

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 173

Another month of lockdown and only a limited number of photos this month I'm afraid. We can all only hope that as the year progresses things will get better and all our cameras will start to be used once again. Until then, I ask you to support your local heritage railway wherever you can during these troubled times.

This month I have been shocked and appalled by the news that a tractor driver was seen dumping, what Network Rail believes to be, floodwater into the station car park at Hartford, in Cheshire. A passer-by filmed the incident at Hartford Station near Northwich in Cheshire on Wednesday January 20th as floods and heavy rain caused chaos in the region. The footage shows the tractor and slurry trailer being reversed into the station entrance before the driver gets out and releases thousands of litres of water down the station access road and onto the West Coast Main Line. Storm Christoph closed several railway lines in the North West, but this incident caused the Crewe to Warrington line to close.

Phil James, Network Rail's North West route director, said: "When we were already struggling with Storm Christoph, this cynical opportunist decided to use the railway as their own personal sewer. Seeing this video made my blood boil. We will be working with police to take the strongest action possible against this tractor driver for damaging the railway, delaying people and goods, and potentially putting the lives of passengers and workers at risk."

In other news, the construction of HS2 continues with the first freight trains for HS2's construction site in Buckinghamshire delivering aggregate to support the construction of a temporary railhead at the town of Calvert. The site, to the north of London, is an interesting one, as HS2 trains will pass right through the middle of a disused railway station. Calvert railway station was built in 1899 with a single two-sided platform serving a tiny village. The railway company, the Great Central had high hopes though, as they designed it to be expandable later to service four railway lines expecting that the arrival of the railway would spur a town to grow where a small village stood. No town arrived though, and the station eventually closed in 1963 as part of the Beeching cuts.
For a railway in the middle of the countryside, it had a lot of sidings, as not far from it was a brick clay mine — which are today two lakes, and a landfill site — and a large brickworks was built next to the railway

The brickworks closed in the 1980s, and a modern town built on part of the site. So the town the Great Central railway hoped for finally arrived, but too late to save the railway station.
The railway line remains, as a single-track freight service. Although not directly useful for HS2, this part of the alignment of the railway is usefully straight and not surrounded by housing, so HS2 will run along the old permanent way, with the single remaining line for freight shunted sideways a bit. HS2 will join the old alignment just to the north of the Buckinghamshire Railway Centre, passing by Calvert and then heading northwards through new embankments and cuttings. With HS2 sitting where the old railway used to be, that puts Calvert station right in the way of the modern high-speed trains, so it has to go. Not much remains anyway alas, the station buildings were long since torn down, and just an overgrown platform lingers in the path of the new trains.

More than 650 people will work at the Calvert Railhead, stockpiling materials and managing the logistics and construction of the central section of the new railway. Once HS2 is complete, the railhead will be removed and the site landscaped, leaving only the infrastructure maintenance depot. A small town that popped into existence because a Victorian railway stuck a station there will end up with far more railway infrastructure than it's ever had before, but no railway station.

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

Until next month, stay safe.
Andy

This Page

On January 7th, Class 66 587 hauls 90 048, 90 012 'Royal Anglian Regiment', 90 016 and 66 546 through Cherry Tree working as 0M90 from Leeds Midland Road Depot to Crewe Basford Hall following the Class 90s having had their wheels turned. *Michael Lynam*

Front Cover

On January 4th, the 0E90 Crewe to Leeds Balm Road comprised of Class 66 610, 90 012, 90 016, 90 048 and 66 620, seen here heading through Pleasington.

David Hollowood



Class 88 009 is seen taken the massive curve at Elvanfoot in South Lanarkshire running 14 minutes late with the Daventry to Mossend (Tesco) service. *Greig Gibson*

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Charter Scene Midland Pullman

The Midland Pullman

The LSL Blue Pullman liveried HST with power cars Nos. 43055 and 43046 on it's first passenger outing running as 1Z45 13:59 Crewe - London St. Pancras passes Queensville.
Chris Morrison



LSL's Class 37 688 arrives at Stockport on route learner duties under a moody sky.
Mark Torkington



Charter Scene ECS and Light Engine Movements

West Coast Railways' Class 37 685 is seen here sitting in the Up Larbert Sidings with ScotRail Class 385 042 passing on a service from Glasgow Queen Street to Alloa. The Class 37 was on standby to be used for route proving duties should that be required. *Greig Gibson*



Charter Scene ECS and Light Engine Movements

LSL's Class 20s Nos. D8107 and D8096 pass Bradley on a Carlisle to Crewe movement on January 5th. *John Sloane*

Avanti West Coast

Class 390 119 takes the bend at a snow covered Crawford on January 2nd working the 1M12 London Euston to Glasgow Central. *Greig Gibson*

Rail industry collaborates to operate temporary timetable while essential repairs are carried out

Avanti West Coast has added extra stops at stations along the Trent Valley to enable Network Rail engineers to carry out essential repair work to an embankment at Hillmorton. Working alongside industry partners, the long-distance operator introduced the emergency timetable following damage to the track just south of Rugby following recent heavy rain. To avoid congestion on the alternative route via Northampton, an agreement was reached with London Northwestern to temporarily withdraw their hourly Crewe to London service, and in doing so reduce the number of trains over the diversionary route limiting further delays.

Gus Dunster, Executive Director, Operations for Avanti West Coast said: "Working closely with London Northwestern and Network Rail we've been able to quickly add extra stops at Nuneaton on services between London Euston and Liverpool Lime Street. Services between London Euston and Manchester Piccadilly will also call additionally at Tamworth and Lichfield Trent Valley."

As a result, there will be changes to departure and arrival times at some stations with journey times extended by approximately 15 to 30 minutes. The temporary timetable is expected to be in place until at least mid-February and customers are urged to check before setting out, arrive at stations early where they can as well as following Government advice to use the railway for essential travel only. The problem came to light when the driver of an Avanti West Coast service reported a dip in the track on the approach to Rugby station. Network Rail, who maintain the railway infrastructure attended the site and located the damage.

James Dean, Network Rail's Route Director, said "I'm really sorry if your journey has been affected by the landslip. We are working around the clock rebuilding the embankment - this is a major piece of work and we are aiming to reopen the lines as usual in mid-February. This landslip was caught early thanks to an Avanti West Coast driver. His catch has meant our teams have been able to get in and prevent a much worse slip."

Customers with London Northwestern tickets are also able to travel on Avanti West Coast services.

Lawrence Bowman, Customer Experience Director for London Northwestern Railway, added: "This arrangement with Avanti West Coast is a great example of the rail industry working in collaboration in the best interests of passengers. With trains subject to diversions and speed restrictions while Network Rail repairs the landslip it makes sense to reduce the number of services running, particularly given current low passenger numbers."



Avanti West Coast

Coming out of another curve and taking the next one to Beattock Summit, Class 390 011 makes it look effortless. Seen here at Bodsbury crossing on the WCML in South Lanarkshire with the 1M18 service to London Euston from Glasgow Central. *Greig Gibson*

Avanti West Coast

When Avanti took over the West Coast franchise only two units were fully re-liveried into the new colours, the rest just having the driving trailers vinyled up. Work it seems has now started on the remainder of the fleet and Class 390 123 now in full Avanti colours is seen at Moore working the 08:36 Glasgow Central to London Euston service. *Lee Stanford*

Avanti West Coast

Class 390 141 passes Farington Curve Junction on its way to Glasgow on January 29th. *John Sloane*

Avanti West Coast

Class 390 157 leans into the curves at Rugeley Trent Valley with the 12:07 London Euston - Liverpool service. *Chris Morrison*

Colas Rail

Class 70 807 powers up after being looped at Abington with the Dalston tanks heading for Grangemouth.
Greig Gibson



Colas Rail

On February 2nd, Class 70 802 working the 6M50 Westbury Down T.C. to Bescot Up Engineers Sidings heads through Swindon. *Tom Blanpain*

Colas Rail

Class 70803 and 70813 pass Kempseye on January 31st with 6C26 21:44 Crewe Basford Hall - Crewe Basford Hall. *Keith Davies*



Colas Rail

Class 70 812 heads past Duncote Mill with 6C37 10:30 Chirk Kronospan - Carlisle Yard on January 17th. *Keith Davies*

Class 70 813 and 70 803 pass Kempseye with 6C26 21:44 Crewe Basford Hall - Crewe Basford Hall on January 31st. *Keith Davies*

Class 56 113 passes Northern's Class 323 238 at Glazebury on February 4th. *Jeff Nicholls*







CrossCountry

CrossCountry Voyager Class 220 014 is seen near Andover on January 9th working a Bournemouth to Bournemouth shuttle due to engineering work. *David Lindsell*



CrossCountry

On January 9th, a Class 220 working the 1Z08 Birmingham New Street to Bournemouth passes Wyke Down. The service diverted via Andover due to engineering work. *Michael Bennett*



DB Cargo

On December 31st, Class 60 011 passes Attenborough Junction with 6M57 07:15 Lindsey - Kingsbury fuel tanks.
Mark Pichowicz

DB Cargo

Class 60 001 passes Barrow upon Trent with 6E01 10:02 Wolverhampton Steel Terminal to Immingham.
Mark Pichowicz



DB Cargo

Class 66 018 heads a Hinksey - Toton train of box wagons past Tyseley.
Chris Morrison

DB Cargo

Class 66 149 is seen at Bayston Hill on January 16th with the 6V75 09:30 Dee March Reception Sidings - Margam TC.
Keith Davies

DB Cargo

On January 13th, Class 66 019 is seen stabled at Didcot as Class 37 884 passes through with a unit move. *Tom Blanpain*

DB Cargo

Still carrying its original EWS livery, a rather work stained Class 66 158 is seen at Moore working the 10:40 Knowsley to Wilton waste train. *Lee Stanford*



DB
Cargo

Class 66 006 powers out of Abington loop bound for Millerhill with a rake of ballast wagons. *Greig Gibson*



DB
Cargo

Class 66 055 is seen at Bradley with a well loaded Seaforth to Mossend intermodal on January 5th.
John Sloane

DB Cargo UK to demolish iconic office block at Knottingley depot

The demolition of one of DB Cargo UK's most iconic buildings is underway as the company continues with its multi-million pound programme of investment to modernise its property portfolio and improve working conditions. The old office block at the company's Knottingley depot in West Yorkshire is being replaced with new, more energy-efficient modular cabins, including offices, a messroom and toilet facilities.

Since Knottingley opened as a Traction Maintenance Depot back in 1967, there has been a significant reduction in on-site activities, largely due to the demise of the coal industry and closure of nearby power stations at Ferrybridge and Eggborough.

However, it continues to provide an important role in the delivery of DB Cargo UK's contract to transport biomass to the nearby Drax Power Station.

Safety and Compliance Manager Chris Pickerden explained that the iconic office block built in the 1990s was now under-utilised and inefficient to run.

"DB Cargo UK is continuously looking for ways to improve the safety and efficiency of its operations and reduce its impact on the environment," he said.

"The office block at Knottingley is no longer fit for purpose and it now costs a small fortune to maintain and run. As much as we all love its iconic design with its balcony and balustrades, we can no longer justify the expense of keeping it open.

The new, pre-fabricated cabins can easily accommodate the groundstaff and drivers who now operate out of Knottingley and are much more energy-efficient, We have already installed them at several other sites with great success," he added.



DC Rail Freight

Class 60 055 'Thomas Barnardo' passes Queensville, Stafford with a Castleton - Northampton engineers train. *Chris Morrison*

Direct Rail Services

Class 88 005 takes the sweeping bend at Elvanfoot feeder station in South Lanarkshire with 4S44 Daventry to Mossend (Tesco). *Greig Gibson*

Direct Rail Services

Direct Rail Services to become part of Nuclear Transport Solutions

DRS is joining forces with its fellow NDA transport subsidiaries to create Nuclear Transport Solutions, launching in April 2021. The Nuclear Decommissioning Authority, is bringing together its transport expertise and capabilities into a single nuclear transport division. The new organisation will be called Nuclear Transport Solutions (NTS) and will fully launch in April 2021.

NTS will be a centre of excellence that brings together the operational, commercial, engineering, legal, and regulatory expertise that underpin nuclear transport and logistics operations.

It will operate Direct Rail Services (DRS) and Pacific Nuclear Transport Ltd (PNTL), who will continue to deliver rail and shipping services for customers, building on decades of experience of providing safe, secure and reliable transport solutions.

NTS's primary objective will be to support the NDA's important mission to clean up the UK's earliest civil nuclear sites. It will also use its world-leading expertise to provide commercial activities in the UK and overseas, as well as providing transport services for customers outside of the nuclear sector.

Direct Rail Services will continue to be a familiar sight on the railway offering the award-winning service they have become renowned for – intermodal, specialist, infrastructure, network support and consultancy services.

Seth Kybird, Chief Executive of NTS, said: "We are creating NTS to become the leading global provider of safe, secure and reliable nuclear transport solutions – building on the experience and capabilities of DRS, INS and PNTL to support the NDA's important clean-up mission, and deliver great value for our customers in the UK and overseas.

This is an exciting opportunity for us to build a vibrant and profitable organisation with an exciting and challenging mission of national and global importance."

Chris Connelly, NTS Deputy CEO and Rail Director, said: "NTS brings together a wide variety of knowledge, skills and talent into one organisation. It's a fantastic opportunity and being part of it will make DRS stronger, more competitive and able to offer a broader range of services to our customers."



Direct Rail Services

Class 37 402, 37 401 and 37 424 pass Coppull on January 29th on their way to Kingmoor on for a well earned wash following RHTT duties. *John Sloane*

East Midlands Railway

On January 21st, due to bad weather the 09:41 Liverpool Lime Street to Nottingham service was part cancelled and started at Manchester Piccadilly. Here Class 158 780 is seen on the approach to Davenport in the Stockport suburbs.
Barry Longson

East Midlands Railway

On December 20th, power car No. 43274 passes Attenborough Junction with 1B36 10:30 Nottingham to London St. Pancras service. *Mark Pichowicz*

East Midlands Railway

Crop spraying is underway as an unidentified Class 156 leads a similarly unknown Class 158 on the 12:51 Liverpool Lime St. - Norwich service at Glazebrook on February 1st. *Jeff Nicholls*



East Midlands Railway

Power car No.43238 leads the 1B41 09:50 Leeds - London St. Pancras service past Shipley Gate on December 27th. *Mark Pichowicz*

Class 158 854 and 158 852 pass Glazebrook on February 1st. *Jeff Nicholls*

A very scruffy Class 158 810 and 158 777 hurry through Padgate station with a Norwich - Liverpool service on January 4th. *Jeff Nicholls*







Freightliner

On January 5th, Class 70 005 working the 4M61 Maritime to Trafford Park liner passes Walworth east of Andover. *Michael Bennett*

There have been a number of paths in the timetable in January for light engine moves from Crewe to Trafford Park and return, the reason for which I am unsure. On a sunny January 12th, veteran Class 86 639 is seen approaching Mauldeth Road returning to Crewe via the Styal line. *Lee Stanford*

The 11:12 Runcorn to Brindle Heath waste train runs via Guide Bridge where it recesses in the yard and the loco runs round before continuing its journey. On January 6th, Class 66 502 was in charge and is seen departing from Guide Bridge for the short journey to Brindle Heath. *Lee Stanford*







Freightliner

Class 66 556 on a Southampton to Lawley Street liner races through Andover on January 7th. The tree clearance here has opened it up to photographers. *Michael Bennett*

Class 66 594 with the Southampton to Lawley Street liner passes Whitchurch on January 25th. *Michael Bennett*

On January 9th, Class 70 010 with a Lawley Street to Southampton Maritime liner passes under Daisy Dell footbridge, Andover.
David Lindsell







Freightliner

Class 70 015 is seen between Andover and Whitchurch on the 13:45 Southampton to Lawley Street liner on January 29th. *Michael Bennett*



Freightliner

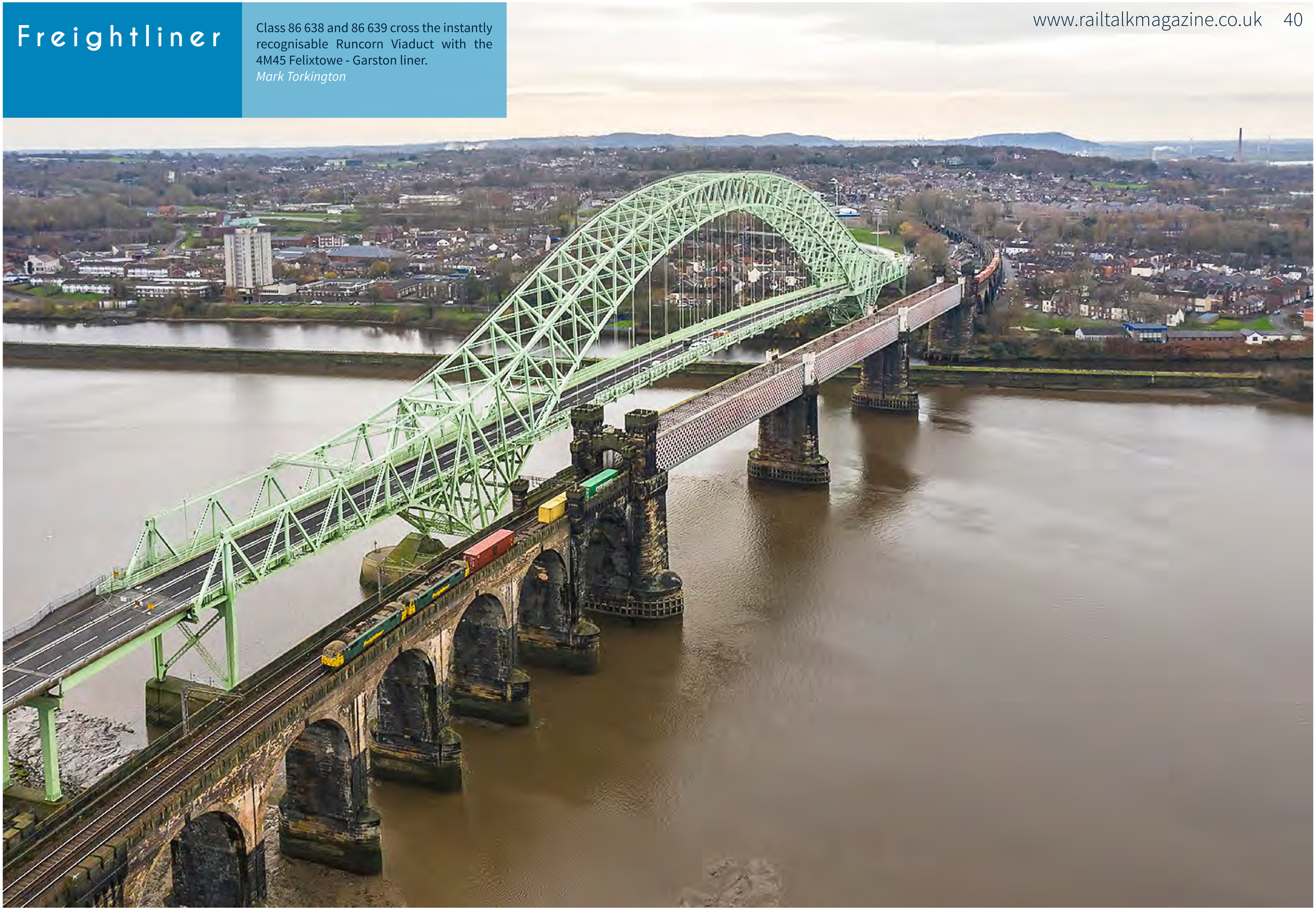
Class 86 613 and 86 604 pass over Dutton Viaduct with one of the last regular Class 86 turns, the 4M45 from Felixstowe to Garston. *Mark Torkington*

Freightliner

Class 66 536 races through Whitchurch with a Southampton to Lawley Street liner on January 21st. *Michael Bennett*

Freightliner

Class 86 638 and 86 639 cross the instantly recognisable Runcorn Viaduct with the 4M45 Felixtowe - Garston liner.
Mark Torkington



Freightliner

Class 90 014 heads through a rather wet Kenyon Cutting on January 14th. *Jeff Nicholls*

Class 66 587 'As one we can' drags Class 90 048, 90 012 'Royal Anglian Regiment'. 90 016 and 66 546 working 0M90 Leeds Balm Road to Crewe Basford Hall through Bamber Bridge on January 7th. *Alan Naylor*

On January 4th, Class 66 610, 90 048, 90 012, 90 016 and 66 546 pass Copy Pit working the 0E90 Crewe Basford Hall to Leeds Midland Road light engine move. The Class 90s heading to Midland Road for tyre turning. *Russell Clarke*







Freightliner

On January 7th, the 0M90 Leeds Balm Road to Crewe passes Hebden Bridge with Class 66 587 hauling 90 048, 90 012, 90 016 and 66 546 on the rear. *Russell Clarke*

Class 66 554 and 66 617 pass Kempseye with 6M07 10:30 East Usk Yard - Crewe Basford Hall on January 10th. *Keith Davies*

The electrified stub from Edgeley Junction to Hazel Grove (on the Buxton line) sees a variety of electric units but it is very rare for electric locomotives to venture to Hazel Grove. However on January 14th, Class 90 014 undertook a test run from Crewe to Hazel Grove and is seen standing next to the unusual platform located signal box at Hazel Grove before returning to Crewe.. *Lee Stanford*







Freightliner

Class 66 517 passes through Whitchurch on January 22nd with a Southampton to Lawley Street liner and passing lots of vegetation clearance. *Michael Bennett*

Freightliner

On January 9th, a diverted Lawley Street to Southampton liner headed by Class 70 010 passes Wyke Down. *Michael Bennett*

On January 15th, Class 86 604 was used for the familiarisation runs from Crewe to Trafford Park and is seen passing Heaton Chapel on its way to Trafford Park. *Lee Stanford*

Class 66 590 drags 66 560 towards Crofton West Jct. from Hare Park Jct. on the 09:35 High Marnham to Leeds Balm Road, January 4th. *Tim Saunders*







Freightliner

On December 29th, Class 66 603 passes Trowell Junction with 6D25 11:48 Tunstead to Radlett.
Mark Pichowicz

Class66536isseenworkingintheengineerspossession at Farington Jct. on January 1st, with track renewal being carried out on the down fast. *John Balaam*



Freightliner trials potential modal shift to rail for Kraft Heinz products

The Innovate UK sponsored Liverpool-Humber Optimisation of Freight Transport (LHOFT) project has been working with partners Kraft Heinz, the University of Hull and Oxford Rail Strategies, to develop an intermodal rail freight solution for the haulage of products from Elst (in the Netherlands) to the Kraft Heinz National Distribution Centre at Wigan. Following consultation with leading UK rail freight operator Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W) and Network Rail, a trial train was arranged to test and evaluate the feasibility of delivering Kraft Heinz products by rail to Wigan.

Operating overnight, the trial was considered a complete success and Kraft Heinz will now be considering whether to build on the findings of the trial going forward.

"Freightliner is always at the forefront of developing innovative, bespoke solutions to allow more freight to be moved by rail and all the associated environmental benefits that brings," said Emma Dempsey, Chief Commercial Officer for G&W's UK/Europe Region companies. "As the largest operator of carbon neutral traction, we are continually developing solutions to deliver decarbonisation targets, working in collaboration with business partners and customers, and we were delighted to be part of the team to trial this potential modal shift to rail".

Director of the University of Hull's Logistics Institute, Amar Ramudhin, said: "The University of Hull is at the forefront of accelerating a net zero future. The collaborative transport modelling and optimisation platform developed by the University's Logistics Institute is based on academic insight and has played a key role in the LHOFT project, enriching the analysis that is used to visualise, interpret and compare freight movement options. This allows objective evaluation of the freight movement options. For example the Wigan rail route opens up new opportunities for goods owners and service providers to collaborate to develop new, lower carbon transport routes."

The LHOFT project uniquely brings together key stakeholders in the unitised freight industries with the aim of establishing an East-West freight transport corridor in the north of the UK. This corridor will link Liverpool in the West to the Humber port complex in the East. The ambition is to reduce UK land transport of 100 million miles of freight transport annually, thus lowering congestion and Co2 emissions. Karla Jakeman Innovation Lead Connected Transport at Innovate UK said "This is a very positive development of the project. It is always exciting when projects can demonstrate innovation in practice. I am looking forward to watching how this develops in the future."

Freightliner

On December 29th, Class 70 017 and 70 003 pass Stanton Gate at the head of 4O95 12:18 Leeds - Southampton liner. *Mark Pichowicz*

GBRf

Large logo liveried Class 66 789 screams up the incline with a full load towards Mauldeth Road on January 22nd, while in charge of the 14:18 Trafford Park to Felixstowe North.
Barry Longson

GBRf

Class 66 747 ‘Made In Sheffield’ working 6M83 Tinsley - Bardon Hill empty stone wagons, passes Moira on February 2nd. *Stuart Hillis*

More route learning with GBRf on the CLC route: Class 66 780 ‘The Cemex Express’ nears Glazebrook station with a Tuebrook - Crewe trainer on January 29th. *Jeff Nicholls*

Having been held in Glazebrook East loop to allow a Manchester Piccadilly - Liverpool Lime St. service to overtake, Class 66 780 trundles through Glazebrook station on a Crewe - Tuebrook route learner on January 4th. *Jeff Nicholls*







GBRf

Class 66 731 ‘Thank You NHS’ on the Mountfield to Southampton empties passes Pot Bridge in low sun on January 6th. *Michael Bennett*

GBRf

Class 66 731, with 66 759 on the rear, are seen working a diverted Mountfield to Southampton gypsum empties passing Andover in poor light on January 9th. *Michael Bennett*

Class 66 780 passes the rather nondescript Glazebrook East Junction signal box with the weekdays-only route learner from Tuebrook to Crewe on January 18th. Although still having the word 'Junction' in its name, the junction in question is no longer operational.
Jeff Nicholls

Class 66 781 is seen passing the replica station sign (provided by the friends group) at Heaton Chapel with the 12:35 Crewe to Tuebrook familiarisation run on January 15th.
Lee Stanford







GBRf

Early in the new year, GBRf started driver training runs between Tuebrook sidings in Liverpool to Crewe, via Warrington and Manchester Piccadilly. Here celebrity Class 66 780 passes Heaton Chapel with the 09:30 run on January 5th. *Barry Longson*

Class 66 731 ‘Captain Tom Moore’ passes Charnock Richard on February 3rd with the Wembley to Irvine china clay train. *John Sloane*



GBRf

Class 66 720 passes Moore on February 1st working the 11:15 loaded Biomass from Liverpool to Drax. *Lee Stanford*

On January 2nd, Class 66 716 'Locomotive & Carriage Institution Centenary 1911-2011' and 66 741 'Swanage Railway' pass through Bamber Bridge working the 6M90 Avonmouth - Clitheroe empty cement tanks running 140 mins late following the failure of 66741.
Michael Lynam

I believe making its debut on the Liverpool to Drax circuit sees Class 66 720 passing Reddish South station on January 31st working the 12:03 Doncaster to Liverpool empty Biomass hoppers. *Lee Stanford*







GBRf

Class 56 081 is seen at Moore with new Merseyrail units Nos. 777 003 and 777 009 which were being brought from Crewe to Warrington for storage, Class 47 739 was on the rear. *Lee Stanford*

GBRf

Taken during a scheduled bicycle exercise outing, Class 56 081 and 47 739 top'n'tail a pair of new Merseyrail EMUs Nos. 777 003 and 777 009 as 5Q77 Crewe - Walton Old at Arpley. *Mark Enderby*





GBRf

On January 29th, another GBRf import, which very nearly caught us out. Here is 0M66 passing through Scunthorpe, running 73 mins early from Immingham Mineral Quay to Roberts Road Depot, comprising Class 66 778 hauling 66 795, looking for all the world like a Freightliner variant. I bet they soon repaint this one! *Steve Thompson*

Route learner Class 66 781 crosses Glazebrook on the CLC line with the 12:35 return run from Crewe to Tuebrook on January 15th.
Jeff Nicholls

Biffa liveried Class 66 783 crawls through a cold and damp Mauldeth Road on January 22nd with the Southampton to Trafford Park intermodal service. *Lee Stanford*







GBRf

On February 2nd, Class 66 757 and 66 748 haul 6X32 Oak Common EMU Depot to Newport Docks (Sims) with some more Heathrow Express units destined for scrap. With Class 332 013 and 332 006, the consist heads through Didcot Parkway. *Tom Blanpain*





Great Western Railway

On January 14th, Class 66 514 working the 7B13 heading into Swindon Cocklebury to run round and head back to Wootton Bassett passes the delayed Class 800 317 at Swindon en route to Bristol Temple Meads.
Tom Blanpain

Network Rail

Class 37 610 passes through Andover on January 16th with the 13:32 0F01 Woking to Derby R.T.C. light engine move. *Michael Bennett*

On January 29th, Class 37 219 is seen on the rear of a Derby bound test train as it heads through Lostock Hall. *John Sloane*

On January 29th, Class 37 116 and 37 219 pass Hoghton Level Crossing working the 1Q83 Blackpool North - Derby RTC test train.
Michael Lynam







Class 37 402 and 37 423 cross the viaduct at Woodburn Jct. whilst on RHTT duties on December 5th.
Mark Torkington

Class 37 419 passes the disused station at Brightside on RHTT duties. *Mark Torkington*



Class 67 023 and 67 027 pass Bradley with a Slateford to Crewe test train working on January 6th.
John Sloane

On December 31st, Class 67 027 and 67 023 pass Attenborough Junction with 09:45 Derby RTC to Nottingham Eastcroft. *Mark Pichowicz*



Network Rail

Class 37 610 passes Shipley Gate working 1Q68 01:52 Doncaster C.H.S - Derby R.T.C.
Mark Pichowicz

Class 37 716 enters the daylight at Sheffield Nunnery Mainline Jct. with the South Yorkshire RHTT on November 17th. *Mark Torkington*

Rail Operations Group

Class 37 884 ‘Cepheus’ pauses at Didcot on January 13th delivering GWR’s new (ish) Class 769 930 running as 5Q74 to Reading Traincare from Burton-on-Trent. *Tom Blanpain*



TransPennine Express

Class 802 219 heads through a partially flooded Kenyon Cutting on January 14th. *Jeff Nicholls*



Class 185 122 and classmate speed through Heaton Chapel (& Heaton Moor) on January 25th, with the 12:18 Manchester Piccadilly to Cleethorpes service. *Barry Longson*



A Class 397 EMU is seen at Farington Curve Junction with an Edinburgh to Manchester Airport service on January 29th. *John Sloane*



TransPennine Express

From a distance, with the sun helping, Class 397 011 works the 1S16 Manchester Airport to Edinburgh Waverley, running 7 mins late, crossing the viaduct at Crawford.
Greig Gibson

TransPennine Express

A Class 397 unit passes Farington Curve Junction with a Manchester Airport to Edinburgh train on January 29th. *John Sloane*



Class 68 026 ‘Enterprise’ works 3B92 Carlisle to Crewe pushing coaches Nos. 12802, 12704, 12705, 12706, and 11502 through Village Croft, Euxton on January 29th. *Alan Naylor*



Units: DMUs and EMUs

The 1L48 Exeter to London Waterloo with South Western Railway's Class 159 102 and 159 103 passes Walworth on January 5th where they appear have cleared the bank leaving just one tree. *Michael Bennett*

The snow has almost gone by late morning on January 21st, as Northern Class 331 006 and 331 016 arrive at Davenport working the 11:03 Hazel Grove to Blackpool North service. *Barry Longson*

On January 2nd, Northern's Class 195 120 passes through Pleasington working a Blackpool - York service. *Michael Lynam*





Units: DMUs and EMUs

Northern's Class 319 368 crosses Farington Curve Junction with a Liverpool Lime St. to Blackpool North service on January 29th. *John Sloane*

Merseyrail's Class 507 030 arrives at Ormskirk on January 14th. *John Sloane*

Seen from Parkside foot crossing, Northern's Class 195 123 heads over Parkside East Junction with a Manchester Airport to Windermere train. *John Sloane*







Units: DMUs and EMUs

Northern's Class 156 425 departs Pleasington on January 2nd working a Colne - Preston service. *Michael Lynam*



Northern's Class 323 235 sits at Heaton Chapel on a cold January 25th, working the 12:01 Manchester Piccadilly to Crewe service. *Barry Longson*



The 1L48 Exeter to London Waterloo service departs Andover on January 7th worked by South Western Railway's Class 159 103 and 159 022. *Michael Bennett*



Units: DMUs and EMUs

South Western Railway's Class 159 102, 159 107 and 159 002 working the 1L48 14:21 Salisbury to London Waterloo service are seen departing Whitchurch on January 21st. *Michael Bennett*

Units: DMUs and EMUs

Northern's Class 156 441 with 150 133 depart a snowy Pemberton, with the 10:35 Kirkby to Manchester Victoria service on January 25th. *Paul Senior*



Northern's Class 769 448 works 3Z13 Carnforth to Carnforth via Wigan Springs Branch, Village Croft, Euxton on January 29th. *Alan Naylor*



On January 2nd, Northern's Class 156 423 arrives at Pleasington working a Preston - Colne service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 331 003 leads a Blackpool North to Liverpool Lime St. service past Bradley on January 6th. *John Sloane*



Units: DMUs and EMUs

On January 22nd, South Western Railway's Class 159 102, 159 012 and 159 107 working the 1L48 Salisbury to London Waterloo service slow for stop at Whitchurch. *Michael Bennett*



South Western Railway's Class 159 018, 159 020 and 159 008 on the 1L48 Salisbury - London Waterloo service, slow for their Whitchurch stop on January 25th.
Michael Bennett



January 22nd sees Northern's Class 319 378 slow for its Mauldeth Road stop, while working the 13:27 from Liverpool Lime Street to Manchester Airport. *Barry Longson*



Units: DMUs and EMUs

The low winter sun highlights Merseyrail's Class 508 139, passing the frozen fields at Aughton, West Lancs, with the 14:47 Liverpool Central to Ormskirk Service, on January 3rd. These units are soon to be replaced by the new Stadler Class 777 EMUs.
Paul Senior

Units: DMUs and EMUs

Northern's EMU Class 331 027 trails classmate 331 024 as they head towards Woodsmoor, working the 09:27 Blackpool North to Hazel Grove service, on a very cold January 21st. *Barry Longson*

On a frosty January 15th, Northern's Class 150 124 crosses Glaze Brook on the outskirts of Manchester with a Liverpool Lime Street - Manchester Piccadilly service. *Jeff Nicholls*

On January 29th, the 1L50 Salisbury - London Waterloo service is seen near Whitchurch with Class 158 887 leading 158 881, 158 880 and 159 002. A long train with very few passengers. *Michael Bennett*







Units: DMUs and EMUs

Northern's Class 319 369 pulls into Heaton Chapel for its booked stop on January 5th, while working the 11:01 Manchester Piccadilly to Crewe service. *Barry Longson*

Units: DMUs and EMUs

Northern's Class 319 383 slows for its Mauldeth Road stop on whilst working the 09:27 Liverpool Lime Street to Crewe on January 12th.
Lee Stanford



For a few brief moments on January 18th, the sun shone on Northern's Class 195 126 as it crossed Glaze Brook on the CLC line with a Liverpool Lime Street - Manchester Piccadilly stopping service. *Jeff Nicholls*



Scotrail

Class 156 434 and 156 510 are seen here working a service to East Kilbride from Glasgow Central. ScotRail at this time are being run by the Scottish Government. *Greig Gibson*

Scotrail

Class 156 496 is seen here passing Loch Libo on the Glasgow South Western line with the 1E97 service to Newcastle. This is the single line between Barrhead and Lugton signal box. *Greig Gibson*

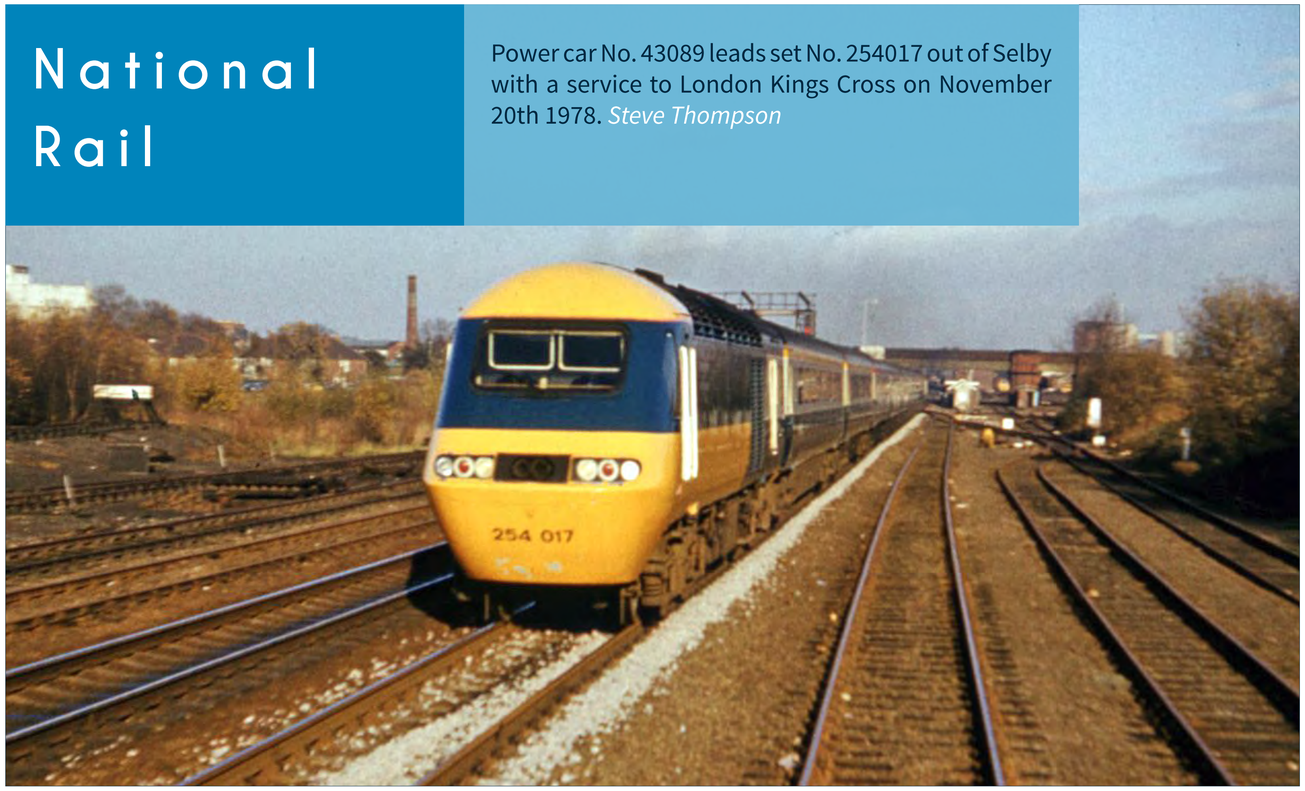
Scotrail

Class 156 495 working the 2J17 14:04 East Kilbride to Glasgow Central, is seen here passing St. James Retail Park at Hairmyres. *Greig Gibson*

Scotrail

Class 156 506 with 156 433 and 156 494 at the rear work 2J29 from Glasgow Central to the town of East Kilbride on a perfect winters day. *Greig Gibson*

National Rail



Power car No. 43089 leads set No. 254017 out of Selby with a service to London Kings Cross on November 20th 1978. *Steve Thompson*

Customers benefit from strong performance on Scotland's Railway

Customers using Scotland's Railway are continuing to benefit from a recent strong performance in the number of trains running on time across the network. New figures released show that 93.2 per cent of trains met the rail industry standard public performance measure (PPM) in period ten (13 December to 9 January). The PPM statistics for the last two periods are the highest since records began in 2000. As a result, the train operator's Moving Annual Average (MAA), which measures punctuality across a whole year, increased to 91.9 per cent, which is the highest it has been since July 2014/15 and the best since Abellio took over the franchise in 2015.

Changes to the ScotRail timetable, introduced in December 2020, which saw the number of scheduled services drop to around 81 per cent, are working well. The revised timetable is part of an ongoing strategy to provide a critical service during the COVID-19 pandemic.

The train operator will continue to monitor passenger numbers which are currently around 90 per cent below normal and make scheduling decisions based on demand.

Trains are running when they are needed most and delivering better value for the taxpayer. At a time when businesses throughout the country are working under financial constraints, ScotRail is no different, and reducing services in a safe and controlled manner is part of that process.

However, investment in the rail infrastructure is continuing with multi-million pound improvements to Motherwell and Aberdeen stations and an upgrade to facilities at Montrose and Garrowhill stations.

David Simpson, ScotRail Operations Director, said:
"In these extremely testing times, we are recording outstanding, and sustained, high levels of punctuality. We know that a dependable service is a top priority for customers who rely on our services through the pandemic. It's a tribute to the hard work and dedication of ScotRail staff and Network Rail colleagues and we are determined to continue to deliver in order to make the railway the best public transport option available when the coronavirus pandemic is behind us and more normal times return."

Fares Advice with RailUK

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

Likelihood of a successful delay repay and taxi claim

Q: I was almost stranded in London after finishing work at 8pm. All the trains between Victoria and Ashford (via Maidstone) were cancelled along with other services towards the Kent Coast. I needed to get to Bearsted.

I was advised to go to London Bridge and catch a train to Tonbridge, only to find most of the trains were cancelled. There was 1 train, starting at London Bridge P8 at 20.39 which was terminating at Tonbridge. I asked whether SouthEastern would provide me a taxi to get home to Bearsted and the answer I got was "unlikely - however, I would have to order a taxi myself, pay and claim back from SouthEastern".

Having no other choice, I got this train but got a taxi instead from Sevenoaks (which was nearer with better access to the motorway given that the smaller roads would be snowed up). The taxi fare was just shy of £80!

What are my chances of claiming this back from SouthEastern? I have a receipt from the taxi firm

A: So long as you bought your ticket before you found out about any disruption, and you made reasonable efforts to ask SE to help you get home, you have a clear cut entitlement to reimbursement of your out of pocket expenses.

If you didn't do the latter (e.g. by speaking to station staff at Sevenoaks) then your claim would be liable to be reduced by any additional expense you incurred, beyond what SE would have paid. So for example if they could have arranged to bring you to a nearer station, they might only reimburse you the proportional taxi fare from that nearer station.

In any case, you will presumably have been delayed by 15+ minutes and can thus claim Delay Repay.

However I think you made things a tad more difficult in terms of reimbursement by deviating from the instructions, but it would be morally right of Southeastern to refund you in full.

Mature student season pass

Q: I am a 35 year old who will be starting a nursing degree at university in September. I've been looking at train travel to university and I'm a little stuck!
I live in Buxton, Derbyshire and I'm looking to go to manchester met university, so Manchester Piccadilly station. Is it possible for a 35 year old student to get a student discount, and is it possible for student discount to be used on a season pass? A monthly pass is coming up at £300 at the moment!!

A: If you are a full-time student you can obtain a 16-25 Railcard (yes, despite the name!). You will need an authorisation form from your university to apply for it. That Railcard will give you 1/3 off daily tickets. It will not give you any discount off season tickets, however as a weekly season ticket from Buxton to Manchester is 4.4× an Anytime Day Return, you would still make a saving even if commuting 5 days a week. An Anytime Day Return with Railcard discount is £11.70. So 5 days a week would cost you £58.50, a decent saving over the £78 a week season ticket. Note that fares will increase in March so these figures will be slightly higher in September. As there are no mature student discounts for season tickets in this part of the country, this would probably be your cheapest option.

It might be (slightly) cheaper to buy a TfGM Traincard which will cover your journey between New Mills Newtown and Manchester, and then purchase an additional Buxton - New Mills Newtown season ticket, but I think the combined price is still ~£290 a month (although the Traincard might also save you more money if you ever travel elsewhere in Greater Manchester by train). It may be worth waiting until closer to September, though, and seeing whether you will need to be in the city centre every day, and at what times. If you are doing less than 4 days a week, or end up travelling off-peak, there are likely to be better value options - especially if flexi-tickets (see https://www.northernrailway.co.uk/tickets/flexi) are rolled out more widely by then.

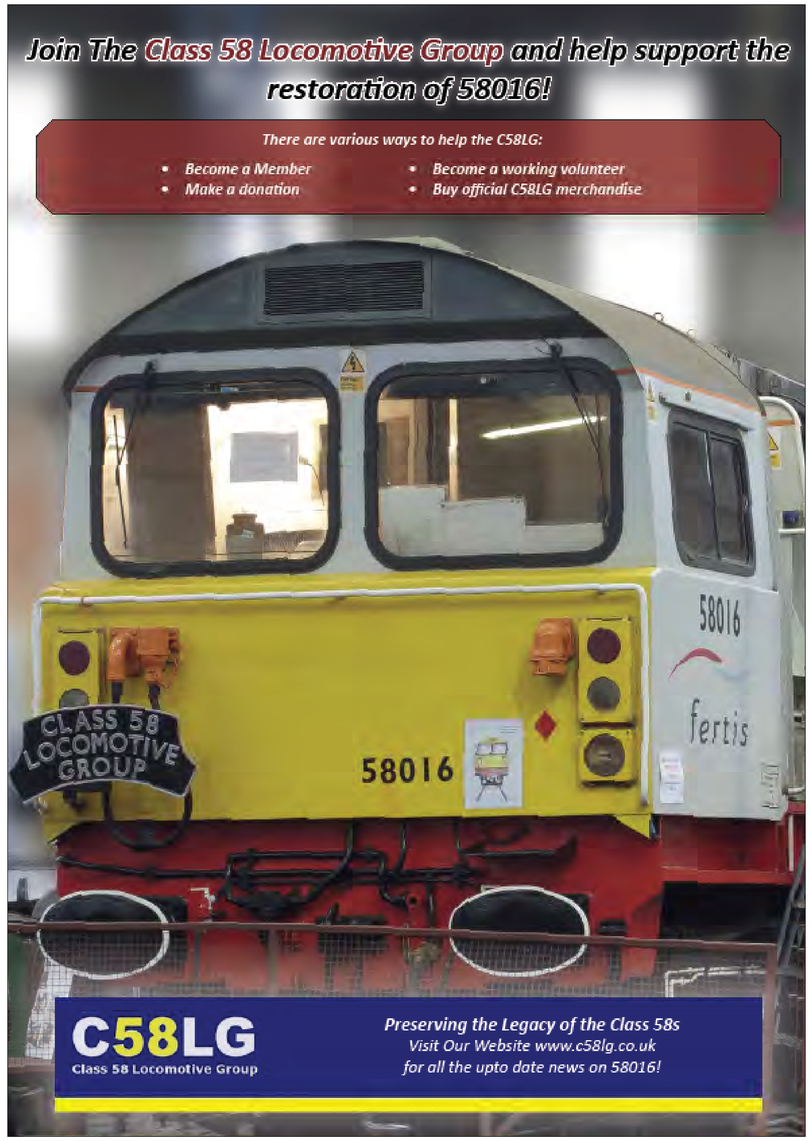
Ticket Advice for All

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

National Rail

On January 30th, West Midlands Railway's Class 196 108 is seen in Donnington RFT, where it arrived for storage. *Richard Hargreaves*





Toilet waste on tracks becoming confined to history due to Greater Anglia's greener new trains

Trains emptying toilet waste directly onto tracks are rapidly becoming history as Greater Anglia is replacing all its old trains with more environmentally-friendly new trains. All of Greater Anglia's new trains collect toilet waste in large tanks so that waste can be flushed away safely at depots rather than let out onto tracks. The tanks are emptied at least every three days at depots across the Greater Anglia network, as revealed in a behind the scenes video just published by the company, which shows how "Controlled Emission Toilets (CET)" are serviced.

Greater Anglia cleaning staff, wearing special protective safety gear, use vacuum-powered hoses to empty toilet tanks on trains. They then flush them through with water and empty them again. The waste is sucked directly into the CET facilities at depots, where it is then disposed of into the sewers. A separate hose is used to fill up water tanks on trains for toilet cisterns and provide tap water at wash basins.

Greater Anglia is getting 191 new trains in total – with a total of 442 toilets on board, including 191 accessible toilets. 66 new trains are already in passenger service, with most of the rest due this year. In addition, 60 of the company's old trains also have controlled emission toilets.

Stephanie Evans, Greater Anglia environment and energy manager, said: "Toilets which collect waste rather than dumping it on the tracks are one of the many environmental benefits of our new trains. It's another way that we are reducing our environmental impact and it will also help to improve the local environment for passengers at stations, residents living near railway lines and Network Rail's track workers. We would like to remind passengers on old trains without controlled emission toilets not to flush the toilet at stations."

Greater Anglia's new trains are fitted with large tanks, which should hold enough waste for over three days of average use from rail passengers. Once the tanks are full, or the toilets' cisterns and basins run out of water then the toilets automatically become out of order.

Computer diagnostics on board the train indicate toilet tank levels. CET service facilities are in use at Orient Way, Ilford, Norwich Crown Point, Southend, Colchester and Cambridge depots. They are also due to be installed at Clacton depot.

Greater Anglia has recently published an environment and energy annual report listing actions the company is taking to make the railway as green as possible including introducing new more energy-efficient trains, cutting waste, increasing recycling and working with partners and communities on projects to improve sustainability and biodiversity at stations.

National Rail



On January 7th, Class 70 806 passes through Cherry Tree working the 6C89 Mountsorrel - Carlisle stone train.
Michael Lynam

Major upgrade for railway in the North East as huge signal revamp continues

Biggest signalling upgrade since the Durham Coast line was created in early 1900s

Passengers in the North East will benefit from a better, more reliable train service

Rail passengers in the North East will soon benefit from a better, more reliable rail service as a major project to modernise signalling continues.

The huge upgrade is part of a multi-million-pound project on the Durham Coast line in the Billingham/Stockton area, where the old signal-box based signalling system for controlling trains is being relocated to a state-of-the-art centre in York.

Chris Gee, Operations Director for Network Rail, said: “These improvements between Stockton-on-Tees and Billingham are vital to modernise the railway and bring more reliable services for passengers.

“We want to thank passengers for continuing to follow the latest government guidelines. Some of this work can only take place safely when there are no trains on the line. If you have to travel, please check your journey and allow plenty of time.”

In order for these vital improvements to take place and to make space for the new equipment, teams will also remove Norton West signal box on Blakeston Lane and Billingham signal box on Station Road.

While the signal boxes have become a well-recognised and much loved part of the community over the decades, the cost of keeping these now tired buildings standing without an operational purpose is significant.



Historic Bury St Edmunds rail station building restored to former glory



The old station master’s house at Bury St Edmunds rail station has a brighter future after extensive restoration works were carried out by train operator, Greater Anglia. The company has invested £400,000 in the scheme with a further £192,000 funding being provided by the Railway Heritage Trust to give the Victorian structure a new lease of life. Since 2019, contractors have worked to reinstate the roof, doors and windows and repair fractured brickwork on the Grade II listed building, which is adjacent to the main rail station.

The building was originally the Station Master’s House and was built in around 1847. At some point in its history it also operated as the station hotel and then, after an extensive refurbishment it opened as The Great Eastern Bar, restaurant and nightclub in 1991 before closing again in 1995.

The building has since stood empty, slowly deteriorating due to the effects of the weather, pigeon infestation and vandalism.

Greater Anglia’s Asset Management Director, Simone Bailey, said, “We are very grateful to the Railway Heritage Trust for their help and support in restoring this beautiful grade II listed station, to conserve its unique features for future generations to enjoy and to protect the building, making it fit for use in the 21st Century.”

Andy Savage, Executive Director of the Railway Heritage Trust, stated, “The RHT is delighted that Greater Anglia has taken on the restoration of this building, and we are very happy to give a grant towards that work. We had previously sponsored work on the building in the 1980s and were very disappointed that previous operators of the station had allowed it to deteriorate so much.
We congratulate Greater Anglia on its responsible attitude to its heritage and look forward to seeing a tenant and the building back in use in due course.”

West Suffolk Council and the Bury Town Trust worked alongside Greater Anglia making the case for investment in salvaging the Grade II listed Station Master’s House.

Cllr Susan Glossop, Cabinet Member for Growth at West Suffolk Council, said: “The station is an important gateway to the town and prior to COVID-19, we had been seeing increased use and in the long term we expect that to continue. That is why this investment is so important and one which we very much welcome. It preserves this Grade II listed piece of our heritage, improves the station area and supports the wider work of the town centre masterplan. We will work to assist Greater Anglia in finding new tenants for the building and look forward to more improvements to include the new north side station entrance.”

The rail station itself was restored in 2016 thanks to a £1 million restoration programme which saw Greater Anglia restore and repair brickwork across the entire station, fix decades of damage caused by leaks, replaced 100m of canopy fascia and carried out some platform adjustments with new surfacing and copers. The station, once named Bury St Edmunds Northgate, now has just two platforms serving the Ipswich – Cambridge line. Originally, it had two more central tracks for services to Thetford and Long Melford with a covered roof spanning all four platforms. Last year, Greater Anglia secured Access for All funding - a Government funding programme for schemes to improve station access - for Bury St Edmunds station. This means that a new accessible entrance can be built on the north side of the station, linking the newly-built car park with the station concourse.

National Rail

Large logo liveried Class 37 401 storms through Hest Bank on August 1st 2015 with the Saturdays only Carlisle to Lancaster service. *Lee Stanford*

National Rail

Class 37 402 crosses Eskmeals viaduct on June 23rd 2015 with a Carlisle to Barrow working. *Lee Stanford*

National Rail

Class 37 403 waits to draw forward into the carriage sidings at Barrow after arriving with the 10:03 from Preston on September 10th 2018.
Lee Stanford

Dog takes engineering train from Long Eaton to Burton after Network Rail workers rescue him

When Network Rail teams spotted Luka wandering along the tracks in Long Eaton, he got on board an engineering train to Burton, before being reunited with his owners. On train technicians, Rhys Wharton and Beverley Topping, were out on one of Network Rail's trains which monitors the railway, when the driver pulled the emergency brake. He thought he might have hit a dog, but when Rhys looked out of the window, he saw Luka, a ten-year-old white Japanese Spitz, walking down the track. After making sure the lines were blocked, and with the help of a few snacks, they managed to catch him. The team decided the safest option was for the missing pooch to join them, whilst they tried to track down his family.



Rhys said: "When we saw Luka wandering on the tracks, we knew the safest option was to bring him with us, contact his owners and arrange collection from Burton. After making several phone calls on the way, a vet was able to scan Luka's microchip. Meanwhile, Bev managed to find his owners on Facebook.

"By the time we'd finished our shift, we'd been sent a photo of a very happy Luka, safe and well with his owners. I'm so proud we were able to reunite Luka with his family after his adventure."

Carole Dawson, Luka's owner, said: "I just want to thank the team at Network Rail for finding Luka, rescuing him and taking him to the vets. He went missing the same morning on one of our usual walks. After panicking and spending time looking for him, I was so shocked to find out he'd been rescued and was safe on the train. Luka was a very lucky dog that day, but he enjoyed his adventure and I can't thank Rhys and Beverley enough."

Network Rail has procedures in place to safely deal with animals on the railway. They can cause safety risks, as well as disruption to passenger and freight services.



National Rail

Class 86 604 and 86 632 working the 4M54 10:10 Tilbury - Crewe Basford Hall passes Heamies Farm on June 11th 2015. *Neil Scarlett*

Big Push – Network Rail installs 11,000 tonne railway tunnel in UK first

An 11,000 tonne curved concrete box has been successfully pushed under the East Coast Main Line near Peterborough, in a first for UK engineering. Network Rail teams reached this major milestone in the project to build a new tunnel at Werrington, north of Peterborough, which will enable slower moving freight trains to dive underneath the famous passenger route and use an adjacent line northwards.

This is the first time that a curved concrete box has been installed using this industry-leading engineering technique in the UK. It took nine days, but using this cutting-edge technique avoided hundreds of hours of passenger disruption on this vital part of the East Coast Main Line and meant that services could continue running throughout. Teams removed three of the tracks, lifted the overhead wires and dug out spoil from the site. Once the tunnel was eventually underneath, they then put everything back in place ready for regular services to resume. The work was carried out safely, in line with Government Covid guidance.

Paul Rutter, Route Director for Network Rail's East Coast Route, said: "Our teams have completed this challenging piece of engineering in a creative way, which also allowed a reduced train service to continue for those who still had to travel. Over the nine days, we've made major progress on this vital project which will bring faster, more reliable journeys for passengers on the East Coast Main Line. I'm so proud that this project has shown itself to be one which is industry leading and that our teams have had the opportunity to use this new technique for the first time in the UK on one of the country's most famous railway lines."

David Horne, LNER Managing Director, said: "This essential part of the East Coast Upgrade will allow faster, more frequent LNER services between London, the North of England and Scotland by creating a new and improved route for slower trains to cross the main line. We look forward to working with Network Rail on the remaining East Coast Upgrade engineering works in the first half of this year, so that we can deliver the benefits for our customers and communities of this significant investment."

The next stage of the project at Werrington involves work to install two new tracks inside the new tunnel and the associated signalling system, ready for it to come into use at the end of 2021.

The project is part of the £1.2billion East Coast Upgrade. Once complete, it will bring a more reliable railway with more choice for passengers, as well as faster journeys between London, the North of England and Scotland.

Further south, teams are continuing with major work to install overhead line equipment and improve the signalling in and around London King's Cross.

People must continue to follow the latest Government guidance and stay at home, except for limited reasons. Those who must travel are strongly advised to check their journeys via National Rail Enquiries, at EastCoastUpgrade.co.uk or on their train operator's website and allow plenty of time.

National Rail

On a cold January 15th night, Northern's Class 319 379 working the 21:42 Wilmslow to Liverpool Lime Street service slows for its East Didsbury stop. *Lee Stanford*



Loco Fleet List Ten

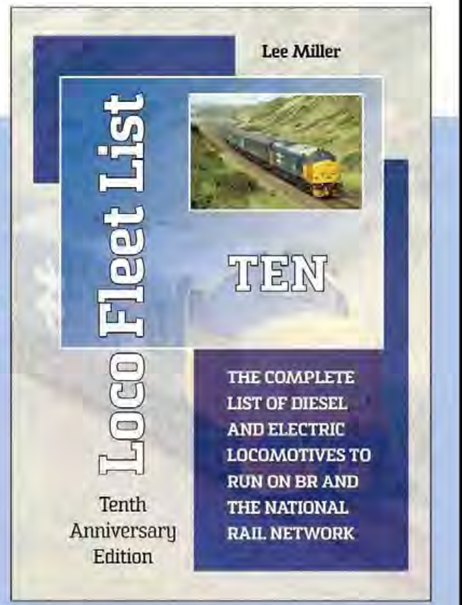
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Work underway to give Chatham's historic Luton Arches railway bridge a facelift



Work has started to clean and repair a well-known railway bridge in Chatham. The 1858-built underbridge, part of the Luton Arches, carries the London to Ramsgate main line over the steep valley leading towards the village of Luton, now part of the wider Chatham area.

The red and green cast iron arch is seen by thousands of people every day on their way in and out of the town on the A2 road.

After a long life in service, the bridge now needs refurbishment to make sure it can continue to carry trains and passengers for another 160 years, as well as maintain its place as an admired landmark in the town of Chatham.

Due to complete by the end of March, the works involve cleaning, masonry repairs, pigeon proofing, installing new plates under the railway to improve the track quality and painting the bridge.

The work has been planned for a while in liaison with Medway Council, local businesses and the Arches Local group with whom Network Rail recently worked in installing a mural on the bridge by the renowned artist Lionel Stanhope.

Although the structure is supported by three steel girders, the original cast iron arch girders were left in place for decorative purposes.

Fiona Taylor, route director for Network Rail Kent, said: "We will be treating this historic bridge with the utmost care, restoring it to its past glory as an admired landmark in Chatham and making sure it remains safe and reliable for trains in the coming decades.

"Regrettably, due to the nature of the work, nearby residents may experience some disturbance but we will keep that to a minimum by working during daylight hours.

"We've been in close touch with local businesses and Medway Council in planning our works and I'd like to thank the Arches Local community group for their hard work and commitment in supporting this project."

Arches Local's Stephen Perez, said: "We're really pleased Network Rail is carrying out this restoration work on a really important gateway to our town. We've been working with Network Rail on the Arches for a long time and, together with the recently completed mural, we hope this work will be the continuation of what has become a real catalyst for change in the area."

The works will take place on weekdays from 7am to 5.30pm, however, there may be a need for occasional weekend working.

In the week commencing March 13th, there will be overnight road closures while the scaffolding from the bridge is removed to restore the carriageway to two lanes.

Network Rail invests £3 million to refurbish station roof at Stirling

Work will begin shortly on a 10-month programme at Stirling station to deliver a £3 million investment to refurbish the non-glazed roofs of the grade A listed station.

Working between February and December, the project will see the refurbishment of all slate roofs, flat roofs, roof-lights, stone chimneys and parapets and all guttering and drainpipes on both the main station building and platform 3/6 buildings.

This project will safeguard the listed station buildings and will help ensure structural safety for years to come. Making the roof water-tight, and fixing the guttering and drainage, will also help protect the buildings from ongoing deterioration stemming from the ageing roofs.

The work will be undertaken using materials that match the original as closely as practically possible, to deliver a sympathetic and traditional solution in keeping with the station's grade A listed status. The work builds upon previous investments in the station which have seen the glazed roof of the station completely overhauled in 2016 and step-free access provided to all platforms via a new footbridge with lifts completed in 2019. This phase of work will bring the total investment in the station to more than £10m

Bruce Crawford, MSP for Stirling said: "As passengers return to Scotland's railways, infrastructure investment remains more important than ever. It's good to see such a commitment made to Stirling station, a well-used and much-admired part of Stirling's wider transport network. Increased rail travel will play an integral part in efforts to tackle the climate crisis, and improved infrastructure is a positive way to encourage greater use. I warmly welcome planned works to protect and enhance the station's unique character and improve the overall passenger experience of travelling to and from Stirling".

Richard Kinsella, route asset manager for Network Rail said: "Stations are at the heart of communities as well as being an important part of the overall experience of travelling on our railway. Their appearance and condition should reflect this important role. This latest phase of investment in Stirling station will protect and preserve the building's unique appearance and character while protecting the station from the vagaries of Scotland's weather".

Work to erect scaffolding will begin in early February with all works to be completed in December 2021. The project will be delivered in phases to minimise the impact on the operation of the station. Scaffold encapsulation and hoardings will be in place throughout to physically separate the work from public areas.

There will be no disruption to train services as a result of this work.

The team will work to ensure physical distancing where possible, with protective equipment and methods of working to protect the safety of staff, contractors and those who continue to use the station.



National Rail



Class 175 010 passes Bayston Hill with 1V38 09:30 Manchester Piccadilly - Carmarthen on January 16th. *Keith Davies*



Network Rail and partners launch Tram Train Pilot Learning Hub



Network Rail, South Yorkshire Passenger Transport Executive (SYPTE) and Stagecoach Supertram have together launched the Tram Train Pilot Learning Hub, containing a wealth of information drawn from the collective experience of designing, constructing and operating Britain's first Tram Train system.

Generally, Tram Trains can provide new journeys and connections with much less infrastructure than totally new tram or rail routes. Passengers can make a single, seamless journey between light rail tram stops and conventional heavy rail stations. And with many being electric or battery-powered they are better for the environment.

The launch of the hub is a key part of the Tram Train Pilot scheme in South Yorkshire which runs between Sheffield Cathedral and Rotherham Parkgate via Rotherham Central station, linking previously unconnected areas. The pilot, funded by the DfT, has been running for two years to test customer satisfaction, passenger numbers, reliability and costs. The scheme has proven popular and scored 96 per cent for user satisfaction on the latest independent survey by Transport Focus.

The hub – a key objective and outcome of the pilot scheme – is a comprehensive body of learning available free of charge that will benefit and boost future light and heavy rail hybrid schemes like Tram Train. It is hosted by the web-based SharpCloud system and is further enhanced by easy navigation, a high-quality graphic interface and updates through to mid-2021.

Simon Coulthard, Network Rail's Head of Light Rail Knowledge & Development, said: "The launch of the learning hub marks another major milestone in the delivery of the Tram Train Pilot. I thank my colleagues in SYPTE, Supertram and Network Rail for helping to compile the information and data that makes this a very comprehensive learning resource. I hope colleagues in the industry will find the hub valuable as they assess the potential for Tram Train elsewhere."

The launch of the hub marks the first major deliverable for Network Rail's new Light Rail Knowledge team which is part of the Network Services directorate. The team, led by Simon, has been created to provide a centre of excellence in Network Rail for light rail matters. Simon, and Light Rail Knowledge Manager Alex Dodds, work closely with colleagues and stakeholders to share learning from the Tram Train Pilot and help assess the next generation of light rail schemes that could benefit passengers and communities.

Alex, who maintains the hub, said: "It's taken a huge effort by all the partners to bring our collective learning into one accessible forum. I'm really excited to be sharing our knowledge and helping the development of future light rail schemes."

The hub is owned and managed by Network Rail. Applications for access can be made by emailing tramtrainlearning@networkrail.co.uk. Applicants should provide their name, job title, organisation and email address.

National Rail

Platform changes at Birmingham New Street during 18-month signalling upgrade

Passengers at Birmingham New Street are being urged to check their platforms throughout 2021 while major work takes place to improve future journeys. From January 24th 2021, a rolling programme of platform closures will begin so signalling equipment at the country's busiest interchange station outside of London can be completely overhauled. Signalling is the complex system which keeps trains moving safely around the network.
Most of the equipment in use at Birmingham New Street is around 54 years old and is reaching the end of its working life. Over the next 18 months state-of-the-art signalling is being installed to provide more reliable journeys for passengers. The closures start at platform 12 during a period of national lockdown to control the spread of coronavirus.

People who still need to travel for reasons set out by the government are being urged to be aware of the signalling upgrade and its impact.

Dave Penney, Central route director for Network Rail, said: "While the majority of passengers will be following the government advice to stay at home during this latest national lockdown, there will be some who still need to use the railway to get to work and for essential medical appointments. I want those passengers still relying on the railway for any of the reasons permitted by government to have as smooth a journey as possible while this major signalling upgrade takes place. So, my advice is to always check which platform your train is on as this can change at short notice over the course of the rolling platform closures. This once in a generation overhaul of Birmingham New Street's signalling equipment, at one of Britain's most important stations, has been carefully planned to minimise disruption. Once complete, the West Midlands will have large areas using the newest and best signalling anywhere in Britain which will help provide a safe, reliable and high performing railway for decades to come."

Trains may not arrive at or leave from their usual platform depending on which one is closed for the essential upgrade work. Train timetables won't be impacted by the resignalling project. However it will affect all of Birmingham New Street's train operators. Extra staff will be on hand to help passengers during the work and there will be more signs to help people find their way.
Information about which platform is closed and which platforms trains will use will be available across the station and on journey planning websites such as www.nationalrail.co.uk to help passengers get to where they need to go.

Alex Warner, chairperson of the Grand Rail Collaboration, representing train operators which use Birmingham New Street, said: "A key part of delivering for passengers is for train services to be reliable and with capacity for growth. A modern, state-of-the-art signalling system is essential in delivering this. This investment is vital for the long-term future of the railway in the West Midlands. In the short-term, the most important thing this to manage the impact and the fact no trains will be cancelled is great news for passengers."

Malcolm Holmes, executive director for West Midlands Rail Executive, said: "Birmingham New Street is at the centre of the West Midlands rail network and it needs the best technology to keep passengers and trains safely moving for many years to come. The industry has worked together to run a full timetable throughout this work, minimising disruption. The outcome will be a better, more reliable railway for the region."

This is the final piece of a signalling jigsaw which has seen upgrades across the wider West Midlands region since 2005. The Birmingham New Street upgrade links in with work to modernise the routes to and from the station– including to Bromsgrove, Wolverhampton, Coventry and Tamworth. Once complete in 2022, £600m will have been invested across the region.

During the work people can follow @NetworkRailBHM on Twitter for the latest updates.

Grade II listed Lancaster station footbridge to undergo major overhaul

A Grade II footbridge at Lancaster station is being refurbished as the city's railway station evolves for the future. The historic footbridge, which spans platforms 3 – 6, will undergo structural repairs, have a new roof and windows installed, as well as a fresh coat of paint.

The improvements are thanks to a £1.3m investment by Network Rail as part of the Great North Rail Project.

The upgrade will be delivered in stages from January 9th until the end of August 2021.

This is so the footbridge can stay open for those needing to travel through Lancaster station during this time.

Melinda Sallaway-Royle, scheme project manager for Network Rail, said: "This footbridge upgrade will improve Lancaster station as we get it in the best possible shape for passengers when measures to prevent the spread of Covid-19 can be eased. We've planned the work in stages and are working closely with Avanti West Coast colleagues so people who need to travel by rail over the coming weeks and months can still get to platforms. In the meantime I'd urge people to follow the latest government advice on the use of public transport."

Shirley Ross, Avanti West Coast station manager at Lancaster, said: "We're proud to be working with Network Rail to refurbish the footbridge in keeping with the station's heritage. Once the project is complete, it will enhance a feature of this beautiful station and the experience for customers travelling to and from Lancaster."

Cat Smith, Member of Parliament for Lancaster and Fleetwood, said: "Our train station is the gateway to our wonderful city and it is great that the footbridge is getting a facelift and repairs that will see it retain that for years to come"



National Rail

Mural done by local school children on the side of Padgate station, Warrington. The RAF badge refers to the fact that there was once a large training centre here. *Jeff Nicholls*



Major step forward for rail in the North

Key rail infrastructure in the North of England will be upgraded this summer to support the delivery of the Transpennine Route Upgrade (TRU) programme.

The work forms part of TRU's wider goal to deliver sought-after improvements along the full 76-mile Transpennine route - stretching from York to Manchester, via Leeds and Huddersfield.

It will take place east of Manchester Victoria station, closing the lines towards Stalybridge and Rochdale, with a 16-day railway possession between these destinations from July 31st until August 16th 2021.

During the 16-day closure hundreds of railway workers will be working day and night to renew key sections of track, including around Miles Platting, and upgrading railway bridges to improve reliability. This important work is the first step to enable wider improvements that are expected to bring much needed benefits to passengers.

The planned closure means that from July 31st there will be no trains between Manchester Victoria and Stalybridge and Manchester Victoria and Rochdale until these lines reopen on August 16th. However, travel between these destinations will still be possible, either by train diversion or alternative transport such as buses to keep passengers moving. For instance, passengers travelling between Bradford and Manchester on the Calder Valley line will need to transfer onto a bus for the portion of the journey between Rochdale and Manchester Victoria.

Neil Holm, Network Rail's Director for the Transpennine Route Upgrade programme, said: "The Transpennine Route Upgrade is a transformative, long-term project supporting economic growth in the North at a vital time and delivering real benefits for passengers and communities.

"A project of this size and scale means there will be times when we have to close the railway - and the 16-day closure this summer in Greater Manchester signifies one of these moments. However, working alongside train operators, we are committed to keeping passengers on a train as often as we possibly can, moving on time and in comfort. We are confident that the long-term legacy of the project will be worth the shorter-term inconvenience of the disruption."

Despite the 16-day closure, direct train travel between Manchester and Leeds will still be possible but with trains departing/arriving via Manchester Piccadilly instead of Manchester Victoria station. Passengers wishing to travel between Yorkshire to Manchester Airport/Liverpool will be able to do so but with a change of trains at Manchester Piccadilly.

Rob Warnes, Strategic Development Director at Northern, said: "This is important work that absolutely needs to be done. Improving the track and infrastructure will mean more reliable journeys and in time more capacity and faster travel.

"We do recognise, however, that the closure of the line will mean customers will have a different travel experience and we want to provide as much notice of the changes as possible. During the 16-day closure journey times will be increased and buses will replace trains between Manchester Victoria and Rochdale affecting wider journeys between Bradford and Manchester.

"We are working up the full details of what these changes will mean and will provide more information to customers in the coming months."

Transport Minister Andrew Stephenson, said: "The Transpennine Upgrade is at the heart of our commitment to improve rail journeys for passengers across the North, focused on significantly improving reliability and punctuality. As we build back better from Covid-19, boosting capacity and journey times, we will work with local partners to keep disruption throughout these vital upgrades to a minimum."

Andy Burnham, Mayor of Greater Manchester, said: "This rail route forms a vital link across the North, connecting cities and ports and supporting the regional and national economy. Leaders from across the North have been calling for improved connectivity for many years through High Speed Rail, Northern Powerhouse Rail and improved Transpennine connections. We welcome this work which should be seen as just the start of a transformational investment in rail across the North, supporting the Government's levelling up agenda and ensuring we build back better from the pandemic. We will be working closely with both Network Rail and the train and freight operators to ensure, as this vital work progresses, passengers, business and communities are properly provided for and disruption is minimised wherever possible."

Kathryn O'Brien, Customer Experience Director for TransPennine Express, said: "These works will affect some of our customers travelling through Manchester and we'd like to assure them that we have plans that will keep their disruption down to an absolute minimum."

Additional railway upgrade work between Manchester Victoria and Stalybridge is being planned for several weekends and bank holidays from late August through to early 2022. *Full details and the impact on travel services will be released soon.

National Rail



Class 37423 stands under the station roof at Huddersfield with a Yorkshire RHTT working.
Mark Torkington

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

In the Sirhowy Valley

On the former line to Oakdale and Markham Collieries in the Sirhowy Valley was the 239 yard long Penar Tunnel. When Standard Class 9F 2-10-0s worked services to these collieries, their clearance through Penar Tunnel was extremely restricted with only about one and a half inches between the engine chimney/cab and the tunnel roof, so that the driver and fireman had to lie face down on the cab floor for ventilation through the tunnel in the up direction when running chimney first. It was more normal when working back down the valley tender-first to Hall's Road Junction where this line joined the Western Valley line.
Taken, with permission from John Hodge's book 'RAILWAYS AND INDUSTRY IN THE SIRHOWY VALLEY'

Southern Railway notes from June/July 1952

No. of Light Pacifics allocated to the following sheds :-
Exmouth Junction = 30 [the largest allocation of this type on SR]
Ramsgate = 17
Stewarts Lane = 16
Nine Elms = 14

No. of Merchant Navy class locos allocated to the following sheds :-
Nine Elms = 12
Exmouth Junction = 9

No. of King Arthur class locos allocated to the following sheds :-
Exmouth Junction = none
Stewarts Lane = 17
Eastleigh = 11
Nine Elms = 10
Bournemouth = 10

The greatest number of Lord Nelson class locos were allocated to Eastleigh = 8

The greatest number of the Schools class were allocated to Bricklayers Arms = 16

Welsh Notes

The Pontardulais to Swansea section of the Central Wales Line, when inspected by Col. Rich for the Board of Trade on December 3rd 1867 said, "Land has been enclosed for a double line throughout. The gauge is 4ft 8.5 ins but the formation and girders have been laid for carrying a broad gauge as well."

The "deceased" Pontardulais to Swansea line ended its service on 13th May 1964. In both directions during its final years there was a 20 mph limit in both directions in order to reduce maintenance costs.

The original section of the branch line [known as the Llanmorlais branch] between Gower Road (later renamed Gowerton South) and Llanmorlais was partly built on the route of a defunct canal. One of the regular sources of traffic from Penclawdd is betrayed by the branch's nickname of THE COCKLE LINE.

A Different View

In January the line just outside Andover was closed for bridge work to be carried out at Mylan Road.
David Lindsell



A Different View

The gas-powered generating station at Carrington overlooks the point where the Mersey joins the Manchester Ship Canal as Northern's Class 156 441 and 150 115 cross Irlam Viaduct with a Liverpool Lime Street - Manchester Oxford Road stopping service on January 29th. *Jeff Nicholls*

Preserved Railways

Victorian T9 class locomotive No. 30120 to remain at the Swanage Railway





The Swanage Railway Trust and the National Railway Museum are pleased to announce that they have reached agreement for the National Collection's Victorian London & South Western Railway T9 class steam locomotive No. 30120 to remain on the Swanage Railway.

The new agreement will see the 1899-built locomotive stored at the Swanage Railway, in Dorset, following expiry of its boiler certificate in August 2020.

The agreement includes provision for limited disassembly, including a boiler lift, for the Swanage Railway Trust to assess the potential for the locomotive to be returned to steam.

No. 30120 was built at the Nine Elms Locomotive Works in London during 1899 for the London and South Western Railway.

The locomotive was withdrawn in 1963 and later joined the National Collection where it went on display at the National Railway Museum in York.

No. 30120 was overhauled at the Flour Mill engineering works, in the Forest of Dean, for service on the Bodmin & Wenford Railway in 2010 before the T9 moved to Swanage in 2017.

Volunteer Matt McManus, of the Swanage Railway Trust, said: "The T9 has been a popular member of the Swanage Railway locomotive fleet for some years now and we are delighted to have reached agreement with the National Railway Museum for the T9 to stay in our care and, hopefully, be overhauled and returned to service."

Anthony Coulls, Senior Curator of Rail Transport and Technology at the National Railway Museum, said: "The T9 remains a valued part of the museum's collection and we have enjoyed sharing it with heritage lines across the country where it has been in steam, especially the Bodmin & Wenford Railway and most recently the Swanage Railway.

"The National Railway Museum's Operating Rail Vehicle Strategy, published in 2019, is due for review but we still see a working future for No. 30120 which is dependent on the practicality of another overhaul to working condition," he added.

Matt McManus added: "No timetable has yet been set for the engineering assessment of No. 30120, although the Swanage Railway is keen to complete this as soon as possible for it to be included in its overall motive power plan.

The Swanage Railway Trust's Victorian London and South Western Railway T3 class locomotive No. 563 is currently being overhauled at the Flour Mill Workshop in the Forest of Dean.

Photos: © Andrew P.M. Wright



From the Archives

Class 47 580 passes Steel Heath with the 1V03 14:40 Bolton - Bristol Temple Meads parcels on July 5th 1991.
Keith Davies



From the Archives

Class 42 ‘Warship’ No. D812 and Class 47 No. D1663 ‘Sir Daniel Gooch’ are seen at Exeter on July 31st 1971. *Mark Enderby*



From the Archives

Class 86 627 and 86 605 pass Tamworth on October 2nd 2014 working the 4L92 14:03 Ditton O'Connor to Felixtowe South liner. *Neil Scarlett*

From the Archives

Class 37 011 has ETHEL 97251 in tow as it passes through Taynuilt with a returning Sunday special on August 18th 1985. *Jeff Nicholls*



From the Archives

The ill-fated APT runs south on test through Winwick on July 27th 1984. *Jeff Nicholls*

Class 50 025 arrives at Oxford on a service from London Paddington. This was its last service before being derailed at Ealing Broadway on its next working by something being placed on the line and as a result the loco was withdrawn. *Michael Bennett*

Class 73 131 and 33 020 lead a freight through Reading on December 15th 1979. *Brian Hewertson*







From the Archives

A reminder of what the inside of a large works looked like. This was the scene on one of the Sunday afternoon visits to Crewe Works which were freely available to enthusiasts at the time. 50p entrance fee if I remember rightly. A Peak, a Class 40 and a handful of 47s are visible in this shot from November 7th 1982, not to mention the AC electric on the left. *Jeff Nicholls*



From the Archives

Class 47 204 passes Hanging Landford between Salisbury and Warminster with an Eastleigh to Severn Tunnel Speedlink service in the late eighties. *Michael Bennett*

DEMU No. 1133 is seen at Bristol Temple Meads on July 1st 1976. *Mark Enderby*

From the Archives

A pair of Class 31s on a summer Saturday train from Paignton to London Paddington is very unusual but was due to the non-availability of a Class 47 or 50. The train is seen here near Crofton in the mid eighties. *Michael Bennett*



On June 10th 1999, DRS Class 20 314 and 20 310 are seen at Dungeness.
Mark Enderby



A Connex SouthEastern Class 205 205 DEMU is seen near Winchelsea on June 10th 1999.
Mark Enderby



From the Archives

Almost brand new HST power car No. 43058 leads a service past Durham Cathedral on May 8th 1978.
Mark Enderby



From the Archives

Class 33 060 passes Gravesend hauling a rake of vans on July 29th 1984.
Mark Enderby

From the Archives

BR 9F Class No. 92220 ‘Evening Star’ with GWR 4101 Class No. 4113 behind it are seen at Gloucester on July 22nd 1962. *Dave Felton*

Class 47s Nos. 1635 (47 053) with accident damage and 1624 (47 044/47 567/47 725) are at Crewe Works awaiting repair on September 17th 1972. *Dave Felton*

Former SR USA 0-6-0T tank Class No. DS233. Renumbered from BR No. 30061 and then transferred to Departmental Stock on 2nd October 1962 and allocated to Redbridge Sleeper Works and withdrawn in March 1967. Here seen stored at Eastleigh Motive Power Depot in reasonably good condition on April 30th 1967. *Dave Felton*







From the Archives

Class 47 088 speeds past Feering on August 1st 1984. *Mark Enderby*



From the Archives

Class 40 044 and others awaiting the cutters torch at Crewe Works on June 29th 1986. *John Sloane*

From the Archives

Class 37 218 and classmates are seen stabled at Immingham depot on May 3rd 1986. *John Sloane*



From the Archives

LNER No. 4771 ‘Green Arrow’ climbs Miles Platting bank with a special returning to London King’s Cross via York on April 26th 1986. *John Sloane*



LMS No. 46229 ‘Duchess of Hamilton’ blasts into Horton in Ribblesdale with a ‘Cumbrian Mountain Express’ railtour on December 17th 1983. *John Sloane*



Class 87 019 passes Euxton with a Shieldmuir to Willesden evening mail on August 15th 2005. *John Sloane*



From the Archives

Class 20 004 and 20 132 are seen at Wigan Springs Branch depot on September 14th 1986.
John Sloane