, to Chaddesden. *Jeff Nicholls*

On December 2nd, Class 66 792 passes Moore with the Irvine bound clay. *Mark Enderby*





GBRf

Early morning sunshine glints on the sides of Class 66 762 and its train of Biomass at Acton Bridge on December 17th.
Jeff Nicholls



GBRf

Class 60 056 with the 6E09 Liverpool - Drax Biomass passes Moore on December 12th.
Mark Enderby

On December 17th, Class 66 741 with the 6M25 Kirkdale - Chaddesden barrier move is seen after dropping off a Class 777, having just left Latchford run round and heading south at Walton Old Jct. This location has been opened up by the building of a new road. Unfortunately, trains over this stretch are as rare as hens teeth!.
Mark Enderby





GBRf

On December 22nd, Class 66 742 on a Tuebrook - Crewe route learner crosses the Sankey Canal in Warrington. *Mark Enderby*



Class 66 760 passes through Leyland with the Avonmouth to Clitheroe cement empties on December 10th. *John Sloane*



Class 66 792 forges past Standish on December 2nd hauling a Wembley to Irvine china clay train. *John Sloane*



On December 8th, Class 66 758 and 66 748 top'n'tail the 6X33 Old Common to Sims Metals Newport Docks with Heathrow Express units Nos. 332 012 and 332 005. *Colin Pidgeon*



GB Railfreight renew contract with 3Squared for its RailSmart platform

GB Railfreight have announced that it has signed a contract with digital transport solutions provider, 3Squared, for renewed and expanded use of its award winning RailSmart software platform.

This renewed three-year contract marks the third successful renewal of the partnership between 3Squared and GB Railfreight which has continued to develop over more than half a decade. The renewal further cements the long-term commitment of both parties to advancing the use of digital solutions whilst exploring even more ways to innovate and add value to GB Railfreight. 3Squared and its freight operating client have a shared commitment to make the UK rail freight sector more efficient, sustainable and cost effective while keeping Britain moving through current challenges.

Alfredo Giangregorio, Head of IT at GB Railfreight, commented: "GB Railfreight first engaged with 3Squared back in 2014 with the introduction of its Railsmart EDS (Employee Development System), and they have been instrumental in partnering with us to deliver our digital roadmap over the last 6 years. Our latest collaboration, the award winning Railsmart RCM (Remote Condition Monitoring) provides us real time locomotive telemetry and alerts, allowing our Control, Engineering and Operations teams greater asset and resource management.

I look forward to further collaboration with 3Squared in the coming years, not only benefiting GB Railfreight but also the wider rail freight community."

Tim Jones, Managing Director of 3Squared, added: "We are delighted to be working with GB Railfreight for another 3 years. This renewal solidifies a fantastic and successful partnership. This long-term renewal provides both parties with a strong platform to continue working together towards achieving an improved railway.

"This investment from GB Railfreight is a significant demonstration of its commitments to digitalisation. This is more pertinent than ever considering the current challenges that our industry faces at present. It is also testament to the value and benefits our RailSmart platform delivers for operations when implemented correctly. We look forward to our continued working relationship"

RailSmart is an award-winning suite of software applications that support the operations, safety and compliance of today's modern transportation companies. A platform that turns information into insight and helps drives efficiencies all across the business.

GBRf

A rare beast on the CLC as Class 66 741 passes Glazebrook signal box with a route learner from Tuebrook to Crewe on a wintry December 29th. *Jeff Nicholls*

Greater Manchester saw its first snow of the winter on December 29th and Class 60 087 is seen between Cheadle Village and Edgeley Junctions in Stockport, working the 07:11 Liverpool BT to Drax service. *Barry Longson*

On December 12th, Class 60 056 passes Moore in light drizzle while in charge of the 07:30 Liverpool BT to Drax Biomass. *Barry Longson*







GBRf

On December 24th, Class 66 760 ‘David Gordon Harris’ propels its train of empty cement tanks into the works having arrived as 6M90 from Avonmouth. *Michael Lynam*

Greater Anglia

Class 379 008 and 379 016 approach Bethnal Green on December 8th with 2O36 14:12 London Liverpool Street to Hertford East service. *Derek Elston*

Stansted branded Class 745 106 stands at Stratford working 1P32 13:30 London Liverpool Street to Norwich on December 8th. *Derek Elston*

On December 8th, the 2O33 13:39 Hertford East to London Liverpool Street passes through Bethnal Green formed of Class 317 507 and 317 338. *Derek Elston*







Greater Anglia

Class 379 030 and 379 009 round the curve as they travel through Bethnal Green with 2H33 12:53 Cambridge North to London Liverpool Street on December 8th. *Derek Elston*

Class 720 551 leads 720 554 at Cathiron working mileage accumulation run as 5Q28 13:51 Rugby Signal Rn4179 to Wolverton Centre Sidings via Crewe on December 15th. *Derek Elston*

Class 745 103 climbs the bank toward Bethnal Green station working the 1B76 14:10 London Liverpool Street to Stansted Airport service on December 8th. *Derek Elston*







Great Western Railway

Class 800 020 stands in the snow on Malvern Wells down loop ready to form a Great Malvern to London Paddington service on December 28th. *Neil Pugh*

Great Western Railway

Having reversed at Malvern Wells signal box, Class 158 951 departs to form a Great Malvern to Brighton service on December 21st.
Neil Pugh

Network Rail

Class 37 612 and 37 610 power the 1Q48 Tyseley - Tyseley test train through Tyseley on December 1st. *Chris Morrison*



On December 22nd, the 1Q15 test train with Class 37 025 and 37 254 is seen after departure from Swindon heading towards Gloucester about to pass Purton (Collins Lane).
Ken Mumford



Hired in Class 20s, Nos. 20 132 and 20 138 pass the site of the former Crigglestone station, Wakefield, with the South Yorkshire rail head treatment train on November 25th.
Neil Scarlett



Network Rail

Class 37 025 growls into Lostock Hall, with 37254 on the rear, working a Blackpool to Derby test train on December 4th. *John Sloane*

Class 37 254 is seen at the rear of a test train from Derby to Carlisle (with 37 025 leading) passing Coppull on November 28th. *John Sloane*

Class 67 027 and 67 023 top'n'tail a Slateford to Crewe test train through Leyland on December 9th. *John Sloane*







Network Rail

On December 14th, the final RHTT run of the season in this area and we got the 20s, which was a nice way to go out. We even managed a bit of sun, which highlights the grime if nothing else! The train was rescheduled and rerouted for this final run, originating at Chesterfield and passing through Scunthorpe 100 minutes later than previously. Class 20 118 is seen leading 3Z12 past Frodingham Jct. heading for Grimsby Town. The return 3Z13 ran by way of Hebden Bridge to Huddersfield and was headed by 20 132, seen at Frodingham Jct. again. *Steve Thompson*



Network Rail

On December 14th, Class 37 610 accelerates away from Derby at Wilmorton working 1Q60 08:52 Derby RTC - Barlby Loop. *Mark Pichowicz*



Class 67 027 'Charlotte' and 67 023 'Stella' top'n'tail the 1Q47 test train from Derby - Carlisle through Leyland on December 22nd. *Michael Lynam*



Work stained Class 37 402 and 37 423 power the South Yorkshire rail head treatment train through Oakenshaw Junction, Wakefield on November 16th. *Neil Scarlett*



Network Rail

Class 67 027 and 67 023 form the 1Q83 Blackpool North to Derby via a very circuitous route. Seen here at a very wet Pleasington on December 23rd. *David Hollowood*



Network Rail

On one of the first test train workings to use Colas operated HST power cars, No. 43060 leads 43050 through Fladbury on a wonderfully sunny November 4th. 2020. *Anton Kendall*



On December 22nd, Class 67 027 and 67 023 top and tail a Network Rail test train through Acton Bridge, working the 10:55 Derby RTC to Carlisle. *Barry Longson*



The fog had just lifted, but the light was absolutely dire. Nevertheless, the only run of the RHTT over the Brigg line on December 12th had to be recorded somehow and here is 3Z13 Sheffield - Barnetby - Sheffield returning west and passing Kirton Lime Sidings with Class 37 402 top and tailing with 37 716.
Steve Thompson



Network Rail

Class 67 027, with 67 023 at the rear, approaches Euxton Balshaw Lane with a Derby to Carlisle test train on December 22nd. *John Sloane*

Rail Operations Group

Class 57 312 eases through Northampton on December 11th working the 5H71 10:17 Derby R.T.C.(Network Rail) to Wolverton Centre Sidings with barriers Nos. 6379, 6378, 6346, 6344, 977088 and 977087 in tow. *Derek Elston*

Rail Operations Group

On December 14th, Class 57 303 'Pride of Carlisle' heads through Swindon working 5Q76 with scrap EMUs Nos. 315 829 and 315 833. *Ken Mumford*

TransPennine Express

On December 10th, Class 68 031 'FELIX' arrives at Manchester Piccadilly with empty coaching stock from Longsight. *Michael Lynam*

The 5E43 Manchester Victoria - Scarborough service. waits to depart Manchester Piccadilly on December 10th. *Michael Lynam*

On December 10th, CAF 'Civity' Class 397 007 arrives at Manchester Airport on a service from Edinburgh. *Michael Lynam*







TransPennine Express

A TPE Class 802 speeds past Parkside East Junction with a Liverpool Lime St. to Newcastle service on December 19th. *John Sloane*

Class 397 009 races past Coppull Moor on an Edinburgh to Liverpool Lime St. service on November 30th. *John Sloane*

On December 10th, Class 397 004 approaches Leyland with an Edinburgh to Manchester Airport service. *John Sloane*







Transport for Wales

Class 67 008 is seen at Kempseye on December 10th with the 1Z48 07:09 Cardiff Canton Sidings - Crewe via Chester.
Keith Davies



Transport for Wales

Class 150 267 still in the old Arriva Trains Wales livery, passes Winwick with the 13:35 Manchester Airport to Chester service, on a cold but sunny December 7th. *Paul Senior*

On December 10th, Class 175 011 calls at Manchester Oxford Road working a Chester - Manchester Airport service. *Michael Lynam*

On December 9th, Class 150 280 and 158 833 are seen departing Wellington with a service to Shrewsbury. *Richard Hargreaves*





Units: DMUs and EMUs

Having stopped at the ‘box to collect the token, Northern’s Class 150 111 pulls away from Rainford Junction with the 10:15 from Manchester Victoria to Kirkby on December 18th. *Jeff Nicholls*



Northern’s Class 158 903 passes Rishton on Decemnber 17th working the 2N19 13:57 Preston - Colne service. *John Balaam*



London Overground’s 2N54 12:15 to Richmond service departs Stratford formed of Class 378 257 on December 8th. *Derek Elston*



Units: DMUs and EMUs

Wintry Winwick! Northern's Class 195 015 leads 195 008 on the 09:21 Chester - Leeds service on December 28th. *Jeff Nicholls*

On December 8th, the 2T64 14:03 London Liverpool Street to Chingford breast the top of the bank as it runs into Bethnal Green formed of Class 710 104 and 710 130. *Derek Elston*

London Northwestern's Class 350 108 and 350 258 stand at Northampton having arrived on 2N67, the 13.24 from London Euston and will return to the capital on 2N15 the 15.50 departure. *Derek Elston*







Northern's Class 195 133 crosses the River Mersey at Walton Old Jct. on December 17th. *Mark Enderby*

Units: DMUs and EMUs

With the Imerys factory wreathed in steam as a backdrop, Northern's Class 150 147 trails out of sight 150 113 across the Trent and Mersey Canal with the 10:41 Manchester Piccadilly - Chester via Delamere service on December 7th. *Jeff Nicholls*

Northern's new Class 195 units now work most of the stopping services over the Hope Valley and we see 195 110 accelerating away from its Chinley stop towards Chinley North Jct. working the 10:49 Manchester Piccadilly to Sheffield service. *Lee Stanford*

On December 19th, East Midlands Railway's Class 153 355 plus another unidentified 153 and 158 857 pass Chinley working a Liverpool Lime Street - Norwich service. *Michael Lynam*







Units: DMUs and EMUs

First time on the York circuit as Northern's Class 195 133 working the 1B19 to Blackpool North speeds through Pleasington heading towards Preston on December 23rd. *David Hollowood*

On December 10th, Northern's Class 150 105 and 150 224 pass through Deansgate working a Manchester Oxford Road - Liverpool Lime Street service. *Michael Lynam*

Northern's Class 150 135 passes Plumley on December 21st. *Jeff Nicholls*







Units: DMUs and EMUs

Northern's Class 150 147 and 150 113 head out of Northwich on December 7th with the 13:02 Chester-Manchester Piccadilly service. *Jeff Nicholls*

Units: DMUs and EMUs

“The Pacers have left the North West” for probably the last time now as Class 142 094 leads classmates 142 071 and 142 058 up the incline at Mossley as they work the 12:15 from Newton Heath to Heaton for storage on a very dismal December 8th. *Lee Stanford*



London Overground’s Class 710 109 and 710 121 call at Bethnal Green on December 8th with the 2U48 14:30 London Liverpool Street to Enfield Town. *Derek Elston*



Overground’s Class 378 211 ‘Gary Hunter’ arrives into Stratford with the 2L59 12:32 from Clapham Junction on December 8th.
Derek Elston



Units: DMUs and EMUs

West Midlands Railway's Class 170 508 crosses Malvern Common in a snow storm on a Hereford to Birmingham New Street service on December 28th. *Neil Pugh*



London Overground's Class 710 111 and 710 115 roll to a stand at Bethnal Green on December 8th with the 2D31 13:31 Cheshunt to London Liverpool Street. *Derek Elston*



On December 22nd, Northern's Class 150 113 calls at Lostock Hall working a Colne - Preston service. *Michael Lynam*



Units: DMUs and EMUs

Despite the influx of new Class 331 units, Northern still operates a small fleet of the older Class 319s. The last built member of the class is 319 386 and is seen slowing for the Heaton Chapel stop working the 12:01 Manchester to Crewe stopping service. *Lee Stanford*

Units: DMUs and EMUs

Northern's Class 319 381 stands at Leyland with a Liverpool Lime St. - Blackpool service on December 10th. *John Sloane*



Northern's Class 319 383 passes a wet Bradley on December 8th with a Blackpool to Liverpool Lime St. service. *John Sloane*

On December 29th, Northern's Class 150 111 departs Parbold with a service to Manchester. *John Sloane*





Manchester Metrolink

The second of Manchester's 27 tram fleet addition, Tram No. 3122 arrived from Austria on December 12th in appalling weather conditions.
David Hollowood



Manchester Metrolink

On December 10th, tram No. 3103 carrying 'Pretty Little Things' livery, departs Deansgate for Manchester Airport. *Michael Lynam*

Tram No. 3117, 'Cyberpunk 2077' livery, waits departure time at Manchester Airport. *Michael Lynam*

Heading to Manchester Victoria, tram No. 3011 waits its booked departure time at Manchester Airport. *Michael Lynam*







National Rail

The Shed 24H Tea Rooms and Collectables at Hellifield Station have recently added the nose of Class 37 704 to one of its tea rooms. Besides the memorabilia on display the cafe serves excellent food and drink in a friendly and relaxing atmosphere. *Michael Lynam*



Greater Anglia keeping stations squeaky clean

Greater Anglia is keeping stations squeaky clean including using powerful fogging guns to sanitise waiting rooms and toilets. The company's station cleaning contractor Carlisle Cleaning Services Ltd has stepped up cleaning since the pandemic by pressure washing and deep cleaning stations.

And the hard work is paying off as Greater Anglia has exceeded cleaning targets set by the Department for Transport for the past six months.

Between May and October this year, the Department for Transport set the cleanliness target at 88.2%. And during that period, the rail operator consistently scored more than 90% during the monthly audits.

Greater Anglia is assessed on several different criteria including litter on the platforms, the level of litter in ticket hall, the cleanliness of public toilets and ticket hall floors.

Martin Moran, Greater Anglia Commercial, Customer Services and Train Presentation Director, said: "Working with our cleaning contractor Carlisle Cleaning, we're doing everything we possibly can to keep our stations and trains as clean and sanitised as possible, and we're thrilled with these results. Our cleaning teams work around the clock to make sure areas are clean, tidy and free from litter so it's great to see their hard work is paying off. We ask passengers to please take any rubbish with them when leaving the train and to use the bins provided at stations. We will continue to ensure that rail travel is safe for staff and passengers with an enhanced cleaning regime, on stations and trains, concentrating on high-touch areas such as ticket machines, push buttons, grab rails and door handles."

Paul Evans, Carlisle Support Services, CEO, said: "I'm extremely proud of the highly knowledgeable and dedicated front line operatives and management team who pride themselves on delivering these superb levels of cleaning services to our valued client, Greater Anglia. Throughout the Covid-19 pandemic, it has been important to understand which methods of cleaning deliver fast, effective results, whilst ensuring environments are protected safely and efficiently. It's great to see the cleanliness targets have been exceeded as a result of the team and our innovative solutions."

Fares Advice with RailUK

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

Bristol Parkway - Cardiff 'via Newport' fares higher than 'any permitted'

Q: I noticed that there are two sets of fares between Bristol Parkway (BPW) and Cardiff Central (CDF), both set by GWR, and that the via Newport ones are higher than Any Permitted. For those not familiar with the area, it's impossible* to make the journey without going through Newport and all trains stop there.

Eg SDR via Newport £19.50 , Any Permitted £15.90

* well, you'd have to via Shrewsbury!

A: It's the same Ashton and Stalybridge to Sheffield - Any Permitted is £20.10 for the CDR then £23.20 for the Via Manchester CDR, and again different fare setters. To avoid Sheffield, you'd either have to change at Guide Bridge and Marple, or use the once a week Stalybridge to Stockport via Denton.

Chiltern ticket machines and fares via Oxford

Q: A few weeks ago I had occasion to travel from Haddenham & Thame Parkway to Didcot (on a Saturday afternoon, so the ticket office was closed). I was surprised to find that the off-peak day single fare, routed Not London, was £29.50 (BRfares.com indicates that you can go via London, which must be several times the distance, for only about 33% more). Fortunately I was due to have enough time at Oxford to rebook there, so I was able to reduce the fare to £12.90*, but I wonder whether if the ticket office had been open they would have suggested this -- as I understand it, they don't have to, but it would seem that offering only a ridiculously high fare will put people off travelling. For a simple two-part split with the same ticket type, a 56% saving seems quite a lot -- does anyone know of examples of bigger savings?

*Actually I have a Network Railcard, but the percentage difference is still the same.

My guess was that the through fare is the same as it was before the curve at Bicester was opened, and is calculated on the assumption that people will go via Banbury (or at least King's Sutton), but it appears that even if you do want to go via Banbury you can do so for £18.50 by splitting. Does anyone know why the through fare is so high (something to do with clustering, maybe?), or whether Chiltern would be likely to pay any attention to suggestions to change it? I see that the £6.00 Haddenham-Oxford fare (in contrast to £28.50 for 'not via London') is routed 'Chiltern only', which wouldn't work for destinations beyond Oxford, rather than 'via Oxford Parkway', which would.

The other thing I found was that when I came to add the railcard discount on the first ticket machine that I tried, and at an earlier stage on the other one, the machine appeared at first to be unresponsive. Normally in my experience, touchscreens respond to a gentle touch with a fingertip or knuckle, or failing that firm pressure with a thumb, but the only thing that worked on this occasion was (I eventually found) to hit it sharply as if knocking on a door.

A: It's worse elsewhere in Oxfordshire. From Charlbury to Princes Risborough, for example, the only fares are Any Permitted, making an SVR a ludicrous £75.60.

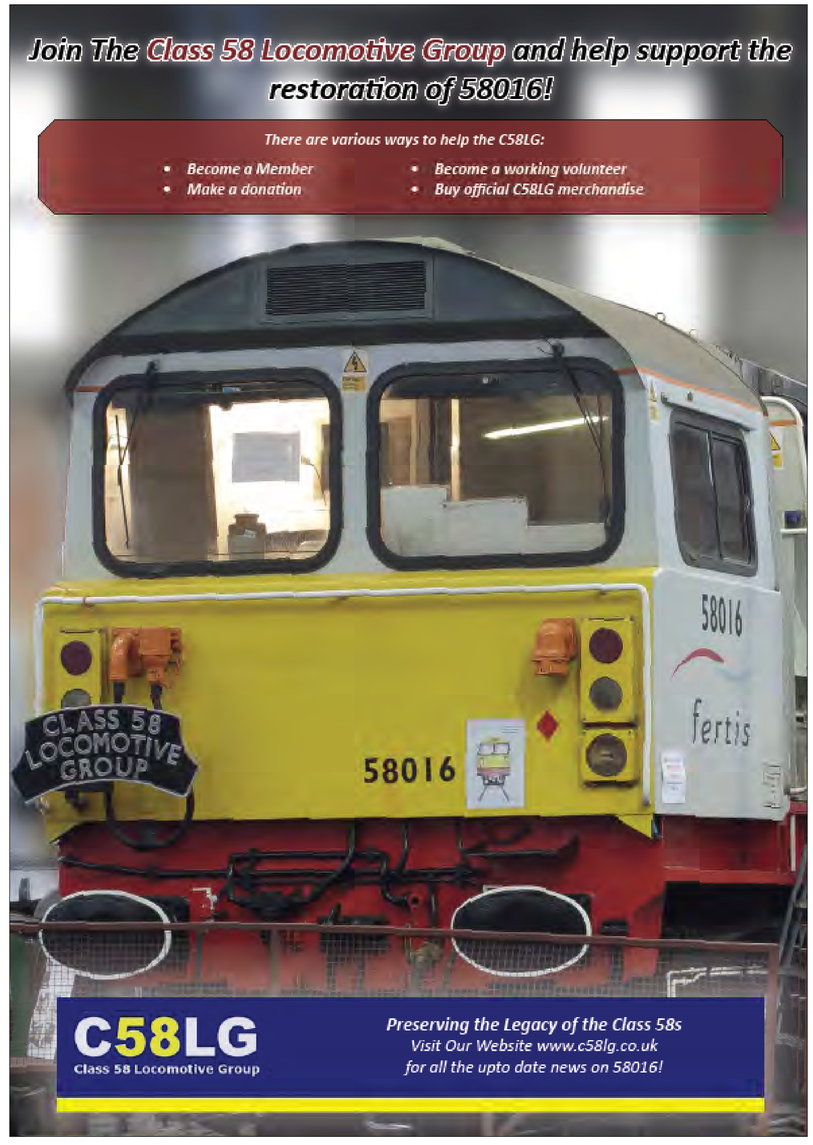
These fares are set by GWR. Their pricing manager hasn't, apparently, been told that the Bicester curve is in use. There are reasonable fares Didcot (etc) <>Bicester Town/Village, from the time when Oxford-Bicester was operated by First Great Western.

The problem appears to be widespread. An example: The shortest route, by far, between Blackwater, on the North Downs Line, and Haddenham & Thame Parkway is via Reading and Oxford. The only fare routeing available is VIA LONDON and the Off Peak Day Return is £36.00. As it happens I had to make this journey in 2019 and purchased Blackwater - Oxford, Oxford - Haddenham & Thame Parkway tickets.
At today's prices, these are £14.20 + £6.50 = £20.70

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!

West Coast's Class 37 706 and 37 518 pass Bayston Hill with the 6Z20 07:53 Wigan LIP - Margam TC on December 14th. *Keith Davies*



Greater Anglia transforming Ilford Depot ready for new trains

A major scheme to prepare Ilford depot for the arrival of more of Greater Anglia's new trains is progressing.
To accommodate the train operator's longer new trains and to facilitate their care and maintenance as more come into service during 2021, the Essex depot – built in the late 1940s - is undergoing a series of modifications and upgrades.

The redevelopment heralds a new era for East Anglia's railways, with better facilities to house and maintain Greater Anglia's new electric commuter trains being built by Bombardier.

Special high-level walkways will be installed to give engineers access for maintenance and repairs - as the new trains' have more components on the roof than the existing trains they are replacing. In addition, the depot will gain upgraded toilet maintenance facilities, as all the new trains will have large tanks to collect waste, rather than emptying it onto the tracks.

The entire redevelopment is due for completion in 2021, with a new storage shed, additional train stabling facilities and upgraded carriage wash still to be completed.

Martin Beable, Greater Anglia's Engineering Director, said, "The coming months will be an exciting and busy period as we progress this major project to prepare the depot for more new trains. At the same time, the team continues to work hard maintaining and repairing our existing trains to ensure a reliable and punctual service."

The first of Greater Anglia's brand-new electric commuter trains entered passenger service in Essex last month.

Greater Anglia is getting 133 five-carriage commuter trains made by UK manufacturer Bombardier, which will mostly run into London Liverpool Street from Essex, Cambridgeshire, Hertfordshire and Ipswich.

The new five-carriage Class 720 Bombardier AVENTRA trains, which can be used as five carriage trains or coupled together to form ten-carriage trains, are longer with more seats.

They have USB and plug points, fast free wifi, air conditioning, improved accessibility features including a disabled toilet on every train, better passenger information screens and dedicated cycle spaces.

The trains are the first in the UK to have underfloor heating which works with an overhead heating and ventilation system to improve passenger comfort and increase foot room for passengers sitting in window seats. They also 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.



Stone Blower No. DR80302 passes Stratford working as the 11:19 West Ealing Plasser Sidings to Romford Engineers Sidings on December 8th. *Derek Elston*

New train washer installed at Crown Point depot

Trains in East Anglia are set to sparkle after Greater Anglia installed a new carriage washer machine at its Crown Point depot in Norwich. Work started to install the £1.2m carriage washer in July and it has now been completed, two months ahead of schedule. It now takes a less than a minute for a three or four carriage train to pass through the wash.

New train washers are being installed at Southend Victoria and Crown Point Depot in Norwich, while the washers at Clacton, Colchester, Ilford depot and Orient Way in London will be refurbished, as part of a £4m project to improve train cleaning, as the company introduces new trains.

The new train washers are more efficient and effective, saving water, energy and time.

Martin Moran, Greater Anglia's Commercial, Customer Services and Train Presentation Director, said: "We are very pleased to have a new train washer at Crown Point. The old one was almost 40 years old. The new washers will improve the quality and standard of train washing, as well as helping to save up to 10% of the volume of water needed, compared to what was previously used. Our new trains look great and we want to keep them looking this way for years to come, which is why we are heavily investing in cleaning.

We are currently in the process of replacing every single train in our fleet to make our customers' journeys easier and more comfortable. I would like to thank everyone who was involved in this project."

Craig Prangley, Taylor Woodrow's Operations Director, said: "We are proud to have delivered the train washer safely and ahead of schedule. The work was delivered through a combination of self-delivery from the Taylor Woodrow team and work from our specialist subcontractors. Successful completion in such close proximity to the main line is testament to the collaboration of everyone involved in bringing this great new facility into use."

A hand washing regime was put in place to maintain high standards while the new machine was installed.

The train cleaning upgrade is part of a £1.4bn investment in transforming train services in East Anglia. Greater Anglia is currently in the process of replacing all trains in its fleet with brand new ones. The first new train came into service in July 2019 and the first new commuter trains were introduced in November. The roll-out will continue next year.

Greater Anglia's new trains clock up 6 million miles as rollout continues despite pandemic

2020 may have been a year when many things stopped due to coronavirus, but Greater Anglia's new trains rollout has continued throughout the pandemic - and in the last year, the company's new trains have clocked up over 6 million miles, now serving 13 routes across East Anglia.
Greater Anglia is replacing all its trains with brand-new longer state-of-the-art trains – a feat that no other train company has done before on such a large scale. The first new train entered passenger service in July 2019 on the route between Norwich, Lowestoft and Great Yarmouth. This year entire routes in Norfolk, Suffolk and Cambridgeshire are now served exclusively by new trains, including Greater Anglia's flagship intercity service between Norwich and London Liverpool Street, and the Stansted Express route between London and Stansted Airport.

In the past 12 months, 35 new trains have been put into passenger service, with four making their maiden voyages in the last weeks of the year. This includes ten intercity trains, ten Stansted Express trains, nine bi-mode trains which switch between electricity and diesel to run on our regional routes and six electric commuter trains.

In total, Greater Anglia so far has 64 new trains in passenger service, out of a total of 191 new trains. All of the company's trains from Swiss manufacturer, Stadler, are now in passenger service, although not all at the same time, as there are spare trains for when others are in the depot for routine maintenance and checks.

Routes where you're guaranteed a ride on a new Greater Anglia Stadler train are between Norwich, Lowestoft, Cambridge/Stansted, Sheringham and Great Yarmouth; Ipswich, Felixstowe, Lowestoft, Cambridge and Peterborough; Marks Tey and Sudbury; London and Stansted Airport; and the Intercity route between Norwich and London Liverpool Street, calling at Diss, Stowmarket, Ipswich, Manningtree, Colchester, Chelmsford and Stratford.

In November this year, the first two of Greater Anglia's British-made Bombardier trains started entering passenger service on the Southend Victoria to London Liverpool Street line, with a further two going into service on the Braintree line in December. An additional two are spares to switch out when the others are in the depot for maintenance.

Throughout 2021, Greater Anglia's new commuter trains will replace all the company's old trains on Great Eastern Main Line routes between Liverpool Street and Southend Victoria, Braintree, Southminster, Stowmarket, Ipswich, Colchester, Clacton, Walton-on-the-Naze and Harwich.
In the second half of the year, the roll-out will begin to reach the West Anglia routes between Cambridge and Liverpool Street, including the Hertford East line. Every new train is longer with more seats, USB and plug points, fast free wifi, air conditioning, improved accessibility including an accessible toilet on every train, better passenger information, and dedicated cycle spaces.

The company's Stadler trains have gold standard accessibility due to a low-level floor and retractable step at every door which bridges the gap between the train and the platform providing level access boarding at many stations.

New trains include energy saving and environmental features including aerodynamic design, regenerative braking which puts energy back into the supply network rather than wasting it through heat, and lower particulate pollution.

Ian McConnell, Greater Anglia franchise and programmes director said: "We're tremendously proud that we've been able to crack on with rolling out new trains – despite the challenges of the pandemic. Customer feedback has been fantastic. These new trains are really making a difference to people's experience of travelling by train. We're looking forward to even more people enjoying them next year as we bring even more new trains onto our network."

Driving Diversity: GTR Recruiting Now for New Drivers

Govia Thameslink Railway (GTR) has more than 160 train driver jobs up for grabs across its portfolio of brands including Thameslink, Southern, Great Northern and Gatwick Express.

Open to anyone above the age of 20, becoming a train driver is a fantastic opportunity for those looking to start their career, change paths, or simply pursue a childhood dream.

from women for driver positions this year compared to 2019. The company hopes to continue to attract more women to the industry, as well as a diverse range of candidates from all ages and walks of life that may have never considered a career in rail before.

Zoey Hudson, Head of Talent, Diversity and Inclusion at Govia Thameslink Railway, said: “This year has been tougher than ever for the job market but



The operator’s 18-month trainee driver programme offers stability while training, with a starting salary of £31,000. The new recruits will join the company’s diverse team of drivers that deliver 3,600 journeys every day.

Successful candidates will be based at GTR’s depots across the 800-mile network in central, south and south east England. Locations include Barnham and Brighton, to London Bridge, Welwyn and Hornsey.

The push for new drivers builds on the success of previous recruitment campaigns, which most recently resulted in double the amount of applications

we’re continuing to invest in attracting and recruiting new and diverse talent into our business. It’s really important that we have a highly-skilled and diverse workforce, which is why we’re encouraging people of all backgrounds to seriously consider a role as a train driver.

“We want to challenge the stereotypes that are associated with careers in the railway and we mean it when we say that these roles are open to anyone. Whether you’re just starting out or are looking for a new challenge having lost your job due to the pandemic – consider the railway and apply to our trainee driver programme.”



National Rail

The Midland Pullman heads through Cossington on December 12th working from London St. Pancras to Crewe. *John Alsop*

New smartphone train tickets help Thameslink and Great Northern passengers socially distance

Passengers can now travel using Thameslink and Great Northern smartphone e-tickets at eight stations in Herts, Cambs and Beds, helping people socially distance, preventing the spread of Covid-19.

Barcode readers have just been installed on ticket gates at:

Hitchin
Huntingdon
St Neots
Sandy
Royston
Letchworth
Leagrave
Flitwick

The technology is already available at eight other major stations in the region. They allow passengers to scan e-tickets bought via the Great Northern OnTrack app, Thameslink OnTrack app or online at greatnorthernrail.com and thameslinkrailway.com and displayed on their smartphones or printed out at home.

Barcode e-ticket sales have increased in the UK from 25% of UK rail ticket revenues pre-Covid to 33% as people realise the benefits of non-contact travel. E-tickets can help passengers travel with confidence and are ideal for advanced singles, peak and off-peak singles, and peak and off-peak day return tickets.

Another 10 stations will follow over the coming months, in addition to the 46 stations already fitted with the technology across the Govia Thameslink Railway network of Southern, Thameslink and Great Northern.

Season tickets go smart

Season ticket holders looking for similar Covid-safe benefits are urged to use the free Key smartcard which is also now available over all ticket office counters across the Govia Thameslink Railway network and not just by ordering it online, a process that would otherwise take up to five days.

Thameslink and Great Northern Managing Director Tom Moran said: “People who need to travel with Thameslink and Great Northern

can already do so with confidence thanks to our intensive cleaning regime and long-lasting viruscide.

“Now, by rolling out smartphone e-tickets, and making our free Key smartcard available over the counter, we’re making it even quicker and easier to book tickets online, speeding your trip through the station, minimising contact and helping everyone to socially distance.”

Rail Minister Chris Heaton-Harris said: “This is a welcome improvement that will help passengers to move to digital tickets, helping reduce the spread of Coronavirus and making travel quicker and more convenient. As we continue to build back better, smartphone e-tickets are a step towards improving our rail network for those that use it.”

Looking back at Summer

GWR power cars Nos. 43022, 43029 and 43027 pass Langstone Rock on September 15th with the 5E23 10:47 Laira - Doncaster working. *Phil Martin*

PowercarsNos.43042and43158passCockwood Harbour on September 17th working the 2E22 15:50 Penzance - Exeter service. *Phil Martin*

On September 14th. Class 150 219 and 143 617 pass Cockwood Harbour working the 2T21 13:57 Exmouth - Paignton service. *Phil Martin*







Looking back at Summer

On September 13th, GBRf Class 66 752 and 66 761 pass Cockwood Harbour with the 6G73 Westbury - Lostwithiel ballast. *Phil Martin*



GWR Class 802 108 heads along the sea wall at Dawlish on September 8th with the 1A73 04:58 Penzance - London Paddington. *Phil Martin*



DRS Class 66 304 and 66 303 head past Teignmouth on September 8th with the 5Z68 05:39 Crewe Coal Yard - Royal Devonport Docks. *Phil Martin*



Looking back at Summer

With its GWR lettering catching the early morning sun, power car No. 43187 passes Lifeguards, Dawlish on September 7th with the 2C05 05:26 Bristol - Penzance service. Power car No. 43005 was on the rear. *Phil Martin*

CrossCountry power cars Nos. 43384 and 43321 pass Cockwood Harbour on September 5th with the 1E67 16:27 Plymouth-Leeds. *Phil Martin*

Class 66 128 passes Cockwood Harbour on September 17th with the 6Z60 11:51 Parkandillack - Exeter Sidings, hauling five china clay tanks. *Phil Martin*





National Rail



A ScotRail HST set led by power car No. 43143, with 43179 on the rear, working from Doncaster Works Wabtec to Slateford Depot, Edinburgh passes Shipton by Beningborough, north of York on November 28th. *Dave Mather*

Loco Fleet List Ten

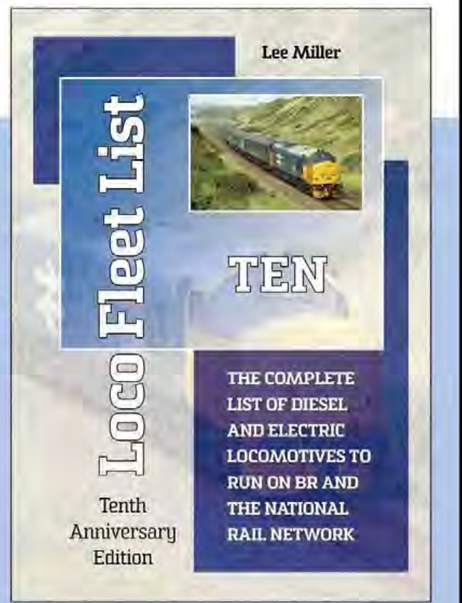
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

New line and platform promise improved services for passengers on Midland Main Line



Work to give passengers in the East Midlands and Bedfordshire access to faster journeys with more seats available on board more environmentally friendly trains has taken another step forward. On December 20th, the new fourth track between Bedford and Kettering and the new platform at Wellingborough station were brought into use. These are the latest completed improvements as part of the Midland Main Line Upgrade, which will deliver a brand new, improved timetable for passengers in 2021.

Gary Walsh, Route Director for Network Rail's East Midlands Route, said: "This is a really exciting time for all passengers using the Midland Main Line as we start to see the benefits of many years hard work by hundreds of people across the rail industry. We're now working with our colleagues at East Midlands Railway to support driver training and the introduction of electric powered trains on the route, as well as carrying out final testing and assurance with the Office of Rail and Road (ORR). We're well on track to deliver significant improvements for passengers next year. We'll also be able to transport even more freight by rail, keeping lorries off the roads and supporting our economy to 'build back better'."

At Wellingborough station as well as building platform 4, the existing platforms have been extended and improved to reduce stepping distance onto trains. The historic canopies have been refurbished, with The Railway Heritage Trust contributing a significant heritage grant to this part of the scheme. New waiting shelters, lighting, CCTV and fencing have also been installed and the footbridge has been extended to platform 4. Stanton Cross Developments LLP contributed to the footbridge extension as part of its Stanton Cross development.

Lisa Angus, Transition and Projects Director at East Midlands Railway, added: "The Midland Main Line Upgrade has been made possible by the skill and hard work of so many people, right across the rail industry. As such, these latest milestones are an incredibly proud moment for all of us. However, we still have a huge amount of work in front of us to deliver on this investment and introduce the major timetable enhancements in 2021. Pleasingly, despite the huge challenges Covid has created for all of us, that is also on track and we look forward to achieving further milestones in the weeks and months to come."

Lee Barrett, Operations Director for Bovis Homes and a representative of Stanton Cross Developments LLP, promoters of the Stanton Cross project, added: "Our investment in Wellingborough station is key to the strategic vision for Stanton Cross. We are committed to creating a sustainable new community with the infrastructure in place to provide excellent connectivity. The upgraded station stands to benefit all those who will live and work at Stanton Cross."

Building back better - Longer trains are delivering for freight customers

Since the start of 2020, Network Rail and rail freight operators have collaborated to allow freight trains to move more goods each time they run, and to operate more efficiently on the network. The UK rail freight sector has played a vital role during the pandemic in moving critical goods such as food and medicine. With reduced demand for passenger travel, trains have been rescheduled to make better use of network capacity, unlocking benefits for rail freight customers and the UK economy.

Key highlights include:
Several trains have been temporarily lengthened to 775m (half a mile or over seven football pitches in length) long, allowing 12-14 more containers to be carried each time. This includes trains between Southampton and Leeds, Manchester and Birmingham, and between Daventry and Grangemouth. Together, this saves an additional six million road miles (that's 12 trips to the moon and back) and saves 12,600 tonnes of CO2e per year.

Eight trains conveying aggregates materials from the Peak District and Herefordshire into urban centres have been lengthened to allow them to carry 2200t increased from 2000t, saving 750,000 road miles and 1,400 tonnes of CO2e per year. Steel trains between Scunthorpe and Teesport have been lengthened allowing up to 1000t (the equivalent of 250 Asian elephants) more to be moved on each train. A daily service from Mossend to Daventry is temporarily benefiting from a one-hour reduction in journey time, enabling greater productivity. A sustainable solution would release 10 twin platform intermodal wagons through improved asset utilisation. As well as the significant carbon savings from these initiatives there is a growing body of evidence of the benefits of more efficient freight schedules on air quality emissions. Recent analysis shows that trains which are frequently taken off the main rail network and put into loops, to allow other trains to pass, emit 14-20% more NOx and particulates than non-stop freight services.

Network Rail and the freight operators continue to work closely together to identify further priorities for train lengthening, as well as services that would benefit from improved journey time. These trains will form a package of service improvements, which will be included in the development of the December 2021 timetable. In the intervening period Network Rail and the freight operators will continue to identify short-term opportunities to run longer and heavier trains, and speed up schedules, using the additional capacity created as a result of the thinning out of services.

Maggie Simpson, RFG Director General said: "Rail freight is already acknowledged for its environmental performance, but there is never room for complacency. Allowing freight trains to carry more goods and operate more efficiently on the network is an important measure for decarbonisation and for UK productivity. Working together the industry has made significant progress this year, and we look forward to seeing more trains improved in the coming months."

Charlene Wallace, interim Director of Freight and Director of National Passenger and Customer Experience at Network Rail said: "During the pandemic we've seen the crucial role that rail freight plays for our economy. That is why we've listened to what our customers and their end users have asked for and we're committed to getting more goods onto Britain's rail network over the next 12 months."

Neil McNicholas, Managing Director of UK Rail Services of at Freightliner, said: "Freightliner welcomes the support Network Rail has provided to identify capacity to run a number of longer and heavier trains. Transporting more freight on each train and speeding up journey times supports both improvements to the productivity and efficiency of services and drives further environmental benefits, by reducing the carbon emissions of each tonne of freight moved. We welcome the cross-industry commitment to continue this programme and identify further opportunities to run longer trains and improve the average speed of services."

Roger Neary, Head of Sales at DB Cargo UK, said: "We are delighted to be working with our customers and Network Rail to make the concept of jumbo freight trains become a reality. Such services have allowed us to increase capacity for our customers while making our operations more efficient through reduced train driver and terminal resources and increased wagon utilisation."

Chris Connelly, Managing Director of Direct Rail Services said: "Throughout this challenging year, rail freight has proved that it is absolutely essential in keeping our supermarkets and shops stocked. Our Mossend to Daventry trains utilise the state-of-the-art Class 88 locomotive to carry the equivalent of 38 lorry loads of vital goods the 310-mile distance with zero exhaust emissions, making it the greenest way to transport goods by far. "The new timetabling allows these services to run the same route more quickly, with less time spent waiting in sidings. The extra time helps the entire supply chain, meaning goods are on shelves sooner – fantastic for consumers."



National Rail

Colas track machine No. DR73938 is seen stabled at Hellifield on December 2nd, being prepared to depart for Wigan Canal Sidings.
Eddie Emmott





Passengers urged to check before they travel as Cornwall set to have £3m upgrade



Passengers in Cornwall will benefit from a more reliable railway as Network Rail is set to deliver the biggest track upgrade in the county for over 60 years. Network Rail is carrying out this vital work to renew the track on the St Ives bay line between Carbis Bay and St Ives from Sunday January 3rd until Monday February 8th, which is costing over £3million and marks the biggest track investment in Cornwall since the 1950s.

Over the five-week period around 1.5 miles of new track, 3,600 new sleepers and over 400 tonnes of new ballast - which is the stones that supports the track – will be installed. GWR will continue to operate a half-hourly replacement bus service between St Ives and St Erth during the day, but to allow for users to be able to socially distance with ease, the operator is asking those intending to travel to plan ahead and to check journey times before travelling. Train services on the main line between Plymouth and Penzance will continue to operate whilst this improvement work takes place.

Lee Hildreth, Network Rail's project manager, said: "This is a huge piece of work, but it will make a real difference as it will reduce delays and improve reliability for passengers in Cornwall. It is the biggest track upgrade for generations, and it has been planned so it can be done as safely and as quickly as possible.
However, buses will replace trains while the work is ongoing, so we urge passengers to check before they travel and thanks them in advance for their patience."

Mark Chorley, GWR Regional Station Manager, West, said: "We have been working hard to make sure that people can be confident to travel safely, and that includes running as many replacement buses as we can to make extra room, as well as enhanced cleaning and social distancing measures. This work is important to ensure we can continue to maintain and improve reliability on this very popular and scenic branch line and we thank customers for their patience in advance."

Councillor Andrea Davis, chair of Peninsula Rail Task Force, said: "At this time of uncertainty with the ongoing pandemic it is heartening that Network Rail are investing in the Cornish network, this substantial upgrade is very welcome and will give a much needed boost to the far South West economy as we move to the recovery phase."

GWR has been providing rail services throughout the pandemic and has worked to ensure that these are as safe as possible. This includes increased cleaning regimes and the use of a virucidal spray; extra staff at key stations to offer help and guidance; and processes in place to help customers maintain a safe distance where possible, such as restricting the number of reservations available.

National Rail



Class 70 807 is seen here powering its way out of the down passenger loop at Abington with the Dalston tanks heading for Grangemouth Oil Refinery on December 23rd. *Greig Gibson*

Graffiti clean-up teams blitz railway at Xmas

Specialist graffiti clean-up teams have been ridding the railway of unsightly vandalism between Euston, the Midlands and the North West this Christmas.

Network Rail staff in the North West and Central region spent the holiday working to improve the look and feel of the railway for passengers and those who live beside it.

It supports Transport Secretary Grant Shapps' recent commitment to remove graffiti as part of an extra £1m provided by the Government to clean vandalism hotspots.

One of the jobs this Christmas involved cleaning graffitied walls and railway equipment at Digbeth in Birmingham.

Tim Shoveller, managing director for Network Rail's North West and Central region, said: "It's very frustrating money has to be spent undoing damage done by railway vandals. It's money which could be being spent making the railway better and improving passengers' journeys.

"Graffiti makes the place look messy for neighbours and passengers. We want the railway to be a clean, welcoming environment for people who travel on it and live and work near it. That's why we're declaring a war on graffiti.

"There's a safety aspect here too. Graffiti vandals risk their lives trespassing on the railway. It's a seriously dangerous place to be. Our advice is to always stay off the tracks."

Recently, residents in Camden were sent postcards to show progress Network Rail teams there have made to clear graffiti on the approach to Euston station.

Trains leave Euston every three minutes powered by overhead wires carrying 25,000 volts of electricity making it a dangerous place to be for trespassers.

This also makes it difficult to remove graffiti for Network Rail's maintenance team, who can only access the track when trains aren't running, mostly overnight.

Twelve companies chosen to help build a better railway for passengers

Twelve companies have been awarded contracts to deliver buildings and civils work across Network Rail's Southern region, which spans Kent, Sussex and the South of England.

The three-year contracts which started at the end of November 2020 cover things such as upgrades to station canopies and platforms, footbridges, earthworks which includes drainage and repairs when there has been a landslip, rewiring at stations, lift and escalator renewals and station information.

The contracts have a combined estimated value of around £200m.

As part of the process, Network Rail selected companies which are leaders in innovation and sustainability and could demonstrate a proven track record of delivering social value across the communities in which they work.

The companies are:

General building and civils: Balfour Beatty Rail; VolkerFitzpatrick; Amalgamated construction

Mechanical and engineering specialist: B & M McHugh; Quinn Infrastructure Services

Fabric specialist: BCM Construction; Lundy Projects

Footbridges specialist: Nationwide Rail; Taziker Industrial

Metallic structures specialist: Dyer and Butler; Freyssinet

Earthworks specialist: Dyer and Butler; Taziker Industrial

Masonry and concrete specialist: Nationwide Rail; Kier Integrated Services

John Halsall, managing director, Network Rail Southern region, said: "We have chosen suppliers to allow us to deliver vital new infrastructure and support the overall aims of providing a safe, reliable and efficient railway for passengers."



National Rail

West Midlands Railway's Class 170 502 crosses Malvern Common with a Birmingham New Street to Hereford service on December 21st. *Neil Pugh*



Time for the 100th mural in Network Rail's Southern region - featuring Waterloo's iconic clock

Waterloo station's iconic clock takes centre stage in the one hundredth community artwork project that has taken place in Network Rail's Southern region

The mural on Station Approach Road sits outside Britain's busiest station and features the time of 6.48pm. On a 24 hour clock that would be 1848 – the year the station opened.

Network Rail has once again teamed up with celebrated street artist Lionel Stanhope on this creation – his fiftieth for the region – who has been turning railway arches, bridges and community spaces across Kent, Surrey, Sussex and South London into stunning pieces of artwork since 2016.

His work in 2020 has included a mural for Millwall football club one for the community near Barnes Bridge and an NHS inspired mural in Southwark

Nicole Cohen-Wray, stations director for Network Rail's Southern region, said: "It's a fitting tribute for Waterloo station – our busiest - to be the location of our one hundredth mural.

"We own bridges and other structures across the South, Kent and Sussex and we work with community groups to turn these spaces into works of art as the murals are much nicer to look at and they also encourage people to respect and look after them.

"We're always open to creative ways to make our railway look better and more welcoming for the neighbourhood."

Eddie Burton, community manager for Network Rail Southern region, said: "It's been a real privilege to be involved in some brilliant pieces of community artwork, particularly working with Lionel Stanhope, across the South of England.

"We're looking forward to working with communities during 2021 to bring more colour to their neighbourhoods."

Replacing the first terminus of the London and Southampton Railway at Nine Elms, Waterloo Station was opened in 1848 by the London and South Western Railway as part of extending the line two miles to be nearer the city. This original station, known as 'central station', had six platforms.



National Rail



Former LNER power car No. 43309 leads the 09:00 Sheffield to London St. Pancras service through Cossington on December 12th. *John Alsop*

Clubs and Societies Apparel

Polos, starting from £14.00 each, minimal order of 3.



Heavy weight Hoodies starting from £27.50 each, minimal order of 2.



Softshell, from £27.00 each, minimal order of 2.



Morf's (neckwear), starting from £9.00 each, minimal order of 3.



Gymsacs, starting from £5.00 each, minimal order of 3.



We have a broad range of bags, from shoppers, courier bags to messenger bags.



Promotional print T-shirt, £10.50 each minimal order of 2.



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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

If in doubt, use an old river bed

Henry Meiggs (1811 - 1877) was the engineer and contractor for what some call 'the most wonderful railway in the world.' -The Central Railway of Peru. Meiggs made a tunnel beneath the south end of the Cacray to take the river and used the old river bed to take the railway!

London Midland Railway notes from September 1956

SOME L.M.R. OBSERVATIONS - September 1956	
DATE	**OBSERVATION**
7th	70017 '*Arrow* ' [81A] ex-works hauled the 10.10 am Euston to Glasgow
8th	70017 '*Arrow* ' hauled the 6.30 pm Euston to Preston
	72005 '*Clan Macgregor* ' seen 'running in' on a late evening train at Derby after repair at Crewe.
	70053 '*Moray Firth* ' [66A] piloted by 4-4-0 40613 passed through Skipton on the 'up' '*THAMES-CLYDE* ' express.
10th	72005 - *again!* - piloted 45721 '*Impregnable* ' out of Birmingham (New Street) with the 11.20 am Birmingham to Glasgow
11th	The London-bound '*ROYAL SCOT*' was stopped at Kings Langley and its Pacific "borrowed" to search the line as far as Watford as a 'light engine.' It then returned wrong line to couple back up to its train. Continued to Euston arriving at 6.50 pm.
13th	72005 '*Clan Macgregor* ' hauled the 7 pm Euston to Birmingham and seen many times during the next few days
18th	72005 '*Clan Macgregor* ' was noted shunting in Bletchley yard.
19th	The '*MERSEYSIDE EXPRESS* ' arrived at Euston 30 minutes late with 44716 [2A] assisting. 46200 '*The Princess Royal* ' which was short of steam. The '*MERSEYSIDE EXPRESS*' and 0-6-0 44442 [1C] eventually brought the XP into Euston 93 mins late.
28th	70028 '*Royal Star* ' [86C] was on Derby shed
OTHER L.M.R. SEPTEMBER 1956 OBSERVATIONS	
Chester shed [6A] got 80049/50/1/3/86 from Newton Heath [26A]	
Chester (Northgate) shed [6D] has 78055-9 which have taken over from "C13" 4-4-2Ts on the Manchester (Central) trains but the "C13" locos will probably find greater freight work since this shed has recently parted with 5 "J6" 0-6-0s with 4 to store at Trafford Park [9E] and 1 to shops for repair - *The Repair Shop?*	
Standard 2-6-2Ts 84000/3 and Ivatt 2-6-2T 41216 are now at Birkenhead [6C] for use on the Birkenhead, Horton and Ellesmere Port push-and-pull services.	
21st	Derailment at Malvern caused the usual Ivatt "4" 2-6-0 unable to work the 9.24 am Great Malvern to Birmingham (New Street). Thus 0-6-0 3217 was substitued and worked all the way. It returned on the usual balancing working - 1.55 pm to Worcester (Shrub Hill). Was this the first time New Street saw a GW loco-headed passenger train?

A Different View

Running early, Class 70 007 crosses the Trent and Mersey Canal on the outskirts of Lostock Gralam with the 13:30 empty binliner from Runcorn to Northenden on December 7th. *Jeff Nicholls*

A Different View

Framed by pipework from the nearby Imerys works, Class 66 013 is seen at Lostock Gralam with the 10:40 Binliner from Knowsley to Wilton on December 7th.
Jeff Nicholls



Preserved Railways

FINANCE TEAM STAGES FESTIVE ‘STEAM AND LIGHTS’ TRAINS CHRISTMAS HAMPER RAFFLES IN AID OF SURVIVAL APPEAL

SWANAGE RAILWAY





Enterprising members of the Swanage Railway finance team have staged festive ‘Steam and Lights’ trains Christmas hamper raffles to raise money for the popular heritage line’s Coronavirus survival appeal fund.

The large festive hampers have been put together thanks to kind donations of items and money from Swanage Railway supporters, members of the Swanage and District Chamber of Trade as well as the public – with proceeds from the raffles going to the Swanage Railway’s ‘Save Our Service’ (S.O.S.) Appeal.

Raffle tickets were sold from a festively decorated booth on the platform at Swanage station before the departure of the two ‘Steam and Lights’ trains with the festive hampers being presented to the winners on the return of the trains to Swanage.

Festive disco wands were also being sold by the enterprising finance team to raise money for the Swanage Railway’s Coronavirus survival appeal fund.

A first for the Swanage Railway, ‘Steam and Lights’ trains have been running on selected evenings since Saturday,

December 5th, 2020. The decorated and multi-coloured lit six-carriage trains depart Swanage station at 5.15pm and 7.15pm, with the last of the festive trains running on Thursday, 31 December, 2020.

The idea for the festive hamper raffles came from Vicki Searle, one of the three members of the Swanage Railway’s finance team, while the hampers were made by Carina Lock, daughter of the Swanage Railway finance manager Lorna Lock.

A wooden beach hut was loaned by Mick and Sue Albsolom – both from Swanage – while the Swanage builders’ merchant Travis Perkins donated materials to help turn the hut into a festive booth for the Covid-safe selling of raffle tickets.

Volunteers John Piper and David Budd from the Swanage Railway’s estates department, under manager Pat Cattle, and volunteers from the heritage line’s telecoms departments put the booth together.

The Swanage Railway’s passenger services department installed a till for bank card payments till while Vicki Searle’s husband Jonathan decorated the festive booth.

Randy Coldham, the Swanage Railway’s volunteer fund-raising chairman, said: “This has been an amazing team effort with donations of gift items for the Christmas hampers coming from far and wide across the Swanage Railway family.

“I would like to say a big thank you to our finance team of Lorna Lock, Vicki Searle and Nichola Watts for all their dedicated hard work – as well as a big thank you to all those very kind people who have very generously donated gift items for the fund-raising ‘Steam and Lights’ hampers in the Swanage Railway’s time of need.

“Our ‘Steam and Lights’ trains are very important to the Swanage Railway because the profits from their operation go towards helping the heritage railway survive the potentially devastating economic effects of the Covid-19 pandemic,” added Mr Coldham who is also a volunteer signalman on the Swanage Railway.

The Swanage Railway’s ‘Save Our Service’ (S.O.S.) Appeal stood at £341,148 as of Tuesday, 22 December, 2020.

The public can easily donate by phone to the ‘Save Our Service’ appeal by texting ‘SOS’ to 70470 to donate £10 which costs £10 plus a standard rate message or other amounts between £1 and £20.

Clearly marked ‘Save Our Service’ appeal, cheques can also be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB.
To make a ‘Save Our Service’ donation by PayPal, a Fast Payment through Internet banking or by a cheque in the post, visit www.saveourservice.co.uk while donations can also be made via the Swanage Railway’s Facebook page.

Photos: © Andrew P.M. Wright

Telford Steam Railway

On December 19th, Class 37 263 is seen stabled at Horsehay. *Richard Hargreaves*

From the Archives

Class 55 015 'Tulyar' covers York depot in a pall of thick smoke as it bursts into life on July 21st 1981. And on this very day England beat Australia in one of the most remarkable Test Matches of all time! *Jeff Nicholls*

From the Archives

Class 31 407 heads a Hereford - Birmingham New St. DMU substitute passing Smethwick West in early October 1989. The line is still there shrouded in trees but the signal box, station and block of flats are all just a memory. *Chris Morrison*

From the Archives

Midland Mainline liveried HST power car No. 43076 waits to depart London St. Pancras with a Nottingham bound service on September 12th 1997.
John Sloane

From the Archives

On June 20th 1976, Class 26 041 and 26 022 back onto the stock at Inverness whilst Class 40 103 is seen stabled on the depot and 26 015 waits for the pair of Class 26s to clear the road. *Mark Enderby*



From the Archives

Less than a year before being painted in GWR green as 'Sir Edward Elgar', Class 50 007 'Hercules' is seen light engine at Saltley on March 28th 1983. *Jeff Nicholls*



Class 40 135 heads past Meole Brace with a Bayston Hill Quarry - Guide Bridge CCE Dept. working on May 23rd 1984. *Keith Davies*



Class 45 111 is seen near Chesterfield with a Leeds to Brighton service on June 29th 1985. *Keith Davies*



From the Archives

Class 37 803 passes Wistanstow on September 21st 1991 with the 6V07 07:45 Ellesmere Port - Radyr. *Keith Davies*

Class 87 004 with 'Royal Scot' headboard passes Winwick on February 4th 2000 heading to Glasgow. It was done up is a gesture to the driver who was doing his last run before retiring. *Paul Hewertson*

Class 47 659 is seen departing Southampton Central with a CrossCountry service heading to Birmingham. *David Lindsell/Terry Ventham Collection*







From the Archives

Class 87 021 ‘Robert the Bruce’ in Intercity livery passes Stafford with a Manchester Pullman set bound for Euston with a named Mk3 FOs and two catering vehicles. *Chris Morrison*

From the Archives

An unexpected visitor to Eastleigh on August 8th 1989 as Class 50 030 hauls a couple of EMUs towards the Works. *Jeff Nicholls*

Class 25 230 and 25 189 are seen on Shrewsbury Gay Meadow stabling point on June 16th 1985. *Keith Davies*

Class 47 596 and 47 524 pass Marshbrook on March 4th 1992 with the 11:00 Crewe - Radyr parcels. *Keith Davies*







From the Archives

Class 45 037 and 45 136 wait for the mail to be unloaded at Derby on July 1st 1976. *Mark Enderby*

From the Archives

NCB 0-6-0ST locos ‘GWYNETH’ and ‘WARRIOR’ are seen hard at work at Bickershaw Colliery.
Mark Enderby



CrossCountry HST power car No. 43097 leads a Bournemouth bound HST working into Southampton Central.
David Lindsell/Terry Ventham Cottection



Class 47 971 is seen working a test train on the Ludgershall branch in the early nineties.
Michael Bennett



From the Archives

Class 47 439 is seen on Crewe Bank Shrewsbury with the 11:00 Crewe - Radyr parcels on April 9th 1992. *Keith Davies*

Class 47 803 passes Allscott on January 22nd 1992 with the 1J33 09:25 Shrewsbury - London Euston service. *Keith Davies*

Class 56 114 passes Haston with the 1M89 16:45 FO Cardiff Central - Manchester Oxford Road on July 29th 1994. *Keith Davies*







From the Archives

With plenty of DMUs stabled in the bay platforms, Class 47 491 departs Darlington on March 16th 1978.
Mark Enderby

From the Archives

Class 40 135 is seen on Crewe Bank with a Bayston Hill Quarry - Guide Bridge CCE working on January 2nd 1984. *Keith Davies*



Class 47 712 departs Andover on a London Waterloo to Exeter service in the early nineties. *Michael Bennett*



Class 24 081 is seen stabled at Crewe in 1979. *Brian Hewertson*



From the Archives

On August 26th 1978, Class 25 287, 40 079 and 40 181 are seen stabled on Grangemouth depot. *Mark Enderby*

From the Archives

A Eurostar unit operated by GNER races south of Newark flat crossing on August 1st 2003 with a Leeds to London King's Cross service. *John Sloane*

Southern No. 850 'Lord Nelson' pauses at Manchester Victoria on March 11th 1981 with a Liverpool Lime St to York 'Troops by Train' commemorative tour. *John Sloane*

Class 40 No. 290 is seen at Standish Junction with a northbound freight on March 23rd 1972. *John Sloane*







From the Archives

Class 25 294 departs Chester with a parcels service on May 17th 1980.
John Sloane