

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 179

Another fantastic selection of photos this month, once again we are delighted to receive so many, and we hope that you appreciate we are unable to use them all, but we do have another bumper bundle for your enjoyment.

In the news this month... Trouble brewing on LNER as planned timetable changes on the East Coast main line are fuelling growing protests, with councillors and MPs unhappy about the implications for Darlington. LNER is proposing to increase the number of trains calling at Durham, but the price of that will be fewer trains calling at Darlington. LNER said the number of its trains calling at Darlington would come down from 62 to 53 daily, while the increases at Durham, involving three trains every two hours to Newcastle, York and London King's Cross instead of one an hour at the moment, will be counter balanced there by reducing the number of trains from Durham to Edinburgh to one every two hours. CrossCountry, however, will still provide an hourly service.

It is the changes at Darlington which have sparked most of the anger. Darlington Council leader Heather Scott has allied herself with local MPs Peter Gibson and Paul Howell. They are writing to all four of the operators which serve Durham, who also include Northern and TransPennine Express, calling on them to postpone any changes while a 'fully co-ordinated' public consultation is carried out.

Ms Scott told the BBC: "The top and bottom of what LNER want to do is to cut the journey time from London to Edinburgh by bypassing Darlington station. We are objecting to that. We've got the treasury and various other departments coming here and all the developments on Tees Valley. It is the wrong time to be looking at reducing trains stopping in Darlington. We've also got money being spent on upgrading Darlington station and yet they are talking about taking trains away. It's absolutely ludicrous."

Also in the news this month is that industrial disruption grows as more strikes are called as the RMT has called a series of strikes by train managers on East Midlands Railway in its dispute over the safety of cascaded Class 360 units on the London to Corby service when there is one manager on the 8-car trains, which are formed of two separate four-car units. The union wants a safety-critical member of staff, preferably a train manager, to be in charge of each four-car section.

The walkouts are to be staged on the eight Sundays, starting August 8th and continuing until September 26th. The action is in addition to an existing series of strikes which are being staged by EMR senior conductors in a separate dispute over pay, working conditions and 'contract issues'.

The new strikes are the latest in a series of disputes which are threatening train services in many parts of the country this summer. The longest running dispute is between the RMT and ScotRail, where conductors have been striking every Sunday since March 28th. The cause of the disagreement is pay, and the RMT is protesting that ScotRail drivers who are members of ASLEF were given enhanced pay for rest day working while other grades were not. Other operators involved in industrial disputes include Caledonian Sleeper, which had to suspend its services when RMT staff went on strike over pay between June 15th and 26th, and where a ban on higher-grade working began on July 30th. A series of strikes is also beginning on August 8th on Hull Trains in a dispute over pensions.

Until next month, stay safe.
Andy

This Page

On the East Lancs Railway, Peak Class 45 108 slows for its stop at Irwell Vale in a brief spell of sun on July 2nd, while working the 14:00 service from Rawtenstall to Heywood. *Barry Longson*

Front Cover

'Merchant Navy' Class No. 35018 'British India Line' catches the evening sun under the watchful eye of Pen-y-Ghent with the returning 'Dalesman' railtour on July 22nd. *Gerald Nicholl*

On July 28th, 'British India Line' works the return 'Dalesman' charter over Denthead Viaduct. *Shep Woolley*



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Charter Scene West Coast Railways

The Dalesman

On July 13th, Royal Scot Class No. 46115 'Scots Guardsman' works 'The Dalesman' through Dent station and on to Carlisle . *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

With a moody Howgill backdrop, 'Scots Guardsman' works the return 'Dalesman' on the approach to Grayrigg heading back to Chester on July 13th. *Shep Woolley*

West Coast Railways

The Dalesman

Stanier 4-6-0 No. 46115 ‘Scots Guardsman’ climbs past Langcliffe with WCRC’s Carlisle bound ‘Dalesman’ on June 29th.
Gerald Nicholl

On June 29th, No. 46115 ‘Scots Guardsman’ passes Lostock Hall with the return ‘Dalesman’.
John Balaam

SR MN Class 4-6-2 No. 35018 ‘British India Line’ works ‘The Dalesman’ away from Shotlock Tunnel and on to Carlisle, on July 22nd.
Shep Woolley







Charter Scene Railway Touring Company

The West Somerset Steam Express

With a heavy thunderstorm imminent, Jubilee Class 4-6-0 No. 45596 ‘Bahamas’ climbs from Bruton to the summit of the 1 in 81 Brewham Bank on July 24th heading the returning ‘West Somerset Steam Express’ from the West Somerset Railway to London Paddington.
Gerald Nicholl



Charter Scene Railway Touring Company

The West Somerset Steam Express

Jubilee Class 4-6-0 No. 45596 'Bahamas' passes Kintbury on July 24th working the 1Z52 London Paddington - Bishops Lydeard.
Ken Mumford

LNER A3 Class No. 60103 'Flying Scotsman' approaches Lazonby and Kirkoswald station with the northbound 'Waverley' railtour on July 11th. *Shep Woolley*

West Coast Railtours

The Pendle Dalesman

On July 27th, SR MN Class No. 35018 ‘British India Line’ approaches Selside with the northbound ‘Pendle Dalesman’ to Carlisle. *Shep Woolley*

Making a fine sight as it speeds passed the site of the old Shap Station ‘Scots Guardsman’ hauls the return ‘Pendle Dalesman’ on August 3rd. *Shep Woolley*

Speeding towards Ais Gill summit ‘British India Line’ is seen with the return ‘Pendle Dalesman’ heading back to Lancaster on July 27th. *Shep Woolley*







West Coast Railtours

The Pendle Dalesman

With Pen-y-Ghent keeping a watchful eye, No 46115 ‘Scots Guardsman’ works ‘The Pendle Dalesman’ away from Helwith Bridge and on to Carlisle, August 4th. *Shep Woolley*

‘Leander’ blasts out of Bamber Bridge with the Lancaster to Carlisle ‘Pendle Dalesman’ railtour on July 20th. *John Sloane*

No. 46115 ‘Scots Guardsman’ approaches Bamber Bridge with ‘The Pendle Dalesman’ from Lancaster to Carlisle on June 29th. *John Sloane*







Charter Scene West Coast Railtours

The Pendle Dalesman

Jubilee Class 4-6-0 No. 45690 ‘Leander’ opens up after passing Salt Lake Cottages heading the return ‘Pendle Dalesman’ on July 20th.
Gerald Nicholl



Charter Scene Railway Touring Company

The Hadrian

On July 24th, LNER A3 No. 60103 'Flying Scotsman' works through Waitby Common with the 'The Hadrian' to Carlisle. *Shep Woolley*

Charter Scene A1SLT/SRPS Railtours

The Viking Explorer

A1 Class 4-6-2 No. 60163 'Tornado' attracts attention easing through Ribblehead station with 'The Viking Explorer' running from York to Linlithgow on July 20th. *Gerald Nicholl*

Charter Scene A1SLT/SRPS Railtours

The Viking Explorer

On July 20th, LNER A1 Class No. 60163 'Tornado' heads 'The Viking Explorer' towards Ribblehead and eventually Linlithgow. *Shep Woolley*

Midland Pullman

Heart of Wales Pullman

Power cars Nos. 43058 and 43046 working the 1Z49 Preston - Cardiff pass Wistanstow on July 17th. *Carl Grocott*

The ‘Blue Pullman’ set passes Chatford on July 17th working the 1Z49 05:48 Preston - Cardiff Central. *Keith Davies*

On July 17th, power cars Nos. 43058 and 43046 are seen working 1Z49 Preston - Cardiff Central past Kemps Eye, Shrewsbury. The regular power car, 43055 being unavailable due to having an argument with a Mk2 coach. *Richard Hargreaves*







Charter Scene Statesman Rail

Cumbrian Coast Statesman

On July 28th, Class 47 828 and No D1935 top'n'tail the Hereford - Ravenglass Statesman tour through Moore. *Jeff Nicholls*



Charter Scene Steam Dreams

Hampshire Tour

On July 18th, Jubilee Class No. 45596 'Bahamas' passes Pewsey Vale working the 1Z51 London Paddington to Salisbury, then onwards to Southampton. *Michael Bennett*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

The camera phones are out in force, as No. 46115 'Scots Guardsman', coasts into St. Helens Central, with the return 'Railway Touring Company', Carlisle to Crewe 'Cumbrian Mountain Express',on July 17th. *Paul Senior*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On July 17th, 'Scots Guardsman' passes Helwith Bridge working the 1Z67 'The Cumbrian Mountain Express' from Crewe - Carlisle via Liverpool and the S&C. *Michael Lynam*



Charter Scene Railway Touring Company

End of Southern Steam

Southern Merchant Navy Class No. 35018 ‘British India Line’ is seen passing through Andover with the 1Z50 London Victoria to Yeovil Pen Mill on July 9th. *Michael Bennett*



Charter Scene Railway Touring Company

End of Southern Steam

On July 9th, MN Class No. 35018 ‘British India Line’ and Class 47 245 are seen passing Wyke working the charter from London Victoria to Weymouth and Southampton(steam to Yeovil for diesel to Weymouth). *David Lindsell*



Charter Scene Belmond British Pullman

V.S.O.E.

Class 67 024 leads the 1Z72 08:01 from London Victoria into Northampton on July 5th where the passengers would transfer to road transport to Althorpe House. Class 67 021 was on the rear.
Derek Elston



Branch Line Society

The Primary Colours

In torrential rain on July 4th, Class 37 423 approaches Romiley with the Rose Hill (Marple) to Crewe leg of 'The Primary Colours' tour which was part of the multi day Branch Line Society charity tour. *Lee Stanford*

Class 37 423 leads the 1Z41 'The Primary Colours' railtour from York to Rose Hill Marple across Denby Dale Viaduct on July 4th with Class 37 422 on the rear. *Steve Chapman*







Charter Scene Branch Line Society

The Primary Colours

Class 37 422 is seen passing the infrequently used and photographed Denton station leading the Branch Line Society's tour 'The Primary Colours' on the Rose Hill (Marple) to Crewe leg of the tour on July 4th. *Lee Stanford*

Charter Scene Saphos Trains

The Bristol Forty

Class 40 No. D213 heads 'The Bristol Forty' 1Z44 Bristol Temple Meads - Crewe - Bangor return charter, waiting departure time at Chester on July 2nd. *Brian Battersby*



Charter Scene Saphos Trains

The Fellsman

Southern West Country Class No. 34046 ‘Braunton’ approaches Low House signal box with the return ‘Fellsman’ to Crewe.
Shep Woolley

Saphos Trains

The Fellsman

SR WC Class No. 34046 'Braunton' works away from Lazonby with the northbound 'Fellsman' to Carlisle. *Shep Woolley*

Class 47 No. D1935 is seen on the rear of 'The Fellsman' as it departs Leyland for Crewe on July 14th. *John Sloane*

'Royal Scot' pounds out of Bamber Bridge with 'The Fellsman' excursion from Crewe to Carlisle on July 14th. *John Sloane*







Charter Scene Saphos Trains

The Fellsman

The tree in the foreground isn't for effect, it was sheltering the photographer from a heavy downpour at Winwick whilst watching No. 34046 'Braunton' forging north with 'The Fellsman' on July 7th. *Jeff Nicholls*

Charter Scene West Coast Railways

The Scarborough Spa Express

Stanier Jubilee No. 45699 now in the guise of long gone classmate No. 45627 ‘Sierra Leone’ departs York for the coast on July 8th at the head of 1Z24 ‘The Scarborough Spa Express’.
Dave Mather



Charter Scene Rail Charter Services

The Staycation Express

Rail Charter Services' HST with power cars Nos. 43058 and 43059 on 'The Staycation Express' 1Z44 15:09 Carlisle - Skipton pass through Kirkby Stephen on July 24th. *Chris Morrison*

Charter Scene Rail Charter Services

The Staycation Express

The Rail Charter Services/LSL 'Staycation Express' High Speed Train started operations on July 19th, running regular diagrams on the Settle-Carlisle Line between Skipton and Carlisle. The immaculate Intercity 125 set is seen near Skipton, leaving with the first train for Carlisle on July 19th.*Ben Bucki*

Charter Scene Railway Touring Company

The North Wales Coast Express

LMS Jubilee Class No. 45690 'Leander' crosses Frodsham Viaduct with the 1Z61 Liverpool Lime Street - Holyhead on July 18th. *Jeff Nicholls*

Charter Scene Northern Belle

Northern Belle

No shortage of the wet stuff in the fells on July 30th, but a bonus of clag as LNER A1 No. 60163 'Tornado' makes a wonderful sight and sound as it speeds the 'Northern Belle' through Greenholme. *Shep Woolley*

Northern Belle

Northern Belle



On July 4th, Class 57 313 and 57 314 arrive at Oakengates working the 1Z35 Crewe to Northampton. *Richard Hargreaves*



Class 57 314 and 57 313 pass Hadnall on July 4th with 1Z35 15:23 Crewe - Northampton. *Keith Davies*



West Coast Railways' Class 57 313 'Scarborough Castle', and 57 314 pass Sansaw Heath on July 4th. *Phil Martin*



Charter Scene Northern Belle

Northern Belle

LNER A1 No. 60163 'Tornado' passes the semaphores at Appleby with a return Carlisle - Telford charter on July 24th. *Chris Morrison*



Charter Scene Northern Belle

Northern Belle

Powering away from Waitby cutting, No. 60163 ‘Tornado’ is seen with the return ‘Northern Belle’ on July 30th. *Shep Woolley*

Northern Belle

Northern Belle

Class 47 813 and 57 601 pass through Helsby on July 18th working a Llandudno to York Northern Belle outing. *Brian Battersby*

On July 24th, Class 57 601 'Windsor Castle' leads a Telford to Carlisle excursion past Standish with 57 313 on the rear. *John Sloane*

Making a fine sight and sound, No. 60163 'Tornado' speeds the return 'Northern Belle' through Kirkby Stephen on July 28th.
Shep Woolley







On July 28th, LNER A1 Class 4-6-2 No. 60163 'Tornado', standing in for 'Princess Elizabeth', works the northbound 'Northern Belle' through Hincaster, heading to Carlisle. *Shep Woolley*

Charter Scene Branch Line Society

The Thanet Thunderer

The Branch Line Society organised 'The Thanet Thunderer' on July 31st, 06:05 East Midlands Parkway to Margate , seen passing Isham with Class 50 007 'Hercules' leading 50 049 'Defiance'.
Derek Elston

Charter Scene Saphos Trains

The Severn Valley Enterprise

On July 21st, BR Class 5 No. 45231 and Class 47 No. D1935 head through Wellington with the 1Z45 Crewe - Bridgnorth. *Richard Hargreaves*

Charter Scene Saphos Trains

The Severn Valley Enterprise

LMS Class 5 No. 45231 and Class 47 No. D1935 working the 1Z47 Bridgnorth - Carnforth return charter are seen at Battlefield on July 21st.
Carl Grocott



Charter Scene ECS and Light Engine Movements

On July 12th, the ‘Staycation Express’ with power cars Nos. 43058 and 43059 passes Slindon with an Eastleigh to Crewe move.
Richard Hargreaves



Charter Scene

ECS and Light Engine Moves

‘Bahamas’ passes Bradley on July 16th whilst working from Keighley to Southall. *John Sloane*

The ‘Staycation Express’ passes Standish on its way from Crewe to Carlisle on July 16th for the start of services the following day. *John Sloane*

On July 18th, LSL’s power car No. 43049 is seen towing 43046 to Neville Hill for repairs, passing Winwick. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

LSL power cars Nos. 43049 and 43055 pass Winwick on July 18th heading from Crewe to Neville Hill. *Jeff Nicholls*

West Coast's Class 37 685 and 37 668 are seen stabled alongside DRS's Class 37 424 at York on July 8th. The West Coast Class 37s awaiting the return of a steam charter from Scarborough. *Jeff Nicholls*

Jubilee Class No. 45596 'Bahamas' is seen heading back to Southall from Bishops Lydeard after a weekend tour, August 2nd.
Michael Bennett







Charter Scene

ECS and Light Engine Moves

Class 47 802 is seen at Battlefield on July 18th with 5Z59 08:16 Coton Hill Yard - Crewe CS. *Phil Martin*



Power cars Nos. 43058 and 43059 working a 'Staycation Express' test run from Carlisle to Crewe pass Balshaw Lane Junction on July 15th. *John Sloane*



An image that could have been taken in the early 1990s as InterCity livered Class 90 002 'Wolf of Badenoch', waits at Preston to take over a southbound charter on July 10th. *Paul Senior*



Charter Scene

ECS and Light Engine Moves

On July 15th, the 'Staycation Express' with power cars Nos. 43058 and 43059 head past Moore with a test run. *Mark Enderby*



Locomotive Services Class 90 002 is seen stabled on the depot at Crewe on July 15th *Michael Lynam*



On July 16th, Jubilee Class No. 45596 'Bahamas' passes Norton Crossing working 5Z96 Keighley - Southall. *Mark Enderby*



Charter Scene ECS and Light Engine Movements

Rail Charter Services HST, lead by No. 43059, with 43058 on the rear, passes Red Bank, Newton le Willows, with 5Z81 17:40 Settle to Crewe on July 15th. *Paul Senior*

Avanti West Coast



Class 390 134 passes Farington Curve Junction with a London Euston to Glasgow service on July 22nd. *John Sloane*



Class 390 129 speeds south near Acton Bridge on July 15th with a service to London Euston. *John Sloane*

Avanti West Coast begins the UK's biggest ever train fleet upgrade



Avanti West Coast has kicked-off the UK's biggest ever train fleet upgrade, as the first Pendolino was taken out of service for work to begin on the £117m project. The programme will transform all 56 of Avanti West Coast's iconic Pendolinos. The trains are widely regarded as the UK's hardest working train fleet, clocking up more than 270 million miles since they were launched – enough to go to the moon and back more than 500 times. The Pendolinos have served routes between London, Birmingham, Manchester, Liverpool, Glasgow, and Edinburgh for close to 20 years and the upgrade will return the whole Pendolino fleet to an 'as new' condition.

Customer improvements include:
Replacing 25,000 Standard Class seats;
Conversion of one First Class carriage on each of the 35 eleven-carriage Pendolinos to provide more than 2,000 extra Standard class seats;
The introduction of a new Café Bar for customers to meet and enjoy refreshments;
Improved lighting and new interior carpets;
Greater use of technology with customer-friendly passenger information screens;
Additional luggage space;
Power points at every seat;
Refurbished toilets.

"The Pendolino is a real workhorse which has helped to transform services on the West Coast Main Line," explained Phil Whittingham, Managing Director for Avanti West Coast. "This investment will take them to the next level and they'll feel like new trains with state of the art technology and brand new seats. I can't wait to see the reaction from our customers and people."

Rail manufacturer Alstom will oversee the refurbishment at their new depot in Widnes in the North West securing 100 skilled jobs. The first train, set number 390125, is due to re-enter service in late 2021. The upgrade programme will run until February 2024 when the last of the 56 strong fleet is expected to leave Widnes.

"We were delighted when our friends at Avanti West Coast entrusted our team at Widnes with the upgrade of the Alstom-built Pendolino, one of Britain's most reliable, popular and sustainable trains" said Peter Broadley, Managing Director, Services, Alstom UK & Ireland. "Alstom is the nation's leading train services provider and train refurbishment is a major part of our offering, so we can't wait to get cracking on this landmark project."'

UK suppliers will benefit from 80% of the £117m investment, which is financed by Angel Trains, one of the UK's leading train Asset Management companies.

"Investing in the refurbishment of rolling stock is crucial for advancing the UK rail industry and supporting the wider supply chain," said David Jordan, Chief Operating Officer of Angel Trains. "This project is a huge milestone, and we are proud to work with our customers Avanti West Coast to upgrade the Pendolino fleet, to create modern train interiors that are fit for future passengers' needs."

The refurbished Pendolinos are just part of the changes taking place on the West Coast. The ground-breaking Standard Premium has already been introduced, as has at-seat ordering and a brand-new fleet to replace the diesel Voyagers is coming in 2023.

Caledonian Sleeper

Class 73 968 and 66 738 are seen at the refuelling point at Fort William on July 18th.
Allison Twycross

On July 19th, Class 73 970 is seen with the stock from the morning arrival of the sleeper service, with cleaning taking place at Inverness station.
Allison Twycross

Class 73 966 is seen stabled at Inverness station on July 19th. *Allison Twycross*







Chiltern Railways



Class 68 013 stands at Birmingham Moor Street after arriving with 1R25 11:10 from London Marylebone on July 15th. *John Balaam*

Chiltern Railways celebrates 25th anniversary with launch of greener and quieter HybridFLEX train

Chiltern – the operator of train services between Birmingham, Oxford and London – has celebrated 25 years of continuous service for customers and marked this achievement as a train operator with a celebration event at London Marylebone Station and the launch of HybridFLEX – Britain's first battery-diesel train. Chiltern is currently an all-diesel operator with an average fleet age of 25 years. A key priority for the operator is to help deliver decarbonisaiton for the UK by investing in innovation. Long-serving Chiltern colleagues were joined at Marylebone Station by regional stakeholders and rail industry executives, prior to the train travelling to Bicester Village on its maiden journey.

HybridFLEX train

HybridFLEX is the product of collaboration between rolling stock owner and asset manager Porterbrook and engineering giant Rolls-Royce. As well as offering zero emissions and near silent operation at stations, the Rolls-Royce Hybrid PowerPack will also reduce fuel consumption and so CO_2 emissions by up to 25%, Nitrous Oxide (NOx) emissions by over 70% and particulate emissions by over 90%, compared to the engines it replaces. Chiltern is delighted to be trialling this new technology to demonstrate that it can contribute to better air quality, decarbonisation and the aim of removing traditional diesel trains from its network. The HybridFLEX aims to enter full passenger service from September this year.

Rail Minister Chris Heaton Harris said: "HybridFLEX trains will make rail travel even greener and the air in our stations cleaner. Chiltern Railways have connected people for a quarter of a century and now are helping to prepare for the future as we build back greener. This is a great example of how innovation and enterprise can help us reach our ambitious target of net zero emissions by 2050."

Richard Allan, Managing Director at Chiltern Railways said: "Chiltern has a fantastic track record of innovating and investing in new routes, stations, depots and trains to attract and retain customers. We are proud and privileged to mark our 25th anniversary by introducing colleagues and stakeholders to the HybridFLEX train. We need to modernise Chiltern again and this exciting use of new technology in an older train is a potentially very significant opportunity to help us decarbonise and improve our customer experience."

Mary Grant, CEO of Porterbrook said: "We are delighted to be able to support Chiltern Railways' ambitious plans for the future. Our HybridFLEX, built in partnership with Rolls-Royce, will offer improved air quality and reduced noise at stations and other sensitive locations on the Chiltern network. HybridFLEX is part of Porterbrook's growing portfolio of alternative traction systems designed to help Britain's railway accelerate the race to Net Zero."

Warren East, Chief Executive Officer at Rolls-Royce said: "This collaboration demonstrates the pivotal role technology is already playing in the transition towards a net zero future. With 1.7bn passenger rail journeys taking place every year in the UK, the 25% reduction in CO_2 emissions offered by HybridFLEX represents a meaningful step forward in the country's journey towards its 2050 net zero target. We're delighted to be part of this ground-breaking team with our hybrid solution alongside Chiltern Railways and Porterbrook."

A Bicester Village spokesperson said: "We congratulate Chiltern Railways on their 25th Anniversary. We are proud to join them in celebrating our long running successful partnership and welcome the exciting opportunities which they seek to introduce, in particular towards a sustainable transport future for Bicester".

Colas Rail

On July 2nd, looking pristine and getting ready for its first revenue-earning trip for some time, Class 56 051 leads 56 049 and 56 096 through Scunthorpe on 0E32 Nottingham Eastcroft - Barnetby Down Sidings. Class 56 096 later returned to Doncaster alone.
Steve Thompson



Class 56 105 passes Newton with the 6Z5116:05 Baglan Bay to Chirk Kronospan on July 8th.
Keith Davies



Class 70 803 and 70 802 are seen heading past Winwick on July 18th with a loaded log train.
Jeff Nicholls



Colas Rail

On July 5th, its first day of revenue earning for some time, Class 56 051 leads 56 049 on 6E32 Preston Docks - LOR discharged bitumen tanks. The pair are seen passing through Scunthorpe just as the heavens opened! *Steve Thompson*



Class 56 105 arrives at Chester on July 2nd with a loaded log train bound for Chirk. *Brian Battersby*



Class 70 816 is seen near Uffington with 6C37 10:30 Chirk Kronospan - Carlisle Yard on July 11th. *Keith Davies*



Colas Rail



Class 70 809 and 70 811 depart Andover on July 18th with the 6C06 Whitchurch to Eastleigh engineers train. *Michael Bennett*



Class 70 812 passes Althorpe on July 28th with 6E32 Preston to Lindsey discharged tanks. *Steve Chapman*



Class 56 049 and 56 094 head through Farington Curve Junction with the Preston Docks to Lindsey tanks on July 22nd. *John Sloane*



Colas Rail

On July 8th, Class 70 809 hauls 56 078, 56 302 'Peco' and 56 094 as 0Z98 from Nottingham Eastcroft to Bescot through Burton.
Stuart Hillis

On July 18th, Class 70 803, after rescuing 70 802 which had failed whilst working the Carlisle to Chirk logs, passes Winwick.
Mark Enderby

Class 56 105 passes Cheney Longville on July 19th hauling the 6Z51 Baglan Bay - Chirk timber.
Phil Martin







Colas Rail

On July 22nd, Class 70 816 passes through Carlisle working the 6J37 Carlisle - Chirk logs via the S&C. *Michael Lynam*



Class 56 105 passes Gobowen, Cambrian Jct. on July 1st working the 6Z51 16:16 Baglan Bay - Chirk timber. *Phil Martin*





Class 70 803 heads between Cherry Tree and Pleasington with the 12:46 Carlisle - Chirk on June 26th. *John Balaam*

Class 56 105 passes Wolascott on July 8th working the 6Z51 16:16 Baglan Bay - Chirk timber. *Phil Martin*

OLD OAK COMMON AND HEX DEPOT DECOMMISSIONING NEARS COMPLETION FOR HS2 UPGRADE

In September 2019, the South Rail Systems Alliance (SRSA) began the decommissioning of the Heathrow Express (Hex) Traincare Depot in Old Oak Common (OOC) to pave the way for the construction of a station in its place as part of High Speed 2 (HS2). A multidisciplinary based programme was launched to begin works to decommission the depot and lay the foundations for the enabling works and installation of the new station due to be handed over in November 2021.

Collaboration has been a key factor in the efficient delivery of the construction programme, with the SRSA, NWR & HS2 applying accelerated project principles through a risk-based approach to achieve critical milestones.

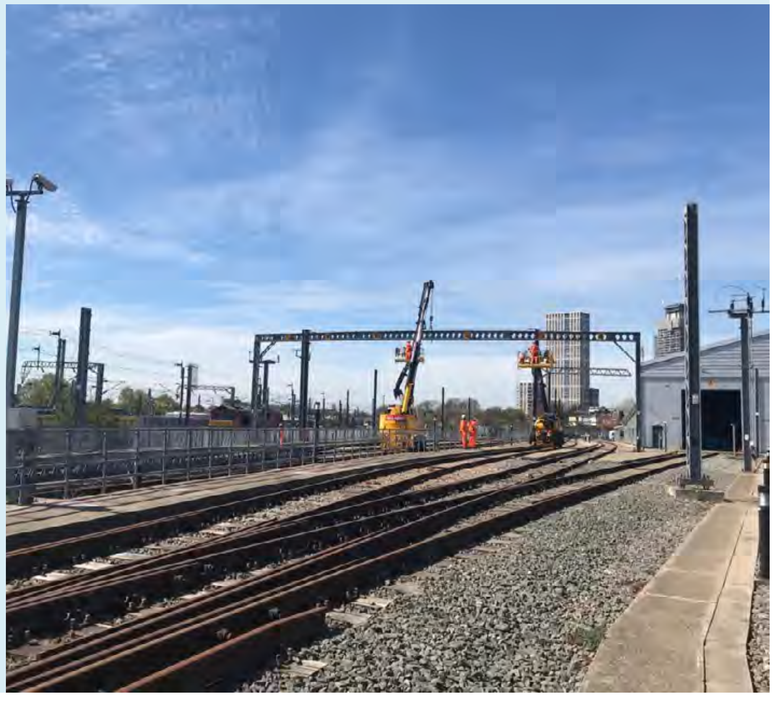
Colas Rail's experience as a Principal Contractor in complex schemes, the team's intimate knowledge of the OOC Site and the multidisciplinary capability of the team enabled the project team to react to key challenges throughout the life cycle of the project.

Over the last 22 months we have completed:
Feeder Station Removal
Undertrack Crossing (UTX) Telecoms
Survey Management
Location Cases (Loc) Suite Migration
Interim Drainage
Plain Line Track Renewals
OLE Dewirements
Wycombe Single Track Recoveries
Recovery of Depot tracks

The team utilised hybrid-powered Mobile Elevated Working Platforms (MEWP), which runs on electricity for on-tracking and travel. With our continuing commitment to becoming carbon neutral the team are looking to harnessing battery powered equipment and plant. The OOC site also trialled POP lights as a visual demarcation to show the site safety boundaries and for any other electrical hazards (i.e. cross track feeds, live electrical equipment etc.)

Speaking about the success of the Hex Depot Decommissioning, Network Rail's HS2 Senior Programme Manager, Chris Rolfe said "The Hex Depot Decommissioning project is a shining example of what successful collaboration looks like. The SRSA have fostered an excellent working relationship with HS2 Ltd and their construction partner BBVS through integrated design and site co-ordination meetings. This has successfully facilitated early land transfer between contractors, swift reactions to a changing environment and allowing scope to be delivered by those best placed to manage the risk."

With plenty of work set to take place between now and the November 2021 handover date, we will be providing updates on any major milestones completed by the SRSA on the OOC scheme.



Colas Rail

Class 70 816 heads past Coton Hill on July 11th with the 6C37 10:30 Chirk - Carlisle empties. *Phil Martin*



Class 70 808 grinds around Farington curve hauling the Preston Docks to Lindsey tanks on June 30th. *John Sloane*



Class 70 801 hauling a Mountsorrel to Carlisle loaded ballast passes Norton Crossing on August 2nd. *Mark Enderby*



Colas Rail

Class 56 105 working the 6Z51 Baglan Bay - Chirk is seen at Condover on July 19th. *Carl Grocott*

CrossCountry

Power car No. 43357 leads the 1V50 06:06 Edinburgh Waverley - Plymouth out of Birmingham New Street on July 15th. *John Balaam*

On July 1st, power car No. 43303 is seen departing Derby on the rear of an Edinburgh - Penzance service. *Michael Lynam*

On July 1st, power car No. 433239 waits departure time at Derby leading an Edinburgh - Penzance service. *Michael Lynam*







CrossCountry

On July 1st, Class 220 001 departs Long Eaton with a service to Nottingham. *Michael Lynam*



Class 221 133 and 220 003 round the 90 degree curve at Cheadle Hulme on July 17th with the 06:30 Bournemouth to Manchester Piccadilly service. *Barry Longson*



DB Cargo

Three more Euro 66s came back from their continental adventures on July 9th, once more utilising the regular Dollands Moor - Scunthorpe Redbourn Sidings service. The previous trip ran light engine, so terminated at Belmont Yard at Doncaster. This time, there were wagons to move too, so 6E26 ran through to Scunthorpe and here it is, having just passed the station, Class 66 092 hauling 66 073, 66 032 and 66 205 plus the FIAs. All four locos returned later that evening to Belmont. *Steve Thompson*

DB Cargo

On July 2nd, a regular on the Lackenby flow in recent weeks, at a time of low availability of the class, 60 040 passes Frodingham Jct. with 6D11 empty slab carriers to Entrance C.
Steve Thompson

Class 90 037 leads 90 020 through Millmeece on July 20th with 4M25 07:07 Mossend Euroterminal - Daventry Int RFT.
Keith Davies

Class 66 001 is seen at Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*







DB Cargo

Class 66 007 working 6E26 Knowsley Freight Terminal - Wilton EFW loaded bins passes Winwick on June 28th. *Alan Rigby*



Class 66 142 passes Kempseye on July 29th with 6V75 09:24 Dee Marsh Reception Sidings to Margam T.C. *Keith Davies*



Class 66 131 is seen at Millmeece with 4L56 13:15 Trafford Park Euro Tml - London Gateway on July 20th. *Keith Davies*



DB
Cargo

Class 66 089 on the Trafford Park to Southampton Western Docks passes through Worting on July 23rd.
Michael Bennett



DB Cargo

Still showing EWS branding on its bodyside, Class 66 171 passes Chapel-en-le-Frith on the freight only line, working the 12:43 Walsall to Dowlow Briggs sidings on July 1st. *Barry Longson*



DB Cargo UK to invest £2.6 million in new automotive facilities at Toton

DB Cargo UK has announced plans to invest £2.6 million in new facilities at its depot in Toton, Nottinghamshire, to facilitate the export and import of a new generation of Toyota cars.

The announcement was made during a visit to the site by Rail Minister Chris Heaton-Harris who was on a fact-finding mission to learn more about DB Cargo UK's innovative use of hydro-treated vegetable oil (HVO) fuel in its diesel locomotive fleet.

The investment will see the construction of a new vehicle storage compound and associated loading and unloading facilities on a disused section of the site adjacent to the existing paintshop and stores.

Subject to planning approval, new services will start in January 2022 with hybrid Corollas manufactured at Toyota's Derby plant being exported to France and the Czech Republic. Toyota Aygo, Yaris and the new Yaris+ vehicles will be imported on the return leg, to ensure full utilisation of the new services.

DB Cargo UK Chief Executive Andrea Rossi said: "This is a really exciting collaboration between DB Cargo UK, Toyota and STVA which will breathe new life back into redundant land at our Toton depot," he said. "It's a win-win-win for STVA, Toyota and ourselves and will see us deliver an efficient and environmentally-friendly rail logistics solution for one of our most important automotive customers," he added.

DB Cargo UK is currently the country's leading transporter of finished automotives. Up to three trains per week are planned to depart from the new facility at Toton, each carrying up to 230 finished cars.

"Each train will carry the equivalent load of around 23 road transporters. Our rail solution will not only reduce congestion on the UK's road network but will also generate significantly less CO2 emissions than if they were taken by road," said Andrea.

Rail Minister Chris Heaton-Harris performed the official unveiling of the newly-named 'I Am A Climate Hero' locomotive during his visit to the site. He said: "We are boosting British business whilst cutting carbon. This is what building back greener is all about.

Trains are one of the most eco-friendly ways to transport goods and DB Cargo UK is leading the way in making it even greener."

Leon van der Merwe, Vice President Supply Chain with Toyota Motor Europe, said: "As a company we are dedicated to making continuous progress towards carbon neutralit, and this includes seeking ways to reduce emissions from manufacturing, vehicle use and logistics. By utilising this new rail freight multi modal opportunity, we are helping to ensure our low emission hybrid electric vehicles built at our British Burnaston plant can be transported to our customers in an increasingly sustainable way".

DB Cargo

Class 66 109 approaches Thorne South on July 28th with 4R49 Drax to Immingham Biomass empties. *Steve Chapman*



Class 90 026 and 90 024 working the 4M25 Mossend - Daventry pass Winwick on June 28th. *Alan Rigby*



Class 66 128 makes a fine sight passing Platform 0 at Doncaster while in charge of the 10:14 Wakefield Europort to Felixstowe South intermodal on July 8th. *Barry Longson*



DB Cargo

Class 66 101 working the 6M30 11:17 Margam - Dee Marsh loaded steel approaches Gobowen on July 25th. *Phil Martin*

Class 66 151 approaches Crowle on July 28th with 4R50 Drax to Immingham Biomass empties. *Steve Chapman*

Class 66 013 is running to time, as it passes Daisy Hill, Bolton, in charge of the 05:40 Wilton to Knowsley empty waste train on July 21st. *Barry Longson*







DB Cargo



Class 66 175 working the 6Z52 17:40 Alexander Dock - Warrington Arpley sidings passes Condover on July 14th. *Phil Martin*

The 'Stegosaurus' is alive and well and living in Stoke, says DB Cargo UK!

Innovative engineers at DB Cargo UK's maintenance depot in Stoke are busy converting a set of unused BYA wagons into open hot coil wagons – dubbed 'The Stegosaurus' due to its striking profile! The company is breathing new life into 29 old and redundant BYA wagons after successfully trialling a number of prototypes with its customer Tata Steel. Tata Steel has recently seen an increase in demand for open hot coil wagons, so DB Cargo UK set about exploring ways to optimise its existing fleet of covered wagons to ensure it could continue to fulfil its customer's requirements. The challenge was given to DB's cross-business Wagon Innovation Group which came up with the concept of removing the doors from the BYA wagons and adapting the coil beds inside.

The MK1 prototype which was completed in early 2020, was sent for live testing with Tata Steel, receiving only mixed reviews. To obtain a greater understanding of Tata's needs, DB's Sales and Production teams spent time discussing the design with Tata and fed back some of their queries and additional requirements to its Group Technical Services (GTS) Team. Armed with this feedback, GTS went back to the design board and the MK2 was developed. For the new modular type set-up, the wagon ends were fully removed to give better access for cranes during loading. Robust dividers were also added into the well of the wagon, giving secure pockets for various sizes of coil dependent on what the customer was transporting.

Obsolete items were also removed from the wagon to maintain the tare weight and keep payloads at previous levels. Along with this more in-depth transition to flexible coil transport, GTS also designed a set of dividers which could be swapped into the vehicles to allow the transport of steel slab. The ability to utilise the same wagons on either open coil or slab traffic would have the benefit of increasing utilisation of the asset while reducing the reliance on older, life-expired steel wagons, as the BYAs were also some 30 years younger than the current open fleet. The wagon - BYA 966050 was returned to Stoke for rework which was completed to coil specification in April this year. The wagon is now out in traffic with Tata and has received very positive feedback.

A full roll-out of the MK2 prototype has now been given the green light and Stoke will convert a further 29 wagons during 2021 with the ability to have either coil or slab spec as required.

Mike Richards, Depot Manager at Stoke, said: "The team at Stoke is very proud of the MK2 prototype and has nicknamed it the Stegosaurus due to the side-on profile. We worked closely with our colleagues in the GTS Team along with Procurement for the new modular items to enable significant improvements over the MK1 offering," he added.

The production line to convert all 29 wagons has now been established, with a number of additional staff recruited to fulfil the conversion.

Mike said: "Asset optimisation is a key strand of DB Cargo UK's new strategy and this project demonstrates clearly that innovation and a determination to deliver for our customers is alive and well in our business."

DB Cargo

Class 66 063 rounds the curve at Crowle on July 28th whilst working 6D61 Roxby Gullet to Rossington empty box wagons.
Steve Chapman

Class 90 020 and 90 037 working the 4M27 Mossend - Daventry (there was a train!) passes Norton Crossing on July 16th. *Mark Enderby*

Class 66 079 passes Beckingham loops on July 28th with 4E25 Bidggleswade to Heck Plasmor empties. *Steve Chapman*







DB Cargo

Class 66 068 with the Knowsley - Wilton binliner is seen at Old Walton on July 23rd. *Mark Enderby*

On July 28th, Class 66 162 with a Wakefield to London Gateway intermodal passes Beckingham. *Mark Enderby*

Class 66 001 and 66 197 with a Hardendale - Margam working, stand at Warrington Bank Quay on July 19th. *Mark Enderby*







DB Cargo

Class 60 015 hauling the 6N10 Immingham Sorting Sidings - Sunderland Londonderry Siding passes through Seaton Carew on July 12th. *Michael J Alderdice*

On July 5th, 'veggie' Class 66 085 worked 6B50 Trent Yard - Netherfield, a loaded RDT set. An unfortunate mix-up meant that the set was the wrong way round, so it had to be turned on the works triangle. Departing about an hour late, the train is seen approaching Frodingham Junction and passing the power box.
Steve Thompson

Class 66 131 passes through Stafford on July 15th heading a Trafford Park - London Gateway intermodal. *Michael Lynam*







DB Cargo

Class 66 106 eases into Northampton on July 5th with the 6L56 08:00 Arpley Sidings to Tilbury. *Derek Elston*



Class 90 026 and 90 024 pass Standish on June 28th with 4M25 Mossend to Daventry intermodal. *John Sloane*



Class 66 128 heads through Trimley station with a Wakefield to Felixstowe North service on July 6th. *John Sloane*



DB Cargo

Class 66 117 working the 6E55 Cardiff Tidal - Wards Sunderland Docks, passes Pipe Mills at Hartlepool on July 15th. *Michael J Alderdice*

DB Cargo

Class 90 037 and 90 020 are seen at Bradley on July 16th working 4M25 Mossend to Daventry.
John Sloane



Class 66 127 is seen near Acton Bridge with the Knowsley to Wilton binliner on July 15th.
John Sloane



Class 66 027 passes Norton Crossing on July 16th working 6E26 Knowsley - Wilton.
Mark Enderby



DB Cargo

Class 60 032 and 60 088 are pictured dumped out of use at Toton on July 24th. *Derek Elston*

Class 90 037 and 90 020 pass Stafford on July 15th with a Mossend - Daventry intermodal. *Michael Lynam*

Class 66 065 leads the 18:06 Daventry Int Rft Recep Rfd to Dollands Moor Sidings passing Kingsthorpe, Northampton on July 18th. *Derek Elston*







DC Rail Freight

Class 60 046 with the Bristol Freight Terminal to Willesden DC passes through Little Bedwyn on August 4th. *Michael Bennett*

Class 60 029 hauling Ravenhead to Chaddesden sand empties on August 2nd is seen passing Norton Crossing. *Mark Enderby*

Class 60 029 passes Moore on July 6th working the 6Z19 Ravenhead - Chaddesden.
Mark Enderby







Direct Rail Services

Class 68 003 and 68 033 pass Slindon with 6M63 11:30 Bridgwater F.D. - Crewe Coal Yard sidings on July 22nd. *Keith Davies*



Class 66 427 passes Millmeece with 6F76 11:58 Crewe Basford Hall - Cliffe Hill Stud Farm Quarry on July 20th. *Keith Davies*



On July 28th, Class 66 433 is seen on shunting duties at Peak Forest, setting back empties for loading, and passing stabled classmate 66 428. *David Pratt*



Direct Rail Services

On July 1st, Peak Forest became a hive of activity with four Class 66s in view. Class 66 427 sits at the head of a loaded train, while Cemex GBRf 66 780 shunts the empties from the 16:11 ex Hope Street. Alongside, GBRf Class 66 790 is in the process of having its train loaded, while 66 428 sits in the headshunt awaiting its next duty. *Barry Longson*

Class 66 431 passes Condover on July 4th with the 4M36 15:58 Wentloog - Daventry Tesco intermodal. *Phil Martin*

Class 88 003 passes Slindon on July 20th with 4S44 12:16 Daventry Int RFT - Mossend Down Yard. *Keith Davies*







Direct Rail Services

Class 88 003 speeds through Wigan North Western on July 21st, in charge of the 12:16 Daventry to Mossend intermodal.
Barry Longson

Class 88 008 speeds through Standish on July 24th with a lengthy Tesco train from Daventry to Mossend. *John Sloane*

Class 66 431 working the 4E49 Daventry to Doncaster iPort 'Tesco Express' passes through Burton on July 8th. *Stuart Hillis*







Direct Rail Services

On July 2nd, the 6Z22 emerged from Trent Yard, with Class 37 422 hauling a loaded RDT to Doncaster Up Decoy. *Steve Thompson*



On July 15th, Class 57 308 is seen stabled at Crewe on 'Thunderbird' duty.
Michael Lynam



Class 66 303 and 66 432 are seen stabled at York on July 8th. *Jeff Nicholls*



Direct Rail Services

Class37716passesthroughWellington with a Crewe Gresty Bridge to Crewe Gresty Bridge test run.
Richard Hargreaves

Direct Rail Services

Class 88 007 and 68 016 working the 6E44 Kingmoor - Seaton power station, depart Hartlepool on July 21st. *Michael J Alderdice*

On July 15th, Class 88 004 passes through Stafford working a Mossend - Daventry intermodal. *Michael Lynam*

Class 66 425 passes through Stafford on July 15th with a rake of box wagons from Crewe Basford Hall heading to Cliffe Hill Stud Farm Quarry. *Michael Lynam*







Direct Rail Services

Class 37 424 (37 558) and 37 069 approach Hellifield on a light engine move from Carlisle New Yard to Crewe Basford Hall on July 16th. *Lee Stanford*



Chiltern liveried Class 68 010 'Oxford Flyer' was a bit away from its normal operating area when seen passing Stockport with 37 059 returning from Doncaster Roberts Road to Crewe on July 9th. *Lee Stanford*



On July 6th, Class 66 122 passes Moore working the 6X05 Carlisle - Crewe. *Mark Enderby*



Direct Rail Services

On July 22nd, Class 66 301 passes through Carlisle working the 6K05 Carlisle - Crewe engineers via the S&C.
Michael Lynam



East Midlands Railway

Wabtec's Class 08 724 shunts a driving car of EMR Class 180 110 in the works at Doncaster on July 29th. *Michael Lynam*

Class 158 788 arrives at Metheringham running 22 minutes late with 2K18 14:16 Peterborough to Lincoln Central service on July 23rd. *Derek Elston*

Class 170 418 is seen stabled at Derby on July 1st. *Michael Lynam*







Freightliner

Class 66 523 approaches Trimley with a Wentloog to Felixstowe liner on July 6th.
John Sloane

Class 66 525 approaches Trimley with a Felixstowe South to Ditton service on July 6th.
John Sloane

On July 8th, the 4M86 Felixtowe to East Midlands Gateway passes through Burton with Class 66 563 leading and 66 594 on the rear.
Stuart Hillis







Freightliner

On July 20th, Class 66 418 is seen at Slindon with 4M88 09:32 Felixstowe North FLT - Ditton (O'Conner) FLT. *Keith Davies*



Class 66 592 passes Preston Boats with 6G97 10:27 Crewe CS (L&NWR) - Donnington RFT on July 7th. *Keith Davies*



Class 66 555 and 66 538 pass Slindon on July 12th with a Toton - Crewe engineers train. *Richard Hargreaves*



Freightliner

Class 66 617 rounds Crofton Curve with a loaded stone train from Banbury Road on August 2nd. *Michael Bennett*

Class 66 524 is seen with the Woking stone train on July 23rd, heading the empties back to Merehead. *David Lindsell*

Class 66 615 passes Upper Battlefield with 6Z55 07:00 Morton on Lugg - Crewe Basford Hall on July 7th. *Keith Davies*







Freightliner

Class 66 623 emerges from Chipping Sodbury Tunnel with 6B11 12:21 Hayes & Harlington to Stoke Gifford Yard empty stone hoppers on July 20th. *Chris Perkins*

Freightliner

Class 70 002 passes Slindon on July 22nd with 6M61 12:58 Southampton MCT - Trafford Park FLT. *Keith Davies*

On July 21st, Class 66 601 heads through Wellington with a Moreton on Lugg to Washwood Heath working. *Richard Hargreaves*

Class 66 561 and 66 569 top'n'tail the Tackley to Fairwater Yard engineers train past Pewsey on July 18th. *Michael Bennett*







Freightliner

Class 66 603 powers its 2000 ton consist through Cheadle Hulme on July 21st, working the 09:56 Tunstead to Northampton Castle Yard..
Barry Longson



Class 70 003 passes Millmeece with 4M95 03:42 Southampton - Trafford Park FLT on July 20th.
Keith Davies



Class 90 049 leads 90 047 past Millmeece on July 20th with 4L90 12:15 Trafford Park FLT - Felixstowe North FLT. *Keith Davies*



Freightliner

Class 59 102 passes through Crofton on August 4th with an Acton to Whatley rake of empties. *Michael Bennett*



Class 90 014 and 90 009 are seen at Slindon with 4M87 11:13 Felixstowe North FLT - Trafford Park FLT on July 22nd. *Keith Davies*



On July 28th, Class 66 571 is seen passing stabled DB Class 66 144 at Peak Forest as is powers up the 6Z93 Tunstead to Northampton aggregates. *David Pratt*



Freightliner

Class 66 622 is seen near Crofton with the Acton to Merehead empties on August 4th.
Michael Bennett



Class 66 414 working the 6Y52 Ince & Elton – Crewe passes Moore on July 6th.
Mark Enderby



Class 59 004 with the Acton to Merehead empties rounds Crofton Curve on August 2nd.
Michael Bennett



Freightliner

Freightliner have been driver training for autumn RHTT's on the Tyseley - Stratford-upon-Avon - Hattton lines recently. On July 28th, Class 66 415 crosses the Stratford canal near Whitlocks End. *Chris Morrison*



Class 66 503 'The Railway Magazine' hammers through Metheringham on July 23rd working the 10:57 London Gateway Freightliner to Leeds F.L.T. *Derek Elston*



With both bay platforms being occupied, Class 90 011 is unusually diverted into Riverside sidings with 0Z90 the 07:55 from Crewe Basford Hall S.S.M. via Bescot on July 5th.
Derek Elston



Freightliner

Class 90 009 leads 90 049 through Leyland on June 26th with a Coatbridge to Crewe liner. *John Sloane*

On July 6th, Class 66 551 creeps through Ipswich with a Felixtowe to Trafford Park liner. *John Sloane*

Class 90 042 and 90 047 head through Ipswich on July 6th with a Trafford Park to Felixtowe liner. *John Sloane*







Freightliner

On July 14th, Class 59 002 heads through Swindon station with a Merehead to (Royal) Wootton Bassett stone train. *Ken Mumford*

Class 66 420 is seen running through Northampton heading the 07:50 Felixstowe to Lawley Street liner on July 13th. *David Pratt*

Class 90 047 and 90 042 head through Ipswich on July 6th with a Felixtowe to Trafford Park liner. *John Sloane*







Freightliner

On July 15th, Class 66 618 passes through Stafford with a stone train from Tunstead - Northampton Castle Yard. *Michael Lynam*



Freightliner secures government funding for dual-fuel project

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), in partnership with a consortium of specialist suppliers, has been successful in securing government funding to develop a dual-fuel solution for the Class 66 locomotive.

The technology is one of the 30 winners of the latest round of the First of a Kind (FOAK) competition announced by the Transport Secretary. Already the safest and greenest mode of ground-freight transportation, the competition has been aimed at making the railways even cleaner, greener and more passenger friendly.
This is the first time that this technology, which is widely used in the road industry, will be applied to the rail freight sector on such an important and widely used class of locomotive. Work commenced on July 1st and will take place over a nine-month period.

The key project partners are Freightliner, which operates over 113 Class-66s in the UK, and Clean Air Power, providers of innovative clean air solutions for freight. The project is also supported by Network Rail, Tarmac, Rail Safety Standards Board (RSSB), Flogas, Carrickarory and the University of Birmingham.
The project will investigate the ability to substitute diesel with both hydrogen and biogas on the Class-66 locomotive which hauls over 80% of freight on the UK rail network and, in doing so, reduce carbon emissions on one of the industry's most challenging two-stroke locomotives. This will be achieved by retrofitting the Class 66 with Clean Air Power's precision injection technology, creating a Class 66 that can run on a combination of diesel, biogas and hydrogen.

This sustainable solution will support a programme to decarbonise freight operating companies' diesel fleets in a cost-efficient manner that does not require significant short-term investment and facilitates operational learning in support of a longer-term fleet replacement programme, potentially using 100% hydrogen fuel.
Exhaust emissions will be assessed in line with the latest RSSB guidance to understand both the baseline conditions and the impact of dual-fuelling for both hydrogen and biogas. Emissions and substitution data is a key output of this project and will be available to RSSB. All work on locomotives, static testing and emission data collection will be carried out at Freightliner's vehicle maintenance facility in Leeds, supported by Carrickarory Consultancy and in consultation with RSSB.

"Freightliner is excited to be a key partner in this pioneering decarbonisation project," said Freightliner UK Rail Managing Director Tim Shakerley. "As the largest freight operator of electric traction, we already have a number of environmentally motivated initiatives underway and are delighted to be working with Clean Air Power and other partners on this additional government-funded project. With decarbonisation high on the agenda, these initiatives will further support the government's pledge to achieve net zero greenhouse gas emissions by 2050."

Dan Skelton, Managing Director of Clean Air Power, said: "We're delighted to be working with Freightliner and other partners on this project. All parties are focussed on delivering a fully functioning low-carbon, low-emission, hydrogen-friendly Class 66 locomotive. Our solution offers a route to viable, long-term decarbonisation and its associated cost benefits, which will be practical to implement and scale. With the know-how and expertise, we share, we're looking forward to this new and exciting initiative making a real difference."

Freightliner

In a heavy rainstorm, Class 66 509 passes through Trimley with a Felixstowe to Coatbridge liner on July 6th. *John Sloane*



Class 66 548 passes Trimley level crossing hauling a Trafford Park to Felixstowe liner on July 6th. *John Sloane*



Class 90 013 leads 90 010 past Balshaw Lane Junction hauling the 4M80 Coatbridge to Crewe liner on July 14th. *John Sloane*



Class 70 014 arrives into Northampton Castle Yard with 6Z93 09:56 from Tunstead Sidings on July 19th.
Derek Elston



Freightliner launches daily service to new Tinsley Marshalling Yard

Freightliner has launched a new daily intermodal rail service from the Port of Felixstowe to the recently resurrected Tinsley Marshalling Yard, located between Sheffield and Rotherham.

Working alongside longstanding key customer, Maersk Line, and in collaboration with the Port of Felixstowe, Freightliner's new service will run between the UK's busiest container port and the new Newell & Wright Transport site at Tinsley, carrying a range of goods and further supporting customers' network requirements and their sustained efforts to decarbonise transport operations.

"We are delighted to see the re-opening of the site at Tinsley, providing a further opportunity to move more goods by rail and the associated environmental benefits that brings," said Managing Director of UK Rail at Freightliner Tim Shakerley. "The daily service can remove up to 76 lorries from the UK's congested roads and further supports our commitment to tackling climate change and meeting government decarbonisation targets."

Chris Lewis, CEO at the Port of Felixstowe, said: "The Port of Felixstowe already has the busiest intermodal rail freight terminal in the country. This new service, Freightliner's twentieth daily service from the port, further extends the range of sustainable distribution options available to importers and exporters through the UK's largest container port."

Steve New, Execution Manager at Maersk Line, commented: "Maersk Line is proud of our long-term collaboration with Freightliner, providing rail freight capacity to a range of destinations throughout the UK, including a new service from the Port of Felixstowe to the new Tinsley site operated by Newell & Wright Transport. With decarbonisation high on the agenda, we continue to work closely with Freightliner on initiatives aimed at delivering a reliable and sustainable rail freight solution for our customers."

Freightliner

Class 90 046 and 90 015 pass Leyland on July 15th with the 4M80 Coatbridge to Crewe liner. *John Sloane*

Class 66 569 departs the Felixstowe South branch with a service to Doncaster iPort on July 6th. *John Sloane*

Class 66 596 heads through Northampton on July 13th with the 09:31 Crewe to Southampton liner. *David Pratt*







Class 90 047 and 90 004 working the 17:10 Mossend Loco Holding Sidings to Coatbridge F.L.T. passes through Coatbridge on June 10th. *Jonathan McGurk*

Freightliner secures Government funding for Freight Energy and Emissions Calculation tool

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), in partnership with a consortium of specialist suppliers, has successfully secured government funding to develop a Rail Freight Energy and Emissions Calculator (REEC) that will be deployed on the existing NR+ platform used for rail-freight planning. The project is one of 30 winners in the latest round of the First of a Kind (FOAK) competition announced recently by the Transport Secretary. Already the safest and greenest mode of ground-freight transportation, the competition has been aimed at making railways even cleaner and greener.

The NR+ platform, developed by University of Hull, is the first digital platform that fully captures the UK rail network capability from a freight operator's perspective, including data on loading gauge, permitted weight and electrification constraints. It will be augmented with route gradient and line speed data, together with high-accuracy train performance modelling, to deliver a low-cost intelligent emissions calculation and mapping solution. Rail-freight operators and customers will be able to calculate precise energy and emissions estimates for their routes, easily model the performance limitations of different traction options and varying train loads, or compare rail freight with other transport modes to determine the effects of modal shift on overall emissions.

"Freightliner is excited to be a key partner in this pioneering rail-freight project with University of Hull, Aether, Carrickarory and University of Derby," said Freightliner UK Rail Managing Director Tim Shakerley. "There are significant economic and environmental benefits generated by rail freight, and the development of the Rail Freight Energy and Emissions Calculator can support an increased modal shift from road to rail, ensuring that rail freight is well positioned to deliver even greater economic benefits and the decarbonisation of the UK economy."

With 44% of the UK network currently electrified and no more than 80% likely to be electrified in the next few decades, REEC can also be used to analyse the freight impact of different electrification plans, options, and alternatives. Freight operators are actively pursuing ways to decarbonise diesel trains, which is not just a matter of switching to lower carbon energy sources but also operating more efficiently – for example, by operating longer trains that are more energy and emissions efficient. However, a detailed energy and emissions calculator, that can simply and easily evaluate all the permutation of performance requirements, efficiency improvements and mitigation measures is not currently available.

The lead organisation, University of Hull, has successfully developed the NR+ platform and demonstrated its ability to combine big data and analytics to deliver scalable rail applications. The energy and emissions calculations will be led by consultants from Aether and Carrickarory, who have worked with Department for Transport and Rail Safety Standards Board on rail emissions understanding and reduction, and an expert from the University of Derby.

Amar Ramudhin, Director of the Logistics Institute, said: "Building on our innovative NR+ platform, our energy and emissions calculator will provide much more precise emissions data. This will allow DfT and Network Rail to align their investment on rail electrification to areas with higher emissions and lead to opportunities to plan routes that are lower in carbon emissions, contribution to the UK's commitment to providing a more reliable, efficient, and greener railway, as well as the University of Hull's commitment to accelerating a net zero future".

GBRf

Class 66 789 is seen at Moore on July 28th with an Irvine Caledonian Paper working. *Jeff Nicholls*

GBRf



Class 66 713, 73 141, 442 420 and 73 201 are seen near Hook on July 7th, heading to Eastleigh. *Michael Bennett*

Class 66 735 'Peterborough United' runs round the 6E66 scrap train to Immingham at Burton Maurice Hill sidings on July 8th. *Stuart Hillis*

Class 66 756 working 6E10 Liverpool Bulk Terminal - Drax Aes loaded Biomass passes Winwick on June 29th. *Alan Rigby*





It's that Biffa man again! Class 66 783 'The Flying Dustman' sets off from Trent Reception at Scunthorpe after running round the empties from Roxby and heading back to Doncaster Down Decoy with 4D58. *Steve Thompson*

GB Railfreight complete £1.5 million upgrade to Eastleigh and Bescot LDCs for Network Rail

GB Railfreight (GBRf) has completed two major upgrade projects funded by Network Rail worth over £1.5 million, aimed at improving vital Local Distribution Centres (LDCs) in Eastleigh and Bescot.

Both LDCs act as a focal point for the shunting, marshalling and preparation of trains needed to support vital engineering works carried out by Network Rail.

The work on Eastleigh LDC, in Hampshire, has been two years in the making with GBRf replacing old cabins with updated facilities that provide full recreational capability, offices for management, a meeting room, as well as a vantage point that overlooks the yard. Alongside this, GBRf undertook a car park overhaul, maximising the potential parking for those operating onsite.

Staff officially relocated to the new facility in June, moving from temporary accommodation which has been a welcome change.

The West Midlands-based Bescot LDC has undergone a series of works to repair and renew underinvested and unsafe track at the site. The project included the removal of abandoned buildings, lighting upgrade works, installation of Armco crash barriers, new safe walking routes and safety steps, and reinstatement of siding 1 which has been derelict for many years by using recycled rail and sleepers.

Backed by Network Rail Supply Chain Operations (SCO) and the Network Rail Freight Safety Improvement Fund, Bescot LDC has been hugely improved to prevent derailments.

Mike Black, Supply Chain Services Director of Network Rail said: "Local distribution centres may not instinctively sound like the most critical part of running a railway, but they're absolutely vital to maintaining and renewing the railway, and keeping our passengers and freight moving. The improvements delivered at Eastleigh and Bescot are part of our wider strategy to modernise supply chain operations sites in order to make working practices even safer and more efficient while also improving performance."

David Golding, Asset Director of GB Railfreight, said: "Our partnership with Network Rail has seen the completion of both projects on time and within budget, providing the facilities needed to ensure the smooth running of LDCs, which are a vital part of our infrastructure system in the UK. This work will help to bring LDCs into the twenty-first century, as we see demand for UK-wide possession and support services increase post-pandemic."



GBRf

Diverted from the Calder Valley route owing to infrastructure work at Miles Platting, Class 66 721 dodges the early morning shadows on August 3rd as it approaches Heyrod working the 05:45 Drax to Tuebrook sidings in Liverpool. *Lee Stanford*

Class 66 705 'Golden Jubilee' approaches Ipswich with the Felixtowe to Hams Hall intermodal on July 6th. *John Sloane*

Class 66 746 is pictured at Thorne South with 6X01 Scunthorpe to Eastleigh departmental on July 28th. *Steve Chapman*







GBRf

Class 66 774 arrives at Shrewsbury on July 16th with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd cement. *Keith Davies*

On July 5th, the 4L37 Burton Maurice Hill siding to Wellingborough sees Class 66 731 'Capt. Tom Moore' hauling a rake of empty spoil wagons through the jungle at Moira West.
Stuart Hillis

Class 66 720 passes Hook on July 7th with the gypsum empties. *Michael Bennett*







GBRf

Class 66 779 climbs Hencote Bank on July 5th with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd cement. *Keith Davies*

On July 1st, a Biffa loco on Biffa job! As Class 66 783 passes through Scunthorpe on 6E57 Renwick Road - Roxby waste. *Steve Thompson*

Class 66 721 working 6E10 Liverpool Bulk Terminal - Drax Aes loaded Biomass heads through St. Helens Jct. on July 5th.
Alan Rigby







GBRf

Fresh from the paint shop at Eastleigh, GBRf import Class 66 795 has charge of the 09:40 Peak Forest to Small Heath on July 21st, seen at Cheadle Hulme. *Barry Longson*

Class 66 766 passes Worting on July 23rd with the 4M46 Southampton to Trafford Park intermodal. *Michael Bennett*

Class 66 751 working 7D44 Bescot to Toton engineers train with Balfour Beatty crane No. DRP78219 heads through Burton on July 8th. *Stuart Hillis*







With the cooling towers dominating the skyline, Class 66 788 enters West Burton power station with 6B70 loaded coal from Immingham on July 28th. *Steve Chapman*

GBRf

Diverted from the Calder Valley route owing to infrastructure work at Miles Platting, recently repainted Class 60 087 passes Heyrod working the 09:54 Drax to Liverpool Biomass terminal. *Lee Stanford*



Class 66 756 working 4M34 Drax Aes - Liverpool Bulk Terminal Biomass empties heads through St. Helens Jct. on July 5th. *Alan Rigby*



Class 66 789 ‘British Rail 1948-1997’ hauling the 6X01 from Scunthorpe to Eastleigh with empty continuous welded rail carriers is seen at Burton on July 8th. *Stuart Hillis*



GBRf

First of class, 66 701, has over 40 containers in its load, as it powers the 14:18 Trafford Park to Felixstowe North through Gatley on July 19th. *Barry Longson*

Class 66 786 is seen at Shrewsbury with 6M05 10:14 Acton Yard - Coton Hill Yard on July 21st. *Keith Davies*

Class 66 774 passes Kempseye with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on July 18th. *Keith Davies*







GBRf

Class 66 721 made a rare appearance on the Biomass flows from Liverpool on July 5th and was captured approaching Heaton Norris Junction working the 11:15 Liverpool to Drax. *Lee Stanford*



Recently imported Class 66 795 departs Peak Forest with 6G92 aggregates to Small Heath on July 28th. *David Pratt*



The Peak Forest to Salford Hope Street aggregate service is being diverted for 2 weeks in August as its direct route via Manchester Victoria isn't available. The service runs in top and tail format via Manchester Piccadilly then via the Castlefield curve to Manchester Victoria where it reverses to reach its destination, On August 2nd, Class 66 788 was recorded passing Heaton Chapel with the loaded working. *Lee Stanford*



GBRf

Top'n'tail freights are not often seen at Manchester Piccadilly but on August 4th, Class 66 728 was seen bringing up the rear of the 09:54 Peak Forest to Salford Hope Street which had been diverted from its normal route due to the blockade at Manchester Victoria, train loco 66 791 was out of view. *Lee Stanford*

A loco move from Peterborough via Hams Hall to Longport was captured at Kidsgrove on August 2nd with Class 66 794 leading new arrival 66 799, 69 001 and 66 758.*Lee Stanford*

And then there were four! Newly repainted into GBRf colours, Class 60 087 hauls empty biomass hoppers from Drax to Liverpool Bulk Terminal through Earlestown on July 30th. Class 60s have dominated these workings in recent weeks, with three of the four GBRf liveried ones on the circuit at the end of July. *Jeff Nicholls*







GBRf

Class 66 788 passes the signal for West Burton power station on July 28th with 6B70 loaded coal from Immingham. *Steve Chapman*

Class 60 021 'Penyghent' trundles through Earlestown with 6M09, the 07:38 Liverpool Biomass Terminal to Drax, on a dull July 30th. *Jeff Nicholls*

Class 66 774 working the 6V41 14:14 Penyffordd - Avonmouth loaded cement passes Burgs Lane Shrewsbury. *Phil Martin*







GBRf

On July 23rd, Class 56 081 is seen at Old Walton shuffling the Merseyrail EMUs that are stored there. *Mark Enderby*

Class 66 742 departs Beckingham loop on July 28th while working the 4E21 Felixstowe to Wakefield intermodal. *Steve Chapman*

Class 66 774 working the 6M42 09:20 Avonmouth - Penyffordd empty cement tanks passes Walcot on July 19th. *Phil Martin*







GBRf

Diverted from its normal route owing to the closure of Manchester Victoria, unique liveried Class 66 791 passes Levenshulme on August 3rd working the 15:36 Salford Hope Street to Peak Forest. *Lee Stanford*

Class 69 001'Mayflower; is seen being towed through Northampton by 66 716 'Locomotive & Carriage Institution Centenary 1911-2011' running as 0O69 11:30 Longport F.D. to Tonbridge West Yard on July 19th. *Derek Elston*

Class 69 002 'Bob Tiller CM&EE' is seen being towed by 66 716 approaching Wilson's Crossing with 0M69, the 14:52 Tonbridge West Yard to Bescot Up Engineers Sidings on July 19th. *Derek Elston*







GBRf

Class 66 774 hauling the 6V41 Penyffordd - Avonmouth cement passes Condover on July 25th. *Carl Grocott*

On July 6th, Class 66 787 passes Trimly with a Felixstowe to Doncaster iPort working. *John Sloane*

Class 60 021 is seen near Acton Bridge hauling a Liverpool Bulk Terminal to Drax Biomass working on July 15th. *John Sloane*







GBRf

Class 66 704 passes Standish on July 24th with the Avonmouth to Clitheroe empty cement tanks. *John Sloane*

On August 5th, Peak Forest to Hope Street (Salford) workings were diverted via Manchester Piccadilly due to work being carried out at Miles Platting and here we see Class 66 750 heading through Manchester Victoria leading to Hope Street with 66 791 on the rear. *Steve Stepney*

Class 66 751 is seen at Crowle on July 28th with 6E57 Renwick Road to Roxby Gullet loaded box wagons. *Steve Chapman*





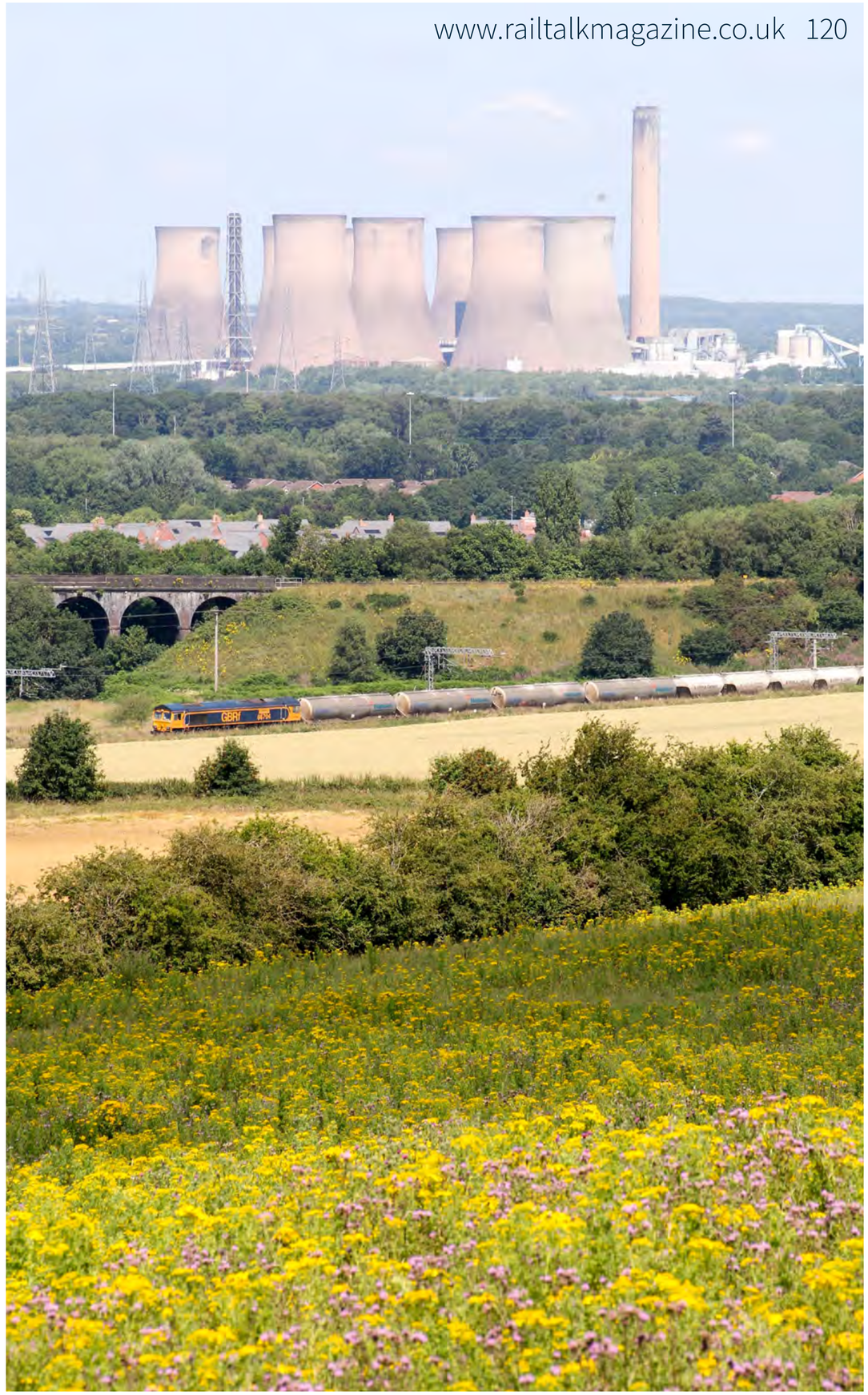


GBRf

Class 73 962 is seen stabled at Warrington Bank Quay on July 6th. *Mark Enderby*



Class 66 704 working the 6V05 Clitheroe - Avonmouth passes Norton Crossing on July 16th. *Mark Enderby*



On August 2nd, Class 60 096 leads 60 002 on the 6M36 Drax - Liverpool Biomass past Norton Crossing, diverted due to the engineering blockade at Manchester Victoria. *Mark Enderby*



GBRf

On July 28th, Class 66 772 coasts past Peak Forest with 4M10 Wellingborough - Tunstead empties. *David Pratt*

Class 66 747 ‘Made in Sheffield’ hammers through Metheringham on July 23rd working the 4E21 11:20 Felixstowe South GBRf to Wakefield Europort. *Derek Elston*

On July 29th, Class 66 717 approaches Doncaster with a stone train from Doncaster Down Decoy - Peak Forest. *Michael Lynam*







Grand Central

Class 180 114 speeds through Alexandra Palace on July 14th, working the 16:48 London King's Cross to Sunderland service.
Barry Longson

Greater Anglia

Class 317 339 and 317 310 approach their penultimate stop at Bethnal Green working the 18:25 Chingford to London Liverpool Street service on July 14th. *Lee Stanford*

Despite the arrival of the Class 720 units there are still plenty of Class 321 units still in service. Still carrying the blue of its previous operator 321 406 leads former Northern classmate 322 485 through Bethnal Green with the 17:52 Ipswich to London Liverpool Street on the evening of July 14th. *Lee Stanford*

Bombardier Aventra unit Class 720 543 stands at Ipswich on July 6th. *John Sloane*





Greater Anglia

Class 755 330 crosses Trimly level crossing with an Ipswich to Felixstowe train on July 6th. *John Sloane*

Class 321 335 is seen at Ipswich on July 6th with Freightliner's Class 66 548 and 66 512 in the yard behind. *John Sloane*

Class 755 412 heads away from Darsham with a service to Lowestoft on July 7th. *John Sloane*







Greater Anglia

Class 720 558 calls at Ipswich on July 6th with a service to London Liverpool St. *John Sloane*



In new GA livery, Class 321 326 waits to depart Ipswich with a service to Colchester on July 6th. *John Sloane*



Class 321 311 stands at Ipswich after arrival with a service from Colchester on July 6th. *John Sloane*



Greater Anglia

3-car Bi-mode unit Class 755 326 calls at Darsham with a Lowestoft to Ipswich train on July 7th. *John Sloane*

Class 755 330 is seen arriving at Ipswich on July 6th with a service from Felixtowe. *John Sloane*

Stadler Flirt unit Class 745 004 calls at Ipswich with a London Liverpool St. to Norwich train on July 6th. *John Sloane*







Great Western Railway

Class 802 101 passes through Malvern Wells with a Hereford to London Paddington service on June 13th. *Neil Pugh*



Class 165 107 on the Bedwyn to Newbury local, passes through Little Bedwyn on August 4th. *Michael Bennett*



Class 802 004 passes Dunn's Hill overbridge on July 18th working a London Paddington to Plymouth service. *Ken Mumford*



Great Western Railway

The 1C90 London Paddington to Penzance service passes Little Bedwyn with Class 802 104 on August 4th. *Michael Bennett*

Great Western Railway

Class 802 012 slows for a stop at Pewsey whilst working a London Paddington to Paignton service. *Ken Mumford*

A 9-car 'Flying Cucumber', Class 802 105, departs Swindon on July 23rd working a London Paddington bound service. *Ken Mumford*

On July 24th, Class 165 127 passes Kintbury whilst working a Bedwyn to Newbury shuttle. *Ken Mumford*







Hull Trains

Class 802 304 passes Hornsey with the 12:33 from Hull to London King's Cross on July 14th. *Lee Stanford*

L.N.E.R.

Azuma Class 800 203 working the 5Z62 Northallerton - Heaton TMD, storms through Seaton Carew on the Durham Coast with a route learner on July 20th. *Michael J Alderdice*



LNER LEADS THE WAY IN RAILWAY INNOVATION AND INVESTMENT

London North Eastern Railway (LNER) has invested millions of pounds improving every aspect of the customer experience – accelerating projects during the pandemic to transform the UK's railway – as it looks forward to welcoming passengers back to the railway.
From booking to onboard, a digital revolution has quietly been taking place using everything from real-time apps to AI, to deliver a step change in rail travel. In addition, during the past year more than £14 million has been invested in upgrading and transforming stations. The newly-launched LNER mobile phone app has soared in popularity to become one of the most highly rated within the industry, making it easier for customers to book and access their tickets in one place whilst on the go.

Customers are also now able to receive real-time personalised journey messages by opting-in to push notifications via LNER's mobile app, SMS or Facebook Messenger after further enhancements to the award-winning LNER Assistant. The service sends messages to customers about their journeys on up to moment of travel, providing information such as which platform their train will be leaving from, if there is any disruption and real-time updates if there are any changes to their journey. The LNER website now offers 'One-click Delay Repay' allowing quick and easy compensation when delays of more than 30 minutes impact a journey. A new LNER parking app also makes it simpler for customers to pre-book and pay for their space at LNER managed stations, with special rates of £5 per day after 09:30 Monday to Friday and a weekend rate of £12 from 10:00 on Fridays to 14:00 on a Monday. In order to provide customers with more comfortable journeys on LNER services and give confidence that trains will not be overcrowded, most seats on LNER services will require a reservation. The approach, called Seat Sure, will protect the flexibility of the walk-up railway as there will be a number of unreserved seats in Coach C for Standard and a number of seats in Coach M in First Class, or Coach E in First Class in a five-coach train. Customers without a reservation will be able to travel in these unreserved areas of the train. This is complemented by a world-class cleaning regime that has seen the team of cleaners grow to record-breaking levels, with 360 specialist staff now working across the route.

David Horne, Managing Director at LNER, said: "Over the past 16 months of the pandemic, we have grasped hold of every opportunity to innovate, invest and improve for the benefit of our customers. Our ambition is to truly transform rail travel in the UK and we believe that this pioneering approach is key as we look to welcome customers back to rail. We're incredibly excited to see how our customers react and take advantage of the changes we've introduced, which run right through the customer experience – from booking to onboard to the station facilities."

LNER has continued to pioneer new approaches when it comes to the onboard experience, becoming the first in the industry to roll out its trial of an 'at-seat' catering offer. The 'Let's Eat at Your Seat' service enables customers in Standard to order and pay for food and drinks from their phone in the comfort of their own seat.
As part of LNER's focus on innovation to enhance the customer experience, LNER has become the first train company in the UK to use new artificial intelligence software to better manage disruption. When services are disrupted, the new system by JNCTION, aims to help LNER ensure any delays are kept as minimal as possible.
A new customer loyalty scheme, LNER Perks, has also been launched, giving loyal customers benefits to spend on future journeys, gifted as an LNER eVoucher to friends or family or donated to a charity partner.
Customers will notice that it is not just the digital experience that has changed, as LNER has invested more than £14 million over the past 12 months in improvements to stations and facilities. From a total transformation of Doncaster Station to new travel centres and toilets at York, a customer lounge at Berwick and car parks at Durham and Grantham, LNER has created first class facilities right along the East Coast of the UK with further improvements to come.

L.N.E.R.

With the Class 91s now returning to top link duties on the ECML working mainly services from Leeds, Class 91 101 was captured passing Hornsey on July 14th working the 13:15 Leeds to London King's Cross service. *Lee Stanford*

It's good to see LNER using the Class 91s again and on July 1st Class 91 110 was captured leaving Doncaster working the 10:03 London King's Cross to Leeds service. *Lee Stanford*

A small number of class 91s still see top link duty for LNER. Here Class 91 101 speeds through Alexandra Palace while in charge of the 17:03 London King's Cross to Leeds service on July 14th. *Barry Longson*







On July 29th, Class 91 110 ‘Battle of Britain Memorial Flight’ arrives at Doncaster with a London King’s Cross - Leeds service. *Michael Lynam*

WORLD FIRST AS GREEN CITYTREE BRINGS A BREATH OF FRESH AIR TO NEWCASTLE CENTRAL STATION

London North Eastern Railway (LNER) is bringing a breath of fresh air to Newcastle-upon-Tyne as a green ‘CityTree’ takes root at Newcastle Central Station. Combining the natural ability of living moss to bind fine dust and remove it from the air, with cutting edge technology, the CityTree has been designed to clean, cool and humidify 3,500 m^3 of air each hour. That is equivalent to the breathing volume of 7,000 people. Newcastle Central Station is the first station in the world to benefit from having a CityTree inside, as a result of LNER’s innovation programme, LNER FutureLabs, which fast tracks new and emerging technology into the rail industry.

Unlike conventional air filters, the various species of moss inside the eye catching three-metre high structure are never full, as the fine dust is converted to natural biomass and digested by the moss. This means it can absorb and metabolise up to 82 per cent of the fine dust in the air and in doing so, produce oxygen.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: “We’re excited that Newcastle Central Station is the first in the world where customers can enjoy a breath of fresh air from a CityTree, as it shows how new technology can be accelerated to have a positive impact on the environment in and around railway stations

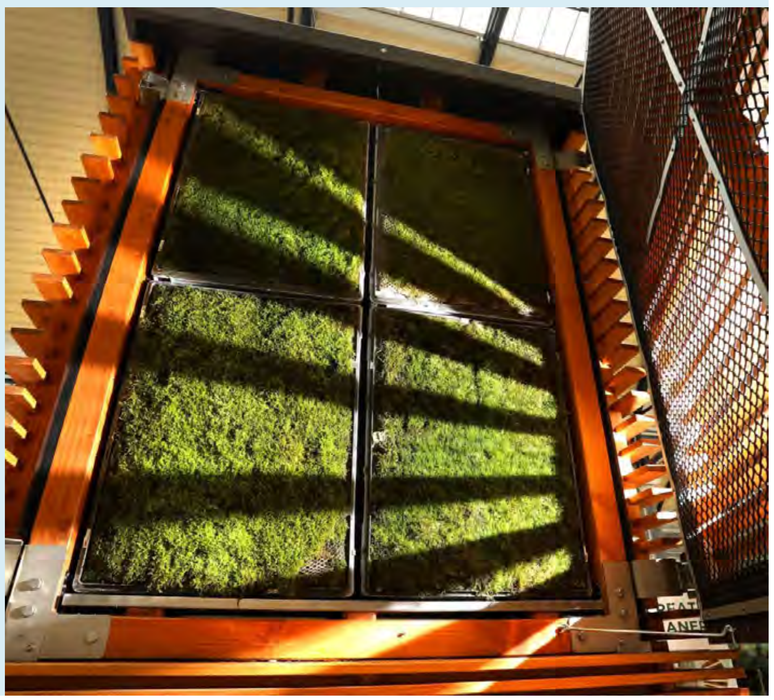
“Drawing upon the natural benefits of living moss and combining it with the latest tech developments, we look forward to seeing the impact that the CityTree has on the station environment. It is a great example of the innovative approach we are taking at LNER, to help us achieve our ambitious sustainability goals.

“The improvement of air quality is hugely important to LNER and we are pleased that we have already been able to significantly reduce our direct carbon emissions as a result of the introduction of our Azuma trains, saving nine million litres of diesel in 2019/20 compared to the previous year.”

LNER partnered with German company Green City Solutions, which specialises in combining nature with digital technology, to test the CityTree within the station environment.

Peter Sänger, co-founder and CEO of Green City Solutions, said “Our mission is to find a solution for inner-city spaces so that as many people as possible can breathe clean air. It has been great to get this opportunity to share the CityTree with the people of Newcastle and create a pleasant zone for them to enjoy the noticeably fresher and cooler air”.

The CityTree will be installed at Newcastle Central for 12 weeks as LNER and Green City Solutions monitor its impact on the station environment.



L.N.E.R.

On July 29th, Class 91 127 stands outside Wabtec Doncaster having received new wheelsets. *Michael Lynam*

Class 91 130 ‘Lord Mayor of Newcastle’ arrives at Doncaster on July 29th with a London King’s Cross - Leeds service. *Michael Lynam*

Class 91 111 ‘For the Fallen’ heads south out of Doncaster on July 29th propelling a Leeds - London King’s Cross service. *Michael Lynam*







Network Rail

The NMT with power cars Nos. 43299 and 43290 working the 1Q20 Crewe - Derby passes Battlefield on July 16th. *Carl Grocott*

On July 1st, Class 67 027 and 67 023 arrive at Derby from the RTC to commence a test train working. *Michael Lynam*

On August 2nd, power cars Nos. 43290 and 43299 pass Oaksey Road bridge working 1Q18 Derby to Landore test train heading via Tamworth, Kidderminster, Hereford, Gloucester, Swindon, Gloucester, Newport, Cardiff and Swansea. The stock was Nos. 975844, 959814, 977993 977994 and 977995. *Ken Mumford*





Network Rail

Class 37 219 arrives into Hellifield Goods Loop on July 16th working the 14:15 Blackpool to Derby test train, 37 116 was on the rear. *Lee Stanford*

Class 67 027 and 67 023 are seen on Hencote Bank on July 16th with 1Q55 14:56 Tyseley - Derby RTC (Network Rail). *Keith Davies*

Class 67 027 and 67 023 cross Cefn Mawr Viaduct on July 16th with 1Q55 15:19 Tyseley - Derby via Wrexham test train. *Phil Martin*







Network Rail

It's not every day that you see a single power car out on the national network, but July 8th saw No. 43062 pass through Doncaster working 0Z:44 Neville Hill to Derby RTC.
Barry Longson



Class 97 303 and 97 304 working the 6C99 Crewe - Dovey Jct. pass Steel Heath on July 18th.
Carl Grocott



Class 67 027 and 67 023 working the 1Q55 Tyseley - Derby cross Chirk Viaduct on July 16th. *Carl Grocott*



Network Rail

Class 97 304 (formerly 37 217) passes through Malvern Wells on a journey from Derby RTC to Swansea on July 6th. *Neil Pugh*

Class 37 175 passes between Farington Curve Junction and Lostock Hall with the 14:15 Blackpool North - Derby measurement train on June 18th. *John Balaam*

Class 37 175 passes through Doncaster on July 1st with the 16:31 Doncaster to Wigan North Western test train, Class 37 610 was on the rear. *Lee Stanford*







Network Rail

On July 3rd, a rather smart-looking Class 37 418 arrives at Scunthorpe station on 1Q68 Doncaster CHS - Derby RTC, going round the houses a bit, as is its way. On the other end was 37 175, which led the way back west. *Steve Thompson*



Class 37 057, named 'Barbara Arbon' the previous week, sits on a NR test train in Doncaster West Yard on July 8th. *Barry Longson*

Class 97 302 and 97 303 working the 6C42 Crewe Basford Hall - Crewe Basford Hall pass Burgs Lane on July 28th. *Carl Grocott*





Rail Operations Group

On July 12th, Class 37 608 and 37 611 hauling 196 103 pass Trench Crossing working the 5Q64 Tyseley to Donnington.
Richard Hargreaves

Rail Operations Group

Class 37 800 ‘Cassiopeia’ passes Acton Turville with 317 891 for scrapping at Sims Metals running as 5Q76 09:50 Ely Papworth Sidings to Newport Docks Sims Metals on July 20th. *Chris Perkins*



Rail Operations Group

Europhoenix Class 37 611 heads 350 127 through Evesham en-route from Northampton to Long Marston for refurbishment on August 2nd.
Chris Morrison

Having run around its load, consisting of Class 365 524 and 365 516, Class 37 884 prepares to move away from Doncaster with the 13:51 Peterborough Nene CS to Belmont down yard on July 8th.
Barry Longson

Class 37 611 is seen passing through Stratford on July 14th taking 345 009 to Old Oak Common from Ilford depot. *Lee Stanford*







Rail Operations Group

Class 37 608 and 37 611 working the 5Q66 Donnington RFT - Tyseley pass Wombridge on July 16th. *Carl Grocott*

On July 1st, Class 57 312 approaches Derby with GWR 769 947 en route from Brush Loughborough - Nemesis Burton for storage. *Michael Lynam*

Class 37 611 and 37 608 working the 5Q66 Donnington RFT - Tyseley pass Oakengates on July 19th. *Carl Grocott*







TransPennine Express

Class 802 206 calls at Huddersfield, with the 10:54 Liverpool Lime Street to Newcastle service on July 10th. *Paul Senior*



Class 802 214 working a Newcastle - Liverpool Lime Street service passes through St. Helens Jct. on July 5th. *Alan Rigby*



Class 802 208 working a Liverpool Lime Street - Newcastle service storms through St. Helens Jct. on July 5th. *Alan Rigby*



TransPennine Express

Class 68 024 waits to depart York on July 8th with a service to Scarborough. *Jeff Nicholls*

The two week closure of Manchester Victoria has meant the Liverpool to Newcastle service has been cut back to a Manchester to Newcastle service now starting at Piccadilly. On August 3rd, Class 802 205 was seen passing Guide Bridge working the 10:42 Manchester Piccadilly to Newcastle service. *Lee Stanford*

Class 802 203 stands at Manchester Airport on August 4th having just arrived with the 11:57 from Liverpool Lime Street. *Lee Stanford*







TransPennine Express

Class 802 210 approaches Mossley on a sunny August 3rd working the 11:42 Newcastle to Manchester Piccadilly service. *Lee Stanford*

Class 68 026 ‘Enterprise’ is seen at Liverpool Lime Street on July 28th, after working ECS from Manchester Victoria, it then worked ECS to Longsight depot. *Paul Senior*

On July 23rd, Class 68 021 is seen with an Old Walton - Longsight ECS. *Mark Enderby*







TransPennine Express

Class 68 020 stands at Liverpool Lime St. on July 19th. *Jeff Nicholls*

Transport for Wales

Class 158 821 passes Duncote Mill with 1D14 13:06 Birmingham International - Holyhead service on July 2nd. *Keith Davies*

Class 158 830 passes Shrewsbury with 5J96 14:16 Shrewsbury - Abbey Foregate CS on July 16th. *Keith Davies*

On July 17th, TfW used Class 67 013 to propel the 14:45 Crewe to Bangor service and is seen here departing Chester with DVT No. 82229 leading. *Barry Longson*







Transport for Wales

Class 67 008 is seen on Hencote Bank with 1W91 17:15 Cardiff Central - Holyhead on July 16th.
Keith Davies



Class 67 013 climbs Hencote Bank with 1W91 17:15 Cardiff Central - Holyhead on July 20th.
Keith Davies



Class 150 217 passes Chatford with 2V38 09:04 Shrewsbury - Swansea on July 17th.
Keith Davies



Transport for Wales

Class 67 008 working the 1W96 Cardiff - Holyhead crosses Cefn Viaduct on July 14th. *Carl Grocott*



Class 153 914 is seen stabled at Chester on July 19th. *Mark Enderby*



Class 230 006 and 230 008 are seen stabled at Chester on July 2nd. *Brian Battersby*



Transport for Wales

Class 150 217 working the 09:04 Shrewsbury - Swansea service passes Kemp's Eye on July 18th. *Richard Hargreaves*



TfW have acquired a small number of ex EMR Class 153s and renumbered them into the 153/9 series. Here Class 153 972 departs Crewe with a sister unit on the 14:24 service to Chester on July 17th. *Barry Longson*



Class 67 008 crosses Cefn Mawr on July 15th working the 1W96 Cardiff Central - Holyhead service. *Phil Martin*



Transport for Wales

Class 175 107 passes Condover on July 14th working the 1W72 15:07 Milford Haven - Manchester Piccadilly service. *Phil Martin*

Class 153 312 passes Cheney Longville working the 2M10 14:35 Swansea - Shrewsbury service on July 19th. *Phil Martin*

Class 150 217 working the 2A81 08:26 Shrewsbury - Crewe service passes Battlefield on July 18th. *Phil Martin*







Transport for Wales

On July 14th, Class 67 008 passes Condover working the 1W96 17:12 Cardiff Central - Holyhead. *Phil Martin*



Class 67 013 passes Cheney Longville on July 19th working the 1W96 17:12 Cardiff Central - Holyhead. *Phil Martin*

Class 67 010 passes Gobowen on July 1st working the 1W96 17:12 Cardiff Central - Holyhead. *Phil Martin*





Units: DMUs and EMUs

West Midlands Railway's Class 170 513 passes through Malvern Wells with a Birmingham New Street to Hereford service on June 13th. *Neil Pugh*

Although Wigan North Western is run by Avanti West Coast,this scene is dominated by Northern units on July 21st. From the left we see Class 331 001 and 331 025 ready to work the 14:52 stopping service to Liverpool. Departing are Class 331 006 and 331 005 on the 14:03 Blackpool to Liverpool semi-fast and DMUs Class 158 796 (with 153 358 hidden) working the 14:55 to Leeds. *Barry Longson*

Northern's Class 319 386 waits to depart from Blackpool North with the 18:03 service to Liverpool Lime Street, on July 31st. *Paul Senior*





Units: DMUs and EMUs

South Western Railway's Class 159 021 leads 159 017 and 159 102 working the 1L48 Exeter St. David's to London Waterloo near Hook on July 7th. *Michael Bennett*

Merseyrail's Class 507 002 stands at Liverpool Central on July 1st waiting to work 2K23 13:30 to Kirkby service. *John Balaam*

Merseyrail's Class 507 003 calls at Capenhurst with 2C18 11:10 from Chester on July 1st. *John Balaam*







Units: DMUs and EMUs

South Western Railway's Class 450 094, 450 111 and 450 089 working the 2L50 Basingstoke to London Waterloo are seen near Hook on July 7th. *Michael Bennett*



On July 16th, Merseyrail's Class 507 030 leads a sister unit into Ainsdale with the 17:24 Southport to Hunts Cross service.
Barry Longson



A pair of the much maligned Class 150 units led by 150 150 slow for the stop at Guide Bridge on August 3rd working the 11:10 Manchester Piccadilly to Rose Hill (Marple).*Lee Stanford*



Units: DMUs and EMUs

Northern's Class 319 366 and 319 368 are seen under the magnificent roof at Liverpool Lime St. on July 20th. *Jeff Nicholls*



On July 23rd, the 1T41 London Waterloo to Portsmouth Harbour service operated by South Western Railway's Class 450 112 and 450 057 pass through Worting. *Michael Bennett*



Northern's Class 150 122 is seen at Cherry Tree with 2N81 16:11 Colne - Preston service on June 26th. *John Balaam*



Units: DMUs and EMUs

Northern's refurbished Class 150 210, awaits its next turn of duty in Platform 5 at Huddersfield on July 10th. *Paul Senior*



London Overground operated Class 378 230 approaches Gospel Oak on July 14th with the 13:02 service from Richmond to Stratford. *Lee Stanford*



On July 7th, South Western Railway's Class 159 001 and 159 004 on the 1L41 London Waterloo to Exeter St. David's service are seen near Hook. *Michael Bennett*



Units: DMUs and EMUs

On July 1st, Merseyrail's Class 507 002 calls at Kirkdale with 2G85 13:58 Kirkby - Liverpool Central service. *John Balaam*

On July 14th, TfL Class 315 818 leads the 10:00 Ilford EMU depot to Orient Way Sidings, empty stock movement past Stratford. *Barry Longson*

Northern's Class 195 011 passes Farington Curve Junction with a Blackpool North to York service on July 22nd. *John Sloane*







Units: DMUs and EMUs

Despite many classmates having gone for scrap there are still a small number of Class 315 EMUs still providing regular service. On July 14th, TFL Rail Class 315 834 leads 315 833 through Bethnal Green working the 18:33 from Shenfield to London Liverpool Street.
Lee Stanford

Merseyrail's Class 507 029 arrives at Bromborough Rake with 2C14 09:50 Chester - Chester service on July 1st. *John Balaam*

Merseyrail's Class 507 023 'Operations Inspector Stuart Mason' stands at Liverpool Central with 2O23 13:40 to Ormskirk service on July 1st.
John Balaam







Units: DMUs and EMUs

Merseyrail's Class 507 020 waits to depart Southport on July 3rd with the 12:40 service to Hunts Cross. *Paul Senior*

Northern's Class 331 112 arrives at journeys end on July 1st with the 16:21 Leeds to Doncaster service. *Lee Stanford*

Northern's 07:13 Crewe - Liverpool via Manchester service, worked by Class 319 386, stops in the historic but rundown Earlestown station on July 30th. *Jeff Nicholls*







Units: DMUs and EMUs

On July 16th, Merseyrail's Class 507 008 departs Kirkdale working the 12:40 Liverpool Central to Ormskirk service. *Barry Longson*

Great Northern's Class 717 007 arrives at Alexandra Palace while working the 16:17 Moorgate to Welwyn Garden City service on July 14th. *Barry Longson*

Northern's Class 195 129 passes Standish on July 16th with a Manchester Airport to Barrow service. *John Sloane*







Units: DMUs and EMUs

Northern bi-mode unit Class 769 450 rounds the curve past Bolton's new bus interchange on June 29th, working the 11:30 Southport to Alderley Edge service. *Barry Longson*

Merseyrail's Class 507 030 arrives at Kirkdale on July 1st with 2G43 13:28 Ormskirk - Liverpool Central service. *John Balaam*

The illuminated frieze artwork on platform 2 at Liverpool James Street creates an atmosphere unlike any other UK station. Here Merseyrail's Class 507 014 is about to depart with the 14:05 service to New Brighton on July 16th.
Barry Longson







Units: DMUs and EMUs

Merseyrail's Class 507 013 departs Birkenhead Central with the 16:32 Liverpool to Ellesmere Port service on July 16th. To the right, the old EMU depot looks like a forest, never to see use again. *Barry Longson*

On July 14th Northern's Class 156 426 calls at Irlam with a stopping service to Liverpool Lime St. *Michael Lynam*

Northern's Class 331 030 sweeps through Leyland with a Manchester Victoria to Blackpool working on July 15th. *John Sloane*







Units: DMUs and EMUs

Merseyrail's Class 507 026 is seen at Chester working a service to Liverpool Central on July 19th. *Mark Enderby*

On July 1st, Northern's Class 319 383 arrives at Manchester Piccadilly with a service to Preston. *Michael Lynam*

Unbranded Northern's Class 319 372 departs Crewe on July 17th, with the 14:17 to Liverpool Lime Street via Manchester Airport service. *Barry Longson*







Units: DMUs and EMUs

On August 6th, West Midlands Trains' Class 196 007 passes through Stratford-upon-Avon with a 5Q24 Tyseley L.M.D. to Tyseley L.M.D test run. *Tom Blanpain*

Northern's Class 195 120 arrives at Grange-over-Sands on June 18th with a service to Barrow from Manchester Airport.
Steven Beesley

Northern's Class 331 007 passes Standish working a Blackpool North to Liverpool Lime St. service on June 28th. *John Sloane*







Units: DMUs and EMUs

On July 1st, nineteenth century technology greets Northern's Class 156 423 and 150 149 from the twentieth, at Chapel-en-le-Frith, on overgrown track that looks forgotten by Network Rail in the twenty first century.
Barry Longson



Northern's Class 150 215 is pictured on Denby Dale Viaduct on July 4th working the 10:15 Huddersfield to Sheffield service.
Steve Chapman



Northern's Class 195 125 is seen at Leyland working a Barrow to Manchester Airport service on June 26th. *John Sloane*



ScotRail

Class 334 033 working the 2H05 12:39 Edinburgh Waverley - Helensburgh Central service approaches Blackridge on June 10th. *Jonathan McGurk*



Inter7city power car No. 43181, wearing it's Covid mask, is seen on the rear of 1B35 13:56 Aberdeen to Edinburgh service at Haymarket on June 23rd. *Derek Elston*



Class 170 434 working the 2G08 10:40 Glenrothes with Thornton to Edinburgh service approaches Haymarket on June 24th. *Derek Elston*



ScotRail

Class 318 270 and 320 312 (out of sight, leading) working the 2F09 17:17 Cumbernauld to Dalmuir service are seen at Coatbridge on June 10th. *Jonathan McGurk*

ScotRail

Inter7city power cars Nos. 43125 and 43003 are seen at Inverness station on July 19th. *Allison Twycross*



Class 158 701 working the 06:18 from Wick to Inverness is seen just after leaving Helmsdale station on July 8th. *Kevin McCormick*



Class 385 103 approaches Haymarket working the 1P38 14.29½ Dunblane to Edinburgh Waverley service on June 23rd. *Derek Elston*



ScotRail

Class 158 719 is seen at Kyle of Lochalsh station on July 19th, being prepared for the 12:08 departure to Inverness. *Allison Twycross*



Class 158 705 working the 14:00 Inverness to Wick service arrives at Golspie station on July 8th. *Kevin McCormick*

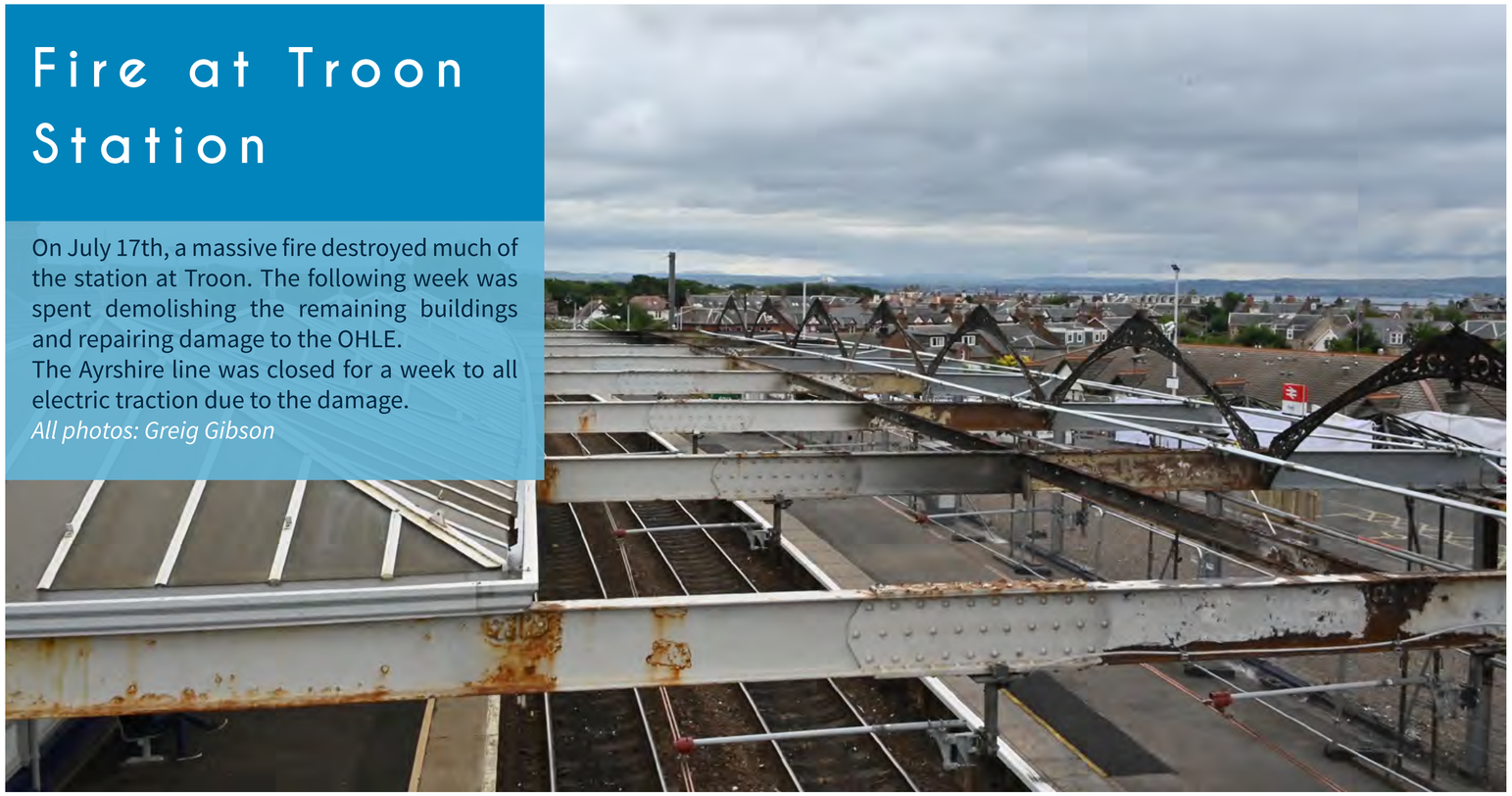


Class 380 016 working the 2T28 19:54 Largs to Glasgow Central High Level service, calls at Milliken Park on June 10th. *Jonathan McGurk*



Fire at Troon Station

On July 17th, a massive fire destroyed much of the station at Troon. The following week was spent demolishing the remaining buildings and repairing damage to the OHLE.
The Ayrshire line was closed for a week to all electric traction due to the damage.
All photos: Greig Gibson











ScotRail

Following the fire at Troon station, services recommenced on July 30th as Class 380 014 calls at the station. The fire damaged girders clearly still visible. *Greig Gibson*

ScotRail

Power car No. 43136 arrives at Haymarket leading an Inverness service on June 9th. *Steven Beesley*

Hull Trains' Class 802 304 sits alongside 385 044 at Edinburgh Waverley on June 9th. The set being on hire to East Coast Trains for training purposes. *Steven Beesley*

Class 158 722, 158 714 and 158 719 are seen lined up at Inverness station on July 19th. *Allison Twycross*







ScotRail

Class 380 106 makes its way over the Waukmill Glen Reservoir Viaduct at the Dams to Darnley Country Park with 2N12 Glasgow Central to Neilston service on July 30th. *Greig Gibson*



Manchester Metrolink

Metrolink Tram No. 3075 carrying advertising vinyls for an event at the Trafford Centre departs from St. Peters Square in Manchester bound for East Didsbury on July 9th. *Lee Stanford*



National Rail



During the Quarry Hunslet 150 celebrations on July 10th at Statfold, 0-4-0STs 'Cloister' (HE542/1891) and 'Jack Lane' (HE3904/2006) working on the lower line and 'Lilla' (HE554/1891) on the upper line, make simultaneous departures. *Dave Peel*

Greater Anglia is making it easier for passengers to find out which are the 'least busy' trains

The company has just improved its "less busy trains" tool on the Greater Anglia website to provide more detailed information about how busy services are along the whole route of selected rush-hour journeys to and from London. After selecting a journey and time of day, passengers can see a colour-coded "journey heat map" which indicates at a glance whether the selected train is quiet, moderate, busy or crowded. By clicking for more details, passengers can then see how busy or quiet the train is at every station along the route. They can compare data for trains on the same route but at different times to find the service they feel most comfortable travelling on.

The tool uses passenger monitoring data from the week before, gathered by staff at Greater Anglia stations who count how many passengers are getting on at each station. The data is uploaded once a week. The tool is not a live feed but a useful guide based on analysis of the previous week's data.

Martin Moran, Greater Anglia commercial, customer service and train presentation director said: "We're seeing increasing numbers of people travelling on our trains as Covid restrictions have been gradually lifted. We wanted to make it as easy as possible for passengers to choose a less busy train if they do not feel comfortable catching a train with many other people, which is why we've made these improvements to our less busy train tool, following its launch last year. If you're at a station and you want to find out which is the least busy train, you can also ask a member of staff or press the help button on a ticket machine to go through to an assistant at Norwich who will be able to help you. I would like to reassure people that you can travel with confidence on our trains – and many people are doing just that. Often you'll find fewer passengers if you move down the length of the train."

"On the busiest trains – described as "crowded" on the less busy trains tool - it will not be possible to socially distance – but we still have many measures in place to keep passengers safe, including enhanced cleaning and sanitisation of trains, either air conditioning which replaces air inside the train every six to nine minutes or opening windows – as well as doors which open at stations. In addition, the vast majority of passengers are wearing face coverings for all of their journeys."

Fares Advice with RailUK

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

South Yorkshire Travelmaster tickets

Travelmaster is the range of travel passes in South Yorkshire that include all operators and all modes (bus, tram and train).

They are currently running a 25% off sale on all tickets from 2nd August to 27th September, in conjuction with the Sheffield City Region Mayor's organisation.

Of interest for rail users is the South Yorkshire Connect+ ticket, valid for unlimited travel on any bus, tram or train in South Yorkshire with a choice of 1 day, 7 day, 28 day and annual tickets. Promotional prices: 1 day £6.60, 7 day £23.00, 28 day £86.30, annual £992.50.

Note however due to some issue with rail industry systems, rail retailers are unable to issue the tickets at the promotional price. You can buy all the tickets online - visit

https://www.sytravelmaster.com/summersale

and the 1 day tickets are also available on the Stagecoach and First bus apps or from bus drivers and tram conductors in the area. Weekly or longer tickets are fulfilled to a smart card, if you don't have one you can get a blank one for £1 either online or from bus drivers and tram conductors.

Avanti (and others) not offering best value tickets

Q: I've been planning a journey from Coventry (COV) to Weybridge (WYB) on Friday 3rd September.
COV 0732, change London, arr WYB 0957.
WYB 1712, change London, arr COV 1942.
National Rail gives a flexible return price of £64.10 which seems pretty reasonable to me.

I went to Avanti to book as they are the principal carrier. Their site doesn't offer this return fare; instead it gives me two single advances for £97.90 or an Anytime Return for an eyewatering £194.00.

I then tried TPE as I have an account with them. This shows the £64.10 off peak return but then gives no options for the return journey.
LNER does offer the fare, as does TrainSplit, which is where I bought the tickets, due to the ability to choose seats.

Out of interest, I also tried Trainline (OK), Northern (OK), Raileasy (OK), Cross Country (OK) South Western (NO), Red Spotted Hankey (NO). How is it that the principal operator for this journey is unable to offer the off peak return ticket? I checked the restrictions and none of the usual peak restrictions apply on the Friday. Or have I done something wrong on the Avanti site that I didn't see?

A: Avanti now use a booking engine called PICO4UK which going by all accounts on here is pretty hopeless. It's derived from Trenitalia's PICO system used in Italy - Trenitalia has a 30% stake in Avanti West Coast. Disappointing that the Worldline-based systems (SWR and Red Spotted Hanky) are failing to offer the £64.10 Off Peak Return.

This intrigues and worries me in equal measure. Someone not 'in the know' could plan this exact journey on the Avanti website, assuming the operator's own site to be correct. There, they will be met by a big price banner: from Avanti showing £97.90 - no booking fee - unbeatable prices, guaranteed

It's 'unbeatable', it's 'guaranteed'. Why look elsewhere? Yet this price is easily beaten by over a third, with added flexibility thrown in. It surely cannot be right that no-one within Avanti has noticed or tested this - or have I picked an obscure journey? I did test it on a COV - Euston journey for the same trains and was correctly given the off peak return ticket.

What would a customer's rights be if, having bought - and potentially used - a £98 'guaranteed unbeatable' ticket (and an Advance to boot, so non-returnable), they subsequently found out about the £64 ticket?

The worst thing about this is that it perpetuates the old "but Trainline is cheaper so the fees are worth it" thing, because in some cases it is, because Avanti are failing to sell valid tickets.

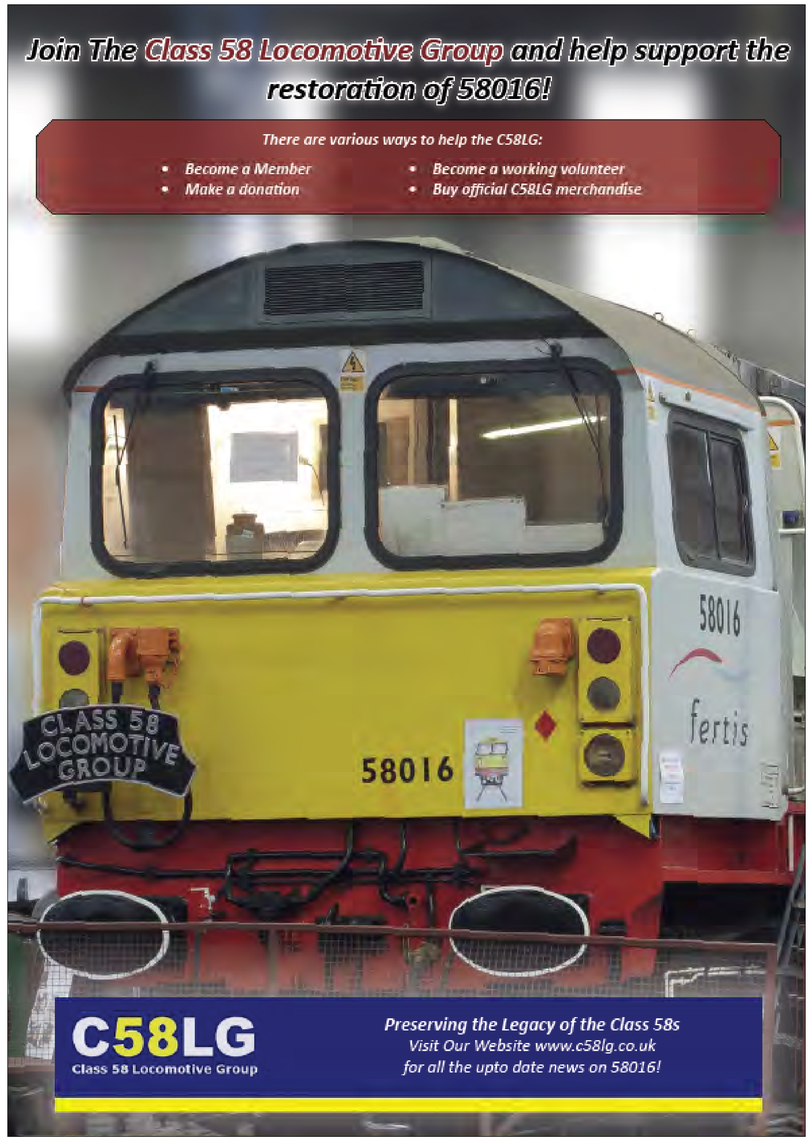
Ticket Advice for All

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

National Rail

On the Keighley and Worth Valley Railway, the requirement for running socially-distanced trains in line with the government Covid rules has meant their stalwart Class 101 DMU has seen use only on staff trains through 2020 and 2021. On a hot, sunny July 17th, the DMU (made up of Nos. M51189 and Sc51803) is seen at Haworth Loop, preparing to set-back into the engine sheds. *Ben Bucki*





Community rail groups join national campaign to highlight hidden gems along Britain's rail network

In a move to get local residents back on track, East Anglia's community rail partnerships are getting involved in a national awareness campaign, to promote the delights and benefits of 'Days Out by Rail', coordinated by Community Rail Network. Days Out by Rail aims to inspire and encourage day-tripper and leisure travellers to jump aboard a train, for exciting, fun, eco-friendly outings. The campaign draws on local insights and ideas from community rail, a grassroots movement spanning Britain, which involves communities and volunteers with their local railways and stations. The eight-week initiative is raising awareness about rail as one of the greenest ways to travel – especially combined with walking, cycling and buses – avoiding traffic jams, parking and pollution, while enabling exploration of lesser-known spots as part of a day out, short break or staycation. East Anglia's six community rail partnerships - which work at a grassroots level to engage and benefit local people and promote rail as a key part of sustainable, healthy travel in Norfolk, Suffolk, Cambridgeshire, Essex and Hertfordshire - will be showcasing places to visit and things to do along Greater Anglia's rural branch lines as part of the campaign.

Days Out by Rail will focus on eight themes, inspiring and encouraging leisure travellers to: explore off the beaten track; marvel at spectacular views; enjoy purse-friendly days out; reconnect with family; discover what's on their doorstep; plan days out with friends; explore scenic walking & cycling routes and enjoy time out just for grown-ups, by train.

Jools Townsend, chief executive of Community Rail Network, said: "Many people don't realise the scope for seeing Britain's stunning landscapes, pretty villages and historic sites by rail – and making use of our wonderful, often little-known, community rail lines and stations is a great way to do this. We are excited to launch our Days Out by Rail campaign with help from community rail partnerships and station volunteers across the country. This campaign is all about drawing on the local knowledge and insights from the community rail movement, and sharing that with families, day-trippers and holidaymakers. We hope to inspire more people to explore our beautiful countryside and fascinating heritage through green and scenic journeys by rail, avoiding the stress and pollution of driving and parking."

Community Rail Network is the national umbrella body for 74 community rail partnerships and 1,000 station friends groups working locally to help communities get the most from their railways and benefit from sustainable travel. Their Scenic Rail Britain site is the go-to reference and planning tool to discover scenic and historic rail journeys in England, Scotland and Wales. It shows how day-trippers and holidaymakers can uncover hidden gems across coastal, country and city destinations using the vast network of Britain's community rail lines.

As more people return to rail, Greater Anglia is seeing some trains and stations getting busier. More trains have been added to the timetable and customers are encouraged to use the full length of trains and platforms.

National Rail



An unidentified Northern Class 156 is seen crossing the river Leven on the approach to Ulverston. *Steven Beesley*

Greater Anglia issues advice to customers as work starts to improve March station

Customers using March rail station are being advised about changes during the coming weeks, as Greater Anglia carries out improvement work. From July 12th the station entrance will be closed and a new temporary ticket office opened on the far side of the station to allow construction work to remodel the entire station to commence. The work will see Greater Anglia create an open-plan ticket hall and waiting area, accessible modern toilet facilities, retail outlets, and an upgraded and extended car park at the station.

The major upgrade is part of a multi-million pound regeneration of Fenland's railway stations which is pushing forward with major improvement works on the rail line between Ely and Peterborough. The programme is being delivered through Fenland District Council's Railway Station Masterplans project, with a £9.5million package of funding from the Cambridgeshire & Peterborough Combined Authority, chaired by Mayor Dr Nik Johnson, and support from Greater Anglia.

The project aims to improve passenger facilities at the three Fenland stations – Manea, March and Whittlesea – along the Ely to Peterborough Hereward Line. Together the partnership anticipates that the upgrades to improve connections between the Fenland towns and other regional centres of education and employment, creating an attractive alternative to the car for more sustainable journeys.

Greater Anglia's Asset Management Director, Simone Bailey, said, "I would like to thank customers for their patience while we carry out this upgrade which will transform the station and offer a vastly improved travelling experience."

Mayor of Cambridgeshire & Peterborough, Dr Nik Johnson, said, "The point of transport is to serve people so improving travel options and connections for the Fenland community is a must. That's why the Combined Authority is investing millions of pounds and collaborating closely with partners to make this happen. Those combined efforts are paying off, and people can see major construction starting on March's new Platform 1 buildings, and car parks at March and at Manea and Whittlesea all taking shape."

The work is expected to be completed by the end of 2021.
New platform waiting shelters have already been installed at Manea and Whittlesea stations through the Combined Authority funding and Section 106 contributions, along with an improved passenger footpath and lighting and a new ticket machine at Whittlesea and car park upgrades.

Work begins on major Access for All scheme at Finsbury Park railway station



Network Rail is poised to start work on a major scheme to improve accessibility for passengers at Finsbury Park railway station – a key location on the network and a strategic interchange for services across London.

Work will begin on the scheme, which is being carried out in partnership with Transport for London and Govia Thameslink Railway, on Saturday July 31st.

It will see the installation of two new lifts to serve platforms 3/4 and 7/8, which will mean that, when complete, the entire station will have step-free access. Alongside the lift installation, engineers will carry out a series of other passenger improvements, including:
Updating the signs making it easier for people using the station
Laying tactile paving along the platforms and improving the floor surfacing
Upgrading the platform lighting
Additional CCTV cameras

Moving the ticket gates from Platform 3/4 to the entrance in Station Place, making it easier for people to move through the station. The work will not affect train services and the impact on passengers using the station and people who live nearby will be kept to a minimum. Funding for the project has been made available through the Department for Transport's Access for All programme.

Paul Rutter, Route Director for Network Rail's East Coast route, said: "This latest project underlines our commitment to provide easy access for all passengers and to continue to ensure stations remain places where people feel safe and comfortable. Since receiving the Access for All funding, we've worked closely with local stakeholders and accessibility groups to find the best option for passengers, whilst at the same time designing the scheme to minimise disruption as much as possible."

Rail Minister, Chris Heaton-Harris, said: "It is brilliant to see work beginning on these vital improvements, funded by our Access for All programme. Our ambition is that the entire transport network is accessible to every passenger by 2030, and these works will help build a more modern, inclusive system."

Tom Moran, Managing Director for Thameslink and Great Northern, said: "On behalf of our passengers, we welcome this major investment to make Finsbury Park station completely step-free between all platforms and the street. We're committed to making our services accessible for everyone, and this scheme will improve journeys for many thousands of our customers, particularly people for whom the lack of lifts made some platforms difficult to use. Network Rail have worked closely with us to minimise disruption during the work."

Throughout the project, a section of the footpath and cycle path on one side of Stroud Green Road, which runs under the bridge at the station, will remain closed.

During this time, cyclists will need to dismount and cross to the other side of the road for the length of the bridge, were they will then be able to continue using the cycle lane on the other side.

National Rail



‘Scots Guardsman’ hauling ‘The Dalesman’ waits to depart Carlisle on July 1st as a late running Avanti Pendolino gets the road.
Steven Beesley

Loco Fleet List Ten

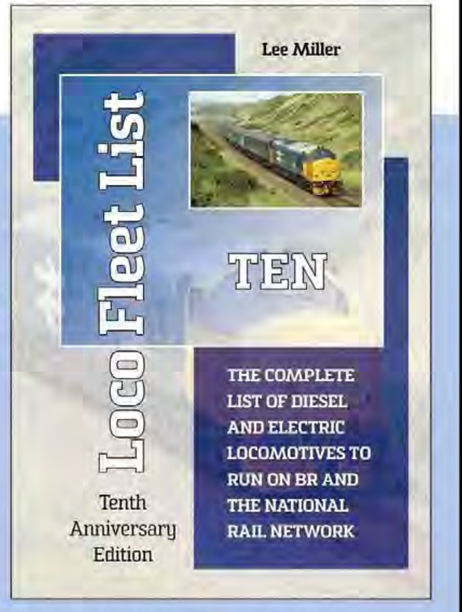
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain’s railways from the early experimental era right up until the present day.

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

More than 700 North West railway trespass incidents since April



More than 700 people have risked their lives trespassing on North West rail routes since April this year. The figures have been released by Network Rail and British Transport Police as part of the You vs Train campaign to highlight the dangers of railway trespass this summer.

In a new national survey 18% of people from the North West* said they were prepared to risk life and limb to retrieve an everyday object like a mobile phone, purse or wallet if they thought it was lost on the track. Every year sees thousands of trespass incidents across the rail network.

Though often seen as a youth problem, in fact 75% of trespassers are adults. Their reasons for straying onto the network include taking shortcuts and retrieving dropped items from the track. In the last three years, more than 150 adults have either been seriously injured or lost their lives trespassing on Britain’s rail network.

Chris Mclaughlin, community safety manager in the North West for Network Rail said: “You cannot put a price on personal safety. Every time someone strays onto the tracks they are placing themselves at risk of serious, life-changing injury or worse. And the effects of the actions can be devastating, not only for them, but their loved ones and the wider community. We want everyone to know and understand that stepping on the track shatters lives. Please don’t take risks. Don’t leave the people around you to pick up the pieces.”

Superintendent Alison Evans, British Transport Police said: “Unfortunately, every summer we see a rise in trespass incidents. This summer, please remember that stepping onto the railway at any time is dangerous and illegal. Accessing the tracks as a shortcut or to retrieve a personal possession you’ve dropped will have consequences that stay with you and those around you for life. Don’t let a moment of impatience ruin everything – it’s just not worth it.”

To raise awareness of the dangers a new video called ‘Shattered Lives’ shows how making the wrong choice to trespass could so easily lead to devastating consequences for not only the trespasser but also their friends and family.

Seven-time Paralympian, Simon Munn, MBE, features in the new anti-trespass film. Simon lost his leg in a railway accident after attempting to take a shortcut home by trespassing across the railway. While he has been able to rebuild his life as a successful athlete – representing Great Britain in wheelchair basketball – Simon counts himself very lucky to be alive following the events that night more than thirty years ago.

Simon Munn said: “If you’re thinking about taking a shortcut home by trespassing across the tracks like I did, then there’s only one winner. You can’t mess about with a 400-tonne machine and think that you can get away with it. I was very lucky that I only came away with losing my leg. I’m incredibly proud of my career as a Paralympian, but that night 31 years-ago was a massive reality check. The outcome of my actions irreversibly changed my life and I regret the pain that I put my family through and the driver of the train.”

National Rail



Plasser & Theurer Euromat tamper No. DR73916 passes through Malvern Wells on a return trip from Stourbridge Sidings to Hereford on June 18th. *Neil Pugh*



Repairs planned to stabilise a railway cutting in Hove means some changes to train services in September

Vital work to stabilise a railway cutting in Hove and prevent delays caused by landslips will be taking place between Saturday September 18th and Friday October 1st (inclusive). While this work takes place, no trains can run on the route directly linking Brighton with Hove. On Saturday September 18th and Sunday 19th, buses will replace trains between Brighton and Littlehampton.

From Monday September 20th, train times will change between Littlehampton and Brighton, with services diverted to run to and from Preston Park, where passengers will need to change trains to complete their journeys. Passengers travelling between Portsmouth or Southampton and Worthing, Hove or Brighton will also need to change at Littlehampton. Additionally, Great Western Railway services to and from Brighton will start and end at Worthing on weekdays, and Portsmouth Harbour on weekends.

In order to stabilise the cutting and protect the railway from rockfall, engineers will be installing 1,012 rock bolts into the ground during the blockade. These bolts will hold rock netting in place that will catch loose rocks, and in the areas where required, hold the ground together. We are working with the local community to look at replanting options to offset the vegetation removed by the works.

Over the weekend of September 18th/19th, engineers will also conduct the following work: Repair work at Wilbury Road Bridge to strengthen the structure. Track circuit upgrades between Brighton and Hove – this is equipment which tells the signalling system and signallers where trains are. Wheel timber renewals at Shoreham Viaduct to improve the reliability of train services.

Shaun King, Sussex route director for Network Rail, said: “The work we’re doing is absolutely vital to keeping trains running safely and reliably for passengers. Hove is a key location on our railway network and any disruption here has the potential to disrupt services across the Brighton Main Line. We will continue to engage with passengers and lineside neighbours and thank them for their patience while we carry out this work.”

Chris Fowler, Customer Services Director for Southern, said: While we know there will be inconvenience for some of our customers, this is really essential safety work. Therefore, we’re urging anyone travelling along the West Sussex coast in this 14-day period to plan ahead and check before they travel as there will be changes to services, and some journeys will take longer than usual. Online journey planners will be updated in the next few weeks. We thank all of our customers in advance for their understanding.”



National Rail

Track work is a big lift for Levenmouth rail project

The Levenmouth rail link project has taken another huge step forward with the start of work to remove the old disused track and redundant infrastructure from the former branch line.

Following on from last month's confirmation that the line will be double tracked and electrified, and announcement of the station locations when Transport Minister Graeme Dey visited Leven, the removal of the old disused tracks is another clear signal that project is gathering momentum.

Work is now underway on the route between Thornton Junction and Leven and will be ongoing until the end of August, though not continuously at any one location.

Removing the redundant and life expired railway equipment is an important step forward for the project and is the most significant work to date. Removing the disused track and excavating the old ballast will also help create a clear area for when the construction of the new lines will begin early in 2022.

The redundant equipment has been itemised and offered to a range of Heritage railways. It is our intention that all of the assets removed will be recycled and re-used within a railway environment. Some of it will be repurposed for use on the construction of the new line.

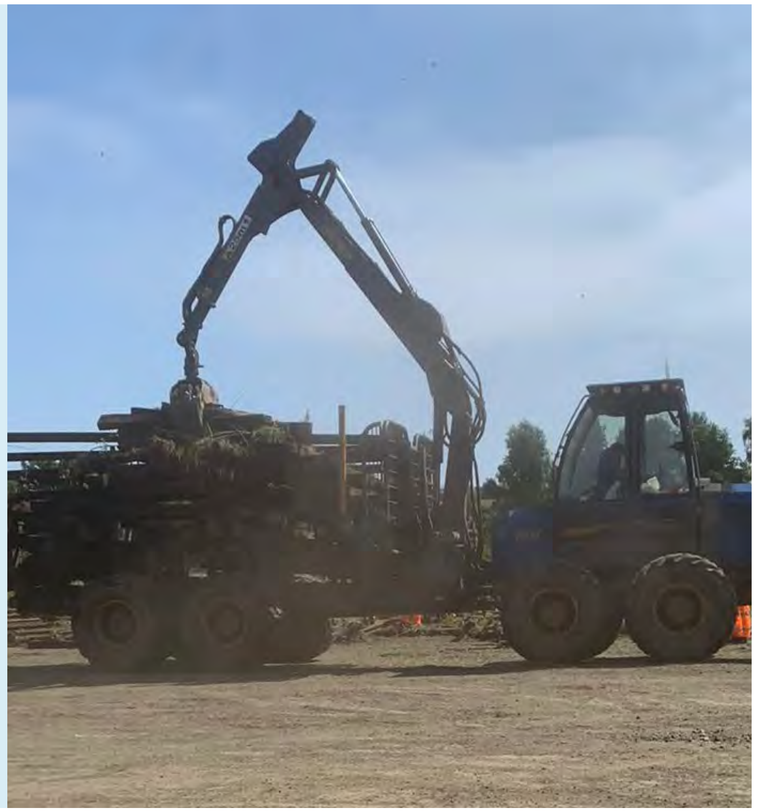
Joe Mulvenna, Network Rail project manager for the Levenmouth Rail link said; "This is the most significant phase of preparatory work so far on the project and we are literally clearing the way for the start of construction early next year.

"While clearing the old track breaks a link with the past, its important that we can re-use and recycle the redundant assets for use on heritage railways and some can be repurposed for the new line.

"We are doing what we can to minimise any disruption from this work and so we can continue to enable people to enjoy using the railway corridor for leisure purposes. We will have measures in place to manage the work safely but we do ask that everyone exercise caution while we carry out this work."

The railway corridor will remain open for leisure purposes and we will have appropriate measures in place to segregate the public from what will be a moving work site.

We would ask anyone using the area to exercise increased caution during this work and if requested, please follow advice from those on site to ensure your safety.



Majority of Anglia's rail network open for business as usual over August Bank Holiday as railway continues to welcome back passengers



Passengers travelling by train this bank holiday in the Anglia region will be able to do so as Network Rail's engineering work has been planned to minimise disruption.

Only a handful of routes will be affected by upgrade works taking place, so passengers should plan ahead. This work includes:

Works as part of the new Soham station project affecting services between Bury St Edmunds and Ely on Sunday August 29th and Monday 30th.

Track renewal at Pitsea affecting c2c line services between Fenchurch Street and Shoeburyness to improve reliability between Saturday August 28th and Monday 30th.

Works on the Barking riverside project affecting c2c line services between Fenchurch Street and Shoeburyness between Saturday August 28th and Monday 30th.

Track works and maintenance works will also take place across the network but will be carried out overnight to minimise disruption.

The vast majority of the rest of Britain's rail network (over 95%) will be open for business as usual as it looks to welcome passengers back and reconnect them with family, friends and their favourite holiday destinations.

Ellie Burrows, Network Rail's route director for Anglia, said: "We know that tourism is in high demand this summer and we have planned our work to minimise disruption. The vast majority of our passengers will be able to enjoy travelling by train over the bank holiday period.

"Passengers who are travelling out of the Anglia region should check how their journey might be affected."

Passengers are advised to follow government guidance and wear a face covering in busy indoor settings, unless exempt. With good ventilation systems on trains, extra cleaning and improved information about quieter times, passengers can continue to travel with confidence.

National Rail

Class 08 580 is seen shunting brand new Class 730 103 around the Asfordby test centre on July 23rd. *Derek Elston*



On July 29th, Wabtec's Class 08 853 and 08 724 are seen outside Doncaster Works. *Michael Lynam*



Class 47 703 is still living in hope of a repaint one day as it continues its usefulness at Doncaster Works. *Michael Lynam*



National Rail

On July 22nd, SR Merchant Navy Class No. 35018 'British India Line' arrives at Carlisle with the 1Z62 'The Dalesman'. *Michael Lynam*

Grand Central's Class 180 108 'William Shakespeare' is seen being manoeuvred around at the Asfordby test centre complex on July 23rd. *Derek Elston*

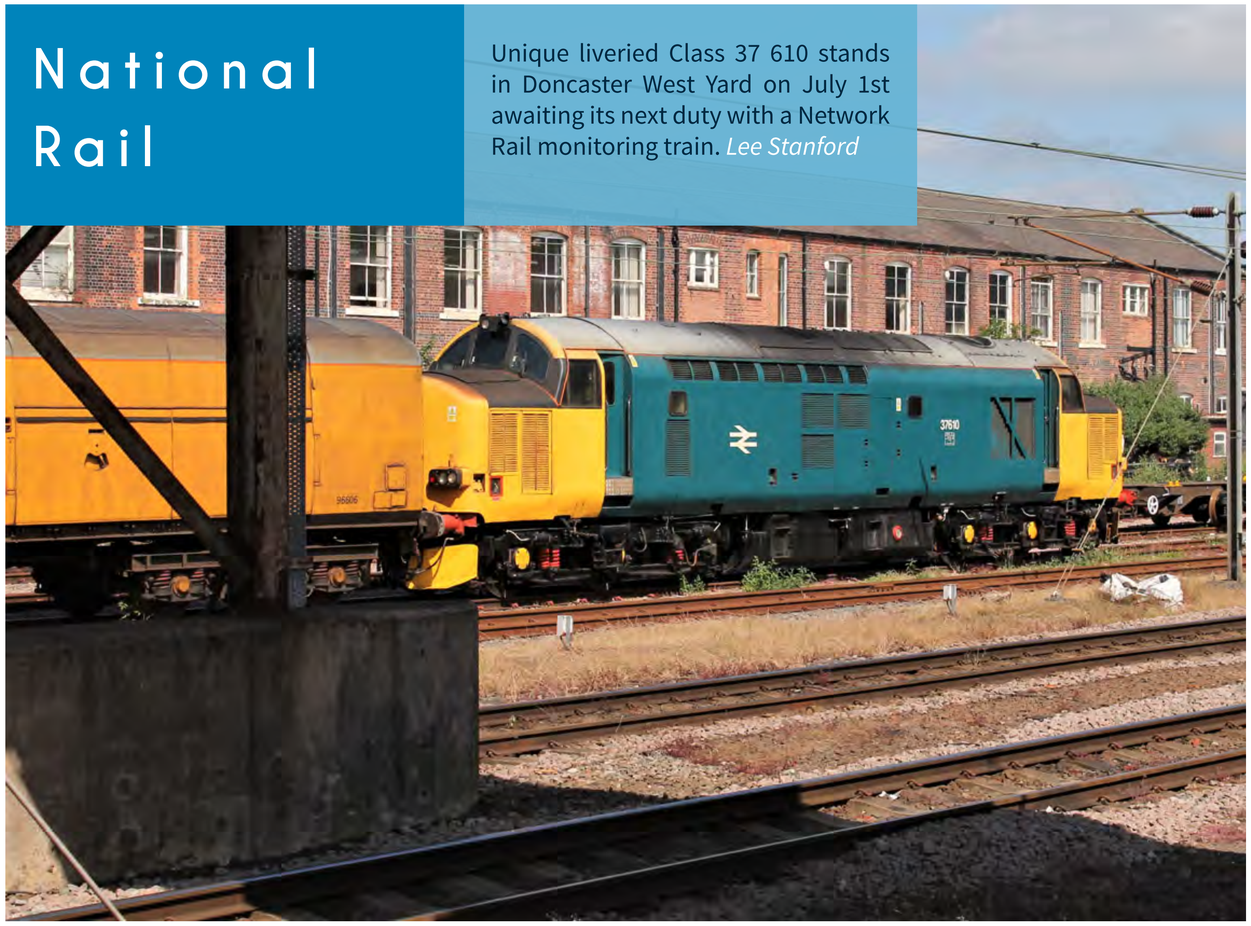
On July 15th, LSL's former Freightliner Class 47811 is seen at Crewe with various components removed. *Michael Lynam*







National Rail



Unique liveried Class 37 610 stands in Doncaster West Yard on July 1st awaiting its next duty with a Network Rail monitoring train. *Lee Stanford*

Free and fast WiFi for Liverpool Lime Street passengers

Passengers at Liverpool Lime Street station can now get free and unlimited WiFi that is fast enough to support video calls and streaming.

Network Rail's upgraded service uses the latest technology so passengers can connect multiple devices without having to create an account to log in.

It's certified as 'Friendly WiFi' which means it complies with the Government's safe filtering standards for the public and is child friendly.

The free connection has been introduced after feedback from railway passengers.

Phil James, Network Rail's North West route director, said: "Passengers have told us that to enhance and improve things for them and free WiFi was a must - so, we've provided it. I'd urge anyone to take advantage of the new reliable and secure service when travelling through the station.

"This is the first station in the North West with the free upgraded WiFi. Next up is Manchester Piccadilly".

The WiFi has launched in time to welcome passengers back to the railway after coronavirus lockdown measures.

Robbie Humphreys, shift station manager at Liverpool Lime Street station, said: "It's a great improvement for our passengers -, it's free to connect, you don't need to enter any personal information, and it's one of the fastest data connections you can get.

"It's part of our wider efforts to encourage passengers back to rail travel and we can assure people they can travel in confidence. The station team has worked really hard to keep passengers safe throughout the pandemic and we will continue to do so."

The new, unlimited WiFi service is being rolled out across Network Rail managed stations nationwide, with plans for the 19 biggest stations to be connected by the end of 2021.

All under one roof: rail workers revive Cumbrian visitor attraction

Thousands of pounds have been spent making repairs to a Cumbrian Coast line station building which is home to a popular visitor attraction. Network Rail has invested £30,000 to improve the roof at Millom station where the Millom Heritage and Arts Centre is based.

A leaking roof has now been fixed meaning that the much-loved attraction is ready to welcome back visiting tourists and rail passengers in time for the peak summer season. The centre has a local social and industrial history museum, an educational rail facility, creative poetry and writing room, café, community ticket and travel information centre and a newly refurbished passenger waiting room.

Karen Hornby, head of performance and customer relations at Network Rail's North West route, said: "When people think about the inside of a railway station, they may think of a waiting room and a ticket office. But as Millom station shows the space inside can offer so much more to the community. This is why I'm proud our £30,000 repairs to fix the roof will keep the Millom Heritage & Arts Centre open for business not just for the summer months, but all year round."

Chris Jackson, regional director at Northern said: "We would like to thank Network Rail for completing this work. Millom Heritage & Arts Centre is something for visitors to the station, and everyone in the community to embrace, enjoy and be proud of."

Jade Hughes, Millom Heritage and Arts Centre trustee, said "We're extremely grateful to Network Rail for coming to our rescue. This now enables us to carry on welcoming visitors from near and far."

Warren Birch, Cumbrian Coast Line community rail partnership officer, said "This essential piece of work provides a stability to the building that will see Millom Heritage & Arts Centre flourish for many years to come."
Millom station is located on the picturesque Cumbrian Coast line between Carlisle and Barrow-in-Furness.
This route boasts stunning views of West Cumbrian countryside, the Irish sea and enticing beaches.



Network Rail and Highways England publish first phase of the Solent to the Midlands multimodal freight strategy

Network Rail and Highways England have published the first phase of the Solent to the Midlands Multimodal Freight Strategy. The strategy is the culmination of a year's work between the two organisations and represents a further step forward in the collaboration between Highways England and Network Rail in multimodal strategic planning and other areas to better serve our customers. This study forms part of Network Rail's Long-Term Planning Process and Highways England's Route Strategy and Pioneer Projects work, both of which are designed to identify investment priorities for the future. This closer approach to planning and increased involvement of stakeholders is vital to delivering the best results for our customers and funders.

Key findings include:

Roads are critical to complete the door to door journeys for shorter distances, such as regional and local movements or the last mile from a rail freight interchange. Rail is most cost effective over longer distances and for higher loads.

Rail and road both have similar reliability in terms of journey times, key for freight consumers where much freight is time dependent.

Modal shift to rail provides an opportunity to free up road capacity on the Solent to Midlands corridor, especially for those journeys that are greater than 50 miles and greater than 100 miles for bulk and consumer goods respectively. The Solent to the Midlands route is one of the most important freight corridors in the UK. It links the major port of Southampton with the numerous distribution centres and economic hubs of the Midlands, North and Scotland. The Solent Ports, particularly Southampton, are in favourable locations for connections to the global freight and logistics market due to their proximity to the main shipping lanes. The Midlands is home to a high concentration of large distribution centres and warehouses – the so-called 'Golden Triangle' of freight distribution. The A34, managed by Highways England, links the Solent Ports and the Midlands and is closely mirrored by the equivalent rail route, owned and operated by Network Rail. The parallel nature of the road and rail routes means that it is an ideal candidate for cross-modal analysis.

Paul McMahon, Network Rail's managing director for the System Operator said: "Both our organisations have a shared goal of keeping Britain moving, as well as contributing to achieving the government's target of net-zero carbon emissions by 2050. This study contributes to these goals by demonstrating how both networks could be used more efficiently in terms of their overall capacity and their carbon footprint."

Elliot Shaw, Highways England executive director of strategy and planning, said: "Highways England and Network Rail operate two of the country's most important transport infrastructure networks for the freight and logistics industries. The Solent to Midlands Joint Strategic Study is a good example of us working together to identify the optimum solutions that could benefit road and rail users, the economy and the environment."

Taking a holistic approach, this study uses data in exciting and innovative ways to identify where there may be freight flows that currently use road but could be better served by rail. It also outlines the significant benefits that modal shift to rail offers both to freight end-users but also to the wider road and rail networks. Phase 1 of this freight strategy outlines the potential for change and the scale of the benefits that could be achieved.

Next steps include:
Continued collaboration between Network Rail and Highways England to develop the strategy for this important corridor and to look at other areas that would benefit from joint working to provide an improved service for customers.
Removal of the barriers to rail freight growth needed to enable the increased freight flows out of the Solent.
Unlocking new markets for rail freight.
Decarbonisation of freight movements and the road freight system.



National Rail



Class 92 043 passes Bradley on it's way from Polmadie to Crewe TMD on July 13th. *John Sloane*



Class 40 No. D213 prepares to take 'The Welsh Marches Whistler' tour back north from Bristol Temple Meads to Lancaster. *Tom Blanpain*

Passenger trains converted to deliver parcels to city centres

High-speed parcel deliveries will soon be made by rail to satisfy a growing demand for faster freight. Network Rail and distribution firm Orion have shown how the concept works at Euston station. Former passenger trains are being converted to take goods directly into city centre stations.
As well as online retail, the flexible freight operation could transport other light goods needed in super-fast time by businesses.

Parcels would then see bicycle or van couriers take them for final delivery. The trains can travel up to 100mph – twice the average speed as road traffic. As well as faster delivery times, the converted trains:
Are cleaner than air and road haulage
Can access city centres unlike larger scale rail freight or air
Can operate on electrified and non-electrified rail
Are easy to load and unload onto modes of transport for first and last mile of the journey

Daniel Fredriksson, Network Rail customer relationship executive, said: "We're excited to show what future uses rail has for distribution using Euston as a test site given its important history as a mail rail hub. While parcel trains are by no means a novel concept, more of us buying things online and efforts to get polluting vehicles off roads is revitalising rail as a cost effective and fast way to get goods to consumers and businesses quickly and efficiently. Network Rail has been working with Orion as it's repurposing former passenger trains to serve this new purpose, while opening up the opportunities this has for economic growth as the country emerges from the coronavirus pandemic."

Karl Watts, chief executive officer for Orion, said: "Orion High Speed Logistics represents a revolution in the way we deliver goods into city centres. Using converted, electrically powered passenger trains, Orion is able to deliver goods into terminal and other principal railway stations where electric road vehicles complete the final mile transportation into city centres. The shift from road to rail transportation delivers economic, environmental and social benefits. Each 8-car train removes 24 diesel powered vans from our roads thereby reducing congestion, lowering carbon emissions and improving inner city air quality."

Rail Minister, Chris Heaton-Harris MP, said: "It is really positive to see companies exploring innovative methods like this to transport rail freight. Repurposing former passenger trains will allow light goods to travel to consumers in a faster and greener way, helping to decarbonise our railway, reduce congestion on our roads, and support growth in the rail freight market. Through our reforms in the Williams Shapps Plan for Rail we are committed to unlocking the economic and environmental benefits rail freight can deliver, as we look to level up the country and build back greener."
Some of the UK's largest parcel carriers have expressed interest in using the new high-speed logistics service using the converted trains. The first will start running later this year between the Midlands and Scotland.



National Rail



On July 23rd, Class 67 024 worked the Belmond British Pullman 'Highclere Castle Special' seen here at Andover with the return working to London Victoria. *David Lindsell*

Wandsworth Common saviour gets a plaque at Clapham Junction

A blue plaque to commemorate John Charles Buckmaster who fought a campaign to save Wandsworth Common from developers has been revealed at Clapham Junction station.

The ceremony was attended by Network Rail's chair Sir Peter Hendy, Lucy Mowatt, the deputy mayor of Wandsworth, along with Viscount Buckmaster, the great, great grandson of John Charles Buckmaster, who unveiled the Battersea Society plaque at the Network Rail managed station.

Mr Buckmaster, who lived circa 1819-1908 and whose home was near the site now occupied by the station is described on the plaque as an "educator, orator and campaigner for Wandsworth Common", which this year celebrate its 150th anniversary.

William Robertson, Clapham Junction station manager, said "It was an honour to be part of a ceremony honouring a local legend who did so much to keep green spaces open for everyone to enjoy today.

It was also amazing to hear speeches from Sir Peter and Viscount Buckmaster who paid tribute to the hard work and dedication of John Charles Buckmaster."

Lucy Mowatt, the deputy mayor of Wandsworth said: "It was a privilege to welcome everyone to the unveiling of a Blue Plaque to John Charles Buckmaster. It was highly appropriate as it was 150 years almost to the day that the Wandsworth Common Act was passed in 1871, saving the green space of Wandsworth Common for the people of Battersea and Wandsworth in perpetuity."

Shoreham-by-Sea station receives makeover with £708k upgrade and achieves carbon reduction

Major repair and refurbishment work has been completed at Shoreham-by-Sea to upgrade and improve the station for passengers while helping the environment. Shoreham-by-Sea station was one of the earliest stations to open in the south of England, coming into operation in 1840. It serves both the West Sussex seaside town and Shoreham Airport (also known as Brighton City Airport). A trial of using HVO fuel while upgrading the station has helped reduce the amount of carbon produced at the site by 37%. Hydrotreated vegetable oil (HVO) is an advanced renewable fuel made from pre-existing bio-waste products such as used cooking oil, waste plant and organic matter. While it currently costs more than red diesel, it reduces net CO2 greenhouse gas emissions by as much as 90%.

The works include:
Replacement of roof sheets on both platforms to keep passengers dry
Replacement of gutters and downpipes which will reduce the risk of flooding
Timber valance board replacement to protect the canopy roof
Replacement of fascia boards which stop water from penetrating the roof
Prep and painting of canopy metalwork and timberwork to protect the structure
The station has a staffed ticket office which is open for the majority of the day on all days as well as self-service ticket machines available. The station also has a passenger waiting room, café and toilets which are open when the station is staffed.

Both platforms and the waiting room have departure boards as well as modern help points and are both fully accessible with step-free access available throughout the station.

Shaun King, Sussex route director for Network Rail, said: "This upgrade has made a big difference to Shoreham-by-Sea station by improving the experience for passengers. These improvements are a vital aspect of our work to provide a safe, reliable and efficient railway. Shoreham-by-Sea was also the first project in Sussex to use recycled cooking oil instead of diesel fuel, allowing engineers to reduce the amount of carbon produced at the site by 37%. These actions help Network Rail work towards its goal of Net Zero Carbon Emissions by 2050."

The station's most frequent service is eastbound to Brighton, with four trains per hour. Regular trains also run westbound to Littlehampton, Southampton Central and Portsmouth Harbour.

Chris Fowler, Southern's Customer Services Director, said:
"On behalf of our customers, we welcome Network Rail's investment to restore and protect the fabric of the station buildings at Shoreham-by-Sea, and thank them for the care taken to minimise disruption and use low-carbon energy. As restrictions ease and more passengers return to the station, they'll also be able to enjoy a package of enhancements we're making as part of our own network-wide, multimillion-pound station improvement programme. These include new seats and platform shelter, refurbishing the waiting room, and refreshing the landscaping."



National Rail



Class 56 312 erupts at Asfordby Test Centre as it heads off down the line on July 23rd. *Derek Elston*

Clubs and Societies Apparel

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



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The Nosh Report

Something a little different from Irlam Station on July 14th. A selection of photographs from "The Heritage Hub" that is ever evolving at Irlam Station. Besides the memorabilia from the industrial railway scene, the station has been restored following its closure in the 1980s.

It is a great place for nostalgia, good food and beer! There is one steam locomotive on display, Its a Peckett 0-4-0 built in 1942 for the Ministry of Supply and allocated to ROF Sellafield. Withdrawn in 1987 the loco moved to Carnforth before moving to Irlam in 2020. It has been repainted in The CWS Irlam Soap & Candle Works livery who had a similar locomotive. The engine still carries UKAEA 4300/B/0001 & No 2027.

There is also a small selection of wagons that worked on the private lines in the area

All Photos Michael Lynam











A Different View

The ‘Staycation Express’ is seen near Skipton on July 19th. *Ben Bucki*



Freightliner’s Class 66 525 is just about perfectly positioned at Ipswich station on July 6th. *John Sloane*



‘Sirapite’ is a very rare shunting engine. It is part traction engine and part locomotive and was built in 1906 by Aveling and Porter for Gypsum Mines Ltd. at Mountfield in Sussex. Its name comes from a product similar to plaster of paris which was produced by the company: Sirapite was decided to be more suitable than Parisite. Seen at the Long Shop Museum at Leiston on July 7th. *John Sloane*



A Different View

The Scarborough Spa Express worked by Jubilee No. 45627 (aka 45699 'Galatea') is seen at York on July 8th. Alongside the photographer is not to be moved Class 68 024. *Jeff Nicholls*

Preserved Railways

SWANAGE RAILWAY GETS ON BOARD NATIONAL 'LOVE YOUR RAILWAY' CAMPAIGN TO RAISE AWARENESS OF HERITAGE LINES



Dedicated Swanage Railway volunteers are joining organisations across the United Kingdom in a new 'Love Your Railway' campaign to raise awareness of the important contribution that heritage railways make – the work they do as well as how they have been affected by the challenges of the coronavirus pandemic.

Spearheaded by the North Yorkshire Moors Railway, 'Love Your Railway' is a national six-week summer campaign running between July 26th and September 5th.

The campaign aims to shine a spotlight on the important work that heritage railways do – with regards to conservation, education and research – and highlight how they have all been affected by the Covid-19 pandemic in terms of reduced capacities and income.

The Swanage Railway is collaborating with the North Yorkshire Moors Railway and more than 35 other well known heritage railways, including the Bluebell Railway, the Crich Tramway Village, the Severn Valley Railway and the Snowdon Mountain Railway.

Over the coming weeks, the Swanage Railway's volunteer social media team will be sharing content about the Dorset heritage line's history, education, volunteers, family, sustainability on Facebook (@swanagerailway), Twitter (@swanrailway) and Instagram (@swanagerailwayofficial).

Swanage Railway Trust chairman Gavin Johns said: "The Swanage Railway is delighted to join this important national campaign to raise awareness among the public about the important contribution that heritage railways make to tourism, education and conservation as well as the challenges they have faced during the Covid-19 pandemic.

"I would like to say a big thank you to our volunteer social media team for all the work they do in promoting the Swanage Railway and enabling the public to gain a fascinating insight into the varied work that goes into running, maintaining and developing a heritage line," added Mr Johns who is a volunteer signalman on the Swanage Railway.

Swanage Railway Company communications director and social media team co-ordinator Nathan Au said: "The #LoveYourRailway campaign is an excellent new initiative by our friends at the North Yorkshire Moors Railway.

Each heritage line has its own unique charm and history to preserve and, individually, we've each had our own respective challenges to overcome with the Covid-19 pandemic.

As we head into the summer, we are hoping for a busy and prosperous season to help the Swanage Railway recover so it makes perfect sense to collaborate with fellow heritage railways to promote what we do – giving the public a really good day out as well as undertaking conservation, education and research."

"Whether you're at your local heritage railway or visiting one further afield, you'll have a wonderful day out and enjoy different experiences wherever you go," added Nathan who is a volunteer driver on the Dorset heritage line.

North Yorkshire Moors Railway general manager Chris Price said: "We're optimistic and excited about the summer ahead but the last 12 months have been like no other year, with lockdowns, reduced capacities due to social distancing as well as staff and volunteers falling victim to the virus.

There are more than 150 operational heritage railways, running trains over nearly 600 miles of track, which protect, conserve and bring to life part of the nation's rich cultural heritage – giving enjoyment and learning to thousands of people every year.

We want to do all we can to raise awareness of every heritage railway across the country and the challenges that they face. All the participating railways will be posting their own social content across the six themed weeks but we also want to encourage the public to get involved by sharing their favourite memories and inspiring imagery from their visits using the hashtag #LoveYourRailway," added Chris Price.

The six themed weeks on the Swanage Railway's social media channels are heritage, education, volunteers, family, sustainability and the future.

The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

Photo: © Andrew PM Wright

Welshpool and Llanfair Railway

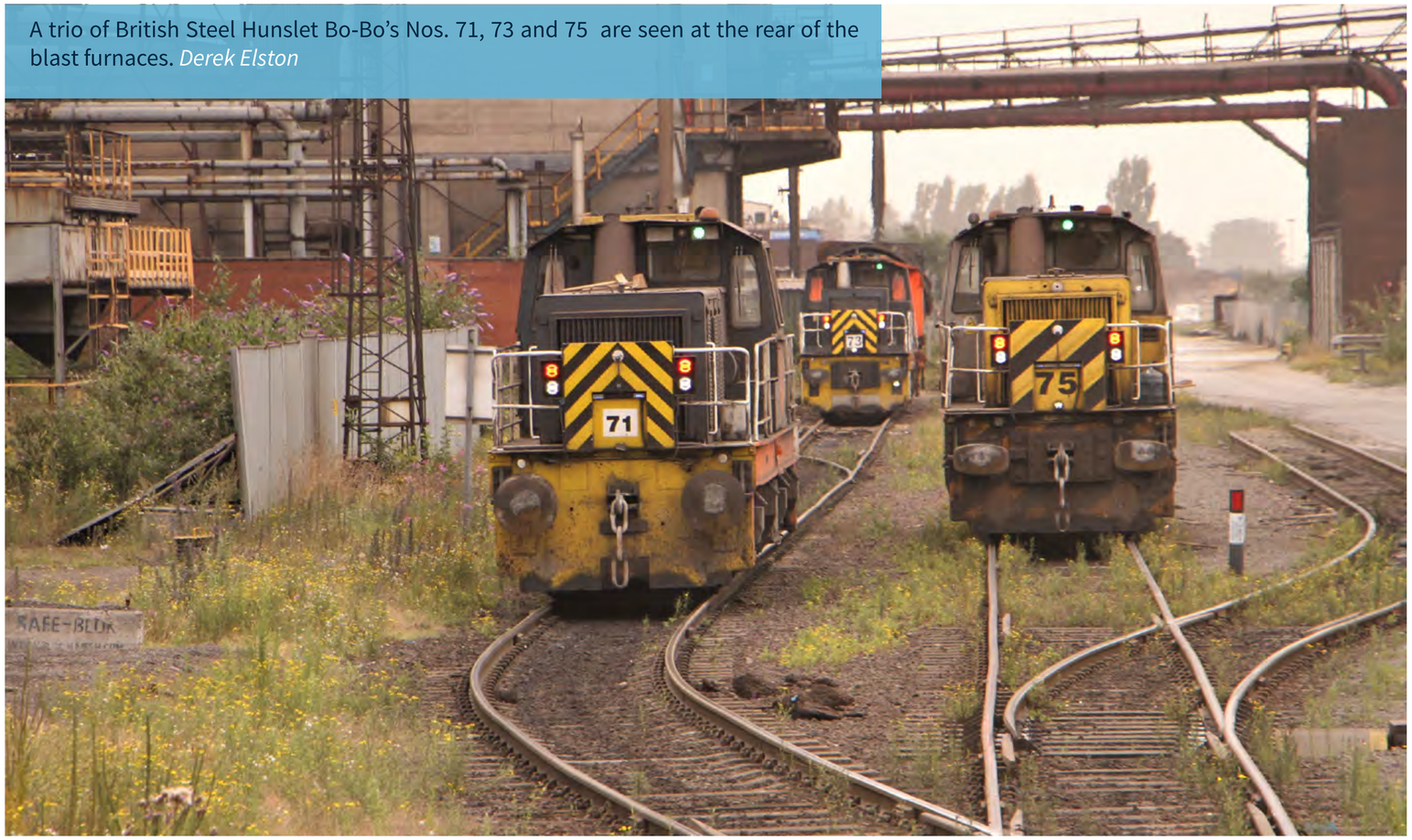
On August 1st, with Covid restrictions gradually easing in Wales, the line has been running regular full-line trains once again. Llanfair Station, the western end of the line, was doing a healthy trade on the second Sunday of the school summer holidays, not just with passengers for the railway but passing holiday makers travelling between the Midlands and Wales, many stopping off to make use of the refreshment facilities at the station. Visiting Austrian locomotive No.2 of the Zillertal line was the rostered loco for the first Sunday in August, and the machine is seen at Llanfair, having arrived with an early-afternoon train from Welshpool.
Ben Bucki

Appleby Frodingham

No. 8.712 Bo-Bo DE MAK 1600.01296 and No. 8.720 Bo-Bo DE MAK 1600.02096 are seen stored in the Plate Mill yard at Scunthorpe steelworks during a tour on July 24th. *Derek Elston*



A trio of British Steel Hunslet Bo-Bo's Nos. 71, 73 and 75 are seen at the rear of the blast furnaces. *Derek Elston*



No. 8.717 Bo-Bo DE MAK 1600.01796 is seen working a train on the internal railway system. *Derek Elston*





British Steel No. 5 0-4-0DE GECT 5438 is seen working on the blast furnace high line. *Derek Elston*

Yorkshire Engine Co. 0-6-0DE No.91, dumped out of use on the scrap line on the south side of the blast furnaces. *Derek Elston*



Llanberis Railway

In the heart of the former slate industry at Gilfach Ddu, the impressive National Slate Museum at Llanberis occupies the former quarry workshops. Adjacent to the museum is the Llanberis Railway, the 2ft-gauge line built along the course of the former 4ft-gauge tramroad to Port Dinorwic. Hunslet 'Thomas Bach' (works No. 894 of 1904) is seen arriving at the main station. *Ben Bucki*

The impressive National Slate Museum at Llanberis occupies the former quarry workshops for the Dinorwic Quarry, and the free-to-enter museum has now fully reopened with the easing of Covid restrictions in Wales. There are a great many artefacts of interest to railway enthusiasts, principally the Hunslet locomotive 'Una' (works No. 873 of 1905), and the loco is seen prominently displayed in the courtyard of the museum with many other railway vehicles - including a Brush battery-electric shunter used in the local quarrying industry. *Ben Bucki*







Ffestiniog Railway

On August 4th, continuing to prove its worth as a stalwart of the FR fleet, the modified ex-Penrhyn Quarries Hunslet loco 'Blanche' arrives into Tanybwlch with a late-afternoon 'Woodland Wanderer' train from Porthmadog. *Ben Bucki*

On the former line, and with the abandoned slate quarries surrounding Tanygrisau towering above the rails, Double Fairlie locomotive 'David Lloyd George' brings a service from Blanau Ffestiniog over the level crossing at Tanygrisau that leads to the upper dam for the hydro-electric power station. *Ben Bucki*

Recently returned to service after a break for maintenance, and somewhat easing the pressure on the smaller locomotives in the fleet, new-build No. 190 'Lyd' (modelled on the locomotives of the Lynton and Barnstaple Railway) runs-round at the station in the summer sun, having arrived with a mid-afternoon train from Porthmadog on August 4th. *Ben Bucki*







Keighley and Worth Valley Railway

"The Railway Children" stock, which has been on display at the Vintage Carriages Museum at Ingrow, was being moved to Oakworth by No. D2511 and Class 20 031, and is seen at Ingrow station on July 19th. *Elle-May Ingham*

On July 16th, Class 2MT No. 78022 was operating the weekday passenger diagram, still only Weds/Thurs/Fri for 2021 as opposed to full weekdays in non-Covid times. The loco is seen running-round at Keighley having arrived with the first train of the day. *Ben Bucki*

The lines Stalwart 4F has been nearing the end of its boiler certificate, with an end to service due in July. How long it would last in service was something of an unknown, as some mechanical parts were reportedly becoming quite tired, but the railway managed to keep it in traffic and is seen between Keighley and Ingrow on July 9th. *Ben Bucki*







Keighley and Worth Valley Railway

On July 17th, the line operated the first Diesel Ale Day, rostering Class 37 075 to operate (alongside No. 41241 on the steam diagram). The Railfreight liveried machine worked throughout what was a very hot, sunny day, and is seen near Haworth with a mid-morning train for Keighley. *Ben Bucki*

Keighley and Worth Valley Railway

The line has restored to service flagship tank loco No. 41241, still wearing the bright red livery it first wore for the reopening of the line in 1968, and which it has worn since restoration for the 50th Anniversary. The loco ran extensively in 2020 when the first National Lockdown eased, but has been out of traffic for mechanical attention since January. With 4F No. 43924 being withdrawn in July the tank loco re-entered traffic to essentially replace it on the roster, operating alongside Class 37 075 (on the Diesel Ale Day diagram) on a hot, sunny Saturday July 17th. On the day before, the Ivatt undertook a test run on the branch before the public service train ran, and No. 41241 is seen at Ingrow, propelling the Atlas wagon usually used for line maintenance. *Ben Bucki*

Lakeside and Haverthwaite

BR Class 2MT No. 42073 is seen being prepared for duty at Haverthwaite on June 15th. *Steven Beesley*

Bressingham Steam Museum

‘Fernilee’ (built in 2015) is seen in the 2ft gauge shed at Bressingham on July 2nd. *John Sloane*

Hunslet 4wd No. 3 stands outside Bressingham shed on July 2nd. *John Sloane*

Former NCB loco ‘William Francis’ (BP 6841/37) is seen inside the museum. *John Sloane*







Bressingham Steam Museum

No 2 ‘Bevan’ (built in 2009) is seen working on the 2ft gauge line at Bressingham on July 2nd. As an abandoned project, ‘Bevan’ arrived at Bressingham as a kit of parts in 2007. *John Sloane*



Former VR (Finland) Class Tk3 2-8-0 No. 1144 is seen on display at the steam museum on July 2nd. *John Sloane*



0-4-0DM (VF D297, DC 2583/56), numbered 11104 on this side and 11103 on the other, is seen outside the locomotive shed. *John Sloane*



East Lancs Railway

On July 2nd, having arrived from Bury, single car No. W55001 leads the Class 104 DMU out of Ramsbottom and into the sidings before making its return journey to Bury. *Lee Stanford*

A rare sight at Ramsbottom on July 2nd was former Northern Pacer Class 144 009 which had arrived from Bury. It is carrying fictitious 'Great Midlands Trains' livery which was for a filming contract and once completed the unit will pass to Manchester fire brigade for training purposes. *Lee Stanford*

Recently repainted into BR blue, Class 25 279 stands in the sidings at Ramsbottom on July 2nd with a DMU drag to Bury. *Lee Stanford*







East Lancs Railway

Warship Class No. D832 masquerading as long lost classmate D818 'GLORY' crosses Brooksbottom viaduct on an overcast July 2nd, with the 12:00 Rawtenstall to Heywood service. *Barry Longson*

East Lancs Railway

Class 50 015 ‘Valliant’ is seen passing the footcrossing at Horncliffe (near Townsend Fold) on July 2nd, working the 14:30 Heywood to Rawtenstall service. *Barry Longson*



On July 2nd, Class 37 109 approaches Townsend Fold crossing en route to Rawtenstall. *Michael Lynam*



Class 33 109 kicks out black exhaust as it passes the signal at Townsend Fold on July 2nd, while working the 17:00 Rawtenstall to Heywood service. *Barry Longson*



East Lancs Railway

Making a welcome return to the operational fleet at the line, Class 56 006 is seen on the rear of a service departing Ramsbottom on July 1st. *Jeff Nicholls*

Class 47 No. D1501 arrives at Irwell Vale on July 2nd with a service to Heywood. *Michael Lynam*

‘Great Midlands Trains’ branded Class 144 009 is seen at Summerseat on July 1st. *Jeff Nicholls*







East Lancs Railway

DMU heaven as a Class 122, Class 104 and a Class 105 power towards Irwell Vale on July 1st. *Jeff Nicholls*

Class 45 108 is seen on the rear of a service to Rawtenstall as it departs Ramsbottom on July 1st. *Jeff Nicholls*

Class 33 109 passes the signal box at Ramsbottom and heads into the yard having arrived with a local service from Bury on July 1st. *Jeff Nicholls*







Mid Hants Railway

Class 50 027 ‘Lion’ is seen departing Ropley with a service to Alton. *David Lindsell*

Southern Railway Schools Class No. 30925 ‘Cheltenham’ leads a five coach service into Ropley. *David Lindsell*

Somerset and Dorset Joint Railway 7F Class 2-8-0 No. 53808 sits at Ropley, waiting departure time. *David Lindsell*







From the Archives

Class 52 No. D1015 'Western Champion' is seen at Penzance with a parcels train on October 30th 1976. *Mark Enderby*

Class 47 547 is seen with an engineers train at Dawlish Warren on October 23rd 1988. *Brian Hewertson*

19 years ago, on July 30th 2002, Class 66 206 is seen at Grain. *Mark Enderby*







From the Archives

Former LMS Stanier Coronation Class No. 46254 ‘City of Stoke-on-Trent’ with a northbound express passes Skew Bridge, just south of Preston on July 27th 1963. *Dave Felton*



During GWR 175 celebrations in 2010 at Didcot all of the steam locomotives were moved outside so Class 08 604 had the atmospheric steam shed all to itself, May 1st 2010.
Jeff Nicholls



Class 50 149 and 50 042 are seen coming out of the loop at Dawlish Warren on May 28th 1988 with a working to Plymouth Laira.
Brian Hewertson



From the Archives

Crompton Class 33 115 pushes a 4-TC unit on a Salisbury - London Waterloo service through Vauxhall on May 6th 1989. *Chris Morrison*

Withdrawn the year before but destined to live on in preservation, Class 03 145 languishes at Gloucester depot on June 21st 1986. *Jeff Nicholls*

Class 50 045 hauls a failed HST through Reading on June 7th 1988. *Brian Hewertson*







From the Archives

As a teenager, I knew these units as AM10s. Class 310 059 departs Bescot station with a local service from Walsall to Birmingham New Street on January 25th 1986. With glimpses of locos stabled in Bescot yard, this photo is a reminder of what a busy place it once was. *Jeff Nicholls*

Class 33 057 and 33 004 are seen at Exeter Central working a service to London Waterloo. *Brian Hewertson*

Class 47 349, in railfreight red stripe livery, heads a Longbridge - Cowley car parts train through Solihull in April 1990. *Chris Morrison*





