

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 184

A Happy New Year to all our readers and contributors, lets hope that it's a better one than 2021 was.

The main news this month is that Alstom and Hitachi Rail have confirmed that the Hitachi-Alstom High Speed (HAH-S) 50/50 joint venture has signed contracts with High Speed Two (HS2) to design, build, and maintain the next generation of very high speed trains for HS2 Phase 1 as part of the £1.97 billion contract, including an initial 12-year train maintenance contract. The UK's two leading train manufacturers will deliver Europe's fastest operational train, capable of operating at maximum speeds of 225mph (360 km/h), significantly reducing journey times for passengers. The fleet will be 100% electric, and be one of the world's most energy efficient very high speed trains due to the lower train mass per passenger, aerodynamic design, regenerative power and latest energy efficient traction technology.

In a major boost to grow and rebalance the economy, the HAH-S joint venture will manufacture the 54 trains at newly enhanced facilities in County Durham, Derby and Crewe. The award to the British-based firms will protect and create thousands of green jobs and add £157 million GVA to the UK economy for every year of the train building phase. The new 200m-long, 8-car trains are set to run in Phase 1 of the project between London and Birmingham, and on the existing network, and will dramatically increase capacity and connectivity between towns and cities across the country including Stoke, Crewe, Manchester, Liverpool, Carlisle, Motherwell and Glasgow. They will have a major impact in reducing carbon emissions from transport by encouraging people away from fossil fuelled cars and planes, and onto rail.

Andrew Barr, Group CEO, Hitachi Rail said:"We are excited to be pioneering the next generation of high speed rail in the UK as part of our joint venture with Alstom. This British-built bullet train will be the fastest in Europe, and I am proud of the role that Hitachi will play in helping to improve mobility in the UK through this project."

Alstom's Managing Director, UK & Ireland, Nick Crossfield said: "HS2 is a once-in-a-generation opportunity to transform Britain by building a sustainable transport system fit for the 21st Century. I am delighted that Alstom's joint venture with Hitachi Rail has been selected to develop, build and maintain in Britain the next generation of high speed trains."

Predominantly UK-designed, the trains will be built, tested and maintained in Britain and will be one of the most advanced in Europe, supported by decades of experience in very high speed trains around the world. On the new HS2 network, passengers will be able to benefit from very high reliability levels and the latest passenger innovations. Alstom and Hitachi's high speed train platform utilises unprecedented levels of smart digital technology. The in-built digital system includes state of art innovative sensors that enable potential faults to be identified and ensuring reliable and seamless passengers' journeys. Passengers will be able to access seamless, high capacity wireless internet, digital seat reservations and richer travel information delivered through multiple channels, with the trains future-proofed to accommodate technological advances. Train designers will work with world renowned inclusive design experts to put empathy at the heart of the design, meeting the needs of passengers of all ages and abilities. The award of Britain's most important train is a major boost to the British economy. Alstom and Hitachi will build the new fleet at their facilities in Newton Aycliffe, Derby and Crewe, supported by a 9,000 strong British workforce and extensive supply chains.

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

Andy

This Page

On December 22nd, Class 50 008 'Thunderer' is seen stabled at Eastleigh Arlington sidings. *Tom Blanpain*

Front Cover

Class 66 776 hauls a rake of tanks through Winwick on December 15th. *Jeff Nicholls*



On December 18th, Class 66 091 leads 37 402, 37 401 and 68 004 past Walton on a Carlisle - Crewe move. *Mark Enderby*

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These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Paul Beard, Steven Beesley, Mike Bennett,Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Lee Huggins, Anton Kendall, Keith Hookham, David Hollowood, Derek Hopkins, Jasmine Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Barry Longson, Michael Lovatt, Michael Lynam, Kevin McCormick, Jonathan McGurk, Phil Martin, Dave Mather, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Dave Peel, Mark Pichowicz, Colin Pidgeon, David Pratt, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Bryan Roberts, Neil Scarlett, Stephen Simpson, Alan Sinclair, Gary Smith, Stewart Smith, Lee Stanford, Steve Stepney, John Stubbington, Simon Thomas, Steve Thompson, Brian Turner, Allison Twycross. Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Charter Scene West Coast Railtours

Flying Scotsman

Emerging from the foggy conditions on December 18th, ‘Flying Scotsman’ works 1Z72 Liverpool Lime Street - Hellifield - Carlisle through Langcliffe, heading to Carlisle .
Shep Woolley



Charter Scene West Coast Railtours

Flying Scotsman

As the sun sets on December 18th, No. 60103 speeds the return 1Z74 Carlisle - Liverpool Lime St. through Kirkby Stephen.
Shep Woolley



Charter Scene Saphos Tours

The Christmas White Rose

No. 46100 'Royal Scot' is seen climbing towards Chinley North Jct. in almost perfect conditions on December 15th working the 07:04 Llandudno Jct. to York excursion. *Lee Stanford*

Charter Scene Saphos Tours

The Christmas White Rose

In dramatic lighting, 'Royal Scot' heads 'The Christmas White Rose' as it approaches Winwick Junction where it will leave the WCML on its journey from Llandudno Junction to York. The steam loco took the train from Chester to York and return on December 15th. *Jeff Nicholls*



Charter Scene Saphos Tours

Pennine Moors Christmas Cracker

'Royal Scot' hammers along the West Coast mainline and is seen approaching Winwick Jct.on a dull December 18th working the 12:21 Crewe to Blackburn, The loco unfortunately failed further north with the train being diverted to Preston where the Scot was replaced by Class 47 614. *Lee Stanford*



Charter Scene Saphos Tours

Pennine Moors Christmas Cracker

On December 18th, ‘Royal Scot’ passes Walton New with the 1Z31 Crewe - Blackburn. The tour had originated at Rugby and was hauled to Crewe by Class 90 001. *Mark Enderby*



Charter Scene Saphos Tours

Pennine Moors Christmas Cracker

On December 18th, 'Royal Scot', having failed at Balshaw Lane whilst hauling a Crewe to Blackburn charter is seen being propelled past Euxton by Class 47 614. *John Sloane*



Charter Scene Spirit of the Lakes

Edinburgh Christmas Special

On December 10th, there was a WCR charter from Cleethorpes to Edinburgh and here is the return 1Z85 at Scunthorpe behind Class 47 854, with two-tone green 47 815 on the rear.
Steve Thompson



Charter Scene West Coast Railtours

Flying Scotsman

On December 23rd, appearing out of the gloom, 'Flying Scotsman' approaches Kirkby Stephen with its final run for this year to Carlisle working 1Z72 Manchester Victoria - Hellifield - Carlisle.
Shep Woolley



West Coast Railtours

Flying Scotsman

LNER A3 4-6-2 No. 60103 'Flying Scotsman' is seen at Helifield taking water following its run from Carnforth prior to taking over the 1Z72 Manchester Victoria - Carlisle special. *Michael Lynam*

'Flying Scotsman' runs through Hellifield to take over the charter to Carlisle. *Michael Lynam*

Class 37 516, with 57 314 on the rear, arrive at Hellifield on December 23rd with the 1Z72 Manchester Victoria - Carlisle charter. The Class 37 would be removed here for 'Flying Scotsman" to take the charter forward to Carlisle. *Michael Lynam*







Charter Scene Railway Touring Company

The Christmas White Rose

On December 16th, the very low sun shining straight at the camera emphasises the rather nice exhaust from Black 5 No. 44871 as it accelerates away from Gainsborough Trent Junction and passes the village of Saundby while working 1Z46 Cambridge - York, with Class 57 316 tucked inside. *Steve Thompson*



Charter Scene Vintage Trains

The Merchant Venturer

On December 11th, GWR Castle Class No. 7029 'Clun Castle' is seen at Swindon working 1Z50 Solihull to Bristol Temple Meads.
John Scragg

The Merchant Venturer

On December 11th, GWR Castle Class No. 7029 'Clun Castle' is seen at Swindon working 1Z51 Bristol Temple Meads to Solihull. *Colin Pidgeon*

The Merchant Venturer

On December 11th, GWR Castle Class No. 7029 'Clun Castle' is seen at Shrivenham working 1Z50 Solihull to Bristol Temple Meads.
Michael Bennett



Charter Scene Northern Belle

Northern Belle

Class 57 601 and 57 314 top'n'tail a circular excursion from Crewe to Hellifield as they pass through Leyland on December 18th.
John Sloane



Charter Scene Pathfinder Tours

The Christmas White Rose Express

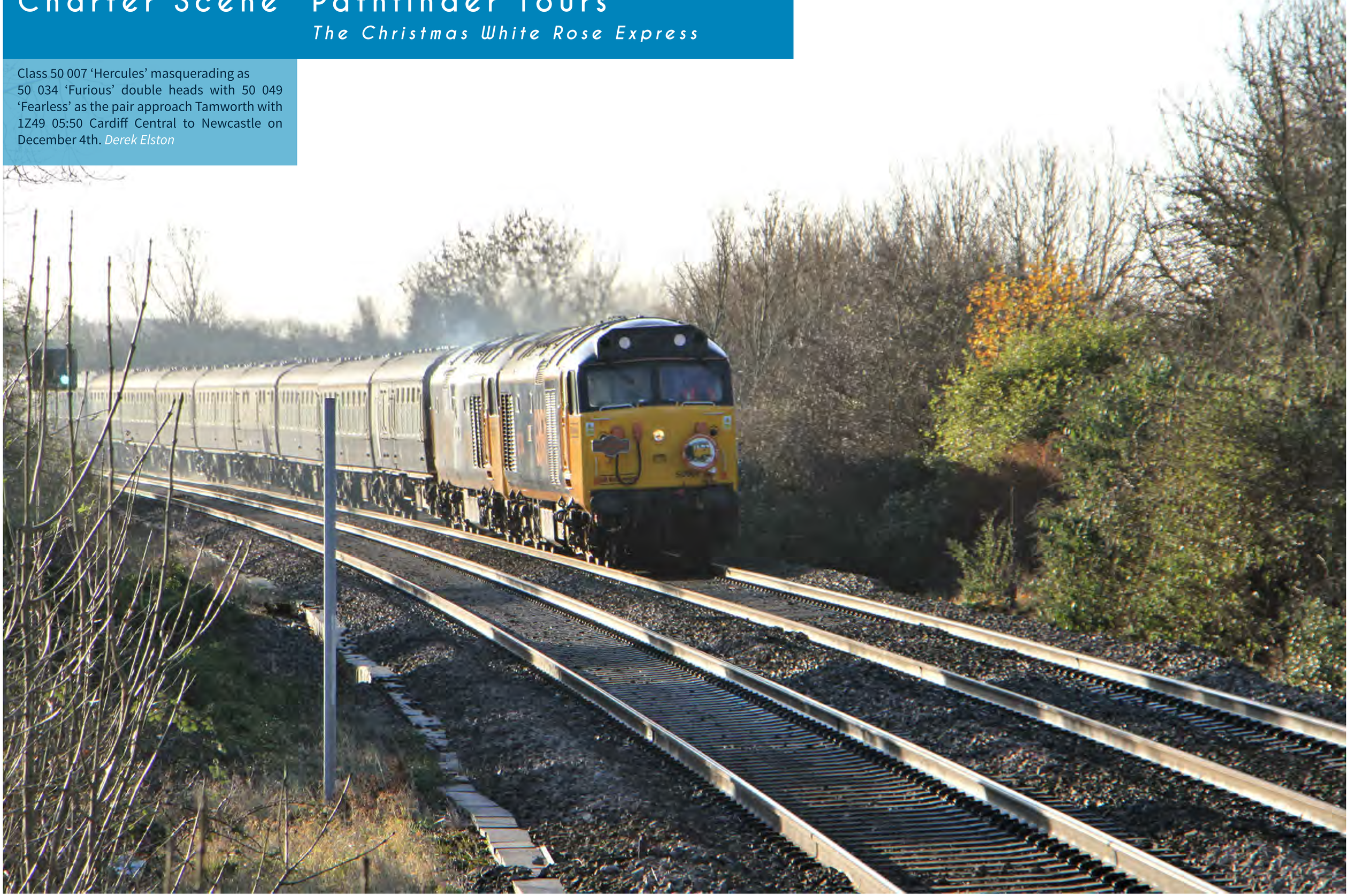
Class 50 007 and 50 049 power past Ashchurch for Tewksbury on December 4th working the 1Z49 Cardiff Central to Newcastle.
Tom Blanpain



Charter Scene Pathfinder Tours

The Christmas White Rose Express

Class 50 007 ‘Hercules’ masquerading as 50 034 ‘Furious’ double heads with 50 049 ‘Fearless’ as the pair approach Tamworth with 1Z49 05:50 Cardiff Central to Newcastle on December 4th. *Derek Elston*



Charter Scene Railway Touring Company

The Birmingham & Shrewsbury Christmas Express

On December 11th, Black 5 No. 44871 heads through Wellington working 1Z14 London Paddington to Shrewsbury. *Richard Hargreaves*

After working several excursions further south Stanier Black 5 No. 44871 is seen approaching Mossley returning to the ELR with two support coaches on December 17th running as the 11:39 York NRM to Bury. *Lee Stanford*



Charter Scene ECS and Light Engine Movements

LNER A3 No. 60103 'Flying Scotsman' hurries through Wigan North Western, with the 11:28 Carnforth to Castleton Hopwood Yard, and on to the ELR for Christmas. *Paul Senior*



Power cars Nos. 43046 and 43055 pass Balshaw Lane with a Crewe to Dundee positioning move on December 3rd. *John Sloane*

Avanti West Coast

Class 390 121 is seen departing Crewe on December 4th with a London Euston - Edinburgh service.
Richard Hargreaves

Avanti West Coast

A pair of Avanti Voyagers head south through Euxton on December 11th with a service to London Euston.
John Sloane



Avanti West Coast becomes first train operator to be recognised for accessible website

Avanti West Coast has become the first train operator to be awarded an accreditation that recognises its web content is accessible to people with disabilities.

The intercity operator's website has achieved Shaw Trust Web Accreditation – a mark confirming it has been tested by people with a wide range of disabilities and found to be accessible.

Working alongside Shaw Trust Accessibility Services, Avanti West Coast made updates and changes to content on its website to meet Web Content Accessibility Guidelines (WCAG), which is an international standard.

An assessment by the charitable enterprise's digital auditors, as well as a series of automated and human tests by users with a disability identified what design and coding (what defines content structure on the front-end of a website) changes were required to meet these standards.

To address the requirements to obtain the accreditation, coding was changed to ensure content is accessible to keyboard only users and assistive technologies, including screen readers. In addition, changes were made to the design of webpages to provide sufficient colour contrast between text and background for visually impaired users.

Avanti West Coast's website conforms to WCAG 2.1 Level AA – going above the minimum requirement of WCAG standards and making it accessible to more people.

The accreditation follows the launch of Avanti West Coast's dedicated social media forum earlier this year to create an interactive online community for disabled customers travelling on its route.

Brandon Peat, Accessibility and Inclusion Manager at Avanti West Coast, said: "We want everyone to use the railway and recognise it's important a consistent approach is adopted, which is why we're pleased to be the first train operator to be awarded this accessibility accreditation for our web content by Shaw Trust.

Providing an accessible website is the latest project we've delivered as part of our commitment to make journeys and easy and convenient for all our customers. It has been great to work with Shaw Trust to make sure our website meets the Web Content Accessibility Guidelines and we hope it will enable customers to book and plan their journey confidently and independently every time they travel with us."

Joe Manock, National Account Manager, Shaw Trust Accessibility Services, said: "Shaw Trust are absolutely delighted to have awarded Avanti West Coast their WCAG 2.1 AA Accreditation for the outstanding work in making their website accessible and inclusive for all. We have been impressed at the way they have left no stone unturned in making sure that one and all can access their services. It has been a real pleasure to work with the Avanti West Coast Team and we look forward to continuing supporting them on their Accessible journey."

Avanti West Coast

On December 24th, Class 390 152 arrives at Wigan North Western, with the 10:52 Edinburgh to Wolverhampton service.
Paul Senior



Avanti West Coast celebrates 175 years of Lancaster and Carlisle railway

Avanti West Coast has teamed up with local communities based around its Cumbrian stations to celebrate the opening of the Lancaster and Carlisle railway in 1846.

Working in partnership with Cumbrian Railways Association (CRA), Community Rail Cumbria, and industry partners, Avanti West Coast hosted events at Carlisle and Penrith stations to mark the 175th anniversary of the railway line between Lancaster and Carlisle.

The week-long celebrations, which were part-funded through Avanti West Coast's Station Community Project Fund, involved photographic displays documenting the line, the appearance of locomotives from rail freight company, Direct Rail Services and the unveiling of commemorative plaques by retired railway workers.*

At Penrith, local schoolchildren created birthday cards and representatives from the community shared stories of their connections to the railway line. The Lancaster and Carlisle railway – now known as the West Coast Main Line, which connects London and Glasgow - first opened on December 15th 1846 when the inaugural train from Lancaster arrived in Carlisle.

Timetabled passenger services started two days later – making it possible for people in Lancaster and Cumbria to travel to and from the south by rail. The 69-mile railway line, which goes across Shap summit (the highest point on the West Coast Main Line), and the associated stations and viaducts took 30 months to construct.

Mark Green, Avanti West Coast Station Manager at Penrith, said: "We're proud to be playing our part to celebrate 175 years of the Lancaster and Carlisle railway. As gateways to the North Lakes and City of the Lakes, Penrith and Carlisle stations are key destinations on our route, where our iconic Pendolino trains provide a clean, green journey option. Working with industry partners, past rail workers and the community has highlighted how the railway makes a lasting impression on everyone, and the important role train travel has played and continues to play today in connecting people and places."

Cumbrian Railways Association Chairman, Philip Tuer, said: "The CRA and other partners believe that this milestone of railway construction should be properly recognised and celebrated as a key event for Cumbria, Penrith, Carlisle and the railway network as a whole."

Avanti West Coast

Class 221 111 passes Euxton with a service to Birmingham New Street on December 12th. *John Sloane*



Caledonian Sleeper

Class 92 043 is seen at the head of the 23:15 from Edinburgh Waverley to London Euston (Caledonian Sleeper) on November 28th. There was no Glasgow portion on this day due to Covid issues with the crew so all passengers had to join the Edinburgh portion. *Kevin McCormick*

Class 92 028 stands on the blocks at London Euston having worked into the terminal with the stock for 1S26 23:50 to Glasgow Central and Edinburgh on December 7th. *Derek Elston*

Class 92 033 stands at the head of of 1S26 23:50 to Glasgow Central and Edinburgh prior to departure from London Euston on December 7th. *Derek Elston*







Colas Rail

Class 70 816 is seen on the Ludgershall Branch with a crane putting in a new run-around loop in Andover Yard on December 9th. Class 66 850 was also present with ballast, but out of sight.
Michael Bennett

Class 56 094 and 56 049 'Robin of Templecombe 1938-2013' running as 0Z57, the 13:50 Crewe Basford Hall S.S.M. to Nottingham Eastcroft pass through Stafford on December 14th.
Derek Elston

On December 8th, Class 66 850 'David Maidment OBE' top'n'tailed with 70 816 the Eastleigh East Yard to Andover Yard engineers train, consisting of about 10 JNA wagons loaded with ballast and a Crane to assist with the installation of new pointwork on the Ludgershall branch.
David Lindsell







Colas Rail

On a grey and damp December 23rd, Class 56 049 prepares to depart Stafford, having run around it load on the 10:18 Pinnox Sidings to Crewe Basford Hall. *Barry Longson*

A cold December 21st on Scunthorpe station as Class 56 094 worked 6C57 Frodingham Trent Yard to Wickenby loaded RDT, which ran via Doncaster and Lincoln. *Steve Thompson*

Class 70 808 passes Upton Forge on December 12th working the 6C37 10:30 Chirk Kronospan - Carlisle Yard. *Keith Davies*







Colas Rail

On December 30th, Class 56 113 climbs Appleby Bank working 4Z30 empty JNAs from Frodingham Trent Yard to Barnetby Sidings. This train had originally run on the Monday from Longport Pinnox Sidings but, on arrival at Wrawby Junction, it was discovered there was no room at the inn so it eventually ran-round on the Down Goods at Barnetby and set off to find a vacancy at Trent Yard. Why these wagons are required at Barnetby anyway remains a mystery. *Steve Thompson*



On December 1st, Class 56 113 passes Euxton with a Carlisle to Pinnox spoil train. *John Sloane*



Colas Rail

Class 56 113 provides power for the 11:08 Pinnox Esso Sidings to Tyne Yard on December 11th which was unusually routed via Stockport and the Diggle route over the Pennines and is seen passing Countess Street near Ashton where Network Rail are setting up a base for future route modernisation. *Lee Stanford*

COLAS RAIL UK HELP OPEN OKEHAMPTON LINE FOR OPERATIONS

The Colas freight team were first engaged in February 2021 with a number of freight drivers to undertake route learning/refreshing the branch line from Exeter to Okehampton. This initial training provided them with the required competences to operate trains and deliver new track materials, sleepers, ballast and continuously welded rail which would be stockpiled over a 4-month period, ready to relay the branch during a 20-day blockade throughout May 2021.

While this was taking place, the engineering and compliance team were working on gauging clearance for our 3690 horsepower, fuel-efficient Class 70 locomotives to be able to haul trains weighing as much 1900 tonnes over the branch line.

Colas Planning & Control team coordinated staff for 24/7 operations during the blockade including fuel and maintenance for the locomotives that were effectively stranded on the branch line once the relaying had commenced.

The branch line not only runs along the fringes of the Dartmoor National Park and through various SSSI's, but it is also steeply graded with gradients of 1 in 76 making it a test for any locomotive and driver!

During the 20-day blockade, Colas also provided a Class 56 locomotive, a driver and ground staff 24/7 to shunt and position for loading concrete sleeper carrying wagons which were then moved to work with the New Track Construction machine.

Once the new track had been laid, we delivered most of the 29,000 tonnes of track ballast over the new permanent way.

Additionally, Colas Rail Freight ran an Infrastructure Monitoring test train, hauled by Class 37 locomotives to survey the infrastructure.

During the final stages of the programme, the trains we provided to Okehampton were to clear away much of the old redundant track materials which were moved for recycling.

Our Rail Services team also provided tamping machines to align the new track layout.

Photo: Okehampton © Colas Rail



Colas Rail

Class 70 814 passes Winwick Quay hauling the 09:18 Mountsorrrel to Carlisle stone train, with a rake of the new Network Rail Wascosca Eaminos box wagons, on December 17th. *Paul Senior*

Colas Rail

On December 11th, Class 56 078 wends its way along the Outward Line on 4Z56 Immingham RS - Holgate Sidings at York. It is hauling 21 IXAs, the wagons used on the Immingham - Doncaster iPort container service, launched amid much publicity a few weeks ago but has, sadly, only managed a maximum of four containers on any one journey. *Steve Thompson*

Colas Rail

On December 22nd, Class 66 846 prepares an engineers train at Eastleigh whilst 66 847 'Terry Baker' sits awaiting its onward movement. *Tom Blanpain*

DB Cargo

Class 66 051 ‘Maritime Intermodal Four’ powers through Pemberton with the Tees Yard to Knowsley refuse train empties on December 28th. *Paul Senior*

On December 2nd, Class 66 089 creeps through Doncaster with an engineers from York Engineers Yard - Doncaster Up Decoy. *Michael Lynam*

Class 66 001 passes Bayston Hill with 6V75 09:20 Dee Marsh Reception Sidings - Margam TC on December 10th. *Keith Davies*







DB Cargo

Class 66 019 and 66 087 with the Tytherington to Appleford stone train are seen near Newbury on December 20th. *Michael Bennett*

On December 11th, Class 66 105 approaches Scunthorpe station on 6D60 Roxby - Rossington. Interestingly, the first ten wagons haven't been discharged!. *Steve Thompson*

On December 21st, Class 60 039 on 6D43 Jarrow - Lindsey discharged tank cars, is seen passing Northern's Class 150 201 awaiting departure time on 2P28 local service to Doncaster at Scunthorpe. *Steve Thompson*







DB Cargo

Class 66 161 passes through Orrell with a Wilton to Knowsley empty binliner. *John Sloane*

DB Cargo

Class 66 109 ‘Teesport Express’ heads through Leyland hauling a Seaforth to Mossend intermodal service on December 18th. *John Sloane*

On December 10th, Class 90 028 and 90 024 pass Bradley with the 4M25 service from Mossend to Daventry. *John Sloane*

Class 90 028 and 90 029 pass Euxton on December 3rd with 4M25 Mossend to Daventry intermodal. *John Sloane*







DB Cargo

Maritime liveried Class 66 051 finds work on December 18th hauling the Knowsley to Wilton loaded waste train and was captured soon after passing Winwick Junction. *Lee Stanford*

Class 66 154 on the Theale to Robeston oil empties is seen near Bedwyn on December 20th. This service is usually a Class 60. *Michael Bennett*

On December 30th, Class 66 070 tries it's best to brighten things up as it forges up the hill at Appleby with the very late-running 6H65 Immingham Biomass Terminal - Drax, which was eventually put out of it's misery at Sudforth Lane Sidings. *Steve Thompson*







DB Cargo

On December 31st, Class 60 092 and 66 134 top'n'tail the 6B41 Westerleigh to Robeston through Swindon where it will reverse due to engineering work. *Ken Mumford*

Class 66 079 passes Kempseye on December 8th with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

Class 60 010 and 66 089 top'n'tail the 6B13 Robeston to Westerleigh via a roundabout route through Swindon on December 30th. *Ken Mumford*







DB
Cargo

Having just received the signal to proceed, Class 60 044 restarts the 09:30 Arpley Sidings to Tunstead on December 15th and heads towards Chinley North Junction. *Lee Stanford*

DB Cargo

Maritime blue liveried Class 66 090 contrasts with the DB red hoppers at it approaches Stockport on December 18th with the 13:55 Ashburys to Dowlow Briggs Sidings.
Lee Stanford

On December 21st, Class 60 015 with its healthy load of slabs and blooms on 6N73 Entrance C - Lackenby heads through Scunthorpe. This loco has been the regular engine on the Lackenby circuit since November 6th, two round trips nearly every day. It must be a good 'un!
Steve Thompson

Class 60 054 passes through Shrivenham on December 11th with a Theale to Margam working. *Michael Bennett*







DB Cargo

Class 66 168 is seen slogging up the gradient at Appleby Bank on December 30th working 6T25 Immingham BT - Santon FOT iron ore. *Steve Thompson*

Class 66 170 working the 6C03 Northolt to Severnside passes through Swindon on a gloomy December 30th. *Ken Mumford*

Class 66 079 passes a stormy looking Meole Brace with the 6V75 09:28 Dee Marsh Reception Sidings - Margam TC on November 30th. *Keith Davies*







DB Cargo

Class 66 135 passes through Shrivenham on December 11th with the 6C08 Northolt to Severnside. *Michael Bennett*



Class 66 090 'Maritime Intermodal Six' is seen at Peterborough with 10:57 East Midlands Gateway - Felixstowe on December 14th. *John Balaam*



Class 66 206 heads past Kempsey on December 31st with 6V75 10:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



DB Cargo

On December 4th, Class 60 017 works a Kingsbury bound loaded fuel train past Attenborough. *Mark Pichowicz*



DB Cargo

Class 66 169 passes through Shrivenham with the 4Z58 Banbury Road to Westbury on December 11th. *Michael Bennett*

Class 90 036 'Driver Jack Mills' hauls 90 034 through Stafford running as 0A06 13:35 Crewe T.M.D. (E) to DB Cargo Fan A and B Sidings on December 14th. *Derek Elston*

On December 21st, Class 60 044 arrives at Great Rocks with a rake of empty hoppers from Warrington Arpley. *Michael Lynam*







DB Cargo

On December 13th, Class 66 105 rumbles over the King George V bridge on 6D65 Roxby - Rossington waste empties. *Steve Thompson*

On December 2nd, Class 66 140 passes through Doncaster with a rake of box wagons from Scunthorpe Roxby Gullet - Rossington loading point. *Michael Lynam*

On December 17th, Class 90 028 and 90 024 pass Winwick Jct. working a Mossend Euroteminal - Daventry intermodal. *Michael Lynam*







DC Rail Freight

On December 4th, Class 60 029 approaches Stafford with a working to Ravenhead. *Class47*



Direct Rail Services

Class 88 007 heads south through Stafford on December 4th with a Daventry bound working. *Richard Hargreaves*

On December 21st, Class 66 422 is seen on shunting duties having taken over from 37 716 which has since returned to Crewe. *Michael Lynam*

With the RHTT season having ended, a DRS convoy comprising of dirty Class 66 091, 37 402, 37 401 and 68 004 is seen soon after passing Winwick Junction running as the 10:12 Carlisle Kingmoor to Gresty Bridge where no doubt a wash will be high on the agenda. *Lee Stanford*







Direct Rail Services

On December 11th, Class 88 010 passes Euxton with a Daventry to Mossend 'Tesco' working.
John Sloane

Direct Rail Services

Class 88 007 approaches Euxton hauling the morning Mossend to Daventry intermodal on December 11th. *John Sloane*



Class 88 002 passes Charnock Richard hauling a lightly loaded new service from Tilbury to Mossend on December 18th. *John Sloane*



Class 68 002 speeds through Burnage on its way from the Longsight wheel lathe to Gresty Bridge on December 9th. *John Sloane*



Direct Rail Services

Class 66 426 and 66 421 pass Bone Lane near Newbury with a Fairwater Yard to Ealing Plasser Sidings on December 20th. A rare working with DRS locos in this area. *Michael Bennett*

Direct Rail Services

On a dull December 23rd, Class 88 008 speeds through Stafford with a well loaded 05:46 Mossend to Daventry. *Barry Longson*

A Cool Move to Keep Emissions on Track

Tesco and Direct Rail Services (DRS) have partnered to introduce a cool new service to Britain's railways. The new service will be the first time Tesco has used refrigerated rail freight in the UK, distributing chilled goods from Tilbury to Coatbridge by low CO2 rail twice a day, seven days a week.

Using rail has significant environmental benefits. The 415-mile route will use DRS's Class 88 bi-mode electric locomotives which can run on electricity and produce zero exhaust and greenhouse gas emissions. This service alone will take at least 17,000 containers off the road each year, saving Tesco 7.3 million road miles and nearly 9,000 tonnes of CO2e.

Jason Tarry, Tesco UK and ROI CEO said: "We've been using rail to transport our goods since 2008 and this new service reflects our continuing commitment to rail which has clear advantages for our business, our customers and the planet. Our rail service will be an important part of our efforts to deliver a fantastic Christmas for our customers but the journey doesn't stop here as we continue to increase the number of containers we transport by rail as part of our commitment to reach net zero emissions in our operations by 2035."

Chris Connelly, NTS Deputy CEO and Rail Director, said: "This is fantastic news, not only for DRS and Tesco but also for the environment. This is an example of how rail can play an integral part in the race to net zero. Each train will remove around 40 lorries from Britain's roads and we're running two trains a day, seven days a week, saving 9,000 tonnes of CO2e a year. We're thrilled to be working with Tesco on this new service, helping them drive down their carbon footprint as they deliver for their customers throughout the UK."

All rail freight delivers 76 per cent fewer CO2 emissions[1] when compared to road; linking with other rail operations from across Europe at Tilbury Forth Ports ensures that fresh produce can travel with a significantly reduced carbon footprint.

Tesco is increasing its use of rail freight as part of its efforts to meet its commitment to net zero emissions in its own operations by 2035. Over the past year alone the supermarket has increased the number of containers with produce destined for stores transported by rail by nearly 50%.

Direct Rail Services

Class 68 005 passes through Worting Junction with the Eastleigh to Crewe Coal Sidings on December 14th. *Michael Bennett*

Direct Rail Services

Class 88 002 working the 4S10 Tilbury - Coatbridge passes Walton New on December 18th, lightly loaded with just six boxes at the far end. *Mark Enderby*

With a wave from the driver, Class 88 009 'DIANA' speeds through Wigan North Western, in fading light and heavy rain, with the 12:10 Daventry to Mossend intermodal, on December 11th. *Paul Senior*

Class 68 002 'Intrepid' working the 6G94 12:22 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings passes through Stafford on December 14th. *Derek Elston*







Freightliner

Class 66 590, 66 592 and 66 539 form a small convoy, working the 13:50 Leeds Balm Road to Doncaster Decoy on December 10th. *Barry Longson*

Freightliner

On December 12th, Class 66 545 top and tailed with 66 614 pass through Scunthorpe on 6Y32 with a rake of MXAs loaded with old sleepers from Brocklesby, returning to Doncaster Up Decoy after completion of their night's work. *Steve Thompson*

Class 66 524 with the London Gateway to Wentloog liner passes through Shrivenham on December 11th. *Michael Bennett*

On December 30th, Class 66 619 'Derek W. Johnson MBE' runs through Swindon as 0Z66 Hinksey Yard to East Usk. *Ken Mumford*







Freightliner

Class 66 562 with a Whatley to Banbury Road working is seen near Newbury on December 20th. *Michael Bennett*

Class 70 007 heads the 6M87 Dewsbury Blue Circle Cement to Hope Earles Sidings train through Horbury Junction on November 23rd. *Neil Scarlett*



Freightliner

Class 70 004 passes through Worting Junction with a Southampton to Lawley Street liner on December 14th. *Michael Bennett*

Class 66 413 ‘Lest We Forget’ runs through Nuneaton on December 14th with the 09:14 Southampton - Garston liner. *John Balaam*

Class 66 951 with a Whatley to Churchyard Sidings working is seen on Crofton Curve on December 20th. *Michael Bennett*







Freightliner

Class 59 206 on the 7A09 Merehead to Acton stone is seen near Newbury on December 20th. *Michael Bennett*

On December 17th, Class 70 016 passes Winwick Jct. in charge of a Seaforth Container Terminal - Hams Hall (Parsec) liner. *Michael Lynam*

Class 66 607 is seen stabled at Tunstead on December 21st. *Michael Lynam*







Freightliner

Class 59 103 with the Acton to Merehead empties is seen near Bedwyn on December 20th. *Michael Bennett*

Class 59 104 with the Theale to Whatley empties is seen near Bedwyn on December 20th.
Michael Bennett

Freightliner and East Midland Railway collaborate to run new service from Cleethorpes to Barton-upon-Humber

Earlier this year, Freightliner was awarded a contract with East Midlands Railway (EMR) to provide drivers to run their new service from Cleethorpes to Barton-upon-Humber for a minimum period of 12 months. Following a period of route learning, Freightliner has successfully trained 11 drivers to run EMR's British Rail Class 156 Super Sprinter units over this portion of the railway, ensuring that EMR continues to operate a resilient and quality community rail service for local passengers.

"Freightliner is delighted to have been given the opportunity to collaborate with EMR in providing a top-class service for the local community," said Freightliner's Head of Operations – North, Matthew Workman. "From first being approached about the opportunity to work with EMR, we have formed a close collaborative partnership which has been key to the success of this project.

I would like to extend a personal thank you to Paul Griffin (Head of Drivers), Duncan Cale (Barton-on-Humber Project Manager) and Jess Panayiotou (Programme Coordinator) at EMR for their open, transparent and supportive approach, and to my own team at Ferrybridge who have delivered the training, resource management and service delivery with military precision."

Duncan Cale, Barton-on-Humber Project Manager for EMR said: "We have built a strong partnership with Freightliner over the last several months, and in doing so, we ensured that the 11 drivers trained on the Class 156 trains were supported every step of the way through their learning. Over the next 12 months, we will continue to work with Freightliner closely to ensure we continue to deliver a great service to the local communities along the Barton-on-Humber route.

GBRf

Class 66 792 working the 6G84 Kineton to Donnington RFT is seen nearing the end of its journey on December 21st.
Richard Hargreaves



Class 66 735 passes through Doncaster on December 2nd with an engineers train from Doncaster Up Decoy - Tyne S.S. *Michael Lynam*



Class 66 789 passes through Burnage working a Felixstowe to Trafford Park intermodal on December 9th. *John Sloane*



A rather dirty Class 66 719 passes Stockport on December 28th working the 08:54 Bescot Down Side to Hindlow sidings. *Lee Stanford*

New rail freight tunnel brings significant improvements to passenger journeys as part of the East Coast upgrade

On December 9th, Rail Minister Chris Heaton-Harris officially opened the brand-new Werrington Tunnel which carries freight trains underneath the busy East Coast Main Line and ensures that passenger services will no longer be disrupted by freight trains crossing the tracks. The tunnel will bring significant improvements to passenger journeys on the East Coast Main Line as it passes through Peterborough. By easing congestion on existing tracks, the project will unlock the potential to shave time off journeys, allow more passenger trains through, and will see improved reliability for journeys using the line daily.

This is another successful step in the £1.2 billion East Coast upgrade, which will provide more seats and enable quicker journeys between London, the north of England and Scotland. The completed project will help pave the way for the massive infrastructure roll out across the north and Midlands recently announced in the Integrated rail plan (IRP). The IRP sets out £96 billion worth of investment into the railways that will deliver real and meaningful improvements to communities, supporting economic growth by transforming both east–west and north–south links. The IRP will bring benefits more quickly to more places, many of which would have gained little under previous plans.

Rail Minister, Chris Heaton-Harris said:"This country's railways have long been home to marvels of engineering and the new Werrington Tunnel shows that we are continuing that proud tradition. Opening this new section of railway marks the end of a project which saw Network Rail engineers deliver an incredible feat installing an 11,000-tonne concrete tunnel, freeing up tracks and unlocking new opportunities for rail freight. Our investment in the railways, including the unprecedented £96 billion we are spending through the integrated rail plan, means there are even more opportunities to move goods by rails, taking HGVs off the road."

The engineering needed to install the tunnel saw a UK-first, as the 11,000-tonne curved concrete tunnel, 1,000 tonnes heavier than the Eiffel Tower, was slid into place under the existing railway in January this year. The 'curved box' was built next to the East Coast Main Line in 9, interconnected sections. The structure is 155 metres long, 9.5 metres wide and 5.1 metres high, with 1 metre thick walls. In July, the new track installed inside the tunnel was connected to the existing lines. Work continued to install the signalling system which was commissioned over a single weekend in September. Vital testing of the new tunnel then took place to enable trains to start using the infrastructure.

John Smith, CEO of GB Railfreight said: "The Werrington tunnel is a win for both consumers and the rail freight industry. It will not only improve passenger journeys, but also crucially unlock much-needed extra capacity on the network for freight services. This is an important investment by the government and furthers our industry's efforts to create a more efficient supply chain across the UK, whilst making crucial environmental and regional investment progress at the same time."

David Horne, Managing Director at LNER said:
"This unique project has seen huge cross-industry collaboration, with Network Rail working together with train operators and project partners to deliver this essential part of the East Coast upgrade. The completion of this project will reduce delays and create capacity to enable more LNER services to be launched in our new timetable."

Simon Smith, Managing Director for Morgan Sindall Infrastructure, principal contractor on the project said:
"We're incredibly proud to have worked closely with Network Rail and our supply chain to deliver the UK's first curved portal push on the East Coast Main Line upgrade at Werrington. The portal is a great example of the UK's leading engineering and innovation expertise, harnessing these skills to enhance passengers' experiences between London and the north of England."

GBRf

Class 66 761 is seen from the roadside on December 15th as it heads towards Chinley on a crisp winters day working the 09:18 Tunstead to Northampton Castle. *Lee Stanford*

GBRf

Class 66 788 working a Bescot to Bescot route learner passes through Oakengates on December 30th. *Richard Hargreaves*



The low winter sun highlights Class 60 096 and its train as it approaches Heaton Norris Jct. on December 18th with the 11:07 Liverpool Biomass Terminal to Drax. *Lee Stanford*



Class 66 711 ‘Sence’ approaches Nuneaton with the 4M29 10:28 Felixstowe - Birch Coppice on December 14th. *John Balaam*



GBRf

On a dull December 21st, Class 66 709 'Sorento' crawls along the up fast line at Doncaster waiting for the signal to clear whilst working the 04:10 Renwick Road to Scunthorpe Roxby Gullet. *Lee Stanford*



Class 60 096 powers the 6E10 Liverpool Biomass Terminal - Drax past Walton New on December 18th. *Mark Enderby*



Class 66 761 'Wensleydale Railway Association 25 Years 1990-2015' approaches Tamworth High Level with 4D62 04:48 Seaforth C.T. (GBRf) to East Midlands Gateway Terminal GBRf on December 4th. *Derek Elston*



GBRf

Class 66 782 is seen at Euxton on November 30th with an Avonmouth to Clitheroe empty cement working. *John Sloane*

On December 8th, Class 60 026 hauls 60 087 and its train from Shap to Tuebrook as it approaches Bradley. 60 087 had failed overnight at Grayrigg and the train was running some 8 hours late. *John Sloane*

Class 60 026 heads through Bryn on December 2nd hauling a Tuebrook to Ashton stone working. *John Sloane*







GBRf

The latest Class 66 to come into the GBRf fold is the former PB04 and which will take up the running number of 66 734 replacing its long lost sister with the same number. On December 21st the loco could be found at Doncaster Roberts Road depot with classmate 66 774. *Lee Stanford*

Class 66 741 eases its 2000 ton stone train through Stafford working the 08:29 Hindlow to Small Heath on December 23rd. *Barry Longson*

Still carrying the Beacon rail livery, Class 66 797 is seen in the goods loop at Stockport on December 28th running 121 minutes early whist engaged on the 14:35 Rugeley Trent Valley to Peak Forest route learner. *Lee Stanford*







GBRf

In bright winter sunshine, Class 60 096 'Impetus' passes Winwick with the late running 11:35 Liverpool Biomass Terminal, to Drax on December 17th. *Paul Senior*



Class 66 791 and 66 797 with two wagons pass through Burton on December 3rd working 6D44 Bescot - Toton engineers train. *Stuart Hillis*



Class 60 076 passes Winwick on December 17th working a Liverpool Biomass Terminal - Drax train. *Michael Lynam*



GBRf

Class 60 076 with the late running 09:54 Drax - Liverpool empty Biomass passes through the floodwaters of Kenyon Cutting on December 9th. *Jeff Nicholls*



Class 66 794 is seen at Worting Junction on the Mountfield to Southampton gypsum empties on December 8th. *Michael Bennett*



With Class 66 422 on shunting duties, 66 767 waits to depart Peak Forest on December 21st with the 6E51 aggregate train to Selby. *Michael Lynam*



GBRf

On December 12th, Class 66 797 heads through Scunthorpe on 6G32 loaded spoil and a couple of unused fresh stone from Wrawby Jct. heading back to Doncaster. *Steve Thompson*



GBRf

Class 66 780 is seen north of Balshaw Lane and Euxton with an Avonmouth to Clitheroe empty cement working on December 11th. *John Sloane*



GB Railfreight (GBRf) has raised more than £147,000 for its charity partner, Prostate Cancer UK, following the success of its charity railtour, 'GBRf 2021'

Having departed London Victoria on September 2nd, the four-day charity charter travelled across different parts of the UK rail network, finishing at London Paddington on September 5th.

Organised by GBRf's charity railtour team, Paul Taylor, Ian Grey and Dale Williams, 'GBRf 2021' was the company's third 4-day railtour, having raised over a quarter of a million pounds from its previous two marathon charity charters. The success of this railtour was underpinned by the support of the wider rail industry and 50 volunteers from within GBRf who gave up their own time to work as train drivers and stewards.

In total, 'GBRf 2021' raised £147,215, which will go towards supporting Prostate Cancer UK's mission to stop the disease limiting lives.

Prostate cancer is the most common cancer in men, with one in eight men affected by the disease. This year, GBRf unveiled a specially painted locomotive featuring the charity's iconic 'Man of Men' logo, sparking conversations aplenty about the disease. Funds raised will go into lifesaving research to make prostate cancer a disease men and their families no longer fear.

John Smith, CEO GB Railfreight, said: "Yet again, our team have delivered another highly successful railtour that has raised an amazing amount for our chosen charity partner, Prostate Cancer UK. More now than ever, funds are needed to support vital research into better tests and treatments for people affected by prostate cancer and we're proud to contribute to this great cause. My thanks go to our charity railtour team and the GBRf volunteers who gave up their own time to make this fundraising feat possible and provide much needed assistance behind the scenes."

Paul Taylor, Contract Manager GB Railfreight, said: "I'm amazed at what we've achieved as a team to raise over £147,000 for Prostate Cancer UK, a charity very close to my heart following my diagnosis with the disease a few years ago. The crucial funds raised by this railtour will help in the fight against prostate cancer, which is credit to the huge contribution made by our team of volunteers and support shown by the railway family."

Nicola Tallett, Director of Fundraising & Supporter Engagement Prostate Cancer UK, said: "We're delighted and hugely grateful to be on this lifesaving journey with GB Railfreight, and are thrilled to learn that more than £147,000 has been raised from the brilliant railtour and other fundraising activity. That amazing sum will help fund lifesaving research into the most common cancer in men as we go full steam ahead to do vital research into better tests and treatments. It's also allowed us to continue to have hugely important conversations about prostate cancer – a disease affecting one in eight men in the UK, and one in four black men.

"We're so thankful for the tireless support of John Smith and Paul and Tracy Taylor, who were huge driving forces in this project after Paul's diagnosis with prostate cancer. On behalf of Prostate Cancer UK and all the men and families affected by this disease we thank everyone for getting on board."

GBRf

On December 22nd, Class 66 757 is seen held at a red signal just on the approach to Eastleigh whilst working 4M46 Southampton Western Docks (GBRf) to Trafford Park Euro Terminal GBRf. *Tom Blanpain*

A gloomy December 13th at Althorpe sees Class 66 788 on 4R79 Doncaster Down Decoy-HIT empty coal hoppers. Note the repairs to the platform edging!. *Steve Thompson*

It is unusual to see the empty Drax services at Manchester Piccadilly but on December 28th unique liveried Class 60 026 was on one such working and is seen passing platform 14 at Manchester Piccadilly with the diverted 12:10 Drax to Tuebrook sidings. *Lee Stanford*







Great Western Railway

Class 802 112 with a Penzance to London Paddington service is seen near Bedwyn on December 20th. *Michael Bennett*



Class 802 304 working a London Paddington to Bristol Temple Meads service passes through Shrivenham on December 11th.
Michael Bennett



On December 28th, Class 802 101 rounds Crofton curve working the 10:15 Penzance to London Paddington service. *David Lindsell*



Great Western Railway

Power car No. 43155 is seen at Cardiff on November 30th working a service to Taunton. *Kevin McCormick*



Great Western Railway

On December 3rd, Class 800 321 departs Swindon with a service to London Paddington. *Ken Mumford*

On December 1st, Class 387 151 leads an 8 car Bristol Parkway to London Paddington service at Swindon. *Ken Mumford*

On December 21st, Class 800 010 calls at Kemble with a London Paddington to Cheltenham service. *Ken Mumford*







L.N.E.R.

InterCity liveried Class 91 119 departs Doncaster on a bright December 10th, propelling the 12:45 Leeds to London King's Cross service. *Barry Longson*

On December 10th, Azuma Class 801 223 passes Doncaster working the 11:00 London King's Cross to Edinburgh service. *Barry Longson*

Class 801 107 waits departure time at Leeds working the 1A36 14:45 to London King's Cross on December 9th. *John Balaam*







L.N.E.R.

A platform change provided the opportunity to photograph Class 91 101 as it arrives at Doncaster on December 21st working the late running 10:33 London King's Cross to Leeds service. *Lee Stanford*

London North Eastern Railway (LNER) is launching a new campaign called 'Be Kind', to tackle anti-social behaviour experienced by railway workers.

The Be Kind campaign, which began as an LNER initiative and now includes partners from the wider rail industry, will see members of station and onboard staff wear a range of badges to encourage people to be kind when travelling by train.

Featuring phrases such as "I am someone's mum" and "I am someone's brother", the badges have been designed to humanise the wearer and remind those they interact with that they are more than 'just a uniform'.

LNER colleagues across the East Coast route began to wear the Be Kind badges this month and will continue wearing them into the new year, as the team look to understand the impact the badges have in reducing anti-social behaviour.

In addition to the badge designs that focus on the wearer's family relationships, there is also a range that features illustrated animals such as a lion alongside the words 'please don't roar at me', to help the campaign test a number of different of approaches.

Claire Ansley, Customer Experience Director at LNER, said: "Having seen the impact that anti-social and rude behaviour can have on our customers and colleagues, it was important that we took action and formed LNER's Be Kind campaign. As a first step, our new range of badges are a simple way for us to support our station and onboard teams whilst out and about and we're already seeing that they are generating a lot of positive conversations with customers."

In addition to the trial of Be Kind badges, LNER is continuing to work with other train companies to explore further ways to encourage more kindness on the railway.



L.N.E.R.

Class 800 111 speeds through Doncaster on December 10th, working the 07:52 Aberdeen to London King's Cross service. *Barry Longson*

Class 91 106 gets the 13:16 Leeds to London King's Cross service underway from platform 1 at Doncaster on December 10th. *Barry Longson*

On December 2nd, Class 91 106 is seen at Doncaster working a London King's Cross to Leeds service. *Michael Lynam*









On December 2nd, Class 67 028 arrives at Doncaster with Class 91 111 'For The Fallen' and a rake of coaches from Neville Hill. *Michael Lynam*

AZUMA ARRIVES IN MIDDLESBROUGH AS LNER LAUNCHES DIRECT SERVICES TO LONDON

London North Eastern Railway (LNER) is celebrating the launch of direct Azuma services between Middlesbrough and London King's Cross with Teesside becoming the latest destination to benefit from the arrival of LNER's world-class trains. The daily weekday service in each direction will be the first direct link between Middlesbrough and the capital in more than thirty years and will also connect nearby Thornaby directly with London King's Cross, offering journey times of around three hours.

David Horne, Managing Director at LNER, said: "We're proud to be introducing our revolutionary Azuma services between Middlesbrough and London King's Cross. Their arrival will transform travel for customers and generate further economic opportunities for the area, with our direct services making business, leisure and international travel simpler, smarter and greener. Our Azuma trains offer customers greater comfort and space, keeping people connected with free onboard Wi-Fi and sockets at every seat. Our superb at-seat catering offers in both Standard and First further enhance our customer experience."

Azuma also provides significant environmental benefits with bi-mode trains using overhead wires to run on electric power for around 220 of the 239-mile journey to and from Middlesbrough.

LNER has invested in every aspect of its customer experience, including the LNER mobile app which makes it easier for customers to book direct. Customers are also rewarded for their loyalty by signing up to LNER Perks. To coincide with the launch of its latest destination, LNER has introduced great value family tickets between Middlesbrough, Thornaby and London King's Cross. Fixed price all-in-one return fares for two adults and up to four children are priced at £129, providing savings of up to 48 per cent of the equivalent Standard tickets. Additional LNER Middlesbrough services are planned in the future following the completion of further works around Middlesbrough station which are currently being drawn up by Network Rail and following a significant timetable change on the East Coast Main Line.

Rail Minister Chris Heaton-Harris said: "This Government is committed to levelling up the whole of the UK and improving rail connectivity is key in helping us to build back better and greener, while allowing everyone to experience the best places our country has to offer.

This direct service between Middlesbrough and London will be a huge boost for the North-East, joining our Integrated Rail Plan in providing better access to jobs and opportunities, connecting families and friends, and increasing tourism."

Andy McDonald, MP for Middlesbrough, said: "I am delighted that, after nine years of campaigning since I was first elected, this new direct link from Middlesbrough to London is finally here. It is hugely welcome and a positive step towards much needed improved rail connectivity for the area. Being able to travel to Parliament from my hometown will make for a far more convenient commute and I am sure local travellers, both business and pleasure, will benefit from this new service."

Tees Valley Mayor Ben Houchen said: "I pledged to get direct trains to London and after critical months of work, I'm delighted to see the first Azuma roll in. Phase one of our £34million upgrade is complete with phase two following early next year. This connection will become increasingly important as we drive forward Teesworks and the Teesside Freeport and capitalise on all of the opportunities these provide. We're making improvements at stations right across our region to give local people the fast, reliable and smooth transport network they deserve."

Middlesbrough Mayor Andy Preston added: "Middlesbrough really is making huge strides towards an exciting and prosperous future, and this is another major milestone on that journey. We're all about creating opportunity, jobs and aspiration for young people, and 21st century transport links like this are key to making that happen. This is just the start – it's an important step, but there's so much more to come."

Matt Rice, North and East Route Director for Network Rail, said: "It's so pleasing to have worked alongside LNER to deliver the people of Middlesbrough their eagerly-awaited direct service to London. This isn't the end of the upgrades for Middlesbrough or the Tees Valley region, and we'll continue working with industry partners and stakeholders on delivering those as quickly as possible."

Advance single tickets between Middlesbrough and London King's Cross start from £20.60 in Standard or £60 in First Class when booked online at lner.co.uk

Network Rail

On December 13th, the regular RHTT, 3S13, having run, an unprecedented second train, 3J20, ran from York Works to Immingham RS, featuring Class 37 419 top and tailing with 37 401 seen here at Althorp. The train should have run via the Brigg line, but was diverted to run via Scunthorpe due to a T3 on the booked route. *Steve Thompson*



On December 1st, Class 37 254 and 37 116 head through Swindon with a test train working. *Ken Mumford*



On a wet December 13th, Class 37 401 leads 37 419 with the 3J37 Immingham RS - Goole RHTT through Scunthorpe station. *Steve Thompson*



Network Rail

On December 15th, the RHTT finally managed to cover the Brigg line, two days later than planned, as Class 37 419 and 37 402 are seen at Kirton Lime Sidings working 3J18 York Works - Grimsby Town. *Steve Thompson*



Network Rail

A grimy Class 37 402 pulls the 3J14 Grimsby Town to Goole via Halifax Rail Head Treatment Train through Horbury Cutting on an equally grimy December 8th with Class 66 432 on the rear. *Neil Scarlett*

Network Rail

Network Rail power cars Nos. 43290 and 43299 are seen at Swindon on a test train where it reversed before heading back up the Gloucester branch. *Colin Pidgeon*



On December 31st, the Slateford to Crewe test train passes Bradley with power cars Nos. 43272 leading and 43251 at the rear. *John Sloane*

Network Rail

Class 66 848 and 66 849 head through Swindon on December 3rd with a RHTT working.
Ken Mumford

On December 22nd, power cars Nos. 43290 and 43299 working 1Q15 Derby R.T.C.(Network Rail) to Landore T.M.D. head through Purton (near Swindon). This particular movement features a return to Swindon from Gloucester so that both the Up and Down lines can be surveyed.
Tom Blanpain

On December 22nd, power cars Nos. 43290 and 43299 working 1Q15 Derby R.T.C.(Network Rail) to Landore T.M.D. head through Purton (near Swindon). This particular movement features a return to Swindon from Gloucester so that both the Up and Down lines can be surveyed.
Tom Blanpain







Rail Operations Group

On December 3rd, Class 37 800 leads 365 538 through Swindon, taking the EMU to Newport for scrap. *Ken Mumford*

Class 37 884 ‘Cepheus’ propels 319 373 as 5Q91 10:00 Crewe South Yard to Northampton EMD, seen departing Northampton station on last leg of its trip on December 31st. *Derek Elston*

Class 57 310 ‘Pride of Cumbria’ with 319 373 and 768 001 in tow are seen at Stafford with 1M41 05:34 Shieldmuir Mail Terminal to Willesden PRDC on December 14th. *Derek Elston*







Rail Operations Group

On December 22nd, Class 37 800 leads 197 004, 197 003 and 37 611 through Wellington with a Donnington to Tyseley unit move. *Richard Hargreaves*

Rail Operations Group

Class 57 312 hauls 319 373 and 768 001 past Euxton on a Shieldmuir to Willesden Orion express parcels service on December 12th. *John Sloane*

Rail Operations Group

Class 57 312 hauls West Midlands Railway's Class 196 112 through Oakengates with a Donnington to Tyseley move on December 15th. Class 37 510 is out of sight on the rear. *Richard Hargreaves*

Rail Operations Group

Class 37 800 stands in the up and down goods loop at Crewe on a dull December 23rd as it prepares to depart with 365 529 on a one way journey to Booths for scrapping.
Lee Stanford

TransPennine Express

On November 14th, Class 68 029 is seen at Manchester Piccadilly working the 08:06 Manchester Piccadilly to Scarborough service. *Kevin McCormick*

TransPennine Express

Class 185 106 approaches Burnage on a Manchester Airport to Redcar service on December 9th. *John Sloane*

Class 802 205 stands at Leeds on December 9th working the 1P27 12:54 Liverpool Lime Street - Newcastle service. *John Balaam*

On December 9th, Northern's Class 195 015 and 195 023 crawl through a very wet Kenyon Cutting, near Newton le Willows, with the 11:42 Leeds - Chester service. Crawling even more slowly in the opposite direction is Class 802 205 on the 12:54 Liverpool Lime St. - Newcastle service. *Jeff Nicholls*







TransPennine Express

Stopping services from Huddersfield to Manchester are now in the hands of TPE Class 185 units and on December 17th, Class 185 135 slows for the Mossley stop, working the 12:53 Huddersfield to Manchester Piccadilly service.
Lee Stanford

Transport for Wales

Class 175 112 operating the 13:31 from Manchester Piccadilly to Carmarthen is seen at Cardiff on November 30th. *Kevin McCormick*



Class 175 110 catches a bit of sun between the lineside vegetation at Mauldeth Road on December 17th working the 14:35 Manchester Airport to Chester service. *Barry Longson*



On November 30th, Class 153 921 is seen about to operate the 16:21 from Cardiff Bay to Coryton service. *Kevin McCormick*



Transport for Wales

Class 175 008 and 175 106 are seen heading through early morning mist at Winwick on December 15th. *Jeff Nicholls*



Class 67 008 stands at Cardiff on November 30th working the 17:16 Cardiff Central to Holyhead service. *Kevin McCormick*



On December 17th, Class 175 001 passes Winwick Jct. working a Llandudno - Manchester Airport service. *Michael Lynam*



Transport for Wales

Class 769 452 has arrived at Cardiff Central (operating 15:27 from Rhymney to Penarth service) on November 30th and is pictured beside Class 150 257 which awaits departure on 16:35 to Treherbert. *Kevin McCormick*

Units: DMUs and EMUs

On December 28th, Transport for Wales and West Midlands Trains' Class 197 007, 197 010, 197 006, 197 008, 196 002, 196 009, 196 008, 196 111 (2 cars), 196 103, 196 109, 196 001 and 196 012 are seen stored at Donnington RFT. *Richard Hargreaves*

Units: DMUs and EMUs

Northern's Class 153 358, 153 330, 153 332 and 153 363 pause at Stafford on December 23rd forming the 09:52 Newton Heath to Long Marston, as they head for storage and an uncertain future. *Lee Stanford*



Northern Bi Mode EMU, Class 769 450 calls at Wigan Wallgate with the 12:17 Southport to Alderley Edge service on December 29th. *Paul Senior*



Northern's Class 155 341 awaits departure time at Leeds, while working the 14:15 Hull to Halifax service on a damp December 13th. *Barry Longson*



Units: DMUs and EMUs

On December 17th, in the winter fog at Utley, near Keighley, Northern's Class 333 006 races past with 2S15 Skipton - Bradford Forster Square service. *Ben Bucki*



London NorthWestern Railway's Class 350 403 arrives at Stafford on December 4th with a service to London Euston. *Richard Hargreaves*



West Midlands Railway's Class 170 501 and 170 514 working the 1J52 09:34 Birmingham New Street to Shrewsbury service are seen at Oakengates on December 30th.
Richard Hargreaves



Units: DMUs and EMUs

On December 17th, in the winter fog at Utley, near Keighley, Northern's Class 333 012 races past with 2S14 Bradford Forster Square - Skipton service. *Ben Bucki*



London NorthWestern Railway's Class 350 119 arrives at Stafford on December 4th with a Liverpool Lime St. - Birmingham New St. service. *Richard Hargreaves*



On December 15th, West Midlands Railway's Class 170 509 and 170 516 call at Oakengates working the 12:41 Shrewsbury to Birmingham New St. service. *Richard Hargreaves*



Units: DMUs and EMUs

Northern's Class 319 372 calls at Bryn with a Liverpool Lime St. to Wigan service on December 2nd. *John Sloane*



Northern's Class 319 379 and 331 023 pass at Burnage station on December 9th.
John Sloane





Class 331 025 approaches Burnage with a Manchester Airport to Blackpool North service on December 9th. *John Sloane*

Units: DMUs and EMUs

A busy scene at Doncaster on December 10th, as Northern's Class 331 112 awaits to depart with the 14:26 service to Leeds. On the right is Class 158 797 awaiting its next turn of duty, while on the left LNER Class 801 217 is ready to depart with a service to Edinburgh. *Barry Longson*



Passengers wait for boarding of Northern's Class 195 001 at Leeds station, which was forming the 15:42 service to Chester on an overcast December 13th. *Barry Longson*



Northern's Class 158 754 races past Utley with the 1M53 Leeds - Settle - Carlisle service on December 17th. The new security fencing on this stretch is much in evidence. *Ben Bucki*



Just over half way through its 66.2 mile trip on the 13:27 Liverpool Lime Street to Crewe (via Manchester Airport), Northern's Class 319 378 departs Mauldeth Road on December 17th. *Barry Longson*

Scotrail

Power car No. 43142 is seen on the rear of the 07:07 Glasgow Queen Street to Inverness service on December 11th as it calls at Aviemore. *Kevin McCormick*

National Rail



Class 20 No. D8110 is seen at Shackerstone on October 24th.
Keith Hookham

Greater Anglia's new train scoops gold

Greater Anglia, along with their maintenance partner Stadler, scooped two industry reliability awards for the train operator's new bi-mode trains at the annual Golden Spanner Awards. The Class 755 trains, which can be powered by either electric or diesel and operate on rural lines in Norfolk, Suffolk, Essex and Cambridgeshire, won a golden spanner and a silver spanner at the awards, which are held by Modern Railways magazine. The three-carriage bi-mode trains, made and maintained by Swiss company Stadler, won the golden spanner in the category of new diesel trains. It was crowned the most reliable train of its type in England, Scotland and Wales based on the 'miles per technical TRUST incident' (MTIN) statistics. They currently have an average of 14,767 miles between incidents.

Greater Anglia's four-carriage bi-mode trains picked up a silver spanner award, meaning it's the most improved train of its type in England, Scotland and Wales in terms of its MTIN performance. It currently has an average of 12,164 miles between technical incidents – faults that cause a delay of three minutes or more.

Greater Anglia has 24 bi-mode trains made up of four carriages and 12 have three carriages.

Martin Beable, Engineering Director, Greater Anglia, said: "Our new bi-mode trains have transformed rail travel in the region, and we're thrilled they have been recognised with two awards. I would like to thank the teams at Greater Anglia, Stadler and Rock Rail who all made these awards possible. These awards are testament to the hard work of our colleagues, who work around-the-clock to keep trains running."

Rob Baxter, Managing Director for Stadler Rail Service UK, said: "We are delighted to scoop these prestigious accolades, just 18 months after all the Stadler-built trains were delivered. This success is testament to effective collaborative working with Greater Anglia and Rock Infrastructure and the valiant efforts made by our maintenance teams at Norwich Crown Point, who have squeezed every sinew to secure continuous performance improvement of the fleets we look after there."

The Golden Spanners awards celebrate the best of train maintenance and are handed out to train companies who make the greatest strides in train reliability.

Fares Advice with RailUK

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

Transport for Wales to pilot 'pay as you go' bus and train journeys

Q: Transport for Wales is preparing to pilot 'pay as you go' ticketing on trains and buses to give passengers the convenience of tapping in and out with bank cards. The first three pilot schemes will cover trains and buses separately but the fourth and final one will allow people to make journeys by train and bus at no extra cost. The pilots will be on selected routes in south-east Wales but TfW aims to roll out the facility to the north east and Swansea Bay region later as well as across the Cardiff city region.

A: It's a pity that they can't get their own fares in order first! For example, if someone travels from a Cardiff suburban station such as Fairwater (FRW) to say Swindon (SWI), it is cheapest to buy a through ticket via GWR which gives a discount on the TfW local trip between Fairwater & Central compared to buying that as a separate fare.

Now try a trip that is entirely with TfW - lets say from Fairwater (FRW) to Llanelli (LLE) purchased on the day as a return. Now you would think that you just buy a through ticket via the TfW website (or at station) and get the best deal? Nah! You save almost £6 by buying THREE return tickets with splits at Cardiff Central and Gowerton. So much for TfW and their integrated ticketing. In fact anybody who purchases a ticket via their website must be bonkers as it does not always show the cheapest fares - whether solely with them or including other TOC's.

There is no logical reason why TfW can't simply add up the cheapest way of getting from a Cardiff suburban station to say Llanelli and make that the through ticket price. GWR give the best through ticket price to Swindon that also involves the short hop within Cardiff on TfW.

The fares from south Wales to Scotland are crazy prices set by Cross Country - who surely nobody would even use as TfW to Crewe and then Avanti West Coast being the shortest & quickest route.
(This is some historic thing set in BR days & the railways have failed to act over this matter). So, the Welsh Government have declared a Climate Emergency and seek to save the planet yet allow a fares system to exist that induces people to go to Bristol Airport and fly to Scotland with Easyjet. (Flights do exist from Cardiff Airport but they are not always operating and the prices are dearer).

Check out Cardiff to Edinburgh via TfW website and then on the split ticket websites.

Castleford - Glasshoughton £2.80/£3.40 return (4 mile round trip) vs. Woodlesford - Glasshoughton £2.80/£3.40 return (17 mile round trip)

Q: My jaw slightly dropped when I saw the rail fare was a whopping £3.40 return for a trip of roughly 2 miles each way! (slightly cheaper at £2.80 had it not being smack bang in the middle of Northern and their stupid evening peak...erm what evening peak at the moment!...but still)

I then found if I lived in Woodlesford which is roughly 8.5 miles each way I could make the journey...for the exact same price!

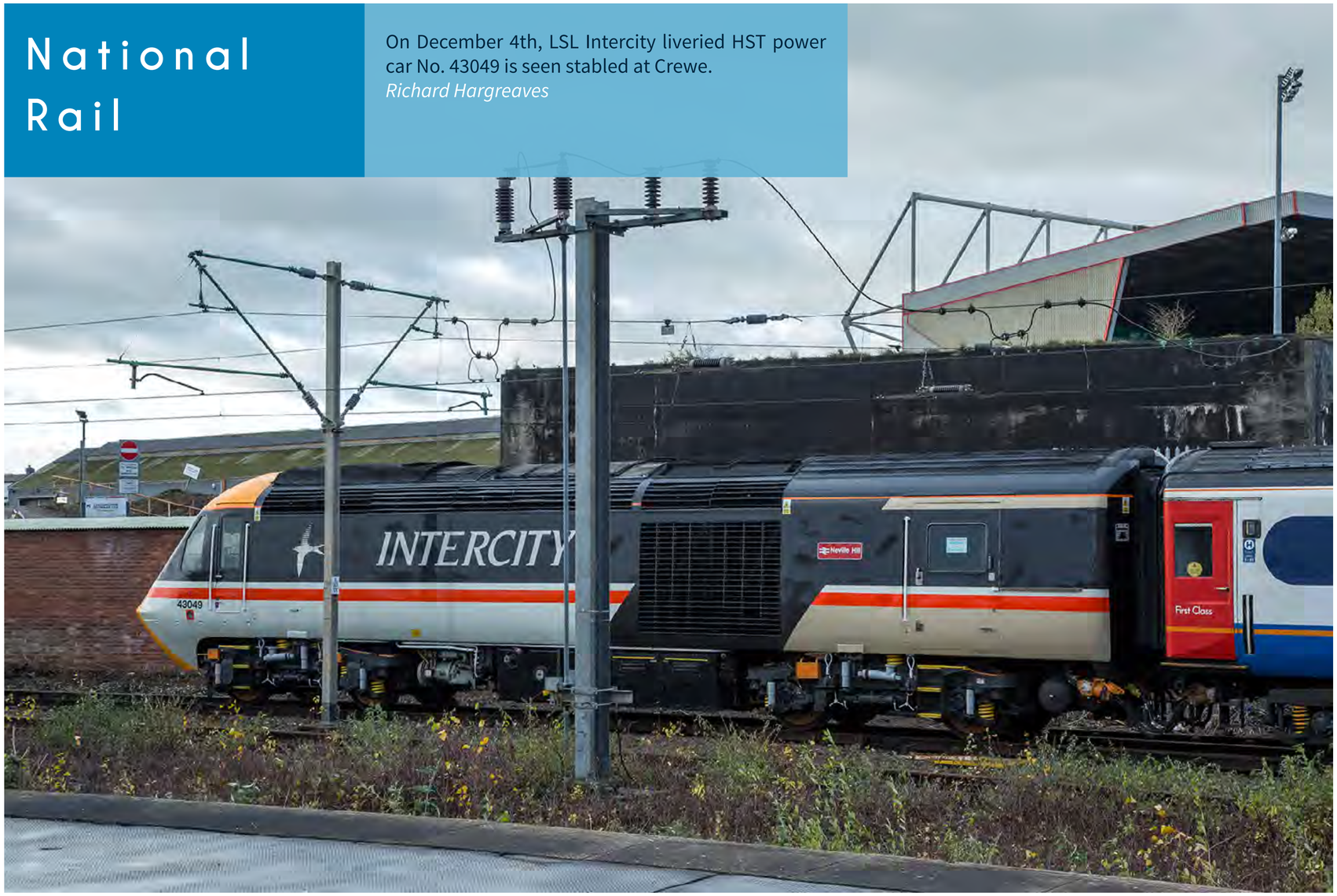
For £3.70 Arriva will happily sell me a day bus ticket for unlimited travel around the entire Castleford / Pontefract / Knottingley area too...

A: Fares are generally set in groups or clusters. You usually find these things on longer distance journeys where a journey with a connection or two is the same price as the intercity travel. But, you can find it locally as well. however it's not Northern that set these prices and you could bring this up with the fare setter but I suspect the result would either be a fobbing off letter or an increase to the price from Woodlesford which might not make you too popular. There was some complex politics which led to the introduction of the higher fares, but suffice to say it was related to poor financial performance in the old Northern franchise, and a desire to see something done about it by DfT. At the time it was chosen in preference introducing car park charges, which I have always thought was a serious mistake.

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!

On December 4th, LSL Intercity liveried HST power car No. 43049 is seen stabled at Crewe.
Richard Hargreaves





Greater Anglia trains clock up equivalent miles of 31 return trips to the moon

The company has continued throughout the pandemic to bring new trains into passenger service as part of its mission to replace every single train on its network - and now has a total of 102 new trains in its fleet. During 2021, the company saw a further 32 new trains make the journey from the Alstom factory in Derby to Greater Anglia's network. There are now new trains on every route on the Greater Anglia network apart from Kings Lynn to London Liverpool Street, where they will be introduced in 2022. A total of 86 old trains have been retired in 2021, to make way for state-of-the-art modern trains.

All of Greater Anglia's new trains are longer with more seats. If they were lined up one after the other they would stretch about eight miles – the same distance as from Tower Bridge to Putney Bridge on the River Thames. Routes where Greater Anglia's new electric commuter trains were introduced for the first time this year included lines between London Liverpool Street and Clacton-on-Sea, Colchester Town, Ipswich, Harwich, Cambridge and Hertford East and between Stratford and Meridian Water. All the new trains have plug and USB points, fast free wifi, and improved accessibility features including an accessible toilet on every train.

There are also dedicated cycle spaces on each new train and better passenger information including screens which show which part of the train have more seats available.

The new trains are contributing to the company's reduction in carbon, with many hi-tech green features including regenerative brakes which harness energy produced by braking and returns it to the power network and intelligent computer systems which save energy.

The trains are lighter and more aerodynamic making them more energy efficient.

Martin Beable, Greater Anglia's engineering director, said: "Our new trains are making a big difference to customers' journeys. The trains glide from one destination to the next and passengers on board are able to enjoy all the mod cons modern travellers expect. It been challenging at times during the past 12 months, but we're really pleased to have got new trains on every route on our network this year. We're looking forward to bringing even more new trains onto the network during 2022."

Routes exclusively served by Greater Anglia's new trains built by Swiss company Stadler are between Norwich, Lowestoft, Cambridge/Stansted, Sheringham and Great Yarmouth; Ipswich, Felixstowe, Lowestoft, Cambridge and Peterborough; Marks Tey and Sudbury; London and Stansted Airport; and the Intercity route between Norwich and London Liverpool Street, calling at Diss, Stowmarket, Ipswich, Manningtree, Colchester, Chelmsford and Stratford.

National Rail



Class 385 040 is seen at Edinburgh before working 2J61 19:08 Edinburgh - Glasgow Central on November 15th. *Keith Hookham*

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

Restoration of Iconic Norfolk railway structure wins top national award

The restoration of a rare Norfolk railway sign, thought to be the only surviving structure of its kind still in existence on the national rail network, has won first place at the National Railway Heritage Awards. The Bittern Line Community Rail Partnership, train operator, Greater Anglia and Dura Composites received first prize in the Small Projects category at the National Railway Heritage Awards. The station name sign, known in the industry as a Running-In Board has been welcoming passengers to West Runton station in North Norfolk for 100 years, having been manufactured by the Midland and Great Northern Joint Railway (M&GNJR) at their engineering works in Melton Constable during 1921.

Earlier this year a collaboration between the Bittern Line Community Rail Partnership, rail operator Greater Anglia and Essex based company Dura Composites, saw the iconic structure restored to its former glory in a project which involved carefully researching the sign's history and installing new lettering. Judges at the award praised the project for the "attention and care lavished upon the board, giving it visual appeal", with its condition "a credit to those who originally manufactured the board at Melton Constable and the project team which have restored it."

Martin Halliday, Development Officer for Community Rail Norfolk, added; "We were pleased to work with Greater Anglia and Dura Composites to restore this unique piece of railway infrastructure. "The sign is a familiar landmark for many thousands of rail users and is undoubtably one of the most iconic original station running in boards still to be seen on the UK rail network. To be recognised at the National Railway Heritage Awards is a superb accolade for everyone involved in the project."

Peter Mayne, Chair of the Bittern Line Community Rail Partnership and its parent organisation, Community Rail Nor-folk said; "I am absolutely delighted to see this project to restore a unique and historically significant rail asset recognised by this national award. The restored station sign looks superb and is a great example of Community Rail at its best: A project identified by the Bittern Line CRP, supported by the community and taken forward in partnership with Greater Anglia through the generosity of Dura Composites Ltd, who supplied and installed the replacement letters at no cost."

Greater Anglia's Head of Asset Management, Richard Turner, said, "I would like to thank everyone involved in this fantastic community rail project which has seen West Runton's station sign restored to its former glory, providing a much more attractive first impression as people arrive by train."

Tom Bowman, Commercial Director at Dura Composites said; "As we approach the 100th anniversary of the original sign's installation, Dura Composites is proud to have played our part in restoring and preserving this important piece of railway history. By identifying the closest modern-day typographic match to the original 1920s lettering and replacing the degraded timber with a hard-wearing composite, our team has helped create a renewed running-in board that will withstand the effects of the coastal climate and continue to be a familiar landmark for future generations of rail users".

In the early 1990s the board underwent restoration using wooden lettering however, thirty years on and following several replacement letters being provided, this latest project has enabled a more permanent solution in materials that can better withstand the coastal climate. Despite extensive renovations in the early 1990s by leading M&GNJR expert Nigel Digby, the structure had fallen into disrepair in recent years as the wooden lettering suffered from the ravages of weather and the project found a solution which is both authentic to the original structure and made from more sustainable materials. Essex based company, Dura Composites who specialise in GRP (Glass Reinforced Polymer), undertake numerous projects across the rail network and following a successful scheme for Greater Anglia in Suffolk, were approached to see if they could assist.

Volunteers from the Bittern Line Community Rail Partnership, stripped the sign back to bare concrete and in researching the original font used for the lettering, found another at the former M&GNJR Gedney Station in Lincolnshire which had closed to passengers in 1959. Experts from Dura were able to match the font used for the lettering and manufacture a new set using more robust materials.

In April, the company kindly donated the new lettering and provided two members of their team to install them, following this the volunteers returned to repaint the sign and it was returned to its former glory in time for its 100th year.



Scotrail's Class 385 029 stands at Glasgow Central on November 17th working 1W31 11:56 Glasgow Central - Wemyss Bay. *Keith Hookham*



Network Rail's Railgrinder Nos. DR79501-507 passes Kempseye with 4Q03 10:00 Derby Etches Park - Craven Arms on December 1st. *Keith Davies*

End of the line for First Class on West Anglia services

Greater Anglia is no longer selling First Class tickets on its West Anglia routes between Cambridge and London Liverpool Street.

The move comes as increasing numbers of services on the routes are operated by Greater Anglia's new state-of-the-art trains which have been built without dedicated First Class seating areas.

Over the coming year even more new trains will replace the company's existing old trains on routes to London Liverpool Street from Cambridge, Bishops Stortford, the Lea Valley line, Hertford East and between Meridian Water and Stratford.

Both Greater Anglia's Stansted Express services between London Liverpool Street and Stansted Airport and its Norwich/Cambridge to Stansted Airport services are already operated exclusively by brand new trains, offering high quality standard seating only.

First Class seating on Greater Anglia's old trains on the West Anglia routes will be declassified from Sunday December 12th and First Class tickets will no longer be sold for these services.

Any customer with a First Class season ticket on one of the affected routes can change it over to a Standard Class ticket without penalty or apply for a pro-rata refund.

Anyone who has purchased a First Class ticket for travel on or after Sunday December 12th on one of the affected routes is entitled to a full refund of the difference between the First Class fare and the equivalent Standard Class ticket without an administration fee.

Martin Moran, Greater Anglia commercial, customer service and train presentation director, said: "Our new trains give everybody a first class experience and we are excited to be rolling out more of them across Cambridgeshire, Hertfordshire, West Essex and east London.

"When we ordered our new trains, in 2016, customers told us one of their top priorities was to get a seat, so we designed the new trains to have more seats. By not including First Class seating areas, we were able to fit in more seats for everyone."

All the company's new trains are longer with more seats, plug and USB sockets, fast free wifi, air conditioning and better passenger information screens.

They also have much better facilities for disabled customers, including wheelchair areas with seating for non-wheelchair users too so families and friends can travel together and accessible toilets on every train.

There are also dedicated bike spaces too on each train – look out for a blue strip with a bike icon on the outside of the train to see where to board with your full size bike. Please remember restrictions apply on taking full size bikes on Greater Anglia trains during the rush hour – check the website for details.

The new trains also have many more environmental features including regenerative braking which puts electricity back into the network during braking and lighter, more aerodynamic chassis which make trains more energy efficient.

The only route on the Greater Anglia network where First Class seating and tickets will continue to be available is the intercity route between Norwich, Ipswich, Colchester and London Liverpool Street, where services are operated by brand new intercity trains, built with two carriages of high quality First Class accommodation.

On December 9th, the London Victoria to Salisbury British Pullman was worked by Class 67 021 and 67 024, seen here passing through Andover. *David Lindsell*





Rail operator unveils first co-operative energy project on UK rail network

Rail operator Govia Thameslink Railway (GTR), which manages Southern, Thameslink and Great Northern services, is strengthening its commitment to sustainability through a new innovative co-operative energy project with community climate action group, Energy Garden.

The trial project has seen London's Streatham Hill depot turned into a local source of renewable energy, which if successful, could see GTR extend the eco-friendly energy generation initiative to additional depots across its network. The project will see 526 solar panels installed on the depot's roof, projected to save 884 tonnes of carbon and generate 4,165,000kWh of electricity over a 20-year period. The panels have been installed by the Community Benefit Society Energy Garden, which works with more than 50 community groups across the rail network, with the profits to support community development. Approximately 42% of the electricity generated on the roof throughout the year will be sold directly to GTR to power the daytime usage of the Streatham Depot. The remaining energy not used will be exported by Energy Garden to other businesses keen to improve their community and sustainability credentials. A Power Purchase Agreement has been signed with clothing company Patagonia and Younity (a joint venture between The Co-Op & Octopus Energy), which includes an additional social premium for energy purchased.

The project was inspired by GTR's regular Sustainability Forums, which encourage stakeholders to offer feedback and ideas for improving the environmental impact of the network. The trial will be an important step toward the company's efforts to reduce carbon emissions by 2035 and become a net zero business by 2045, as part of the wider Go-Ahead Group Climate Change Strategy, launched in July. Over 20 years, the combined income is set to generate more than £100,000 which will fund Energy Garden's delivery of schools' education, youth training programmes and community gardens on the rail network.

Keith Jipps, Infrastructure Director, Govia Thameslink Railway, said,"This project offers so much. We're utilising a large roof area and providing a great platform for solar panels, which in turn creates something of tangible value for the community and our environment, while also supporting our long-term journey to become a net zero company. It's been really exciting to work with a team so clearly driven by creating community value with such an innovative approach."

Agamemnon Otero MBE Founder & CEO Energy Garden said, "We are proud to work with GTR to install this solar array and generate funding for our education and greening programmes. Hundreds of thousands of passengers interact daily with energy gardens on the railway. The Energy Garden Share Offer allows passengers to take ownership of their commute and transition the railway to a net zero future."

Beth Thoren, Environmental Action and Initiatives Director, Patagonia, said: "Getting this agreement in place demonstrated to us the complex challenges that community energy projects face in the UK. We hope that, by going through this process, we have opened doors for businesses, of all sizes, to enter their own agreements with Energy Garden and other community energy projects. Patagonia's UK stores have a small footprint – as there's just two of them, and a Manchester showroom - but this Power Purchase Agreement has a greater impact, making it easier for others to purchase community energy." Keith concluded, "If the UK is to achieve its net zero ambitions and further decarbonise, we all need to consider how we can lessen our current dependence on personal vehicles and make more of public transport. Across GTR, we are constantly working to improve our services and encourage people to use rail, as one of the most sustainable modes of transport. We're delighted that our Sustainability Forums are providing a platform for innovative sustainability ideas to be generated and brought to life. Cars account for 55% of all transport emissions, compared to just 3% from bus and 1% from rail so the focus needed here is significant."

The trial at Streatham Hill follows numerous projects across Govia Thameslink Railway's network, designed to improve passenger experience and help to make stations more sustainable as part of the Station Improvement Programme.

Network Rail completes major rail upgrade in Manchester as part of Transpennine Route Upgrade

A major rail upgrade in Manchester is now complete after Network Rail improved track and signalling equipment to boost reliability.

Across seven days, between Saturday December 25th 2021 and Monday January 3rd 2022, more than 100 railway workers installed four new track components – used to direct trains – completed two sections of new electric wiring – which powers some trains – and upgraded signalling equipment near Manchester Victoria station.

The improvements help to bring a more modern, reliable railway as well as creating the capacity for more trains to run in the future, improving connectivity across the North.

This work is part of the wider Transpennine Route Upgrade which will bring faster, more reliable services for passengers travelling between York, Leeds, Huddersfield and Manchester.

Neil Holm, Transpennine Route Upgrade Director for Network Rail, said: "We're making real progress in delivering better, more enjoyable rail journeys for those travelling in Manchester. The work we've completed over Christmas will allow us to run more and faster trains in the future as part of the Transpennine Route Upgrade.

We'll need to continue upgrading the railway in and around Manchester throughout 2022 to complete a package of benefits aimed at improving passenger's experience. I'd like to thank people for their patience as we continue to deliver a better railway for the north of England."

Further work to renew track in Manchester is planned every Sunday between January 9th and February 6th, which will mean some changes to services.



National Rail

Waving good-bye to hand-signal stops on Far North Line

Work is underway at eight stations in the Scottish Highlands to install 'request to stop kiosks' which will allow passengers to access the next planned service. As part of a broader package of improvements to the line's radio signalling system, worth approximately £5 million, eight stations on the Far North Line will benefit from the addition of the Request to Stop kiosks on platforms.

Scotscalder, Altnabreac, Kinbrace, Kildonan, Dunrobin Castle, Rogart, Invershin and Culrain will all have the new systems installed.

This will enhance the current operation of the railway by allowing passengers to request the next train stop at these stations using a radio system linked to the driver's cab. Due to their geographical remoteness, patronage at these stations is amongst the lowest in the UK and consequently they operate on a 'request to stop' basis – currently requiring the need to hand signal approaching trains to stop. The addition of the kiosks will allow passengers arriving at the stations to make their requests direct to the driver's cab; removing the need to hand-signal, and introduces a system which is more user-friendly and will improve operational performance. This new equipment is planned to go live across all eight 'request-to-stop' stations on the line from Summer 2022. Scotscalder has been selected as a trial location where a period of dual running will extensively test the reliability of the enhanced system prior to it being rolled-out.

As well as the installation of the 'request to stop kiosks' Network Rail will also upgrade existing radio communication masts and antenna and install new equipment at Muir of Ord and Wick stations to enhance radio coverage.

This will improve the reliability and resilience of the communications network across the route which will improve the overall passenger experience for those travelling on the line.

Cara Healy, Network Rail's development manager for the work on the Far North Line, said: "Enhancing the radio network will make the experience of using 'request stop' stations more straight forward and will cater for the increased number of tourists visiting the area, particularly during the COVID-19 pandemic.



We are working through the winter to get this equipment ready to 'go live' ahead of the busier summer months.

This new system will make it easier to use some of the most remote stations on our network and hopefully help encourage more people to travel into the Highlands to walk, climb, cycle and sightsee."

Vital rail link reopens as stage two of £30m Barmouth Viaduct restoration concludes

The railway over the Grade II listed Barmouth Viaduct reopened on December 30th after more than three months of intensive restoration work. Engineers worked round the clock to complete repairs to the timber viaduct, despite very challenging winter weather, the impact of the Omicron variant, and the condition of the bridge - which was found to be much worse than anticipated.

The reopening of the Cambrian Coast line to passengers marks the completion of stage two of a three year restoration programme, the biggest in its 153 year lifetime. The entire restoration involves replacing more than 1,000 timber and metal elements of the viaduct, which are rotting or decaying, as well as the entire 820m length of track.

Network Rail is doing this on a 'like for like' basis to maintain the viaduct's magnificent appearance and has worked closely with Cadw, Gwynedd County Council, Transport for Wales and others over several years to develop plans to upgrade the bridge.

To reduce the impact on rail services, the community and local economy, the work has been planned over three years, with three shorter closures of the 19th century viaduct, rather than one longer closure.

The walkway over Barmouth Viaduct has temporarily reopened to allow pedestrians and cyclists to use it over the Christmas period. It will close again on January 10th and reopen to allow Network Rail to repair and replace any elements of the walkway and handrailing of a safety critical nature.

Bill Kelly, Network Rail Wales and Borders route director, said: "I'd like to thank passengers and the local community for their patience and continued support over the last three and half months – it made a huge difference as our team worked to overcome a range of different challenges on site.

"This once in a lifetime restoration will secure the future of Barmouth Viaduct for generations to come protecting a vital transport link that is amongst Wales' most iconic landmarks."

Colin Lea, Transport for Wales' Planning and Performance Director, said: "We're delighted that Network Rail are making great progress in their work to safeguard the future of this iconic structure and the Cambrian Coast Line. Their investment in refurbishing Barmouth Viaduct sits alongside our own investment in transforming services throughout the Wales and Borders network, including brand new trains for the Cambrian Coast Line in the years to come.





Orion liveried Class 319 373 is seen at Northampton on December 31st. *Derek Elston*



Class 230 005 calls at Fenny Stratford on November 26th working 2S10 11:10 Bedford - Bletchley. *Keith Hookham*

Major project set to transform the railway from Woking to Portsmouth Harbour

A more reliable railway with faster journeys and the potential for more train services is coming for passengers between Woking and Portsmouth Harbour, with the launch of the Portsmouth Direct Upgrade. Between 2022 and 2024 engineers will carry out a large programme of signalling, track and level crossing improvements between Farncombe and Petersfield, on the line built as the Portsmouth Direct route more than 150 years ago.
The first major part of the work will see a nine-day closure between Guildford and Petersfield from Saturday 12th to Sunday February 20th 2022.

Mark Killick, Network Rail's Wessex route director, said: "When we're finished in 2024, this upgrade programme will provide a much-improved railway for customers travelling between London Waterloo and Portsmouth. Large parts of the line are still run in the same way as they were in the 1970s and it's time to bring the railway up to date. There's never a good time to undertake disruptive engineering work and we will be working closely with with our industry partners to minimise the impact on everyone. That said, we have a great deal of work to do between now and 2024, involving weekend and some weekday line closures, so I'd encourage our passengers to plan ahead and look out for more information in the coming months."

Christian Neill, SWR's Customer Experience Director, said: "The work taking place on the Portsmouth line marks the start of a huge investment in railway infrastructure which will improve customer journeys for years to come. I realise these works will mean disruption for our customers; however, replacement buses will be in operation wherever lines need to be closed and I'd encourage anyone traveling with us to check to see if their journey will be affected. I'd also like to thank our customers for their patience whilst these essential works are carried out."

A key part of the Portsmouth Direct Upgrade will be the Farncombe to Petersfield resignalling scheme, in which engineers will install a new, digital signalling system controlled from Network Rail's state-of-the-art Rail Operating Centre in Basingstoke. In addition, 12 level crossings on the route will be upgraded to make them safer for drivers and pedestrians. The resignalling scheme, combined with new and improved switches and crossings – which allow trains to move from one track to another – at Petersfield and Haslemere, will increase the speed at which trains can travel on the line.

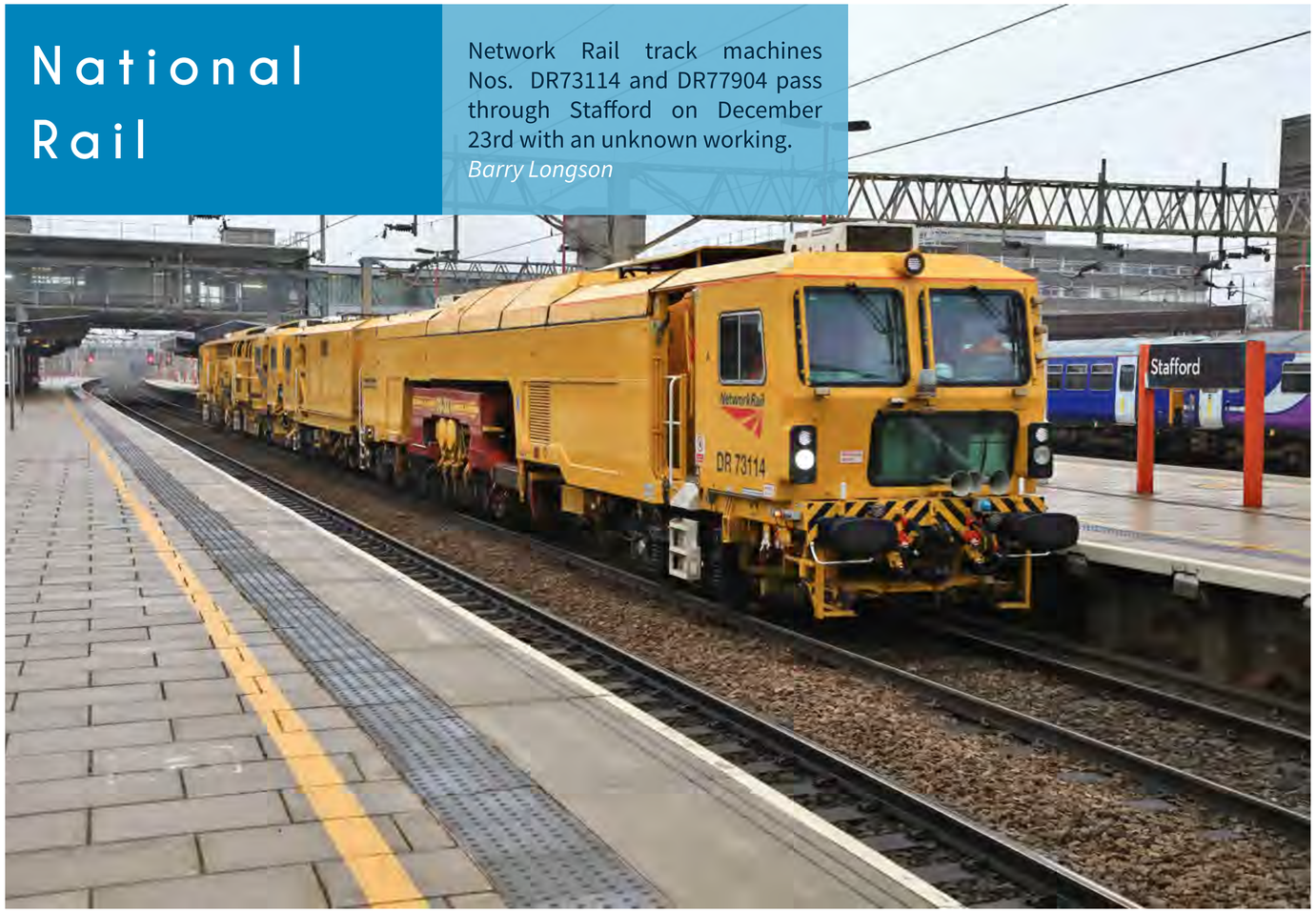
All combined it will provide a more reliable railway, faster train services and more capacity, providing the opportunity to run more trains when work is complete in 2024.

Prior to the COVID-19 pandemic around 40,000 passengers used the line between Woking and Portsmouth Harbour every day, making it one of the busiest commuter routes in the country.



National Rail

Network Rail track machines Nos. DR73114 and DR77904 pass through Stafford on December 23rd with an unknown working. *Barry Longson*



Trackwork continues in Andover Yard, as seen here on December 9th. *David Lindsell*



Network Rail's train testing site achieves major milestone as part of digital railway



Network Rail's purpose-built Rail Innovation and Development Centre (RIDC) reached a major milestone on the East Coast Digital Programme last month with the successful completion of dynamic testing of the Alstom-installed European Train Control System (ETCS) on rolling stock. The test was controlled from the ETCS National Integration Facility (ENIF). The RIDC test site at Melton is owned and operated by Network Rail and is purpose-built to dynamically test rolling stock, on-track plant and machines, infrastructure, and equipment.

The facility is designed to support high and low speed testing of vehicles and infrastructure. It has two separate test tracks, including a high-speed test facility between Melton Junction and Edwalton. The system can be configured to support 125mph and 90mph testing and is capable of supporting testing of ETCS System Requirements Specification onboard software versions 3.4.0. and 3.6.0. (or Baseline 3 Maintenance Release 1 and Baseline 3 Maintenance Release 2).

ETCS is the core signalling and train control component of the European Rail Traffic Management System (ERTMS). It is a key element of the East Coast Digital Programme between King's Cross and Stoke Tunnel, south of Grantham. This stretch of railway will be the first to migrate to ETCS operations to create a more capable, reliable and flexible East Coast Main Line that works better for passengers and users. ETCS continuously calculates a safe maximum speed for each train with cab signalling providing continuous communication and speed supervision, with physical lineside signals being replaced by in-cab signalling. Working with Network Rail, Alstom successfully tested 3.4.0 software, which provides a technologically advanced ETCS baseline system. The system is also interoperable, enabling testing of products by different on-board ETCS manufacturers.

Toufic Machnouk, Network Rail's Director, Industry Partnership Digital, said: "This test track is the most advanced ETCS dynamic test facility in the UK and is a key building block for deployment of ETCS rolling stock on to the network. Successful completion of this dynamic testing exercise is a major step in getting the site ready for the industry to commence the First in Class testing of ETCS on board systems. This is the first site of its kind in the UK and achieving this milestone is testament to the dedication and tenacity of the project team. The focus now turns to getting the system entered into service and ready to receive trains in early 2022."

Jason Baldock, Managing Director, Alstom, Digital and Integrated Solutions, added: "Dynamic testing at the RIDC test facility proves the UK rail industry is up to the challenge of providing the skills, capacity and capability to deliver the digital railway. It has been a complex challenge, but we have learned invaluable lessons for future ETCS deployments."

Photo: NR Class 313 test train at RIDC. © Alstom

National Rail



Colas Rail track machine No. DR75011 heading to Westbury from Ealing is seen at Crofton on December 20th.
Michael Bennett

Arriva Group awarded National Rail Contract for Chiltern

Arriva Group has announced the agreement of a new National Rail Contract with the Department for Transport for its Chiltern train operating company. The new contract started on December 31st and runs until the end of 2027, with a guaranteed core term of 3.25 years (the remainder is subject to the discretion of the Secretary of State). The news re-confirms Arriva's position as a leading player in the UK rail market and enables Chiltern to build on its record as one of the most successful and high performing train operating companies. The new contract comes at a time when delivery of the Williams-Shapps 'Plan for Rail' is starting to take shape, following government announcements earlier this year, and reflects a shared objective to deliver the changes and innovation which put customers first. The contract will allow Arriva to accelerate a path to decarbonisation, drawing on recent Chiltern trials of hybrid fuel technologies and extensive experience across its European markets, where new technologies have already been implemented, including battery operated trains which can run on non-electrified tracks in the Netherlands, for example.

David Brown, Managing Director of Arriva UK Trains, said: "This news is very much welcomed. The agreement reflects the partnership which has been established with government and I'm optimistic about the on-going and strategic contribution Arriva Group can make to rail reform and the delivery of a new era for passengers. Rail plays a vital role in the re-building of the economy and the decarbonisation agenda. We have a strong track record of growth and efficient operation, and we will continue to provide cost-effective solutions to some of the big challenges the country faces as it builds out of the pandemic. Foremost among these is working in partnership to drive cost efficiencies, attract more passengers to rail, helping to fuel economic growth and tackling climate change".

Arriva prides itself on its ability to connect towns and cities, people and communities and this direct award ensures continuity and certainty for its employees and customers alike. The train operating company has a clear plan for modernising and will work together with government to deliver against those ambitions. Chiltern's track record of growth in the last 25 years has seen it increase from eight to 29 million (2019) passengers a year.
Under Arriva's stewardship, Chiltern has continued to grow consistently, with a track record of innovating and investing in new routes, stations, depots and trains to attract and retain customers.

Fife MSPs visit Levenmouth Rail link site

As activity continues to prepare for the start of work on the Levenmouth Rail Link, Members of the Scottish Parliament Jenny Gilruth and David Torrance visited site to see first-hand the progress that has been made.

The plans for the Levenmouth Rail link will see the reinstatement and electrification of a double tracked railway from Thornton Junction to Leven on the Fife coast and the construction of two new stations.

Preparatory work until now has seen the clearance of vegetation along the five-mile corridor and the removal of redundant and life-expired railway equipment from the former line. Activity is currently ongoing to treat invasive plant species, inspect structures and to drill trial holes along the full length of the route to check ground conditions and test for contamination.

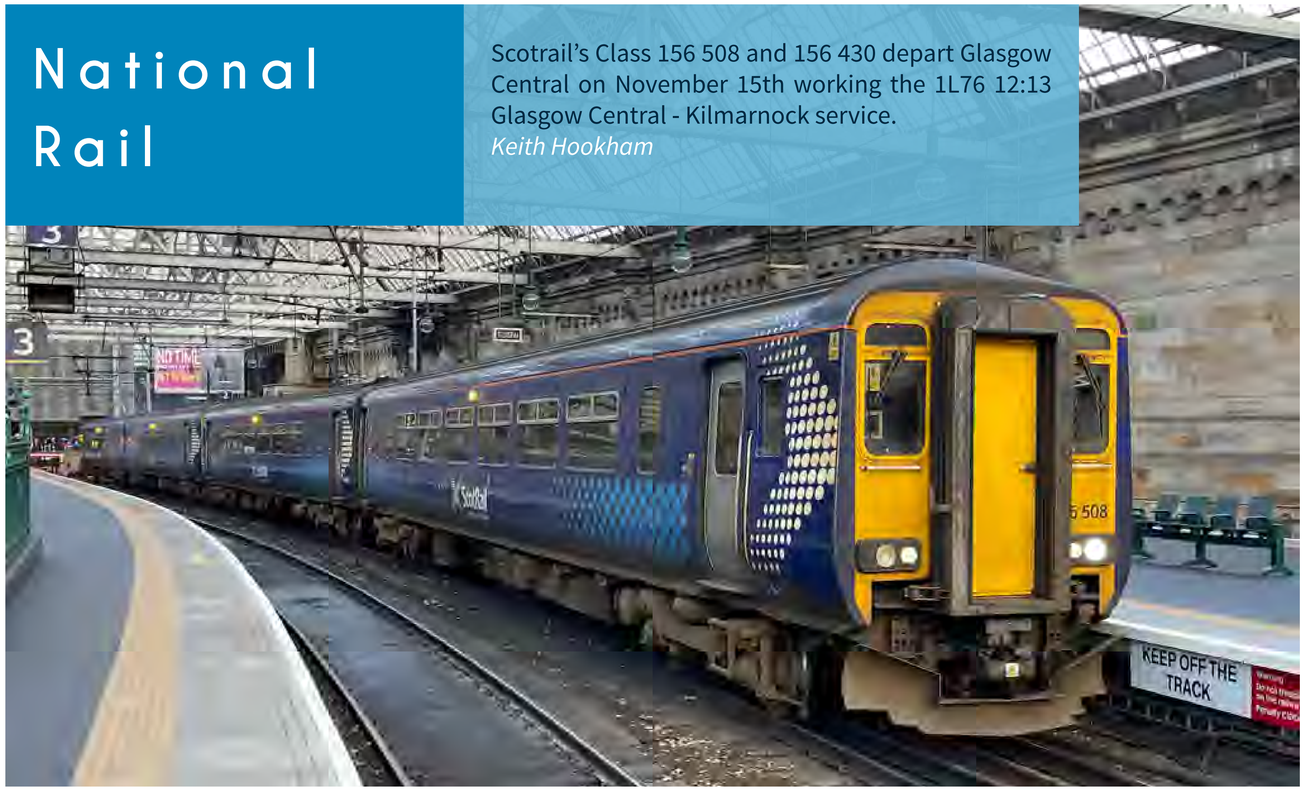
Forthcoming activity on the project will include the installation of fencing on the line before the start of work proper on the project early in 2022.
Completion of the rail link will see trains on the line for the first time in more than half a century.

Jenny Gilruth MSP for Mid Fife and Glenrothes said: "It was great to have the chance to visit on-site at Leven, to meet the team and to hear more details first hand about the work that has been happening. I'm really grateful to Network Rail staff for facilitating this visit and for the time they spent with elected members answering questions. In exactly two years-time we will have trains running into Leven for the first time in over 50 years. That's going to bring employment and leisure opportunities for local people as well as deliver significant benefits to our communities and the local economy. It was a fantastic opportunity to see some of the progress up close with the Network Rail team and to learn a little more about some of the environmental challenges the team have faced, particularly given the industrial past of Levenmouth. I know work on the first mile of track is due to start in January and I can't wait to see it taking shape."

Joe Mulvenna, Network Rail project manager for the Levenmouth Rail link project said: "Preparation for the start of work on the line is stepping up and while we still have some planning and development work to complete, the start of work proper to deliver the project is not far away. The rail link will improve social and economic opportunities for people in Cameron Bridge and Leven, and the surrounding communities, and we will work hard to deliver the new line for the area as quickly as possible.
The scale of the work that will be involved in the project means that in the short-term there will be some disruption for the area, but It is an exciting development that has the potential to transform life for local people and the communities it will serve."



National Rail



Scotrail's Class 156 508 and 156 430 depart Glasgow Central on November 15th working the 1L76 12:13 Glasgow Central - Kilmarnock service.
Keith Hookham

Clubs and Societies Apparel

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



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



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



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



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



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



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



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



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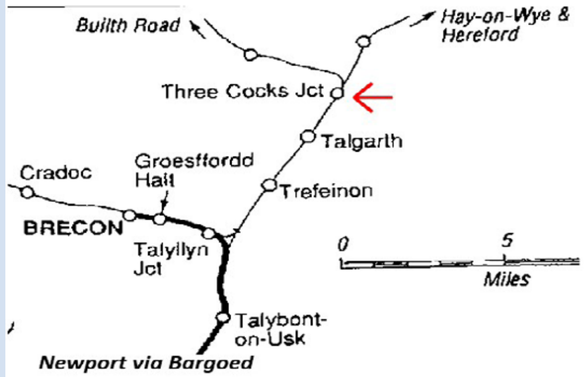
HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Lucky Man Jct.

Half or whole, sir - that is the question!



Waiting for trains at THREE COCKS JUNCTION [see map], on 5th May 1958, I was asked in the refreshment room if I preferred half-cream of whole-cream in my coffee. Then on 30th May 1962 I was asked by a sweep to tell him when his brush had emerged from the top of the waiting room chimney!

Three Cocks Junction railway station (*colloquially as Lucky Man Junction*) was a station in Three Cocks, Powys, Wales. The station closed in 1962. The station had a signal box. In its place is a Garden Centre.





The Wrington Light Railway





This railway was a railway from CONGRESBURY [*see map*] on the CHEDDAR VALLEY LINE to BLAGDON, and serving villages in the YEO VALLEY, North Somerset. Construction of this line started in 1897 and it opened in 1901. Never more than a purely local line, it closed to passengers in 1931, and completely in 1963. After its passenger closure, TWO passenger trains used it:-

[1] A farmer and his family chartered a train to bring his whole farm to Blagdon.

[2] Even earlier, a special had taken pilgrims to the Rock of Ages at Burrington - the inspiration for Augustus Toplady's hymn - *Rock of Ages, cleft for me.*

A Different View

Just out of shot is a Network Rail pump trying to dry out Kenyon Cutting, near Newton le Willows on December 9th. The pump's efforts are somewhat thwarted by MPV No. DR98906 spraying water on the railheads with the 10:30 Chester - Wigan LIP RHTT! *Jeff Nicholls*

We don't think that Brunel would approve of the vegetation at Swindon station these days. *Ken Mumford*

Seen in the Brunel Centre, Swindon town centre. *Colin Pidgeon*







A Different View

Class 57 312 hauls 319 373 and 768 001 past Euxton on a Shieldmuir to Willesden Orion express parcels service on December 12th. *John Sloane*

Preserved Railways

FULL STEAM AHEAD FOR FEBRUARY HALF TERM



Have a family adventure this February half term on the Spa Valley Steam Railway in Tunbridge Wells. Whatever the weather, everyone can enjoy a relaxing a train ride through the pretty Wealden countryside between Tunbridge Wells West and Eridge, calling at High Rocks and Groombridge. You can hop on and off the train all day to enjoy the sights along the way.

There is plenty to see and do along the train line including a visit to Royal Tunbridge Wells. This famous Spa town has plenty on offer including walks on the pretty common where you can choose to clamber over Wellington rocks. Also nearby the station is the picturesque High Street or the historic Pantiles where you can enjoy walking along the Georgian Colonnade and read about the Chalybeate Spring.

High Rocks Station is home to the High Rocks Inn and the High Rocks themselves (under 18s must be accompanied on the rocks). Opening times vary so please check their website before travelling if you plan to explore the Rocks or visit the Inn). Groombridge is an historic village with two great pubs, The Junction Inn and the Crown Inn.

You can also hire a bike from Groombridge Station to explore the Forest Way. Groombridge Place will be closed until Easter. Eridge has some lovely walks and there is also The Huntsman Pub for a bite to eat.



Fares
£10 - Adult Return - Open Coach
£9 - Senior Return - Open Coach
£5 - Child Return - Open Coach
£30 - Family Return (2x Adult & 2x Child) - Open Coach

Trains depart from Tunbridge Wells West at 10:30, 11:55, 13:25, 14:45 and 16:15.
Trains depart from Eridge at 11:15, 12:35, 14:05, 15:25 and 16:55.

To book in advance visit www.spavalleyrailway.co.uk

Murder Mystery Fish & Chip Suppers return in February

Can you solve the murder on board a steam train? A wonderful evening of Murder Mystery with the 368 Theatre Company will return to the Spa Valley Railway in Tunbridge Wells on 12th February, 19th March, 23rd April, 10th September, 15th October 2022.

The plot will unfold while on board the train after a murder is discovered in the sleepy little Cornish village of Morlington Hill during the 1940s. Police have drawn a blank on apprehending the villain, so passengers are called upon to sleuth it out and find the murderer over a few drinks and supper on board one of the heritage trains!

The evening starts at Tunbridge Wells West Station with a briefing at 18:15 sharp before everyone boards the train and the story starts to unfold. After departure, a fish and chip supper will be served and enjoyed as the train travels through the High Weald countryside to Groombridge. Upon arrival at the Groombridge station more of the story will be revealed and passengers will be invited to stand on the platform to make sure they don't miss out on the action.

The train will return to Tunbridge Wells West and another trip to Groombridge will follow, allowing time for passengers to come up with who they think may have committed the dastardly deed!

Bar car "Kate", will be open for the whole journey.

The evening finishes back at Tunbridge Wells West in the Victorian engine shed when all will become clear. These evenings are great fun in groups so why not get a party together for this unique evening?

Menu choices (one option per person):

Cod & Chips
Sausage & Chips
Gluten-Free Battered Cod & Chips
Veggie Burger & Chips

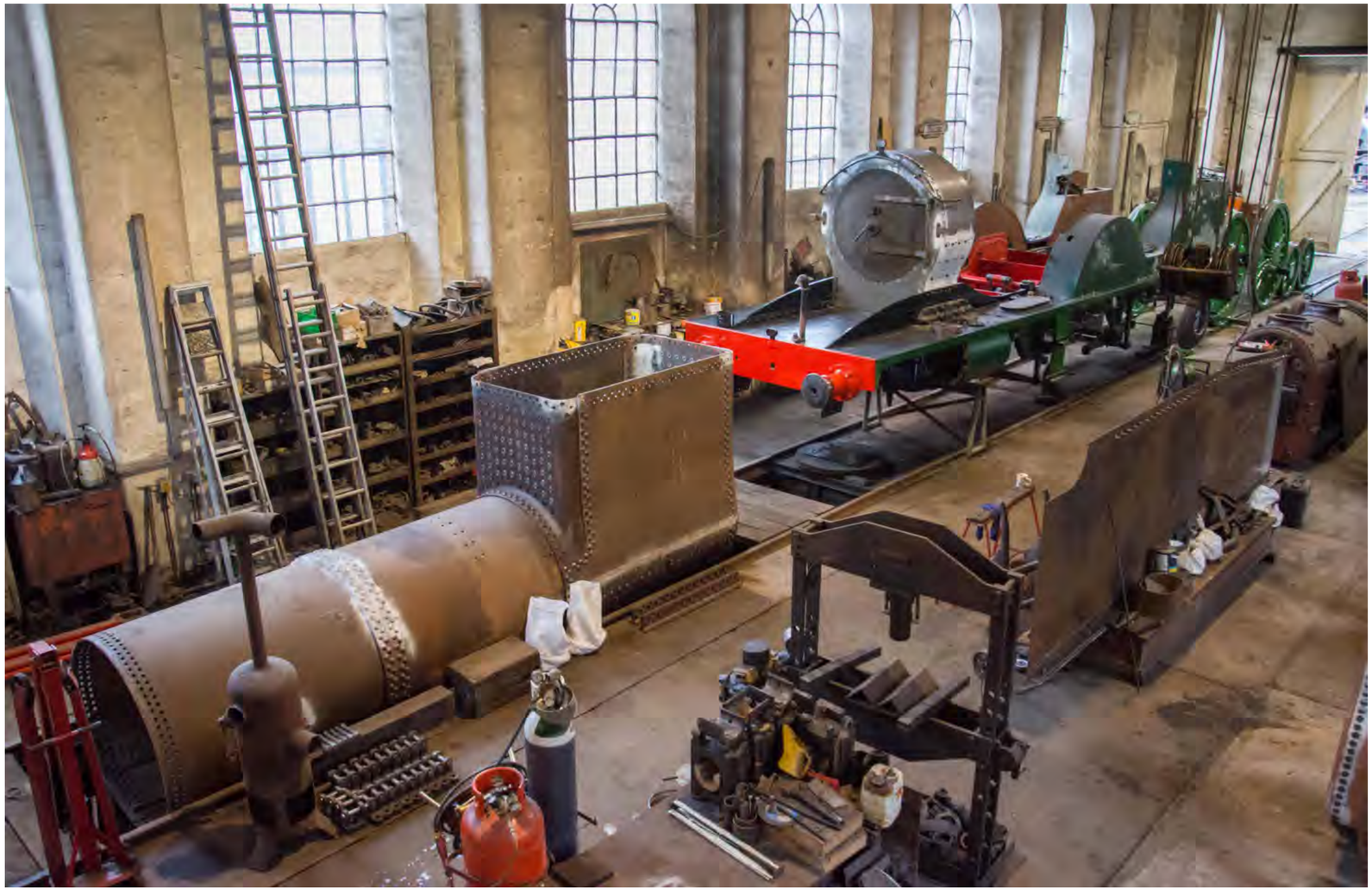
Dessert:
Sponge cake

Dietary requirements must be requested at the time of booking and menu options must be chosen at time of booking. The event will start at 18:15 and the train departs at 19:00. Arrival back at Tunbridge Wells West will be at approximately 21:45. We regret that due to the nature of the 1960s carriages we cannot accommodate wheelchair users on these dining experiences. Adult Tickets are £40 and available from www.spavalleyrailway.co.uk



Preserved Railways

£25,000 APPEAL LAUNCHED TO RESTORE TENDER OF UNIQUE VICTORIAN STEAM LOCOMOTIVE SAVED BY A CENTENARY



A £25,000 appeal has been launched to help fund the restoration of the tender belonging to a unique Victorian T3 class locomotive to assist its return to steam – for the first time since 1948 when the engine escaped being scrapped so it could celebrate the centenary of London's Waterloo station.

After the 1893-built London and South Western Railway locomotive No. 563 was gifted to the Swanage Railway Trust by the National Railway Museum in 2017, work on its £500,000 restoration began during 2019 using specialist contractors in Gloucestershire.

Costing £50,000, the restoration of the locomotive's tender – which stores 3,300 gallons of water and three tonnes of coal for the engine – will be taking place in the Swanage Railway's Herston engineering works, on the outskirts of Swanage.

It is hoped to have the 81-tonne locomotive back in steam and hauling trains, for the first time in more than 70 years, in 2023 for the centenary of the Southern Railway and the 185th anniversary of the formation of the London and South Western Railway.

The Swanage Railway Trust's 563 Locomotive Group chairman Nathan Au said: "The last time that No. 563 steamed and hauled a train was in 1948 so for more than 70 years many thought they would never see a unique T3 locomotive work again.

We are working hard to ensure the engine's preservation for future generations to enjoy and the best way to do that is by seeing No. 563 brought back to life.

With an incredibly rich history to tell – given its Victorian heritage – the T3 is unique because it is the only surviving tender engine designed by renowned locomotive engineer William Adams.

The only steam locomotive owned by the Swanage Railway Trust, a working T3 gives us the opportunity to show our visitors what the railway was like during the industrial and social development in Dorset at the end of the 19th century.

No. 563 is a direct link to the Swanage Railway's past – right back to the early days of the London and South Western Railway when holiday makers first visited Purbeck by train," added Nathan who is a volunteer steam locomotive driver on the heritage line."

The Swanage Railway Trust's fund-raising chairman Randy Coldham explained: "All the fund-raising work has been managed by the 563 Group itself, on which it must be congratulated, with the Group continuing to ensure that the T3 returns to steam. The Swanage Railway Trust is initiating this winter appeal to raise £25,000 towards the cost of the restoration of the T3 tender at our Herston engineering works.

As always, we'd like to thank our supporters for their generous standing orders and donations that have helped us achieve a significant number of milestones on the railway in a relatively short amount of time.

While the work on the tender at Herston is of importance, so is the continued and expert work on the restoration and overhaul of the locomotive at the Flour Mill engineering works in Gloucestershire.

If their continued support – as well as interest and contributions from new supporters –continues then the T3 could be back in steam and hauling a train during 2023 which is very exciting," added Randy who is a volunteer signalman on the Swanage Railway.

Built in February, 1893, for hauling express trains on the London and South Western Railway, T3 class 4-4-0 wheel arrangement locomotive No. 563 was withdrawn by the Southern Railway at the end of the Second World War in August, 1945, by which time it had run a total of 1.5 million miles.

Designed by William Adams for smooth running at up to 80mph – and built at Nine Elms in London – No. 563 was saved from being scrapped in 1948 when it was selected for restoration and display at the centenary celebrations for London's Waterloo station.

That decision guaranteed No. 563's preservation with the unique and last of its class steam locomotive becoming part of the National Railway Museum's collection.

Donations towards the restoration of the T3 tender can be made by visiting the Swanage Railway Trust website at swanagerailwaytrust.org/appeal.

To find out more about the work of the 563 Locomotive Group – and how you can help – visit 563locomotivegroup.co.uk.

Photo: © Nathan Au

Preserved Railways

LAST CORFE CASTLE SIGNALMAN FROM 1972 WELCOMES 50th ANNIVERSARY TRAIN MARKING LAST BRITISH RAIL TRAIN TO SWANAGE



A retired Corfe Castle railwayman who signalled the last British Rail train from Wareham to Swanage through the picture postcard village on the evening of New Year's Day 1972 has welcomed a special train marking the 50th anniversary of the sad and controversial event.

Bob Richards was on the platform at Corfe Castle station on the morning of Saturday January 1st 2022, where he greeted the train's driver Peter Frost, a dedicated Swanage Railway for 45 years, who was a teenage passenger on that last British Rail train from 50 years before.

A delighted Bob said: "It was really great to see Peter driving the special train into Corfe Castle on the 50th anniversary of the last British Rail train because I remember him as a child growing up in the village and being very keen on the branch line and its trains.

It doesn't seem like 50 years ago since British Rail closed the line to Swanage. We thought the line would be saved and come back to life but when the tracks were lifted in seven weeks during the summer of 1972 everyone thought that was the end.

It is incredible what Peter and the other dedicated Swanage Railway volunteers have achieved over the past 45 years in bringing the line back from the dead – relaying the tracks, building new stations, developing in the infrastructure to maintain the railway and link up with the national railway network."

"You have to admire the grit and determination of several generations of Swanage Railway volunteers in not taking no for an answer and for battling on, and winning, against the odds," added Bob who started as a teenage junior porter at Corfe Castle station in 1962 and retired from Network Rail at Wareham station signal box in 2007.

Growing up in Corfe Castle, retired engineer Peter Frost drove a heritage British Railways 1960-built three-carriage Class 117 diesel multiple unit that formed the commemorative service between Norden, Corfe Castle and Swanage on Saturday, 1 January, 2022. The special diesel service also runs on 2 and 3 January, 2022.

Now living in Swanage, Peter said: "It was great to drive the special train into Corfe Castle station and see Bob Richards waiting on the platform like he used to when a signalman there 50 years ago. It was a brilliant day that I will always remember.

I have very happy memories of Bob who was very kind to me as a youngster when I was growing up in Corfe Castle because he could see I was fascinated by the railway.
When I rode on the last train as a 13 year old, I never imagined the railway would be rebuilt and that I would be lucky enough to be a volunteer on it for 45 years. I've enjoyed every minute of it and the work is incredible rewarding with great people," added Peter who became a Swanage Railway volunteer driver in the early 1980s.

It was on the evening of Saturday January 1st 1972, that the last British Rail train ran from Wareham to Corfe Castle and Swanage with the ten-mile branch line closing on Monday January 3rd 1972.

Marking the Swanage branch line's last British Rail train and the 50th anniversary of its closure, a special commemorative heritage Edmondson card ticket has been produced for Swanage Railway passengers travelling between January 1st and 3rd 2022, inclusive.

Opened in May, 1885, the ten-mile Swanage branch line was controversially closed by British Rail, after five years of trying, against the opposition of local people and councils.

Composed of two three-carriage 1957 British Railways diesel-electric multiple units No. 1110 and No. 1124, the last train left Wareham at 9.45pm bound for Swanage – running through Corfe Castle at 9.55pm heading for Swanage and at 10.24pm on the return.

With 500 passengers on board, who had each purchased a specially printed British Rail Edmondson card ticket costing 50 pence for an adult and 25 pence for a child, the last train departed a gas lit Swanage station platform at 10.15pm before passing through Corfe Castle at 10.24pm and pulling into Wareham at 10.40pm.

After three years of campaigning by railway enthusiasts and community volunteers – and following a referendum among Swanage residents in 1975 – the town council gave the fledgling Swanage Railway Society a one-year lease of the disused terminal station.

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: Class 117 DMU at Corfe Castle. ©Andrew P.M. Wright

Strathspey Railway

On December 11th, BR Class 2MT No. 46512 is seen at Aviemore. *Kevin McCormick*



Strathspey Railway

Class 27 No. D5394 (27 050/27 106) is seen in the sidings at Aviemore on December 11th.
Kevin McCormick

Keighley and Worth Valley Railway

The Boxing Day 'Mince Pie Express' services on the line proved very popular, with the overnight snowfall adding to the atmosphere. Soon to retire at the end of its 10-year certificate, No. 43924 arrives into Ingrow with a morning train from Keighley on December 26th. *Ben Bucki*

Keighley and Worth Valley Railway

The Boxing Day 'Mince Pie Express' services on the line proved very popular, with the overnight snowfall adding to the atmosphere. Soon to retire at the end of its 10-year certificate, No. 43924 climbs the gradient between Ingrow and Damems with an afternoon train from Keighley, December 26th.
Ben Bucki

40 years since the end of Deltics

January 2nd 1982 was the final day of Deltic operation when the 'Deltic Scotsman Farewell' railtour operated from Kings Cross to Edinburgh and return. The conditions on the day were poor with fog and snow prevailing across many parts of the country but braving the elements the tour was recorded arriving at Doncaster behind 55 015 'Tulyar'. *Lee Stanford*



Class 55 018 'Ballymoss' has just brought the Edinburgh to Plymouth service into York and is noted running back into the station to stable and await the arrival of the balancing northbound service on August 22nd 1981. *Lee Stanford*



Class 55 017 'The Durham Light Infantry' is seen approaching Selby on August 24th 1981 with a service to York. *Lee Stanford*



40 years since the end of Deltics

BR Class 55 No. 9006 ‘The Fife and Forfar Yeomanry’ is seen stabled at Haymarket depot on August 28th 1971. *Dave Felton*



Class 55 009 ‘Alycidon’ is seen departing from Scarborough station in a fog of fumes with the 1N60 08:54 Filey to Newcastle (from Scarborough) on August 29th 1981. *Dave Felton*



Class 55 008 ‘The Green Howards’ arrives into London King’s Cross with an ECS working, date unknown. *Dave Felton*



40 years since the end of Deltics

Class 55 008 'The Green Howards' departs from Newcastle on June 26th 1981 with the afternoon semi fast service from Carlisle to Edinburgh, a service which frequently was a turn for a Deltic. *Lee Stanford*

40 years since the end of Deltics

Class 55 019 ‘Royal Highland Fusilier’ slowly departs from Selby on August 24th 1981 and approaches the swing bridge with a London King’s Cross to York stopping service. *Lee Stanford*

Towards the end of their careers Deltics made frequent appearances on Trans Pennine services and one of these occasions was on Christmas Eve in December 1981 when Class 55 009 ‘Alycidon’ was recorded passing Ashton Moss Jct working the 13:05 Liverpool Lime Street to York service. *Lee Stanford*

The doyen of the Class, 55 022 ‘Royal Scots Grey’, waits impatiently at York on August 22nd 1981 to return to London King’s Cross while the young spotters on the end of the platform seem unimpressed by its presence. *Lee Stanford*







40 years since the end of Deltics

Almost 30 years after their use by BR had ended, Class 55 022 'Royal Scots Grey' was photographed on April 25th 2011 approaching Ewood Bridge on the East Lancs Railway with a rake of Blue and Grey Mark 2 coaches recreating scenes that used to occur everyday. *Lee Stanford*

40 years since the end of Deltics

Deltics were rarely used on freight yet 10 years ago in 2011, Class 55 022 was hired by GBRf to cover loco shortages. Its use was limited to the Alcan trains in the North East of England although on occasions it did venture further north. On the sunny evening of May 11th, RSG stands at the Alcan plant in Blyth waiting to head the evening trip to Lynemouth. *Lee Stanford*

From the Archives

Class 33 115 about to be banked up to Exeter Central from Exeter St. David's by a Class 47 on the rear in the eighties. The train is from Meldon Quarry and heading to Tonbridge.
Michael Bennett



Class 370 007 passes through Crewe with a Glasgow Central to London Euston relief service on June 23rd 1984. *Keith Davies*



Class 37 053 and 37 058 pass Sutton Park with 6V20 15:00 Dee Marsh - Cardiff Tidal on June 12th 1992. *Keith Davies*



From the Archives

Class 58 020 is seen on a Ludgershall MOD train at Andover on March 9th 2001. Class 58s did show on this working because there was often a spare one at Eastleigh. *Michael Bennett*

Class 50 No. D427 arrives at Warrington Bank Quay on June 16th 1973. *Mark Enderby*

Class 37 223 passes Marshbrook with 09:10 Birkenhead - East Usk Yard on March 4th 1992. *Keith Davies*







From the Archives

Class 25 103 and 25 101 depart Blackburn with an excursion train on May 17th 1980. *John Sloane*

The early preservation scene at Carnforth shed with Cooke and Nutalls No. 1 hauling LMS No. 6441 on June 28th 1969. *John Sloane*

Electro-Diesel Class 74005 is seen in Eastleigh depot yard on July 13th 1980. *John Sloane*







From the Archives

Passing close to its birthplace, Class 56 106 leads a rake of MGRs through Doncaster station on January 3rd 1984. *Jeff Nicholls*



Class 37 162 is seen at Crewe Bank on May 26th 1990 with the 17:14 Liverpool Lime St - Cardiff Central service. *Keith Davies*

Class 411 4-CEP No. 1584 is seen at Hastings on November 22nd 1986. *Mark Enderby*





From the Archives

With little more than six months left in traffic, No. E52092 leads a TransPennine set out of Doncaster on January 3rd 1984. *Jeff Nicholls*



Class 50 016 passes Witham Friary in the early eighties with a Paignton to London Paddington service. *Michael Bennett*



Class 108 DMU No. S945 (51925, 59380 and 53643) passes Sutton Bridge Junction with 2M37 07:34 Swansea - Crewe service on April 22nd 1991. *Keith Davies*



From the Archives

A Class 45/0 passes through Tiverton Junction on a Saturday holiday train to the north in the early eighties. Sadly nothing in this picture still exists except for the bridge in the background. *Michael Bennett*



Photographed at a works open day on May 20th 1990, Class 08 647 ‘Crimpsall’ was one of the works shunters at the time. ‘Crimpsall’ was the name of one of the erecting shops at The Plant, as the Works was once known. *Jeff Nicholls*



Class 47 785 assists 47 803 at Penmaenmawr with 1K67 13:23 Holyhead - Crewe/London Euston on June 5th 2001. *Keith Davies*



From the Archives

Class 58 025 passes through Radley heading north from Didcot power station in the eighties. *Michael Bennett*



Still wearing its Cornish Railways chocolate-and-cream livery, Class 142 015 departs Doncaster station on a local service on March 18th 1989. Who would have believed that it would still have another 30+ years of service left?. *Jeff Nicholls*



Class 56 031 is seen under construction at Doncaster Works on June 13th 1976. *Mark Enderby*



From the Archives

Class 31 461 departs an empty looking Crewe with the 08:04 service to Derby on May 11th 1989. *John Sloane*



Recently repainted Railfreight Distribution Class 47 146 'Loughborough Grammar School' and 47 555 'The Commonwealth Spirit' stand in Basford Hall Yard on August 27th 1995. *John Sloane*



A convoy of Class 20s heading for Nottingham holding sidings approaches Nottingham on June 3rd 1989. Identified locos include Class 20 089, 20 069, 20 029, 20 136 plus two others. *John Sloane*

