

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 188

We've got another great issue for you this month, obviously the better weather we are having of recent is encouraging many more to get out and about. It even feels more like normal travelling on a weekend, where there are plenty of rowdy football supporters to avoid!

Anyway in the news, and its been a long time coming, but at last Transport for London (TfL) has confirmed that, subject to final safety approvals, the Elizabeth line will open on Tuesday May 24th. The Elizabeth line should transform travel across London and the South East by dramatically improving transport links, cutting journey times, providing additional capacity, and transforming accessibility with spacious new stations and walk-through trains. The Elizabeth line will initially operate as three separate railways, with services from Reading, Heathrow and Shenfield connecting with the central tunnels from autumn this year. In the coming weeks, Elizabeth line signage will continue to be uncovered across the network in preparation for the start of customer service. The updated Tube and Rail map will also be released later showing the new central section stations connected with the rest of the TfL network for the first time.

The new line is set to be crucial to London's recovery from the pandemic, helping avoid a car-led recovery by providing new journey options, supporting regeneration across the capital, and adding an estimated £42bn to the UK economy. The Elizabeth line will operate 12 trains per hour between Paddington and Abbey Wood from Monday to Saturday 06:30 to 23:00. Work will continue in engineering hours and on Sundays to allow a series of testing and software updates in preparation for more intensive services from the autumn. All services between Reading and Heathrow to Paddington and Shenfield to Liverpool Street, currently operating as TfL Rail, will be rebranded to the Elizabeth line. Customers travelling between Reading or Heathrow into London will need to change at Paddington for services into the central section of the route, and customers from Shenfield into London will need to change at Liverpool Street. Services from Reading, Heathrow and Shenfield will connect with the central tunnels in autumn when frequencies will also be increased to 22 trains per hour in the peak between Paddington and Whitechapel.

Customers will be able to plan their journeys on the Elizabeth line using the TfL Go app and Journey Planner ahead of the railway opening. The new railway will connect stations such as Paddington to Canary Wharf in only 17 minutes, transforming how Londoners and visitors navigate the capital. This journey currently takes more than 30 minutes to complete using the Tube. All Elizabeth line stations will be staffed from first to the last train, with a 'turn up and go' service offered to anyone needing assistance. Step-free access is in place from street to train across all Elizabeth line stations between Paddington and Woolwich.

Andy Byford, Transport for London's Commissioner, said: "I am delighted that we can now announce a date for the opening of the Elizabeth line in May. We are using these final few weeks to continue to build up reliability on the railway and get the Elizabeth line ready to welcome customers. The opening day is set to be a truly historic moment for the capital and the UK, and we look forward to showcasing a simply stunning addition to our network."

However work is ongoing at Bond Street Elizabeth line station, which means that it will not open with the other stations on May 24th. The station continues to make good progress and the team at Bond Street are working hard to open the station to customers later this year.

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 April 21st, power cars Nos. 43272 and 43274 pass Daresbury working a Crewe - Crewe route learner.

Mark Enderby

Front Cover

On April 26th, Class 47 830 running as 4Z47 Didcot Milton Sidings FL to Southampton MCT passes Didcot on its way back to the south. It initially ran as 0Z47 Southampton MCT to Didcot Milton Sidings FL as a light engine move to collect some Freightliner wagons that have been stored in the sidings for several weeks. *Tom Blanpain*



Class 50 008 and 50 007 working the 5Z50 Burton on Trent - Eastleigh storms out of Burton on Trent, and past the gallery at Tucklesholme nature reserve footbridge. *Michael J Alderdice*

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With Thanks

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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, Brian Dodds, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, John Goodrich, 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, Dennis Rowland, Tim Saunders, 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, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Charter Scene Saphos Trains

The Lakelander

On April 9th, SRWC Class No. 34046 ‘Braunton’ approaches Shap summit with the northbound ‘Lakelander’. *Shep Woolley*



Charter Scene Saphos Trains

The Lakelander

With a beautiful Coniston Fells backdrop, ‘Braunton’ works the return ‘Lakelander’ away from Kirkby in Furness as 1Z16 Carlisle - Rugby on April 9th. *Shep Woolley*



Statesman Rail

Llandudno Victorian Statesman

Class 47 No. D1944 and 47614 are seen at Llandudno on April 30th waiting departure time with the 1Z84 Llandudno - Ely return charter.
Brian Battersby

Class 47 614 and 47 501 head through Stafford on April 30th working the 1Z83 Ely - Llandudno.
Richard Hargreaves





Vintage Trains

North Wales Coast Express

Class 20 189 and 20 142 head the Vintage Trains 07:55 Tyseley - Llandudno excursion through Chester on April 30th. *Chris Morrison*

Class 20 142 and 20 189 are seen at Llandudno on April 30th ready to work the 1Z21 return charter to Tyseley. *Brian Battersby*

Class 20 189 and 20 142 working the 1Z20 Tyseley - Llandudno head through Stafford on April 30th. *Richard Hargreaves*







Charter Scene Northern Belle

Settle & Carlisle Steam Special

On April 2nd, SR Battle of Britain Class No. 34067 ‘Tangmere’ puts on a show as it works the ‘Northern Belle’ through Grayrigg loops bound for Carlisle. *Shep Woolley*

Charter Scene Northern Belle

Settle & Carlisle Steam Special

Working away from Crosby Garrett viaduct 'Tangmere' heads the 'Northern Belle' south to Hellifield on April 2nd as 1Z72 Carlisle - Hellifield - York. *Shep Woolley*

Charter Scene Northern Belle

Settle & Carlisle Steam Special

On April 23rd, with a howling gale blowing down the length of Garsdale station, 'Tangmere' makes a fine sight and sound as it hauls the 'Northern Belle' south. *Shep Woolley*



Charter Scene Hastings Diesels

The Worcester Sauce DEMU

Hastings Diesels preserved six-car DEMU No. 1001 passes Moreton-in-Marsh with the return 16:50 'Worcester Sauce' tour from Worcester to Hastings on May 7th. *Chris Morrison*

Charter Scene Northern Belle

Northern Belle

April 30th saw Class 47815 lead the Northern Belle on 1Z36 the 07:05 York to Llandudno Junction, through Ashley, Cheshire (47 854 is out of sight on the rear). *Barry Longson*

Charter Scene Northern Belle

Northern Belle

BR Green Class 47 815 ‘Great Western’ heads the 07:05 York - Llandudno Junction ‘Northern Belle’ through Rhyl on April 30th. 47 854 was on the rear. *Chris Morrison*

Charter Scene Northern Belle

Northern Belle

Despite its blue livery, Class 47 813 is now operated by West Coast Railway Co. and is seen at Crewe on April 8th with 57 316 DIT before departing with the 11:52 Northern Belle to Blackburn. *Lee Stanford*

Northern Belle

‘Battle of Britain’ Class Pacific No. 34067 ‘Tangmere’ hides behind the steam near Selside Shaw with the returning ‘Northern Belle’ on April 2nd. *Gerald Nicholl*

Charter Scene Northern Belle

Northern Belle

On April 30th, Class 47 815 and 47 854 pass Tabley with the 1Z36 07:05 York to Llandudno Junction. *Mark Enderby*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

On April 9th, WC BoB Class No. 35018 ‘British India Line’ heading the northbound ‘Settle & Carlisle’ is seen on the approach to Shap summit. *Shep Woolley*



Charter Scene Steam Dreams

London to Settle & Carlisle Railway

In lovely evening light on April 9th, ‘British India Line’ approaches Aisgill summit with the return 1Z87 Carlisle - Preston - London Euston railtour. *Shep Woolley*

SR MN Class No. 35018 'British India Line' passes Gregson Lane with the 1Z87 14:22 Carlisle - London Euston on April 9th. *John Balaam*

Charter Scene Railway Touring Company

The Great Britain XIV

Princess Coronation Class 4-6-2 No. 6233 'Duchess of Sutherland' speeds through Doncaster on April 22nd working 'The Great Britain XIV' the 07:02 London King's Cross to York special. *Barry Longson*

Charter Scene Railway Touring Company

The Great Britain XIV

On April 26th, immaculately turned out Jubilee Class No. 45690 'Leander' with day five of 'The Great Britain XIV' is captured on the approach to Kirkby in Furness station with the moody Coniston Fells in the background.
Shep Woolley



Railway Touring Co.

The Great Britain XIV

On April 23rd, No. 46115 ‘Scots Guardsman; passes Cowdenbeath with the Edinburgh to Inverness via Perth leg of the GB XIV tour. *Richard Jones*



Jubilee’s Nos. 45596 and 45690 are seen at Frodsham Jct. working the 1Z39 08:04 Grange over Sands - Chester leg of Day 6 of The Great Britain XIV on April 27th. *Nick Clemson*



On April 27th, Jubilee’s Nos. 45596 and 45690 head past Bamfurlong with 1Z39 Grange-over-Sands - Chester. *Jeff Nicholls*



Railway Touring Co.

The Great Britain XIV

Jubilee's Nos. 45596 and 45690 pass Frodsham working the 1Z39 08:04 Grange over Sands - Chester leg on April 27th. *Mark Enderby*

On April 24th, 'Scots Guardsman' departs Perth on the Inverness to Stirling leg of the tour. *Richard Jones*

On April 30th, LMS Princess Coronation Class No. 6233 'Duchess of Sutherland' leads 1Z56 Exeter St. David's - London Victoria through Swindon. The final leg of the nine day tour. *Ken Mumford*







Charter Scene Intercity

The Norfolk Coast Express

At 07:20 on a misty April 16th, Class 40 No. D213 'Andania' shatters the peace of rural Derbyshire as it accelerates away from New Mills South Junction working the LSL operated 'Norfolk Coast Express' and rekindling memories of the 1980's when Class 40s regularly operated summer Saturday services over this route.
Lee Stanford

Charter Scene Intercity

The Norfolk Coast Express

On April 15th, Class 40 No. D213 and 47 593 are seen at Sheffield working the 1Z75 Manchester Piccadilly - Great Yarmouth charter.
Class47



Charter Scene Intercity

The Norfolk Coast Express

On April 16th Class 40 No. D213 working 1Z76 Great Yarmouth - Manchester Piccadilly return charter, with 47 593 tucked away on the back supplying the ETH passes Rushey Sidings on the way to Worksop. *Steve Thompson*



Charter Scene SLC/Branch Line Society

The Ore and More

Hanson & Hall's Class 50 008 'Thunderer' departs London Cannon Street with the 17:52 BLS 'Ore no More' railtour to Eastleigh on April 23rd. Sister loco 50 007 was on the rear of the train. *Chris Morrison*

Charter Scene Pathfinder Tours

The Easter Highlander

Class 37 422 and 37 425 with 1Z12 15:41 Skipton - Paisley Gilmour Street, the second leg of Day 1 of the Easter Highlander railtour are seen at Selside Shaw, on April 15th.
Nick Clemson



Charter Scene Pathfinder Tours

The Easter Highlander

The Easter Highlander four day tour organised by Pathfinder tours is believed to be the last tour to use DRS Class 37 locomotives for power. On Good Friday April 15th, Class 37 422 and 37 425 approach Long Preston after taking over at Skipton to take the train forward to Dumbarton. *Lee Stanford*

Charter Scene Branch Line Society

The Merchant of Teesside

Class 37 403 and 37 516 are seen on the East Coast main line south of Hambleton Jct. working the 1Z72 Saltburn - Doncaster West Yard return charter on April 9th. *Class47*



Charter Scene LSL Private Charter

Private Charter

On April 19th, Class 37 688 ‘Great Rocks’ and D6817 (37 521) pass Coppull with a private charter which ran from Crewe over the S&C to Carlisle and Edinburgh and returned via Alnmouth, Newcastle and Carlisle. *John Sloane*

Charter Scene LSL Private Charter

Private Charter

Class 37 668 and 37 521 sweep northwards through a green and sunny Winwick on April 19th with a Private Charter from Crewe to Almouth via the S & C, Carlisle, Beattock and Edinburgh. The Scenic Route! *Jeff Nicholls*

Charter Scene Statesman Rail

The Royal Windsor Statesman

Class 47 805 and 47 593 running 'The Royal Windsor Statesman' as 1Z79 Windsor & Eton Riverside to Shrewsbury are seen entering the start of 'The Golden Valley' line at Purton, Swindon on April 13th. *Tom Blanpain*



Charter Scene Steam Dreams

London to Bath

LNER B1 No. 61306 is seen departing Newbury on its way to Bath from London Victoria on April 5th. *Michael Bennett*



Charter Scene Midland Pullman

Devonian Pullman

InterCity liveried power car No. 43049 leads the Midland Pullman from Bangor to Kingswear along the sea wall at Dawlish on April 13th.
Allison Twycross

Charter Scene Midland Pullman

Lord of the Isles Pullman

On March 26th, the LSL Pullman comprising of power cars Nos. 43046 and 43055 charge past Standish on a Slough to Inverness working. *John Sloane*



Charter Scene Midland Pullman

Lord of the Isles Pullman

Power cars Nos. 43055 and 43046 power past Charnock Richard with a charter returning from Inverness to Slough on March 28th.
John Sloane



Charter Scene UK Railtours

The Severn Valley Steam Gala or the Black Country Museum

Class 67 010 stands at the head of 1Z60, the 07:24 London King's Cross to Kidderminster S.V.R. awaiting departure time on April 22nd. Class 67 006 was on the rear. *Derek Elston*



Saphos Trains

The White Rose

No. 46100 'Royal Scot' steams through Clayton on April 6th with the return 1Z61 York to Kidderminster 'The White Rose'. *Steve Chapman*

'Royal Scot' is pictured at Swinton on April 6th with 1Z60 Kidderminster to York 'The White Rose'. Class 47 614 was on the rear.
Steve Chapman

LMS No. 46100 'Royal Scot' approaches York at Dringhouses on April 6th with 1Z60 Kidderminster [SVR] to York. *Dave Mather*







Charter Scene Belmond British Pullman

V.S.O.E.

Class 67 014 on the tail of 1Z50, the 07:52 London Victoria to Runcorn special for the Grand National headed by 67 005 passes through Northampton on April 9th. *Derek Elston*

Charter Scene Belmond British Pullman

V.S.O.E.

On April 9th, the local working of the decade as Class 67 014 and 67 005 pass Crosfields, Warrington with the empty stock of the Orient Express Grand National excursion. For some bizarre reason, rather than service the stock at Crewe as used to happen in the past, the set was sent to Arpley Yard via the Fiddlers Ferry route. It must have given the blokes in the four manned signal boxes something to do as all they had otherwise was two light engine workings in 12 hours. *Jeff Nicholls*





Charter Scene

ECS and Light Engine Moves

The Belmond Pullman made its annual appearance in the North West on April 9th when it worked a special to Runcorn for the Grand National. The stock was then sent to Arpley Yard in Warrington for servicing and was noted passing Arpley Junction led by (out of sight) Class 67 014 with Royal liveried 67 005 on the rear. *Lee Stanford*

A near miss on April 22nd, as Class 50 008 and 50 007 pass Worting with the Burton to Eastleigh ECS for the following day's railtour. *Michael Bennett*

On April 7th, the Staycation Express with power cars Nos. 43058 and 43049 pass Winwick Quay working 5Z50 Crewe - Carlisle. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

The LSL Midland Pullman liveried HST led by 43046 approaches Heaton Norris Junction on May 1st running as the 12:00 Crewe to Blackburn ECS where it will stable overnight before working the following days tour from Lancaster to Oban. *Lee Stanford*

LSL power cars Nos. 43049 and 43058 pass Charnock Richard with a Carlisle to Crewe staff training run on April 7th. *John Sloane*

Jubilee's Nos 45596 and 45690 pass Moore on April 28th working 5Z44 back to Carnforth. *Mark Enderby*







Charter Scene ECS and Light Engine Movements

Locomotive Services Limited's pristine Class 37 688 and D6851 pass through Wakefield Kirkgate on the 0Z20 Crewe to York light engine move on April 14th. *Tim Saunders*

Charter Scene

ECS and Light Engine Moves

On April 24th, the 5Z55 Eastleigh to Burton Wetmore via Kidderminster with Class 50 008 and 50 007 passes through Worting Junction. *Michael Bennett*

On April 9th, the London Victoria - Liverpool VSOE empty stock is seen at Warrington with Class 67 014. *Mark Enderby*

Class 67 005 leads the VSOE empty stock past Fiddlers Ferry on April 9th with Class 67 014 out of sight on the rear. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

Class 40 No. D213 leads 57 004, 37 604, 37 609 and 37 603 through Acton Bridge on April 21st, the locos heading to Crewe having been sold by DRS. *Brian Battersby*

On April 19th, Class 40 No. D213 passes Balshaw Lane Junction on a Crewe to Carlisle movement prior to a return a couple of days later with locos from store at Longtown. *John Sloane*

On April 28th, Nos. 45596 'Bahamas' and 45690 'Leander' run through Charnock Richard cutting on their return from Barry to Carnforth following their southbound working of 'The Great Britain' the previous day. *John Sloane*







Charter Scene

ECS and Light Engine Moves

On April 29th, a Southall to Carnforth ECS working hauled by 47 804 ran into problems in the Northampton area. After arrival at Rugby the train was rescued by 86 259 and the pair are seen later at the approach to Balshaw Lane Junction on their way to Carnforth.
John Sloane

On April 14th, BR Standard Class 7 No. 70000 'Britannia' working the 5P55 Crewe to Crewe test run is seen passing through Wellington.
Richard Hargreaves

Class 50 007 'Hercules' and 50 008 working light engines as 0Z51 Kidderminster to Burton Nemesis, for a trip the following day to Eastleigh are seen at Burton on April 21st.
Stuart Hillis







Charter Scene ECS and Light Engine Movements

On April 24th, Purton was treated with the two Class 50s heading back ECS to Burton from Eastleigh after they were diverted via 'The Golden Valley' line due to engineering works in the Oxford area. This is Class 50 007 and 50 008 passing Collins Lane following their recent few days of BLS touring around the south coast.
Tom Blanpain



Avanti West Coast

The farmer has been ploughing his field at Winwick Quay, as Pride livered Class 390 119 heads north with the 12:43 London Euston to Edinburgh service, taken through the man made gap in the fence on April 7th.
Paul Senior



Refurbished Pendolinos return to the rails as part of UK's biggest ever train upgrade

Avanti West Coast's first refurbished Pendolino has returned to service after being transformed as part of the UK's biggest train upgrade. The tilting, electric powered Pendolinos, or 'Pendos', are one of the most iconic train fleets in the UK, transforming train travel between some of Britain's biggest cities when introduced nearly two decades ago in July 2002. Customers onboard the 05:05 Manchester Piccadilly to London service on April 25th were the first to travel on the upgraded Pendolino. They experienced the new, more comfortable seats, a revamped shop and better on-board customer information. After reaching London, the refurbished train was due to make a quick round trip to Liverpool before being welcomed into Euston by invited guests and Avanti West Coast colleagues. It will visit other destinations such as Birmingham, the Lakes, Glasgow and Edinburgh during its normal course of work.

Rail Minister Wendy Morton said: "The iconic Pendolino is back and better than ever before. This refurbished version of the classic fleet is a fantastic example of our cutting-edge rail network and how our railways are leading the way in creating a cleaner, more environmentally friendly and modern transport system."

The £117m upgrade programme was two years in the making and involved experts in technology, customer information and ergonomics. Widely regarded as the UK's hardest working train fleet, the Pendolinos have served towns and cities along the West Coast Main Line for close to 20 years, clocking up more than 270 million miles – enough to go to the moon and back more than 500 times.

Managing Director of Avanti West Coast, Phil Whittingham, said: "This investment has been one of the key promises to our customers and they will see a dramatic transformation of our well-loved fleet. The refurbished Pendolinos look and feel like new trains with state of the art technology as well as brand new seats that promise best-in-class comfort."

The remaining 55 trains are to receive the same treatment as part of the £117m programme with the second set due back in service early next month. Rail manufacturer Alstom is undertaking the work at their new depot in Widnes in the North West, helping to secure 100 skilled jobs.

Peter Broadley, Managing Director Services, Alstom said: "We are delighted with the launch of the newly modernised Pendolino. Working closely with our partners at Avanti West Coast and Angel Trains, we have created something truly special for the customers travelling on the West Coast Mainline. Our team at Widnes have created something amazing and we are incredibly proud of the final product. We hope it secures the future of the Pendolinos on the West Coast for many years to come". The upgrade programme will run until 2024 when the last of the 56 strong fleet is expected to leave Widnes.

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

Malcolm Brown, CEO of Angel Trains, said: "We are delighted to see the first of our new refurbished Pendolino trains re-enter passenger service. As one of the UK's most iconic fleets, this project demonstrates how, through sustainable methods, existing trains can be renovated to provide a top-tier passenger experience. It has been a pleasure to collaborate with our industry partners to deliver a fast, comfortable, and low carbon mode of transport for passengers on the West Coast Mainline."

The investment in the Pendolino fleet is just part of the changes taking place on the West Coast route. The ground-breaking Standard Premium has already been introduced, as has at-seat ordering for customers in Standard or Standard Premium, as well as an upgraded menu and bespoke service for passengers in First. A brand-new fleet of Hitachi trains will replace the diesel Voyagers from 2023.

Avanti West Coast

The green Pendolino, Class 390 121 arrives at Stockport with the 15:55 Manchester Piccadilly to London Euston on the last day of March. *Lee Stanford*



Avanti West Coast raises over £50,000 for children's charity

Avanti West Coast has raised over £50,000 to support vulnerable children and young people across the UK, as part of its charity partnership with Action for Children. Since December 2019, the intercity operator has raised money through employee and customer fundraising, corporate donations, and gift-in-kind support. This has enabled the charity to provide vital programmes aimed at young people who are struggling with their mental health and emotional wellbeing.

Avanti West Coast's fundraising drive for Action for Children was set up as part of a wider partnership with FirstGroup, which has generated £3.5m. The train operator's charitable efforts also included giving customers the option to donate their delay repay compensation to support young people on their journey to better mental health.

The donations have gone towards delivering mental health programmes that equip children and young people across the UK with the skills and the confidence to care for their wellbeing as well as get help when they need it. Funding also supported the delivery of Action for Children's Enrichment Fund, which provides exciting experiences that improve mental health and wellbeing for children and young people, particularly those who would otherwise miss out.

Joanna Buckley, Community Manager at Avanti West Coast, said: "We're proud to have reached this fundraising milestone for Action for Children and would like to thank our staff and customers for their kindness in helping us achieve it. The money raised has made a difference to young people and families in the communities we serve, which is has been more crucial than ever with the impact of the coronavirus pandemic."

Melanie Armstrong, Action for Children CEO, said: "Thanks to FirstGroup's partnership and a shared vision to support vulnerable children and young people across the UK on their journey to better mental health, Action for Children has been able to deliver essential life-changing services during a time when they are most needed. Despite all the challenges of coronavirus, the fundraising efforts have been truly impressive. As the partnership comes to an end, we would like to say how grateful we are for the passion and ongoing commitment to Action for Children shown by everyone across FirstGroup, which has enabled us to reach an incredible milestone of £3.5m."

The intercity operator's partnership with Action for Children came to an end on March 31st, as FirstGroup takes the opportunity to review its charity approach and explore new ways to complement, support and enhance community investment programmes across its divisions.

Avanti West Coast

Class 390 121 speeds north through Acton Bridge on April 26th. *Brian Battersby*

Class 390 107 speeds past Balshaw Lane Junction with a service to London Euston on April 29th. *John Sloane*





Caledonian Sleeper

Class 92 010 hurries through Crewe on the up fast with 16 Mk5 sleeping coaches in tow, while working a VST 13:00 Polmadie to London Euston ECS movement. *Barry Longson*

On April 29th, Class 92 010 heads through Moore with a Polmadie - London Euston ECS. *Mark Enderby*

Class 92 010 starts away from the slow line at Balshaw Lane Junction hauling a Polmadie to London Euston empty Caledonian Sleeper set on April 29th. *John Sloane*







Chiltern Railways

DRS liveried Class 68 008 'Avenger' passes Bentley Heath Crossing near Dorridge with an afternoon Marylebone - Birmingham Moor Street service on April 16th. *Chris Morrison*

Chiltern Railways

Class 168 216 passes Kings Sutton with 1H33 10:55 Birmingham Moor Street to London Marylebone service on April 7th.
Derek Elston

Class 165 027 eases to a stand at Kings Sutton working the 1H34 11:47 Banbury to London Marylebone service on April 7th.
Derek Elston

On April 7th, Class 168 001 approaches Kings Sutton working 1G23 10:37 London Marylebone to Birmingham Snow Hill service.
Derek Elston







Colas Rail

Class 70 812 heads through Scunthorpe on April 9th with 6Z51 Immingham RS - Carlisle Yard, hauling a rake of TEAs. *Steve Thompson*

Class 70 817 is seen at Balshaw Lane Junction on April 29th with a Carlisle to Chirk log train. *John Sloane*

Class 56 302 and 56 049 growl past Lostock Hall Junction with the Preston Dock to Lindsey empty Bitumen tanks on April 21st. *John Sloane*







Colas Rail

On April 13th, Class 70 814 heads through Scunthorpe working 6E32 Preston Docks - LOR discharged bitumen tanks. *Steve Thompson*

On April 21st, Class 56 078 calls at Stafford with a working from Longport - Crewe Basford Hall. *Michael Lynam*

Class 70 812 passes Euxton hauling a Carlisle to Chirk log train on April 21st. *John Sloane*







Colas Rail

A work stained Class 70 812 is seen on April 15th shortly after passing Long Preston station with the 13:43 Carlisle Yard to Chirk logs. *Lee Stanford*

Class 70 806, 70 809, 70 810, 70 808 and 70 801 pass Kempseye with 0F75 09:28 Crewe Basford Hall to Westbury TC on April 11th. *Keith Davies*

Class 70 808 approaches Kings Sutton with the 6M40 11:42 Westbury Down T.C. to Cliffe Hill Stud Farm on April 7th. *Derek Elston*







Colas Rail

A grubby Class 70 812 heads the 12:57 Carlisle Yard - Chirk (Kronospan) logs at Selside Shaw on April 15th.
Nick Clemson



CrossCountry

Cross Country Voyager's Class 220 008 and 221 124 are seen at Worting Junction with a Manchester to Bournemouth service on April 22nd. *Michael Bennett*

DB Cargo

Class 66 156 on the Trafford Park to Southampton Western Docks passes Worting on April 22nd. This loco worked this train for about two months now.
Michael Bennett

DB Cargo

Class 66 085 passes Meole Brace on March 26th working the 6V75 09:31 Dee Marsh - Margam empty steel. *Phil Martin*

Class 66 154 passes Euxton with a Carlisle to Crewe light engine movement on April 8th. *John Sloane*

Class 66 136 passes Bayston Hill with 6V75 09:20 Dee Marsh Reception Sidings - Margam TC on April 21st. *Keith Davies*







DB Cargo

On April 9th, Class 60 015 and 66 155 pass Frodingham Jct. working 6D05 Lackenby - Entrance C hauling a lengthy rake of slab carriers. *Steve Thompson*

Class 66 127 is seen at Kemps Eye on April 9th working the 09:31 Dee Marsh - Margam empty steel. *Phil Martin*

Class 66 057 is seen at Charnock Richard cutting with a Seaforth to Mossend intermodal on April 28th. *John Sloane*







DB Cargo

Class 60 039 with the Theale to Robeston oil empties passes Little Bedwyn on April 26th.
Michael Bennett



Class 60 024 passes Tabley on April 30th with an Arpley - Tunstead working.
Mark Enderby



Class 60 020 is seen at Bayston Hill on April 29th working the 6V75 09:20 Dee Marsh Reception Sidings - Margam TC.
Keith Davies



DB Cargo

Class 60 039 on the 6B33 Theale to Robeston empties is seen after just leaving Theale on April 20th.
Michael Bennett

DB Cargo

Class 66 109 with the 6M57 Immingham - Kingsbury approaches the footbridge and gallery at Tucklesholme nature reserve, Burton on Trent on April 22nd.
Michael J Alderdice

The Malcolm Group continue their 100-year celebrations

The Malcolm Group proudly unveiled their newly liveried Class 90 locomotive on April 19th April at Peter D. Stirling Limited's Mossend Railhead in Bellshill, Scotland.

The stunning locomotive is adorned in the Group's centenary year livery to continue their 100-year celebrations. Originating as a family-owned business in the 1920's, the Malcolm Group has become one of the leading providers of Logistics, Construction and Maintenance services in the UK and 2022 sees the Group celebrate their centenary.

Malcolm Rail, a division of the Malcolm Group, celebrated 20 years in rail freight in 2021, and now operates daily services 364 days of the year, carrying over 30,000 containers for a wide range of retailers and manufactures.

The locomotive is dedicated to Donald Malcolm. The success the company has enjoyed since its inception is largely down to the hard work and business savvy of Donald, who inherited the coal-round business from his late father. With entrepreneurial foresight and prudent investment in vehicles, plant and depots, he is responsible for building the business which we know today.

Andrew Malcolm, CEO of the Malcolm Group, comments: "I was delighted to continue our centenary year celebrations by launching our new liveried train, dedicated to my Father, Donald. I am equally proud to be looking forward to our next 100 years as I am reflecting on the last 100. This is a year for acknowledging our achievements and looking forward."



Roger Neary, Chief Commercial Officer at DB Cargo UK said: 'We are proud to recognise and celebrate the centenary of the Malcolm Group, in particular the newly liveried class 90 locomotive in honour of Donald Malcolm. Our relationship with the Malcolm Group has gone from strength to strength and like Andrew, we look forward to furthering the success of our achievements together'.

DB Cargo

Class 90 020 and newly liveried 90 021 run fast line at Rugeley Trent Valley on April 29th, while in charge of the 07:03 Mossend to Daventry intermodal service. *Barry Longson*

On April 21st, Class 66 156 passes through Stafford with an intermodal working from Trafford Park - Southampton. *Michael Lynam*

On April 29th, Class 60 020 passes Gobowen working the 6V75 09:24 Dee Marsh - Margam steel, a rare working for a Class 60 along these lines. *Phil Martin*







DB Cargo

On a sunny April 30th, Class 60 024 passes through Ashley working the 08:47 Arpley Sidings to Tunstead empty hoppers.
Barry Longson

Class 66 150 passes Wolascott on April 10th working the Sundays 6M30 11:17 Margam - Dee Marsh loaded steel. *Phil Martin*

On April 21st, Class 90 037 and 90 024 head through Stafford with a Mossend - Daventry intermodal. *Michael Lynam*







DB Cargo

Class 60s are not very common on the iron ore, especially on weekdays, so it was nice to get one on April 11th and in the sun too! Class 60 007 attacks Appleby Bank on 6T26 Immingham Bulk Terminal - Santon FOT. *Steve Thompson*

DB Cargo

Class 66 198 working the 6P55 Sunderland Londonderry Sidings - Tees N.Y. is seen running very early through Hartlepool on April 18th. *Michael J Alderdice*

Class 66 117 climbs Hencote Bank with the 6M30 11:17 Margam TC - Dee Marsh Reception Sidings on April 17th. *Keith Davies*

Class 90 020 and newly liveried 90 021 head south through Acton Bridge on April 26th. *Brian Battersby*









Class 66 030 working the 6E55 Cardiff Tidal - Sunderland Ward Bros. storms through a sunny Seaton Carew at 06:52 on April 21st.
Michael J Alderdice

UK Rail for Ukraine launches first humanitarian aid train

The UK rail industry has joined together to facilitate sending more than a million items of aid to Ukraine in response to the humanitarian crisis in the region. UK Rail for Ukraine, a cross-industry initiative set up by volunteers in early February, has brought together the large quantities of humanitarian aid from across the country. A first aid train has left the UK on a special DB Cargo service bound for Ukraine, where it will be received by organisations working on the ground.

The service is carrying more than 1,500 tonnes consisting of a range of aid, including non-perishable food, hygiene and medical products, basic living equipment, and other much-needed supplies that have been donated from a wide range of businesses and organisations following requests for aid from the Ukrainian authorities. We would like to express our gratitude for local advice and information provided by both the Ukrainian Logistics Alliance and Department for International Trade in Warsaw.

Transported in 24 shipping containers over a 500-meter train, the aid transported by UK Rail for Ukraine has been labelled in all three languages to assist with distribution when it arrives at its destination.

Ambassador Vadym Prystaiko, Ukraine's Ambassador to the United Kingdom said "I am expressing my gratitude to the UK Railway industry and everyone who contributed to the UK Rail for Ukraine initiative. We greatly appreciate your support during such challenging times. Despite the complexity of the logistic routes, the industry managed to organize a delivery directly to the places of greatest need in Ukraine. In addition to the humanitarian aid gathered by volunteers from different businesses and organizations, UK Railway facilitated the delivery of 21 powerful industrial generators purchased by the Ukrainian Embassy which are imperative for Ukraine's energy sector."

Rt Hon Grant Shapps MP, Secretary of State for Transport of the United Kingdom said "The UK Rail for Ukraine initiative is playing a great role in delivering humanitarian aid from across the country.

Our exceptional railway network has come together and is working hard to deliver vital supplies to support the inspirational Ukrainian people. The UK continues to stand with all those fleeing Putin's barbaric invasion."

Sir Peter Hendy CBE, chair of Network Rail said: "We have all seen the vital role the railway has played in Ukraine, delivering people to safety, and vital supplies to the front line. Britain's railway is now playing its small part in supporting the inspirational people of Ukraine."

Andrea Rossi, Chief Executive Officer of DB Cargo UK said "Across Europe, DB Cargo is already leading the way in delivering humanitarian aid by rail to the Ukraine, having recently developed the first rail bridge to the war-torn region. Here in the UK, we are pleased to be able to support the ongoing aid effort to deliver essential supplies to ease the suffering of the Ukrainian people impacted and displaced by the atrocities that are unfolding."

David Horne, Managing Director at London North Eastern Railway (LNER) on behalf of train operators said: "We are proud to be working alongside the wider railway family in providing support to the people of Ukraine, including our railway colleagues."

Trent Smyth AM, Executive Director at The Chief of Staff Association said "The initiative shown by the railway industry is truly impressive. We are proud we could play our part in bringing the right people together to help make this possible."

Chris Docker, Managing Director of Symposium Consulting said "What the UK rail industry has achieved will start to make a real difference to those in Ukraine, but this could not have been achieved this without remarkable local support. Those individuals have our thanks and my personal commitment to build on this initial momentum."

DB Cargo

Class 66 050 ‘EWS Energy’ working the 6P55 Sunderland Londonderry Docks - Tees Yard Holding Sidings, passes Hartlepool bay on April 25th. *Michael J Alderdice*

Class 66 047 passes Kempseye with the 6V75 09:20 Dee Marsh Reception Sidings - Margam TC on April 5th. *Keith Davies*

Class 66 085 waits for the right of way at Hellifield on April 6th with the empty New Biggin British Gypsum to Tees New Yard. *Eddie Emmott*







DB Cargo

Class 66 150 working Masborough F.D. to Cardiff Tidal T.C. passes Hanbury near Droitwich on 16th April. *Tom Blanpain*

DB Cargo

Class 66 056 approaches Wyldes Lane, Worcester with the afternoon Round Oak - Margam steel empties on May 7th. The Hastings DEMU can be seen stabled in the distance in the long siding at Worcester Shrub Hill. *Chris Morrison*



DB Cargo

Class 60 019 crosses the River Trent at Sawley with 6M57 07:02 Lindsey to Kingsbury fuel tanks on April 15th. *Mark Pichowicz*



Class 66 025 approaches Swinton with 6J94 Hedon Road to Masborough steel empties on April 6th. *Steve Chapman*



Class 66 156 passes Worting with the 09:15 Trafford Park to Southampton intermodal on April 4th. *Michael Bennett*



DB Cargo

Class 66 167 approaches Rainford with a Knowsley FT to Wilton EfW refuse train on April 19th. *Brian Dodds*



DC Rail Freight

Class 60 046 passes Shipley Gate with 6Z26 15:38 Chaddesden to Peak Forest on April 3rd.
Mark Pichowicz

DC Rail

Class 60 028 on 6Z52 Oxford Banbury Road to Machen heads through Swindon on April 19th. *Colin Pidgeon*



Class 60 046 passes Attenborough nature reserve working 6L91 09:12 Chaddesden to Kings Lynn, on April 15th. *Mark Pichowicz*



Class 60 028 is seen near Newbury on the Willesden to Machen empties on April 5th. *Michael Bennett*



DC Rail Freight

DC Rail liveried Class 60 029 'William Wilberforce' passes Winwick with the 6M89 Middleton Towers to Ravenhead sand train on March 19th.
Brian Dodds

Direct Rail Services

DRS liveried, but DB operated Class 66 126 is seen at Heald Green running 93 minutes late, with an almost empty (9 containers were at the rear) 13:15 Trafford Park to London Gateway on April 21st. *Barry Longson*

Class 68 005, 66 091 and 66 113 pass Charnock Richard on a Carlisle to Crewe movement on March 28th. *John Sloane*

Class 66 091 leads the 6M48 10:34 Southampton Eastern Docks to Halewood (Jaguar Cars) empties through Kings Sutton on April 7th. *Derek Elston*







Direct Rail Services

Class 66 426 passes Sansaw Heath on March 26th with the 4V38 10:40 Daventry - Wentloog.
Phil Martin



Class 66 091 passes Coppull with a Daventry to Mossend intermodal on April 9th.
John Sloane



Class 88 002 and 68 002 pass Coppull with a Daventry to Mossend Tesco train on April 19th.
John Sloane



Direct Rail Services

The morning Tesco train through Winwick on April 19th included a dead Class 68 002 in the consist, presumably following work on the Easter diversions away from the West Coast route. Train loco was 88 002, a neat pairing!
Jeff Nicholls

Class 88 007 passes Euxton hauling the Mossend to Tilbury intermodal service on April 21st.
John Sloane

Class 66 425 passes Balshaw Lane Junction on a Carlisle to Crewe move on April 29th.
John Sloane





Direct Rail Services

On April 29th, Class 88 005 speeds through the ‘s’ bend at Rugeley Trent Valley, while in charge of the 12:16 Daventry to Mossend intermodal service. *Barry Longson*

Class 66 425 approaches Swinton with 4E49 Daventry to Doncaster Tesco intermodal on April 6th. *Steve Chapman*

Class 57307 ‘Lady Penelope’ speeds northbound through Wigan North Western on April 20th. *Eddie Emmott*







Direct Rail Services

On April 28th, Class 68 017 and 68 002 pass through Arnside running light engine from Sellafield - Crewe Gresty Bridge. *Michael Lynam*

Direct Rail Services

Class 37 425 and 37 422 pass Balshaw Lane Junction with the 6K05 engineers train from Carlisle to Crewe on April 13th. *John Sloane*

Direct Rail Services

On April 8th, the 6K05 working from Carlisle to Crewe comprised Class 66 431, 37 218 and 66 503 and is seen passing Euxton. *John Sloane*

Class 68 005 with a Carlisle to Crewe light engine move is seen at Hellifield on April 6th. *Eddie Emmott*

Class 88 007 leads a southbound intermodal through Acton Bridge on April 21st. *Brian Battersby*







Direct Rail Services

On April 19th, running nearly a week late, Class 37 422 approaches Frodingham Junction on 6Z20 York Works - Entrance C, comprising 7 repaired JZAs. *Steve Thompson*



Class 66 091 working the 6M48 Southampton Eastern Docks to Halewood cars passes Worting Jct. on April 8th. *Dennis Rowland*



On April 7th, Class 57 002 working the 5Z38 Kingmoor – Lowestoft stock move passes Moore. *Mark Enderby*



Direct Rail Services

Despite being 60 years old, DRS operated Class 37 218 is still providing sterling service and on April 5th is seen passing Doncaster working the 09:55 York Thrall Europa to Doncaster Decoy yard. *Lee Stanford*



On April 21st, Class 88 004 passes through Stafford with a Mossend - Daventry intermodal. *Michael Lynam*



Class 66 427 heads through Stafford on April 27th with an engineers train from Crewe Basford Hall - Bescot. *Michael Lynam*



East Midlands Railway

Four car Meridian Class 222 102 arrives at Loughborough station on April 23rd with the 1B58 14:12 Nottingham to London St. Pancras International service. Five car classmate 222 020 was coupled to the rear of the train. *Andy Pratt*

Class 158 774 and 158 813 stand at Stockport, working the 15:31 Liverpool Lime St. to Norwich service on a sunny April 3rd. *Barry Longson*

Class 222 013 passes Harrowden Junction with 1B40, 11:12 Nottingham to London St. Pancras International on April 8th. *Derek Elston*







East Midlands Railway

Class 360 117 and 360 113 pass Harrowden Junction with 1Y32 13:10 Corby to London St. Pancras International service on April 8th. *Derek Elston*

Freightliner

Class 66 528 is seen near Newbury with a Whatley to Churchyard stone train on April 5th. *Michael Bennett*

On April 21st, Class 66 519 passes through Stafford with a container train from Seaforth C.T. - Hams Hall. *Michael Lynam*

Class 59 104 on the Theale to Whatley empties rounds Crofton Curve on April 26th. *Michael Bennett*







Freightliner

Class 59 102 passes through Theale with the Allington to Whatley empties on April 20th. *Michael Bennett*

Class 59 201 (with bell) working the Merehead to Theale is seen passing Little Bedwyn on April 26th. *Michael Bennett*

On April 21st, Class 70 020 passes through Manchester Piccadilly working a liner from Southampton - Trafford Park. *Michael Lynam*







Freightliner

Class 70 011 passes through Worting with a Southampton to Crewe Basford Hall liner on April 5th. *Michael Bennett*

The Tuesdays only Ipswich to Lindsey empty fuel tanks is seen approaching Doncaster on April 5th behind Class 66 588. *Lee Stanford*

Class 59 101 passes Little Bedwyn on April 26th with the Wembley Reception to Merehead empties. *Michael Bennett*







Freightliner

Class 66 413 with a Whatley to West Drayton Fray Sidings passes Towney loop on April 20th. *Michael Bennett*

Freightliner

In matching orange livery. Class 90 004 leads sister 90 014 through Stafford on April 8th with the 13:41 Crewe Basford Hall to Felixstowe liner. *Lee Stanford*

Usually a Class 70 is used on the 03:24 Southampton to Trafford Park, but on April 20th, Class 66 554 and 66 532 were provided and are seen approaching East Didsbury. *Barry Longson*

Class 66 549 passing through Crofton with the Avonmouth Bennett's Sidings to West Drayton working on April 26th. *Michael Bennett*







Freightliner

Class 66 525 and 66 587 creep across Stockport Viaduct on March 31st with the 15:22 Guide Bridge to Crewe Basford Hall formed of repaired container flats. *Lee Stanford*



Class 66 587 working the 4G99 Seaforth - Hams Hall is seen at Warrington Bank Quay on April 16th. *Mark Enderby*



Class 66 532 leads a northbound liner through Acton Bridge on April 21st. *Brian Battersby*



Freightliner

With only a few miles to go, Class 70 014 powers the 03:00 Southampton to Trafford Park liner through Mauldeth Road on April 8th. *Barry Longson*

Class 66 613 is pictured at Thornhill LNW Junction on April 4th with 6M49 Leeds to Tunstead stone empties. *Steve Chapman*

On April 12th, Class 59 002 heads through Pewsey with an empty stone train heading to Merehead Quarry. *Ken Mumford*







Freightliner

Freightliner working coal trains out of Immingham is quite a rarity nowadays, but on April 13th, Class 66 536 is seen at Scunthorpe working 6D66 HIT - Doncaster Down Decoy with 17 loaded HXAs. *Steve Thompson*



On April 21st, Class 66 551 speeds through Heald Green, in charge of the 15:15 Trafford Park to Southampton, fully loaded liner. *Barry Longson*



Class 66 418 passes Mexborough on April 6th with 6M73 Doncaster to Toton departmental. *Steve Chapman*



Freightliner

Class 47 830 'Beeching's Legacy' also carrying its pre-TOPS number D1645, passes Southampton on a special 12:22 Didcot Milton Sidings - Southampton Maritime working on April 26th.
John Goodrich

Freightliner

A green and orange combo, as Class 90 042 and 90 007 lead the 09:12 Felixstowe North to Trafford Park at Rugeley Trent Valley on April 29th. *Barry Longson*

On April 27th, Class 59 104 passes through Swindon with a Merehead Quarry - West Drayton loaded stone train. *Ken Mumford*

Class 66 531 on the 4L36 Wentloog to Felixstowe liner passes through Swindon on April 20th. *Colin Pidgeon*







Freightliner

Class 66 613 approaches Langley Mill working 6M55 16:02 Peterborough to Tunstead on April 21st. *Mark Pichowicz*

Freightliner

On April 29th, Class 66 536 has a full load in tow with the 13:41 Crewe Basford Hall to Felixstowe North liner seen at Rugeley Trent Valley, while an unidentified Pendolino heads north. *Barry Longson*

On April 22nd, Class 66 553 trundles through Northampton working the 09:31 Crewe Basford Hall S.S.M. to Wembley Receptions 1-7 light engine move. *Derek Elston*

On April 20th, Class 66 558 working the 6A60 Whatley Quarry to Oxford Banbury Road heads through Swindon. *Colin Pidgeon*







Freightliner

On April 21st, Class 66 519 working the 4G99 Seaforth - Hams Hall passes Moore.
Mark Enderby



Class 70 006 heads off Stockport Viaduct with a rake of container flats forming 11:21 Hunslet Yard - Crewe Basford Hall Yard on April 27th.
Nick Clemson



Class 90 008 and 90 045 pass through Northampton with an empty 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on April 22nd. *Derek Elston*



GBRf

On April 20th, Class 60 026 ‘Helvellyn’ is seen with the 6F67 ex Tuebrook with loaded stone for Hanson Asphalt, Ashton In Makerfield. *Dave Harris*



Class 66 729 passes through Worting Junction with the 4M46 Southampton to Trafford Park on April 22nd. *Michael Bennett*



Class 66 744 heads through Stockport on April 27th with the 09:52 Small Heath - Hindlow empties. *Nick Clemson*



GBRf

Class 60 076 negotiates a couple of road underbridges on its approach to Rochdale station on April 19th, while in charge of the 09:54 Drax Aes to Liverpool BT empties. *Barry Longson*



GBRf

Class 66 757 passes Meole Brace on March 20th working the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*

Class 66 783 (in Biffa livery) heads through Stafford with a Trafford Park - Felixstowe intermodal on April 21st. *Michael Lynam*

Class 66 755 passes through Stafford on April 21st with a rake of loaded box wagons from Hindlow - Small Heath. *Michael Lynam*







GBRf

Class 69 003 seems to have settled down on the Mountfield to Southampton gypsum empties, seen here passing Pot Bridge near Winchfield on April 7th. *Michael Bennett*

Class 66 757 passes Burgs Lane, Baystan Hill on April 3rd with the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*

Not quite to plan on April 4th, as Class 69 003 on the Mountfield to Southampton gypsum empties passes through Worting just as a late running Southampton to Trafford Park heads in the opposite direction. *Michael Bennett*







GBRf

On a wet April 7th, Class 66 798 passes Winwick Quay working the 6M90 Avonmouth - Clitheroe. *Mark Enderby*

On April 6th, Class 66 796 passes Moore working the 6E10 Liverpool Biomass Terminal - Drax loaded Biomass. *Mark Enderby*

Class 66 783 ‘The Flying Dustman’, screams at full pitch as it passes Gatley, with a fully loaded 14:18 Trafford Park to Felixstowe North, on April 20th. *Barry Longson*







GBRf

Class 66 770 and 66 797 pass Worting with a Scunthorpe Trent to Eastleigh engineers train on April 5th. *Michael Bennett*

Two celebrity liveried locos were found on the 11:42 Doncaster Decoy to Liverpool Biomass Terminal on April 3rd when Class 66 796 and DIT Royal Scotsman liveried 66 743 are seen approaching Ashton Moss Junction.
Lee Stanford

On April 5th, Class 66 733 working the 4Z85 London Gateway to Donnington RFT is seen upon arrival at its destination.
Richard Hargreaves







GBRf

Class 66 791 passes Battlefield on March 26th working the 6M90 01:45 Gloucester - Clitheroe empty cement. *Phil Martin*

Class 66 798 is a recent import to the UK and on April 8th was seen passing Stafford working the 08:43 Clitheroe to Avonmouth cement tanks. *Lee Stanford*

Over the past few years, GBRf have shown support for various organisations by painting locomotives in different liveries. Here Class 66 708 is seen with the Ukraine flag colours dominating its side, as it runs through Hatfield and Stainforth with the 11:03 Ratcliffe to Immingham empty hoppers, on April 22nd. *Barry Longson*







GBRf

On April 20th, the 12:30 Mountfield - Southampton Western Docks empty gypsum wagons was worked by red and blue research department liveried Class 69 004 with 69 003 also included in the formation. The train is seen passing Horseshoe Bridge, St Denys. *John Goodrich*

GBRf

Class 66 796 heads across Sankey Viaduct on April 6th with a Drax working. *Jeff Nicholls*



On April 8th, Class 66 704 passes Norton Crossing working the 4F62 intermodal. *Mark Enderby*

Class 60 047 with a LBT - Drax Biomass catches the evening sun at Acton Bridge on April 21st. *Brian Battersby*





GBRf

On April 9th, a gesture of support for Ukraine, as Class 66 708 passes Frodingham Junction at Scunthorpe on 4E87 coal empties from Ratcliffe PS to Humberside Import Terminal at Immingham. *Steve Thompson*

Beacon Rail liveried Class 66 791 has charge of a Gloucester to Clitheroe empty cement working at Standish on March 26th. *John Sloane*

Class 66 797 passes Thornhill LNW Junction on April 4th with 6M37 Arcow to Pendleton stone *Steve Chapman*







GBRf

On April 18th, Class 69 003 passes Popham working the 4Y19 Mountfield to Southampton Western Docks. *Dennis Rowland*

Class 66 703 is entrusted to work the 12:58 East Midlands Parkway to Seaforth Docks on April 29th and makes a fine sight at full speed approaching Rugeley Trent Valley.
Barry Longson

Class 66 757 passes Duncote Mill with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement on April 20th. *Keith Davies*







GBRf

Unique liveried Class 60 026 passes the site of Droylesden station on April 3rd with the 12:03 Liverpool to Drax loaded Biomass hoppers. *Lee Stanford*



Class 60 026 passes Bamfurlong on April 27th. with a stone train. *Jeff Nicholls*



Class 66 757 passes Woolascott with the 6V41 12:43 Penyffordd Cement - Avonmouth Hanson Sidings on April 10th. *Keith Davies*



GBRf

Class 69 004 passes Worting Junction with the gypsum empties on April 22nd. *Michael Bennett*



Class 66 796 is seen at Thornhill LNW Junction with 6E10 Liverpool to Drax Biomass on April 4th. *Steve Chapman*



Class 66 757 passes Wolascott on April 18th working the 6M42 09:06 Avonmouth - Penyffordd empty cement. *Phil Martin*



GBRf

Class 66 774 brings the late running 08:20 Middleton Towers to Barnby Dun sand, slowly through Doncaster on April 22nd. *Barry Longson*



Class 60 095 passes Thornhill LNW Junction on April 4th with 6M09 Drax to Liverpool Biomass empties. *Steve Chapman*



Class 66 793 working light engine from Doncaster to Eastleigh as 0O01 passes Burton on April 4th. *Stuart Hillis*



GBRf

On April 24th, Class 66 757 passes Meole Brace with 6M42 14:14 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*



Class 66 783 approaches Swinton on April 6th with 4E57 Ratcliffe to Immingham coal empties. *Steve Chapman*



Class 60 076 passes Tabley on April 30th with a LBT - Drax Biomass working. *Mark Enderby*

GBRf

Class 47 739 with a Derby Litchurch Lane to Eastleigh working hauling Class 701 045 passes Pot Bridge on April 14th. *Michael Bennett*

On April 29th, Class 66 703 with an East Midlands Gateway - Seaforth intermodal passes Moore. *Mark Enderby*

Class 66 794 comes off the chord from Farington Junction as it crosses Lostock Hall Junction with an Avonmouth to Clitheroe empty cement train on April 20th. *John Sloane*







GBRf

Class 60 002 working the 6N45 Drax - Tyne Dock storms down the Durham coast as it approaches Seaton Carew on April 18th.
Michael J Alderdice

Class 66 763 passes Uffington on April 6th with 4Z85 04:37 London Gateway - Donnington RFT.
Keith Davies

Class 60 095 passes Acton Bridge on April 26th with a Drax bound Biomass working.
Brian Battersby







GBRf

Class 60 095 trundles through Manchester Victoria on April 2nd working the 6M36 09:21 Drax Aes (GBRf) to Liverpool Biomass Terminal. *Derek Elston*



Class 66 711 passes Charnock Richard hauling a Mountsorrel to Carlisle stone train on April 22nd. *John Sloane*



Class 69 001 ‘Mayflower’ hauls 69 005 to Arlingtons for painting as the pair are seen approaching Kings Sutton running as 0Z69 10:05 Longport F.D. to Eastleigh Works on April 7th. *Derek Elston*



Great Western Railway

Ancient and Modern as a 5-car Class 800 Hitachi IET No. 802 005 arrives at Moreton in Marsh passing the signal box and semaphores with the 16:50 London Paddington - Hereford service on May 7th. *Chris Morrison*

Class 802 012 on an Exeter St. Davids to London Paddington service is seen at Crofton on April 26th. *Michael Bennett*

On April 20th, Class 387 143 and 387 146 are seen near Theale with the 13:07 London Paddington to Newbury service. *Michael Bennett*







Great Western Railway

Class 800 016 and 800 005 round Crofton Curve with a Penzance to London Paddington service on April 26th. *Michael Bennett*

Class 165 106 on a Newbury to Bedwyn service is seen just west of Newbury on April 5th. *Michael Bennett*

Class 165 119 stands at Kings Sutton with 2V41 the 13:07 Banbury to Didcot Parkway service on April 7th. *Derek Elston*







Great Western Railway

Class 158 760 approaches Redbridge on April 15th leading the 13:30 Cardiff - Portsmouth Harbour service.
John Goodrich

Hull Trains

Class 802 304 stands at London King's Cross with 1H01 07:27 to Hull on April 23rd. *Derek Elston*

L.N.E.R.

On April 16th, at Gamston, to the south of Retford. DVT No. 82222 heads the formation, propelled by the ever popular Class 91 110 on 1A43 Leeds - London King's Cross.
Steve Thompson

On April 30th, Class 91 124 has just arrived at platform 8 Leeds station at the head of 1D05, the 08:03 London King's Cross to Leeds service.
Barry Longson

Class 800 108 speeds through Doncaster on April 22nd, working the 09:52 Aberdeen to London King's Cross service. *Barry Longson*







L.N.E.R.

Class 800 105 heads through Horsforth on April 14th with a London King's Cross service. *Jeff Nicholls*

Still carrying its 'Flying Scotsman' branding, Class 91 101 arrives at Doncaster on April 5th working the 09:06 London King's Cross to York service. *Lee Stanford*

On April 16th, Class 91 130 propelling the 1A45 Leeds - London King's Cross service passes Gamston. *Steve Thompson*







L.N.E.R.

On April 16th, Class 91 114 working the 1Y90 York - London King's Cross service passes Gamston. *Steve Thompson*

TRIBUTES PAID TO TWO RAILWAY WORKERS ON THE 80TH ANNIVERSARY OF THE WWII BOMBING OF YORK RAILWAY STATION

On April 29th, London North Eastern Railway (LNER) and 'Raids Over York' heritage project joined together to commemorate the 80th anniversary of the WWII bombing of York Railway Station by paying tribute to two railway workers who lost their lives. A new plaque has been unveiled during a service to honour railway policeman Robert W. Smith and station foreman William Milner, who both worked for the London and North Eastern Railway. They were among 94 people killed during air raids over York in the early hours of April 29th 1942.

Hundreds of people were injured in the Luftwaffe raids, known as the 'Baedeker Raids', which hit historic targets, with York one of five English cathedral cities bombed. The railway station was among many buildings severely damaged, targeted for its role as a principal part of the national rail network.

William Milner was killed after entering a blazing building to obtain a box of medical supplies needed to treat casualties. He was posthumously awarded the King's Commendation for Gallantry. A bronze plaque was unveiled in his honour at York station in the 1980s. Recent research has found that another volunteer railwayman was killed in the raid, Robert Smith and to mark the 80th anniversary of the raids, a new plaque has been placed at York Railway Station close to where the policeman lost his life to pay tribute to the men.

David Horne, LNER Managing Director, said: "We are proud to remember and honour two of our fellow railway workers, who sacrificed their own lives to help save others. On this 80th anniversary of the air raids, we recognise their bravery and the resilience of the station teams, who heroically worked to help passengers and to also ensure trains were running by the evening of April 29th."

During the early morning raids, passengers were onboard an express train in the station as they travelled from London King's Cross to Edinburgh when a bomb partially demolished a cast iron roof column and several arch ribs.

Train coaches were set on fire, with six being destroyed and a number removed by the Station Pilot and shunters. The Parcels and Booking offices were also gutted and platforms damaged. A nearby power depot was also damaged by a blast, which destroyed further rolling stock.

John Shaw, from the Raids Over York project said: "The air raid of April 29th was known as the 'Baedeker' raid in the years after it occurred. Strictly speaking, York was attacked as it was a major railway centre. Newspaper releases some three months later named many railway staff who gave assistance above and beyond their duties and we pay tribute to them. Due to the diligence of people like William Milner and Robert William Smith, York station was back in full operation within 48 hours, a true testament to their dedication."



Wreaths were laid and tributes paid during the service of commemoration at York Railway Station.

L.N.E.R.

Class 91 114 ‘Durham Cathedral’ sits ready to work the 1D05 08:03 London King’s Cross to Leeds service on April 23rd.
Derek Elston



Lumo

Class 803 003 approaches York on April 6th with 1S93 London King's Cross to Edinburgh service and is passes by LNER Azuma Class 801 211 departing York with 1E10 Edinburgh to London King's Cross. The Lumo services do not stop at York but continue as far as Newcastle where a crew change occurs before going on to Edinburgh. *Dave Mather*

The first of the small Lumo fleet, Class 803 001 speeds through Doncaster, working the 09:11 Edinburgh to London King's Cross on April 22nd. *Barry Longson*

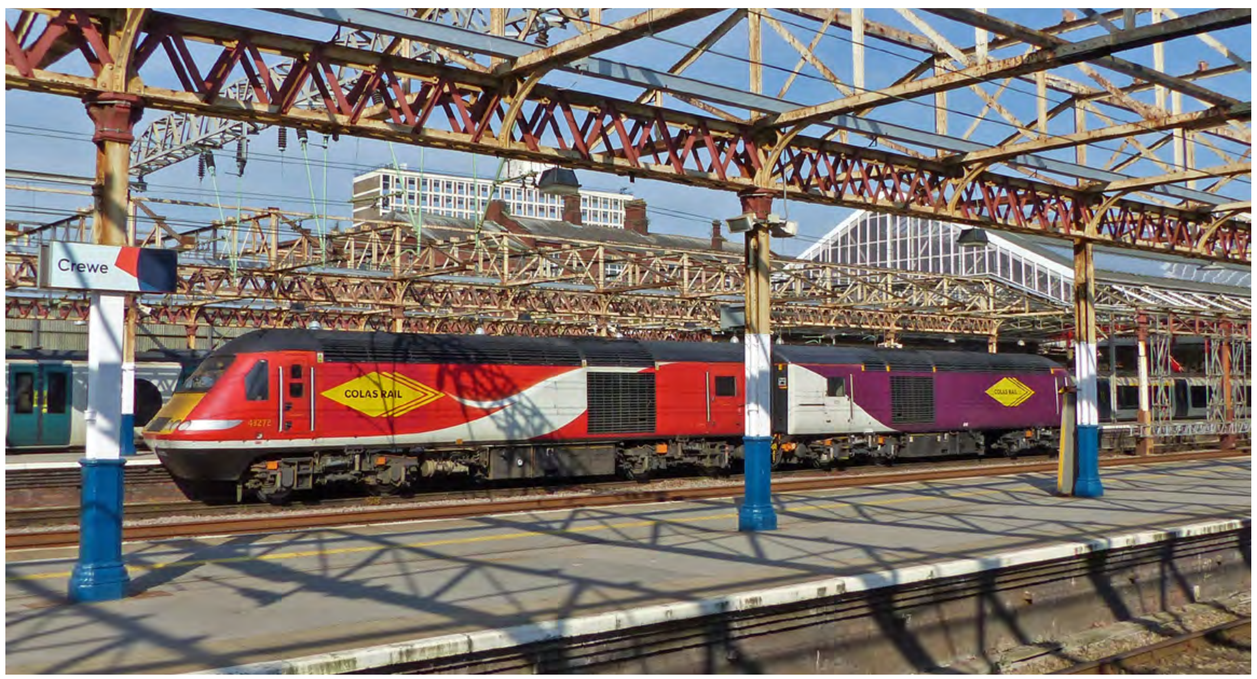
Network Rail

Power cars Nos. 43290 and 43299 pass Woolascott with 1Q20 07:50 Crewe CS - Derby RTC on April 22nd. *Keith Davies*



Power car No. 43299 leads the NMT northbound through Acton Bridge on April 21st.
Brian Battersby

On April 21st, power cars Nos. 43274 and 43272 pass through Crewe working from Crewe CS - Warrington Bank Quay via Sandbach and Middlewich on driver training duties.
Michael Lynam





Network Rail

On April 14th, a welcome visitor, 'Caroline', the inspection saloon. After arriving in North Lincolnshire by way of Lincoln, she visited Cleethorpes and Ulceby before returning to Derby via Scunthorpe, where the ever-faithful Class 37 418 is seen propelling its esteemed guest. *Steve Thompson*

Network Rail

Class 37 418 working the 5Z01 Derby - Coleham passes Steel Heath on April 21st. *Carl Grocott*



On April 21st, Class 37 418 is seen stabled in a south bay platform at Crewe complete with saloon coach 'Caroline'. *Michael Lynam*



On April 21st, power cars Nos. 43272 and 43274 pass Moore working 0Z40 Crewe - Crewe route learner. *Mark Enderby*



Network Rail

Power cars Nos. 43272 and 43274 pass The Oaks, Hadnall on March 19th with a pair of former DRS coaches, running as 12:00 Cardiff - Derby. *Phil Martin*

On April 14th, power cars Nos. 43274 and 43272 are seen departing Oxford running to Bicester Ace Sidings on a driver training run.
Tom Blanpain

Class 97 302 leads 37 418 at Bell Vue with 5Z02 10:04 Shrewsbury to Portmadog on April 22nd.
Keith Davies







Network Rail

Class 37 175 leading the 3Q38 test train passes Daresbury on April 21st. *Mark Enderby*

On April 22nd, Class 37 610 and 37 116 top'n'tail the 1Q83 track inspection train from Blackpool North - Derby RTC via a tour of the North West, seen here passing through Pleasington. *Michael Lynam*

Class 37 418 passes Hadnall with 5Z01 16:14 Derby RTC (Serco) to Coton Hill on April 21st. *Keith Davies*







Rail Operations Group

Class 57 306 passes through Worting on a Cricklewood to Eastleigh working with Class 360 102 in tow on April 14th.
Michael Bennett

On April 13th, the 5Q76 Belmont Down Yard to Newport Docks (Sims Group) heads through Didcot being formed of Class 37 800 leading 365 536. *Tom Blanpain*

On April 13th, the 5Q76 Belmont Down Yard to Newport Docks (Sims Group) heads through Swindon lead by Class 37 800 hauling 365 536.
Colin Pidgeon





Rail Operations Group

Class 37 601 and 37 608 hauling 365 506 from Belmont Down Yard to Newport Docks (Sims Group) heads through Didcot Parkway on April 26th. *Tom Blanpain*



Rail Operations Group

Class 57 306 hauling the 5Q86 Wembley Terminal to Eastleigh is seen passing Dunbridge on May 2nd. The train was routed via Newbury, Westbury and Salisbury. *Michael Bennett*

On April 7th, Class 37 884 drags 315 848 through Didcot with an Ilford E.M.U.D. to Newport Docks (Sims Group) working. *Tom Blanpain*

On April 20th, Class 37 800 on 5Q76 Ely Papworth Sidings to Newport Docks hauls Class 317 708 past Marston footbridge. *Ken Mumford.*







TransPennine Express

The driver of TransPennine Express Nova Class 397 010 gives the windscreen a wash at Wigan North Western, with the 12:04 Glasgow to Liverpool Lime Street service on April 21st. *Paul Senior*

Class 68 028 ‘Lord President’ and 68 021 ‘Tireless’ work through Northampton light engine with 0N42 13:28 Wolverton Centre Sidings to Crewe Gresty Bridge on April 22nd. *Derek Elston*

Class 68 030 ‘Black Douglas’ enters Malton station at the head of 1F62 10:34 Scarborough - York service on Bank Holiday Monday, May 2nd. *Andy Pratt*







TransPennine Express

Class 802 211 speeds through Ravensthorpe on April 4th while working the 13:43 Newcastle to Liverpool service. *Steve Chapman*

With the station clock showing 13:26, departure time is just 8 minutes away at Scarborough for Class 68 024 on 1F68 13:34 Scarborough to York service on a dull May Day bank holiday, May 2nd. *Andy Pratt*

Class 185 123 and 185 112 pass Burnage on April 20th with the 10:40 Manchester Airport to Redcar Central service. *Barry Longson*







TransPennine Express

Class 68 021 leads 5Z67 Longsight to Gascoigne Wood ECS through Thornhill LNW Junction on April 4th. *Steve Chapman*

On April 2nd. Class 802 216 stands at Manchester Victoria with 9M16 07:43 Newcastle to Liverpool Lime Street service. *Derek Elston*





TransPennine Express

Class 68 021 working a Gascoigne Wood - Crewe ECS passes Moore on April 21st.
Mark Enderby

Transport for Wales

Class 67 017 passes Woolascott with 1W96 17:16 Cardiff Central - Chester on April 22nd. *Keith Davies*



Class 175 113 passes Kempseye on April 15th with the 1V38 09:31 Manchester Piccadilly - Carmarthen service. *Keith Davies*



Class 67 010 passes Leaton on April 29th working the 1V98 16:36 Holyhead - Cardiff Central. *Phil Martin*



Transport for Wales

Class 175 101 passes Meole Brace on March 26th working 1V38 09:31 Manchester Piccadilly - Carmarthen service. *Phil Martin*

Still to enter service for Transport for Wales is former Underground train Class 230 007 which could be found stabled at Chester on April 7th. *Lee Stanford*

On April 27th, Class 67 015 is seen at Woolascott working the 1V98 16:36 Holyhead - Cardiff Central service. *Phil Martin*







Transport for Wales

Class 175 105 passes Woolascott on March 25th working the 1W95 15:23 Cardiff - Holyhead service. *Phil Martin*

On April 12th, Class 197 012, 197 014 and 197 020 are just some of the new TfW units seen stored at Donnington RFT. *Richard Hargreaves*

On March 19th, Class 175 107 working the 1W59 11:01 Carmarthen - Manchester Piccadilly service passes The Oaks, Hadnall.
Phil Martin





Transport for Wales

Class 175 109 is seen at Sansaw Heath on March 26th working the 1V41 Crewe - Shrewsbury service. *Phil Martin*



Class 175 103 passes Bayston Hill with 1W52 05:54 Milford Haven - Manchester Piccadilly service on April 16th. *Keith Davies*



Class 67 017 passes Leaton on April 29th working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*



Transport for Wales

Class 158 832 and 158 824 working the 1D13 16:30 Shrewsbury - Chester service pass Leaton on April 24th. *Phil Martin*

Units: DMUs and EMUs

Northern's Class 195 124 nears Euxton Junction with a Barrow to Manchester Airport working on April 8th. *John Sloane*



Northern's Class 331 005 passes Charnock Richard with a Blackpool to Liverpool Lime St. working on April 22nd. *John Sloane*



Northern's Class 156 464 passes Lostock Hall Junction with a Preston to Colne train on April 21st. *John Sloane*



Units: DMUs and EMUs

Northern's Class 319 383 calls at Mauldeth Road on April 8th while working the 09:27 Liverpool Lime Street to Crewe service. *Barry Longson*



Northern's Class 331 004 and 331 015 stands at Leyland Station with a Blackpool North to Liverpool service on April 20th. *Eddie Emmott*



On May 2nd, West Midlands' Class 196 102 heads past Hartshill Park, Oakengates with a Birmingham New Street test run. *Richard Hargreaves*



Units: DMUs and EMUs

South Western Railway's Class 444 021 and 444 014 on the 1B29 14:35 London Waterloo to Poole service pass Worting on April 4th.
Michael Bennett

With branding on the first coach advising against trespassing on the railway, LNWR Class 350 108 departs from Stafford on April 8th with a service to Birmingham New Street.
Lee Stanford

Northern's Class 195 125 is seen at Mauldeth Road working the 10:28 Manchester Airport to Barrow in Furness service on April 8th.
Barry Longson







Units: DMUs and EMUs

The sun sets over the Merseyrail Depot at Kirkdale, with Class 507 008 and 507 027 stabled, as 507 017 passes on a Kirkby to Liverpool Central service, on March 19th. *Paul Senior*

SWR's Class 158 887, 159 007 and 159 001 working the 12:25 Exeter St. Davids to London Waterloo service are seen near Winchfield on April 14th. *Michael Bennett*

Merseyrail unit Class 507 009 enters a rainy Chester on April 7th with a service from Liverpool. *Lee Stanford*







Units: DMUs and EMUs

On April 28th, Northern's Class 156 454 is seen crossing Arnside Viaduct working a Lancaster - Carlisle service via Barrow in Furness. *Michael Lynam*



On April 14th, Northern's Class 195 113 is seen at Frodsham with a Leeds - Chester service. *Mark Enderby*



South Western Railway's Class 159 103 and 159 017 pass Wyke with the 10:20 London Waterloo to Exeter St. Davids service on April 14th. *Michael Bennett*



Units: DMUs and EMUs

Northern's Class 323 224, slows for its stop at Chelford, Cheshire, with the 15:01 Manchester Piccadilly to Crewe service on March 26th. *Paul Senior*



SouthEastern's Class 375 714 stands at London Charing Cross waiting to work 1H38 13:15 to Hastings on April 5th. *John Balaam*



Fresh out of the box, West Midlands Trains' Class 730 007 is seen at Rugeley Trent Valley, working the 13:10 Nuneaton to Crewe test run on a sunny April 29th. *Barry Longson*



Units: DMUs and EMUs

Northern's Class 156 459 is seen approaching Stockport on April 3rd, working the 15:06 Manchester Piccadilly to Chester service. *Barry Longson*



South Western Railway's Class 444 038 and 444 010 working the 1W69 London Waterloo to Weymouth pass Worting Junction on April 22nd. *Michael Bennett*



Northern's Class 319 366 stands at Wigan North Western on April 20th waiting its next working to Liverpool Lime St. *Eddie Emmott*



Units: DMUs and EMUs

Northern's Class 170 472 approaches Horsforth on April 14th with a Leeds - Harrogate - York service. *Jeff Nicholls*



South Western Railway's latest new unit, Class 701 044 passes Harrowden Junction 154 minutes late on delivery as 5Q10 08:05 Derby Litchurch Lane to Eastleigh being hauled by Class 47 739 on April 8th. *Derek Elston*



On April 16th, Northern's Class 150 105 is seen at Rochdale. *Mark Enderby*



Units: DMUs and EMUs

Northern Bi-mode EMU, Class 769 458 calls at Parbold, with the 15:17 Southport to Alderley Edge service, on April 16th. The semaphore signals are due to be replaced by colour lights some time this year. *Paul Senior*



Northern's Class 170 459 passes Hatfield and Stainforth non-stop, while working the 12:07 Sheffield to Scarborough service on April 22nd. *Barry Longson*



South Western Railway's Class 450 070 working the 1T54 14:59 to London Waterloo and 444 034 working the 1P50 14:45 to London Waterloo are seen at Portsmouth Harbour on April 6th. *John Balaam*



Units: DMUs and EMUs

South Western Railway's Class 444 025 passes Swaythling on April 15th leading the 13:35 London Waterloo - Poole 10-car formation. *John Goodrich*

SouthEastern's Class 465 925 arrives at London Charing Cross on April 5th with 1K34 12:30 from Hayes. *John Balaam*

Northern's Class 156 429 and 156 401(ex-EMR) working a late running Chester to Manchester Piccadilly service are seen at Navigation Road (Altrincham) on April 25th. *Steve Stepney*







Units: DMUs and EMUs

South Western Railway's Class 450 020 reverses into Southampton's bay platform 5 after arriving as 12:19 empty stock move from Guildford on April 26th. *John Goodrich*

South Western Railway's Class 158 890 working the 2R54 Salisbury to Romsey service is seen at Dunbridge on May 2nd. *Michael Bennett*

Against a threatening sky, Northern's Class 158 869 leads another Class 158 through Swinton on April 6th with 5G69 Doncaster to Sheffield ECS. *Steve Chapman*







Scotrail

On April 21st, Class 156 476 stands at Oban having arrived with the 10:34 from Glasgow Queen Street service. *Allison Twycross*

Scotrail

On April 22nd, Class 318 253 is seen at Balloch working the 14:38 to Airdrie service. *Allison Twycross*

Power car No. 43135 is seen at Glasgow Queen Street on April 21st on the rear of the 09:41 service to Aberdeen. *Allison Twycross*

Class 385 022 and 385 014 are seen at Glasgow Queen Street on April 21st. *Allison Twycross*







Scotrail

Inter7City HST led by power car No. 43182 approaches Cupar on April 28th working the 11:01 Aberdeen to Edinburgh service. *Lee Stanford*

Class 170 470 passes the North British signal box at Cupar on April 23rd with the 12:58 Edinburgh to Arbroath service. *Lee Stanford*

The 15:30 Edinburgh to Aberdeen service led by power car No. 43136 approaches Dundee on a dull April 26th. *Lee Stanford*







Scotrail

On April 24th, power car No. 43176 leads 43175 at Perth working an Aberdeen to Glasgow Queen Street service.
Richard Jones



Heaton Park Tramway

On April 3rd, 28th, Blackpool Balloon tram No. 702 and Engineers Car No. 1 are seen at Lakeside Depot. *Michael Lynam*

Manchester Corporation Tramway, Horse Tram No. 173 and tram No. 765 are seen at Middleton Road Depot. *Michael Lynam*

Blackpool tram No. 623 and Stockport No. 5 are seen outside the Middleton Road Depot. *Michael Lynam*







Heaton Park Tramway

Manchester Corporation Tramway, Horse Tram No. 173 is passes by tram No. 765 at Middleton Road Depot. *Michael Lynam*

Hull tram No. 96 approaches Middleton Road Depot returning from Lakeside.
Michael Lynam

On April 3rd, Stockport tram No. 5 is seen stabled outside Middleton Road Depot.
Michael Lynam







Manchester Metrolink

A busy scene at Manchester Victoria, Metrolink station on April 12th.
Paul Senior

National Rail



Island line Class 484 001 stands at Shanklin waiting to work 2U46 16:18 to Ryde Pier Head on April 6th.
John Balaam

New cheaper short-term car parking introduced at 31 Greater Anglia station car parks

Greater Anglia has introduced a new pay by hour tariff for 31 of its station car parks, so people have a cheaper option if they're not planning to park all day. The new hourly tariff will give people the option to park for up to four hours for £1 an hour – perfect for shorter trips or for visiting places near stations. There is no change to other tariffs and prices, which have been frozen since 2020.

Stations to get the new hourly charge are: Audley End, Billericay, Bishop's Stortford, Broxbourne, Cambridge North, Chelmsford, Cheshunt, Colchester, Diss, Ely, Harlow Town, Hatfield Peverel, Ingatestone, Ipswich, Kelvedon, Manningtree, Mark Tey, Rayleigh, Shenfield, Whittlesford, Wickford and Witham.

All of these stations have Automatic Number Plate Recognition, making it easier and quicker to pay up to 24 hours after parking. In addition, the company is also introducing an hourly tariff at Hockley, Lowestoft, March, Prittlewell, Rochford, Stowmarket, Waltham Cross, Ware and Wivenhoe stations, where customers will be able to pay for parking using Pay By Phone.

Simone Bailey, Greater Anglia asset management director said: "By introducing a new cheaper short-stay hourly tariff at our car parks, we hope people will consider taking the train for short trips to nearby towns such as between Ipswich and Colchester, or Diss and Norwich, or even Cambridge North to Cambridge. Replacing a car journey with a train journey is better for the environment by cutting potential carbon emissions and reduces congestion on our roads and in our towns."

This latest station parking innovation follows Greater Anglia introducing a flexible parking season ticket last autumn for commuters travelling into the office two or three times a week. The flexible parking season ticket, available at all the ANPR stations listed above plus Cambridge, gives eight parking sessions which have to be used within 28 days of purchase – matching the new Flexi Season ticket which was launched last summer. Flexible parking season ticket prices vary from station to station and offer savings of up to 12.5 per cent compared to daily peak time rates.

Fares Advice *with RailUK*

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

Missed Lumo due to other operator delay - what's supposed to happen?

Q: I was booked to travel Inverness to Edinburgh with Scotrail, then Lumo Edinburgh to London.

I actually had about 3 hours leeway in Edinburgh to changetrains,butacavalcadeofScotrailcancellations, diversions and delays meant I still missed it.

I already knew I was going to miss it when I was in Aberdeen so asked the Scotrail ticket office there what my options were. They did me a reservation for a later Edinburgh - London LNER, and stamped my Scotrail tickets, but they didn't really seem to know what my Lumo ticket even was when I showed it to them. So I was expecting that I might have some issues when i got on the LNER train.

The first ticket check just accepted it, didnt even ask to see my Edinburgh - London ticket so Lumo didn't come into the conversation.

The second check it did though, and I was told that what I had wasn't correct. I was ready for an argument that it was Scotrail's error not mine - but to their credit they accepted this without any dispute. I was given a bit of a talk about Lumo being nothing to do with them and that Lumo would just leave delayed passengers in the lurch and so on. But I wasn't clear exactly what was supposed to have happened. There was no benefit in me pursuing that question though.

So... What should have happened? Should Scotrail have made me travel on the next Lumo service? Or is Lumo somehow excluded from requirements to help out with delays originating from other operators? Or could Scotrail have just told me, tough luck and sort yourself out?

A: Firstly, the default entitlement in the case of missing a connection is to take the next service that complies with your tickets' route or TOC restrictions. There is no requirement to do anything to be permitted to do this.

Obviously in your case, there was no further Lumo service that day so this was not an option. That being the case, NRCoT 28.2 came into play, meaning any and every operator in a position to assist you was obliged to do so. It's good that ScotRail stepped up to the plate here by issuing you with a new reservation and officially endorsing your ticket, but LNER would have been obliged to do exactly the same (well, except the reservation) if ScotRail hadn't done so.

It was bang out of order for the second LNER member of staff to suggest that:
a) Permission given by other staff or TOCs isn't binding on LNER. Apparent authority clearly exists so this argument is nonsense.
b) There was something else you should have done. What were they expecting you to do? Be stranded?
c) The fact that Lumo is a different company makes any difference to your situation. It doesn't. NRCoT 28.2 requires every operator that can help to do so, not just the operator that caused your journey to be disrupted, or the operator whose train you missed.

Furthermore, it's worth noting that if your journey is disrupted (e.g. you miss a connection or a train is cancelled), you gain additional rights if complying with the usual rules and restrictions as stated above would cause you to be delayed by more than 1 hour. This is under Article 16 of the PRO, and means you can opt to be rerouted at the earliest opportunity.

In practical terms, that means that if your Lumo service is cancelled/delayed/you miss a valid connection onto it, it will almost always be the case that Lumo are required to reroute you on LNER (or another operator) if that is the quickest option. Exactly how they do that is up to them - it may involve ticket acceptance, or buying you a brand new ticket. But they must do so, and if they refuse to do so and you incur additional costs as a result (e.g. having to buy a new ticket), you would be able to claim this back from them.

Ticket Advice for All

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

National Rail

Class 40 No. D213 adds some colour to the very drab scene as it enters Romiley station on April 16th at the head of Intercity railtours 'Norfolk Coast Express' from Manchester Piccadilly to Great Yarmouth. *Andy Pratt*



Loco Fleet List Ten

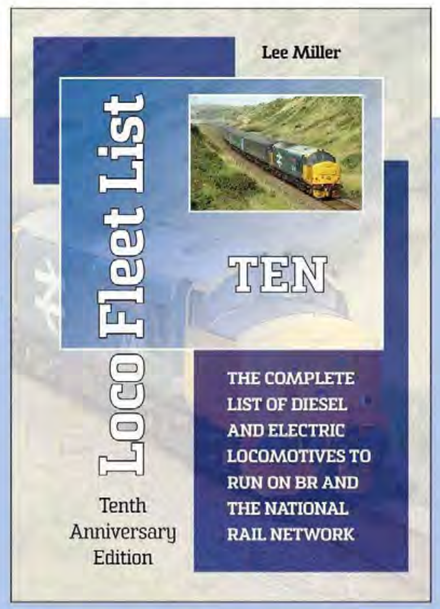
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

More services and longer trains in Greater Anglia's summer timetable

Greater Anglia will be adding more services including extra trains for people travelling to the region's holiday parks when the annual summer timetable comes into operation.

The company is making some increases to commuter services to match demand - which remains fairly steady at less than 55 per cent of pre-pandemic levels, as fewer people are travelling into their offices every day of the working week.

From Sunday 15 May, the timetable will include:

Intercity services between Norwich and London half-hourly all day until 21.00 Monday to Friday when they become hourly, half-hourly on Saturdays and mainly hourly on Sundays.

Some additional services and some longer trains on services between Ipswich, Colchester, Clacton/Walton, Harwich, Braintree, Chelmsford, Southend Victoria, Southminster and London Liverpool Street, including in the evening rush hour.

More new and longer trains on routes between Cambridge, Bishop's Stortford and London Liverpool Street and on the Hertford East line once platform lengthening works are complete later this year.

Stansted Express services between Stansted Airport and London Liverpool Street will be mostly half-hourly, with some extra trains at busier times.

Rural services between Norwich and Lowestoft, Cambridge/Stansted Airport, Sheringham, and Great Yarmouth; between Ipswich and Cambridge, Felixstowe, Lowestoft and Peterborough; and between Marks Tey and Sudbury will continue with the usual service.

Extra summer services will run between Norwich and Great Yarmouth on Saturdays from 21 May to 10 September, and on Mondays and Fridays from 18 July to 2 September, providing over 66,000 extra seats for holiday-makers over the peak summer period.

There will also be additional early Sunday services between Ipswich and Peterborough, departing Ipswich at 07.55 and returning from Peterborough at 09.50, from 15 May to 11 September.

Greater Anglia has been closely monitoring passenger numbers in order to match services provided to demand for them.

Passenger numbers are still lower than pre-pandemic levels, at just over 70 per cent of 2019 levels across the Greater Anglia network overall, but falling to less than 55 per cent for commuting to London.

Jamie Burles, Greater Anglia managing director, said: "We're making a number of service improvements in our May timetable changes.

"We've been monitoring our passenger numbers and listening to customer feedback, so we're increasing services or running longer trains where possible and appropriate - building on our actions over recent months, where we've been adding extra capacity in line with increasing demand.

"The pandemic has changed our railway. We have a different contract with the Government which is wholly funding us. It's important that we provide the best possible service to our customers and also value for money for taxpayers.

"Over the coming months, we'll see even more of our new longer trains with all mod cons replace our older trains on commuting routes into London, which will lead to more seats available for our customers and a much-improved travelling experience.

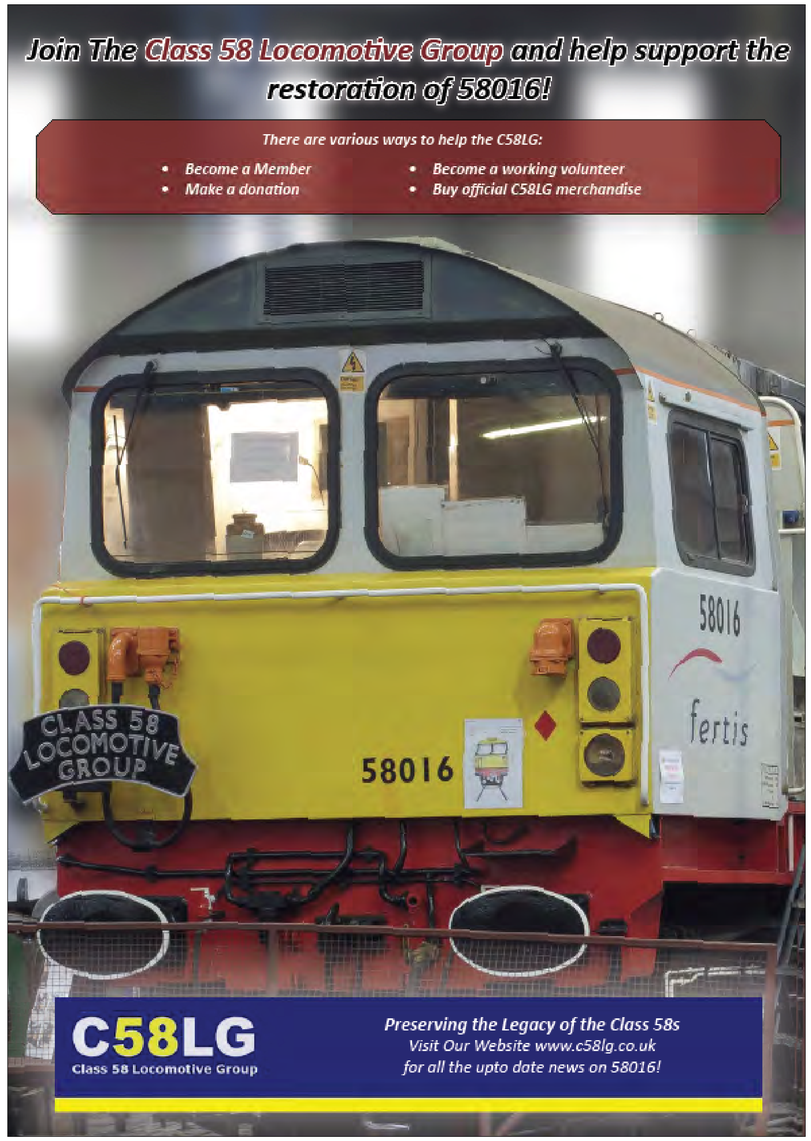
"New trains already in place on our Intercity, Stansted Express and regional services have markedly improved service standards on those routes – including helping us to achieve record-breaking punctuality.

"We'll continue to monitor passenger numbers and make further adjustments as necessary, always seeking to run a very good service and to encourage more customers to take the train."

National Rail



Just what you want as Class 66 778 'Cambois Depot 25 Years' working 6M63 09:41 Neasden Charrington GBRf to Bardon Hill GBRf turns up early blocking your shot of 56 081, April 8th. *Derek Elston*



More commuter services on Great Northern, Southern and Thameslink in summer timetable change

Great Northern, Southern and Thameslink will be running more weekday trains in its summer timetable, targeted mostly at supporting commuters returning to the workplace. Customers are advised to check ahead at nationalrail.co.uk as train times will change from May 15th . Southern will continue running almost all its trains at weekends for passengers making the most of day trips/destinations across our network. However, with fewer people travelling overall throughout the week, some short distance routes will be reduced on Saturdays. Highlights include:

Great Northern
More trains (up to 10 every hour) in the morning and evening rush hours to and from Moorgate in the City of London (from Welwyn Garden City or Stevenage).

Thameslink
New half-hourly peak services that cross central London from Welwyn Garden City, Hatfield, Potters Bar, New Barnet, Oakleigh Park, New Southgate and Finsbury Park to St Pancras International, Farringdon, City Thameslink, Blackfriars, Elephant & Castle and beyond to Sevenoaks. Two extra trains to and from Bedford in each of the rush hours. Around twice the number of trains in the peaks at stations between St Albans and London. Two peak trains an hour from Orpington through to Luton, doubling for the most part the service on the Catford Loop at stations such as Denmark Hill, Peckham Rye, Nunhead and Crofton Park, all of which will cross London. A half-hourly cross-London service all day between Luton and Rainham doubling the service through Medway towns such as Chatham, Gillingham and Dartford.

Southern
Hastings to Brighton peak services doubled to become half-hourly. Beckenham Junction to London Bridge via Tulse Hill increased in the peaks to half-hourly. 40-year-old trains on London suburban routes replaced with more reliable modern trains from the Southern fleet, providing customers with air-conditioning and toilets. Direct Brighton services restored beyond Chichester, to Portsmouth and Southampton. Changes to two short distance routes in the inner-London area and two in the Brighton area. Maintains minimum half-hourly frequencies with longer trains where needed.

Chief Operating Officer Angie Doll of Govia Thameslink Railway, which runs the services, said: "The new timetable from Sunday May 15th is the starting point for rebuilding our railway, to help our customers get where they want to go while reflecting new travel patterns which have changed significantly, particularly on weekdays. Our priority is to support passengers by running reliable services, working closely with our stakeholders to support the economic recovery of both local and regional rail."

National Rail

Class 66 770 passes slowly through Harrowden Junction working 6F93 11:22 Churchyard Castle Cement to Ketton Ward Sidings on April 8th.
Derek Elston



SOUTHERN COUNTIES RAILWAY SOCIETY
A club for anyone interested in the railways of Southern England.
www.southerncountiesrailwaysociety.co.uk

Swing bridge upgrades will deliver more reliable journeys for passengers



Network Rail's planned upgrade of the electrical and mechanical systems of three swing bridges at Reedham, Somerleyton and Oulton Broad will improve reliability for passengers and reduce disruption for boat users. Thought to date back to around 1905, the internal components of the three swing bridges haven't been replaced in over 100 years and need frequent and costly maintenance. Starting autumn this year, Network Rail's engineers will be upgrading the internal components for each bridge which includes replacing :

the winch systems,
hydraulic jacks and pipework,
lighting and;
Installing new power systems.

This work will make the bridges less prone to faults, reducing the need for maintenance and will be able to operate more reliably throughout the year for passengers. It will also benefit river traffic by providing more reliable access to the local waterways and support the local economy, especially throughout the busy summer period when tourists are welcomed to the area. The three bridges are an important part of Network Rail's railway heritage and work to the internal elements of the bridges will be carried out whilst also maintaining the current look-and-feel and heritage of each bridge.

Travel advice for rail passengers
Network Rail is planning to close the Wherry line between Reedham and Lowestoft and the East Suffolk line between Lowestoft and Beccles to allow engineers to complete the upgrade work to the swing mechanisms. The bridges will be closed on the following dates:

Saturday 24 and Sunday 25 September 2022
Saturday 8 and Sunday 9 October 2022
Saturday 22 October to Sunday 6 November 2022 inclusive (16 days)
Sunday 20 November 2022

Greater Anglia will be running a rail replacement bus service so that rail passengers are able to complete their journeys. Details will be available closer to the time of the work taking place on www.greateranglia.co.uk and www.nationalrailenquiries.co.uk.

Advice for boat users
We have been working in coordination with the Broads Authority to plan this work after the busy summer tourist period to minimise disruption. River access for vessels will be limited while the work takes place but there will be short windows of opportunity to open the bridges during the 16-day period to allow river access which will be communicated by The Broads Authority to boat users prior to works commencing.

Ellie Burrows, Network Rail's route director for Anglia, said: "These bridges are an important part of our railway heritage and also an important part of keeping both rail and boat traffic moving. Renewing the components will reduce the risk of mechanical problems and help keep services running safely, smoothly and reliably for our passengers, as well as maintaining access to the ports and marinas."

Jamie Burles, Greater Anglia managing director said: "This work will make our Norwich and Ipswich to Lowestoft lines even more reliable, which I know our customers will welcome. While the work is going on we will make sure customers can still complete their journeys with a rail replacement bus service."

Rob Rogers, Broads Authority Director of Operations, commented: "This much-needed investment by Network Rail into the Broads' swing bridges is very much welcomed by the Broads Authority and our boating communities. It has been a challenging few years for our river users regarding the bridges and we are delighted to hear that work is progressing to allow them to reliably open for river traffic. We urge the boating community to note the periods of closure above and to check our website as the works progress for any navigation updates."

30 years of Metrolink

April celebrates 30 years since trams started running between Bury and Altrincham. Tram No. 1013 and a sister unit head over the River Irwell outside Bury with a service to Altrincham. *Lee Stanford*



A pair of T68 Trams arrive in Altrincham with a service from Bury. *Lee Stanford*



Despite expanding substantially since its opening the Metrolink system has also closed two operational stations. One of these was Mosley Street in Central Manchester where T68A tram No. 2003 waits to depart from with a service for Eccles. *Lee Stanford*





The Llangollen Railway's 1956 built Class 08, carrying it's original No. 13265, stands at Berwyn station on April 24th having recently arrived with the first train of the day, the 10:20 shuttle from Llangollen. *Andy Pratt*



Class 66 757 passes Kempseye with the 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on April 3rd. *Keith Davies*

Midlands railway network signed up for a massive summer of sport

With less than 100 days until the Birmingham 2022 Commonwealth Games Network Rail has revealed how it's warming up to carry 1 million extra passengers during a massive summer of sport.

For over a year Network Rail teams have been busy preparing for the influx of visitors this summer and getting the railway in the best possible shape for the games in July and August.

To ensure it's in peak fitness for passengers during the games, Network Rail has:

Unveiled a hi-tech response vehicle to quickly deal with any railway incidents if they happen

Trained more than 100 volunteer station hosts to welcome visitors to Birmingham New Street

Cleaned up thousands of unsightly graffiti 'grot spots' across the West Midlands

On April 19th, Network Rail revealed its three golden rules for passengers who will travel by train during the Commonwealth Games:

Plan your journey and check before you travel at www.nationalrail.co.uk

Allow extra time - services and stations will be busier than usual, especially near key venues

Remember Network Rail's motto of 'Be safe, be patient, be kind'

Improvements continue at train stations to get them into podium position before passengers arrive. At Leamington Spa, the station forecourt and underpass are being transformed to provide a cleaner, brighter welcome for spectators the Lawn Bowls and Para Lawn Bowls. Meanwhile, work to install lifts at Smethwick Rolfe Street has been sped up to make sure that they will be working for visitors to the Sandwell Aquatics Centre during the Games.

Elsewhere, Coventry station's major makeover with new bus interchange will make it much easier for passengers using the station throughout the Games and beyond.

Denise Wetton, Network Rail's Central route director, said: "We're pulling out all the stops to get ready for the million extra journeys we're expecting while the Commonwealth Games are taking place, so that passengers can get to the Games safely and reliably. It's great to be able to welcome so many extra passengers to the station and we'll have extra staff and volunteers on hand to make sure visitors to the Games get off to a winning start."

Malcolm Holmes, executive director West Midlands Rail Executive (WMRE) and director of rail, Transport for West Midlands (TfWM), said: "With more than a million spectators expected for the Games, we need to make it as easy as possible for people to leave the car at home and go by public transport. This will help us manage congestion and emissions and keep the region moving during what will be a very busy time.

The rail network will play a key role in getting spectators and visitors to their venues and our new station at Perry Barr along with investments into Coventry and University stations will leave a lasting legacy for passengers. But planning for such a major sporting event is always a challenge and it has seen a tremendous collaborative effort across the rail industry with WMRE, Network Rail and all train operators working together through the Grand Railway Collaboration."

The million extra passengers means that all rail passengers can expect a busier rail network while the while the Games are taking place – from Thursday July 28th until Monday August 8th.

For events in the West Midlands, tickets even include access to public transport in the local area on the day of the event, with more details to be released.

National Rail

Hull Paragon station gets major upgrade over Easter

Network Rail has delivered a package of upgrades to boost reliability and make Hull Paragon station more accessible for passengers.

Between Saturday April 16th and Monday 18th (inclusive), rail workers removed and replaced more than 500 yards of rail, sleepers and supporting stones across Platforms 2, 3, 4 and 5. The £1.3m scheme will make it easier for trains to use the station, which is managed by TransPennine Express, and provide smoother, more reliable journeys for passengers in East Yorkshire. Tactile pavings have also been installed along Platforms 2 to 7 to make the station more accessible. The pavings have a textured surface, which helps visually impaired passengers know when they're close to the platform edge, helping more people to travel by train safely and independently.

Matt Rice, North & East Route Director for Network Rail, said: "We've made some important changes which will make a huge difference for passengers. People travelling to or from Hull station can now expect more reliable, on-time journeys. The new, tactile pavings make the station safer for everybody and will significantly help visually impaired passengers to travel by train independently. I'd like to thank passengers for their patience over the bank holiday weekend and I hope that these improvements will encourage more people to travel by train."

Kathryn O'Brien Customer Experience Director for TransPennine Express, said: "I want to thank customers for their patience while we worked closely with Network Rail to make sure these important works could take place. These improvements are great news for those that use our services and the tactile paving will make the station even more accessible for all."



Over 400 graffiti-smeared sites cleared and painted across London and the South East as part of Network Rail's £2m project to clean up the railway

Network Rail teams across the country have been working to freshen up Britain's railway in the Queen's Platinum Jubilee year with more than £2m of funding being used to target the removal of graffiti. Network Rail's regional teams identified problem areas and used this funding to dispatch teams to remove spray-painted tags, also applying anti-graffiti paint where possible to deter people from targeting the same areas in future. More than 450 sites have been cleared of graffiti in the South East including high-profile sites such as Hungerford Bridge – outside Charing Cross - and the Bermondsey Dive Under in London.

Network Rail Southern Region's routes tackled:

196 sites in Kent*, with another 5 planned,
110 sites in Sussex**, with another 7 to go
153 sites in Wessex***, with another 4 planned

Network Rail chief executive Andrew Haines said: "We have a wonderful and historic railway in Britain with engineering marvels spanning back to Victorian times, but all too often it is blighted by unsightly graffiti and vandalism which is an eyesore for our passengers and railway neighbours. Our teams have been working extremely hard to remove graffiti and to make the railway more inviting. This is no easy task and cannot be done overnight but I know that this investment will make a real difference to communities and our passengers across the country"

Transport Secretary, Grant Shapps said: "Everyone should feel safe and comfortable when travelling on our railways and graffiti isn't just a criminal offence or eyesore, it can also lead to passengers feeling that railways are unkept or a slightly dangerous way to travel. I've asked Network Rail to tackle this problem so passengers can travel safely and enjoy their journey and the views our railways offer."

In Kent route alone, more than 32,255 metres of graffiti has been cleared this year and Network Rail is working with the British Transport Police to stop the problems before they start. A team working in Crayford, South East London, recently arrested three people suspected of being connected to a high profile tag. Up until the arrests there were 80 attacks in the area, but since then - nothing.

In addition, Network Rail is working in partnership with Canterbury City Council's graffiti team, with the results including a mural painted in Stream Walk, Whitstable, at a site previously well-coated in tags. In Wessex route, sites cleared included the classic 1930s building at Chessington South.

To report people vandalising the railway or acting suspiciously, contact the British Transport Police via text on 61016 or by phoning 0800 40 50 40.

*Kent route covers tracks from Charing Cross, Victoria and London Bridge out into South East London and Kent, via Dartford, Sevenoaks and Sidcup.

** Sussex route covers tracks from Victoria and London Bridge down into South London and East/West Sussex, via East Croydon and Norwood Junction.

*** Wessex route covers all tracks from Waterloo out into Hampshire, Surrey and onwards.

Photo: Whitstable graffiti. © Network Rail



Historic platform canopies to be restored at Great Malvern station

Victorian platform canopies are being renovated at Great Malvern station in Worcestershire as part of further improvements for passengers. Overhead glazing will be replaced and the ornate ironwork will be repainted as part of a £4m investment by Network Rail.

The station was opened by the Worcester and Hereford Railway in 1860 and was awarded Grade II listed building status in 1969. Despite being 162 years old, the station has retained many of its original Victorian features – including elaborate cast-iron girders supported by impressive sculptures of floral arrangements.

The project to restore the canopies has already started and is expected to be complete early next year. The work won't impact on train services but passengers are advised the look and feel of the station will be different while the careful restoration work takes place.

Lawrence James, Network Rail scheme project manager, said: "It's great to be returning to Great Malvern again and investing a significant amount to improve this picturesque station and secure its future for the next generation. Working on the canopy roofs and repainting the ironwork will not only benefit local people but also tourists who travel to the area and nearby Malvern hills."

Jonny Wiseman, customer experience director for station operator West Midlands Railway, said: "Great Malvern is a truly unique station which is regularly rated as one of the most attractive in the region. We are delighted to work with Network Rail to deliver this significant investment which will keep the station looking its best for many years to come. The station will look a little different for our customers while the work is completed but I am pleased that train services will continue to call at Great Malvern as usual throughout."

This latest investment comes after £8,000 was spent last year getting Great Malvern's station clock working again after being stuck on the same time for over three years.



National Rail

On April 13th, GWR Class 800 312 works the early morning 1L01 Swansea - London Paddington passing Swindon at 06:18 and heading into the morning sunrise. *Tom Blanpain*



Class 92 043 hauling the 5B26 Edinburgh Waverley - Polmadie TC, was diverted via Coatbridge on April 30th. *Michael J Alderdice*



Green target in sight as more than two-thirds of Network Rail suppliers pledge to limit carbon emissions

Tremendous progress is being made by Network Rail and its supply chain on making green commitments, with 67% of suppliers now signed up to the Science Based Targets initiative to reduce their carbon footprint. Science Based Targets form a key part of Network Rail's comprehensive Environmental Sustainability Strategy, which sets out a clear pathway to a better, greener railway for Britain. These are independently verified plans to reduce carbon emissions to limit global warming to 1.5 degrees Celsius and mitigate the worst effects of climate change. Network Rail is the first railway infrastructure body in the world to adopt Science Based Targets to this ambitious level. Around 97% of Network Rail's emissions are within 'scope three', meaning emissions largely come from third parties, including suppliers. To address this, Network Rail's Environmental Sustainability Strategy includes a target for 75% of suppliers to have their own science-based targets by 2025; a target which Network Rails Commercial & Procurement (C&P) team have announced is already in sight. The C&P supplier management team has worked alongside transport industry partners to deliver workshops demonstrating the benefits of committing to these targets and sharing industry best practice and ideas for cutting carbon emissions.

Four workshops have been delivered so far, with each one being attended by more than 350 people from the transport sector and supply chain. Further events are being planned for the future.

For Rupa Bhatt, strategic supplier manager for Network Rail, the workshops have been positive in bringing transport partners together to tackle climate change. She said: "It's been great to see our suppliers showing such positive support for this initiative. Achieving the commitment of more than 60% of our suppliers to adopting Science Based Targets is a really important milestone for us to reach. The success of the Science Based Targets workshops is reflected in the growing number of suppliers committing to reducing carbon emissions. We have more to do to achieve our goal but we're making excellent progress with 67% of suppliers now committed to Science Based Targets by carbon emissions."

Clive Berrington, Network Rail's group commercial and procurement director, added: "As a country, we know that climate change needs to be addressed by reducing our reliance on fossil fuels. This will leave a positive legacy for future generations and help make our industry fit for the future. Rail is already a very environmentally friendly way to travel. However, we can do more and need our suppliers' help to become an industry powered by renewable energy. It's great that our supply chain is rising to this challenge and we look forward to more companies signing up to science-based targets in future."



National Rail



Southern BoB Class No. 34053 ‘Sir Keith Park’ is seen at Tunbridge Wells on April 5th. *John Balaam*

Peep Peep! Thomas & Friends® make special trip to London to teach kids about rail safety

Families from Anglia who planned a trip to London over the Easter break were invited to come along and enjoy the fun and engage with rail safety with Thomas and the gang at London stations. To celebrate a special episode of the much-loved children’s programme, aimed at teaching young children about rail safety, some of the show’s best-known characters including Thomas and Sir Topham Hatt set off on their latest adventure to visit some of London’s most iconic railway stations throughout the Easter holidays. The exclusive episode of Thomas & Friends, aimed at three to six-year-olds, aims to gently raise awareness of the dangers of misusing the railway. The two-minute-long animation gives parents a useful way of starting a conversation about this important subject. In the episode, Thomas’ friend Diesel is being cheeky and learns his lesson when he travels too fast along the tracks in a game of red light, green light with Thomas and fellow engine Nia. Diesel learns about the dangers of misusing the railway and that it is more important to be safe, than to be silly. Just like road safety, rail safety awareness is just as important to instil at a young age.

Data from the National Disruption Fusion Unit shows that trespass involving children and young people increases sharply in April, likely due to factors including warmer weather and longer days and the Easter Bank holiday. In April last year (2021), children and young people trespassing on the railway was its highest level recorded since April 2017.

Dan Fisk, Network Rail’s health and safety manager for Anglia, said: “Many families across Anglia will be using rail services to enjoy days out over the Easter Holidays and this provides a good opportunity to discuss rail safety with children and encourage safe behaviour. Research has shown us that most parents are very good at discussing road safety, but rail safety often gets forgotten about, or parents don’t know how to bring up the subject in an age-appropriate way with their children. Using Thomas & Friends makes it more light-hearted and creates an opportunity to bring up the subject of safety in a nurturing way.”

The campaign is being backed by comedian Sophie McCartney who is mum to nine-year-old Jack and six-year-old Evelyn, and Sunday Times number one best-selling author of, ‘Tired and Tested: The Wild Ride into Parenthood’.

Sophie said: “I have young children myself and totally agree that rail safety is a subject that should be discussed more by parents. But knowing how to get the messaging right can be tricky. I love how Network Rail and Thomas & Friends have teamed up to inject some fun into this campaign which still has safety at its heart but will make parents and children much more receptive to what they are trying to teach, because let’s be honest, which child doesn’t love an episode of Thomas & Friends!”

Bike bonanza for ScotRail Customers

ScotRail customers who love exploring Scotland by bike are seeing a huge increase in the number of cycle spaces on trains. The aim is to encourage tourists, cycling fans, outdoor pursuits enthusiasts and local commuters to ditch the car and use the train to get them out into the open air to experience some of the country’s most beautiful areas. In 2015, there were 932 spaces for cycles on ScotRail trains. Now, there are 1,406, a rise of 34 per cent. And even more cycle spaces will be rolled out over the summer in 2022. The last few months have seen an amazing acceleration of the project with 140 extra spaces being installed across the fleet of 70 Hitachi Class 385 electric trains. It means that all ScotRail trains now have spaces for bikes and, by the end of August 2022, a further 100 spaces will have been installed on the train operator’s fleet of high-speed Inter7City trains bringing the overall total to 1,506. This will be an increase of 574 spaces on the number available in 2015, a rise of 38 per cent. As with most businesses, progress slowed for two years while the coronavirus pandemic was at its height, but this figure outstrips the commitment made in 2015 to increase the number of cycle spaces by 500. And it will come only a year after the launch of ScotRail’s Highland Explorer service on the West Highland Line. Working with Transport Scotland, cycling groups and outdoor specialists, the design team at ScotRail came up with an innovative solution to accommodate up to 20 cycles and bulky sports gear in a dedicated carriage which is a first of its kind for the UK rail network.

ScotRail has also joined forces with Sustrans Scotland, a charity that provides advice, support and funding making it easier for people to walk and cycle for everyday journeys, to produce a series of ‘How To’ videos, giving a step-by-step guide to using the new cycle spaces.

James Ledgerwood, Head of Economic Development and Communities, said:“This is great news for everyone who uses a bike to get around Scotland. Whether it’s for work or for leisure these new cycle spaces will help even more people get out of cars and into the great outdoors and make a real difference if you want to travel in a more sustainable way. We promised that we would hugely increase the number of spaces on our trains, and despite the delay caused by coronavirus, we have delivered on that pledge. ScotRail is committed to improving cycling facilities at stations and on trains.”

Jenny Gilruth MSP, Transport Minister, said: “I am delighted that extra cycle spaces are being made available on ScotRail trains. This is a wonderful chance for the people of Scotland to explore the country in a more accessible and integrated way. We are committed to increasing levels of cycling and walking for transport and leisure, and by offering additional cycle spaces on board trains we can help even more people get out of cars. The Highland Explorer carriage which launched on the West Highland Line last summer has proven to be a lead example for the type of innovative ideas which supports tourism and economic growth. I look forward to ScotRail delivering on further improvements which supports sustainable and active travel whilst also having a positive impact on the health and wellbeing of the nation.”

John Lauder, Sustrans’ Deputy Chief Executive and Scotland Executive Director, is about to start an 18-month secondment working with Network Rail Scotland and ScotRail to lead on work developing a strategy and a delivery plan to make it easier to travel to railway stations sustainably. This is an exciting time for sustainable transport and active travel in Scotland with the policy direction moving away from emphasis on private motoring, and towards public transport, shared mobility and active travel. Increasing the number of cycle spaces on trains is a key part of the process of making that change. Sustrans worked closely with ScotRail over the introduction of the Highland Explorer carriages which provide vastly increased cycle storage on services along the West Highland Line. The carriages are a great example of how we can work together to make walking, cycling and public transport more attractive and convenient options, giving people the opportunities to make more of their journeys without the need for a car.”

National Rail



Class 67 015 enters Ruabon station with TfW's 1W91 06:45 Cardiff Central to Holyhead service on April 25th.
Andy Pratt

£7m improvement project completed on the West Highland Line

Network Rail engineers have completed a £7m project to improve the West Highland Line for passengers. Over the course of 9 days, engineering teams worked round-the-clock to replace more than 3.5km of track at locations between Upper Tyndrum and Spean Bridge. Engineers also carried out works to improve drainage and track over the Nevis Viaduct which support the implementation of a new track design. While the work was taking place, staff were transported to the remote work sites by rail from Bridge of Orchy which helped ensure the project was finished on schedule.

Liam Sumpter, Network Rail route director for Scotland, said: "This investment programme is vital for the future of Scotland's railway. The work we have completed helps to provide a more modern railway and will help to improve reliability on the West Highland Line – which is visited by many thanks to its iconic scenery.
We understand some customers may have experienced some inconvenience while the work was carried out. But such a significant investment could not be delivered without temporary disruption and every effort was made to reduce the impact of our activities as much as possible. I'd like to thank all passengers and lineside neighbours for their patience and understanding while we completed this essential work."



£6.5m railway investment set to begin in Penzance

A £6.55m investment by Network Rail and GWR in the railway in Cornwall will see the construction of three new sidings in Penzance, helping longer trains to run and be maintained in Cornwall. The new, longer sidings – which are effectively laybys for trains – will mean GWR will be better able to service and run longer, nine-carriage trains between London Paddington and Penzance. The Ponsandane sidings will be built to the west of Long Rock Depot which is around one mile from Penzance station and mean Penzance will be able to accommodate longer trains by providing a dedicated place for the trains to be stored, cleaned and prepared before re-entering service. Construction of the new sidings is expected to be completed within a year. Once complete, the new sidings will enable an increase in capacity near the depot better allowing GWR to clean and maintain its fleet, supporting much needed business, tourism and connectivity in Cornwall.

In addition to the sidings, Cornwall Council has submitted plans for a new car park at Ponsandane with a view of creating around an additional 60 parking spaces in Penzance including five accessible spaces, six electric vehicle charging spaces and space for up to 15 motorbikes. Plans also include a new bicycle hub and bicycle hire facilities while providing easy access to the recently upgraded South West Coast path.

This latest funding announcement is evidence of Network Rail's ongoing investment into the railway in Cornwall, improving rail travel for school children, commuters, and tourists alike. Most recently, a £1.14m upgrade of the St Ives branch line has enabled platform extensions at St Erth and Lelant stations, which will in the future allow GWR to run longer trains in high summer, providing 2,000 more seats everyday and a total of 10,000 seats to and from St Ives. Network Rail is also continuing to support plans for the proposed future Mid-Cornwall Metro. The Ponsandane sidings are being funded by £4.8m from Network Rail and £1.75m from GWR. Cornwall Council is seeking to secure funding from the Government's Town Deal Fund to start the construction of the new car park and cycle hub in 2023.

Christian Irwin, Network Rail's Industry Programme Director (South West), said: "We are delighted to be continuing our investment into the railway in Cornwall. Over the last 18 months, we've made a number of significant improvements to rail travel in the county including completing the biggest track investment on the St Ives Bay line in 60 years, upgrading to the Newquay branch line and renewing parts of the River Fowey viaduct and track at Lostwithiel station.
As the country looks to recover from the Covid pandemic and passengers are increasingly returning to the railway, it has never been a more important time to invest in rail and ensure the railway is an efficient, affordable and reliable green transport option for residents, commuters and tourists alike."

Matt Barnes, GWR Head of Strategic Service Development, said: "This wider investment across the South West has helped GWR to be able to deliver more and better train services, offering passengers more seats on a more resilient and reliable railway. As we seek to build back better, we are always looking at ways to make travelling with GWR a simpler, more accessible experience, allowing passengers to make sustainable transport choices."

Councillor Philip Desmonde, Portfolio Holder for Transport at Cornwall Council, said: "The work at Ponsandane is the latest example of the partnership working between Cornwall Council, Network Rail and GWR to improve connectivity for residents and give people choice about how they travel. Whilst enhancing the look of the current site, the extension of the sidings will also complement the wider regeneration plans for town."

Jonathan How, Mayor of Penzance, said: "Anything that can be done to help people arrive in the centre of Penzance by some means other than a private car is going to help. This project at Ponsandane ticks all the boxes. It'll initially make much needed additional train seats available and once Towns Fund investment has been confirmed it will provide a new place to leave a car so that people can walk or cycle into town."

Councillor Tim Dwelly, Penzance East, said: "This project is exactly what we need to show that Penzance also has a beach. The land is called Cressa which might be a good name for the future 'park and bike ride' project we are hoping to develop at Ponsandane. The refurbishment of the site will help with our ambition to encourage more people to access town shops and facilities without having to drive into the centre. And it will be ideal for local people wanting easy access to the beach without using a car."

National Rail



Hunslet Austerity No. 2890 ‘Douglas’ is seen arriving at Tunbridge Wells West with 15:25 from Eridge on April 5th. *John Balaam*

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Early Channel Tunnel Tests

AUGUST 1966

A curious premature experiment?

Under the auspices of the *CHANNEL TUNNEL COMPANY* a special nine-coach test train [*including DM395001 Mobile Laboratory No. 1 - a Lancashire & Yorkshire Saloon - now preserved at the MIDLAND RAILWAY CENTRE*] hauled by D1996 - to later become Class 47 diesel-electric locomotive - was given complete possession of both single line Standedge tunnels [*BUT NOT the double track one*] between 10.00 and 16.00 on June 13th 1966 for obtaining measurements of air pressure and wind speed to help determine the size of locomotive required for ‘*chunnel*’ operation.

In this connection 31 ventilating ducts were sealed off, the train passing through at speeds varying between 35 and 55 mph. D1766 was subsequently used in further tests which lasted up to June 16th.

It is reported that further test are likely in which the speed will be increased by stages to 90 mph - probably with Deltic haulage.

Are we much faster these days?

WESTBURY to TAUNTON
"THE GREAT WESTERN" Special
Saturday May 9th 1964
Timed by J. R. Moore and D.W. Tuck

6999 '*Capel Dewi Hall*'
7 coaches 243 tons tare/265 tons gross
DRIVER: Alf Perfect
FIREMEN: D' Godden & B. Green
INSPECTOR: Andress [Old Oak Common]

DISTANCE	LOCATION	Mins. Secs.	SPEED
0.00	WESTBURY	00 00	
1 45	Fairwood Junction Box	2 55	45
4 70	Clink Road Junction Box	6 58	56½
6 75	Blatchbridge Junction Box	8 57	65
10 85	Wiltham	12 50	61½
12 70	Brewham Box	14 40	55½
16 15	Bruton	17 54	71
19 60	Castle Cary	20 53	61*
21 70	Alford Hall	22 48	72/76
24 50	Keinton Mandeville	25 00	74
26 65	Charlton Mackerell	26 46	76/82
30 00	Somerton	29 19	79½
32 15	Long Sutton & Pitney	31 00	82
34 20	Langport East	32 27	85
35 25	Curry Rival Junction Box	33 11	86½
39 20	Athelney	36 05	79
42 45	Cogland Junction	38 35	77
44 75	Creech Road Junction Box	40 24	77
47 20	TAUNTON	43 14	

A Different View

Northern's Class 170 472 is seen near Horsforth on April 14th. *Jeff Nicholls*

LNER A4 No. 4498 'Sir Nigel Gresley' approaches Highley on the Severn Valley Railway on April 22nd. *Richard Hargreaves*

We're not sure what the driver of GWR new build No. 2999 'Lady of Legend' is checking for or is he signalling to someone, as the loco simmers at Bridgnorth on April 22nd.
Richard Hargreaves







A Different View

On April 14th, a GWR IET works 1C00 London Paddington - Swansea via Bristol Temple Meads as it passes Swindon at 06:15 and a glorious sunrise. *Tom Blanpain*

It was a case of little and large at Kidderminster on April 24th, where the A4 Pacific was preparing to take a mid-day train to Bridgnorth, whilst the miniature railway was seeing good patronage, with locomotive No. 3 'Jean' regularly shuttling past. *Ben Bucki*

Happy at his work - Mick Rawling at Hellifield after driving No. 34067 'Tangmere' on the 'Northern Belle' on April 2nd. *Gerald Nicholl*







Preserved Railways

GREAT CENTRAL RAILWAY GIVES THE GO AHEAD FOR £1,000,000 BRIDGE REPLACEMENT



The Great Central Railway PLC's Board are pleased to announce that they have given approval for the work on the replacement of Bridge 326 crossing the A60 adjacent to the former Brush Works in Loughborough to commence with immediate effect.

A purchase order has now been placed with VolkerLaser who are the preferred main contractors. Fabrication of the two new steel and concrete U decks will commence as soon as the final design work is completed by HBPW Consulting of Retford and the steel (which has already been design-specified) arrives at the fabricators, Carver Steel in Harworth, Doncaster. Volker will be ready to demolish the old bridge deck and install the new twin decks from October 1st, as well as making good the existing bridge abutments.

This will enable both the track to the midland mainline chord and the future line from GCR south to pass over the newly-constructed bridge. Two tracks over the bridge are essential to secure a future connection with the mainline.

This project represents the next major step in the reunification of the Great Central Railway Loughborough with the northern section which leads to Ruddington in Nottinghamshire.

Work, in the first instance, to investigate a possible repair to the, more than 120 years old, deck rather than replacement proved that too much original section had been lost to corrosion and thus replacement proved to be the only financially viable option.

This major project will cost in excess of £1 million in total and is projected to complete at the end of October this year. The bridge replacement will be funded by supporters and the Railway's charitable trust and will therefore be cost-neutral to the PLC.

Commenting on the announcement, the Railway's Managing Director, Michael Gough said; "This project represents another major step in the drive for reunification of the two GCR sections and in the return of the currently-disused northern section of line back to traffic. This is a 120-year old structure which is certainly life-expired and cannot be repaired and we are pleased once again to be able to work with the team at Volker who have proven to be trusted partners on two previous bridge projects for the Railway that have both gone incredibly well.

With only 4.3 metres from the underside of the deck to the road, the old bridge has frequently "seen action" in terms of bridge strikes from high-sided vehicles trying to pass underneath and we are designing the new structure to achieve maximum additional headroom as well as building collision protection measures into the new structure."

THE FIRST VISIT OF A CLASS 69 LOCOMOTIVE TO THE SWANAGE RAILWAY.

On May 3th, Class 69 004 and 73 136 arrived at the line in advance of the diesel gala. This was the first visit of a Class 69 diesel locomotive to the Swanage Railway where it was on display at Swanage station during the heritage line's annual diesel gala - the first to be held since May 2019.

Photos: Class 69 004 and Class 73 136 are seen passing Mhairi Holme Lane on May 5th. © Andrew P.M. Wright





Preserved Railways

Aln Valley Railway's 2022 Season is about to steam ahead!





The Aln Valley Railway is gearing up for the coming season with a programme of exciting events, starting from Easter Weekend and extending over the rest of the year. Since opening to the public in 2012, Aln Valley Railway's small team of dedicated volunteers has built, restored and lovingly created a heritage railway which recently inspired Michael Portillo to visit, and was featured in his BBC series Great British Coastal Railway journeys. Over the last ten years Aln Valley Railway has continued to grow, expanding its facilities, its membership and the numbers of visitors. The ultimate aim is to reach Alnmouth Station and link with the trains on the East Coast Main Line. With the recent completion of the new halt at Greenrigg, the railway is roughly halfway to Alnmouth Station, following the route of the old Alnwick branch line, which offers extensive views across lovely countryside and which crosses the impressive Cawledge Viaduct.

The first event of the new season is the Easter Weekend of steam and fun, with steam train rides in vintage carriages running from Lionheart Station to Greenrigg Halt and the return journey on the 16th, 17th and 18th April. Trustee Gemma Maughan commented 'We are excited to have been able to make some new additions to the Aln Valley Railway experience for the 2022 season, including the GLMR Go Loco Miniature Railway - this, along with an Easter trail, will provide extra fun and fascination for families over the Easter weekend!'

The recent completion of Greenrigg Halt means that people can alight to watch the train turn for the return journey. For those wanting to stretch their legs, there is a well-maintained footpath which gives a leisurely and scenic walk back to Lionheart Station, taking in the views from the top of Cawledge Viaduct and down to the burn below. This gives a vantage point to see the steam trains go by and take in the sights and sounds of a working branch line. There is also a short walk from Greenrigg Halt down to the River Aln to see the stepping stones which cross the river.

The new booking system for 2022 means that tickets can be purchased online, in advance, as well as being available in the Lionheart Station Shop. This offers both single and return tickets, so it is possible to travel to Greenrigg and walk back, or to board the train at Greenrigg.

There is now an extended range of hot and cold food and drink in the Café, visitors can browse in the Shop for gifts and souvenirs, visit the Museum and enjoy the atmosphere of a busy railway station during their visit, taking in the extent of the volunteer work over the last decade, which has created this special heritage railway destination in Alnwick.

Michael Proctor, Chairman of the AVR expressed his thanks: '2022 is a particularly important year for the railway, as it is 10 years since work first started on Lloyd's field. In that time, our dedicated band of volunteers have turned a farmer's field with no facilities and an overgrown length of trackbed into a working railway that grows in popularity every year. As we look forward to welcoming back visitors for the new season, we can also celebrate that huge achievement and thank everyone that has played a part, however small, in making it all possible'.

Further details from https://www.alnvalleyrailway.co.uk/

Main Photo: Michael Portillo watches the steam train turn at Greenrigg Halt during the filming of the Great British Coastal Railway Journeys.

Preserved Railways

P2 PROJECT – THE MONOBLOC CLUB



Launched in July 2021, 'The Cylinder Manufacturing Club' has been now been renamed 'The Monobloc Club'.

This is a shift in focus to draw attention to unique fabrication and raise the profile of this bold undertaking. Production of the cylinder block is well underway at Howco in Irvine, Scotland, and delivery is expected later this summer. Members of the P2 team visit regularly to view progress, and our certification advisor was pleased with work to date on his visit earlier this month.

Whilst we are pressing forward with the manufacturing of the monobloc, donations are now needed to help fund the work. We do not want to slow the pace of the P2 build, so all contributions towards Prince of Wales are greatly appreciated.

To-date, over £4m has been spent of the estimated £6m required to complete No. 2007 Prince of Wales within the next three years. This is testament to the generosity our loyal supporters.

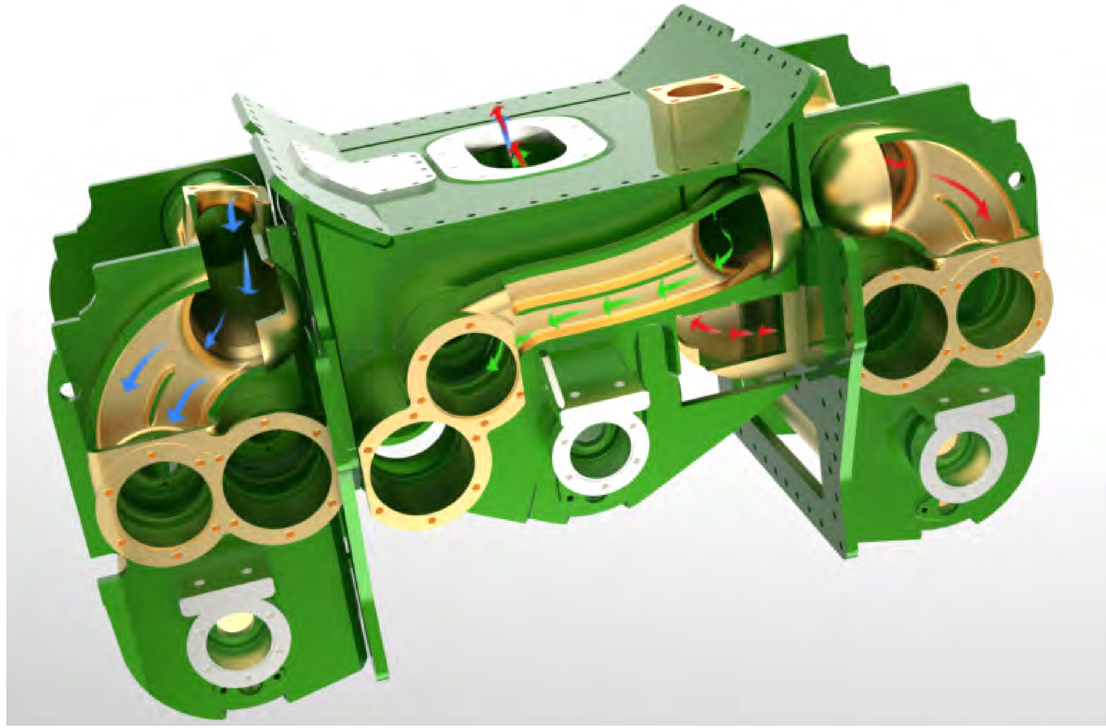
In order to keep to this schedule we must complete the cylinder block by this summer. Please consider joining The Monobloc Club today and help us to complete Britain's most powerful steam locomotive in record time – we have a way to go to reach our £250,000 club target!

To show our thanks for the support, we would like to invite every member of The Monobloc Club to join us at Howco to view progress on the cylinder block fabrication. Club members are invited to visit the factory in Irvine, witness some of the manufacturing in action and speak with their engineers, and ours. The tour is planned for Thursday 26th May, starting at 11:00hrs and lunch is provided, allowing ample time for discussion with other club members, the engineering team and Trustees.

The longer the build takes, the more it will inevitably cost to complete Britain's most powerful steam locomotive. We rely on donations to continue our progress. With the cylinder block, tender frames and boiler all due for delivery this year, there has never been a better time to get on board with the P2 project. As a club member, monthly donor or one off contributor, your money helps to ensure the future of main line steam.

Find out more at www.p2steam.com

Photos: Images from the team's latest visit to Howco on April 14th. ©A1SLT







Gwili Railway

The spring sunshine had bought the visitors to West Wales for the Easter holidays, and the Gwili Railway near Carmarthen had reopened to the public earlier in April. With blue skies overhead on April 21st, visiting GWR Pannier Tank No. 1369 (visiting from the South Devon Railway) runs-round at the northern terminus of Danycoed. *Ben Bucki*

On April 21st, the stalwart diesel loco of the fleet, Class 03 No. D2178 (owned by the Caerphilly Railway Society) waits as standby loco in the headshunt at Bronwydd Arms. *Ben Bucki*

On April 21st, visiting GWR Pannier Tank No. 1369 (visiting from the South Devon Railway) runs-round at the northern terminus of Danycoed. *Ben Bucki*







Telford Steam Railway

On April 18th, built by Peckett and Sons Ltd of Bristol in 1926 to works order No. 1722 'Rocket' is seen at Horsehay and Dawley hauling British Rail Class 108 No. 51950 (DMBS) and No. 52062 (DMCL). *Richard Hargreaves*

Ruston shunter No. 525947 is seen at Horsehay and Dawley. *Richard Hargreaves*

Sentinel vertical boiler steam loco No. 11 is seen in the yard at Spring Village.
Richard Hargreaves







Severn Valley Railway

BR Standard 4MT 4-6-0 locomotive No. 75069 is seen descending Eardington bank with a service to Kidderminster. *Mark Enderby*

LSWR S15 Class 4-6-0 No. 506 is seen at Eardington on April 24th with a service to Bridgnorth. *Brian Battersby*

GWR Pannier Tank No. 1501 brings a mid-morning train into a crowded Kidderminster station on April 24th. *Ben Bucki*







Severn Valley Railway

On April 9th, Class 17 No. D8568 is seen waiting departure time at Bridgnorth with a service to Kidderminster. *Richard Hargreaves*

On April 22nd, 0-6-0 No. WD71516 arrives at Bridgnorth with a local train from Hampton Loade. *Richard Hargreaves*

LNER A4 No. 4498 'Sir Nigel Gresley' waits departure time at Bridgnorth on April 24th with a service to Kidderminster. *Brian Battersby*







Severn Valley Railway

Ruston 165DE 0-4-0DE No. D2961 is seen shunting LSWR S15 Class 4-6-0 No. 506 at Bridgnorth. *Richard Hargreaves*

SR West Country Class 4-6-2 No. 70 ‘Queen Elizabeth II’ is seen on shed at Bridgnorth on April 22nd. The loco ‘Taw Valley’ has been repainted and renamed for the Jubilee celebrations. *Richard Hargreaves*

On April 9th, Class 50 035 is seen at Bridgnorth. *Richard Hargreaves*







Severn Valley Railway

LNER A4 No. 4498 approaches Highley on April 22nd heading from Kidderminster to Bridgnorth. *Richard Hargreaves*

Class 40 106 stands at Bridgnorth on April 30th working the 13:25 Bridgnorth - Kidderminster service. *Phil Martin*

The immaculately turned-out Austerity tank loco 'Welsh Guardsman' was drawing the crowds at the steam gala on April 24th, particularly when working full-line services paired with another tank loco from the fleet. In the company of pannier No. 7714, the loco is seen taking on water at Kidderminster.
Ben Bucki





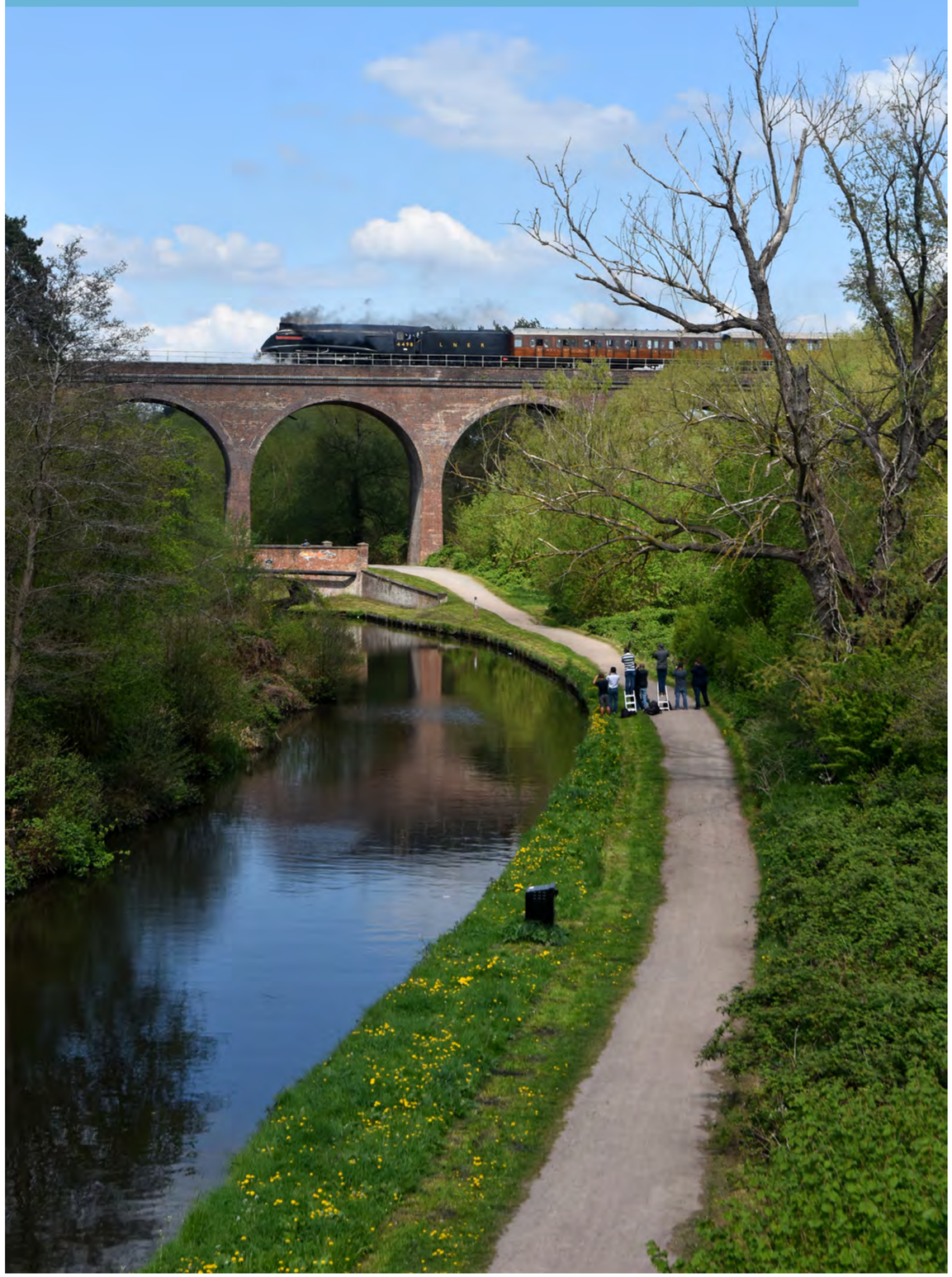


Severn Valley Railway

Austerity tank loco 'Welsh Guardsman' and GWR Pannier No. 7714 are seen at Eardington. *Brian Battersby*



A star among the visiting locomotives, and certainly a crowd puller at the steam gala, was 'Sir Nigel Gresley', recently returned to service after its long restoration and wearing wartime black livery. On April 24th, the A4 Pacific is seen crossing the equally-recently-restored Falling Sands Viaduct, between Kidderminster and Bewdley, with a midday train for Bridgnorth, comprised of vintage teak stock. *Ben Bucki*



GWR new build No. 2999 'Lady of Legend' is seen Bewdley on April 30th. *Phil Martin*



East Lancs Railway

A long time ELR stalwart has been Peter Waterman owned Class 47 No. D1501 which was photographed at Rawtenstall on April 2nd on its last operating weekend before leaving to take up residence at Peak Rail at Rowsley. *Lee Stanford*

East Lancs Railway

Evoking memories of a sleepy rural branch line, Standard Class 4 2-6-4T No. 80097 ambles past Lumb Wood with the early afternoon Rawtenstall bound service on April 24th.
Gerald Nicholl

On its last day of service on the East Lancashire Railway before moving to Peak Rail, Class 47 No. D1501 drifts into Summerseat on April 3rd.
Gerald Nicholl

Class 45 108 prepares to depart Rawtenstall, with a service to Bury on April 17th.
Andy Pratt







Llangollen Railway

A1A Locomotives Ltd's Class 31 271 is pictured at Llangollen on April 24th waiting to work the first train of the day to Carrog, the 11:00 departure. The Goyle was a last minute substitution for Class 26 010 which had failed with power issues. *Andy Pratt*

Great Central Railway

The 2nd Man leans out to collect the train staff from the signaller for the single line section to Leicester North as No. D123 arrives at Rothley with the 10:15 from Loughborough Central on an overcast St George's Day, April 23rd. *Andy Pratt*

Wensleydale Railway

Class 14 ‘Teddy Bear’ No. D9523 shunts stock at Leeming Bar station while 37 250 is stabled in front of the ‘box at the end of operations on May 1st. *Andy Pratt*

Bo'ness and Kinneil

Former Scotrail Class 314, now converted, or being converted, to run on Hydrogen is seen in the sidings at Bo'ness on April 19th. *Allison Twycross*



NCB Pannier Tank loco No. 19 is seen at Bo'ness station ready for the 14:15 departure on April 19th. *Allison Twycross*



Ruston 0-4-0 shunter No. P6687 is seen in the sidings at Bo'ness station on April 19th. *Allison Twycross*



Ecclesbourne Valley Railway

Class 14 No. D9537 and 31 601 pass Windley with the 17:05 Duffield to Wirksworth service on April 24th. *Mark Pichowicz*

Class 55 019 'Royal Highland Fusilier' passes Windley with the 17:40 Duffield to Wirksworth service on April 24th. *Mark Pichowicz*

Departmental grey livered BRCW Class 33 103 'Swordfish' is seen in the PW Yard at Wirksworth on April 24th. *Paul Senior*







Ecclesbourne Valley Railway

Deltic Class 55 019 ‘Royal Highland Fusilier’ makes a powerful image as it arrives at Idridgehay station, visiting for the diesel gala, with the 16:50 Wirksworth to Duffield service on April 24th.
Paul Senior

GWS Didcot

‘Pendennis Castle’ was launched into traffic at a special event at Didcot Railway centre on April 2nd 2022.

The Castle Class 4-6-0 is one of the most celebrated locomotive types of the former Great Western Railway. The prototype, No. 4073 ‘Caerphilly Castle’ rolled out of Swindon Works in August 1923, the first of a series that remained in production right up to 1950.

No. 4079 ‘Pendennis Castle’ was the seventh of 171 Castles built and was completed at Swindon in February 1924.

After appearing in light steam during the summer of last year, No. 4079 “Pendennis Castle” has now made a full return to the rails at the Didcot Railway Centre, following its extensive overhaul by the Great Western Society.

Seen alongside its ‘modern’ namesake, Class 57 604 ‘Pendennis Castle’ *John Alsop*







Embsay & Bolton Abbey Railway

Brush Type 4 No. D1524 looks to be in a very poor state stabled outside the shed at Embsay on April 16th. *Derek Elston*

Class 37 294 is seen stabled outside the shed at Embsay. *Derek Elston*

Hunslet Engine Co. 0-6-0ST No. HE3794 ‘Cunbria’ is seen arriving at Embsay on April 16th. *Derek Elston*







Isle of Wight Steam Railway

Ivatt Class 2 2-6-2 No. 41313 is seen at Havenstreet on April 7th. *John Balaam*

Hunslet Austerity No. WD198 ‘Royal Engineer’ is seen arriving at Wootton with the 10:35 from Smallbrook Jct. on April 7th. *John Balaam*

From the Archives

Class 37 244 and another class member pass through Andover on a train of freightliner flats in the late eighties *Michael Bennett*

A pair of Class 33s pass Grateley with a Class 442 unit drag, This happened for a few weekends whilst engineers were working at Southampton tunnel. As Class 33s were used this must have been a Weymouth to London Waterloo service. *Michael Bennett*

Class 50 027 'Lion' passes through Monxton with an Exeter to London Waterloo service in 1988. *Michael Bennett*







From the Archives

Class 26 032 burbles its way south through Beauly with the early morning train from Kyle of Lochalsh to Inverness on May 26th 1981. *Jeff Nicholls*



Class 58 015 is seen at Eastleigh on June 21st 1997 ready to head 'The Longest Day' railtour to Portsmouth Harbour. *Dennis Rowland*



Jubilee's Nos. 45596 and 5593 head over Brooksbottom Viaduct in 1993. *Jeff Nicholls*



From the Archives

Class 31 106 ‘Spalding Town’ stands at Bristol Temple Meads with a test train on March 28th 2007. *John Sloane*

Class 37 606 and 31 466 head through Eastleigh on June 21st 1997 heading to Portsmouth Harbour to take over ‘The Longest Day’ railtour. *Dennis Rowland*

Class 50 027 ‘Lion’ is seen racing through Whitchurch on a London Waterloo to Exeter service in 1988. *Michael Bennett*







From the Archives

Former EWS Class 47 785 ‘Fiona Castle’ is pictured at the Stainmore Railway, Kirkby Stephen East, on a cold February 16th 2014.
Paul Senior



Looking rather resplendent and reflecting in the watery field, Class 55 022 hauls an empty stock working from the East Lancs Railway through a chilly Winwick on March 4th 2011.
Jeff Nicholls



Class 31 450 is seen at Warrington Bank Quay with an engineers working July 17th 1997.
Dennis Rowland



From the Archives

Passengers rush for their trains at London King's Cross as ex East Midland Trains HST power car No. 43059 and East Coast DVT No. 82227 stand on the blocks on March 25th 2015. *Paul Senior*

Class 47 830 on a London Paddington to Paignton service passes through Bedwyn in the mid eighties. *Michael Bennett*

Class 142 018 on a Exeter to Paignton local service is seen after departure from Dawlish Warren in the eighties. *Michael Bennett*







From the Archives

One from the semaphore archive, as Class 60 092 passes Barnetby with a Wolverhampton to Immingham steel train, on October 10th 2015. *Paul Senior*

The British Telecom DMU in Yellow Pages livery is seen departing Dawlish on an Exeter to Paignton local service in the mid eighties *Michael Bennett*

Class 47 077 leads 50 007 near Grateley with a London Waterloo - Exeter service in the eighties. *Michael Bennett*







From the Archives

Class 50 018 departs Salisbury with a London Waterloo to Exeter service in mid eighties. *Michael Bennett*

A railtour on the Ludgershall Branch near Andover with Class 33 101 and 47 817 on the rear on March 31st 1990. *Michael Bennett*

Class 37 890 passes through Cullum with a short oil train in the late eighties. *Michael Bennett*





