



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 175

Just as the weather starts to warm up, then it goes cold again. Still in this final? month of lockdown, its been interesting on the railway once again. There is still plenty of change happening with more new units appearing and the disposal of stock seems to be accelerating. But still in 2021 we have old favourites like Class 20s at work, even the return of Class 40s to the main line once again, and like our cover shot shows, the re-use of London Underground 'D' stock.

In the news this month is that GB Railfreight (GBRf), one of the largest rail freight operators in the UK, has struck an agreement with Network Rail for the operation of its Rail Innovation & Development Centre (RIDC) Melton at its facility in Melton Mowbray, Leicestershire. The contract, signed in mid-March 2021 by GBRf's Managing Director, John Smith, will run from April 2021 and last for four years. RIDC Melton offers a dedicated test facility to provide safe and reliable testing environments for new and modified technology within the rail industry. This is a unique high-speed test facility for the UK rail industry: it provides a safe specialised non-mainline facility for the testing, validation and commissioning of new and modified rolling stock, plant, on track machines, infrastructure,

equipment and technology, away from the constraints of the mainline network. RIDC Melton has been purpose-built to support both high- and low-speed testing. The facility provides two separate test tracks: a high-speed 13 mile test track between Melton Junction and Edwalton up to 125mph – 11 miles of this with 25kV overhead line equipment (OLE); and a slower-speed four mile test track from Old Dalby to Stanton Tunnel up to 60mph, with 25kV OLE and DC 4th rail capability.

Tim Hartley, Business Development Director at GB Railfreight, said: "Winning this contract not only expands GB Railfreight's offering to Network Rail, but also to the stakeholders of RIDC Melton. This is another diversification to our traditional business model of running freight trains, but positions us really well to offer a more efficient end-to-end service to all RIDC stakeholders. Innovation is at the heart of our business model, so running the operations at RIDC Melton is very exciting for us."

And if you didn't know, a long-standing part of the railway is finally making its farewell bow. Brake vans, which date back to the earliest days of railways, were needed because

for many years the only other brakes on a train were on the locomotive, and drivers could 'whistle for brakes' to the guard in the brake van if the train had to stop as quickly as possible. Continuous brakes, which were applied throughout a train by dropping the pressure in the vacuum pipe, were required by the Board of Trade for passenger trains from 1889, but 'loose-coupled' freight trains, in which there were no brakes on the individual wagons, remained commonplace until the 1960s. Newer types of freight working from the 1950s onward included continuous brakes on the wagons, known as 'fully fitted' freight, and the last loose-coupled freight trains had run by 1990. But freight operating instructions had not been brought completely up to date to reflect this change – until now. References to their required use in some circumstances has continued, including in the so-called 'White Pages'. The White Pages have now been withdrawn and the instructions moved into the main Rule Book

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 37 402 and 66 303 pass through Castleford working 0M66 York Holgate sidings to Gresty Bridge on March 15th. *David Hollowood*

Front Cover

Transport for Wales' Class 230 009 passes through Malvern Wells on its way from Long Marston to Wrexham on March 5th. *Neil Pugh*





On March 18th, Class 37 422 working the 6Z20 York Works - Entrance C, an empty RDT set, is seen at Frodingham Junction, Scunthorpe, having successfully negotiated the 'E' Line forest round the back of the station. *Steve Thompson*

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Charter Scene Locomotive Services Ltd

Private Charter

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Black 5 No. 45231 and Class 20 No. D8107 lead the 1Z40 Crewe - Carmarthen through the outskirts of Shrewsbury on April 2nd.

Richard Hargreaves



Charter Scene Locomotive Services Ltd

Private Charter

Class 37s Nos. D6851 and D6817 roar past Standish with a private charter to Berwick upon Tweed, the Cumbrian Coast, and the West Highlands on March 4th. *John Sloane*



Charter Scene ECS and Light Engine Movements

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LMS Stanier Class 5 4-6-0 No. 45231 (with Class 47 805 on the rear) passes Upton Forge with the 5P55 12:42 Coton Hill - Crewe HS on March 25th. *Keith Davies*



Charter Scene ECS and Light Engine Movements

Class 37 667 (No. D6851) speeds through Cheadle Hulme on March 16th, in charge of the 10:14 Gascoigne Wood to Crewe HS. In the consist were two Pullman coaches acting as barrier vehicles and five former EMT HST carriages. *Barry Longson*



LMS Stanier Class 5 4-6-0 No. 45231 is seen on a test run passing Wombridge Crossing on March 23rd. *Richard Hargreaves*



Charter Scene ECS and Light Engine Movements

On March 16th, Class 37 667 passes Heyrod working the 10:14 Gascoigne Wood to Crewe and is seen with five former EMT HST trailer coaches bound for LSL at Crewe.

Inset: A day earlier, March 15th, the Class 37 is seen near Stalybridge taking two coaches, for use as barrier vehicles, to Gascoigne Wood sidings. *Lee Stanford*



Charter Scene ECS and Light Engine Movements

LSL owned Class 90 002 passes the site of Banbury Lane Level Crossing and Signal Box while heading an ECS working back to Crewe on March 8th, with 40 145 on the rear.

Andy Pratt



Charter Scene

ECS and Light Engine Moves

LSL HST power cars Nos. 43058 and 43059 pass Bamber Bridge on a training run from Crewe to Carlisle via the S&C on March 2nd. *John Sloane*

The CFPS's Class 40 145 disappears around the bends towards Bugbrooke on the WCML while being dragged by 90 002 dead on the rear of an ECS working from London Euston to Crewe on March 8th. *Andy Pratt*

Class 90 002 'Wolf of Badenoch' is seen passing Blisworth working back home ECS on 5Z19 09:12 London Euston to Crewe H.S. on March 8th. Class 40 145 was on the rear. *Derek Elston*



Charter Scene ECS and Light Engine Movements

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On March 16th, Class 37 667 brings a train of former EMT HST coaches through Stockport en route to their new home at LSL in Crewe.

Mark Torkington



Avanti West Coast

Class 390 104 speeds through Acton Bridge on March 9th.
Jeff Nicholls



Avanti West Coast trainee driver encourages more women to follow her career path

An Avanti West Coast trainee driver is hoping her positive experience in the railway industry will encourage other women to pursue a similar career path.

Chloe McKinlay, 25, joined the Avanti West Coast Driver Training scheme in August 2020, and when qualified will join her dad Kevin to become the first father/daughter driving duo for the West Coast Main Line operator.

Historically, being a train driver has been seen as a male dominated profession, but it's set to change at Avanti West Coast with a third of the new recruits on Chloe's course being female.

Chloe, from Liverpool, is hoping her involvement in the scheme and events like International Women's Day will inspire others to challenge long held stereotypes around gender and career choice.

"Even though my dad is a driver, growing up, never once did I think driving was an option for me. Only men drive trains I thought," explained Chloe. "As a Degree Apprentice, I spent some time working with the Driver Team and I thought why not?"

"The company have been incredibly supportive, and that's given me the confidence to 'go for it'. And on International Women's Day that's the message I'd like to pass onto other women. Don't be afraid to challenge gender stereotypes. If I can do it, why not you? Train driving is a wonderful career, one that carries a lot of responsibility and job satisfaction."

Paul Makepeace, Head of Drivers at Avanti West Coast said: "We, like many other train operators face a potential skills shortage with a large number of our drivers expected to retire in the coming few years. The industry needs to identify and develop the train drivers of the future, and we're hoping that Chloe's story will encourage more women to seriously consider it as a realistic and achievable career to pursue."

Chloe's Dad Kevin, who has over 20 years driving experience behind him, was full of praise for his daughter. "We're so proud of her, not only for getting this far, but also how she's wanting to use her story to encourage other women who might have previously been put off from applying to be a train driver."





Work begins on Avanti West Coast's new fleet of trains

Work has commenced on Avanti West Coast's fleet of new trains which will serve customers along the West Coast Main Line including London, the Midlands, North Wales, Liverpool and Lancashire. New welding and painting facilities will be used to build the next generation of intercity trains for Avanti West Coast and East Midlands Railway. Around 40 staff including newly graduated welders and painters will be completing the high-tech aluminium carriage shells, which are a signature of Hitachi's intercity fleets.

The new fleet will comprise of 10 Class 807 seven carriage electric trains and 13 Class 805 five carriage bi-mode trains, the latter due to replace the current diesel Voyager trains and deliver a 61% reduction in carbon emissions. The work being undertaken at the factory is part of Hitachi Rail's investment at Newton Aycliffe in the North East – which now totals £110million.

The North East train builder has invested £8.5million to create bespoke welding and painting facilities within the factory. This on-shoring of crucial high value aspects of the manufacturing process is further evidence of Hitachi Rail's long-term commitment to region. It is also the first time in decades that a new train welding facility has been created in the Britain, with over 230 carriages due to be welded at Newton Aycliffe. The firm established its highly advanced UK based manufacturing base, with its 700 strong workforce, in 2015 to build pioneering 122 trains as part of the Government's Intercity Express Programme, along with 70 zero-emission Class 385 regional trains for Scotland. Since this time, Hitachi Rail has focused on localising its supply chain in the UK with whom it has already spent £1.8billion since 2013. The new manufacturing capabilities at the factory is allowing Hitachi Rail to further expand its UK supply chain. New domestic suppliers include AES in Glasgow, Airblast in Peterborough and KM Tools in Stoke-on-Trent.

Transport Secretary, Grant Shapps, said: "It is fitting that Hitachi Rail are building the next generation of intercity trains in County Durham, a place with a proud and illustrious railway heritage. Their long-term commitment and continued investment in the North East is a major boost for jobs and skills, driving economic growth and helping levelling up our country as we build back better from the pandemic."

Phil Whittingham, Managing Director at Avanti West Coast said: "We're proud to be partnering with Hitachi Rail, and it's UK supply chain, to build a fleet of new trains that will transform the travelling experience for our customers on the West Coast Main Line. The investment is a key part of our exciting plans to raise the bar for the UK rail industry, and will deliver a significant reduction in carbon emissions."

Jim Brewin, Head of UK & Ireland, Hitachi Rail said: "The

£110 million we have now invested at Newton Aycliffe is not only a sign of our continued commitment to the North East of England but also British manufacturing and its supply chain. At the heart of our commitment is the continued development of a highly skilled and dynamic workforce and 70 apprenticeships will drive the rail industry forward at home and abroad for many years to come."

The new welding and painting facility will allow the factory to be more globally competitive, with the capacity to export a wide range of products from metros to commuter and high-speed trains. Target markets include northern Europe and the Middle East, with the firm's increasing leadership in battery trains broadening the potential opportunities. Last year Hitachi Rail partnered with Hyperdrive Innovation to develop battery packs that can power trains and help the UK meet its Net Zero 2050 targets.

Avanti West Coast

▶ Class 390 152 working a London Euston bound service passes Acton Bridge on March 30th.

Mark Enderby

▶ Class 390 115 hurries past Standish on its way from Glasgow to London Euston on March 4th.

John Sloane

▶ An Avanti West Coast Pendolino leans into the curve near the site of Banbury Lane Level Crossing and Signal Box, Northants, while forming the 9A31 06:58 Lancaster - London Euston service March 8th. *Andy Pratt*



Avanti West Coast

Class 390 042 heads past Balshaw Lane Junction on March 24th working a London Euston to Glasgow service.
John Sloane

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Colas Rail

Class 66 846 passes Charnock Richard with a Carlisle to Chirk log train on March 15th.

John Sloane

Class 70 817 heads away from Farington Curve Junction towards Lostock Hall with the Preston Dock to Lindsey on March 23rd. *John Sloane*

Class 70 806 working the 6C37 10:30 Chirk - Carlisle timber empties passes Bomere Heath on February 28th. *Phil Martin*



Colas Rail

Class 66 849 passes through Andover with a engineers train from Eastleigh to Dean on March 27th. *Michael Bennett*

The 6Z64 Rugby to Westbury engineers train with Class 70 803 and 70 808 is seen passing Little Bedwyn on March 25th. *Michael Bennett*

Class 70 803 is seen on March 19th working a Westbury to Cliffe Hill Stud Farm past South Marston Jct. *Ken Mumford*



On March 25th, Class 56 113 working 6Z57 Belmont - Trent Yard with an empty RDT set is seen topping the bank at Scunthorpe West Jct.
Steve Thompson



SIGNALLING TEAM WRAP UP WESTBURY TDM COMMISSIONS

The Signalling team have completed a major series of works on the Westbury Time Division Multiplexer (TDM) Commissioning as part of their Signalling and Telecoms (S&T) framework with Network Rail.

The team have spent the last four months holding a series of weekend possessions and midweek night shifts renewing TDM equipment at Westbury, Merehead, Bradford Junction and Witham relay rooms.

During enabling stages our team changed over and tested 79 circuits at Merehead, 185 circuits at Witham and 110 circuits at Bradford Junction. These circuits were changed over to allow the existing AP TDM to now be fed from new RD37 connectors, removing the solder tag blocks.

With these works completed, the team could shift their attention to the main phase of the commissioning, replacing the life expired AP systems with the Westronic 1024, providing a more reliable asset for the maintainer and the users of the infrastructure, the passengers.

Key to the success of these renewals was through close collaboration with trusted supply chain partners and Network Rail, ensuring works were completed on time, to budget and without incident.

Speaking about the success of the project, Acting Programme Manager, Daniel Palmer said “This was the first major milestone for Colas Rail UK and our S&T Framework with Network Rail. Given the challenges of the last year, to have completed on time was a great achievement for our team.

“I would like to pass on my thanks to all involved including Telent and Siemens who expertly delivered the Telecoms and Westronic TDM respectively. They integrated and worked well with our team from day 1 and their support has been exceptional.

“Our focus has now shifted onto the next major commissioning on the S&T Framework at Swindon Road Level Crossing as part of the Gloucester Level Crossing Package 1 Project. We’re replacing severe wire degradation at the Level Crossing and in the process upgrading the Signalling controls to modern technology which will last for years to come.”





SRSA SUCCESSFULLY DELIVER SOUTHAMPTON FREIGHT TRAIN LENGTHENING BLOCKADE



The South Rail Systems Alliance (SRSA) Bristol division have recently delivered the Southampton Freight Train Lengthening (SFTL) project consisting of three phases of core delivery, with the third and final phase being completed over a 20-day blockade completed

in late February. Phase three involved remodelling and commissioning two junctions at Western Docks and Maritime Freightliner.

The scope of works included:
 22 new signals, with five existing signals modified and 12 existing signals removed
 Four interlockings affected (one fringe, one minorly changed and two significantly changed)
 29 track circuits upgraded, two removed and six altered for staged implementation
 Two new signal gantries (commissioned) and one gantry removed
 Two new Relocatable Equipment Buildings installed
 SPT migrations and telecoms concentrator relabelling

130 domino tiles to replace on Signallers Panel at Eastleigh ASC (186 panels in total across all phases)
 Roughly 50 new Locations cases fully installed
 17 S&C units fitted
 821 yards of track renewals
 150m track drainage
 400m embankment drainage
 Signalling 650V power alterations and recoveries

Working in Any Line Open (ALO) conditions, the team delivered the works while keeping freight and passenger trains operating in the area. This brought a logistical challenge of completing construction while meeting the needs of the freight and train operating companies to keep the UK moving. An innovative solution was required, and this came in the form of utilising two Kirow cranes to work in parallel to install all the required volumes of

track on the Redridge Goods Line during the all-lines closures and prior to handing back some lines for operational use. The team also used a variety of standard rail machines and civils machines for scrapping out and excavation activities to maximise production rates, again to work to completing the Redbridge Goods track installation prior to the Mainlines being opened to traffic.

Speaking about the success of the project, Mark Killick, Network Rail's Wessex Route Director, said: "We are very pleased to finally complete this ambitious project and unlock more capacity for freight on our route. This was a complex project which required us to install longer sidings, new track for heavier and faster moving trains, improved signalling and enhanced drainage, which will make the operation of the area more efficient."

Colas Rail

Class 56 094 passes through Malvern Wells on a return journey from Hereford to Westbury on March 24th. *Neil Pugh*

Class 70814 hammers through Stafford running 15 mins late with the 09:17 Mountsorrel Sidings to Carlisle N.Y. on March 30th. *Derek Elston*

On March 24th, Class 66 846 passes Clitheroe working the 6J37 log train from Carlisle - Chirk (Kronospan). *Michael Lynam*



On March 17th, the 12:30 departure from Ince and Elton Encirc Works to Arpley Yard sand empties nears its destination, passing Walton Old Sidings where some repair work is underway at the entrance to the sidings.
Jeff Nicholls



DB Cargo

▶ Class 67 024 sports its Pullman livery as it hauls 90 036 from Crewe TMD towards Arpley Yard on March 17th. After depositing the Class 90 in Arpley Yard, the Class 67 headed back light engine to Crewe. *Jeff Nicholls*

▶ Class 66 133 passes Baystan Hill on February 27th working the 6V75 09:30 Dee Marsh - Margam empty steel. *Phil Martin*

▶ Class 66 194 working a Dee Marsh - Margam steel is seen near Shrewsbury on April 2nd. *Richard Hargreaves*



DB Cargo

Class 60 039 is seen passing Northenden on March 24th, with the 09:30 Arpley Sidings to Tunstead hopper. *Barry Longson*

On March 14th, Class 66 160 passes Gobowen running as 0M30 11:17 Margam - Dee Marsh, heading for some steel empties. *Phil Martin*

On March 24th, Class 66 044 on 6D80 Neville Hill - LOR passes Scunthorpe, the train comprising just a solitary TEA. Little and large indeed! *Steve Thompson*



On March 8th, Class 66 061 hauls 66 030 and the 4N22 coal empties from Entrance C to Tees Yard. A never-ending string of HTAs, 42 in total, winds its way through Scunthorpe. *Steve Thompson*





Maritime Transport announces latest rail service at East Midlands Gateway

DB Cargo are delighted to be operating a new rail freight service connecting the Port of Felixstowe to East Midlands Gateway (EMG).

Following the recent launch of its Felixstowe to Wakefield service, Maritime Transport Ltd. (Maritime), the UK's fastest-growing intermodal operator, is delighted to announce another new addition to its expanding intermodal offering, a rail freight service operated by DB Cargo UK connecting the Port of Felixstowe to East Midlands Gateway (EMG).

The new service, Maritime's fifth to operate from the Port of Felixstowe, commenced on Monday 15th March and run five days a week from Tuesday to Saturday, bringing the company's total TEU availability per week to 8,000.

John Bailey, Managing Director – Intermodal and Terminals at Maritime: 'Increasing our capacity and logistics efficiency for our customers whilst reducing the need for our HGVs to travel millions of miles each year has always been a vital part of our strategy. Our latest intermodal service has been introduced following high demand at Felixstowe and EMG, and really underpins both Maritime's and DB Cargo UK's drive to offer more reliability and greater choice to the market.'

Six intermodal services now operate in and out of Maritime's 17-acre EMG terminal daily, connecting the East Midlands region with Felixstowe, London Gateway, Southampton, and Liverpool. To service its growing customer base and unprecedented demand for rail, Maritime has expanded its operational team on site,

from three employees in April 2019 to now ten employees in total, led by Rail Development Manager, James Tierney.

Andrea Rossi, Chief Executive at DB Cargo UK: 'This new service, which once again brings together two of the largest and most successful freight companies in the UK, is a testament to the successful partnership we have forged with Maritime, and reinforces our commitment to keeping the nation on track during these challenging times. We look forward to maintaining our close alliance as the industry focuses on modal shift, while delivering sustainable solutions and innovation to our customers.'

Chris Lewis, Chief Executive Officer of the Port of Felixstowe: 'The ability to move goods to or from ports by rail is an important differentiator for traders and this second new rail service in seven days further extends the Port of Felixstowe's lead in this field. Regular services are important in growing the share of traffic choosing more sustainable intermodal options. This third daily service to East Midlands Gateway boosts choice, reliability and frequency for shippers in the Midlands and helps reduce further the carbon emissions of businesses in the region that use the Port of Felixstowe as the gateway to overseas markets.'

DB Cargo

On February 28th, Class 66 025 passes Leaton working the 6M30 11:17 Margam - Dee Marsh loaded steel. *Phil Martin*

Class 66 001 passes Hadnall with the 6G51 13:30 Arpley Yard - Donnington RFT. *Keith Davies*

Class 60 054 with the Theale to Robeston empties is seen near Crofton on April 1st. *Michael Bennett*



DB Cargo

A work stained Class 66 148 coasts down grade from Hindley, towards Wigan, with a very short 10:02 Tees North Yard, to Knowsley, refuse train on March 15th.
Paul Senior



DB Cargo

On March 25th, Class 66 142 with the 6D57 Belmont - Roxby, conveying waste in MBAs passes Scunthorpe. *Steve Thompson*

Class 66 118 approaches Orrell with a Kirkby to Wilton binliner on March 11th. *John Sloane*

At Bradley on March 30th, Class 90 037 hauls 90 020, (which had failed on Shap a few days earlier), on a movement from Carlisle to Crewe Electric Depot. *John Sloane*



DB Cargo

Class 66 192 passes Baystan Hill on March 11th with the 6V75 09:30 Dee Marsh - Margam steel empties. *Phil Martin*

On March 24th, Class 66 047 and 66 007 pass through Scunthorpe station working 4N21 Entrance C - Tees Yard, 42 HTAs off the 'jumbo' coal working from Redcar, the wagons disappearing into the distance. *Steve Thompson*

Class 66 051 working a Trafford Park to Southampton West Docks intermodal passes Worting on March 22nd. *Michael Bennett*



DB Cargo

Class 66 044 coasts past Three Arches Bridge, at Red Bank, Newton-le-Willows, with the 10:40 Knowsley to Willton refuse train on March 30th.

Paul Senior



DB Cargo

Class 60 054 hauling the Theale to Robeston oils passes Hampstead Marshall on March 23rd.
Michael Bennett

Class 66 020 heads through Mauldeth Road on March 18th with the well loaded 13:15 Trafford Park to London Gateway service.
Lee Stanford

Class 66 014 passes Kempseye with the 6V75 09:30 Dee Marsh Reception Sidings - Margam on March 25th. *Keith Davies*



DB Cargo

On March 27th, Class 66 065 passes Crosfields Box, Warrington with the 6016 Ditton - Dollands Moor. *Mark Enderby*

On March 21st, Class 66 074 working the 6274 Liverpool – Saltley EMC scrap train passes Daresbury. *Mark Enderby*



DB Cargo

Class 60 039 passes Plumley West
on March 31st with the 6H02 Arpley -
Tunstead. *Mark Enderby*



DB Cargo

On March 22nd, Class 66 114 passes Shipley Gate with 6M82 12:43 Walsall freight terminal to Dowlow Briggs sidings. *Mark Pichowicz*

On March 30th, Class 66 044 passes Plumley with a Knowsley to Wilton binliner. *Mark Enderby*

On March 27th, Class 60 054 heads under Marston footbridge working the 6B33 Theale to Margam via Swindon tanks. *Ken Mumford*



DB Cargo

Class 66 020 with the 6M15
Tytherington to Calvert passes
through Edington on March 30th.
Michael Bennett

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DB Cargo

Class 60 054 with the 6B33 Theale to Robeston empties passes Edington on March 30th.

Michael Bennett

Class 60 066 passes through Little Bedwyn on March 25th with the 6B33 Theale to Robeston tanks. *Michael Bennett*

Class 66 113 is seen at Kempsye on March 13th working the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*





DB Cargo

Still plenty of water in the fields as Class 66 067 heads the Saturdays Only 11:18 Daventry - Grangemouth intermodal, seen approaching Winwick Junction on March 6th. *Jeff Nicholls*

Class 66 124 passes Kempseye with the 6V75 09:30 Dee Marsh Reception Sidings - Margam on March 17th. *Keith Davies*

On March 13th, Class 66 167 working the 6016 Ditton - Dollands Moor approaches Crosfield's Crossing, Warrington. *Mark Enderby*



DB Cargo

▲ An interesting assortment of locos comprising Class 90 036, 90 019, 67 020, 90 039 and 90 029 pass through Charnock Richard cutting on their way from Crewe Electric Depot to Mossend on March 15th. *John Sloane*

▲ Class 66 118 passes Crow Nest Junction with a Wilton to Kirkby empty binliner on March 12th. *John Sloane*

▲ Class 90 036 and 90 019 approaching Charnock Richard with 4M25 Mossend to Daventry intermodal on March 26th. *John Sloane*



DB Cargo

Class 60 039 'Dove Holes' leads the 09:30 Arpley Sidings - Tunstead empties across the Trent and Mersey Canal at Wincham Wharf on the outskirts of Northwich on March 24th.

Jeff Nicholls

Class 66 117 rattles through Stafford working 4021 09:15 Trafford Park Euro Terminal to Southamton Western Docks Berth 109 on March 31st. *Derek Elston*

Class 66 002 passes the outskirts of Lostock Gram with the morning 'Binliner' from Knowsley to Teesside on March 24th.

Jeff Nicholls



DC Rail Freight

Class 60 046 hauls HST power cars
Nos. 43467, 43308, 43296 and 43423
past Worting on March 5th as 0Z43
Eastleigh to Willesden.

Michael Bennett



DC Rail Freight

▶ Class 60 046 'William Wilberforce' approaches Wilson's Farm Crossing with 6Z31 10:00 Chaddesden Sidings to DB Cargo Fan A and B Sidings on March 7th. *Derek Elston*

▶ On March 21st, Class 60 055 working the 6Z20 Chaddesden - Carlisle passes Norton Crossing. *Mark Enderby*



DC Rail Freight

On February 3rd, Class 60 028, with DB's 60 001 inside for insurance, has a test run after repairs at Toton depot. Seen passing Attenborough working 6E02 12:20 Toton Up Sidings - Boston Sleaford Sidings. *Mark Pichowicz*

Class 60 055 passes Standish with a Chaddesden to Carlisle working on March 21st. *John Sloane*

On March 30th, Class 60 055 runs light engine through Edington as 0Z62 Willesden to Bristol. *Michael Bennett*



Direct Rail Services

▶ Class 37 402 working OE37 Crewe Gresty Bridge to York Thrall to collect 66 303 and drag it back to Crewe Gresty Bridge heads through Pleasington on March 15th. *David Hollowood*

▶ Class 88 005 passes Bradley with a Daventry to Mossend intermodal on March 13th. *John Sloane*

▶ Class 37 402 and 66 433 pass Euxton on March 6th with a Carlisle to Crewe move. *John Sloane*



Direct Rail Services

On March 24th, Class 66 091 and 66 302 along with Freightliner's 66 415 pass Clitheroe working the 6K05 engineers from Carlisle NY - Crewe Basford Hall. *Michael Lynam*

On March 24th, Class 88 005 working the 4S44 Daventry - Mossend passes Moore. *Mark Enderby*



Direct Rail Services

On March 30th, Class 88 001 working the 6L48 Garston - Dagenham passes Acton Bridge.
Mark Enderby

Class 66 428 'Carlisle Eden Mind' approaches Wilson's Farm Crossing on March 7th with the 13:09 Daventry DRS (Tesco) to Tilbury R.C.T. working.
Derek Elston

Class 66 303 leads the 11:58 Crewe Basford Hall S.S.M. to Cliffe Hill Stud Farm Quarry through Stafford on March 30th.
Derek Elston



Direct Rail Services

They say the sun shines on the righteous and as can be seen here as Class 37 402 carrying the Healey Mills on tour plaque catches the sun as it leads 66 303 through Reddish South with a light engine move from York to Crewe on March 15th. *Lee Stanford*

Class 66 422 leads the 4M07 09:55 Tilbury R.C.T. to Daventry DRS (Tesco) on the approach to Wilson's Farm Crossing on March 12th. *Derek Elston*

On March 30th, Class 66 304 arrives at Stafford 141 minutes early working the 08:34 Crewe Gresty Bridge (DRS) to Crewe Gresty Bridge (DRS) via Rugby and Bescot route learner. *Derek Elston*



Direct Rail Services

Class 88 003 'Genesis' speeds south at Red Bank Newton-le-Willows, with the 05:46 Mossend Down Yard to Daventry Intermodal on March 30th.
Paul Senior



Direct Rail Services

Class 88 003 'Genesis' glides through Stafford right time working 4M27 05:46 Mossend Down Yard to Daventry International Railfreight Reception on March 30th. *Derek Elston*

Class 88 005 'Minerva' leads the 4S44 12:16 Daventry Int Rft Recep Fl to Mossend Down Yard, 30 mins early through Stafford on March 30th. *Derek Elston*

Due to a line closure for tunnel repairs at Crick. Class 88 009 'Diana' passes Blisworth working 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf car train, March 18th. *Derek Elston*



East Midlands Railway

▶ EMR liveried Adelante Class 180 113 heads north past Harrowden Junction on March 9th working 1D33 12:34 London St. Pancras International to Nottingham service. *Derek Elston*

▶▶ Running 53 minutes late, the 5Y98 09:00 Cricklewood Depot to Kettering Stabling Sidings eases through Wellingborough formed of Class 360 114, 360 XXX and 360 119 on March 5th. *Derek Elston*

▶ Running 14 minutes late, Class 222 015 passes Harrowden Junction with the 1C40 11:29 Sheffield to London St. Pancras International service on March 9th. *Derek Elston*



East Midlands Railway

On February 27th, Power car No. 43102 passes Attenborough Nature Reserve with the 1B2808:34 Sheffield - London St. Pancras via Nottingham service. *Mark Pichowicz*

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East Midlands Railway

On March 27th, power car No. 43320 runs alongside the River Erewash at Cotmanhay with the 1B23 06:34 Leeds to London St. Pancras service. *Mark Pichowicz*

Power car No. 43295 passes Cotmanhay leading the 1B28 07:40 Leeds to London St. Pancras service on March 27th. *Mark Pichowicz*

On March 4th, the 3Y52 10:18 Kettering Stabling Sidings to Kentish Town driver trainer formed of Class 360 110 and 360 115 eases past Finedon Road. *Derek Elston*



East Midlands Railway

On March 30th, power car No. 43102 accelerates away from East Midlands Parkway with 1B63 16:45 Nottingham to London St. Pancras service.

Mark Pichowicz

Power car No. 43310, with 43274 bringing up the rear, pass Harrowden Junction working 5M17 10:20 from London St. Pancras International on March 9th.

Derek Elston

Class 180 113 departs Wellingborough working 1B31 10:12 Nottingham to St. Pancras International service on March 5th. *Derek Elston*



East Midlands Railway

On March 31st, power car No. 43102 passes Normanton on Soar leading the 1D48 15:34 London St. Pancras to Nottingham service. *Mark Pichowicz*

Class 360 119 with two more sets in the consist working a driver training run passes Harrowden Junction running as 3Y18 13:06 Kettering to Luton on March 9th. *Derek Elston*

Class 222 019 approaches Wellingborough station working the 1C27 09:00 Sheffield to London St. Pancras International service on March 5th. *Derek Elston*



Freightliner

Class 66 598 on a Southampton to Garston liner passes the 1W59 London Waterloo to Bournemouth at Worting Junction on March 5th. *Michael Bennett*

Class 66 591 on the Banbury Road to Whatley empties is seen near Crofton on April 1st. *Michael Bennett*

Class 66 571 has charge of the 15:15 Trafford Park to Southampton MCT, seen passing Heald Green on March 15th. This service is usually entrusted to a Class 70. *Barry Longson*



Freightliner

Class 70 007 comes round the tight curve at Skelton Junction with the 09:16 Bredbury to Runcorn Folly Lane loaded waste train on March 4th. *Lee Stanford*

Class 59 206 on the 7C77 Acton to Merehead empties is seen near Crofton on April 1st. *Michael Bennett*

Class 70 019 with a Southampton to Lawley Street liner passes Worting Junction on March 22nd. *Michael Bennett*



Freightliner

▶ Class 90 014 and 90 009 pass Euxton with a Saturday Coatbridge to Crewe liner on March 6th. *John Sloane*

▶ On March 6th, Class 66 414, 66 556 and 66 955 pass Euxton Balshaw Lane station on a Crewe to Carlisle movement for weekend engineering services. *John Sloane*

▶ Class 66 553 hauls 90 047 past Bamber Bridge on its way from Crewe to Leeds Midland Road on March 2nd. *John Sloane*



Freightliner

The heat haze can be clearly seen as Class 70014 hauls its full load towards Mauldeth Road on March 1st, while in charge of the 15:15 Trafford Park to Southampton service. *Barry Longson*



Freightliner

▶ Class 70014 approaches Wilson's Farm Crossing at the head of the 4M58 09:30 Southampton M.C.T. to Garston F.L.T. on March 12th.

Derek Elston

▶ Class 66 619 with the 6B11 Hayes to East Usk Yard passes Marston footbridge on March 24th.

Ken Mumford

▶ On March 19th, Class 66 622 heads under South Marston footbridge working the 6Z18 Bristol West Depot to Banbury Reservoir Sidings (was Banbury Junction) - a new working I understand. *Ken Mumford*



Freightliner

▶ Class 70020 kicks out a plume of black exhaust, as the driver gets a clear road through East Didsbury on March 18th, while in charge of the 15:15 Trafford Park to Southampton MTC.

Barry Longson

▶ Class 66 565 on the Banbury Road to Whatley empties passes Hampstead Marshall on March 23rd. *Michael Bennett*

▶ Class 66 591 on the Woking to Merehead empties passes Worting in the evening sun on March 22nd. *Michael Bennett*



Freightliner

▲ A sunny Reddish South sees Class 66 541 working the 11:03 Hunslet Yard to Crewe Basford Hall movement of Freightliner flats on March 15th. *Lee Stanford*

▲ Class 66 525 on the 6C58 Banbury Road to Whatley empties passes Edington on March 30th. *Michael Bennett*

▲ Class 66 619 working the 6A27 East Usk to Hayes and Harlington is seen near Bedwyn on March 25th. *Michael Bennett*



Freightliner

▶ The 7C77 Acton to Merehead empties passes Little Bedwyn with Class 59 205 in charge on March 25th. *Michael Bennett*

▶ Class 66 606 is seen passing Kempseye with 6Z39 12:07 Crewe Basford Hall - East Usk Yard on March 30th. *Keith Davies*

▶ Class 66 518 passes Hampstead Marshall with the Allington to Whatley empties on March 23rd. *Michael Bennett*





Freightliner

Class 66 529 approaches Gatley working the 15:15 Trafford Park to Southampton MCT on March 24th. Note the two catenary post do actually slope outward slightly at this location.

Lee Stanford

Class 66 953 and 59 206 hauling the 7C29 Acton to Merehead empties is seen near Westbury on March 30th. *Michael Bennett*

Class 59 103 on the Woking stone empties passes through Monxton on March 29th.

Michael Bennett



Freightliner

The shot of this working is normally backlit, but on March 1st, the 09:16 Bredbury to Runcorn Folly Lane was running some 234 minutes late, with Class 66 587 'ONE' in charge, seen passing the waste terminal at Northenden.

Barry Longson



Freightliner

Class 66 517 on the Woking to Merehead empties passes Pot Bridge on March 17th.
Michael Bennett

Class 59 103 with the Acton to Merehead empties is seen at Edington on March 30th.
Michael Bennett

The 6A74 Whatley to Theale passes through Edington with Class 59 002 in charge on March 30th.
Michael Bennett





Freightliner

Class 66 518 (with 66 517 on the rear) are seen at Crofton on March 9th working the 6M20 Whatley to Churchyard. *Michael Bennett*





Freightliner

▶ The 7C77 Acton to Merehead empties is seen near Bedwyn with 59 206 at the helm on March 9th. *Michael Bennett*

▶ Class 66 537 passes Andover on March 13th with the 6Y80 Eastleigh to Grateley engineers train. *Michael Bennett*

▶ Class 90 004 and 90 003 pass Bradley with a Saturday Coatbridge to Daventry liner on March 13th. *John Sloane*





Freightliner

Class 66 570 approaches Burnage on March 17th working the 15:15 Trafford Park to Southampton liner. *Lee Stanford*

Class 66 601 hauling the 6V18 Allington to Whatley empties passes Edington on March 30th. *Michael Bennett*

On March 25th, Class 66 601 passes Little Bedwyn with the Allington to Whatley empties. *Michael Bennett*



▶ Class 70 016 hauling the 6H51 Hardendale - Tunstead passes Lostock Grahnam on March 30th. *Mark Enderby*

▶ On March 31st, Class 70 010 hauls the 6F33 Bredbury - Runcorn past Plumley West. *Mark Enderby*

▶ On March 28th, Class 66 590 heads past Marston Footbridge with a rake of empty hoppers. *Ken Mumford*



▶ Class 70 010 working the 6H35 Runcorn - Northenden binliner passes Plumley West on March 30th. *Mark Enderby*

▶ On March 21st, Class 66 528 and 66 508 pass Daresbury with the 6Y11 Hardendale - Crewe HOBBC train. *Mark Enderby*



Freightliner

On March 6th, a convoy passes Guide Bridge consisting of Class 66 602, 66 610, 66 605, 66 587, 66 613, 66 622 and 70 010 working as 0K89 from Hope Earls Sidings - Crewe Basford Hall. *Michael Lynam*

Class 90047 approaches Wilson's Farm Crossing working the 12:30 Wembley Receptions 1-7 to Crewe Basford Hall S.S.N. route learner on March 12th. *Derek Elston*

Class 66 551 yings it's way south with the 4L46 12:16 Lawley Street F.L.T. to London Gateway liner on a bright but blowy March 12th. *Derek Elston*



Celebrity Class 66 747 passes Northenden on March 1st, working the 07:11 Liverpool BT to Drax loaded Biomass. *Barry Longson*



Still looking very clean, Class 60 002 is seen approaching Heaton Norris Junction on March 26th working the 11:15 Liverpool to Drax loaded Biomass service. *Barry Longson*

Class 66 724 heads through Gobowen on March 14th working the 6V41 14:14 Penryffordd - Avonmouth loaded cement. *Phil Martin*

An unusual sight as Class 60 095 hangs on the rear of the 11:25 loaded biomass from Liverpool to Drax. 66 754 was at the head of the train as it passed the public crossing at Culcheth on March 7th. This is not the normal route for these loaded trains: the 60's engine was running, presumably to assist the heavy train in the climb of Miles Platting Bank with this Sunday working. *Jeff Nicholls*



GBRf

Class 66 736 slowly hauls its 24 wagons over Stockport viaduct on March 2nd, while in charge of the 15:29 Hope Street to Peak Forest.
Barry Longson



GBRf extend contract with EMDL

GB Railfreight (GBRf) and Electro-Motive Diesel Limited (EMDL), a legal entity of Progress Rail, a Caterpillar Company, have signed a contract extension to the full-service provision arrangements between businesses, which have been in place since 2012.

The new contract extends the size of the GBRf fleet supported by Progress Rail. It also expands repair capacity at both the Doncaster and Peterborough depots and increases the number of field service engineers joining the team.

Representing a significant strengthening of the long-standing relationship between the two companies, this contract supports the GBRf Class 66 locomotive fleet and prepares the ground for the newly re-engineered Class 69 locomotives, the first of which was on trial at Severn Valley Railway.

Additionally, Progress Rail will be fitting the innovative PR Uptime™ digital prognostic equipment to the Class 66 fleet, which serves as the next-generation analytics platform, prompting preventative maintenance and continuously improving reliability and performance.

Cementing further years of support, this contract demonstrates GBRf's faith in Progress Rail's technical capability and excellent service standards, which have delivered industry-leading asset utilisation to date. This deal secures a long-term future for both businesses in the ever-growing rail freight market in the United Kingdom.

GBRf Asset Director David Golding said: "We are pleased to announce this contract extension with EMDL, a well-established and reliable partner for our business. This is a significant enhancement, which will enable GBRf to expand its operations, whilst also providing extra field service and engineering capacity the business needs."

EMDL Sales Director Jon Caen added: "We are delighted to be working with GB Railfreight on this exciting project. This contract extension solidifies a successful relationship and provides both companies with a long-term future. Supporting fleet maintenance digitalisation, the fitment of PR Uptime™ across the Class 66 and 69 fleets brings the most advanced analytics technology available."

GBRf

Class 66 712 is seen approaching Alderley Edge, working the 03:10 Felixstowe North to Trafford Park on March 2nd. The siding to the left is used by terminating services. *Barry Longson*



GBRf

Class 66 779 on the 6M26 Eastleigh to Mountsorrel passes Worting on March 5th.

Michael Bennett

On March 18th, the 6L61 Rylstone - Entrance C self-raising flour train, or is it stone, sees Class 66 757 passing Frodingham Junction with a decent load of the stuff, although a few of the wagons looked a bit empty. *Steve Thompson*

Class 66 754 passes Leaton on February 28th with the 6V41 14:14 Penryffordd - Avonmouth loaded cement. *Phil Martin*



On March 24th, Class 66 768 arrives at Horrocksford Junction with a rake of empty cement tanks, 4M00 Carlisle - Castle Cement.

Michael Lynam

Class 60 076 leads a Liverpool - Drax Biomass working through Acton Bridge on March 9th.

Jeff Nicholls

Class 66 716 on a Eastleigh to Hoo Junction move had two Colas Class 66s in tow as it passes Worting Junction on March 5th.

Michael Bennett



Class 47 739 and 56 081 top'n'tail 720 551 on 5Q70 10:56 Derby Litchurch Lane to DB Cargo Fan A and B Sidings unit move past Harrowden Junction on March 9th. *Derek Elston*

Class 66 749 leads a well loaded 14:18 Trafford Park to Felixstowe intermodal through Burnage. *Lee Stanford*

On March 8th, Class 66 738 is seen at Scunthorpe with the 6M59 Roxby - Collyhurst Street waste empties. *Steve Thompson*



Class 73 961 slowly rolls out of Tonbridge Yard with 73 965 pushing, as a SITT train has 73 201 'Broadlands' at the helm, departing in the opposite direction on a busy February 26th. *Charlie Robbins*



Class 66 720 heads through a sunny Earlestown on March 16th. *Jeff Nicholls*

Class 66 766 passes Coppull with the Wembley to Irvine china clay train on March 10th. *John Sloane*

Class 60 076 hauls Trainload Construction liveried Class 66 793 and a full rake of Biomass wagons through Stockport in a short spell of sunshine on March 28th, working the SuO 12:03 Doncaster Down Decoy to Liverpool Biomass Terminal. *Barry Longson*



On March 10th, Class 66 721 and 66 792 top'n'tail the 6M05 Acton - Coton Hill past Wombridge Crossing. *Richard Hargreaves*

Class 66 724 passes Gobowen on March 7th with the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*

Class 66 791 working the 6M05 Tinsley to Coton Hill passes Hartshill Park on March 29th. *Richard Hargreaves*



On March 18th, Class 66 706 hauling a single VKA No. 210444 and working the 6044 07:40 Kinton to Ludgershall arrives at Andover and reverses to obtain access to the branch.

David Lindsell

Class 66 710 with the 4056 Donnington RFT to Southampton Docks is seen prior to departure from the terminal on April 1st.

Richard Hargreaves

Class 66 738 'Huddersfield Town' passes Slattocks between Castleton and Mills Hill, with the 4M36 Biomass empties from Drax to Liverpool on March 20th. *Bryan Roberts*



Class 66 719 and 66 728 pass Worting Jct. with the 3Y88 Totton to Totton via Woking on March 5th. *Michael Bennett*

Class 66736 'Wolverhampton Wanderers' nears journeys end with the 6B92 09:15 Tunstead Sidings GBRf to Northampton Castle Yard GBRf approaching Wilson's Crossing on March 12th. *Derek Elston*

Class 66 730 'Whitemoor' leads the 4M23 10:36 Felixstowe North GBRf to Hams Hall GBRf past Wilson's Farm Crossing on March 12th. *Derek Elston*



GBRf

On March 16th, Class 66 742 is seen passing Cheadle Hulme in charge of the 09:15 Tunstead to Northampton Castle loaded stone.

Barry Longson

Class 66 738 'Huddersfield Town' hauls the 6E10 loaded Biomass train from Liverpool to Drax up the gradient towards Scout Tunnel, Mossley, routed this way on Sunday March 21st. *Bryan Roberts*

On March 8th, Class 60 002 working the 6E09 Drax Biomass is seen at Moore during a rain storm... it was dry and sunny for the rest of the day. *Mark Enderby*



On March 30th, Class 66 702 'Blue Lightning' passes Vulcan Fields, near the site of Vulcan Foundry, running bang on time, with the 05:06 Avonmouth Hanson Sidings to Clitheroe Castle Cement. *Paul Senior*

On March 29th, Class 73 964 'Jeanette' worked the 0720 14:30 Tonbridge Yard to Westbury light engine through Andover. *David Lindsell*

Class 66 739 on the 6C18 Eastleigh to Dean engineers train races through Andover on March 27th. *Michael Bennett*



On March 25th, Class 66 786 working 0P66 Immingham Mineral Quay - Down Decoy passes Scunthorpe conveying the latest import, Class 66 798. *Steve Thompson*

Class 66 716 passes Duncote Mill with the 6M05 10:51 Tinsley Yard - Coton Hill Yard on March 12th. *Keith Davies*

Class 66 711 working the Mountfield to Southampton gypsum train passes through Worting on March 22nd. *Michael Bennett*



On March 25th, Class 66 789, approaches Scunthorpe working the 4R79 Down Decoy - HIT coal empties and in dire need of a wash.

Steve Thompson

Class 66 724 is seen at Duncote Mill on March 12th with the 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement. *Keith Davies*

On March 27th, Class 66 739 'Bluebell Railway' with the 6G18 10:11 Eastleigh Yard to Laverstock North Junction via Woking Up Yard is seen passing Andover with 20 loaded bogie ballast wagons in tow heading for the relaying works at Dean. Note the tree cutting back on the left in preparation for a new run-round loop for the Ludgershall Branch. *David Lindsell*



On March 31st, Class 66 714 passes Plumley West working the 6E09 LBT - Drax Biomass.

Mark Enderby

Class 66 716 'Valour' departs Bamber Bridge with the Wembley to Irvine via the S & C china clay train on March 31st. *John Sloane*

On March 30th, Class 66 702 crosses Dutton Viaduct working the 6M90 Avonmouth to Clitheroe cement. *Mark Enderby*



Class 60 002 'Graham Farish' makes a very slow and measured start away from its scheduled stop at Northwich with the 07:11 Biomass working from Liverpool to Drax on March 24th. *Jeff Nicholls*

Class 60 076 approaches the semaphore signal at Plumley with the 11:15 departure from Liverpool Biomass Terminal to Drax on March 24th *Jeff Nicholls*

Class 66 788 passes Styal station on March 24th with the 14:18 Trafford Park to Felixstowe intermodal. *Lee Stanford*



GBRf

Local celebrity Class 60 002 'Graham Farish' matches the wide-beamed 'Confluencia' on the Trent and Mersey Canal at Wincham Wharf, Northwich, as it heads the 07:11 from Liverpool Docks to Drax on March 24th. For £93,500 the 'Confluencia' could be yours....

Jeff Nicholls



GBRf

Class 66 721 on the 4Y19 Mountfield to
Southampton Western Docks passes
Pot Bridge near Hook on March 17th.
Michael Bennett



Class 66 750 passes Shipley Gate on February 25th working the 6X01 10:18 Scunthorpe Trent TC to Eastleigh East Yard. *Mark Pichowicz*



GBRf

On March 25th, Class 66 755 rounds the curve towards Davenport station, working the 11:51 Doncaster Down Decoy Yard to Peak Forest Cemex Sidings. *Barry Longson*



Class 66 724 passes Woolascott on March 7th with the 6V41 12:06 Penryffordd Cement to Avonmouth Hanson Sidings. *Keith Davies*

Class 66 763 working the 4F62 East Midlands Gateway - Seaforth passes Acton Bridge on March 30th. *Mark Enderby*

On March 12th, Class 66 777 passes Ashchurch Crossing with a Tilbury to Trostre rake of vans. *Ken Mumford*



On March 12th, Class 66 779 'Evening Star' passes through Didcot Parkway working the 4M46 Southampton Western Docks (GBRf) to Trafford Pk Euro Tml GBRf. *Tom Blanpain*

On March 24th, Class 66 758 reverses its train of cement tanks onto the branch line leading to Castle Cement. *Michael Lynam*

Class 66 721 working the 6B59 Acton to Portbury passes Marston footbridge on March 24th. *Ken Mumford*



Great Western Railway

Class 802 001 passes through Malvern Wells with a London Paddington to Hereford service on March 24th. *Neil Pugh*

West Midlands Railways' Class 170 506 on a service from Birmingham to Hereford passes a GWR Class 800 standing in Malvern Wells down loop on March 25th. *Neil Pugh*

Class 802 114 working the 1C81 London Paddington to Exeter service passes Crofton on April 1st. *Michael Bennett*



Great Western Railway

Class 802 111 passes through Malvern Wells with a London Paddington to Hereford service on March 6th.
Neil Pugh

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Great Western Railway

Class 802 111 on a Reading to Exeter service, (started at Reading because of some problems near London Paddington) passes near Bedwyn on March 9th. *Michael Bennett*

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Great Western Railway

Class 802 001 runs non-stop through Swindon on April 3rd. *Ken Mumford*

On April 3rd, Class 158 747 arrives at Swindon with a service from Westbury. *Ken Mumford*

Class 800 307 arrives into Swindon on April 3rd with a London Paddington to Bristol service. *Ken Mumford*



Great Western Railway

Class 769 946 is seen at Reading on one of its first test runs from Reading TC - Didcot - Reading, onwards to Maidenhead and finally back to Reading. *Tom Blanpain*

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Network Rail

Class 97 302 passes Hadnall on February 20th, working the 6C72 12:32 Crewe SSM - Machynlleth. *Phil Martin*

On February 20th, Class 97 304 is seen at Drawell Street leading the 6C71 10:26 Crewe SSM - Machynlleth ballast. *Phil Martin*

Class 97 304 heads past Hook-A-Gate on February 21st with the returning 6C71 15:00 Machynlleth - Crewe SSM ballast empties. *Phil Martin*



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Network Rail

On March 26th, Class 37 025 and 37 116 pass through Bamber Bridge working the 1Q82 test train from Blackpool North - Derby via an assortment of lines in the North West.

Michael Lynam

On March 19th, Class 67 023 and 67 027 top'n'tail a Landore to Reading test train past South Marston footbridge. *Ken Mumford*

On March 19th, Class 37 099 and 37 254 top'n'tail the 3Z51 which included coaches Nos. 9702, 999606, 9810, 6262, and 96608 seen here heading towards South Marston Junction en route from Didcot to Swindon. *Ken Mumford*



Network Rail

▶ Class 97 302 working the 6Z97 Crewe - Swindon passes Kemps Eye on March 9th.

Carl Grocott

▶ Seen across the Sankey Canal, Class 37 116 pushes its Network Rail test train up Vulcan Bank with a Derby - Crewe via Preston (twice) outing on Sunday March 27th. *Jeff Nicholls*

▶ Class 37 116 heads through Newton le Willows on a test train bound for Carlisle, March 16th.

Mark Torkington



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Network Rail

▶ New to the NMT fleet, power car No. 43299 leads the 1Q18 Reading to Paignton via Penzance test train through Saltash on March 12th.

Steve Andrews

▶ On March 31st, the regular Slateford to Crewe test train was headed by red liveried power car No. 43299 as it races through Charnock Richard cutting. *John Sloane*

▶ Class 37 116 and DBSO No. 9702 pass Coppull with a Crewe to Carnforth via Liverpool test train on March 29th. *John Sloane*



Class 37 240 in its retro Transrail paint scheme had a rare outing on test trains for a few days and is seen here heading through Warrington Central on March 18th.
Mark Torkington



Network Rail

On March 11th, Class 37 099 passes through Manchester Victoria on a test train, followed an hour later by 37 025 leading the test train back towards Yorkshire passing through Manchester Victoria again. *Mark Torkington*

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Class 37 240 and 97304 top'n'tail a test train through Birchwood on March 18th.

Jeff Nicholls

On March 31st, power cars Nos. 43299 and 43062 working the 1Q26 Slateford - Crewe NMT pass Moore. *Mark Enderby*

Class 37 175 and 37 099 power a test train from Derby to Crewe via Huddersfield on March 22nd and are seen near Scout Tunnel, Mossley.

Bryan Roberts





▶ A colourful power car No. 43299 at the head of Network Rail's New Measurement Train is seen at Malvern Wells on March 17th. Having arrived from Landore TMD it will reverse at the signal box and return to Derby RTC. *Neil Pugh*

▶ Class 37 219 erupts noisily away from its Warrington Bank Quay station stop with a Mossend - Derby RTC test train working on March 17th. *Jeff Nicholls*

▶ Class 37 099 approaches Mossley working the 04:55 Derby RTC to Crewe, via Buxton and Huddersfield test train on March 22nd. *Lee Stanford*



▶ Class 97 304 sits at Stalybridge with a test train working on March 17th. *Mark Torkington*

▶ Class 97 302 powers through Swindon station hauling an MPV and running as 6Z98 Swindon Transfer to Crewe T.M.D. (E). *Tom Blanpain*

▶ On March 29th, Class 37 116 was out and about as a very short notice VSTP from Crewe to Carnforth – via Fiddlers Ferry. Seen here with DBSO No. 9702 leading at Arpley. *Mark Enderby*



Network Rail

Class 37 099 top'n'tail with 37 175, work the 04:55 Derby RTC to Crewe Network Rail test train, through Cheadle Hulme on March 22nd.
Barry Longson

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Rail Operations Group

On March 8th, Class 57 312 leads the 5Q76 past Marston Footbridge comprising DVT No. 82202 immediately behind the loco followed by 11302, 11299, 10302, 12302, 12448, 12450 and 12232, heading to Sims Group, Newport.

Tim Hall

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Rail Operations Group

On March 26th, Class 57312 passes Ashbury's Crossing with a Newport bound scrap train, conveying Class 321 EMUs. *Andrew Jenkins*

On March 12th, Class 57305 hauling Class 321 347 - 78131 63105 71991 78280 and 321 363 - 78147 63121 72007 78296 from Parkstone Quay to Newport Sims Group passes Ashbury Crossing. *Ken Mumford*



Rail Operations Group

On March 26th, the 5Q76 sees Class 57 312 hauling coaches 82219, 11411, 11403, 11303, 12301, 12478, 12459, 12201 as 07:30 Worksop to Newport (Sims) about to go under Stratton Green road bridge about a mile east of Swindon station. *Ken Mumford*

On March 11th, Class 57 312 speeds through Didcot Parkway working the 5Q78 Ely Mlf Papworth Sidings to Newport Docks (Sims Group). *Tom Blanpain*

On March 19th, Class 57 312 hauls Class 321 349 and 321 366 past South Marston footbridge with a Clacton to Newport scrap move. *Ken Mumford*



TransPennine Express

Class 68 034 pushes its TransPennine test train over the River Mersey at Warrington on March 17th. *Jeff Nicholls*

Class 185 121 approaches Burnage on March 17th with an empty stock working from Ardwick depot to Manchester Airport. *Lee Stanford*

Class 185 136 works empty from York Siemens to Manchester Victoria through Slattocks, near Mills Hill on March 20th. *Bryan Roberts*



TransPennine Express

Class 397 007 glides through Mauldeth Road working the 12:12 Edinburgh to Manchester Airport service on March 1st. *Barry Longson*

Class 802 210 is seen passing Heyrod, near Mossley on March 21st working a Newcastle - Liverpool service. *Bryan Roberts*

A pair of Class 185s led by 185 104 passes Heyrod, near Mossley on March 21st working from Manchester Piccadilly to Hull. *Bryan Roberts*



TransPennine Express

Class 68 023 passes Burgs Lane with 10:50 Craven Arms - Shrewsbury light engine move on March 29th. The TPE liveried loco far from its normal territory. *Keith Davies*

A Class 397 unit passes Balshaw Lane Junction on a Liverpool Lime St. to Glasgow Central service on March 24th. *John Sloane*

Class 397 011 is seen at Charnock Richard with a Liverpool Lime St. to Glasgow service on March 15th. *John Sloane*



Transport for Wales

Class 158 832 passes Gobowen on March 7th working the 13:34 Chester - Shrewsbury service. *Phil Martin*

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Transport for Wales

Class 158 821 passes Leaton on February 28th working the 1D13 16:30 Shrewsbury - Chester service. *Phil Martin*

Still carrying the remains of its former Arriva Trains Wales livery, Class 150 240 heads past Haston on February 21st working the 2K87 Shrewsbury - Crewe service. *Phil Martin*

On March 11th, Class 175 116 passes Baystan Hill working the 1V38 09:30 Manchester Piccadilly - Carmarthan service. *Phil Martin*



Transport for Wales

▶ An unusual sight at Heaton Norris Junction Stockport, is Class 158 825 coming off the line from Guide Bridge, while working the 13:50 Doncaster West Yard to Shrewsbury CS. As can be noticed, the unit has had replacement bogies fitted. *Barry Longson*

▶ Class 158 828 and 158 841 pass Duncote Mill on March 12th working the 1J19 14:10 Birmingham International - Aberystwyth service. *Keith Davies*

▶ Class 158 823 and a classmate pass the Park Homes complex at Moore with the 08:30 Manchester Airport - Holyhead service on March 17th. *Jeff Nicholls*



Units: DMUs and EMUs

Class 195 128 powers away from Bamber Bridge crossing with a Leeds service on March 2nd.

John Sloane

Northern's Class 319 366 heads south at Standish on a Blackpool North to Liverpool Lime St. service on March 4th. *John Sloane*

On March 15th, Northern's Class 195 119 pulls into Heald Green while working the 13:07 Windermere to Manchester Airport service.

Barry Longson



Units: DMUs and EMUs

Despite the arrival of the Class 331 EMUs many services still rely on older Class 323s and here 323 233 is seen arriving at Burnage with the 14:27 Liverpool Lime Street to Manchester Airport stopping service on March 17th.

Lee Stanford

Northern's Class 153 358 and 158 904 leave Mills Hill behind, whilst working a Clitheroe - Rochdale service on March 20th. *Bryan Roberts*

West Midlands Trains' Class 170 510 and 170 507 pass Duncote Mill with the 1G99 15:13 Shrewsbury - Birmingham New St. service on March 12th. *Keith Davies*



Units: DMUs and EMUs

London Northwestern's Class 350 370 and 350 249 pass through Acton Bridge with a Liverpool Lime St. - Birmingham New St. service on March 9th. *Jeff Nicholls*

A stranger to the North West on March 18th was new West Midlands unit Class 730 002 which was engaged in testing along the Style line and is seen approaching Burnage with the 15:50 Manchester Piccadilly to Crewe Carriage sidings test run. *Lee Stanford*

An unusual working on March 16th saw Northern's Class 195 003 working a STP 11:02 Stoke to Stockport through Cheadle Hulme. *Barry Longson*



Units: DMUs and EMUs

Northern's Class 319 381 sits at Heald Green on March 15th while working the 13:27 Liverpool Lime St. to Manchester Airport. *Barry Longson*



Units: DMUs and EMUs

▶ Northern's Class 195 123 slows for its stop at Burnage on March 17th working the 13:52 Barrow in Furness to Manchester Airport service. *Lee Stanford*

▶ Northern's Class 150 112 and 150 114 pass the Imerys works and its associated pipes at Lostock Gralam with the 09:02 Chester - Manchester Piccadilly service on a very sunny March 24th. *Jeff Nicholls*

▶ On March 6th, Northern's Class 150 147 and 150 105 depart Guide Bridge working a Manchester Piccadilly - Rose Hill Marple service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 323 227 enters Stockport on March 2nd,
working the 15:44 Manchester Piccadilly to Stoke service.
Barry Longson



Units: DMUs and EMUs

West Midlands Railways Class 172 331 on a service from Birmingham to Hereford is seen at Malvern Wells on March 24th. *Neil Pugh*

Northern's Class 150 112 and 150 114 approach one of Plumley's semaphores with the 13:02 Chester - Manchester Piccadilly service on March 24th. *Jeff Nicholls*

Northern's Class 156 441 and 153 324 form a Rochdale - Clitheroe service, approaching Mills Hill on March 20th. *Bryan Roberts*



Units: DMUs and EMUs

▶ Northern's Class 156 466 and 150 109 cross Crow Nest Junction with the 13:34 Southport to Manchester Oxford Road service on March 12th. *John Sloane*

▶ Northern's Class 150 145 heads away from Orrell working a Manchester to Kirkby service on March 11th. *John Sloane*

▶ Northern's Class 195 106 passes Mauldeth Road on March 1st, working the 13:07 Windermere to Manchester Airport service. *Barry Longson*



Units: DMUs and EMUs

▶ New West Midlands Railways Class 730 002 is seen on a mileage accumulation approaching Wilson's Farm Crossing as the 12:43 Crewe C.S. (L&NWR) to Tring on March 12th. *Derek Elston*

▶ Northern's Class 153 359 and 158 905 depart Clitheroe on March 9th with a service to Rochdale. *Michael Lynam*

▶ Northern's Class 323 333 departs Guide Bridge on March 6th working a Manchester Piccadilly - Glossop service. *Michael Lynam*



Units: DMUs and EMUs

▶ Northern's Class 195 108 passes Bradley with a Windermere to Manchester Airport train on March 30th. *John Sloane*

▶ Northern's Class 195 123 passes Coppull Moor with a Barrow to Manchester Airport service on March 29th. *John Sloane*

▶ Northern's Class 331 017 is seen at Balshaw Lane Junction with a Blackpool to Liverpool train on March 24th. *John Sloane*



On March 28th, Class 60 076 and 66 793 pass Castleton working the 6M51 Doncaster to Liverpool. The different geared Class 66 heading for trials hauling Biomass out of the docks to Tuebrook .
Russell Clarke



More services to run as Greater Anglia anticipates rise in passenger numbers

Greater Anglia is reinstating many of its off peak train services from Friday April 2nd, so most of the network will once again have at least an hourly service – with further increases planned on other routes. The changes are being made in anticipation of growing passenger numbers as lockdown restrictions start to ease slightly. From April Greater Anglia will be operating about 82 per cent of the normal timetable. Rail passengers should check before they travel, using the Greater Anglia website or app for details of revised train times.

An hourly service have resumed on the following services from Friday April 2nd:
Norwich to Great Yarmouth, Lowestoft, Sheringham and Cambridge
Ipswich to Felixstowe, Lowestoft and Cambridge
Marks Tey to Sudbury
Wickford – Southminster
Colchester – Walton-on-the-Naze
Manningtree – Harwich

However, the half-hourly peak services between Norwich and Great Yarmouth will not be reinstated at this point.

From Monday April 12th, the following intercity services between Norwich and London Liverpool Street will be reinstated on Mondays to Fridays only:
05.30/06.48 Norwich to London Liverpool Street
07.55/09.00 London Liverpool Street to Norwich

Jamie Burles, Greater Anglia managing director, said: “We’re committed to providing a reliable, punctual and safe service for our customers. As well as anticipating forthcoming increases in passenger numbers as we move along the Government’s roadmap out of lockdown, we’re monitoring how many customers are using our trains currently, so that we can provide enough services so that travellers can continue to socially distance. You can find the latest Government guidance on travel and information about what we’re doing to keep passengers safe - such as enhanced cleaning and sanitisation - on our website, where you can also find all the details of revised timetables.”

Fares Advice *with RailUK*

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

High fare prices?

Q: Every year my parents and I travel from the Midlands (Birmingham / Cannock / Lichfield / Stafford) area to Falmouth. This year, they want to also take along my niece (who is under 15) and we won’t all fit in the car. I have suggested that going on the train might be a nice adventure so have been looking into prices. We are due to go in June, but those prices seem to be not available on TheTrainLine.com so I am looking at dates nearer to now, just to give me an idea. The prices that the website is coming back with are £930+ for the four of us or if we want to go first class £2381! Those prices really aren’t sensible, so I must be doing something wrong. Is there any way to get it cheaper? Both parents are 78 and my niece is in the under 15 category.

A: Your first point of call should be a Family and Friends Railcard. I’m not sure if it will work for first class - But the big savings are to be made by doing two things: Booking ‘advance’ tickets that are only valid on a given train and ‘splitting’ your tickets (so, for example, you have one ticket from Birmingham to Cheltenham, another from Cheltenham to Bristol and a third from Bristol to Falmouth). It’s counter-intuitive but this can be cheaper than buying through tickets. This is all something of a faff - but happily there are websites that will help - see, for example <https://raileasy.trainsplit.com/>. As with Trainline, they probably can’t show fares yet for June (the train service isn’t yet definite) but you can get an idea of the fare. Ultimately, you might still get a fare that is more than the headline cost of driving. But think about (on the one hand) the easier journey by train - no need for someone to drive the car - against (on the other) the cost, the possible need to wear facemasks on the train and not having a car with you when you get to Falmouth.

SE London to Reading Stations travel advice

Q: Later this year, I’ll be travelling from Woolwich to Reading two or three times a week to get to the university. I appreciate this is a bit of a long commute, but it’s only for 9 months to do a postgraduate degree, so it should just about be bearable. I’ve got two options: the cheaper, slower route: Southeastern from Woolwich to Waterloo East, then South Western from Waterloo to Reading. Or the faster, (much) more expensive route of Southeastern to Waterloo, Barkerloo Line to Paddington, then GWR from Paddington to Reading. It’s highly likely that I’ll need to be in Reading

before 10, so I’m basing my costs on booking anytime fares. Additionally, as a mature student I think I’m eligible for a 16-25 railcard which will help cut down the costs a fair bit. I’ve had a look on the brfares.com site to get a bit more information about the different tickets that are available on the route. There is one in particular which has me interested: an Anytime Day Return from Woolwich Arsenal to Reading Stations costing £16.75 with a railcard. It’s issued by SW Trains, and the national rail enquiries site routes you via Waterloo as expected. However, the brfares site has it as Not Underground, but doesn’t say anything about via Ascot. My question therefore is, if I bought that ticket, used it to travel to Waterloo East, then used oyster between Waterloo and Paddington, would I be able to use the paper ticket from Paddington to Reading?

A: There are two ways of doing an peak time journey from Woolwich to Reading via Paddington cheaper than the £35.75 anytime day return with a railcard from Woolwich Arsenal to Reading for that route, albeit with significant restrictions: A contactless single from Woolwich Arsenal to Reading is £13.40 provided you touch in before 0630. It is £28.40 for departures between 0630 and 0930 (and again between 1600 and 1900). Only the first touch should matter (although I don’t know how the out of station interchange works on platforms 1, 2-5 or 8 at Paddington - the barriers on platform 6/7 split the journey and should not be used). There is no evening time restriction on the return journey. That would be £26.80 return if you can work to those times - no railcard discount applies. It is not possible to use the Ascot route (between Reading and Feltham) if travelling on Contactless.

The other is to split at Slough but the train has to call at that station, limiting the number of options. However, there are half-hourly services between Paddington and Reading which do stop there and it will beat the journey time via Ascot. The anytime day return from Woolwich Arsenal to Slough is £13.45 with a railcard and from Slough to Reading is £11.40. That totals £24.85 for the return journey

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

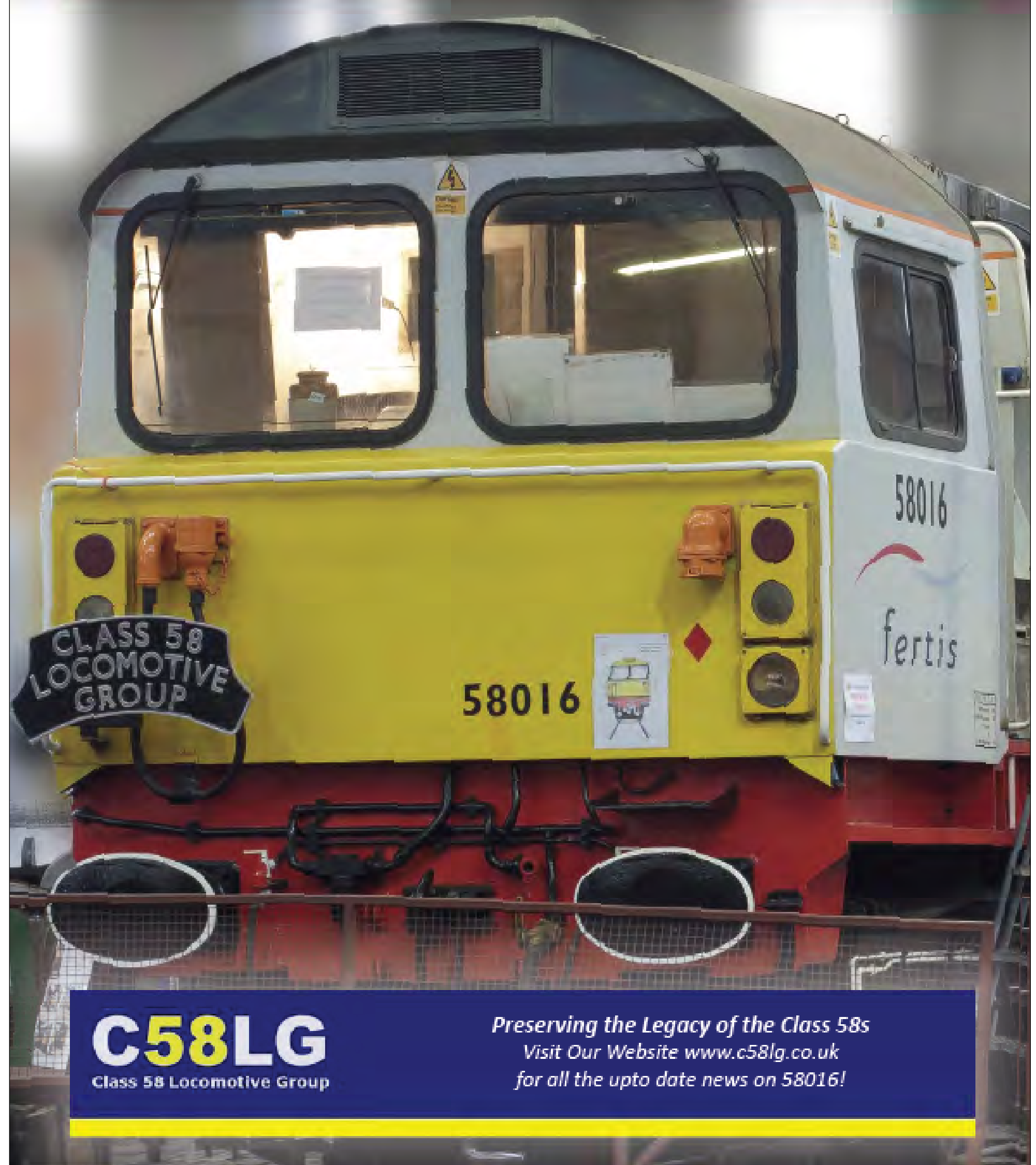
West Midlands' Class 196 009, 196 008, 196 006, 196 007 and 196 108 are seen stored in Telford rail freight terminal on March 13th. *Richard Hargreaves*



Join The **Class 58 Locomotive Group** and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise



Greater Anglia reveals stats behind keeping train carriages sanitised

Greater Anglia has used over 26,500 litres of anti-viral disinfectant in the last 12 months as the company has stepped up cleaning and sanitising inside trains to keep rail passengers safe in the pandemic. The company's rigorous sanitisation regime includes using a total of seven fogging guns every night at four depots across the network to spray a fine mist of anti-viral disinfectant inside train carriages to kill off bacteria and viruses in the air, on floors, furniture, walls, ceilings and other surfaces. Around 80 carriage interiors a day are cleaned with fogging guns and all of Greater Anglia's trains in passenger service are fogged every 28 days.

In addition, Greater Anglia cleaners board trains at each destination on turnaround to clean washrooms, wipe

down tables and other high touch areas such as door handles and push buttons, empty bins and litter pick throughout the train.

They go through the train with one of the company's eight powerful Pacvac backpack cleaners and spot vacuum floors. The vacuum cleaners clean air as well as the floor and upholstery through four stages of filtration. Every carriage is cleaned again at night, too.

To make sure that cleaning regimes are as effective and efficient as possible, train cleaning managers use special hygiene monitoring units to carry out an average of five tests a night to check for biological residue on high touch surfaces inside train carriages.

A total of 160 tests per 28-day period are taken, which managers analyse to ensure optimal sanitisation conditions.

In the last six months, the company has commissioned an independent testing company, SOCOTEC to conduct four different tests once a month on board five randomly-picked trains from different Greater Anglia routes at Liverpool Street Station, including tests for Covid – which have all come back negative.

Last year, Greater Anglia recruited an extra 28 on board cleaners, bringing the total size of the team to 344. The team has been assisted by 15 catering staff per day, while on board catering has been suspended.

In total, Greater Anglia has spent £600,000 on new cleaning measures, detergents, equipment and staff to keep the interiors of trains as hygienic as possible.

Martin Moran, Greater Anglia's commercial, customer service and train presentation director said: "It's important that our customers feel safe when travelling with us, so it's worth every penny and all the hard work of each of my team members to keep our trains clean and sanitised. We would also ask customers to play their part by washing or sanitising their hands regularly and either taking litter away with them or putting it in the bin so my team can spend more time cleaning rather than litter picking."

National Rail

A surprise visitor on March 8th, as Class 37 668 worked 6Z37, conveying tamper No. DR77801 from Peterborough to Frodingham Depot. It is seen here nearing journey's end, passing Frodingham Junction. The loco returned light to Carnforth. *Steve Thompson*



Supporting World Water Day: Train company's smart water meters to save millions of litres a year

Govia Thameslink Railway (GTR) has announced on World Water Day, Monday March 22nd, that it will install smart water meters at all 235 of its stations. The project could save around 40 million litres of water every year.

GTR, which runs Southern, Thameslink, Great Northern and Gatwick Express, now has water monitoring systems in 135 stations. As part of the company's network-wide, multimillion-pound station improvement programme, the remaining 100 will have their water monitoring systems fitted by the end of June.

The systems provide a moment-by-moment measure of water flows at each station. Head-office staff get automatic alerts to any unusual change in the flow rate, so they can check for leaks and get them fixed quickly.

Based on the reduction in water use already tracked by the new meters, GTR's environment team estimates that monitoring across the network will save more than 39 million litres of water every year. That's enough to fill 15 Olympic-sized swimming pools, 130,000 bathtubs, or 174 million cups of tea!

Tom Moran, Managing Director for Thameslink and Great Northern, said: "The biggest benefit is leak detection. We can spot a likely leak immediately – the system automatically sends a warning email if the water flow is higher than expected. That means we can get it fixed in a matter of days, instead of waiting up to six months for the water company statement. We can also now spot if a particular station is using more water than we would expect for its size, and look into it straight away. Using these meters we've already reduced our water usage by six per cent over the past year. That's 25 million litres saved. This is all part of our determined drive to build back greener. We're making our stations more sustainable, reducing our utilities costs and doing our best to help save the earth's precious resources."

Other water-saving measures at GTR stations include the "wilding" of landscaped areas with plants that need less frequent watering. Platform drainage improvements by Network Rail are allowing more rainwater to soak away into the ground rather than evaporating.

Burgess Hill's old brick barn reborn

Southern Railway have converted an early-Victorian storage hut at Burgess Hill station into a comfortable new waiting room

The 180-year-old brick hut was the station's original main building

The waiting room displays award-winning landscape photography

Passengers using Burgess Hill station can now shelter in comfort in a smart new waiting room, converted from a hut that once formed the original station building.

The hut on Platform 1, known by rail staff as "The Old Salt Barn", was built in 1841 by the London and Brighton Railway when it completed its route between Capital and coast. It was the main station building until 1877, when it was replaced by the current building.

The transformation is part of a network-wide, multimillion-pound station improvement programme by Southern's parent company Govia Thameslink Railway (GTR). With over 1,000 individual projects, GTR aims to make more than 250 stations better places for passengers to pass through.

In 2019, the company asked passengers and local communities across its network what improvements they wanted at their stations. At Burgess Hill, the most popular requests were for more shelter and seats. For much of its length, though, the platform is too narrow to add new shelters or benches. Station Manager Paddy Hawksworth and Project Manager Max Kenna came up with the idea of converting the under-used barn into a waiting room, to meet both needs. The Old Salt Barn was so-called because Southern stored sacks of salt here, used to de-ice platforms at several stations along the Brighton Main Line. The company now orders salt each year as needed, so the five-year supply that had built up in the barn was removed and divided between the stations. Station owners Network Rail have been helpful in allowing the conversion, which includes new windows and glazed doors. GTR have kept the original wooden barn doors as a display feature inside.

The heated interior has seats for 15 to 20 people (once social distancing restrictions are lifted). Décor includes tongue-and-groove panelling in Southern Railways 1920s-style heritage green. Permanent picture frames will display a series of 'Art On The Line' exhibitions by students at East Sussex College, starting with the UK's Young Landscape Photographer of the Year, Josh Elphick. 'ArtOnTheLine' is a partnership between the College and Southern, providing a rolling programme of student artwork displays at railway stations. The College's Head of Creative Partnerships, Nigel Ryan, manages the installations.

Nigel said: "We are thrilled that Burgess Hill has joined Lewes, Eastbourne and Haywards Heath as part of the 'Art on the Line' programme. This is a much-needed opportunity for our talented, award-winning artists and photographers from the college to display their work while bringing pleasure to the community. With galleries closed, we need to make the most of every opportunity to showcase and use creativity to bring joy and a very welcome distraction. We also hope this will encourage more young people to consider creative courses, so many of which can lead to fulfilling careers."

Chris Fowler, Southern's Customer Services Director, said: "We're making our stations more attractive, comfortable and efficient places to pass through, and more valuable assets for their local communities.

"Burgess Hill's population is set to grow substantially in the coming years so we're working with the local community and Network Rail to make sure the station offers current and future customers the pleasant travel experience they expect. This unique waiting room is a welcome boost.

"The station is an important and popular part of the town's fabric, so I'm delighted we've been able to protect its historical appeal while adding facilities for customers. And it's great to have created an opportunity to showcase talented local artists, with our partners at East Sussex College."

DATS Testing Train

▶ Power car No. 43066 leads 91 128 and 82115 with the DATS test train at Finedon Road running as the 10:25 Corby North Run-Round Loop to Bedford on March 4th. *Derek Elston*

▶ DATS power car No, 43054 and 91 122 pass Harrowden Junction working the 11:12 Bedford to Corby DATS test train on March 4th. *Derek Elston*

▶ Former EMR HST power car No. 43066, now operating for DATS, leads the 10:48 Corby North Run-Round Loop to Bedford working through Wellingborough on March 5th. *Derek Elston*



National Rail

Network Rail Stoneblower No. DR80302 is seen heading past South Marston footbridge on March 19th. *Ken Mumford*



Rail improvement work completed in Lostwithiel



Network Rail has successfully completed work to renew parts of the River Fowey viaduct and repair some of the track at Lostwithiel station.

Train services resumed on Monday March 29th following work over the previous two weeks to repair parts of the track at Lostwithiel station and renew the viaduct over the River Fowey including replacing eight bridge decks, brickwork repairs, grit blasting and repainting the old steel structure.

Network Rail engineers worked day and night to complete the work and to minimise disruption to residents living near to the railway, acoustic barriers were put in place to reduce noise pollution to surrounding areas.

Further follow up work will continue over the next eight weeks, but this will not affect train services.

Scott Pillinger, Network Rail programme manager, said: "I'm really proud of what the team has achieved over the past two weeks. This was a very complex bridge replacement scheme which involved lifting in and lifting out hundreds of tons of steel.

"The engineering precision to design, manufacture and install the bridge, which is on a curve and gradient was exceptionally challenging, but as planned the new bridge has been installed successfully and trains are now travelling over it."

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:

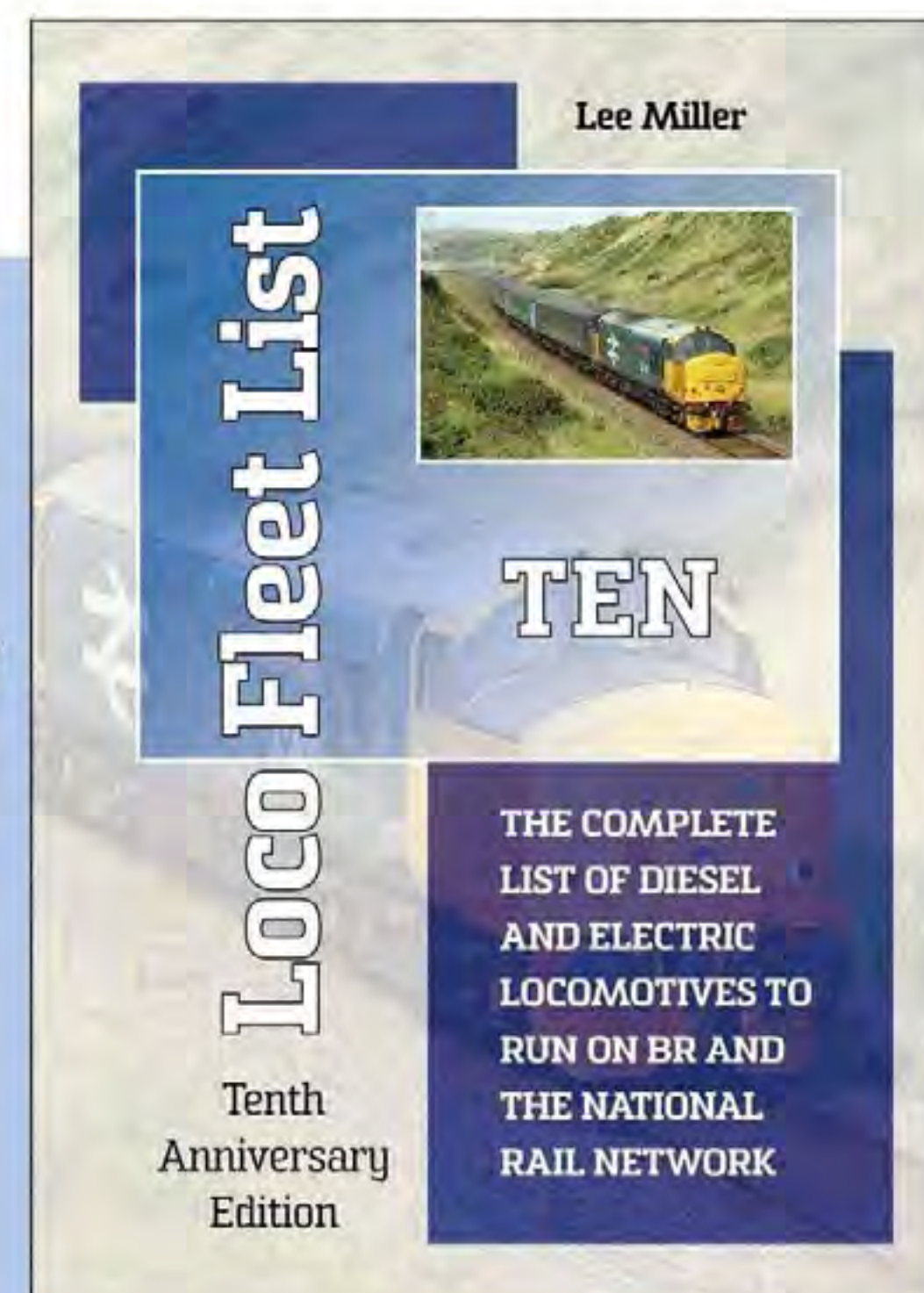
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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



Platforms to reopen at Bristol Temple Meads station ahead of roof restoration

Passengers are set to see a temporary new-look inside of Bristol Temple Meads station from March 27th following the installation of scaffolding towers ready for the roof restoration to kick off this spring.

Over the previous three weeks, Network Rail engineers have worked day and night with roof contractors Taziker to erect 50 scaffolding towers and 15 huge, 36m roof beams across the platforms inside the station's main train shed.

The scaffolding towers will be used to support a large safety screen that will give workers access to the roof while protecting passengers and staff from the work

being carried out overhead, ensuring the station can remain open and operational throughout this work.

The remaining scaffolding towers will be installed this spring followed by the start of work to re-glaze, repair and paint the main train shed roof and platform canopies. Once complete, the iconic Victorian roof will be brought back to its former glory with new laminated glass roof panels which will create a lighter and brighter station, providing a more welcoming environment and improving the overall experience for train passengers to, from and through Bristol.

This work is the latest aspect of the Bristol Rail Regeneration programme, which is significantly transforming the railway in Bristol for the benefit of passengers, and represents a major investment in sustainable transport in the region.

The roof restoration is due for completion in 2023.

Maxine Prydderch, Network Rail, project manager, said: "The teams have worked extremely hard to put up the scaffolding and it's really encouraging to see the amazing progress that has already been made throughout the station.

"The overall programme of work will make a huge difference to passengers travelling through Bristol as they will be greeted with a cleaner, brighter and refreshed station which will be at the beating heart of the city and enjoyed for generations to come."

Neil Harrison, Taziker, infrastructure managing director, said: "The Bristol Temple Meads roof refurbishment is a long-term and complex project. The collaborative effort being made by the team to ensure the works are delivered safely and efficiently against such a challenging programme is a credit to everybody involved."



Rail engineering upgrades continue in Manchester

On Saturday April 24th, night-time piling will begin between Collyhurst and Miles Platting, which involves installing steel piles next to the railway to support future masts and electric wires.

The work follows improvements that have already begun to reconstruct the railway embankment in Miles Platting to prepare for re-alignment of the track. The project forms part of the wider Transpennine Route Upgrade (TRU) which is a long-term programme that will deliver more frequent and reliable train services along the 76-mile route from Manchester to York, via Huddersfield and Leeds.

Neil Holm, Director at Network Rail for the Transpennine Route Upgrade (TRU), said: “The overnight piling is early enabling work as part of future plans to electrify the line between Manchester Victoria and Stalybridge, via Ashton, to improve passenger journeys. By its nature, piling can be a disruptive activity and so we would like to apologise in advance for any inconvenience it may cause. We will be engaging closely with local communities who live near the railway to keep them informed of progress and what it means to them.”

Electrification, once complete, will enable quieter and more reliable train journeys between Manchester Victoria and Stalybridge. The piling is the first phase with other associated works to begin later this year.

Network Rail has sent letters to residents and businesses in Collyhurst and Miles Platting with more details about the planned piling and the wider benefits it will deliver. All piles are expected to be installed along the line between Manchester Victoria and Stalybridge by the end of this year.

In January, Network Rail also announced that further work will take place east of Manchester Victoria station, closing the lines towards Stalybridge and Rochdale, with a 16-day railway closure between 31 July - 15 August 2021. However, travel between these destinations will still be possible, either by train diversion or alternative transport and further details will be released in the coming months.

Devon communities to be better connected as railway line set to reopen for first time in 50 years

Communities and passengers in Devon are to benefit from the reopening of the railway between Okehampton and Exeter as a result of the Government’s ‘Restoring your Railway’ initiative. Following confirmation of government funding, services are expected to restart later this year on the 14-mile stretch of railway – known as the Dartmoor Line – for the first time in almost 50 years, providing a regular, daily passenger rail service between Okehampton and Exeter. The move will greatly improve connectivity for people living between Okehampton and Exeter and the surrounding areas, with journey times on the train estimated to be around 30% quicker than by car or bus while helping contribute towards reducing traffic congestion and associated pollution on the busy A30. The railway will also provide better access to and from the wider mid and west Devon and north Cornwall areas, and will greatly support school and college pupils and people who live in or near Okehampton, but who need to travel to Exeter to study or work.

Economically, the reopening of the railway is expected to attract inward investment to Okehampton and surrounding areas as well as result in greater numbers of visitors. The development of the railway and Okehampton station as a transport hub will also help boost tourism to the area by providing greater access to the town and nearby attractions including Dartmoor National Park - which is celebrating its 70th anniversary - and the Granite Way cycle route. It has the potential to bring millions of pounds into the local area.

Since the beginning of 2020, working in partnership with Great Western Railway (GWR), Network Rail has been carrying out detailed investigations to understand what

infrastructure and railway control system improvements are needed to bring the Dartmoor Line up to the required standards to enable GWR to operate trains safely. Now that the green light has been received and investigations have been completed, Network Rail engineers will start immediately to undertake a range of works including drainage, fencing and earthworks, and will lay over 11 miles of track, replace 24,000 concrete sleepers and install nearly 29,000 tonnes of ballast before running test trains on the track ahead of fully reopening the railway to passengers. As part of these upgrades, improvements are also going to be made to Okehampton station including installing a ticket vending machine, Help Point, public address system, information screens, CCTV and free WiFi. A ‘Pay & Display’ car park will also be introduced with dedicated disabled bays, and the station building and platform will be fully accessible.

Transport Secretary, Grant Shapps, said: “The return of all-year services to the picturesque Dartmoor Line for the first time in half a century is a milestone moment in our efforts to restore our railways. Reversing lost railway connections breathes new life into our high streets, drives tourism and investment in businesses and housing, and opens new opportunities for work and education.”

Christian Irwin, Network Rail’s Industry Programme Director, said: “We’re thrilled to have received funding confirmation from the Government to support us in reopening the Dartmoor Line. We’re excited by the numerous benefits the reopening of this railway will bring to Okehampton and surrounding areas, and we are now fully focussed on undertaking the necessary engineering work required to prepare this line for the

return of regular passenger services. We’re grateful to our partners and supporters who are helping make this a realisation and would like to thank local residents living near to the railway for their patience whilst we ramp up our activity to get the track ready.”

GWR expects to introduce passenger service by the end of 2021 with trains running every two hours, seven days a week.

Mark Hopwood, GWR Managing Director, said: “We are pleased that the case we made to government for this important local line has been so compelling that this is one of the first of the Government’s Restoring Your Railway re-opening projects to get the green light. This is great news for communities surrounding Okehampton wanting to be re-connected to the national network. Returning regular, daily services to this line has been a long-held ambition of ours and was the most sought-after additional routes in our most recent franchise consultation. We’ve already done a great deal of work with Network Rail and local partners, including Devon County Council, to support those aspirations, and have well-developed plans to have trains running on the Dartmoor Line again. The commitment to re-open the line will help extend the reach and social and economic benefits of the railway, further supporting the communities we serve.”

Richard Burningham MBE, Manager of the Devon & Cornwall Rail Partnership, said: “Thanks to the Government and congratulations to all those whose hard work over, in some cases, many years has got us to this announcement.

This year is the 150th anniversary of the railway first arriving in Okehampton. Long closed, the Okehampton line will be only the third railway to open for regular passenger services in Devon and Cornwall in 100 years. All of us are going to be working hard to make it a huge success and I am very sure it will be.”

Councillor Andrea Davis, Devon County Council Cabinet Member for Infrastructure and Development, said: “After years of campaigning and a lot of tireless work behind the scenes by all of the partners involved in this project, the confirmation of Government backing will be well received by the local community. Reopening the line to regular services will be a massive benefit for the environment, tourism and the local economy, and it will attract investment to the area. I’m sure everyone will be looking forward to services resuming later this year.”

Mel Stride, MP for Central Devon, said: “I’m delighted that after many years of local campaigning Government has backed this vital scheme. I look forward to seeing Network Rail ready the track for the return of regular passenger services in the coming months; so we can reconnect communities, boost tourism and give many thousands of my constituents the quality of local transport infrastructure they should rightly expect.”

This investment coincides with the 150th anniversary of the railway first arriving in Okehampton in 1871 and is nearly 50 years since the last regular passenger service on this railway line.

National Rail

On March 24th, Class 325 008 passes Moore working the 5Z25 Crewe - Dallam. *Mark Enderby*



Tests find North West overhead power lines in tip top condition



have revealed so few faults. Being able to spot hidden issues before they delay passengers and freight is crucial, and by adopting modern techniques like these we'll be able to build a much more reliable railway for the future."

Network Rail worked in close collaboration with train operators and manufacturers to carry out the PANDAS tests. It's as the rail industry works together to get the railway in the best possible shape for passengers when coronavirus travel restrictions can be eased. As the North West doesn't yet have a PANDAS equipped train, West Midlands Trains loaned its adapted Class 350 for the inspections.

Meanwhile, freight operator GB Railfreight provided one of its drivers, and the operation was supported by Northern station teams as the service ran around the North West.

Alex Crow, West Midland's Trains' general manager for fleet and contracts, said: "It has been great to see the innovative equipment at our disposal on our unit on the West Coast main line. When Network Rail approached us to utilise it outside of our area, it made perfect sense. If we can assist in preventing issues with infrastructure that could ultimately have a knock-on effect on our patch, why wouldn't we?"

George Witter, GB Railfreight's account manager for rail services, said: "It was fantastic to see numerous branches of the railway industry coming together and collaborating on this project, which has provided valuable information on the performance and durability of the infrastructure on these vital corridors for the UK rail network."

Using the PANDAS allows for staff to target specific areas alongside their regular inspection regimes. Over two days of testing, ten issues were identified along 780 miles of overhead cables with only two faults requiring immediate investigation.

Pioneering tests of almost 800 miles of high-voltage overhead electric cables which power trains have shown they are in great condition on key North West rail routes. In a North West first, an electric train specially equipped with a system called PANDAS checked the overhead lines to find underlying faults before they can escalate. Over two days just two faults requiring immediate attention were found along 780 miles of track tested on the West Coast main line between Stoke-on-Trent and Carlisle and key routes in Cheshire, Lancashire and Greater Manchester. Eight minor glitches in the 25,000-volt cables which power trains were also picked up during the detailed inspections. These early warnings mean the faults can now be dealt with so they don't cause major disruption at a later date.

Weaknesses in the overhead wires can cause them to sag and get caught on electric trains as they pass below. This can lead to hundreds of metres of electric power lines being pulled down, forcing entire sections of railway to close while repairs are made.

Phil James, Network Rail's North West route director, said: "We work tirelessly to maintain vital overhead line equipment which power trains across routes in the North West and it's a testament to my hardworking teams these PANDAS inspections

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

National Rail

Class 37402 working the 6Z80 Belmont Yard - Crewe passes Slindon on March 26th. *Carl Grocott*



Night-time engineering works for Glasgow's south side

Engineers will soon be working overnight at locations between Kennishead and Crossmyloof to install foundations for electrification masts.

From April 16th until July 4th, work will take place to install foundation piles as part of a multi-million-pound investment in upgrading the rail lines from East Kilbride and Barrhead into Glasgow Central.

The work is happening when trains aren't running to help keep the railway open during the day for key workers, and those making vital journeys.

Katie Vollbracht, Network Rail principal programme sponsor, said: "The upgrade work we are delivering on the Barrhead and East Kilbride lines will help transform journeys for our passengers and reduce Scotland's impact on our climate."

Investing in electrification and other carbon-reducing technologies will help us meet the Scottish Government's target of decarbonising passenger rail services by 2035. We'll be working hard to complete these works with the minimum of disturbance for our lineside neighbours, but due to the machinery involved there will be some unavoidable overnight noise."

The multi-million-pound rail electrification project between East Kilbride, Barrhead and Glasgow is a major green investment and is part of Network Rail's commitment to building a cleaner, greener railway for Scotland.

The project will see the railway lines transformed to accommodate quieter, more environmentally friendly trains, while increasing the frequency of services and reducing delays.

Drone shows Victorian-built railway getting 21st century upgrade

Drone images have been released showing how the West Coast main line is being secured from landslips in Warwickshire. An unstable Victorian-built railway embankment is being strengthened as part of a £3.5m investment by Network Rail. Since the railway's construction in the 1850s there have been repeated landslips at Hopsford Hall.

This has caused costly delays to passengers and freight travelling between Nuneaton and Rugby.

Now the 1km long section of embankment which runs parallel to the Oxford Canal is being strengthened to improve future rail journeys.

The work making it fit for the 21st century includes:

- Construction of 300m of rebuilt embankment
- Installation of a 100m retaining wall
- 1km of improved drainage systems

James Dean, Network Rail's West Coast South route director, said: "When navvies built this section of railway over 170 years ago it was an amazing feat of engineering."

However, they didn't have the know-how and technology we do now, and it's time we fix the problems of the past. This essential investment to strengthen this embankment at Hopsford Hall will make the West Coast main line more reliable for the future and is all part of our commitment to build back better as the country emerges from the pandemic."

Tim Shakerley, Freightliner's European Engineering & Operations Services director, said: "The West Coast main line between Nuneaton and Rugby is a core artery for Freightliner services. Intermodal services from ports at Southampton, Felixstowe and London Gateway utilise it to access inland terminals in the North West and Scotland, whilst bulk deliveries from the Peak District move aggregate and cement South. We welcome Network Rail's investment in the infrastructure which will allow us to continue to provide high performing, low carbon sustainable services to our customers"

Work began in October last year and is expected to be complete in late spring 2021.



National Rail

On March 30th, Class 60 002 passes Plumley West working the 6E10 Liverpool - Drax Biomass
Mark Enderby



Network Rail MPVs Nos. DR98009, DR98011, DR98004 and DR98010 ease through Stafford on an unidentified working on March 30th. *Derek Elston*



Super-fast Northampton railway upgrades complete for passengers

A year's worth of work to upgrade the railway in Northampton has been completed in just five days by Network Rail.

On Saturday March 20th a more reliable railway reopened for passengers after the super-fast improvements to the West Coast main line.

The upgrades included improving drainage in the Victorian-built Crick tunnel on the Northampton loop. Problem flooding inside the 140-year-old tunnel caused passengers and freight travelling between London Euston and the Midlands to be delayed for a total of 15,000 minutes (10 days) between 2012 and 2020.

Network Rail and train operators agreed to close the railway and fix the problem once and for all while passenger numbers are low during the coronavirus lockdown.

It's estimated that doing the work in this way has saved the taxpayer £7.5m.

James Dean, Network Rail's West Coast Mainline South route director, said: "I'd like to thank passengers making essential journeys for their patience while we carried out this accelerated upgrade work on the vital route between London Euston and the Midlands. This speedy upgrade of Crick tunnel shows how the rail industry is coming together to get the railway in the best possible shape for passengers when they can return once coronavirus travel restrictions are eased. This is all part of our commitment to build back better as the country emerges from the pandemic."

Rail minister Chris Heaton-Harris MP, said: "Delivering vital maintenance work while our railways are quieter has seen a crucial stretch of the Northampton loop upgraded, set to reduce the number of delays experienced by passengers. I thank passengers for their patience during this short closure, which has ensured that we can deliver an efficient and value for money upgrade, focused on improving services and putting passengers first."

The full line closure on this part of the railway is very rare as it's a key spur of the West Coast main line, one of Europe's busiest mixed-use lines for passengers and freight. It's thought to be the longest full closure of Crick tunnel since it opened in 1881. Because no trains at all were running – a 13 mile stretch of the 25,000 volt electric power lines could be turned off between Northampton and Rugby to allow for other essential repairs to be made. This included renewing track, removing scrap rail and upgrading drainage. Now the work which can only occur during a full railway closure is complete, engineers will finish off any remaining work during night shifts over the next month, but this will not be disruptive for passengers or freight.

Gus Dunster, executive director of operations and safety at Avanti West Coast, said: "We are proud to have played our part to facilitate this unique opportunity for Network Rail to access and upgrade Crick Tunnel, while protecting vital services for key workers and those making essential journeys. This scale of work would usually take months of careful planning and take a year to complete but as a result of collaborating successfully with industry colleagues, we were able to do this in a matter of days. It's a great achievement and we would like to thank all of those involved for making this happen, and for the patience of everyone who travelled with us over the five days as the work was completed.

The work will help to make journeys more reliable for our customers when we look forward to welcoming them back in the near future."

Lawrence Bowman, customer experience director for London Northwestern Railway, said: "I would like to thank our passengers who have made essential journeys over the past week for their patience while these crucial improvements were carried out. We know unexpected delays following bad weather are frustrating for our customers which is why Network Rail's work to tackle this flooding hotspot will prove so valuable as more people begin travelling again."

National Rail

On March 19th, the first Class 91 to be sent for scrap, 91 132, awaits its fate at SIMS Metals Beeston.
Mark Pichowicz



Did you Know - Ken Mumford

Some more of the nations oddities this month:

I wonder how many readers can remember this advert?

Gamages was a department store in Holborn, London. Trading between 1878 and 1972, it was particularly well known for its toy and hardware departments.

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Repairs using an Oil Drum to GWR Pannier tank loco No. 7412

This unusual photo was taken near Yarnton Junction, Oxford where the Fairford branch (on which 7412 is) meets the Oxford to Evesham line. It seems that the Oxford shedded loco had a repair done to its chimney using part of a 45 gallon oil-drum - I know no further details.



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



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



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



Hi-Vis, starting from £7.50 each, minimal order of 2



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



Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



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Clubs and Societies Apparel

A Different View

Class 66 714 'Cromer Lifeboat' is working hard passing Slattocks Locks near Mills Hill, on the 6E09 Liverpool – Drax Biomass service, March 20th.
Bryan Roberts

www.railtalkmagazine.co.uk 149



A Different View

Northern's Class 150 220 crosses the Leeds to Liverpool Canal at Britannia Bridge Locks, Wigan, with the 13:10 Manchester Oxford Road to Southport service on March 24th. *Paul Senior*

www.railtalkmagazine.co.uk 150



APPEAL LAUNCHED TO RAISE £65,000 SO WORK CAN RESUME ON A NEW CARRIAGE STORAGE SHED



An appeal has been launched by Swanage Railway volunteers to raise £65,000 so that work can resume on building a much-needed £240,000 carriage storage shed.

It is hoped to have the £65,000 raised by the end of June so that the steel structure of the building can be ordered before being delivered to the site and constructed in November, 2021.

Work on the structure – located east of Herston Halt on the outskirts of Swanage – began in January, 2020, but had to stop at the end of March, 2020, when the Government introduced the first national Covid-19 lockdown.

Before the work had to stop last year, contractors had managed to complete the foundations for the steel

structure that will span two tracks and be capable of storing ten carriages – including the Swanage Railway's historic heritage carriages.

Swanage Railway fund-raising chairman Randy Coldham said: "This appeal is for a critical project to protect our historically important heritage carriages, the oldest of which date from the 1930s.

"The Swanage Railway doesn't have any undercover storage facilities for its carriages which have to be stored outside in all weathers. Keeping ten carriages under cover in a dedicated storage shed will protect the vehicles from the weather and also reduce the costs of maintaining the carriages.

"We are hopeful that the public will help us to close the funding gap and allow the carriage shed to be completed by the start of 2022 so it can protect some of our historic carriages from the ravages of winter weather," added Randy.

The re-launch of the new Herston carriage shed appeal comes after the Swanage Railway's Save Our Service Appeal reached its total of £360,000 in less than a year.

It was at the end of March, 2020, that Swanage Railway volunteers launched the appeal to help the heritage railway survive the economic effects of the Coronavirus pandemic.

Randy explained: "I would like to thank everyone who has worked so hard to reach – and surpass by £5,000 – the Save Our Service Appeal target of £360,000 in less than a year.

"It's a marvellous achievement thanks to the generosity of our members, staff, volunteers and the public.

"With our earnings from running trains reduced by lockdowns, Covid-19 restrictions and the need for social distancing on our trains which has reduced seating capacity, the Save Our Service Appeal has allowed the Swanage Railway to survive the winter.

"We are now working to safely resume train services in line with the Government's roadmap to recovery from the Coronavirus pandemic," added Randy who is also a volunteer Swanage Railway signaller.

Early 2020 saw £30,000 raised in an initial appeal so that preparation and foundation work could be carried out on the site of the new carriage shed which is a first for the heritage line that has been rebuilt from nothing since 1976.

Randy explained: "Fund-raising work for the carriage shed had to be paused in March, 2020, as dedicated and determined Swanage Railway volunteers battled the economic challenge of surviving the Coronavirus pandemic through the Save Our Service Appeal.

"Now, we can return to the Herston carriage shed project which has seen us raise £177,000 towards the building costs thanks to successful fund-raising efforts as well as generous legacies and bequests.

"With the onset of the coronavirus pandemic, the appeal was paused before reaching its target of £32,000. We had hoped to secure a grant to part-fund the construction but it was no longer available as the grant administrators had changed their requirement to enable them to finance organisations affected by Covid-19.

"Without the grant, because of the early closure of the original appeal and allowing for inflation we have set the appeal target to raise £65,000 by the end of June so that the steel structure of the carriage shed can be manufactured and installed on the site. It is hoped to complete the new shed by early 2022," he added.

The new carriage shed at Herston will be 131 metres long, have a height of 6.5 metres, a width of 9.2 metres and cover an area of more than 1,000 square metres.

The project manager for the Herston carriage shed is Swanage Railway Trustee Nick Coram – a volunteer operations department locomotive driver and fireman – while the consulting engineer is Jim Peters of Such Salinger Peters in Bournemouth.

To make a donation to the Herston Carriage Shed Appeal, go to www.swanagerailwaytrust.org/carriage-shed-appeal.

Photo: © Andrew P. M. Wright

The Swanage Railway has been awarded a £189,200 Government grant from the Culture Recovery Fund for Heritage to help the popular Isle of Purbeck heritage line's Covid-safe transition to full re-opening – after being closed for three months. Administered by the Department for Digital, Culture, Media and Sport, the Fund is part of the National Lottery Heritage Fund.

Underpinning expenditure between April and June, 2021 – to enable the Swanage Railway to resume Covid-safe train operations – the grant is to be used to pay for staff costs, locomotive hire, coal, water, fuel for diesel locomotives, Covid-19 cleaning, insurance and marketing costs.

Randy Coldham, the Swanage Railway's fund-raising chairman, said: "I would like to thank the National Lottery for its support over the past year as, without it, the Swanage Railway would not be able to resume a Covid-safe train service from Monday, 12 April, 2021. The grant is vital in helping the Swanage Railway on its road to recovery – providing a Covid-safe service to the people of the Isle of Purbeck and to the many visitors we expect this summer," added Randy who is also a volunteer signalman on the Swanage Railway.

As it only applies to daily operational costs, the National Lottery Heritage Fund grant does not contribute to the Swanage Railway's Herston Carriage Shed Appeal that was launched in March, 2021, and aims to raise £65,000 by the end of June, 2021.

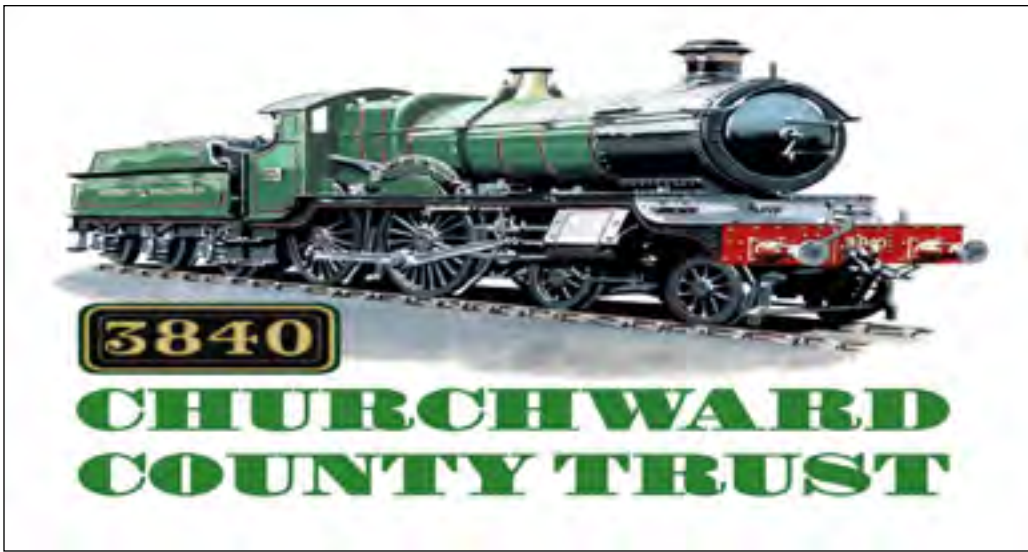
Randy explained: "This is a vital project that will enable the Swanage Railway to protect some of its rare heritage coaches from the weather and so reduce our repair costs. We have been overwhelmed and very gratified by the support we have had for the Herston Carriage Shed Appeal and have already raised almost a quarter of the £65,000 required."

Up to date train service information is available from the Swanage Railway website at swanagerailway.co.uk where train tickets can be booked.

Photo: © Andrew P. M. Wright



Coupled wheels ordered for County of Montgomery



The Churchward County Trust (CCT) has placed the order for the four 6ft 8½in coupled wheels for new-build GWR ‘County’ class 4-4-0 No. 3840 County of Montgomery.

The wheels are to be cast by Trefoil Steel in Sheffield using the pattern generously loaned to the CCT by the Great Western Society at Didcot, which has previously been used to cast the wheels for ‘Saint’ 4-6-0 No. 2999 Lady of Legend; these being identical to those of the Churchward ‘Counties’.

Each wheel will be made of high quality cast steel, with those for the leading axle differing slightly from those of the trailing wheelset. This is because the ‘Counties’, like the ‘Saints’, had two different designs of wheel; the leading driven wheels having a 5¾in centre boss and the rear wheels a 4¾in centre boss. The pattern as loaned has the smaller boss, and therefore first two wheels for No. 3840 will be cast from the pattern as it is, but it will then have to be altered to allow for the larger 5¾in boss. The modification work will cost £2,700 to complete.

Funding for the wheels has been provided via the CCT’s ‘Forty 4-4-0s Club’, which was set up in early 2019 to raise the £40,000 required to pay for the casting of the wheels and their assembly onto axles. The club allows supporters to ‘adopt’ one (or more) of the original 40 ‘County’ 4-4-0s, which were all named after British and Irish counties with which the GWR had connections, albeit obscure connections in some cases. To date more than half of the 40 locomotives have been adopted, paving the way for the placing of the recent order.

Membership of the ‘Forty 4-4-0s Club’ is set at £1,000 (payable in one lump sum or in eight payments of £125 by standing order), and comes with a string of incentives including:

- An invitation to the launch of County of Montgomery
- A seat on the locomotive’s first train
- A special certificate acknowledging the ‘County’ being adopted
- A framed and mounted photograph of the ‘County’ being adopted
- A mounted print of No. 3840 by artist Jonathan Clay
- Your name on Roll of Honour
- Life membership of the CCT

Additionally, the names of all ‘Forty 4-4-0s Club’ members will have their names put into a ballot; the winner receiving a wooden replica of the nameplate of the ‘County’ of their choice. ‘Counties’ still available for adoption in the scheme are:

3801 County Carlow	3802 County Clare
3803 County Cork	3804 County Dublin
3805 County Kerry	3806 County Kildare
3809 County Wexford	3813 County of Carmarthen
3823 County of Carnarvon	3839 County of Pembroke
3810 County Wicklow	3818 County of Radnor
3828 County of Hereford	3812 County of Cardigan
3822 County of Brecon	3838 County of Glamorgan

NOTE: Each locomotive may only be adopted once!

Commenting on the order, CCT Project Leader Gary Boyd-Hope said: “Ordering the coupled wheels marks another major milestone in the construction of County of Montgomery, and I’d like to thank all members of the ‘Forty 4-4-0s Club’ for helping us get to this position.

“With the main frame assembly now complete at Tyseley Locomotive Works, the rear dragbox currently under construction and the locomotive’s cylinders also on order, we are well on the way towards our goal of completing the rear portion of No. 3840’s frames as a rolling chassis. We would therefore be delighted to hear from anyone who would like to adopt one of the remaining ‘Counties’ to push us closer to our £40,000 target.”

Further information on the ‘Forty 4-4-0s Club’ and how to join can be found on the CCT website at www.churchwardcounty.org.uk or by writing to:

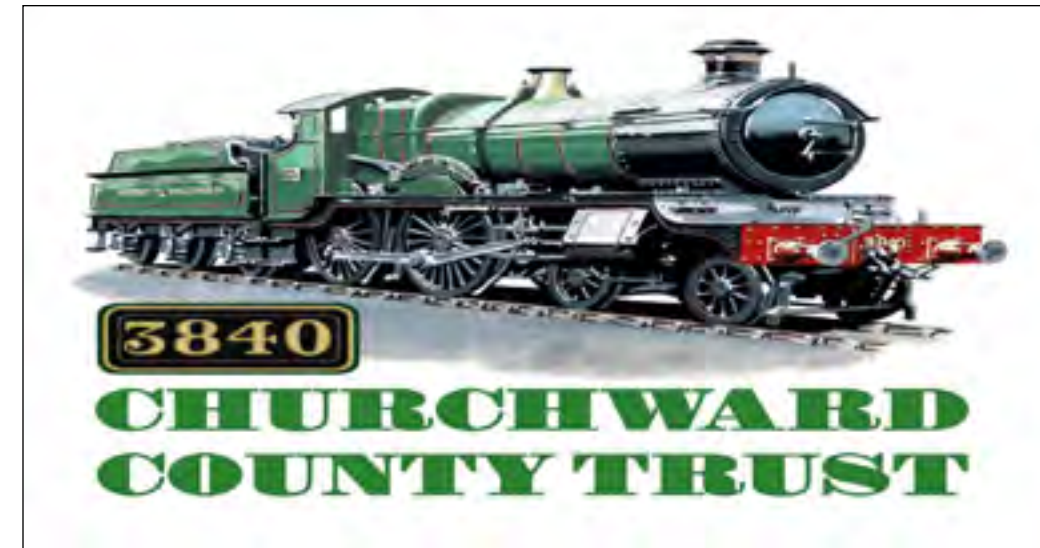
The Treasurer
Churchward County Trust Ltd
c/o 4 Green End Barns Ramsey Road
St Ives
Cambridgeshire
PE27 5RH



Photo: The wooden pattern for No. 3840’s coupled wheels has been loaned to the Churchward County Trust by the Great Western Society, having previously been used to cast the wheels for ‘Saint’ 4-6-0 No. 2999 Lady of Legend.
© CHURCHWARD COUNTY TRUST

Preserved Railways

New 'County' 4-4-0 main frame assembly completed



Tyseley Locomotive Works (TLW) near Birmingham has completed the assembly of the main frame component's for the Churchward County Trust's (CCT) new-build Great Western Railway 'County' Class 4-4-0 No. 3840 County of Montgomery.

The CCT formally placed the order for the erection of No. 3840's frames with TLW last July. The work has included the assembly of the main frame plates (cut back in November 2018), installation of the supporting stretcher plates with associated brackets, and the fitting of the horn blocks and spring hangers. The new rear dragbox has now been welded up and after final machining to achieve an exact fit it is expected be installed in the frames during early April.

The next phase of work on the frames at TLW will involve having the cab, splashers and running plate (with supporting brackets) manufactured while work on the new cylinders and coupled wheels takes place with suppliers in Halifax and Sheffield. Machining of the front end extension frames, meanwhile, is on hold until the new cylinders have been cast and been allowed to de-stress naturally. This will enable the final machining of the extension frames and cylinders to be carried out simultaneously.

David Bradshaw, the CCT's Engineering Liaison said: "While completing the extension frames is desirable, fitting them would mean that No. 3840 would take up a further 12ft of valuable workshop space at Tyseley. With no further progress expected on the front end for at least 12 months while the cylinder castings de-stress, concentrating on the rear portion where we can make greater progress makes better economic sense. "Once we have the rear end assembled, the plan is to get the complete front end assembled as one unit, including the extension frames, cylinders and bogie, which can then be bolted to the main frames to complete the entire bottom end."

Photo: The main frame assembly for County of Montgomery is pictured at Tyseley Locomotive Works following the fitting of the horn guides and spring hangers. ©DENIS CHICK/TLW



Keighley and Worth Valley Railway

As the Keighley and Worth Valley Railway prepares to re-open, vehicles from the diesel fleet have been out on the line with increasing regularity. Though of little use in the age of Covid distancing and compartment stock, stalwart W&M railbus No. M79964 has nevertheless been proving its worth as a staff training vehicle, operating refresher runs for drivers and guards.

On March 13th, the railbus is seen on the Saturday afternoon, climbing away from Ingrow with a run from Keighley to Oxenhope.

Ben Bucki

The railbus is seen on the damp March 14th, climbing away from Ingrow Tunnel with a run from Keighley to Oxenhope.

Ben Bucki

Again on March 14th, climbing towards Damems with a run from Keighley to Oxenhope.

Ben Bucki



Keighley and Worth Valley Railway

The Keighley and Worth Valley Railway continues to prepare for re-opening, and this has been resulting in some very interesting workings along the line. On March 28th, Class 37 075 had been assisting with shunting at Keighley and Ingrow Yard, and later in the day is seen passing Damems with an unusual mixed train consisting of a vintage L&Y carriage and ex-BR goods wagons. *Ben Bucki*



Keighley and Worth Valley Railway

On March 28th, straying away from its usual haunts of Oxenhope, where it is the carriage depot shunter, Hunslet shunter No. D2511 heads south at Damems after assisting with shunting at Ingrow Yard.
Ben Bucki



SUPPLIERS SOUGHT FOR CYLINDER BLOCK FOR NO. 2007 PRINCE OF WALES



The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that it has approached five engineering companies to manufacture its complex fabricated cylinder block with responses to its Request for Quotation for Construction expected before the end of March 2021. In addition, and as part of the continued application of modern techniques in the design and development of the improved class P2, The A1 Steam Locomotive Trust has commissioned Frewer & Co Engineers Ltd of Dorking, Surrey to undertake a Computational Fluid Dynamics analysis of the inlet and exhaust steam passages of the cylinder block.

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

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

P2 Cylinder Block – Request for Quotation for Construction

The redesign of the cylinder block is one of the four principal areas of redesign identified by the project team

before the launch of the project to build an improved Gresley class P2 in 2013:

Develop improved pony truck and frame design using VAMPIRE® modelling data to confirm ride characteristics - completed

Investigate and confirm valve gear to be fitted - choices were improved Lentz/Franklin, Walschaerts or British Caprotti; Lentz/Franklin was the final choice

Investigate and reduce risk of crank axle failure apparent in original design - completed

Investigate and confirm design and method of construction of cylinders (cast versus fabrication) including Computational Fluid Dynamics (CFD) study.

As part of the redesign process, our team led by David Elliott, Director of P2 Engineering, took into consideration the following issues:

The cylinders on the original Gresley class P2 were two inches wider overall than the Peppercorn class A1 cylinders

Modern track on Network Rail has reduced clearance between track and station platforms

Consequently, No. 2007 Prince of Wales must be no wider than No. 60163 Tornado to retain route clearance

Using a 250psi boiler on No. 2007 Prince of Wales as fitted to No. 60163 Tornado, in place of the 220psi boiler fitted to the original class P2s, permits reduction in cylinder diameter to 19¾in to maintain tractive effort

Use of fabricated steel instead of cast iron will enable No. 2007 Prince of Wales' cylinders to be no wider than those on No. 60163 Tornado

Elimination of unsatisfactory features of original design.

Upon the completion of the redesign work and the conversion of the design from a single monoblock casting of all three cylinders weighing around 5½ tons to a fabricated steel structure, David Elliott used a 3D printer to construct a 1/8 scale model of the new cylinder block to assist the selected manufacturer in its assembly. Following initial dialog with eight engineering companies, the Trust has issued a formal Request for Quotation (RFQ) to five organisations with all replies expected before the end of March 2021. All of the five companies have been issued with a 3D drawing of the modified cylinder block along with a Detailed Scope and Specification Document and associated manufacturing drawings.

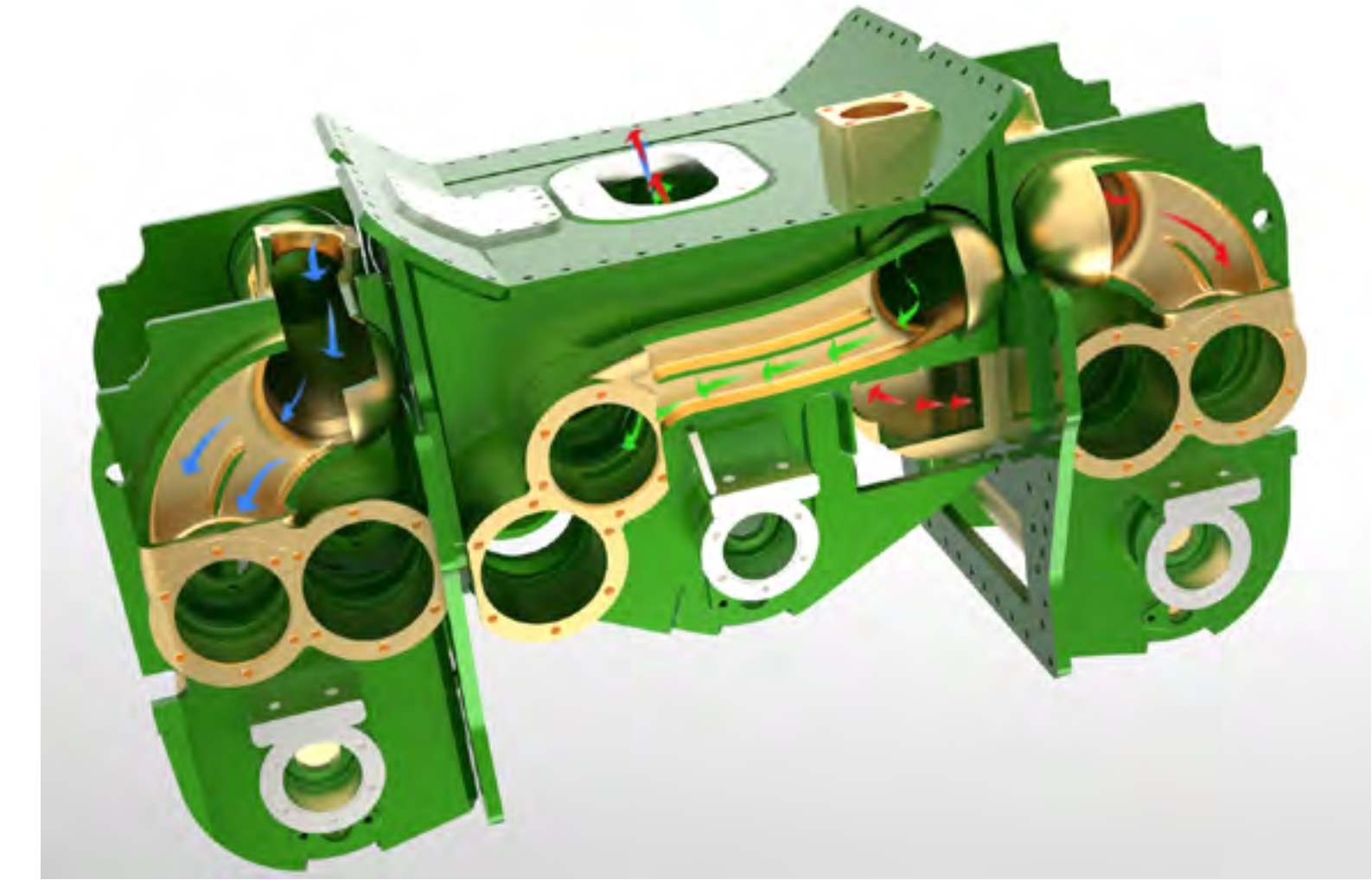
Graeme Bunker-James, Commercial Director, A1SLT, commented: "When considering the award of this key contract our decision-making criteria will focus on potential suppliers demonstrating previous experience of projects of this scale and complexity, their ability to manufacture to the specified tolerances & surface finishes, their capacity to deliver the project within the required timescales, the value for money of the proposal and the long term financial stability of the business. Along with the valve gear, the placing of the order for the cylinder block in April 2021 will be the last major hurdle to overcome in the construction of No. 2007 Prince of Wales."

Fluid Dynamics

As part of the continued application of modern techniques in the design and development of the improved class P2, The A1 Steam Locomotive Trust has commissioned Frewer & Co Engineers Ltd of Dorking, Surrey to undertake a Computational Fluid Dynamics analysis of the inlet and exhaust steam passages of the cylinder block to ensure that these were both optimised and free and an avoidable throttling. Frewer Engineering took the Trust's computer model of the cylinder assembly and converted this into a model of the steam passages. To reduce the computing time the model was split in half, taking advantage of the symmetry of the port designs. This left only the rear steam passages to be analysed.

Each inlet and exhaust valve has been simulated individually with the start and end conditions of the models for steam pressure, temperature and flow rate provided based on the performance of No. 60163 Tornado. The results of this analysis have confirmed that the design of the modified fabricated cylinder block is as efficient as it can be given the design restrictions. The study has confirmed that the highest-pressure drop is through the small cross-sectional area of the valves themselves. Several areas have been identified where minor modifications can be made to further improve the flow which will now be subject to a design review to determine the impact of adopting them.

Ben McDonald, Group Director of Engineering, A1SLT, commented: "The commissioning of Frewer Engineering to undertake a Computational Fluid Dynamics analysis of the inlet and exhaust steam passages of the cylinder block is part of the continued application of modern



techniques in the design and development of our improved class P2, completing the work of Sir Nigel Gresley from the 1930s."

Fundraising

Our fundraising is also moving forward well. The monthly 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted over 940 Covenantors. The Cylinder Club was founded in October 2017 to fund the initial redesign and manufacture of the cylinder block with an initial target of raising £100,000 plus Gift Aid from 100 supporters each donating £1,000 in up to eight payments of £125 by standing order. In March 2018 we were delighted to announce that thanks to the generosity of our supporters this initial target had been achieved. Once the overall cost of the new cylinder block has been determined the Trust will decide which new funding campaigns to put in place.

Mark Allatt, Trustee, A1SLT, commented: "We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch seven years ago. With over £3.4m spent and more than £3.8m donated to-date of the estimated £5m, we remain on-track for completion within three years. However, to maintain this progress we need to raise £700,000 per year and we are still seeking to recruit additional 'P2 for the price of a pint of beer a week' regular donors or covenantors. Once the cost of manufacture of the new cylinder block has been determined we will put in place an appropriate fundraising campaign."

Photo: 3D image Cylinder Block © Frewer & Co. Engineering Ltd/A1SLT

Telford Steam Railway

Class 37 263 is seen in the sunshine at Spring
Village on March 25th. *Carl Grocott*



From the Archives

A Class 47 leads Class 86 No. E3194 at Nuneaton with a diverted via Birmingham service on August 12th 1973. *Mark Enderby*

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From the Archives

Class 45 010 stands in Greenfields Yard with 07:57 Coton Hill - Bescot Yard on July 20th 1983.
Keith Davies

On July 24th 1978, Class 33 032 passes Wyke with a Basingstoke to Ludgershall goods.
David Lindsell

Class 58 024 is seen at Andover with three Speedlink vans heading to Ludgershall.
David Lindsell



From the Archives

On August 25th 1978, Class 76 015 and 76 009 pass Torside with a MGR working to Fiddlers Ferry.
Mark Enderby



From the Archives

A smart Network South East set, No. L421, pauses at Ealing Broadway on the morning of July 23rd 1987 with an early commuter service bound for London Paddington. *Jeff Nicholls*



From the Archives

▶ Class 40 155 is seen at Bayston Hill Quarry on June 18th 1984. *Keith Davies*

▶ Class 156 508 departs Glasgow Central with a South Clyde outer suburban service in June 1991. *Christopher Baldwin*

▶ Class 37 425 is seen at Manchester Victoria with a 'Club' train on August 1st 1993. *Brian Hewertson*



From the Archives

Class 180 112 on the short lived London Paddington - Exeter service departs Westbury in the 'Barbie' livery.

Michael Bennett

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From the Archives

▶ A Class 47 on a southbound automotive train passes Moore on June 16th 1973. *Mark Enderby*

▶ Class 91 022 leads 91 021 through York with an East Coast service on September 4th 1993. *Brian Hewertson*

▶ Class 33 017 is seen at Andover on August 25th 1978 with a Ludgershall bound mixed goods working from Basingstoke. *David Lindsell*



From the Archives

A Class 47 on a Bristol to London Paddington parcels train passes through Sonning Cutting.
Michael Bennett

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From the Archives

Class 55 015 is seen at the Midland Railway Centre on March 27th 1999 having been taken out of service a year earlier for bodywork repairs. 23 years later we still await its return to traffic. *Brian Hewertson*

Class 47 803 is seen stabled at Bristol in 1993. *Brian Hewertson*

Class 56 094 passes Monk Fryston on October 22nd 1993 with a 'Cawoods' working. *Brian Hewertson*



From the Archives

Class 44 Diesel Locomotives Nos. 44 008 'Snowdon' and D4 (44 004) 'Great Gable' are seen stabled at Toton motive power depot in June 1978.
Dave Felton

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From the Archives

▶ A surreal sight at Winwick on January 26th 1991 as Class 08 809, 08 694, 08 402 and 08 703 amble sedately along the West Coast Main Line on their way from Arpley Yard to Wigan Springs Branch for fuel and servicing. *Jeff Nicholls*

▶ Class 320 313 departs Partick with a service from Milngavie to Drumgelloch in June 1991. *Christopher Baldwin*

▶ Class 55 No. D9016 heads up through Andover in Porterbrook livery on June 25th 2003. *David Lindsell*



From the Archives

Class 47 471 waits to depart from Blackpool North station with the 1A57 service to London Euston on June 2nd 1983. *Dave Felton*

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From the Archives

▶ Class 50 015, 50 037, 50 041, 50 049 and 50 019 are seen at Exeter stabling point on May 30th 1989. *Brian Hewertson*

▶ Class 303 210 stands at Partick in June 1991 with a service to Dalmuir. *Christopher Baldwin*

▶ For a brief period in 1984 so-called 'hot oil' trains worked out of Stanlow Refinery. Hauled by pairs of 56s, these trains really made the earth move! Class 56 085 leads 56 080 through Winwick Quay on May 29th 1984. This photograph would be impossible to take nowadays as Mother Nature has well and truly taken over this part of Sankey Valley Park. *Jeff Nicholls*

