

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 176

Well what a month for photos and news, It looks like the sunshine has brought many of you out from hibernation and the rapid decline in the use of HSTs on the Midland main line has brought a plethora of photos. We're not complaining, and although it isn't possible to use them all, we hope that our selection meets with your approval. The main news comes as we are going to publication, with the announcement that many Hitachi Class 800s are sidelined with bogie cracks, and this comes at a time when CAF are also experiencing issues with their fleets. Hopefully all will be resolved soon, but it looks like a major program of modifications could be on the cards for much of the UK rolling stock.

In other news, and we promise that this didn't come to us on April 1st, A Class 08 shunter will undergo a complete overhaul and receive a new hydrogen power system, marking it as the UK's first-ever conversion of a diesel locomotive to run on hydrogen power. The Severn Valley Railway (SVR) has announced that it has teamed up with the University of Birmingham and local start-up company, Vanguard Sustainable Transport Solutions, to work on a ground-breaking scheme known as the Harrier HydroShunter project, which will see the UK's first-ever conversion of a diesel locomotive to run on hydrogen power. Work is already underway at the heritage railway's diesel depot at Kidderminster, where a team of young volunteers are stripping down the donor vehicle. They're removing the existing diesel engine and generators and overhauling other components as they prepare the Class 08 shunter No 08635 to receive its new power system.

Vanguard Sustainable Transport Solutions is designing the hydrogen-battery hybrid traction system. This will be made up of hydrogen cylinders, a hydrogen fuel cell stack and a hybrid battery. The cylinders will store hydrogen as a pressurised gas, which will be fed to the fuel cell stack via a regulator. In the fuel cell stack, hydrogen will be combined with oxygen from the air to produce electricity to power the locomotive. Meanwhile, the battery will store energy to provide additional power for when it's needed. The equipment will be mounted on a sub-frame, fitted to the existing engine mountings. It will supply the existing traction motors of the Class 08, which will keep its existing controls.

Mike Ball, Severn Valley Railway's Vice Chairman, has been closely involved with the project from its inception: "We were delighted when the University of Birmingham asked us to get involved in this project. As a heritage railway, we're actively looking for ways to reduce our carbon footprint, and having a hydrogen-powered shunter will play a key part in that plan. The current preparation stage for the Harrier shunter is providing an excellent opportunity for some of our younger volunteers to put their skills to good use. The group working on the 08 are all still in their teens, and their ability to plan and implement this task has been nothing short of amazing. They're the volunteers of the future, working on a locomotive for the future."

Vanguard's engineers are developing the power pack design at the University of Birmingham and will install this into the Class 08 in the coming months. Testing of the hydrogen-power shunter locomotive will take place at the Severn Valley Railway later in 2021.

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

Until next month, stay safe.
Andy

This Page

On April 2nd, Class 60 040 heads through Tamworth with a Kingsbury bound oil train. *Paul Godding*

Front Cover

On April 9th, LMS Stanier Class 5 4-6-0 No. 45212 crosses the Lancaster canal approaching Carnforth and then onwards to Fort William. *Shep Woolley*



Class 66 753 ‘EMD Roberts Road’ heads the 4F62 East Midlands Gateway - Seaforth Container Terminal through Winwick Jct. on the evening of April 9th.
Dave Harris

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Charter Scene Locomotive Services Ltd

Private Charter

On April 7th, Class 40 145 heads through Swindon working the 1Z36 Kingswear - London Euston. *Ken Mumford*

Charter Scene Locomotive Services Ltd

Private Charter

Black 5 No. 45231 leads Class 20 107 with the 1Z30 Crewe - Carmarthen past Kemps Eye on April 2nd. *Carl Grocott*



Charter Scene Locomotive Services Ltd

Private Charter

On April 4th, Class 37s Nos. D6851 (37 667) and 37 688 ‘Great Rocks’ pass Brean Road, Lympsham, Somerset with the 1Z32 09:57 Bristol East Yard to Penzance.
Christopher Perkins



Charter Scene ECS and Light Engine Movements

Class 40 No. D213 and Class 37 No. D6851 pass Kempseye on April 26th with 0Z66 09:26 Crewe HS - Bristol Temple Meads. *Keith Davies*

ECS and Light Engine Movements

On April 19th, LNER K1 Class No. 62005 working 5Z20 from Grosmont to Carlisle approaches Wetheral prior to working north for 'The Jacobite' season. *Shep Woolley*

Charter Scene ECS and Light Engine Movements

On April 9th, LMS Stanier Class 5 4-6-0 No. 45407 approaches Carnforth prior to working 'The Jacobite' stock to Fort William. *Shep Woolley*

Charter Scene ECS and Light Engine Movements

Class 20 142 and 20 007 working the 5Q20 Eastleigh - West Ruislip passes Shawford on April 5th. *Michael Bennett*



Charter Scene

ECS and Light Engine Moves

Operating a driver refresher run from Manchester Piccadilly to Stoke sees Class 90 002 slowing for a signal check at Heaton Chapel on April 23rd. *Lee Stanford*



Class 37 688 passes through Worting with the 5Z37 Eastleigh to Crewe on April 28th. *Michael Bennett*



On April 30th, LSL power cars Nos. 43058 and 43059 pass Moore with a 5T43 Crewe - Carlisle training run. *Mark Enderby*



Charter Scene ECS and Light Engine Movements

On April 9th, Stanier Class 5 No. 45212 ambles towards Clapham with support coach en route from Keighley to Carnforth before heading north for the summer Jacobite season.
Gerald Nicholl



Charter Scene

ECS and Light Engine Moves

Class 47 593 is seen at Bradley on an Aberdeen to Crewe light engine move on March 31st. *John Sloane*

LSL Power cars Nos. 43059 and 43058 work hard past Coppull on a Crewe to Carlisle training run on April 30th. *John Sloane*

Power car No. 43058 is seen on the rear of a Crewe to Carlisle working headed by 43059 as it heads away north at Standish on April 16th. *John Sloane*







Charter Scene

ECS and Light Engine Moves

Class 40 145 hauling the 5Z36 London Euston - Crewe passes Slindon on April 7th. *Carl Grocott*



On April 27th, Class 40 No. D213 and 37 667 sit in platform 1 at Bristol Temple Meads waiting departure time with a 0Z67 to Crewe training run. *Andy Pratt*



Class 40 No. D213 leads 37 667 through Craven Arms on April 27th working LSL's 0Z66 Crewe H.S. to Bristol training run. *Andy Pratt*



Charter Scene

ECS and Light Engine Moves

On April 13th, Class 37s Nos. D6871 and D6851 pass Bayston Hill working 0Z37 10:35 Crewe Holding Sidings - Llandeilo. *Keith Davies*

Class 40 145 passes the site of the long closed station at Roade on April 7th working 5Z36 14:55 London Euston to Crewe H.S. with 90 002 tagged on the rear. *Derek Elston*

Class 20 118 and 20 132 working the 5X20 Eastleigh to Long Marston pass Dean on April 13th. *Michael Bennett*







Charter Scene

ECS and Light Engine Moves

Black 5 No. 45407 heads through Salford Central on April 9th working from the ELR to Carnforth for 'The Jacobite' season. *Steve Stepney*

On April 16th, LSL power cars Nos. 43059 and 43058 pass Clive Green working the 5Z43 Crewe - Carlisle training run. *Mark Enderby*





Class 390 119 working the 1M08 Glasgow - London Euston service passes Clive Green on April 16th. *Mark Enderby*



Bob signals the end of 54 years on the railway

After joining the railway in 1967, Service Manager Bob Bigsby retires. He is one of the longest serving employees on the West Coast Main Line. His distinguished career on the railway began aged just 15.

Avanti West Coast Service Manager Bob Bigsby waved a final farewell to colleagues at Euston Station in April ending a distinguished career. As a 15-year-old, Bob joined the railway after arriving at Euston on April 3, 1967. He was given a role on a British Rail Service from London to the Lake District and back, where he pot-washed in the kitchen for First Class passengers.

“They gave me an induction which didn’t last long,” the 69-year-old said. “By 10am, I was on the train to Windermere. It was a shock because I’d barely left London. I was worried about my parents who had no idea when I’d be home – it was before the mobile phone days!”

Bob has held a number of roles working on the trains while travelling millions of miles on the network. These have included an Assistant Steward, Steward, Chief Steward (as the roles were known) and finally as a Service Manager for Avanti West Coast leading First Class and wider catering service on board.

He has also worked on the Royal Train since 1974, including the Queen’s Silver, Golden, and Diamond Jubilees as well as being awarded the Royal Victorian Medal in 1999 for his role on the service.

“I went to Buckingham Palace to collect the Royal Victorian medal,” he said. “As the Queen was moving along the line of people, she said to me ‘we’ve been together for quite some time, haven’t we?’”

Explaining why he stayed in the job for so long, Bob said: “It’s the joy of meeting people that the railway brings. It’s the comradeship between the colleagues and the variety of customers I’ve had the pleasure to meet. I can honestly say I’ve had fun every single day.

“But like a lot of people I took stock of things during the lockdown. I’ve still got my good health and the time to retire just feels right.”

For someone who has seen plenty of changes over the years, Bob explained it’s the evolution of technology which has had a major impact.



“Technology has revolutionised things,” he said. “Whether it was my roster or orders, I had to write it all down or deliver and pick up notices all over the station. Now it’s all just a call or a click away.

“But what has stayed the same is the friendship of the staff. There’s always been so much support and love, and if you’re in this world you’ll know what people mean by ‘railway family.’ Everyone stands by each other and that’s priceless.”

Paying tribute to Bob, his manager Kelsea Davies, said: “He’s been on the railways for over half a century and I don’t think we’ll ever see this length of service again. It’s such a pleasure to work with him and he knows the job inside out. He set a very high standard and he’ll be impossible to replace.”

Avanti West Coast

Avanti West Coast Pride Pendolino Class 390 119 adds a splash of colour on April 4th, seen passing Cheadle Hulme with the 16:15 Manchester Piccadilly to London Euston service. *Barry Longson*

Avanti West Coast names Pendolino train in honour of Railway Benefit Fund

Iconic Pendolino train named 'Railway Benefit Fund' in recognition of charity.

The charity's president and record producer Pete Waterman, a long-time supporter of the railway, joined a small number of invited guests including attendees from Network Rail, Alstom (who maintain Avanti West Coast's fleet) and other train operating companies at a ceremony at Liverpool Lime Street station. They unveiled the new name as part of the drive to kickstart Railway Family Week which is hoped will raise £50,000 for good causes. The Pendolino, number 390 155, is expected to travel over a quarter of a million miles in 'the next year, helping to raise the profile of the charity and highlight their support to railway families, past and present, who have fallen on hard times.

"It's a real privilege for the Railway Benefit Fund to be recognised in this way," enthused Pete Waterman. "The Pendolino is such an iconic train and we can't thank Avanti West Coast enough for their support. It's been a tough year for everyone, especially charities, so this week is all about raising money to fund the great work the Railway Benefit Fund does to support railway families up and down the country."

In the past year, the charity has supported the 'railway family' in many ways, with help ranging from financial assistance to funding of home schooling equipment for children during lockdown.

"We're extremely proud that one of our Pendolino trains will bear the name 'Railway Benefit Fund," said Phil Whittingham, Managing Director at Avanti West Coast. The charity has been supporting our people and the wider industry for over 160 years and we couldn't think of a better way to show our support for the Railway Family Week."

Tim Shoveller, managing director for Network Rail's North West & Central region and Railway Benefit Fund chairman, said: "The past year has been tough for so many people, including our railway family who've worked tirelessly to ensure key workers and millions of tonnes of critical goods (like medicine and food) can continue to travel across the country.

"This event is a great way to kick off Railway Family Week. Colleagues across the industry have been using the charity's founding year, 1858, to complete challenges to help raise £50,000 so the RBF can continue supporting those in need. I'll be completing my challenge by swimming 1858m non-stop."



Avanti West Coast

On Bank Holiday Monday, April 5th, Class 390 122 has just joined the Chat Moss route at Parkside with the 09:40 Glasgow - London Euston service. All Avanti Anglo-Scottish services were diverted this way over the Easter Bank Holiday because of a bridge replacement at Warrington. *Jeff Nicholls*

During the Easter period when the route via Warrington was closed all the Avanti services were diverted via Stockport with the exception of the 06:18 London Euston to Glasgow Central which was recorded passing East Didsbury on April 3rd with Class 390 131 being in charge. *Lee Stanford*

In lovely early evening light, Pride liveried Pendolino, Class 390 119 passes Levenshulme on April 2nd working the 16:09 Manchester Piccadilly to London Euston service. *Lee Stanford*







Avanti West Coast

Class 390 117, has just rejoined the WCML at Golbourne Junction, being diverted via Chat Moss, because of engineering work around the Warrington area, with the 12:30 London Euston to Glasgow service, on April 5th. *Paul Senior*

Debranded Voyagers Class 221 101 and 221 103 speed south past Charnock Richard on April 19th. *John Sloane*

An Avanti Voyager races through Leyland with a London Euston via Birmingham service on April 9th. *John Sloane*







Avanti West Coast

Class 390 117 passes Bradley with a London Euston bound service on March 31st.
John Sloane



Class 390 128 is seen just north of Penrith on a Avanti West Coast service on April 30th.
Colin Kennington



Re-liveried Voyager Class 221 104 is seen in platform 9 at Crewe on April 23rd as it prepares to work the 15:48 to Chester service.
Barry Longson



Caledonian Sleeper

Class 92 014 trundles through Northampton light engine running as 0U92, the 10:42 Wembley Inter City Depot to Crewe H.S. on April 26th.
Derek Elston



Colas Rail

Class 56 096 top & tailed with 66 846 pass Worle on April 18th with 6C97 14:58 Eastleigh Yard to Lisvane & Thornhill via Westbury and Fairwater Yard, consisting of JZA Long Welded Rail Carriers. *Christopher Perkins*



Class 70 817 passes Preston Boats on April 4th with the 6C37 10:30 Chirk Kronospan - Carlisle Yard log empties. *Keith Davies*



Class 56 113 passes Burgs Lane on April 11th working the 6C25 10:45 Craven Arms - Crewe S.S.M engineers. *Phil Martin*



Colas Rail

Class 70 815 passes Rishton on April 6th with the 6E32 discharged oil tanks from Colas Ribble Rail - Lindsey Oil Refinery. *Michael Lynam*



Class 70 810 approaches Lostock Hall with the Preston Docks to Lindsey tanks on April 20th. *John Sloane*



Class 70 815 approaches Leyland with the Carlisle to Chirk log train on April 24th. *John Sloane*



Colas Rail

Class 70 815 passes Jack Green with the Preston to Lindsey discharged tanks on April 6th. *Lee Stanford*

Colas Rail

Early on Easter Sunday morning, April 4th, Class 56 113 passes Cotmanhay with the early running 6C87 07:45 Heeley Up Loop to Toton North Yard.
Mark Pichowicz

Colas Rail

Class 70 815 hauling the 6C37 Chirk - Carlisle passes Wombridge on April 25th. *Carl Grocott*

Colas Rail

Class 70 817 coasts downhill, towards Winwick Junction, at Red Bank, Newton-le-Willows, with the 12:58 Carlisle New Yard to Chirk log train
on April 19th. *Paul Senior*



Class 56 090 and 56 105 growl out of Lostock Hall station hauling the Preston Docks to Lindsey tanks on April 8th. *John Sloane*



Class 56 105 and 56 090 power up as they depart Bamber Bridge with the Preston Docks to Lindsey tanks on April 13th. *John Sloane*



Colas Rail

On April 10th, Class 56 105 worked out of Entrance C with a loaded RDT to Whitemoor Yard. It is seen here, smoking like a good 'un, accelerating up the gradient towards Scunthorpe station. *Steve Thompson*



On April 11th, Class 70 817 passes Preston Boats working the 10:30 Chirk - Carlisle empty logs. *Phil Martin*



Class 70 815 passes Upton Forge on April 25th with the 6C37 10:30 Chirk Kronospan - Carlisle Yard empties. *Keith Davies*



Colas Rail

On April 12th, Class 56 105 and 56 094 approach Rishton working the 6E32 discharged oil tanks from Colas Ribble Rail - Lindsey Oil Refinery. *Michael Lynam*

On April 23rd, the 0F75 Westbury to Hinksey Yard passes Ashbury Crossing with Class 70 808 leading 70 802 and 70 809. *Ken Mumford*

Class 37 254 hauls power cars Nos. 43045 and 43060 onto the depot at Leicester, April 23rd. *Brian Battersby*







Colas Rail

On April 7th, Class 56 090 and 56 105 head the 6E32 discharged oil tanks from Colas Ribble Rail - Lindsey Oil Refinery through Rishton. *Michael Lynam*

On April 16th, Class 56 302 'Peco The Railway Modeller 2016 70 Years' passes through Northampton conveying DR73110 and DR77908 as 6Z58 10:15 Guide Bridge B'Sde Sidings to Dollands Moor Sidings. *Derek Elston*

On April 23rd, Class 70 815 passes Moore working the 6Z37 Chirk - Carlisle empties. *Mark Enderby*







Colas Rail



Class 70 817 passes Heaton Chapel on Easter Sunday working the diverted 10:35 Chirk to Carlisle empty log carriers. *Lee Stanford*

SRSA DELIVER EASTER WEEKEND WORKS

The Easter weekend is typically one of the busiest periods in the rail industry works calendar and the South Rail Systems Alliance (SRSA) continued that trend with several sites across the UK.

Witham Friary

In the Wales and Western division, the SRSA were working in Witham Friary, a small village located in Somerset.

The alliance renewed 4 S&C units and 285m of unassociated track over the Easter bank holiday. This involved full excavation, reballasting and then installed with a Kirow 1200 both from track panels built by the team on site and from tilting wagons. The team were able to utilise some of the latest Gedo IMS equipment and the use of Colas Rail UK's latest 09 class Tampers.

The team were able to fully weld and stress the site before an on-time handover to the client.

Gidea Park

Over the course of the Easter weekend, the alliance was also based at Gidea Park, Romford, where they renewed two S&C units, completed 288m of track renewals and the rerailing 200m of track, associated signalling and civils, much of which was effectively single line through the platform. With the Kirow crane on site, the team made great progress, utilising the crane to both remove the scrap panels and lay the new track.

Following the track installation, the OLE team adjusted the overheads as well as fitting a new section insulator and 75m contact wire to ensure a reliable service to passenger trains. After completing the installation, the team set up and tested all equipment safely before handing back to the client.

Guildford

The team also undertook a 5 point end renewal in Guildford, Surrey with associated E&P works. This involved full excavation and sand treatment before being reballasted, the S&C was relayed utilising Kirow 1200 with S&C panels built both on site and delivered by tilting wagons. The Signalling team completed various upgrades to the network during the same possession.

The Signalling team in total installed:
Four HW2000 point machines
21 EBI200 track circuits
Nine track conversions from HVI to EBI200
12 Signal head conversions to LED (also including 10 theatre signals and two call-on signals)
One new location unit built at our Tonbridge depot
One Train Stop System Train Protection and Warning System
One shunt signal

The team were able to successfully weld, fully stress the site and achieve line speed.

Speaking about the success of the Easter weekend blockade, Colas Rail UK CEO, Jean-Pierre Bertrand said: "It was fantastic to see the teams out on track delivering these works for our customers, which were meticulously planned in the lead up to this period. The level of professionalism and dedication to safety was clear to see. I want to thank everyone for delivering throughout the Easter weekend, I appreciate all your hard work during one of the busiest periods in the Rail Industry calendar. I'm truly grateful you all got home safe."

Colas Rail

Class 70 817 powers the 6Z38 Carlisle to Chirk loaded logs through Darwen on April 5th. This was a diversionary route for this train through Darwen because of bridge work in the Warrington area on the WCML. Freight has been none existent on the Blackburn to Bolton line for many years. *David Hollowood*

SRSA'S TEAM ANGLIA COMPLETE CLACTON COMMISSIONING



Throughout February and March, the South Rail Systems Alliance (SRSA) Anglia Division participated in a 23-day blockade at Clacton-on-Sea, Essex.

Team Anglia worked in collaboration with Atkins Global and Capital Delivery Eastern to replace the Victorian era signalling system with a modernised, digital system.

This involved renewing the track infrastructure with brand new S&C point ends & plain line track, upgrading the signalling equipment and overhauling the Overhead Line Equipment (OLE) arrangements to match the revamped layout.

The Clacton Commissioning in numbers:
500m of track laid
12 signal renewals
12 renewed points ends
13 new OLE structures
6000m of cable installed
250m of Coper Adjustments

The majority of the trackwork utilised the Colas Rail UK Kirow 1200 crane to lift and install the track panels.
In Week 46, SRSA safely delivered a 200m section of Plain Line to enable the blockade works despite several inches of snow.

Speaking about the success of the scheme, Project Lead, Dave McCann said "the safe delivery of the Clacton programme of works is testament to the hard work of teams across multiple companies and disciplines. They dedicated their time and expertise (over many months) into planning, designing and deconflicting the various stages to work in unison during the blockade. Ultimately this allowed for a successful delivery when the time came, culminating in results all parties can be proud of." Despite the large scale of this project all works were completed and handed back to the client on time, to budget and without any incidents.

Photo: © Capital Delivery Eastern

CrossCountry

On April 25th, power car No. 43278 approaches Langley Mill with 1S51 12:27 Plymouth to Edinburgh, diverted via the Erewash valley due to engineering works. *Mark Pichowicz*



Class 220 018 and 220 023 (out of sight)await departure from York on March 31st, while working the 11:39 Newcastle to Penzance service. *Barry Longson*



Class 170 109 arrives at Stamford on May 5th working the 14:07 Cambridge to Birmingham New Street service. *Allison Twycross*



CrossCountry

Power car No. 43366 leads the 1V48 08:11 Leeds to Plymouth across the River Derwent near Ambergate on May 2nd. *Mark Pichowicz*

Running 87 minutes late owing to problems in the Rotherham area, CrossCountry HST led by power car No. 43357 passes Heeley loop working the 09:35 York to Bristol service on April 25th. *Lee Stanford*

Class 220 030 is seen at Leamington Spa on April 15th with a Birmingham New St. to Banbury service. *Allison Twycross*





DB Cargo

Class 66 188 shunts its own empties from the 06:32 DB Cargo Fan A&B (Wembley) to Peak Forest on a sunny March 29th. *Barry Longson*

DB Cargo

Class 60 017 passes through Greenbank station on the outskirts of Northwich at the head of the 09:30 Arpley Yard - Tunstead empty hoppers on April 13th. The station building here has been converted into a church. *Jeff Nicholls*



Class 66 172 passes Leaton on April 18th hauling the 6M30 11:17 Margam - Dee Marsh loaded steel. *Phil Martin*



On April 9th, Class 60 039 working the 6F07 Peak Forest - Dallam passes Tabley.
Mark Enderby



DB Cargo

Showing signs of a graffiti attack, Class 66 151 gets the 13:07 Dowlow Briggs to Ashburys under way past Peak Forest on March 29th. *Barry Longson*



Class pioneer, 66 001, is in charge of the 10:40 loaded 'Binliner' working from Knowsley to Wilton as it approaches Plumley's semaphore signal on April 21st. *Jeff Nicholls*



Class 66 019 with the Trafford Park to Southampton Western Docks passes Worting on April 12th. *Michael Bennett*



DB
Cargo

Class 66 152 with a special 6Z25 Westbury to Cricklewood DBC rounds Crofton Curve on April 20th.
Michael Bennett



Class 60 054 working the 6B33 tanks passes through Hungerford on April 20th.
Michael Bennett

New loco launched to celebrate the value of rail freight to Britain's economy

DB Cargo UK has launched a newly-liveried Class 90 locomotive to highlight the critical contribution made by rail freight to Britain's economy. The striking black Class 90 locomotive (90 039) bears the message "I am the backbone of the economy" and celebrates the findings of a new national report commissioned by the Rail Delivery Group (RDG) highlighting both the economic and environmental value of rail freight.

The new locomotive will be operating on key routes across the rail network over the coming months, reinforcing the role that rail freight plays in keeping Britain's economy moving.

Rail freight makes a major contribution to the economy, providing safe, sustainable and innovative logistics solutions for the movement of around £30 billion of essential products around Britain each year, as well as to and from mainland Europe.

The new research shows that rail freight contributes around £2.5bn to Britain's economy each year, with benefits dispersed from the South of England through the industrial Heartland of the Midlands, Wales and Northern England, up into the central belt of Scotland and beyond. Moving goods by rail also reduces congestion, emissions and noise on Britain's already crowded road network, removing an estimated 7 million HGV movements from the roads each year.

DB Cargo UK's CEO Andrea Rossi said: "Rail freight's role has become even more pivotal during the COVID-19 pandemic. I was proud when the Government designated rail freight employees as key workers as we have played a vital role in ensuring supermarket shelves have been kept stocked and things like fuel have continued to be readily available throughout the crisis. Going forward, the role that the industry plays could be enhanced further by us continuing to support the economic recovery from COVID-19 and assisting in levelling up the UK economy."

"At DB Cargo UK we're committed to making rail freight even greener. Back in December 2020, we successfully trialled the use of 100% renewable Hydro-treated Vegetable Oil (HVO) to power our diesel locomotives. This new and innovative fossil-free fuel can reduce greenhouse gas emissions by up to 90%. This makes rail freight a key player in helping the Government to achieve its target of becoming carbon neutral by 2050," he added.

David Turner, Rail Director at Malcolm Logistics, one of DB Cargo UK's key intermodal customers, said rail freight was the most reliable and punctual method of transporting goods across the country.

"Freight is actually more than this term freight. It's what we consume, it's what we buy, it's what we drink, it's what we eat. Freight is essential to the delivery of our normal day-to-day life," he said.



"The logistics world in which we operate is all about performance. Rail freight is offering a very high level of punctuality, alongside environmental benefits. It's delivering something that's difficult to replicate across other modes of transport. The UK without rail freight today would put millions of vehicle journeys back on the road," he added.

DB Cargo

Diverted due to Easter engineering work at Warrington Bank Quay, Class 66 004 is captured at a bright but cold East Didsbury on April 5th, in charge of the 05:37 Margam to Hardendale Quarry. *Barry Longson*

Class 60 017 hauling the 6H02 Arpley - Tunstead passes Tabley on April 12th. *Mark Enderby*

Class 66 054 is seen at Leaton on April 25th hauling the 6M30 11:17 Margam TC - Dee Marsh Reception Sidings. *Keith Davies*







DB Cargo

On April 15th, Class 66 104 passes Tabley working the 6V11 Dowlow - Theale.
Mark Enderby



On April 14th, Class 66 005 'Maritime Intermodal One' passes through Doncaster working light engine from Wakefield Europort - Belmont Down Yard. *Michael Lynam*



Class 66 001 hauling the 6E26 Knowsley - Tees is seen at Tabley on April 15th.
Mark Enderby



DB Cargo

Class 66 134 heads past Culcheth on April 17th with a couple of wagons in tow.
Jeff Nicholls

On April 17th, Class 66 002 with the 6O16 Ditton to Dollands Moor passes Carterhouse Jct.
Mark Enderby

Class 60 054 (Powered by HVO) approaches Wickwar on April 14th with 6B13 04:19 Robeston to Westerleigh loaded tanks.
Christopher Perkins







DB Cargo

Class 66 001 was built in 1998 and is still doing what it was made to do. On April 6th it was seen at Moore (south of Warrington) in charge of the 10:40 Knowsley to Wilton containerised waste train. *Barry Longson*



Class 60 017 with the 6H02 Arpley - Tunstead is seen at Ashley on April 20th. *Mark Enderby*



DB Cargo

With a payload of just two flats, Class 66 059 heads away from Mauldeth Road on April 2nd with the late running 08:36 Bescot to Trafford Park. *Lee Stanford*

On April 14th, Class 66 206 passes through Doncaster with a rake of MBA Monster Box Wagons working from Scunthorpe Roxby Gullet to Rossington Loading Point. *Michael Lynam*

Class 60 017 passes through Acton Bridge on April 21st hauling a rake empty hoppers from Warrington Arpley - Tunstead. *Michael Lynam*





DB Cargo

Class 60 017 with the 6H02 Arpley - Tunstead passes Tabley on April 19th. *Mark Enderby*

On April 16th, Class 66 001 working the 6E26 Knowsley - Tees is seen at Lostock Grahlam. *Mark Enderby*



DB Cargo

Class 66 003 with the 6C03 Northolt to Severnside is seen near Shrivenham on April 26th. *Michael Bennett*



Class 60 017 with the 6H02 Arpley - Tunstead passes Plumley on April 23rd.
Carl Grocott



Class 66 133 is seen at speed passing Stafford on April 16th, while in charge of the 13:15 Trafford Park to London Gateway intermodal.
Barry Longson



DB Cargo

Class 60 092 hauling the 6E59 Kingsbury - Lindsey tanks passes Elford on April 22nd. *Carl Grocott*

DB Cargo

Class 66 070 approaches Bryn with the Seaforth to Mossend intermodal service on April 8th. *John Sloane*

Class 66 164 passes Bayston Hill with the 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on April 13th. *Keith Davies*

On April 8th, Class 66 154 is seen at Meole Brace working the 6V75 09:30 Dee Marsh Reception Sidings to Margam T.C. *Keith Davies*







DB Cargo

Class 90 036 and 90 019 run downhill from Coppull past Bradley with the 4M25 Mossend to Daventry on April 1st. *John Sloane*

Class 66 059 passes Standish with the Seaforth to Mossend intermodal on April 14th. *John Sloane*

On April 19th sees Class 66 102 and 66 158 pass Moore, working the 09:23 Bescot to Arpley sidings. *Barry Longson*







DB Cargo

On April 30th, Class 66 105 working the 6E26 Knowsley - Wilton bins passes Moore. *Mark Enderby*



On April 19th, Class 66 117 passes through Ashley working the 6L11 Dowlow - Wembley. *Mark Enderby*



Class 60 017 is seen at Walcot with the 6G51 13:10 Donnington RFT - Arpley Yard on April 15th. *Keith Davies*



DB Cargo

Class 66 044 passes Bennerley on April 11th with the 6T51 08:05 Holmes Jct. to Toton North Yard.
Mark Pichowicz

DB Cargo

Class 66 074 passes Kempseye on April 15th with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

Class 66 020 pulls out of Swindon East Loop on April 12th with a westbound freight. *Ken Mumford*

On April 30th, Class 60 040 approaches Acton Bridge. *Brian Battersby*







DB Cargo

Class 66 015 is seen passing Melton Mowbray signal box with a half empty 10:59 East Midlands Gateway to Felixstowe North on April 22nd. *Barry Longson*

On April 18th, the day dawned nice and sunny, so it was off to Appleby for Class 66 136 working 6B06, comprising 15 autoballasters, from Newark Castle via Lincoln and Barnetby to Doncaster Up Decoy. *Steve Thompson*

Class 66 002, in the revised EWS livery, crosses the Adam Viaduct, over the River Douglas, at Newtown Wigan, with the 10:40 Knowsley to Wilton bin train. The Viaduct was built in 1946, and was the first structure in the UK, built using pre-cast concrete, and is a grade 2 listed. *Paul Senior*







DB Cargo

Class 60 017 passes Duncote Mill on April 15th working the 6G51 07:45 Arpley Yard - Donnington RFT. *Keith Davies*

Class 90 029, 90 039 and 66 024 pass Euxton on a Carlisle to Crewe Electric depot move on April 11th. *John Sloane*

Class 66 089 passes Charnock Richard with the 4M25 Mossend to Daventry on April 19th. *John Sloane*







DB Cargo

Class 90 029 leads 90 039 and 66 024 as 0Z29 Carlisle Yard - Crewe Electric Depot through Beck Foot on April 11th. *Michael J Alderdice*



Class 67 005 passes Duncote Mill on April 29th with the 6G51 07:46 Arply Yard - Donnington RFT. *Keith Davies*



Class 66 047 is seen at Charnock Richard hauling the 4M25 Mossend to Daventry on April 28th. *John Sloane*



DB Cargo

The 07:07 Mossend to Daventry is normally in the hands of a pair of Class 90s, but on April 19th, DB entrusted Class 66 089 and is seen passing Moore, 41 minutes late. *Barry Longson*

On April 18th, Class 66 130 descends Appleby Bank working 6K23 empties from Santon FOT to Immingham BT. *Steve Thompson*

Class 60 017 working the 6H03 Arpley - Tunstead passes through Mobberley on April 23rd. *Mark Enderby*





DB Cargo

Class 66 181 passes Hallam Fields Lock with 6V81 13:30 Masborough to Cardiff Tidal on April 17th. *Mark Pichowicz*

Class 66 074 approaches Wilson's Crossing on April 8th working 6M45 0649 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd. *Derek Elston*

On April 23rd, Class 60 039 hauling the 6F07 Peak Forest - Dallam loaded stone passes Ashley. *Mark Enderby*







DB Cargo

Class 66 074 approaches Shrewsbury on April 16th working the 6V75 09:29 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

On April 30th, Class 60 040 passes Mobberley working the 6F07 Peak Forest - Dallam. *Mark Enderby*

On April 21st, Class 66 023 leaves the loop at Acton Bridge and rejoins the main line working a car component train from Dollands Moor - Ditton Foundry Lane. *Michael Lynam*





DC Rail Freight

On April 9th, Class 60 028 leads the 5Q30 09:31 DB Cargo Fan A And B Sidings to Derby Litchurch Lane through Wellingborough with 730 101 and 60 046 ‘William Wilberforce’ on the rear. *Derek Elston*

Class 730 101 is seen in the consist of 5Q30 09:31 DB Cargo Fan A And B Sidings to Derby Litchurch Lane as it passes through Wellingborough on April 9th, hauled by Class 60 028. *Derek Elston*

Class 60 046 ‘William Wilberforce’ passes Wilson’s Crossing light engine as 0Z60 11:00 Chaddesden Sidings to DB Cargo Fan A And B Sidings on April 8th. *Derek Elston*







Direct Rail Services

Class 37 402 and 37 407 working the 6Z37 Parkston to Westbury TC is seen near Bedwyn on April 21st. *Michael Bennett*



Class 88 004 heads through Gatley with the diverted 06:24 Daventry (Tesco) to Mossend on April 2nd. *Lee Stanford*



Class 37 407 'Blackpool Tower' runs light past Bradley during a Crewe - Carlisle - Crewe working on March 31st. *John Sloane*



Direct Rail Services

At the time this photograph was taken Class 66 108 was the last former DB Class 66 on long term hire to DRS still in its old livery. The loco has now been repainted but on April 15th was captured at Hellifield working the 6K05, 12:46 Carlisle to Crewe Basford Hall. *Lee Stanford*



Class 88 008 with the 4M27 Mossend - Daventry passes Clive Green on April 16th. *Mark Enderby*



Direct Rail Services

On March 29th, Class 66 427 sits stabled, while sister loco 66 423 carries out shunting duties at Peak Forest. *Barry Longson*

Class 66 301 passes Balshaw Lane Junction hauling the 6K05 engineer's train from Carlisle to Crewe on April 20th. *John Sloane*

As well as being diverted via Manchester, April 3rd also saw the 06:40 Daventry (Tesco) to Mossend service hauled by Class 68 002 and 68 005 and the pair are seen here approaching East Didsbury. *Lee Stanford*







Direct Rail Services

Diverted due to engineering work around Warrington, Class 88 004 climbs towards East Didsbury while in charge of the 06:24 Daventry to Mossend on April 2nd. *Barry Longson*



Class 88 009 hauls a well loaded 4S43 Daventry - Mossend 'Tesco Express' just north of Penrith on April 30th. *Colin Kennington*

Class 37 716 joins its sister 37 422 on the stabling point at York, on a very warm and bright March 31st. *Barry Longson*





Direct Rail Services

On February 27th, Class 88 010 speeds through Tamworth with a Mossend - Daventry intermodal.
Paul Godding

Direct Rail Services

Class 88 005 and 68 018 pass Bennerley Viaduct on April 5th with the diverted 4M27 05:47 Mossend Down Yard to Daventry Int Rft Recep Fl working.
Mark Pichowicz

Direct Rail Services

Class 88 008 and 68 003 approach Langley Mill working a diverted 4S45 14:10 Daventry to Grangemouth on May 25th. *Mark Pichowicz*



Class 37 422 working the 6Z22 Derby - Tyne passes Milford on April 30th. *Carl Grocott*



Class 37 407 ‘Blackpool Tower’ and 37402 ‘Stephen Middlemore 23.12.1954 - 8.6.2013’ are seen stabled at Norwich adjacent to the the station on April 19th. *Derek Elston*



Direct Rail Services

Diverted from its usual route sees Class 88 005 approaching Mauldeth Road working the 05:47 Mossend to Daventry on April 2nd.
Lee Stanford

A very clean pioneer Class 88 001 'Revolution' clatters over Winwick Junction at speed, with the 12:16 Daventry to Mossend Intermodal on April 19th. *Paul Senior*

On an overcast April 3rd, Class 88 005 is seen on the approach to Gatley, with a diverted Mossend to Daventry intermodal service.
Barry Longson







East Midlands Railway

Class 158 773 passes Kidsgrove on April 24th with a Crewe - Derby service. *Brian Battersby*

On April 23rd, power car No. 43309 slows for the station stop at East Midlands Parkway working 1B63 16:45 Nottingham to London St. Pancras. *Mark Pichowicz*

The Flying Tomato, power car No. 43238, heads south at Chevin at the head of 1C43 10:17 Leeds to London St. Pancras on April 18th. *Mark Pichowicz*

Class 222 018 stands at Leicester on April 23rd working a London St. Pancras - Sheffield service. *Brian Battersby*









East Midlands Railway

On April 30th, power car No. 43102 accelerates away from East Midlands Parkway with 1B69 17:45 Nottingham to London St. Pancras service. *Mark Pichowicz*



Power cars No. 43274 starts to pick up speed as it heads away from Nottingham with 1B69 17:45 Nottingham to London St Pancras service on April 19th. *Mark Pichowicz*



Power cars Nos. 43274 and 43102 ‘The Journey Shrinker’ cross 14 Arches Viaduct working 1C61 14:31 Leeds to London St. Pancras International service on April 18th. *Derek Elston*



East Midlands Railway

Matching Class 158 854 and 158 856 speed past New Mills South Jct. working the 11:51 Liverpool Lime Street to Norwich service on March 30th. *Lee Stanford*

Power cars Nos. 43102 and 43274 working the 5M17 London St. Pancras - London St. Pancras pass Ashwell level crossing on April 22nd. *Carl Grocott*

Power car No. 43274 is seen leading the 5M17 London St. Pancras - London St. Pancras past East Goscote on April 22nd. *Carl Grocott*







East Midlands Railway

The only HST power car to carry the new EMT livery is No. 43274 and is seen in lovely evening sunshine passing Loughborough working the 14:34 London St. Pancras to Nottingham service on April 16th. *Lee Stanford*

Power car No.43238 speeds through Loughborough on April 16th working the 16:45 Nottingham to London St. Pancras service. *Lee Stanford*

Power car No. 43272 passes Sawley on a glorious Spring morning with 1C15 05:19 Leeds to London St. Pancras, April 22nd. *Mark Pichowicz*







East Midlands Railway

I wonder how many of the residents of Beeston realise that the days of the HST's on the MML are numbered as InterCity liveried No. 43102 passes their back gardens working the 17:45 Nottingham to London St. Pancras on April 16th.
Lee Stanford

A mixed pair of Class 156 410 and 158 856 approach Levenshulme on April 2nd working the 14:51 Liverpool Lime Street to Nottingham service.
Lee Stanford

EMT liveried power car No. 43274 is seen shortly after passing Tapton Junction having travelled via Beighton Jct. with the 14:31 Leeds to London St. Pancras service on April 18th. *Lee Stanford*







East Midlands Railway

Power car No. 43274 stands at East Midlands Parkway on April 23rd with a Nottingham - London St. Pancras service. *Brian Battersby*

Class 180 111 heads South at Irchester with 1B51 14:12 Nottingham to London St. Pancras International service on April 24th. *Derek Elston*

Power cars Nos. 43102 and 43274 pass Cossington on April 22nd working the 1B23 Leeds - London St. Pancras service. *Carl Grocott*







East Midlands Railway

HST power car No. 43102 passes Melton Mowbray with the 10:20 London St. Pancras to London St. Pancras ECS move on April 22nd. Sister No. 43274 was on the rear. *Steven Beesley*

Power car No. 43272 leads 43238 on the 17:45 Nottingham to London St. Pancras service through Beeston on April 22nd.
Barry Longson

Class 222 007 hammers past Isham working the 1B12 06:31 Nottingham to London St. Pancras International on April 23rd. *Derek Elston*







East Midlands Railway

Class 360 113 passes Isham 20 minutes early working the 3Y60 09:10 Kettering Stabling Sidings to Kentish Town driver training run on April 30th. *Derek Elston*

Class 222 007 passes Irchester on April 24th working the 1F40 13:47 London St. Pancras International to Sheffield service. *Derek Elston*

Inter City liveried power car No. 43102 is seen passing the signal box at Melton Mowbray working the 12:20 Leicester to London St. Pancras empty stock move on April 22nd. *Lee Stanford*







Freightliner

Class 70 019 hauling the 4M55 09.02 Southampton - Lawley Street passes through Worting on April 8th. *Michael Bennett*

Class 59 103 passes through Wyke on April 8th with the Woking stone empties.
Michael Bennett

On April 2nd, Class 66 536 heads north through Stafford with a Crewe Basford Hall bound engineers working. *Paul Godding*







Freightliner

A superb Spring day finds Class 66 515 approaching Plumley's semaphore with the 11:12 empty refuse containers from Runcorn to Brindle Heath, April 13th. *Jeff Nicholls*

Class 70 016 has charge of a shorter than normal load with the 11:04 Hardendale Quarry to Tunstead sidings, as it passes Winwick on March 30th. *Barry Longson*

Class 70 016 with the Southampton to Lawley Street passing through Worting on April 12th. *Michael Bennett*







Freightliner

Class 66 568 with the 6A74 Whatley to Theale rounds Crofton curve on April 20th.
Michael Bennett

On April 17th, Class 70 014 working the 6F33 Bredbury - Runcorn passes Plumley.
Mark Enderby

Class 66 620 passes Harrowden Junction on April 23rd working the 08:35 Toton Centre to Elstow Redland Siding. *Derek Elston*







Freightliner

Class 66 522 on the 6A27 East Usk to Hayes and Harlington rounds Crofton curve on April 20th. *Michael Bennett*

Freightliner

On a sunny and warm April 4th, Class 66 536 speeds through Cheadle Hulme working the 12:10 Balshaw Lane to Crewe Basford Hall engineers train. *Barry Longson*

Running 25 minutes early, Class 70 014 crosses the Trent and Mersey Canal on the outskirts of Northwich with the 13:30 Runcorn Folly Lane - Northenden empty Binliner on April 13th. *Jeff Nicholls*

Class 66 524 on the 6C58 Banbury Road empties is seen near Hungerford on April 20th. *Michael Bennett*







Freightliner

Class 70 010 is seen crossing Stockport viaduct on April 7th and is running to time with the 09:16 Bredbury RTS to Runcorn Folly Lane loaded waste train. *Barry Longson*

On April 14th, Class 66 540 passes through Doncaster working a Felixstowe - Leeds FLT liner. *Michael Lynam*

On April 16th, Class 90 003 and 90 045 working the 4M45 Felixstowe - Garston liner pass Clive Green. *Mark Enderby*







Freightliner

Class 59 104 passes Bedwyn with an Acton to Merehead working on April 21st.
Michael Bennett



Class 70 010 with the 6F33 Bredbury - Runcorn passes Tabley on April 19th. *Mark Enderby*



Class 66 415 (with 66 538 on the rear) are seen on Battlefield Bank with 6Y11 06:00 Marshbrook Crossing to Crewe PAD on April 4th.
Keith Davies



Freightliner

On April 21st, Class 66 523 heads through Acton Bridge with chemical tanks from Runcorn Folley Lane - Crewe Basford Hall.
Michael Lynam



On April 23rd, Class 70 010 passes Mobberley working the 6F33 Bredbury - Runcorn.
Mark Enderby



Class 66 553 approaches Acton Bridge on April 21st heading a Felixstowe - Garston FLT liner.
Michael Lynam



Freightliner

On April 17th, Class 66 597 passes through Stratford with a Chelmsford to Acton working. *Paul Godding*

Class 66 515 passes Harlescott with 6Y16 09:58 Craven Arms - Crewe Basford Hall ballast on April 18th. *Keith Davies*

Class 66 520 climbs Battlefield Bank on April 25th with the 6Y12 04:30 Dorrington - Crewe Basford Hall. *Keith Davies*







Freightliner

Class 66 617 hauling the Woking stone empties passes through Worting on April 12th. *Michael Bennett*

Class 59 004 with a Whatley to Dagenham Dock working is seen near Crofton on April 21st. *Michael Bennett*

Class 66 955 is seen on Battlefield Bank with the 6Y11 05:15 Marsh Brook Level Crossing - Crewe PAD on April 25th. *Keith Davies*







Freightliner

On April 9th, Class 70 014 working the 6H51 Hardendale - Tunstead passes Tabley. *Mark Enderby*



Class 70 010 approaches Acton Bridge on April 21st hauling a bin train from Bredbury R.T.S. - Runcorn Folley Lane. *Michael Lynam*



Class 66 564 heads south through Acton Bridge on April 21st with a liner from Ditton (O'Connor) to Felixstowe North FLT. *Michael Lynam*



Freightliner

Class 66 587 climbs Battlefield Bank with the 6G68 10:35 Donnington RFT - Crewe Holding Sidings on April 24th, conveying a new TfW unit. *Keith Davies*

Class 66 537 is seen on Battlefield Bank with the 6Y12 04:30 Dorrington - Crewe Basford Hall on April 18th. *Keith Davies*

Class 66 514 approaches Swindon on April 9th working 6C48 Banbury Reservoir to Bristol FLT. *Ken Mumford*





Freightliner

On a bright but cold April 13th, Class 70 014 is seen passing Ashley in Cheshire, working the 09:16 Bredbury RTS to Runcorn waste train.
Barry Longson

Class 66 953 with a third Newbury to Westbury engineers train on May 2nd passes Crofton
Michael Bennett

Class 70 004 with the 09:16 loaded Binliner from Bredbury to Runcorn rolls downhill towards Lostock Gralam station on April 27th.
Jeff Nicholls







Freightliner

On May 2nd, Class 66 613 is seen near Crofton with a very late Newbury to Westbury engineers train.
Michael Bennett



Freightliner hauls record aggregate tonnage for Mendip Rail

The month of March 2021 proved to be a key milestone for Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), and Mendip Rail, when Freightliner hauled the single largest volume of aggregate in Mendip Rail's history at 796kt, running an average 120 trains per week and surpassing the previous 761kt record set by Freightliner in March 2020.

Since the commencement of Freightliner's contract with Mendip Rail Ltd., a joint venture between two of the UK's largest aggregate/ cement producers Hanson Aggregates and Aggregate Industries, in November 2019, and despite the challenges of COVID-19, Freightliner has continued to haul significant volumes of aggregate from quarries in the Mendips, Northern Somerset to terminals in London and the Southeast of England for use in various construction projects including HS2, housing and road improvements.

With the focus on sustainability, the Freightliner/ Mendip partnership has not only trialled the longest and heaviest (4,000 tonne) train on the UK network with a single locomotive using 100% sustainable fuel, but also has recently achieved the internationally recognised ISO14001 Environmental Management Systems standard at Freightliner's Vehicle Maintenance Facility in Merehead.

"Rail freight already plays a leading role in the low-carbon logistics sector, with each freight train producing 76% fewer carbon emissions per tonne moved compared to road," said Chief Executive Officer for G&W UK/Europe Region companies Eddie Aston. "Moving increased volumes by rail will go a long way towards meeting government decarbonisation targets, and the added ISO14001 accreditation means that we will continually challenge ourselves to ensure we maintain the ISO Environmental Management Systems standards, reducing our impact on the environment even further."

Jason Black, Director Mendip Rail Limited said: "The achievement of another monthly record is a reflection on the strong demand in the construction sector and the increasing importance rail freight plays in supplying a broad range of construction projects. Records are not set by themselves and Mendip Rail would like to thank Freightliner and our other supply chain partners in making it happen.

"At Mendip Rail, we were delighted to have been asked to take part in the 100% sustainable fuel trial. Not only did the trial record significant carbon reductions but also particulate emission reductions, which is a particularly important air quality measure in urban areas"

Freightliner

Class 66 534 passes Barrow upon Trent with a short Toton North Yard to Crewe Basford Hall working on April 19th. *Mark Pichowicz*

On April 23rd, Class 66 610 heads north at Loughborough with the 6M91 11:10 Theale (Lafarge) to Hope (Earles Sidings).
Mark Pichowicz

On April 23rd, Class 70 014 working the 6J34 Runcorn - Brindle Heath passes Northwich West Jct. *Mark Enderby*







Freightliner

Class 59 206 with the 7C77 Acton to Merehead empties passes through Hungerford on April 20th. *Michael Bennett*

Class 66 415 'You Are Never Alone' approaches the site of the long closed Roade station working 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner on April 7th.
Derek Elston

On April 8th, Class 66 529 crosses the River Nene at Northampton working 4O90 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T.
Derek Elston







Freightliner

Class 66 606, 66 501 ‘Japan 2001’, 59 102 ‘Village of Chantry’ and 59 002 ‘Alan J Day’ form a late running 0F59 09:13 Westbury Down Yard to Leeds Balm Road Loco via Cogload Junction and Bristol, passing Hutton Moor on the Weston-super-Mare avoiding line on April 17th. *Christopher Perkins*



Class 59 205 working the 7B12 Merehead to Wootton Bassett passes through Swindon on April 9th. *Ken Mumford*



Class 70 014 is seen at Balshaw Lane Junction with a Hardendale to Tunstead stone working on April 8th. *John Sloane*



Freightliner

Class 66 507 passes the site of the closed Roade station working the 4M58 09:30 Southampton M.C.T. to Garston F.L.T. on April 7th.
Derek Elston

Class 66 619 'Derek W. Johnson MBE' leads the 05:22 Tunstead Sidings - West Thurrock Sidings between Corby and Kettering on April 23rd.
Derek Elston

On April 30th, Class 66 618 'Railways Illustrated Annual Photographic Awards - Alan Barnes' passes Isham working the 04:00 Tunstead Sidings to Elstow Redland Sidings.
Derek Elston







Freightliner

On April 8th, Class 66 617 passes Winterstoke Road on the Weston-super-Mare avoiding line, with 7C28 14.21 Exeter Riverside Yard to Whatley Quarry diverted via Bristol and Bath with a consist of JYA and JNA empty stone boxes. *Christopher Perkins*

On April 15th, Class 59 002 is seen at Swindon working a Merehead to Wootton Bassett stone train, being passes by a GWR IEP.
Ken Mumford

Class 90 044 leads 90 004 with the 4M87 Felixstowe - Trafford Park past Heamies Farm on April 19th. *Carl Grocott*





Freightliner

Class 66 621 is pictured on Condover Bank with 6M39 15:36 Port Talbot Grange Sidings - Crewe Basford Hall on April 25th. *Keith Davies*

On April 18th, Class 66 515 passes Battlefield hauling the 6Y16 09:58 Craven Arms - Crewe S.S.M. *Phil Martin*

Class 66 571 creeps out of the loop at Melton Mowbray on April 22nd, having been held while working the 08:01 Felixstowe North to Crewe Basford Hall. *Barry Longson*







Freightliner

On April 23rd, Class 66 601 passes Ashburys Crossing with a west bound stone train. *Ken Mumford*

Working in multiple, Class 90 041 and 90 010 approach Wilson's Farm Crossing with 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. on April 7th. *Derek Elston*

Class 66 515 working the 6J34 Runcorn - Bredbury passes Tabley on April 15th. *Mark Enderby*







Freightliner

Class 59 001 passes through Grateley on May 6th with the Woking stone empties.
Michael Bennett

On Sunday April 25th, after its Saturday night's exertions, Class 66 551 and 66 506 top'n'tail 6Y31 from Brocklesby to Doncaster Up Decoy, seen approaching Scunthorpe station.
Steve Thompson

Class 70 010 hauling the 6H35 Runcorn - Northenden passes Northwich on April 23rd.
Mark Enderby







GBRf

Class 66 744 passes Walcot on April 19th working the 6M05 11:43 Bardon Hill - Coton Hill empty stone.
Phil Martin

GBRf

Class 60 076 ‘Dunbar’ hurries through Earlestown at Sankey Street bridge with empty Biomass hoppers from Drax power station to Liverpool Docks on April 10th. *Dave Harris*

Class 66 707 with the 14:14 Penyffordd - Avonmouth loaded cement passes Leaton on April 18th. *Phil Martin*

Class 66 708 slows for its booked stop with the 12:40 Doncaster Down Decoy to Peak Forest on March 29th. *Barry Longson*







GBRf

Diverted from its usual route through Warrington, Class 66 702 has just come via Parkside Junction with the Clitheroe - Avonmouth loaded cement train on April 5th. *Jeff Nicholls*



GB Railfreight announce new contract with Celsa

GB Railfreight (GBRf) are very pleased to announce the commencement of a new twelve-year contract with Celsa Steel UK, the largest manufacturer of steel reinforcement in the UK and one of the largest producers of other long steel products. Building upon an existing relationship of ten years, GBRf will provide internal shunting services including a supply of remote-control shunt locomotives, train crews and ancillary services. There will also be a dedicated team of shunt crews operating shunt movements on a permanent basis to ensure the smooth-running of the service.

As part of the contract, all internal rail movements will be undertaken by GBRf, including the transportation of inbound scrap metal for steel production, hot billets for processing into finished goods, and outbound movements of finished products. Furthermore, GBRf will assist Celsa with managing internal track and wagon maintenance assessments that are vital in keeping the service operational. This is further evidence of the resilience and flexibility of what GBRf can offer to a variety of industries within the UK. The contract also marks a commitment from GBRf and Celsa to assess more environmentally friendly alternatives for locomotive supply to be explored as part of the contract, demonstrating a clear commitment to continue work towards a decarbonised transport system.

John Smith, Managing Director of GB Railfreight, said:
"I am delighted to announce that we are expanding on our relationship with Celsa. We have a strong relationship going back many years and we are delighted to continue it until 2033. This service will be a vital part of the UK's steel industry, which we are incredibly proud to be supporting. In addition, the shift to rail freight is a vital part of decarbonising our transport system. Our partnership with Celsa shows our commitment to using innovative solutions to reach the ambitious target of net zero emissions by 2050 and we hope to build on this going forward."

Luis Sanz, CEO and Managing Director of CELSA said:
"CELSA Steel has been part of the Cardiff industrial landscape for the last two decades and intends to build on our strong business foundations for many years to come, providing vital low carbon steel products for numerous construction projects throughout the UK. Our success is guaranteed through strong partnerships with those who want to come on our exciting journey and this long term contract with GBRf represents another step on our path to sustainability.
We can be proud of our heritage and we look forward to overcoming challenges together as we work to enhance our business and eliminate our carbon footprint."

GBRf

On April 14th, Class 66 748 'West Burton 50' passes Oldmixon on the Weston-super-Mare avoiding line with 5C20 14:43 Long Marston to Laira Depot. With Ex FGW stock Nos. 43196, 42094, 43086, 43078, 42095 and 43069. *Christopher Perkins*



GBRf

March 31st saw an engineers train top and tailed by Class 66 755 and 66 743 working the 17:12 Doncaster Down Decoy to West Sleekburn Junction. Here Scotsman liveried 66 743 is seen on the rear. *Barry Longson*

The unusual sight of twin tugs as Class 60 056 leads 60 002 on the late running 16:28 Drax - Liverpool Biomass empties, seen at Culcheth on April 8th. *Jeff Nicholls*

Class 66 705 'Golden Jubilee' heads through Red Bank with a rake of Mk3 stock on 5S59 Long Marston - Mossend, April 20th. *Dave Harris*







GBRf

A quiet Peak Forest on April 25th sees Class 66 709 stabled on a rake of wagons as DRS owned shunter 66 423 waits its next turn of action. *Lee Stanford*

Class 66 714 passes the classic location at Plumley on the Cheshire Line while working the 07:11 Liverpool Biomass Terminal to Drax on April 15th. *Lee Stanford*

Class 66 756 ‘Tom Berkley OBE RFG Chairman 1997-2018’ and 66 768 approach Wilson’s Crossing with the 6Z50 09:00 Kings Norton OT Plant Depot to Horsham Up T.C., returning RHTT stock on April 7th. *Derek Elston*







GBRf

Class 60 076 ‘Dunbar’ heads between the junctions through Parkside at the site of Huskisson Memorial with 6M36 Drax to Liverpool Docks empty Biomass hoppers on March 25th. *Dave Harris*

Class 66 710 passes Worting with the 4O46 Trafford Park to Southampton on April 8th. *Michael Bennett*

Class 66 791 on the 0Y48 Eastleigh to Hoo Junction passes Worting on April 8th. *Michael Bennett*







GBRf

Class 66 765 approaches the site of the long closed Roade station working the 4M47 12:18 London Gateway GBRf to Hams Hall GBRf on April 7th. *Derek Elston*



Class 60 056 passes Lostock Grahlam on April 22nd working the 6E09 LBT - Drax Biomass. *Mark Enderby*



On May 5th, Class 66 746 heads through Warrington Bank Quay with the 4F62 East Midlands Gateway - Seaforth. *Mark Enderby*



GBRf

Class 60 076 grinds its way out of Northwich and passes the pipework of the Imerys works with the 11:15 Liverpool - Drax loaded Biomass train on April 13th. *Jeff Nicholls*



Class 66 748 passes Worting with the 6M26 Eastleigh to Mountsorrel on April 8th.
Michael Bennett



A predominantly cloudy afternoon on April 7th, saw a lucky spell of sunshine coincide with Class 66 738 passing Acton Bridge in charge of the 11:15 Liverpool Biomass Terminal to Drax.
Lee Stanford



GBRf

On April 13th, Class 66 748 ‘West Burton 50’ hauls former FGW power cars Nos. 43197, 43193, 43087 and 43056 running as 0C20 12:41 Long Marston to Laira Depot passing Oldmixon on the Weston-super-Mare avoiding line.
Christopher Perkins

GBRf

Diverted from its usual route through Warrington, Class 66 702 has just come via Parkside Junction with the Clitheroe - Avonmouth loaded cement train on April 5th.
Jeff Nicholls

On April 2nd, Class 66 741 is seen passing Mauldeth Road, working the 03:10 Felixstowe North to Trafford Park intermodal.
Barry Longson

With Class 60 087 in charge, the 09:10 loaded stone train from Tuebrook Sidings to Ashton-in Makerfield reverses cautiously along the old branch line to the Hanson Aggregates Terminal on April 8th. *Jeff Nicholls*







GBRf

Class 60 002 ‘Graham Farish 50th Anniversary 1970-2020’ heads through Parkside with 6M36 Drax power station - Liverpool Docks consisting of empty Biomass hoppers on March 31st.
Dave Harris

On April 8th, Class 60 087 leads the first of the day’s two Tuebrook - Ashton-in-Makerfield stone terminal workings across Carr Mill Viaduct, near St. Helens. Given decent traffic conditions it is easy to catch this train here and then again much closer to its destination.
Jeff Nicholls

Diverted from its normal route via Warrington because of engineering work, Class 66 702 approaches Mauldeth Road with the 08:55 Gloucester to Clitheroe on April 2nd.
Lee Stanford







GBRf

On April 12th, Class 66 788 ‘Locomotion15’ is seen on the rear of 5Q80 06:54 Eastleigh Trsmd to Widnes Transport Tech conveying Class 701 005 with 66 748 ‘West Burton 50’ leading. *Derek Elston*



Class 66 747 hauling the 4Y19 Mountfield to Southampton gypsum empties passes Worting on April 12th. *Michael Bennett*



On April 1st, Class 66 710 heads through Wellington with a Donnington RFT - Southampton working. *Paul Godding*







GBRf

Class 66 719 on the 6O41 Westbury to Eastleigh engineers passes through Dean on April 13th. *Michael Bennett*



On April 12th, Class 60 056 working the 6E09 LBT - Drax passes Tabley. *Mark Enderby*



On April 2nd, Royal Scotsman liveried Class 66 746 runs light engine through Stafford. *Paul Godding*



GBRf

On April 19th, Class 66 753 working the 6E09 LBT - Drax passes Tabley. *Mark Enderby*

Class 66 780 on the 4M46 Southampton to Trafford Park passes Worting on April 12th. *Michael Bennett*

Class 66 707 passes Kempseye on April 25th with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*







GBRf

On April 16th, Class 66 707 hauling a short 6M42 Avonmouth - Penyffordd heads through Wellington. *Richard Hargreaves*

Class 66 747 is seen at Duncote Mill with 6M05 10:40 Acton Bridge to Coton Hill Yard on April 28th. *Keith Davies*

Class 66 791 passes Duncote Mill on March 29th with 6M05 10:51 Tinsley Yard - Coton Hill Yard. *Keith Davies*







GBRf

On April 23rd, Class 60 002 working the 6E10 LBT - Drax heads through Greenbank.
Mark Enderby

On May 4th, in-between night time driver route familiarisation runs, Class 73 962 was found stabled next to Platform 1 at Manchester Piccadilly. *Lee Stanford*

Class 66 753 working the 6E09 LBT - Drax Biomass passes Mobberley on April 23rd.
Mark Enderby







GBRf

On April 20th, Class 66 757 working the 4F62 East Midlands Gateway to Seaforth passes Norton Crossing.
Mark Enderby



Class 66 707 passes Meole Brace with the 4V41 14:14 Penyffordd Cement to Avonmouth Hanson Sidings on April 4th. *Keith Davies*



Class 66 752 with an Acton to Portbury working heads through Swindon on April 7th.
Ken Mumford



GBRf

On May 4th, Class 66 755 heads past Ashbury Crossing. *Ken Mumford*

Class 66 707 heads past Walcot on April 19th with the 6M42 09:06 Avonmouth Hanson Sidings - Penyffordd Cement. *Keith Davies*

Class 66 705 with the 5S59 Long Marston - Mossend Mk3 stock move passes Norton Crossing on April 20th. *Mark Enderby*







GBRf

On May 4th, Class 66 704 hauls 69 001 (the former 56 031) and 66 794 as 0O69 Longport FD to Eastleigh Works through Swindon. Due to a signalling fault between Southcote Jct. and Basingstoke this train was diverted at Didcot to run via Swindon, Westbury and Salisbury to get to Eastleigh. *Colin Pidgeon*



Class 66 782 working the 6V32 Tilbury to Trostre passes through Swindon on April 9th.
Ken Mumford

Class 60 087 backs the Tuebrook to Ashton stone train down the branch from Golborne to Edge Green on April 8th. *John Sloane*





GBRf

Class 66 714 passes Charnock Richard hauling a Barton and Broughton to Crewe engineer's train on April 18th. *John Sloane*

Class 66 713 heads through Swindon on April 12th with the 5Q30 08:33 Ely (Papworth Sidings) to Newport Docks. *Ken Mumford*

Class 66 711 with a Newport bound scrap train heads through Swindon on April 7th. *Ken Mumford*







GBRf

Class 66 744 passes Stanton Gate with 6G40 13:58 Dore South Junction to Toton North Yard on April 17th. *Mark Pichowicz*

Class 66 791 passes Melton Mowbray running 50 mins early with a working from Whitemoor Yard to Mountsorrel on April 22nd.
Steven Beesley

Class 66 704 hauls 69 001 and 66 794 through Dunbridge on May 4th, rerouted due to a massive points failure near Reading.
Michael Bennett







GBRf

With a covering of limestone dust, Class 66 716 passes Chapel en le Frith working the 09:07 Wellingborough to Tunstead on April 12th.
Lee Stanford

GBRf

Class 66 709 approaches Langley Mill working 4E64 12:20 Crawley New Yard to Doncaster Down Decoy on April 17th. *Mark Pichowicz*

Recently named 'King's Cross PSB 1971 - 2021: at London King's Cross, Class 66 767 had migrated north by April 27th and was found passing a rain sodden Guide Bridge working the 11:25 Arcow Quarry to Bredbury Tilcon. *Lee Stanford*

Freshly arrived from Eastleigh Works and awaiting further attention at EMD's Longport facility was large logo blue Class 69 002 on May 5th. Behind the loco was recent import 66 798 which was also waiting attention before entering service with GBRf. *Lee Stanford*







On a fine sunny April 15th, Class 60 076 with the 6M36 Drax - Liverpool Biomass empties service approaches Todmorden. *Don Chadwick*

GB Railfreight receives new wagons from VTG as it looks to expand its intermodal business

GB Railfreight has officially received the delivery of its first operational Ecofret2® triple-container flat wagon sets from VTG Rail, which will be used to support GBRf's growing demand for intermodal services. The wagons arrived at GBRf's new headquarters in Peterborough following successful prototype testing and approvals. The Ecofret2® is the latest innovation in maritime container transport and a revolutionary addition to VTG Rail's fleet. These state-of-the-art wagons remove empty spaces that are often present in other wagons, but which are inefficient and cause turbulence during the journey, thus reducing fleet efficiency.

This announcement is another remarkable achievement in GBRf's intermodal journey. The company already has 21 intermodal services running across the country, and the new Ecofret2® wagons will only help the business remain at the cutting edge of the industry in this field. The investment, worth £50m, also shows GBRf's resilience in the aftermath of the COVID-19 pandemic and its willingness to stride forward as restrictions are eased.

In addition, with climate change at the forefront of the political agenda, GBRf is delighted to be contributing to the reduction of carbon emissions by expanding its intermodal fleet: an intermodal train only emits 5.4 pounds of carbon emissions per every 100-ton miles. Therefore, not only will GBRf increase the amount of goods and materials transported by rail, the business will ensure that their carbon output remains low in the process.

Julie Garn, Head of Intermodal at GB Railfreight said: "I am delighted to be receiving this shipment of Ecofret2® wagons from VTG Rail. Growing the intermodal side of our business will be crucial to us to ensure we bounce back from COVID-19. In addition, there are huge benefits to moving more freight by rail including carbon emissions, which will be vital if we are to reach net zero emissions by 2050."

David Golding, Asset Director at GB Railfreight, added: "I couldn't be more pleased to see the Ecofret2® wagons arrive and join our service. They are at the forefront of innovation in the intermodal sector and will make GBRf more and more competitive as we look to grow our business in the months and years to come".

GBRf

On April 26th, Class 47 749 'City of Truro' stands at Northampton with 360 117 waiting departure time with the 5Q97 10:45 Northampton EMD to Cricklewood depot. *Derek Elston*

Class 66 753 with the 6E09 Liverpool - Drax Biomass passes Plumley on April 23rd. *Carl Grocott*

On April 12th, Class 66 748 and 66 788 are seen top'n'tailing Class 701 005 working 5Q80 Eastleigh - Widnes. *Mark Enderby*







GBRf

Class 66 702 with the 6M90 Avonmouth - Clitheroe cement passes Clive Green on April 15th. *Mark Enderby*



Class 47 727, 47 739 and 58 023 are seen stabled on Leicester depot, April 23rd. *Brian Battersby*



Class 60 076 working the 6E09 Liverpool - Drax passes Plumley on April 30th. *Carl Grocott*



GBRf

Class 66 709 has charge of the 13:14 Doncaster Down Decoy to Peak Forest on April 18th, seen passing Davenport. *Barry Longson*



April 22nd sees Class 47 739 about to move onto Leicester depot. *Lee Stanford*

On May 5th, Class 73 962 is an unusual sight at Manchester Piccadilly, having been carrying out overnight route learner duties for Colas. *Russell Clarke*





Grand Central

On April 14th, Class 180 103 passes through Doncaster working a London King's Cross - Bradford Interchange service. *Michael Lynam*

Greater Anglia

Class 321 303 departs Stratford on April 17th with a service to London Liverpool St. *Paul Godding*

Class 321 407, still carrying its First group livery, departs Stratford on April 17th with a service to London Liverpool St. *Paul Godding*

On April 17th, Class 321 304 arrives at Romford. *Paul Godding*







Greater Anglia

Class 755 328 stands at Cromer where it reverses before continuing its journey with the 2S12 09:45 Norwich to Sheringham service on April 19th. *Derek Elston*

Class 755 401 and 755 407 stand at Norwich on April 19th, Whilst 744 407 is stabled, 755 401 will form the 16:27 to Cambridge service. *Derek Elston*

Class 755 328 arrives at Sheringham on April 19th with 2S20 13:45 from Norwich and will return with the 2S19 14:47 Sheringham to Norwich service. *Derek Elston*







Greater Anglia

Class 379 010 approaches Hackney Downs on April 17th with a Stansted Express service. *Paul Godding*

Former Northern Class 322 482 departs Stratford on April 17th with a service to London Liverpool St. *Paul Godding*

Class 745 008 arrives into Romford on April 17th with a service from London Liverpool St. *Paul Godding*







Great Western Railway

Mask fitted Class 800 321 departs Swindon on April 12th with a service to London Paddington. *Ken Mumford*

Class 800 313 is seen calling at Swindon on April 12th with a service to London Paddington. *Ken Mumford*

Class 66 143 waits for a GWR IEP to get out of the way so as it can pass through Swindon on April 9th, whilst another Class 66 approaches slowly in the distance. *Ken Mumford*







Great Western Railway

Class 800 014 on the 1K14 London Paddington to Bedwyn passes Hungerford on April 20th. *Michael Bennett*

Having reversed at Malvern Wells signal box, Class 158 950 heads for Great Malvern station to form a service to Weymouth on April 1st. *Neil Pugh*

Class 800 317 working the 1C11 London Paddington to Bristol Temple Meads passes Uffington on April 26th. *Michael Bennett*







Great Western Railway

Class 166 210 working the 1F09 Cardiff to Portsmouth Harbour service passes through Dean on April 13th.
Michael Bennett

Hull Trains

Class 802 301 passes Doncaster working the 15:55 Hull to London King's Cross ECS staff refresher service on March 31st. *Lee Stanford*

Class 802 302 arrives into Doncaster on April 14th with a London King's Cross to Hull service. *Michael Lynam*





L.N.E.R.

Class 801 112 and 801 105 are seen arriving at Doncaster on April 14th with a London King's Cross to Edinburgh service. *Michael Lynam*



De-branded former LNER HST set with power cars Nos. 43306 and 43305 pass at speed through Doncaster on April 14th on a stock move from Neville Hill - Ely Mlf Papworth Sidings for storage. *Michael Lynam*



Class 91 107 'Skyfall' is seen undergoing testing in Doncaster West Yard on April 14th. *Michael Lynam*



Network Rail

Class 37 421 and 37 116 top'n'tail the 1Z01 Carnforth - Derby test train past Bramshall on April 25th. *Carl Grocott*



Class 67 023 and 67 027 working the 1Q55 Tyseley - Derby pass Leaton on April 23rd. *Carl Grocott*



On April 4th, Class 97 304 and 97 303 working the 1Z49 Coleham - Derby pass Walcot. *Carl Grocott*



Network Rail

Class 67 023 and 67 027 passes Hasland on April 4th with the 1Q18 12:33 Derby RTC to Heaton T&RSMD. *Mark Pichowicz*



Class 37 421 with 37 116 at the rear approach Pleasington on April 23rd with a Blackpool to Derby test train which later failed in the Hest Bank area. *John Sloane*



The NMT passes through Palestine with power cars Nos. 43299 and 43062 on May 6th heading from Salisbury to Reading. *Michael Bennett*



Network Rail

On April 4th, Class 37 116 passes Hasland working 1Z97 12:00 Derby RTC to Derby RTC via Barrow Hill Sidings. Class 37 025 was on the rear. *Mark Pichowicz*

Network Rail

Class 67 023 and 67 027 pass Leaton with the 1Q55 14:56 Tyseley - Derby RTC on April 23rd. *Keith Davies*



The NMT with power cars Nos. 43062 and 43299 pass Burgs Lane working 1Q20 07:50 Crewe CS (L&NWR site) - Derby RTC on April 23rd. *Keith Davies*



Class 37 610 passes Shipley Gate on April 10th working 1Q68 02:00 Doncaster CHS - Derby RTC. *Mark Pichowicz*



Network Rail

The 1Q83 Blackpool - Derby working comes to the bottom of Houghton Bank and approaches Pleasington with Class 37 421 and 37 116 in charge on April 23rd. *Don Chadwick*



The NMT with a Slateford to Crewe working is seen at Balshaw Lane Junction on April 28th with power car No. 43062 leading.
John Sloane

Class37175crossestheRiverSoaratNormanton working 0Z42 14:13 Derby RTC to Derby RTC via Kettering on April 22nd. *Mark Pichowicz*





Network Rail

Class 97 303 and 97 304 are seen at Hadnall on April 11th with the 6C21 18:25 Crewe Basford Hall - Talerddig. *Keith Davies*



Class 97 304, 97 303 and 37 421 with a Derby to Coleham light engine move pass Oakengates on April 4th. *Richard Hargreaves*



Class 97 303 and 97 302 pass Harlescott on April 18th with the 6C70 09:05 Machynlleth - Crewe Basford Hall. *Keith Davies*



Network Rail

Class 37 421 and 37 116 working the 1Q83 Blackpool North to Derby RTC via a very lengthy route around the S&C and parts of the WCML pass through Pleasington on April 23rd. *David Hollowood*



With the light fading rapidly, Class 97 304 was captured just in time passing Mauldeth Road working the 18:45 Crewe to Crewe test train on April 15th. *Lee Stanford*

Class 67023 and 67027 pass through Whitchurch on a Salisbury to Reading test train. *Michael Bennett*





Network Rail

Class 97 304 leads 97 303 on Battlefield Bank with 6C20 07:38 Talerddig - Crewe Basford Hall on April 11th. *Keith Davies*

Class 56 113 passes Harlescott on April 11th with the 6C25 10:45 Craven Arms - Crewe Basford Hall. *Keith Davies*

Class 37 219 on a Derby to Preston outing passes German Lane at Euxton on April 19th. *John Sloane*





Network Rail

Class 97 303 leads 97 302 at Battlefield on April 18th working the 6C70 09:05 Machynlleth - Crewe S.S.M. *Carl Grocott*

Rail Operations Group

Class 37 884 with former Greater Anglia's Class 317 649 on the 5Q76 Ely Papworth Sidings to Newport passes Shrivenham on April 26th. *Michael Bennett*

Rail Operations Group

On April 23rd, Class 57 312 passes Ashbury Crossing hauling the 5Q76 Clacton to Newport Docks with Great Anglia's Class 321 359 and 321 355 for scrapping. *Ken Mumford*

Class 37 884 working the 5Q42 Hornsey - Crewe hauling a couple of Class 365 units passes Slindon on April 7th. *Carl Grocott*

Class 37 884 'Cepheus' passes Wilson's Crossing on April 8th running light engine from Leicester LIP to Colchester C.S.D. *Derek Elston*







Rail Operations Group

On April 18th, Class 57 305 passes Moore taking 47 848, 47 812, 47 815 and 47 813 to their new home at West Coast Railways, Carnforth. *Mark Enderby*

Class 57 305 hauls 47 848, 47 812, 47 815 and 47 813 past Charnock Richard on its way to deliver them from Derby to Carnforth on April 18th. *John Sloane*

Class 37 884 with the 5Q76 Clacton to Newport Docks conveying a couple of Class 321 units, passes through Swindon on April 9th. *Ken Mumford*





TransPennine Express

TransPennine Express continue to provide double units on most services, as illustrated here as Class 185 138 and 185 101 depart Stockport with the 07:29 Cleethorpes to Manchester Piccadilly on April 7th. *Barry Longson*

On April 30th, Class 68 033 on a Carlisle - Crewe training run is seen departing Warrington. *Mark Enderby*

On April 23rd, the 3B92 test train consisting of TPE set 03 (No. 12803 leading) is seen passing through Leyland with Class 68 034 on the rear. *David Hollowood*







TransPennine Express

Class 397 006 passes through Blackrod on April 11th with the 1S56 1:231 Manchester Victoria - Edinburgh service *John Balaam*



A Class 397 on a Liverpool to Glasgow service passes Balshaw Lane Junction on April 20th. *John Sloane*



Class 397 011 arrives at Lancaster with 1M87 12:04 Glasgow Central - Liverpool Lime Street on April 23rd. *John Balaam*



TransPennine Express

On April 5th, Class 397 004 passes through Horwich Parkway working an Edinburgh - Manchester Airport service. *Michael Lynam*

On April 21st, Class 68 033 propels a TPE set through Acton Bridge on driver training duties as 3B92 Carlisle - Crewe Refuge Sidings. *Michael Lynam*

Class 68 028 ‘Lord President’ passes through Doncaster on April 14th running light engine from Crewe Gresty Bridge - Doncaster Roberts Road. *Michael Lynam*







Transport for Wales

A pair of Class 158s cross the viaduct at Cefn Mawr on April 11th working the 1I16 15:40 Chester - Birmingham International service.
Phil Martin

Transport for Wales

Class 158 818 with a Wabtec Doncaster - ShrewsburyworkingpassesthroughWellington on April 16th. *Richard Hargreaves*



Class 175 106 passes Winwick on March 30th, working the 11:41 Llandudno to Manchester Airport service. *Barry Longson*



A TfW Class 175 unit passes Culcheth on April 17th. *Jeff Nicholls*



Transport for Wales

Class 158 819 and 158 840 pass Leaton on April 25th with the 1D17 17:08 Birmingham Int. - Holyhead service. *Keith Davies*

Class 175 114 passes Kempesye with 1V38 09:31 Manchester Piccadilly - Carmarthen service on April 15th. *Keith Davies*

Class 158 825 and 158 827 working the 1J15 Birmingham Int. - Aberystwyth service pass Walcott on April 16th. *Keith Davies*







Transport for Wales

Class 175 108 passes Moore on April 19th, while working the 10:35 Manchester Airport to Chester service. *Barry Longson*

On April 23rd, the 5J78 Crewe to Newport test run is seen at Shrewsbury with DVT No. 82229 leading and Class 67 015 on the rear.
Allison Twycross

TfW could only muster Class 150 282 to cover the 288 miles on the 05:54 Milford Haven to Manchester Piccadilly, seen arriving at Stockport on April 16th. *Barry Longson*







Transport for Wales

Class 158 837 and 158 829 pass Walcot on April 19th with the 1J19 14:10 Birmingham International - Aberystwyth service.
Phil Martin

Class 158 839 passes Leaton on April 18th working the 16:30 Shrewsbury - Chester service.
Phil Martin

A colourful combination made up of Class 150229, 153329 and 153313 pass Heaton Chapel on April 4th forming the 14:30 Manchester Piccadilly to Milford Haven and Pembroke Dock service. *Lee Stanford*







Units: DMUs and EMUs

Northern's Class 195 126 doesn't rate a glance from the early morning golfers as it passes Leigh Golf Club, Culcheth, with the 07:47 Barrow-in-Furness - Manchester Airport service on April 2nd. *Jeff Nicholls*



London NorthWestern's Class 350 110 departs Stafford on April 2nd with a service to London Euston. *Paul Godding*

On February 27th, Northern's Class 158 844 passes through Tamworth with a Bristol Barton Hill - Neville Hill working. *Paul Godding*





Units: DMUs and EMUs

Northern's Class 150 131 and 150 139 head through Plumley on April 13th. *Jeff Nicholls*



West Midlands Trains' Class 170 511 passes Preston Boats on April 11th working the 2G06 10:42 Shrewsbury - Birmingham New St. service. *Phil Martin*



London Northwestern's Class 350 374 is seen at Rugby on February 27th working a service to Northampton. *Paul Godding*



Units: DMUs and EMUs

Northern's Class 150 142 and 150 226 head through the Cheshire countryside near Plumley with the 11:02 Chester - Manchester Piccadilly service on a sunny April 21st. *Jeff Nicholls*

On April 13th, West Midlands Trains' Class 730 002 eases into platform 2 at Northampton working as 5Q73 11:47 Crewe C.S. (L&NWR Site) to London Euston. *Derek Elston*

On March 27th, SouthEastern's Class 376 018 approaches Waterloo East. *Paul Godding*







Units: DMUs and EMUs

EMR liveried Class 170 503 was paired with West Midlands Trains' Class 170 501 working the 13:41 Shrewsbury - Birmingham service on April 16th, seen here at Wellington. *Richard Hargreaves*



Units: DMUs and EMUs

A Northern Class 150 and 153 working a Manchester - Clitheroe service exits Sough Tunnel as they approach Darwen on April 4th. *Don Chadwick*



Nobody got on or off the 12:41 Manchester Piccadilly - Chester when it called at Plumley on April 27th. A nice semaphore in the garden of the privately owned station building though! *Jeff Nicholls*



Northern's Class 158 759 arrives at Morecambe with 2C86 13:20 Heysham Port - Lancaster service on April 23rd. *John Balaam*



Units: DMUs and EMUs

On April 17th, London Overground's Class 378 206 is seen departing Hackney Central. *Paul Godding*



West Midlands Trains' Class 170 516 leads another class member through Walcot on April 19th working the 2J18 14:08 Birmingham New St. - Shrewsbury service. *Phil Martin*



Northern's Class 323 233 slows for its stop at Heaton Chapel on April 7th, while working the 08:48 Crewe to Manchester Piccadilly service. *Barry Longson*



Units: DMUs and EMUs

A Northern Class 195 DMU crosses the River Kent at Kendal while forming the 11:10 Windermere to Manchester Airport service on April 14th. *Colin Kennington*

Northern's Class 156 429 and 153 328 approach the site of the old Turton Station working a Rochdale - Clitheroe service on April 5th. *Michael Lynam*

On April 5th, Northern's Class 331 017 calls at Horwich Parkway operating a Blackpool North - Hazel Grove service. *Michael Lynam*







Units: DMUs and EMUs

South Western Railway's Class 159 103 passes through Dean with the 5Y20 Salisbury to Basingstoke driver training run on April 13th. *Michael Bennett*

On March 27th, SouthEastern's Class 465 006 approaches Grove Park. *Paul Godding*

On April 17th, Great Northern's Class 717 006 arrives at Finsbury Park with a service to Moorgate. *Paul Godding*







Units: DMUs and EMUs

South Western Railway's Class 701 016 passes through Worting on a 5Q39 Eastleigh to Southampton training train run on April 8th. *Michael Bennett*

Northern's Class 150 108 and 150 103 approach the not often photographed location of Furness Vale on April 2nd with a Manchester to Buxton service. *Lee Stanford*

On April 2nd, West Midlands Trains' Class 730 002 arrives at Stafford with a test run to Crewe. *Paul Godding*







Units: DMUs and EMUs

On April 17th, London Overground's Class 710 110 is seen at Hackney Downs with a service to London Liverpool St. *Paul Godding*



London NorthWestern's Class 350 106 is seen at Kidsgrove on April 24th. *Brian Battersby*



Northern's Class 195 128 passes Jack Green in spring sunshine working the 09:46 Preston to Leeds service on April 6th. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's Class 507 017 waits to depart Liverpool Central on April 17th with the 11:50 Northern Line service to Kirkby. *Paul Senior*



Northern's Class 195 106 approaches Leyland on April 9th with a Manchester Airport to Windermere service. *John Sloane*



Northern's Class 319 370 runs past Standish with a Blackpool North to Liverpool Lime St. service on April 16th. *John Sloane*



Units: DMUs and EMUs

Northern's Class 156 455 departs Parbold on April 24th with a Southport to Manchester Oxford Road service. *John Sloane*

Northern's Class 331 025 heads away from Leyland with a Blackpool service on April 24th. *John Sloane*

On April 24th, Northern's Class 319 383 nears Leyland with a Preston to Manchester Victoria service. *John Sloane*





Units: DMUs and EMUs

On April 17th, Merseyrail's Class 508 112 arrives at Kirkdale with a service for Kirkby, in the background, stabled in the up siding is 507 006, which struck the buffer stops at Kirkby on March 13th. *Paul Senior*

Northern's hybrid Class 319 No. 769 458, approaches Ince, in the Wigan suburbs, with a Manchester Victoria to Wigan Wallgate driver training run on April 26th. *Paul Senior*

Merseyrail's Class 507 005, with 507 002 on the rear, call at the delightful Cressington station on April 17th with the 11:37 Liverpool Central to Hunts Cross service. *Paul Senior*







Units: DMUs and EMUs

The splendid station of Hellifield forms the backdrop as Northern's Class 158 855 departs with the 14:58 Skipton to Morecambe service on April 15th. (NB Taken from the car park behind the fence). *Lee Stanford*

Northern's Class 319 389 approaches Garswood with a Wigan North Western to Liverpool Lime St. stopping service on April 8th. *John Sloane*

A Windermere to Manchester Airport service worked by Northern's Class 195 126 hurries past Bradley on April 1st. *John Sloane*





Manchester Metrolink

The first of the latest order of Metrolink trams to enter service is No. 3121 and on April 26th it was found approaching Crumpsall station with a Bury to Manchester Piccadilly service. *Lee Stanford*

Sheffield Supertram

Sheffield Supertram No. 107 slows for the Sheffield railway station stop with a service from Cathedral to Halfway on April 19th. *Lee Stanford*



National Rail

On April 12th, South Western Railways' Class 701 025 working the 5Q51 ECS from Eastleigh to London Waterloo (but turned back at Farnborough) passes Worting. *Michael Bennett*



Greater Anglia recycles train components to help the environment

Greater Anglia is recycling and reusing components from some of its old trains which are being sent for scrap as they are replaced by brand new state-of-the-art trains. The potential for this green approach to train maintenance was spotted by Greater Anglia's engineering team at Ilford depot during the introduction programme for the company's new electric Alstom commuter trains. Engineers noticed an opportunity to recycle and reuse some major components which had long lead times and were high value from the outgoing Class 317 fleet – used on the Cambridge to London Liverpool Street and Hertford East branch line. Components such as traction motors, which can cost tens of thousands of pounds, have been reused and fitted to Greater Anglia's other Class 317 trains on the West Anglia route, saving time, money and benefitting the environment. In total 36 traction motors have been repurposed, saving hundreds of thousands of pounds, and ensuring the most efficient operation of these older trains for the remainder of their life with Greater Anglia.

Martin Beable, Greater Anglia Engineering Director, said: "Our engineering team worked with the companies from which we lease the trains to see how we could recycle components. Several factors were considered including the number of miles and the age of the traction motors. This has been a huge team effort and the teams involved have put in a lot of hard work. It's great that we've been able to recycle components and save money at the same time."

Matthew Prosser, Asset Management Director at Angel Trains, commented: "We are delighted to support our industry partner Greater Anglia on this project by providing technical and analytical assistance on recycling and repurposing these components. Our 'cradle to grave' approach to asset management informs everything that we do as a business, and we are pleased that this initiative has delivered that for our customer by giving these Class 317 trains a new lease of life."

Greater Anglia is replacing every single train on the network with brand new longer trains with more seats, USB and plug sockets, air conditioning, better accessibility features, cycle spaces and improved passenger information screens. New trains will start to be introduced on the West Anglia route later this year. The full introduction of new trains on Greater Anglia's services is due to be completed in Summer 2022.

Fares Advice *with RailUK*

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

Split Tickets - Journey portions not appearing on "normal" sites?

Q: I've booked a journey through splitticketing.com. I've used the site in the past to find a decent split, but then to avoid the extra fees I've then gone and bought all the portions "the normal way" through a TOC site. This time, I tried to do that and found that the journey portion was only available via the ticket split site. To be specific, the first portion I tried to find was from Whittlesford Parkway to Grantham, on Friday 21st May at 14:09, arriving 16:20. This cost £7.65 each on a Two Together railcard.

The precise journeys for this single ticket were:
14:09 - 14:36 Whittlesford to Ely
14:59 - 15:40 Ely to Peterborough
16:01 - 16:20 Peterborough to Grantham

The other sites didn't show this journey (I tried NR and LNER). This is the closest they have, which was much more expensive:
14:09 - 14:36 Whittlesford to Ely
14:50 - 15:53 Ely to Grantham
What are the reasons that "normal" sites wouldn't also show journeys that appear on the splitting site? Is it just an algorithm thing or is there more to it?

A: This makes no sense to me. If Splitticketing.com charges a booking fee, why not add each ticket to Trainsplit, which doesn't charge a booking fee? It would cost no more to buy through Trainsplit than the sites you mention. National Rail Enquiries doesn't sell tickets either, so that also confuses me. The LNER site isn't optimised to charge the cheapest fare. TOCs aren't interested in saving you money. If you want to save money, use Trainsplit and add each individual ticket to your basket and pay for the lot when all tickets are on the basket. And hope enough others pay the fee so you can continue to take advantage of the service ;)
At least buying it through Trainsplit will help things like this going a bit more than buying through TOCs who really aren't at all interested in offering the cheapest fare. If everyone did what you are doing, you wouldn't be able to do it any longer as split ticket sites go bust.
Remember train companies have set up an unlevel playing field (probably in breach of competition law) to the detriment of third party suppliers. They have no interest in charging you the lowest combination of fares and are generally keen to charge you a premium for making a longer distance journey.
It may make more sense not to reward TOCs for this behaviour but ultimately it's each consumers choice to make...

Paper Roll Ranger Tickets

Q: I was on Peterborough station recently ordering a East Midlands Ranger (last time I ordered one in 2019) and they gave me it in paper roll (or as I call it, bog roll) format. I didn't ask anything about it as I was eager to get on with my bashes. The QR code did not work in any East Midlands Railway station that I've been on (Derby, Nottingham and Leicester) and it only works in LNER stations (Peterborough). A bloke did try to scan it at Derby and it came up with the correct details of the ticket but the gates haven't been programmed in to let me through.
I really cannot understand the rationale of migrating over to the roll format with rangers (not sure if it works with rovers). I hope my long and valuable rover ticket isn't printed in bog roll format when I come down to York, but that being said I heard that £200+ worth tickets are being printed in paper roll too!
Is LNER alone at doing this weird format and not having it work with other TOC barriers, and is there still equipment there to print out old ones or do I have to haggle a bit with the ticket salesperson?

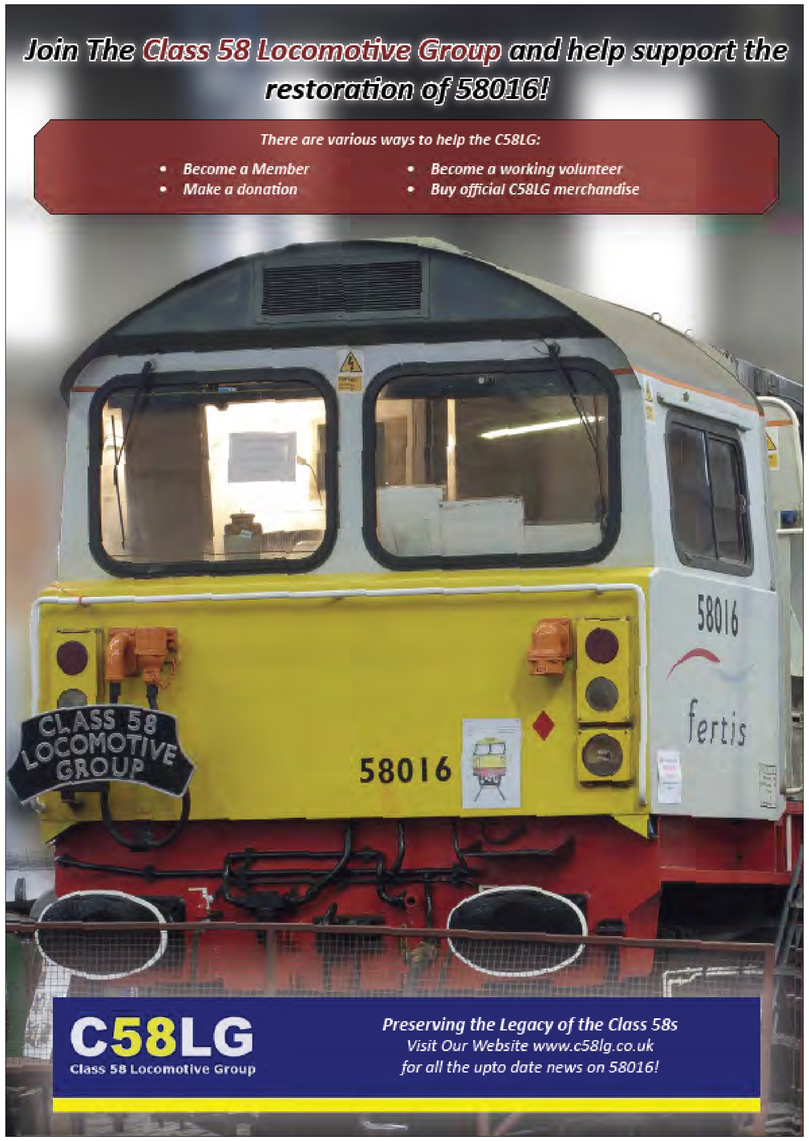
A: I do think bog roll tickets should be way more compact and easier to fit in my ticket wallet rather than being crumpled up in there. Also its very flimsy unlike the old magnetic stripe tickets. I think a compromise should be done by printing the QR code on one side and having information printed on the other side in the same form and materials as the old magnetic stripe tickets, minus the magnetic stripe of course. Or better still, if they want us to be using smart tickets on phones, have all tickets purchasable from an app just like point to point tickets. So glad that GA, my home TOC won't be getting rid of the old mag-stripe tickets...yet

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!

Parry People Mover No. 12 is seen stabled at Highley on the Severn Valley Railway. *Richard Hargreaves*





Greater Anglia reveals record-breaking annual punctuality

Greater Anglia has revealed record-breaking annual punctuality – and is committed to keeping trains running on time as more passengers return, as Covid-19 restrictions are relaxed further. In the last 12 months just under 95 per cent of Greater Anglia trains have run on time – with punctuality on some individual routes even higher.

The top six performing routes for the last year were: Norwich – Great Yarmouth, with 97.4 per cent of trains on time; Marks Tey – Sudbury, 97.0 per cent; Norwich – Sheringham, 96.8 per cent; Norwich – Lowestoft, 96.7 per cent, Norwich – Cambridge 95.9 per cent and Ipswich to Felixstowe, 95.7 per cent.

Annual results reached record levels across all lines with rural services at 95.3 per cent, Great Eastern services at 94.7 per cent, West Anglia services at 94.6 per cent, Intercity services at 93.7 per cent and Stansted Express services at 92.9 per cent. No route fell below 90 per cent of trains running on time – for the first time in the history of not just Greater Anglia, but its predecessors too.
As more passengers are expected to return to rail and services increase, Greater Anglia has outlined its commitment to keeping trains running on time.

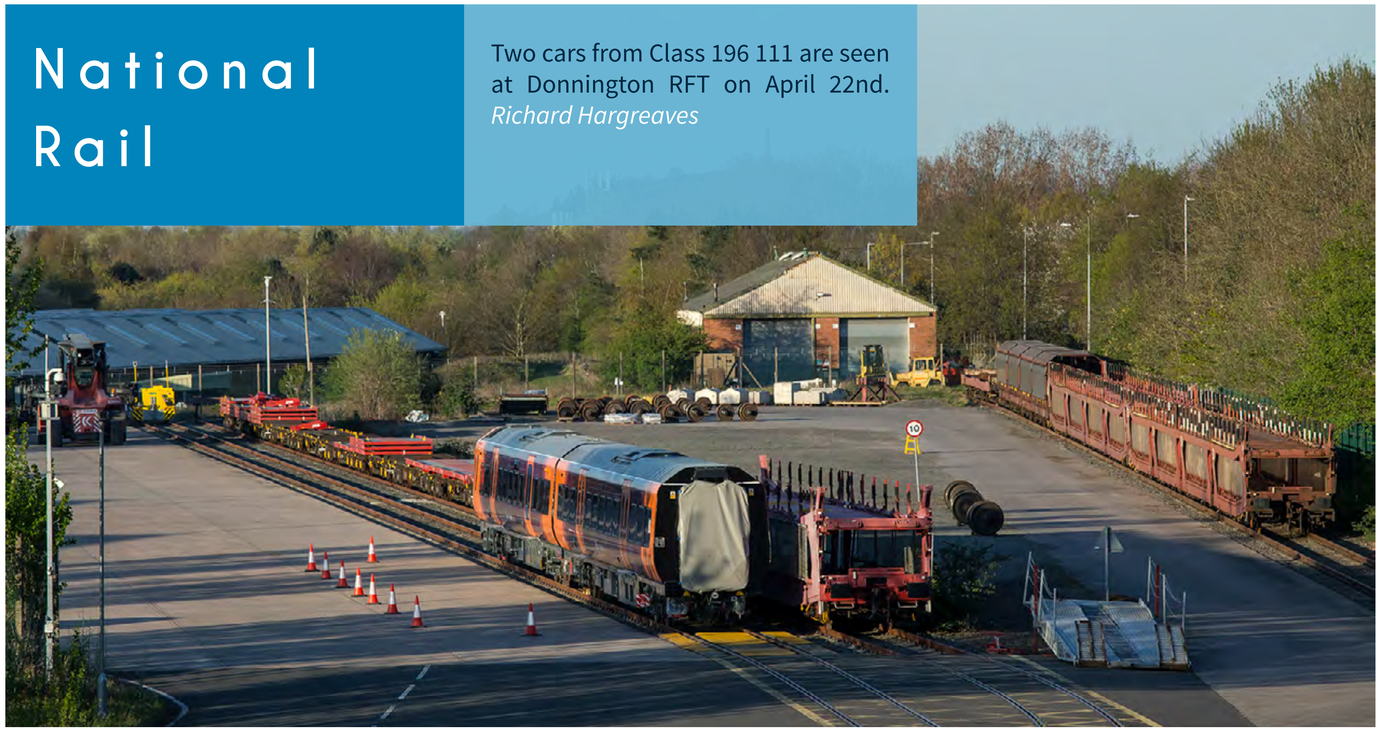
Jamie Burles, Greater Anglia managing director said: "We know how important it is to our customers that trains run on time – and I am determined not to disappoint them. We continue to have tough punctuality targets and to investigate every delay to find out what caused it, how we reacted to it and how we can prevent similar delays in the future or at the very least recover better from them. We're also carrying out a detailed exercise with Network Rail to find out how we can make our December timetable as punctual as possible, maximising the benefits of new trains."

Greater Anglia's new trains have already bolstered their punctuality with their faster acceleration and braking. All new trains are in passenger service on Greater Anglia's intercity, rural and Stansted Express routes and some are also in operation on routes into London Liverpool Street from Southend Victoria, Braintree, Southminster, Clacton and Colchester Town.

The company is using new analysis techniques to monitor any worsening performance trends – looking at performance in greater detail - making it possible to intervene at an earlier stage. It is also using computer technology to model different timetables, using data about each of the company's routes and stations to understand how efficient each different model timetable is and work out which options work best from a performance perspective.

The company is also using data from the last 12 months' performance to help inform future plans to maintain high levels of punctuality.

National Rail



Two cars from Class 196 111 are seen at Donnington RFT on April 22nd. *Richard Hargreaves*

LNER RELEASES COLLECTOR SERIES OF AZUMA LAUNCH POSTERS CELEBRATING DESTINATIONS

London North Eastern Railway (LNER) has launched a collection of iconic poster prints to give those who want a piece of railway history the chance to celebrate the new LNER Azuma fleet.
The official LNER Azuma poster collection features seven original illustrated posters of Azuma trains on the LNER route, in stations and at landmark locations from the historic launch dates. The A3 poster collection features iconic locations such as Leeds, York, Harrogate, Edinburgh Waverley and Lincoln. The collection celebrates the introduction of Azuma services to these destinations as part of LNER's mission to transform communities with their innovative fleet.

Kate McFerran, LNER Director of Communications, said: "The LNER Azuma poster collection gives those in our communities and who are enthusiastic about the iconic LNER fleet a chance to own a piece of railway history. These commemorative posters were hugely popular and much requested when we launched our Azuma services and we're excited to give enthusiasts the chance to add them to their collection The original LNER was well known for its evocative posters and great publicity, so it is wonderful that we can continue this tradition with the release of the Azuma launch collection of posters."

The seven poster collection can be purchased as a full set, or as individuals and includes the following locations:

London King's Cross to Leeds first Azuma passenger service, May 15th 2019; York launch, commemorated with Azuma and Mallard together at York station, July 30th 2019; Edinburgh Waverley launch, August 1st 2019; Lincoln launch, October 21st 2019; Aberdeen launch, November 26th 2019; Inverness launch, December 10th 2019; Harrogate launch, December 15th 2019

The posters were designed for the launch of Azuma around the LNER route throughout 2019, and have now been printed for rail fans to enjoy for generations to come.

Anyone who would like to get their hands on the LNER Azuma Launch Poster Collection can now do so by ordering from the online LNER Shop, which also sells the LNER regionally-inspired face coverings and LNER Cooking for CALM cookbook.

The posters make ideal gifts for those local to the area or interested in rail memorabilia priced at just £9.99, including postage per poster, or the full collection of seven for £49.99 including postage.

Customers can visit https://www.lnermerchandise.co.uk/ for more information and to make a purchase

Dramatic mural is a statement of identity for East Croydon



The Mayor of Croydon, Councillor Maddie Henson, unveiled a stunning 35-metre-long mural outside East Croydon station on April 22nd. Featuring the area's name, it creates a dramatic welcome for Southern and Thameslink passengers emerging from the station. The huge artwork was commissioned by Govia Thameslink Railway (GTR), parent company of Southern and Thameslink, at the suggestion of local residents and passengers. It is part of GTR's network-wide, multimillion-pound station improvement programme.

South London signwriter Joe Rashbrook designed the giant mural, with input from local rail users, GTR, Croydon Council and Network Rail, whose bridge Joe has painted. The partners chose Joe's eye-catching, contemporary 'street art' style because it celebrates the area's vibrant ambience on a grand scale.

Councillor Henson said: "I was really pleased to unveil this amazing mural. It's a remarkable work of art and a stunning addition to East Croydon. I look forward to going past it every day and admiring it."

Joe Rashbrook said: "I am overjoyed to have had the opportunity to paint this huge artwork outside East Croydon station. It depicts some of Croydon's most iconic buildings on a colourful skyline. This is my largest project so far at nearly 50 square metres. While I was painting, I was approached by many local residents full of excitement for the new artwork at their station. I was overwhelmed with people's positivity. Thank you to all of the Croydoners who made me feel so welcome whilst painting this mural through the rain, snow and sunshine."

Chris Fowler, Southern's Customer Services Director, said: "We're proud that our station improvement programme could include such an exciting and prominent piece of public art. It's been a joy to work so closely with the local community and such a talented artist as Joe Rashbrook. I'm sure that as our passengers return to the railway they'll agree this mural makes their station a more attractive asset for Croydon. Thanks to the Council for allowing us to create this stunning street art, and to Network Rail for letting us decorate their bridge in such a dramatic way."

Shaun King, Route Director for Sussex said: "The new artwork on our bridge outside East Croydon station is a show-stopping addition to the town. This is a wonderful piece of work that will make a difference to the area and highlights how the railway community and stakeholders are working together. We own bridges and other structures across the Southern region and not only do these murals make them much nicer to look at, but they also encourage people to respect and look after them."

DATS Testing Train

DATS colourful ensemble including power car No. 43054, Class 91 122, DVT No. 82115, Class 91 128 'Inter City 50 and power car No. 43066 head North with the 09:42 Kettering to Corby North run-round loop on April 23rd.
Derek Elston

Power car No. 43054 leads 91 122 and the test train through Leicester on April 23rd.
Brian Battersby

Power Car No. 43066, Class 91 128 'Inter City 50' and DVT No. 82115 are seen at the sharp end of 5Q61 07:22 Rectory Total Siding to Kettering as it arrives into its destination on April 23rd.
Derek Elston





National Rail



On April 9th, Class 56 081 is caught shunting Class 777 units at Walton Old Jct. *Mark Enderby*

Loco Fleet List Ten

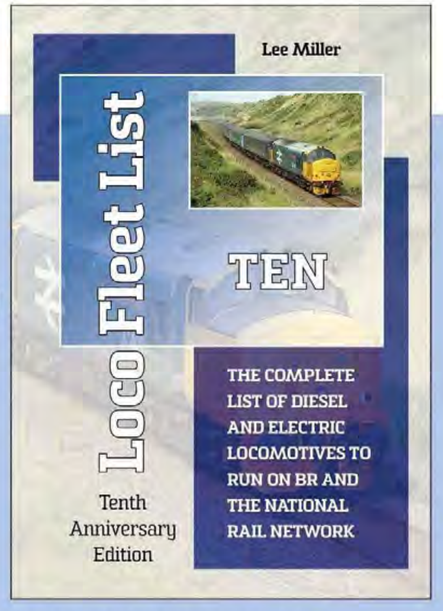
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Best laid plans: Network Rail amends bridge refurbishment work after protected birds found nesting in tower



Network Rail has had to make changes to planned refurbishment works on the Grade II listed Britannia Bridge, in North Wales, after a pair of peregrine falcons were found to be calling it home. The rare and protected birds were spotted, by a member of the public, flying back and forth to the top of the middle tower of the bridge - which links Anglesey and the mainland of Wales across the Menai Strait. With restoration works planned on all three towers, Network Rail quickly teamed up with Ecological Consultants, Whitcher Wildlife Ltd, to get advice on how to best protect the falcons.

"After a few visits to the bridge, it soon became clear that a solitary peregrine falcon was roosting, preening and hunting from the central tower", James Campbell, Ecological Consultant at Whitcher Wildlife Ltd said.
"It was displaying the typical field signs of an adult male, defending the nesting site and tending to feed the female peregrine falcon on the nest. Falcons are usually found nesting in high-up places, like cliff tops or tall buildings, but this is the first time I have been called out to monitor these magnificent and rare birds nesting in the tower of a bridge. We are working closely with Network Rail to continue to monitor the birds over the next few months, with work on the central tower now paused until the young peregrines have fledged the nest, later in the year"

Following advice from the ecologist and Natural Resources Wales, the restoration work will continue on Anglesey and Caernarfon towers with scaffolding now being erected in preparation for the main work to begin during May.

Network Rail project manager, Peter Caulfield, said:
"As with all of our projects, we are very conscious of the impact our work might have on the local environment and we are trying to keep any disruption to a minimum. Given the national importance of the birds, we can't risk disturbing them, so we have postponed the work on the central Britannia tower until later in the year. This is an iconic bridge which provides a vital road and rail link between Anglesey and mainland Wales. Once complete, our work on the towers will ensure the bridge remains safe and reliable, helping to preserve it for years to come."

In May, support beams made from fibre-reinforced plastic (FRP), will begin to be hoisted into position under the stone lintels located at the top of the two towers. The work is being carried out, on behalf of Network Rail, by AmcoGiffen. This additional support for the lintels will ensure the bridge can continue to provide a safe and reliable transport link for this key route.

Network Rail invites £1bn private sector investment in telecoms infrastructure to upgrade rail network for passengers

Network Rail is seeking private sector investment in its trackside fibre optic cable network in a deal that would enable performance, safety and connectivity benefits for passengers, save the taxpayer up to £1bn in costs and support the Government's objectives to improve connectivity across Britain, including in rural areas.

As part of Network Rail's initiative to create a safer, more modern and digitally-connected rail network, this ambitious plan aims to secure the funding necessary to upgrade telecoms infrastructure along the rail network in an innovative way without relying on subsidies from government or passengers.

Over 16,000km of data cables next to the railway – carrying information essential to running the railway such as signalling for trains, trackside sensors, CCTV, and internet for trains, railway depots and offices – are due to be upgraded. As Network Rail will not require the full capacity of new cutting-edge fibre optics, there will be sufficient capacity for a third-party to run its own telecoms services – making use of the significant geographical reach of the national rail network to meet demand for improved fibre connectivity across Britain, and taking advantage of the lower cost of fibre deployment along the railway when compared with other deployment methods.

If successful, the deal would offer a number of benefits for passengers, frontline rail workers and those living in rural areas.

Train performance: Enhancing telecoms infrastructure will enable an improved railway with different parts of the infrastructure – such as trains, signalling and level crossings – more connected than before, ultimately reducing delays and disruption. For example, new fibre optic sensors can detect landslips near the railway and better monitor the lineside for fallen trees.

Safety: The deal would allow Network Rail to monitor the condition of railway assets more effectively, meaning that faults can be identified and located in real-time. This reduces the number of manual inspections required to be undertaken by frontline workers, and supports a more targeted approach to engineering.

Train connectivity: The deployment of new fibre optic cable along all major rail routes would also see Network Rail playing a part in enabling improved connectivity for train passengers, with benefits for those wanting to stream videos or browse online using their mobile phones. While this deal in isolation would not deliver all of the passenger connectivity benefits, laying the fibre would be an important foundation and enable better connectivity that could then be delivered through upgrades to lineside telecoms masts and on-board train equipment.

Rural connectivity: Services ran by the investor can also help to support the Government's commitment to roll out gigabit-capable connections across the UK, with £5bn allocated to supporting deployment to hard-to-reach areas.

Andrew Haines, Network Rail chief executive, said: "Our telecoms infrastructure requires an upgrade if we are to meet the growing connectivity needs of passengers and the railway itself – particularly to make sure our fibre capacity can handle more data, at greater speed, more reliably. This proposal makes good business sense for all parties. We get a cutting-edge, future-proof telecoms infrastructure; the investor gets a great business opportunity; train passengers in Britain get an improved service for years to come; and the taxpayer saves a significant amount of money."

Transport Secretary Grant Shapps said: "Upgrading the fibre optic cable network beside our railways has the potential to create a more digitally-connected railway, and could lay the foundations towards eradicating the blackspots and phone signal outages which infuriate passengers. Unlocking the skills and expertise of the private sector will benefit passengers and help create a modern railway that connects the country."



National Rail



An assortment of traction can be seen at Leicester on May 5th.
Allison Twycross

New train washer installed at Southend Victoria depot

Trains in East Anglia are set to sparkle after Greater Anglia installed a new carriage washer machine at Southend Victoria depot. The £1.5m machine was installed in March and can wash up to 70 carriages per hour. The new train wash is more efficient and effective, saving water, energy and time.

Martin Moran, Greater Anglia's Commercial, Customer Services and Train Presentation Director, said: "We are very pleased to have a new train washer at Southend Victoria. The new washers will improve the quality and standard of train washing, as well as helping to save up to 10% of the volume of water needed, compared to what was previously used. Our new trains look great and we want to keep them looking this way for years to come, which is why we are heavily investing in cleaning. We are currently in the process of replacing every single train in our fleet to make our customers' journeys easier and more comfortable. I would like to thank everyone who was involved in this project."

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

The washers at Clacton, Colchester, Ilford depot and Orient Way in London are also being refurbished, as part of a £4m project to improve train cleaning, as the company introduces new trains.

The train cleaning upgrade is part of a £1.4bn investment in transforming train services in East Anglia. Greater Anglia is currently in the process of replacing all trains in its fleet with brand new ones. The first Alstom train ran from Southend Victoria in November 2020 with the roll out continuing this year.

Iconic Ribblehead viaduct repaired for 'Staycation Summer'

Work to restore the world-renowned Ribblehead viaduct for rail passengers and tourists in North Yorkshire is now complete.

From April 9th visitors to the Ribble Valley can see the iconic piece of Victorian railway architecture in all its glory after months of specialist repairs by Network Rail.

Since November 2020, 100ft high scaffolding towers have moved across seven of the viaduct's 24 arches to carry out masonry, drainage and repainting work.

The £2.1m investment as part of the Great North Rail Project will secure the Grade II* listed structure's future as both an historic landmark and vital railway link on the Settle-Carlisle railway line.

The improvements have been completed in time for easing of coronavirus lockdown restrictions this spring ready for an expected 'Staycation Summer'.

Bumper visitor numbers are expected for the Yorkshire Dales National Park, with the Ribblehead viaduct being one of its star attractions.

Philippa Britton, principal programme sponsor for Network Rail, said: "The teams have worked throughout a harsh winter to restore this hugely important and impressive piece of Victorian engineering for the future and I'm hugely proud of the work we've carried out as part of the Great North Rail Project.

We've worked incredibly closely with heritage experts and conservationists to make sure the repairs were sympathetic to the historic structure but would also last the test of time. Now these once in a generation repairs are complete we hope you won't see scaffolding on this scale at Ribblehead again for many years to come."

The much-loved Ribblehead viaduct is not only one of the country's most recognisable railway structures, it's also an important transport corridor for local people, tourists and freight.

It carries the Settle to Carlisle railway 400 metres across the Ribble valley.

The work will make journeys more reliable for Northern passengers and tourism charter services like the 'Staycation Express' which launched in Summer 2020.



Mark Rand, vice-president of the Friends of the Settle to Carlisle line, said: "This has been another chapter in the history of the amazing Ribblehead viaduct. Thirty years ago it was declared to be 'life-expired' and in need of replacement or the entire line would have to close. Happily, neither of those things happened. All credit to Network Rail and their contractors who have done this work through a bitter Ribblehead winter. The viaduct stands proud and strong, a monumental tribute to those who lived, and died, to build it."

Adrian Quine, director of Rail Charter Services which runs the 'Staycation Express', said: "We are expecting unprecedented demand for our trains this summer. The restoration of daily dining car trains along the line – the first since 1975 – is already causing a lot of excitement.

What better way to experience it than enjoying three course silver service with drink in hand as the Staycation Express crosses this iconic structure."

National Rail



Class 56 081 stands at Derby on April 16th with the 11:01 Derby Litchurch Lane to Wolverton conveying brand new Greater Anglia unit Class 720 568. *Lee Stanford*

SOUTHERN COUNTIES RAILWAY SOCIETY

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



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New ticket office opens at Taunton station as development nears completion



A new ticket office at Taunton Station has welcomed travellers for the first time in April, marking a significant milestone in the completion of the multimillion-pound station regeneration project. Great Western Railway is working with Heart of the South West Local Enterprise Partnership, Somerset County Council and Somerset West and Taunton Council to deliver the scheme, designed to help support the town's economic development plans. Improvements for the station include the new ticket office; station entrance and forecourt with additional bike spaces; and a new multi-storey car park. An improved bus and taxi interchange and easier access to the town centre and Firepool development will all help improve the customer experience for people visiting the town by train – a number that is expected to double over the next 10 years. A temporary replacement car park is being provided on the opposite side of the station, as part of the phased construction process.

GWR Regional Development Manager Matt Barnes said: "Taunton station is a key gateway to the town and with the overall investment in the rail network – including Intercity Express Trains that have already increased capacity by almost 25% than the trains they have replaced - we are expecting passenger numbers to increase significantly over the next decade. We are pleased to be working with Somerset County, Somerset West and Taunton Council and the Heart of South West LEP to have been able to open the new ticket office today. It is fantastic to see the completion of this key phase of the project, with the new approach and station forecourt due to be finished soon. It has been a long-held ambition to deliver these improvements for customers, so that they have better facilities on the forecourt, better interchange, and a lovely new ticket hall and station entrance which will link up better with the town centre - and of course a much larger car park and new access to the road network."

Taunton Deane MP Rebecca Pow had the opportunity to look round the station during a recent visit.
Rebecca said: "Achieving the upgrade of Taunton station was one of my key commitments on my election and it is absolutely tremendous to see this come to fruition. I've worked hard to secure Government and LEP funding for this project and to work closely with the dedicated team of stakeholders involved including GWR and Network Rail. This successful project sees the transformation of this Victorian station to a great mix of the latest contemporary facilities combined with astutely restored listed buildings. This station represents the gateway to the county town of Somerset and the wider South West. Along with the improved rail services this really will help us with our economic recovery and will benefit the environment by helpful reduce reliance on cars. It's a welcome achievement."

Paula Hewitt, Lead Director for Economic and Community Infrastructure & Director of Commissioning at Somerset County Council, said:"This is a key project which will greatly improve the experience for everyone who travels into Somerset via Taunton Station. It is great news to see the new ticket office opened and we look forward to seeing the wider station improvements completed shortly."

Dawn Adey, Director of Development & Place at Somerset West and Taunton Council, said: "The completion of the new ticket office for Taunton station marks another milestone in Taunton's overall regeneration plans. The new facility will be a real asset to the town, providing a welcoming entrance for visitors and in due course, will link directly through to Firepool, the River Tone, Cricket Ground and Town Centre."

National Rail

Class 66 187 heads away from Balshaw Lane Junction with a Carlisle to Crewe working of a HOBC train on April 20th.
John Sloane



Colas Rail's track machine No. DR75010 heads through Swindon on April 12th working Swindon Transfer Sidings to Reading.
Ken Mumford



Network Rail completes footbridge revamp at Cottingham station



Network Rail has completed a major project to revamp Cottingham station footbridge and protect its heritage. Work began in October on the £880,000 project to make sure the bridge, which was built over 170 years ago, remains fit for purpose for years to come. Teams removed the old layers of paint so they could carry out detailed inspections of the Grade II listed structure. They replaced the life expired steelwork as well as the timber decking. Once the repairs were complete, the footbridge had a fresh coat of blue paint to brighten it up for passengers, residents and people visiting the village. Work also took place to install improved floor surfacing across the bridge. To keep disruption to a minimum, passengers used a temporary scaffold bridge further along the platform whilst the footbridge was having its transformation. The work did not impact on train services.

Matt Rice, Route Director for Network Rail's North and East route, said: "We've carried out this work carefully to protect the heritage of the footbridge and the transformation looks amazing. Passengers, people in the community and visitors to the area can now see the bridge in its former glory and continue using it safely and reliably for years to come."

Tony Baxter, Regional Director at Northern, said: "The work on the footbridge looks fantastic and I would like to say thank you to Network Rail for all the hard work involved in this project. Improvements like these at Cottingham are essential in delivering our long-term strategy to create a better railway for the north and is a great example of the rail industry working together to improve the network."

The Rt. Hon. David Davis MP said: "The restoration of Cottingham Railway station's bridge to its former glory is greatly welcomed. Built in 1845, this bridge and the station are important parts of Yorkshire's railway heritage. So much so that it is Grade II listed. The fact it is still used by 200,000 passengers every year is a testament to Victorian engineering. While restoring the infrastructure, Network Rail ensured the station was still accessible to passengers through a scaffold bridge and maintained step-free access. I commend Network Rail on their work, ensuring there has been no disruption to vital train services to Hull, York and London King's Cross."

Cottingham Councillor Geraldine Mathieson said: "As a lover of railway history I am delighted that this work has been done, and I trust that regular users of the bridge will appreciate the care and attention that has gone into avoiding disruption to services."

Did you Know - Ken Mumford

Some more of the nations oddities this month:

HISTORY of Ex-GWR 'sold' to LONDON TRANSPORT and AFTER LT use

LT No.	BR No.	Built	Builder	To LT	W/D by LT	After LT
L89	5775	1929	GWR - Swindon	08/08/1963	20/01/1970	Preserved by KWVR
L90	[1] 7711	[1] 1930	Kerr Stuart	07/10/1956	Returned to BR 29/09/61 and scrapped	
	[2] 7760	[2] ?	NBL - Glasgow	14/11/1961	In exchange for 7711. W/D by LT 06/06/71. Preserved at Tylseley	
L91	[1] 5752	[1] 1929	?	25/02/1957	Returned to BR 18/11/60 and scrapped	
	[2] 5757	[2] 1929	GWR - Swindon	18/11/1960	In exchange for 5752 W/D by LT and scrapped [by LT?]	
L92	5786	1929	GWR - Swindon	20/04/1958	03/10/1969	W/D by LT. Preserved by WLS
L93	7779	1930	Armstrong-Whitworth	05/10/1958	1967	Scrapped [by LT?]
L94	7752	?	NBL - Glasgow	01/11/1959	06/06/1971	Preserved at Tylseley
L95	5764	1929	GWR - Swindon	25/05/1960	06/06/1971	Preserved at SVR
L96	7741	1930	NBL - Glasgow	14/11/1961	Dec '66	Scrapped [by LT?]
L97	7749	1930	NBL - Glasgow	11/08/1962	1968	Scrapped [by LT?]
L98	7739	1930	NBL - Glasgow	04/12/1962	Nov '68	Scrapped [by LT?]
L99	7715	1930	Kerr Stuart	24/06/1963	01/01/1970	Preserved at the Quainton Road

KWVR - Keighley & Worth Valley Railway. WLS - Worcester Locomotive Society. SVR - Severn Valley Railway
GWR - Great Western Railway. NBL - North British Locomotive. W/D - withdrawn.

Would Health and Safety Approve Nowadays

This photo was taken in July 2007 when, much younger, I went on a driving and firing course on the Mid-Hants Railway. This was taken from climbing onto the tender of No. 34016 and taking a different photo of the loco.



Clubs and Societies Apparel

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10+ Price: £26.50 EACH
Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

Softshell, from £27.00 each, minimal order of 2.
10+ Price: £25.50 EACH

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HAD-PRINT

On April 30th, LMS Royal Scot Class No. 46100 'Royal Scot' passes Hartshill with a Crewe - Crewe test run. *Richard Hargreaves*



A Different View

A different view of Stockport viaduct on April 4th, sees Colas Rail Class 70 817 cross on the diverted 10:35 Chirk to Carlisle New Yard empty logs.
Barry Longson

A Different View

A CrossCountry Class 220 unit heads through Kidsgrove on April 24th.
Brian Battersby

Class 800 009 is named after Welsh footballer John Charles “Il Gigante Buono – The Gentle Giant” *Neil Pugh*

On April 28th, Class 57 305 heads through Little Somerford in heavy rain hauling the 5Q76 Ely to Newport scrap train conveying Class 317 668 and 317 660. *Ken Mumford*







Preserved Railways

1940s EXPRESS STEAM LOCOMOTIVE ‘EDDYSTONE’ RETURNSTO THE RAILS AFTER A THREE-YEAR £350,000 OVERHAUL



A classic 1940s express steam locomotive has returned to the Swanage Railway after an extensive three year £350,000 overhaul by its owners – Southern Locomotives Limited – who restored the leviathan of steam from a rusting scrapyard hulk to a gleaming machine in a determined labour of love across 16 years.

After a period of testing and running in, it is hoped to have 1946 Southern Railway rebuilt West Country Class Bulleid Pacific No. 34028 ‘Eddystone’ hauling trains between Norden, Corfe Castle and Swanage by the early summer.

When in British Railways service during the 1950s and 1960s, the locomotive was based at Bournemouth and hauled trains on the London to Weymouth line as well as the Somerset and Dorset line between Broadstone, Blandford Forum, Templecombe and Bath.

Minus its coal and water tender, the 96-tonne machine was transported by road transporter on Monday, 26 April 2021, from the Swanage Railway’s engineering works at Herston – on the outskirts of Swanage but not rail connected – to the heritage railway’s road-rail interchange, west of Norden station, where it was towed by rail the five and a half miles to Swanage station.

Herston engineering works manager Graham Froud, who also drives steam locomotives on the Swanage Railway, said: “The staff and volunteers at Swanage are delighted to welcome this established steam locomotive which is a firm favourite with our locomotive crews.

“As one of the last classes of locomotives designed before the end of steam trains, ‘Eddystone’ has many features considered innovative at the time.

“From the enginemen’s perspective, the large and comfortable cab – coupled with a free-steaming boiler and a proven capability for high speed running – made the Bulleid Pacifics firm favourites with footplate crews,” added Graham is also the heritage line’s locomotive superintendent.

SwanageRailwaylocomotive,carriage and wagon director Kevin Potts said: “‘Eddystone’ looks fantastic after much hard work from a relatively small team of staff and volunteers at Southern Locomotives.

“Despite delays caused by Covid-19 – and subject to restrictions in working practices – the overhaul has been completed to a high standard. No. 34028 is one of the Swanage Railway’s fleet of steam locomotives operated as part of a long-standing agreement with Southern Locomotives Limited,” added Kevin.

Simon Troy of Southern Locomotives Limited explained: “The transfer of ‘Eddystone’ from Herston Works to the Swanage Railway is the culmination of three years hard work by the staff and volunteers of Southern Locomotives Limited.

“No. 34028’s extensive overhaul started while our staff were also working to complete the extensive overhaul of another of our Bulleid Pacifics – No. 34072 ‘257 Squadron’ – and then 2020 saw Herston Works closed for several months owing to the Covid-19 lockdown.

“Our decision to get our staff back to work at the earliest opportunity to ensure the completion of ‘Eddystone’s overhaul is due to the generosity of our shareholders in financing staff salaries while our income from hiring locomotives to the Swanage Railway was suspended.

“The return of ‘Eddystone’ to the Swanage Railway is tinged with sadness in that some key figures in Southern Locomotives Limited will not be in Herston Works for future restorations and overhaul work.

“It’s worth remembering those people who made ‘Eddystone’s rescue and restoration possible – Southern Locomotives Director Richard Moffatt, who purchased the locomotive from the Barry scrapyard in south Wales, Willie Bath who masterminded No. 34028’s restoration as well as Bill Trite who brought us together in the first place,” added Simon.

Rescued from the Barry scrapyard in South Wales – where it languished for 22 years after being withdrawn from British Railways service in 1964 – restoration of ‘Eddystone’ began in 1986 and was completed by Southern Locomotives in 2003 with the gleaming locomotive hauling its first train on the Swanage Railway in the autumn of 2003.

No. 34028 hauled passenger trains on the Swanage Railway for ten years before being taken out of traffic in 2014 for a major overhaul that took three years to complete and started in 2018.

To find out more about the restoration and overhaul work of Southern Locomotives Limited, visit its comprehensive website at southern-locomotives.co.uk.

Photo: © Andrew P. M. Wright

COVID-SAFE STEAM TRAIN SERVICE RESUMES BETWEEN NORDEN, CORFE CASTLE & SWANAGE

Featuring assigned and socially distanced seating, Covid-safe steam trains have resumed between Norden, Corfe Castle and Swanage – after the lifting of Government restrictions.

Monday April 12th – at 10.30am – saw Southern Railway 1940s Battle of Britain class Bulleid Pacific No. 34072 '257 Squadron' haul the first steam train out of Swanage since Tuesday, December 29th, 2020.

Swanage Railway trustee and passenger services director Trevor Parsons said: "It was wonderful to smell steam in the air and watch the magnificent sight of a steam train, with excited passengers on board, leave Swanage station for the first time in almost four months.

"Our volunteers and staff have responded wonderfully to the challenge of returning a Covid-safe steam train service and it's great to see the Swanage Railway again doing what is does best – help to provide people with a wonderful day out in the Isle of Purbeck," added Trevor who is also a volunteer signalman and train guard on the heritage line.

Monday April 12th, also saw the re-opening of the Covid-safe fund-raising shop on Swanage station.

The Swanage Railway has been awarded 'We're Good to Go' certification by the Visit England tourism body for demonstrating the heritage railway has met the required level of compliance with its Covid-19 preparations and precautions to keep the public safe.

Swanage Railway chairman Gavin Johns said: "It was good to see a gleaming '257 Squadron' head our first passenger train of the season and watch it steam past the magnificent ruins of Corfe Castle. Being able to resume our Covid-safe socially distanced steam train services is an absolute delight.

"After a lot of planning work, refresher training and Covid-safe preparation, the Swanage Railway is ready to help people have a great day out in the Isle of Purbeck – whether it's going to Swanage for the town and sea, visiting Corfe Castle for the village and iconic ruins or Norden for walks over the heathland and the Purbeck Hills.

"The safety of our passengers and staff is always our prime concern and detailed work has gone into our planning for the Swanage Railway's reopening.

"The Swanage Railway is Covid-19 compliant with a long-life anti-bacterial spray being used on its trains and stations while the trains are cleaned, and the tables wiped, after every round trip," added Gavin who is also a volunteer signalman on the heritage line.

Trevor Parsons explained: "We strongly recommend on-line booking in advance, via our upgraded and improved website, to avoid disappointment as seat numbers are reduced – to ensure the prescribed social distancing – with any unsold seats being available for sale on the day at our Norden, Corfe Castle and Swanage station ticket offices.

"Passengers still have to wear face coverings on our platforms and trains – unless they are exempt – with hand sanitiser points available on our stations. Children under the age of 11 do not need to wear a face covering," he added.

Subject to the lifting of Government restrictions, the Swanage Railway hopes to re-open its Corfe Castle station museum, return catering facilities to Swanage and Norden stations and re-introduce its dining trains, in a Covid-safe manner, from May 17th.

The Swanage Railway's Harman's Cross station and Herston Halt will remain closed – in compliance with current Government guidance – and are set to re-open when the Government lifts the Covid-19 restrictions regarding social distancing. Covid-safe passenger services ran on the Swanage Railway during 2020, including the successful Steam and Lights festive trains in December.

Photo: © Andrew P. M. Wright



Preserved Railways

Great Central Railway – "Back on Track"

The Great Central Railway, one of Leicestershire's most treasured and popular tourist attractions restarted steam train services on April 17th and has already welcomed more than a thousand visitors in the two weekends since reopening. Their picturesque trackside cafes at Rothley and Quorn have also re-opened for takeaway and patio service at the weekends.

The Railway is now looking forward to the next phase of recovery from Covid measures which is May 21st when first class dining services, on train afternoon teas and fish and chip trains can be re-started as well as the cafés opened for full service and to the May 25th when the summer midweek timetable recommences.

Commenting on the re-opening steps, the Railway's Michael Gough said "We are so delighted to be running again and welcoming back our visitors.

Inevitably, ongoing restrictions and rules surrounding the pandemic continue to restrict the extent of our activities but these are the first few small steps to recovery and one thing that the pandemic has taught us, is to be grateful for "little wins". Throughout the Summer we have a number of events planned including our post-lockdown steam gala in June, our Beer Festival and Vintage Fair in July, Villains and Superheroes and Animal Fun in August and our hugely-popular War Weekend in September."

Picture here is the Loughborough Member of Parliament, Jane Hunt unveiling their new welcome sign on the A6 approach road to Loughborough accompanied by the Railway's Managing Director Michael Gough.



Preserved Railways

RE-OPENING WEEKEND at THE SPA VALLEY RAILWAY

This popular heritage railway in Tunbridge Wells will be back in steam from Saturday 22nd May following a period of closure due to the lockdown.

Booking is now open again and it is just £45 for a private compartment of up to 6 persons. All bookings must be made online in advance on the new website: www.spavalleyrailway.co.uk

Bookings are now also being taken for 'Dining in the Weald' events on the opening weekend which includes Fish & Chip lunches, Gin & Steam and diner on board the delightful High Weald Belle dining train on Saturday 22 May 2021. On Sunday 23 May the railway will be offering Fish & Chip lunches and Cream Teas.

On the opening weekend, Battle of Britain Steam locomotive No. 34053 'Sir Keith Park' will take centre stage alongside Class 20 No. D8188 handling trains between Tunbridge Wells West and Eridge taking passengers for a journey through the beautiful High Weald which offers glimpses of historic Groombridge Place and the wonderful rock formations known as High Rocks and Eridge Rocks.

As social distancing is still in place, all trains will start from Tunbridge Wells West Victorian Station, which is adjacent to Sainsburys and next to the Great Western Hotel.

Unfortunately, High Rocks, Groombridge and Eridge will remain closed for passengers to board our trains, however everyone is more than welcome to watch the trains pass through from the comfort of the Groombridge Station platform whilst enjoying a drink or ice cream from the popular kiosk.

'Dining in the Weald' is also back with opportunities to book Murder Mystery events on board the train in addition to Cream Teas, Morning Coffee, Pastries & Prosecco, Fish & Chip lunches and Suppers, Gin & Steam events. The High Weald Belle will also be operating lunches and dinner on selected dates throughout the year. Booking in advance is essential at www.spavalleyrailway.co.uk/dining-in-the-weald/

Below are some of the events visitors can look forward to enjoying later in the year.

May: 30th and 31st – Bank Holiday Steam & Diesel Trains!

June: 26th and 27th – Recreating West Country Locomotive 'Brentor'

July: 17th and 18th – Spring Steam Weekend, inc. 'Sir Keith Park'

August: 6th to 8th – Summer Diesel Gala

14 and 15th – Gin & Steam Weekend

28th to 30th – 'Sir Keith Park' Steaming Days

September: 12th, 13th, 19th and 20th – 'Sir Keith Park' Steaming Days

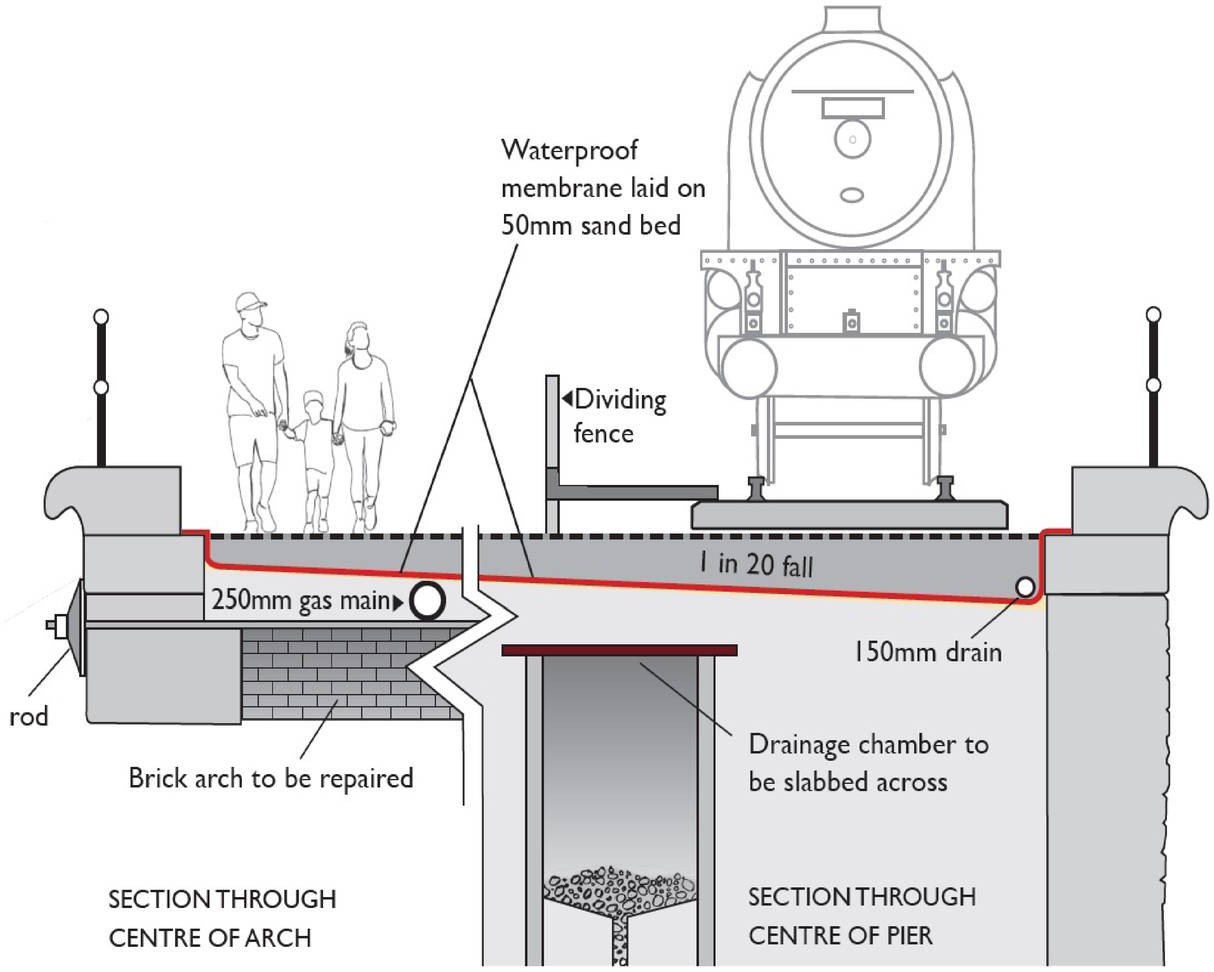
October: 22nd, 23rd and 24th – Beer & Cider Festival

30th and 31st – Halloween Trains

For further information visit www.spavalleyrailway.co.uk

Preserved Railways

APPEAL TO RAISE £100,000 TO SAVE CAWLEDGE VIADUCT ON THE ALN VALLEY RAILWAY RAISES 70% OF ITS TARGET IN JUST TWO WEEKS!





£70,000 raised in just two weeks to save what is (probably) the country's oldest, existing heritage railway viaduct!

The Aln Valley Railway has raised an incredible £70,000 in just two weeks to repair Cawledge Viaduct, the most significant structure on the railway's route into Alnmouth. The Cawledge Viaduct Appeal aims to raise £100,000 to enable stage one of the repairs to Cawledge Viaduct to commence towards the end of 2021.

The Cawledge Viaduct is believed to be the country's oldest, existing heritage railway viaduct. Constructed by the contractors Rush and Lawkin, work started in August 1848 and took almost two years to complete.

The viaduct was designed by Robert Stephenson and is built to a similar design as the nearby Lesbury Viaduct, on the Alnmouth to Berwick main line. It was built to carry the railway over the Cawledge Burn and has a total length of 123 metres, with a maximum height of 21 metres; there are seven spans of 13.7 metres, the six tapered piers being topped with shallow arches that have a rise of 4.3 metres. The main structure is built of sandstone, with brick arches and low parapets topped with tubular fence rails sitting in cast iron posts that are anchored into substantial masonry oversails.

The repair to the viaduct will be carried out in two stages. The first stage is to complete the waterproofing towards the end of 2021.

The waterproof membrane is a heavy duty plastic sheet which will be laid to a crossfall to collect all future rainfall on the walkway and track. This will be drained by a new perforated drain pipe that runs along the whole viaduct and discharges to the burn below. This is what will need to be dug out carefully as it is just above the gas main an will require the track, dividing fence and walkway to be removed. The membrane will be sealed to the masonry parapets and laid on a sand-bed. This ensures no leaks into the structure below, as it is this water freezing and thawing in the arches that has caused all the brickwork damage. The blocked brick drainage chambers will be broken down in each pier to below the membrane level and plated over.

The Cawledge Viaduct Appeal aims to raise £100,000 (including gift aid) by 225 people donating £360 either as a one of donation or paying £15.00 per month for 24 months.

By contributing to the Cawledge Viaduct Appeal you will receive the following:
An exclusive Cawledge Viaduct Certificate
Four complimentary return tickets to travel on the Aln Valley Railway line (valid for two years)

Michael Proctor, Chairman, Aln Valley Railway commented: "I'm truly overwhelmed by the generosity of our supporters in pledging over £70,000 in just a couple of weeks. That's more than 2/3 of our target! The Cawledge viaduct is the jewel in the crown of the Aln Valley Railway. It's both an amazing feat of Victorian engineering and a beautiful piece of architecture. Sadly, years of neglect have left it in poor condition. This project will make sure that it's still there for people to enjoy for the next 100 years."

Contribute to the Cawledge Viaduct Appeal today and help us be one step closer to Alnmouth!

Photo: Cawledge Viaduct ©Tom Lloyd/ AVR
Cawledge Viaduct Cross Section © AVR

Mid Hants Railway

Great Western Railway 5700 Class No.4612 is seen working a shuttle service at Ropley on May 1st. *David Lindsell*

Southern Urie S15 No. 506, built 1920 is seen near Ropley on May 1st. *David Lindsell*

Somerset & Dorset Joint Railway Henry Fowler designed 7F No. 53808 is seen on display in the yard at Ropley during the Spring Steam Gala on May 1st. *David Lindsell*







Mid Hants Railway

On May 1st, LMS Ivatt Class 2 2-6-2T 41312 works a demonstration freight service at Ropley. *David Lindsell*



GWR 2-6-2T No. 5526 heads a service towards Ropley on May 1st. *David Lindsell*



SR Schools Class No. 30925 ‘Cheltenham’ works a service to Alresford through Ropley on May 1st. *David Lindsell*



East Lancs Railway

There is a temporary weight restriction on the line north of Ramsbottom, so Standard Class 4 2-6-4T No. 80097 having operated the first steam passenger service since lockdown and carrying the original line re-opening headboard from 30 years ago, runs around under a dramatic sky having terminated its northbound service there on May 1st. *Gerald Nicholl*

East Lancs Railway

To facilitate the reopening of the railway in early May to passenger services, driver route refreshers were run the weekend before. Here we see Class 47 No. D1501 approach Irwell Vale on April 25th. *Barry Longson*

Exempt from the temporary weight restriction on the line north of Ramsbottom, single car DMU No. W55001/L101 spooks a swarm of flies from the tree whilst running south at Irwell Vale on May 1st. *Gerald Nicholl*

Not quite what an LNER A4 was designed for, working freight tender first, but a very welcome sight nonetheless with No. 60009 'Union Of South Africa' back in steam at Brooksbottom on April 24th. *Gerald Nicholl*







Severn Valley Railway

SR West Country Class No. 34027 ‘Taw Valley’ descends Eardington on April 17th working the 13:35 Bridgnorth - Kidderminster service. *Phil Martin*



Class 40 106 with a Bridgnorth - Kidderminster service crosses Victoria Bridge on April 23rd. *Carl Grocott*



An immaculate Class 37 190 sits in the sunshine at Bewdley on April 15th. *Richard Hargreaves*



Severn Valley Railway

On April 17th, Hudswell Clarke Saddle Tank No. 813 leads GWR Collett 5700 Class 0-6-0PT Pannier Tank No. 7714 heads along Eardington working the 15:35 Kidderminster - Bridgnorth service. *Phil Martin*



GWR 28xx Class 2-8-0 No. 2857 climbs Eardington on April 17th working the 14:40 Kidderminster - Bridgnorth service with matching GWR stock. *Phil Martin*



GWR 'Saint' 2900 Class No. 2999 'Lady of Legend' crosses Victoria Bridge on April 17th with a Bridgnorth - Kidderminster service. *Carl Grocott*



Severn Valley Railway

GWR 6959 Class Modified Hall No. 6960 ‘Raveningham Hall’ with a Kidderminster - Bridgnorth service is seen just after crossing Victoria Bridge on April 17th. *Carl Grocott*

Severn Valley Railway

LMS Ivatt Class 4 No. 43106 climbs Eardington on April 17th working the 12:50 Kidderminster - Bridgnorth service. *Phil Martin*

GWR 6959 Class Modified Hall No. 6960 'Raveningham Hall' heads along Eardington Bank on April 17th with the 13:45 Kidderminster - Bridgnorth service. *Phil Martin*

Newbuild, GWR 'Saint' 2900 Class No. 2999 'Lady of Legend' descends Eardington on April 17th working the 14:30 Bridgnorth - Kidderminster service. *Phil Martin*







Keighley and Worth Valley Railway

With the line having been sadly unable to celebrate the anniversary of the filming of “The Railway Children” last year, they have been preparing to mark the occasion this year instead. At the museum belonging to the Vintage Carriages Trust at Ingrow (one of the museums making up the Rail Story site), a special exhibition is being prepared to showcase artifacts from the film. The GNSR-liveried Pannier Tank (famous from the landslip-scene), the ‘Old Gentleman’s’ Saloon’, and a Metropolitan Railway carriage (recently repainted into the livery it carried for filming in the 1970’s are seen in the museum. Also prominently displayed is the Manning Wardle loco ‘Lord Mayor’, which was used extensively for publicity shoots for the film with the main cast at the time of filming. The display should shortly open to the public when lockdown easing allows the museum to fully re-open.

Ben Bucki (with grateful thanks to the Vintage Carriages Trust)



Keighley and Worth Valley Railway

On April 1st, the W&M Railbus was on staff training shuttles between Damems and Keighley, seen here paused at Damems before returning to Keighley. *Ben Bucki*



The line was the last heritage railway operating before the most recent lockdown, and they triumphantly reopened on April 17th. Stalwart of the loco fleet, though soon to be withdrawn for its 10-yearly inspection, BR Class 4F No. 43924 had the honour of operating the re-opening services, and is seen with the second train of the day at Damems. *Ben Bucki*



Keighley and Worth Valley Railway

Black 5 No. 45212 spends most of the year in the employ of Ian Riley on trains in Scotland, but returns to the West Yorkshire line for the winter. Having seen very little use at Keighley this winter due to Covid lockdowns, the loco was out on test trains prior to leaving the KWVR, and is seen near Damems with a run to Oxenhope on April 7th. *Ben Bucki*

Class 20 031 is seen approaching Damems, with a short goods train from Keighley on April 1st. *Ben Bucki*

As the line works towards re-opening, and give their staff refresher trainings, on April 1st, No. 5820 'Big Jim' was on steam-hauled test trains. The S160 is seen approaching Damems with a morning train from Keighley to Oxenhope. *Ben Bucki*







Middleton Railway

On the Middleton Railway in Leeds, fleet stalwart Slough Estates No.3 (Hudswell Clarke No. 1544 of 1924) is about to be withdrawn for its ten-yearly overhaul. The railway is not yet open to the public following the easing of Lockdown rules, but on April 18th the railway marked the last weekend in service for the locomotive by using it to operate demonstration goods trains for their volunteers, inviting photographers to come and see the train from the lineside paths and Park Halt station.

Ben Bucki







Telford Steam Railway

On April 24th, Class 142 004 is seen at Horsehay, another addition to the Pacer fleet currently here. *Richard Hargreaves*



Telford Steam Railway

Class 37 263 and Ruston and Hornsby shunter No. D2971 are seen at Horsehay on April 16th. *Richard Hargreaves*

New arrival, former Northern ‘Pacer’ Class 144 013 is seen at Horsehay on April 10th. *Richard Hargreaves*

Ruston 0-4-0 shunter No. 525947 is seen at Horsehay on April 10th. *Richard Hargreaves*







From the Archives

Class 76 029 and 76 030 are about to reverse into Guide Bridge stabling point from the station on April 12th 1980. *Steve Stepney*



From the Archives

Class 47 No. 1722 passes Moore on October 2nd 1971 (compare with the images taken here these days!). *Mark Enderby*



LMS Nos. 5596 'Bahamas' and 6115 'Scots Guardsman' are seen at Dinting preservation centre on April 12th 1971. *John Sloane*



Class 44 005 'Cross Fell' is seen stabled at Toton depot on April 29th 1978. *John Sloane*



From the Archives

Looking pretty new Class 150 245 and 150 243 pass the site of Manchester Exchange station on April 16th 1987.
Jeff Nicholls

From the Archives

Class 27 No. 5398 is seen arriving at Carlisle on September 6th 1971.
Mark Enderby

From the Archives

Class 55 007 ‘Pinza’ in York North shed yard on December 7th 1979. *John Sloane*

Class 37 427 ‘Bont-y-Bermo’ crosses the Victoria Bridge on the Severn Valley Railway during a diesel gala on May 7th 1988. *Jeff Nicholls*

Class 40 122 runs light engine through Wigan Wallgate on February 13th 1985. *John Sloane*







From the Archives

Class 24 081 is seen with a freight in Llandudno Yard on June 21st 1979.
John Sloane

From the Archives



A Class 40 leads a Class 85 on a diverted WCML service through Chester in August 1975. *Mark Enderby*

Class 66 090 hauls 56 120, 56 107, 56 083, 56 109, 56 067 and 56 054 through Stalybridge on July 4th 2009. *Brian Hewertson*



Class 56 081 is seen stabled at Knottingley TMD on June 29th 1985. *Keith Davies*

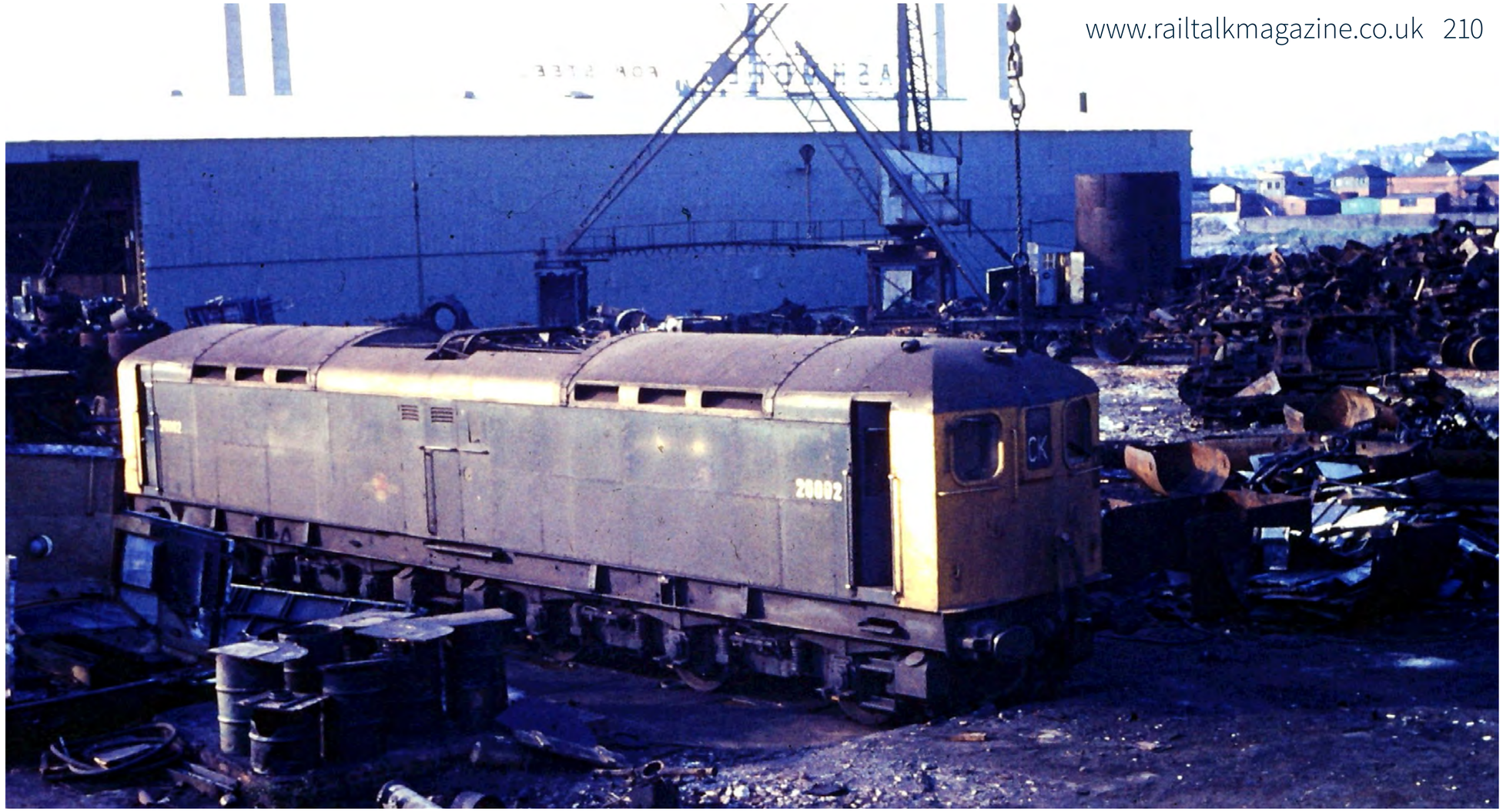


From the Archives

Metrovick Co-Bo No. TDB968006 (D5705) is seen at Bristol Bath Road depot on November 3rd 1978.
John Sloane

From the Archives

Class 70 No. 20002 is seen in the scrap yard at Newport in 1969. Built in 1941 by Southern Railway Ashford Works. It was designed by Oliver Bulleid and one of three in the class.
Ken Mumford



Class 47 326, 47 189 and 47 181 run light engine through Crewe on April 20th 1985.
Brian Hewertson



Class 41 No. D600 awaits the cutters torch in late 1969 at Woodhams, Barry scrapyard.
Ken Mumford



From the Archives

Class 47 476 passes Rhosneiger on July 16th 1976. *Mark Enderby*

From the Archives

On March 17th 1978, Class 40 113 stands at Newcastle with a parcels service.
Mark Enderby



Class 37 059 and 37 069 power through Acton Bridge with a southbound intermodal on June 16th 2006. *John Sloane*



Class 50 043 heads through Dawlish Warren on June 8th 1988 with a engineers working.
Brian Hewertson



From the Archives

BR Class 22 No. D6306 along with other members of the class are seen at Newport awaiting cutting in 1969.
Ken Mumford



From the Archives

Class 92 013 passes Standish with an Arpley to Carlisle freight on July 27th 2004. *John Sloane*



Class 59 001 passes through Salisbury on June 6th 1988 hauling empty stone wagons to Westbury. *Brian Hewertson*



Class 47 134 passes Abbey Foregate with an Albion Gulf Oil Terminal - Waterston working on July 29th 1983. *Keith Davies*



From the Archives

At Buxworth in the summer of 1984, a pair of Railfreight Class 37s work a rake of stone empties returning to Peak Forest. *Don Chadwick*



From the Archives

Class 52 No. D1080 'Western Musketeer' is ready to depart Exeter St. Davids with a train to the west on September 16th 1974.
John Sloane

From the Archives

Class 308 149 waits at London Liverpool St. with a service to Bishops Stortford on October 26th 1987.
John Sloane

