



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 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 194

It's not often that we hear of good news regarding the railways these days, but I was pleased to read that HS2 rail freight deliveries have taken 300,000 truck journeys off Buckinghamshire's roads. Not that I am entirely in favour of HS2 but certainly if it is being built then I think it is only right that materials should be brought by rail.

The report goes on to say that the first freight trains have arrived at HS2's newest Buckinghamshire construction hub as the high-speed rail project confirmed that the new facility is expected to take the equivalent of 300,000 lorry movements off local roads. Situated on an existing freight line north of Aylesbury, the new railhead will welcome approximately 1,800 freight trains over the next three years as construction of HS2 gathers pace.

Delivering this material by rail instead of HGV is expected to save 27,903 tCO₂e (tonnes of carbon) – the equivalent of 126 million miles driven by an average petrol car or 156,408 return journeys between London and Edinburgh.

The news comes two years after HS2 began delivering construction material to its other Buckinghamshire sites by rail. In that time 655 trains have delivered 1.1 million tonnes of aggregate, removing more than 116,000 truck journeys from the

road and saving an estimated 13,000 tonnes of CO₂e.

The new site near Quainton, will allow HS2 to continue shipping material by rail as construction ramps up and is expected to handle 3 million tonnes of material – mainly aggregates used for construction. Once on site, most of the material will be stockpiled before being moved up or down the trace of the new high speed line on a series of dedicated haul roads to keep it away from local road users.

Welcoming the news, HS2 Ltd Senior Project Manager Paul Marshall said: "We are serious about reducing the impact of construction on the local community and promoting sustainable construction methods. That's why we started delivering materials by rail two years ago and this new railhead will help us continue to take huge numbers of trucks off local roads. We've been working closely with Network Rail, EKFB and the Freight Operators for a number of years to make this possible, and to deliver not only low carbon journeys for our passengers, but also cut carbon in construction."

The railhead was set up by HS2's main works contractor EKFB – a team made up of Eiffage, Kier, Ferrovial Construction and Bam Nuttall. EKFB is delivering the 80km central section of the route, including 17 viaducts, 81 bridges and three cut and cover

'green tunnels'.

They worked with a team from Network Rail who have completed a series of alterations which will enable freight services to operate in and out of the new railhead at Quainton.

Simon Winfield, head of delivery unit for Network Rail, said: "Our team have worked at pace to complete adjustments on this section of railway which will help our partners at HS2 to reduce carbon by taking lorries off the roads in Buckinghamshire.

"Network Rail staff will continue to support the material by rail freight operation in Quainton by ensuring that trains are safely operated in and out of the new railhead."

And in other news, no surprise that Great British Railways is set to be delayed as the creation of the new 'guiding mind' Great British Railways and the passing of an Act of Parliament is likely to be delayed until the spring, according to reports, as government and Parliament remain tangled in wider political and economic problems.

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

During a downpour, Class 56 049 and 56 105 top'n'tail a RHTT working through Llanfair PG on October 7th.

Jeff Nicholls

Front Cover

With Ely Cathedral in the distance, GBRF's Class 66 711 passes Ely South on October 18th whilst working 4L01 Hams Hall to Felixstowe South. *Anton Kendall*





On October 7th, the 0Z43 formed of Rail Adventure power cars Nos. 43480 and 43468 pass through Radley running from Eastleigh Arlington (Zg) to Tyseley Steam Trust. *Tom Blanpain*

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Charter Scene InterCity

The Torbay Delight

LSL's stunning Class 37 688 and 37 521 blast south past Stenson Jct. on October 19th heading the 1Z50 06:00 York to Paignton.
Anton Kendall



Railway Touring Co.

The Cumbrian Mountain Express

▶ Class 86 259 races through Coppull with a late running London Euston to Carlisle charter on October 15th. *John Sloane*

▶ Class 47 804 is seen on the rear of the returning charter from Carlisle to London Euston as it passes through Lostock Hall on October 15th. *John Sloane*

▶ Just before dark, SR MN Class No. 35018 'British India Line' heads through Lostock Hall with the Carlisle to Preston leg of a charter returning to London Euston on October 15th. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR 'Merchant Navy' Class Pacific No. 35018 'British India Line' climbs towards Shap at Greenholme with the last 'Cumbrian Mountain Express' of the season on October 16th.
Gerald Nicholl



Charter Scene Avanti

Avanti Extra London Services

On September 16th, Class 90 002 crosses Stockport Viaduct with one of the additional LSL services ran during the period of national mourning for HM the Queen. *Mark Torkington*



Charter Scene Pathfinder Tours

The Cotswold Caper

West Coast Railway's Class 37 668, with 37 676 on the rear, arrive at Moreton-in-Marsh with Pathfinder's 'Cotswold Caper' tour as 802 103 departs for London Paddington with the 14:50 from Great Malvern on October 29th.

Chris Morrison



Charter Scene Pathfinder Tours

The Cotswold Caper

On October 29th, Class 37 668 and 37 676 'Loch Rannoch' top and tail an 8 coach rake are seen accessing the short South Marston Euro Terminal branch running as 1Z75 Burton to Banbury. *David Lindsell*



Charter Scene Pathfinder Tours

The Cotswold Caper

West Coast Railway's Class 37 668 waits time at Cheltenham Spa with the Banbury - Burton on Trent leg of Pathfinder's 'Cotswold Caper' tour on October 29th. *Chris Morrison*



Charter Scene

Pathfinder Tours

The Settle and Carlisle

West Coast Railway's Class 37 668 and 37 676 'Loch Rannoch' wait time at Crewe with Pathfinder's return tour from Carlisle to Newport on October 15th. *Chris Morrison*



Charter Scene Pathfinder Tours

The Settle and Carlisle

Class 37 676 and 37 668 roar past Coppull with an excursion from Newport to Carlisle via the S&C route on October 15th. *John Sloane*



Charter Scene Belmond

Belmond British Pullman

Class 67 007 races through Andover with the 1Z91 London Victoria to Hove on October 15th.
Michael Bennett



Class A44-6-2 Pacific No.4498 'Sir Nigel Gresley' heads south at Winwick on October 26th just before sunset, en-route from the North York Moors Railway to LSL at Crewe. *Brian Dobbs*



Charter Scene ECS and Light Engine Movements

Class 20 096 and 20 107 (running as Nos. D8096 and D8107) pass Cheadle Hulme on October 4th, working the 09:04 Crewe to Middlesbrough driver refresher. *Barry Longson*



Charter Scene

ECS and Light Engine Moves

▶ LNER A4 No. 4498 working 5Z61 Eaglescliffe - Crewe is seen at Moore on October 26th.
Mark Enderby

▶ West Coast's Class 37 706 basks in the sunshine at York on October 10th as it awaits its next duty.
Lee Stanford



Avanti West Coast

Climate Change Pendolino Class 390 121 leans into the S bend at Rugeley Trent Valley, trying to make up the 41 minutes it was running late, while working the 11:33 Glasgow Central to London Euston service on October 18th. *Barry Longson*





West Coast Partnership Contract Extension

FirstGroup plc has announced that it has agreed with the Department for Transport ('DfT') to extend the current contractual arrangements for the West Coast Partnership ('WCP') to the end of March 2023.

The WCP rail contract comprises operation of Avanti West Coast and acting as shadow operator to the HS2 programme.

WCP is currently operating under an Emergency Recovery Measures Agreement ('ERMA') which was put in place by the DfT in September 2020 to provide continuity for rail passengers and the industry during the recovery from the coronavirus pandemic.

The ERMA arrangements for WCP were previously set to expire on October 16th 2022 and will now run until the end of March 2023 under broadly the same terms and conditions.

Discussions are ongoing with DfT regarding the longer-term National Rail Contract for WCP.

Commenting, Graham Sutherland, FirstGroup Chief Executive Officer said: "We are committed to working closely with government and our partners across the industry to deliver a successful railway that serves the needs of our customers and communities. This agreement allows our team at Avanti West Coast to sustain their focus on delivering their robust plan to restore services to the levels that passengers rightly expect."

Avanti West Coast

▶ In strong autumn sunshine, Climate Change livered Class 390 121 arrives at Wigan NorthWestern, with the 11:23 London Euston to Blackpool North service on November 3rd.

Paul Senior

▶ Class 390 136 speeds south past Balshaw Lane Junction on October 26th with a service to London Euston. *John Sloane*

▶ Class 221 106 heads through Llanfair PG on October 7th. *Jeff Nicholls*



Chiltern Railways

▶ On October 4th, Class 68 014 catches a rare patch of sun at Leamington Spa, while working the 12:55 Birmingham Moor Street to London Marylebone. Unfortunately this service was terminated here due to an incident south of the station. *Lee Stanford*

▶ All Saints Church at Leamington Spa stands proud in the left background as Class 168 215 awaits instructions after arriving with the 13:14 Birmingham Snow Hill to London Marylebone service which was unable to proceed due to a line blockage. *Barry Longson*

▶ With some GWR replica memorabilia to be seen, Class 68 015 arrives at Leamington Spa on November 1st working the 12:10 London Marylebone to Birmingham Moor Street service. *Lee Stanford*



Colas Rail

▶ The Shrewsbury based RHTT services are operated by Colas Class 56s and on October 18th, a grimy 56 105 with sister 56 049 on the rear passes Broughton near Chester with the 08:13 Shrewsbury to Coleham via Holyhead. *Lee Stanford*

▶ The driver of Class 56 078 checks with the coupler that everything is OK, having run round the 13:33 Crewe Basford Hall to Longport on October 10th. *Barry Longson*

▶ In bright autumn sunshine, Class 70 808 leads the Preston Docks - Lindsey empties through Hebden Bridge on October 26th. *Jeff Nicholls*



Colas Rail

Showing signs of several weeks usage on this service, Class 56 105 and 56 049 pass Crewe with the 19:36 Coleham to Coleham on October 10th. *Barry Longson*

Class 56 105 and 56 049 pass Battlefield on October 6th with the 3S71 21:11 Coleham to Coleham. *Keith Davies*

On October 27th, Class 70 813 speeds through Kemble working 0Z71 Rugby D.E.D. to Swindon Transfer via Bromsgrove and Gloucester. *Ken Mumford*



Colas Rail

▶ In poor lighting conditions on October 22nd, Class 56 105 and 56 049 pass Chester with the 21:13 Coleham to Coleham via Holyhead RHTT. *Barry Longson*

▶ Class 70 817 passes through Leamington Spa on November 1st whilst running light engine from Westbury to Bescot. *Lee Stanford*

▶ On October 10th, Class 56 105 and 56 049 pass through Flint with a North Wales RHTT working. *Jeff Nicholls*



Colas Rail

▶ Class 56 105 and 56 049 are seen at Upper Battlefield on October 13th with 3S71 21:33 Coleham Lmd - Coleham Lmd. *Keith Davies*

▶ Class 70 808 running as 0Z27 Eastleigh East Yard to Bescot Up Engineers Sidings passes Radley on October 7th. *Tom Blanpain*

▶ On October 11th, Class 56 090 leads the 3S71 railhead cleaning train through Crewe with 56 113 on the rear, working from Coleham to Coleham via a tour of North Wales. *Michael Lynam*



Colas Rail

Class 56 105 and 56 049 top'n'tail a RHTT working through Flint on October 10th. *Jeff Nicholls*



Colas Rail

▶ On October 25th, Class 66 849 and 66 848 top'n'tail the 3S14 Woodburn Jct. - York Thrall RHTT at Sheffield. *Michael Lynam*

▶ Class 66 850 'David Maidment OBE' and 66 846 top'n'tail the 3S59 09:11 Hereford to Swindon Transfer RHTT working, seen arriving at Swindon on October 18th. *Derek Elston*

▶ Class 70 812 rolls into Leyland with a Ravenstruther to Longport working on October 10th. *John Sloane*



Colas Rail

▶ Class 66 848 and 66 849 'Wylaam Dilly' stand at Sheffield with 3S14 the 11:38 Grimsby Town to Wakefield Kirkgate RHTT on October 28th. *Derek Elston*

▶ On October 18th, a filthy Class 56 090 stands at the platform with 3S32, the 11.07 Cheltenham Lansdown Loop to Swindon Transfer having arrived 117 minutes early. *Derek Elston*

▶ Class 70 813 drags 56 113 through Doncaster as 0F55, the 10:00 Doncaster C.H.S. to Nottingham Eastcroft on October 28th. *Derek Elston*



Colas Rail

▶ Class 66 847 and 66 849 take the 3S14 Grimsby Town to York Thrall Europa RHTT through Horbury Cutting, Wakefield on October 7th.
Neil Scarlett

▶ Class 66 846 and 66 850 working the 3S59 Hereford to Swindon Transfer are seen passing through Swindon on October 11th.
Colin Pidgeon

▶ With Class 66 848 leading, 66 849 is seen on the rear of 3S14 Woodburn Junction to York RHTT on October 27th. *Steve Chapman*



Colas Rail

▶ Class 70 813 hurries through Swindon with the 6M40 11:42 Westbury Down T.C. to Cliffe Hill Stud Farm on October 18th. *Derek Elston*

▶ On October 11th, Class 56 105 and 56 049 pass Purton (Collins Lane) with the 3S32 Cheltenham Lansdown Loop to Swindon Transfer RHTT working. *Ken Mumford*

▶ On October 11th, Class 56 049 and 56 105 top'n'tail the 3S32 Cheltenham Lansdown Loop to Swindon Transfer as it passes through Swindon. *Colin Pidgeon*



Colas Rail

On October 3rd, the first runs in our area of the this years RHTT, worked by the somewhat uninspiring Colas 66s, in place of the DRS 20s and 37s of recent seasons. Seen passing through the leafy environs of Scunthorpe, Class 66 847 top and tails with 66 849 on 3S13 Wrenthorpe - Grimsby Town. At least the sun was out. *Steve Thompson*



CrossCountry

▶ Power cars Nos. 43184 and 43366 pass along the sea wall at Dawlish on October 16th with a Plymouth - Leeds service. *David Lindsell*

▶ On October 17th, the driver of Class 220 033 and 220 138 working the 10:15 Reading to Manchester Piccadilly, cleans his windscreen on the approach to Heaton Norris Junction. *Barry Longson*

▶ Class 220 008 and 220 032 working the 1020 Manchester to Bournemouth service pass Worting on October 17th. *Michael Bennett*



DB Cargo

▶ Running slightly ahead of time Class 60 044 creeps slowly forward at Plumley waiting for the signal to clear on October 18th, so it can get the 09:30 Arpley to Tunstead back underway.

Lee Stanford

▶ Class 66 088 trundles through York with a rake of empty wagons in tow on October 12th.

Derek Elston

▶ Class 66 017 runs on the up fast through Nuneaton on October 4th, while in charge of the 13:15 Trafford Park to London Gateway.

Barry Longson



DB Cargo

▶ Class 90 039 and 90 021 haul 92 015 DIT on the 13:32 Crewe TMD to Wembley away from Crewe station on October 10th. *Barry Longson*

▶ On October 19th, the driver of Class 60 024 lays down the power as it restarts 6M82 Walsall to Dowlow Briggs after a signal check at Stenson Jct. *Anton Kendall*

▶ Class 66 057 working the 4039 Morris Cowley to Southampton passes through Didcot North Junction on October 10th. *Michael Bennett*



DB Cargo

Contrasting liveries at Doncaster on October 25th sees Class 66 102 alongside Colas' 66 849 arriving with an unidentified RHTT working.

Lee Stanford

Class 66 078 slowly runs through platform 3 at Doncaster with the 10:01 Wakefield Europort to Felixstowe North on October 14th.

Barry Longson

As a consequence of the redeployment of the DRS locos from shunting duties to RHTT services DB now provide a loco to shunt the wagons at Peak Forest. On October 18th, Class 60 092 was the loco and it was to be found in the headshunt waiting for the next train which requires loading. *Lee Stanford*



DB Cargo

On the evening of October 18th, a very shiny Class 66 143 pauses at Peterborough for a crew change whilst working 4L76 East Midlands Gateway to Felixstowe South. *Anton Kendall*

On October 17th, Class 66 152 has charge of the 10:47 Knowsley to Wilton loaded waste, seen on the approach to Heaton Norris Junction, Stockport. *Barry Longson*

Thunderbird 188 to the rescue. On a slightly misty and damp October 20th, Class 66 188 arrives at Tolworth Day Aggregates, having run light engine from Hoo Junction, to rescue a stranded rake of empty HOA aggregates hoppers and return them to Cliffe Brett Marine. *Ian Callander*





DB Cargo

▶ Class 66 030 approaches Rainford with 6E26 Knowsley FT to Wilton EfW on October 25th.

Brian Dobbs

▶ Class 66 158 works hard as it approaches Turves on 4L38 East Midlands Gateway to Felixstowe Central on October 18th. *Anton Kendall*

▶ Negotiating the 'rollercoaster' towards Knollmead Bridge, Class 66 114 opens the throttles as it heads towards Malden Manor with the 6Y08 empties service to Cliffe on October 25th. *Ian Callander*



DB Cargo

▶ On October 29th, Class 66 133 passes South Marston, Swindon with an Oxford Banbury Road to Westbury stone empties working.
David Lindsell

▶ Former ECR Class 66 179 leads 66 111 through Swinton on October 27th as a light engine move 0E23 Toton to Doncaster. *Steve Chapman*

▶ On October 6th, Class 66 086 and 66054 working 0K75 Bescot - Arpley pass Daresbury.
Mark Enderby



A busy scene at Peak Forest on October 17th as Class 66 190 slowly propels wagons into the quarry for loading as 60 092 sits silently in the headshunt. *Lee Stanford*



First-in-class fitment of ETCS now underway on DB Class 66 locomotive

Work has begun to install the latest version of the European Train Control System (ETCS) to a UK freight locomotive, marking the beginning of fitment to freight vehicles in the UK as part of the East Coast Digital Programme. After several years of design and planning, DB Cargo UK's Class 66 locomotive No. 66 039 has now been delivered to Electro-Motive Diesel's engineering workshop in Doncaster where the technological transformation will take place. The 'first-in-class' fitment will take around six months to complete and is a significant milestone in the roll-out of the new European Rail Traffic Management System (ERTMS) in the rail freight sector. It will create the blueprint for the roll-out to the largest class of locomotives – the Class 66.

The roll-out is being coordinated by the East Coast Digital Programme, a cross-industry partnership led by

Network Rail which is managing the introduction of ERTMS on the East Coast Main Line and is setting the path for the Long Term Deployment Plan (LTDP) of future roll-outs of the system. Earlier this year, the Government announced an additional £1 billion of funding to facilitate the first phase of ERTMS on a 100-mile stretch of the East Coast Main Line from London Kings Cross to just south of Grantham.

DB Cargo UK's Chief Transformation and Digitalisation Officer Marie Hill said the company was proud to see years of hard work and dedication by its operations, engineering and technical staff finally come to fruition. "DB Cargo UK, working in close partnership with our colleagues at Siemens Mobility and Network Rail, is delighted to be playing a pioneering role in the roll-out of ERTMS and ETCS which will use digital technology to

create a more dynamic, more reliable, and more flexible railway here in the UK."

"Increased digitalisation and automation of our assets and processes will ensure we can continue to deliver, fast, efficient, reliable services fit for the 21st century and beyond. That's what our customers expect and that is what ERTMS will help us to deliver," she added.

DB Cargo UK, the UK's largest rail logistics provider, was chosen to be the first freight operator to install ETCS on its Class 66, 67, 60 and 325 fleets. Marie said that as well as leading on the first-in-class fitment programme, the company was also introducing a whole new set of operational and business processes to support the switch to digital signalling.

Ed Akers, Network Rail's Principal Programme Sponsor for the East Coast Digital Programme said: "Commencing the installation of ETCS on this freight locomotive marks a significant milestone on the East Coast Digital Programme and brings us closer to creating a more dynamic and reliable railway for all those using the East Coast Main Line. A lot of hard work has gone into getting us to this point, so I'd like to recognise and thank those involved for their dedication."

Ian Macleod, Siemens Mobility's Project Director, said: "This first installation is a key milestone marking the first of over 700 locomotives to be fitted. We are proud to be working together with Network Rail and DB Cargo preparing the first vehicle for its testing and operation in 2023."

Green liveried Class 66 004, running on Hydro-treated Vegetable Oil, passes Tyseley with the 6E11 12:00 Appleford - Milford Sidings flyash empties on October 10th. *Chris Morrison*



DB Cargo

On October 14th, Class 66 014 working the 6E26 Knowsley - Wilton passes Daresbury.

Mark Enderby

On October 18th, Class 66 112 passes through Acton Bridge with the 4F45 from Washwood Heath - Warrington Arpley, a rake of empty coal hoppers.

Michael Lynam

Class 66 013 heads away from Balshaw Lane with a light engine working from Carlisle to Crewe on October 26th.

John Sloane



DB Cargo

▶ Class 66 177 approaches St. Denys with a Southampton to Wakefield intermodal on October 31st. *John Sloane*

▶ Class 66 001 working the 4M58 Southampton to Garston passes through Reading on October 12th. *Richard Hargreaves*

▶ Class 66 004 working the 6E11 Appleford to Milford Yard passes Didcot North Junction on October 10th. The loco has run round its train in Didcot Yard. *Michael Bennett*



DB Cargo

On October 11th, Class 90 039 and 90 021 pass through Crewe on a 0Z90 test run from Crewe IETD - Stafford and back. *Michael Lynam*

Class 66 176 working the 6Z25 Westbury to Cricklewood passes through Reading on October 19th. *Richard Hargreaves*

On October 13th, Class 66 014 passes through Altrincham working the 6E32 bin train from Knowsley - Wilton EfW. *Michael Lynam*



DB Cargo

▶ Class 66 004 working the 6E11 Appleford to Milford Yard crosses Didcot North Junction heading for Didcot Yard to run round on October 10th. *Michael Bennett*

▶ On October 20th, Class 60 066 is seen stabled at Swindon prior to working 6M53 Swindon Stores to Toton Yard. *Colin Pidgeon*

▶ Class 66 076 leads the 6D65 10:11 Scunthorpe Roxby Gullet to Rossington Loading Point empties through Doncaster on October 28th. *Derek Elston*



DB Cargo

▶ On October 25th, Class 60 015 acts as a super shunter, as it pushes its 2000 ton cargo upgrade, to complete the loading process at Dove Holes quarry, Peak Forest. *Barry Longson*

▶ On October 29th, Class 66 188 on the Northolt Sidings to Severnside bins passes South Marston, Swindon. *David Lindsay*

▶ A rather smoky Class 66 063 powers past Daventry North Jct. whilst heading 4L56 Trafford Park to London Gateway on October 20th. *Anton Kendall*



DB Cargo

Having been held in the loop at Swindon, Class 66 168 gets away with 6C03 09:33 Northolt Sidings to Severnside Sita waste train on October 18th. *Derek Elston*

On October 18th, Class 90 020 and 90 037 'Christine' pass Stafford while in charge of 4M25 the 07:03 Mossend to Daventry intermodal. *Barry Longson*



DC Rail Freight

▶ Class 60 028 leads 6Z44 Burton to Willesden through Stenson Jct. on October 19th, with a GBRf Class 66 heading an almost empty container train southbound. *Anton Kendall*

▶ Cappagh liveried Class 60 028 eases through Northampton with the 6Z43 10:07 Acton Yard to Burton on Trent West Yard Maurice Hill on October 7th. *Derek Elston*

▶ On October 24th, Class 60 028 heads through Swindon working the 6Z21 Tytherington Quarry to Appleford Sidings. *Ken Mumford*



Direct Rail Services

▶ Class 88 002 'Prometheus' speeds through Winwick, with the 08:40 Mossend Down Yard to Daventry Intermodal, on another strike day, October 8th. *Paul Senior*

▶ Class 68 005 passes Coppull with a Carlisle to Crewe engineer's train on October 7th. *John Sloane*

▶ Class 68 002 passes Leyland with a Carlisle to Crewe engineer's train on October 10th. *John Sloane*



Direct Rail Services

▶ Class 88 009 heads northbound at Winwick with 4S44 Daventry to Mossend containers on October 18th. *Brian Dobbs*

▶ A regular working through Rugeley Trent Valley is the 13:57 Mountsorrel to Crewe Basford Hall, seen here with Class 66 421 'Gresty Bridge TMD' in charge on a bright October 18th. *Barry Longson*

▶ Class 66 433 passes Balshaw Lane Junction with the 6K05 engineer's train from Carlisle to Crewe on October 26th. *John Sloane*



East Midlands Railway

Class 170 418 makes a rare appearance for the class at Heaton Chapel on a sunny November 4th with the 10:51 Liverpool Lime Street to Norwich service. Further investigation into the working revealed that there was a unit swap at Nottingham with the more usual Class 158 continuing to Norwich. *Lee Stanford*

Class 170 531 stands at Matlock Bath on October 16th working the 16:39 service to Nottingham. *Allison Twycross*

Class 180 110 stands at Nottingham on October 12th. *Mark Enderby*



Freightliner

▶ Class 59 101 hauling the 7C77 Wembley to Merehead passes through Reading on October 19th. *Richard Hargreaves*

▶ Class 66 565 has a full load working the 15:49 Lawley Street to Southampton through Nuneaton on an overcast October 4th. *Barry Longson*

▶ Class 59 001 hauls a stone train through Reading on October 12th. *Richard Hargreaves*



Freightliner

On October 19th, Class 59 202 working the 6Z60 Neasden to Merehead passes through Reading. *Richard Hargreaves*

Class 66 605 rounds the curve at Heaton Norris Junction (north of Stockport Viaduct) to join the mainline with the 13:19 Guide Bridge to Tunstead on October 17th. *Barry Longson*

Class 66 520 working the 6V64 Wembley Reception to Merehead empties is seen at Hungerford on October 6th. *Michael Bennett*



Freightliner

▶ Class 66 542 speeds towards the camera at Rugeley TV on October 18th, while working 4L90, the 13:41 Crewe Basford Hall to Felixstowe North freightliner service. *Barry Longson*

▶ Arriving 24 minutes early, Class 59 002 'Alan J Day' brakes its rake of Yeoman-liveried JHA hoppers as it prepares to slew into the Tolworth aggregates facility, in the afternoon of October 21st, heading the 7002 service from Acton. *Ian Callander*

▶ Class 66 556 passes through the site of Savernake low level station with the 7Z60 Brentford to Merehead Quarry on October 6th. *Michael Bennett*



Freightliner

Newly painted Class 66 503 stands out against the dark background, as it passes Rugeley Trent Valley working the 09:14 Southampton to Garston on October 18th. *Barry Longson*



▶ Class 90 003 and 90 049 work 4M87 Felixstowe North to Trafford Park past Daventry North Jct. on October 20th. *Anton Kendall*

▶ Class 66 540 and 66 957 working the 6V18 Allington to Whatley approaches Reading on October 19th. *Richard Hargreaves*

▶ Class 66 603 passes Wigan North Western at speed, with the 6H51 11:05 Hardendale Quarry to Tunstead Sidings stone train on October 13th. *Paul Senior*



Freightliner

▶ Class 66 416 passes St. Denys on the fine autumn morning of October 10th with the 05:34 Crewe - Southampton Maritime liner. *John Goodrich*

▶ Class 66 601 hauls the 6M89 Dewsbury to Earles cement empties through Swinton on October 27th. *Stuart Chapman*

▶ Class 70 004 working the 4035 Crewe Basford Hall to Southampton passes through Reading on October 19th. *Richard Hargreaves*



Freightliner

▶ Class 70 017 is in charge of 10:59 Lawley Street - Southampton Maritime liner which is seen passing Horseshoe Bridge, St. Denys on October 17th. *John Goodrich*

▶ West Burton power station has recently resumed taking in coal, along with Drax, and on October 3rd the colourful Class 66 419 is seen working 6Z40 HIT - West Burton through Scunthorpe with 21 loaded HHAs in tow. *Steve Thompson*

▶ With the Swan and Railway public house in the background, Class 66 618 passes Wigan NorthWestern with the 11:05 Hardendale Quarry to Tunstead Sidings stone train on November 3rd. *Paul Senior*



Freightliner

▶ In lovely autumn lighting conditions, Class 66 605 approaches Peak Forest on October 17th with the 13:19 Guide Bridge to Tunstead empty hoppers. *Lee Stanford*

▶ On October 28th, Class 66 566 passes South Marston with a London Gateway to Portbury liner. *David Lindsell*

▶ On October 11th, Class 66 414 passes through Swindon on 6Z86 West Drayton to Machen Quarry, running down the Up main line through the station. *Colin Pidgeon*



Freightliner

Class 66 597, now once again carrying the name 'Stephenson Locomotive Society 1909-2009' (having previously been re-named 'Viridor' in 2011), rolls under Carter's Bridge as it descends from Raynes Park station en route to Tolworth with the 7002 aggregates service on October 17th. Access to the former Raynes Park Goods Yard, which sat between the 'up' and 'down' lines on the far side of the bridge, was via a set of points that were located just about where the loco is now, on the 'down' line - trains came down from Raynes Park, then set back into the yard, the points for which were controlled from a manned signalbox (called 'Raynes Crossing') that was situated to the right of this picture and slightly closer to the camera. *Ian Callander*





Freightliner

On October 25th, Class 90 003 and 90 049 cross the Manningtree Viaduct hauling a Felixtowe - Crewe liner running slightly late owing to a late running Harwich service coming off the branch ahead of it. *Charlie Robbins*



Freightliner

On October 6th, the 6L21 Whatley to Ivor passes through Hungerford with Class 59 103 in charge. *Michael Bennett*

Class 59 001 passes Didcot North Junction with the 6A60 Whatley to Oxford Banbury Road on October 10th. *Michael Bennett*

Class 66 514 approaches Swinton working the 4L85 Tinsley to Felixstowe liner on October 27th. *Steve Chapman*



Freightliner

▶ Class 59 001 with the Appleford to Whatley stone empties passes Hungerford on October 6th. *Michael Bennett*

▶ On October 10th, Class 66 517 passes Church Brampton working 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner. *Derek Elston*



Freightliner

▶ Class 59 201 passes through Hungerford with 66 416 midway in the train, working Wembley Reception to Merehead on October 6th.

Michael Bennett

▶ Class 70 010 passes through Didcot North Junction with the 4M55 Southampton to Lawley Street on October 10th.

Michael Bennett

▶ On October 15th, Class 66 525 passes through Swindon with a lightly loaded Wentloog bound liner.

Ken Mumford



Freightliner

▶ Class 70 004 and 66 419 pass through Didcot North Junction on October 10th working the 4090 Leeds to Southampton liner.

Michael Bennett

▶ Class 59 201 hauling the 7B12 Merehead to Wootton Bassett passes through Swindon on October 20th. *Colin Pidgeon*

▶ On a dismal October 23rd, Class 66 956 and 66 622 top and tail the 6Y30 Grimsby Town - Doncaster Up Decoy, which actually started from Brocklesby, having not visited Grimsby in the first place! Conveying a mixture of spoil and stone, it passed through Scunthorpe station just as the downpour began. *Steve Thompson*



Freightliner

▶ Class 70 016 passes through Altrincham on October 13th working as 6J37 empty bin train from Runcorn - Brindle Heath. *Michael Lynam*

▶ Class 90 005 and 90 010 working the 4S52 Crewe - Coatbridge pass Daresbury on October 6th. *Mark Enderby*

▶ Class 66 613 passes Battlefield with 6Q98 10:24 Donnington RFT - Crewe CS on October 17th. *Keith Davies*



▶ Class 69 005 'Eastleigh' approaches Mount Pleasant crossing on October 6th with 12:30 Mountfield - Southampton Western Docks empty gypsum wagons. In the background SWR's 444 023 is the rear unit of 16:06 Northam - Fareham empty stock train held at signals by Horseshoe Bridge, St. Denys as it waits to cross to the Portsmouth line. *John Goodrich*

▶ Class 66 794 passes through Charnock Richard cutting on October 5th whilst hauling an Avonmouth to Clitheroe empty cement train. *John Sloane*

▶ On October 10th, Class 66 730 runs through platform 5 at Crewe with the 10:35 Small Heath to Hindlow empty box wagons. *Barry Longson*



GBRf

Class 60 002 leads empties from Drax to Liverpool across the Rochdale Canal at Walsden on October 26th. *Jeff Nicholls*



▶ Class 69 006 made its third appearance in the Southampton area on the 12:30 Mountfield - Southampton Western Docks empty gypsum wagons on October 17th. It is seen amongst the lengthening shadows passing Horseshoe Bridge, St. Denys. *John Goodrich*

▶ Class 66 750 passes Kempsey on October 6th with 6V75 10:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

▶ With the cloud rolling in from the west on October 14th, Class 66 788 catches the last of the available light at Doncaster while in charge of the 08:20 Middleton Towers to Barnby Dun sand hoppers. *Barry Longson*



▶ The RHTT season is now well underway and on October 18th, Class 66 718 and 66 301 show signs of heavy use on these trains. Here the duo pass Rugeley Trent Valley working the 11:42 Kings Norton to London Euston (with a reversal at Stafford). *Barry Longson*

▶ On October 13th, Class 66 759 passes Bayson Hill with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

▶ Class 66 786 approaches Swinton with 6M61 Immingham to Ratcliffe coal on October 27th. *Steve Chapman*



Having been held at the junction home signal for a short while, Class 66 706 is seen passing New Mills South Junction on October 26th as it gets the 08:13 Hams Hall to Hindlow back underway. *Lee Stanford*

Class 66 716 heading from Eastleigh to Kineton MOD passes Didcot North Junction on October 10th. *Michael Bennett*

Class 66 711, one of many non-standard liveried GBRf 66s, has charge of the 10:35 Small Heath to Hindlow empty box wagons, at Heaton Norris Junction, Stockport, on a sunny October 17th. *Barry Longson*



▶ Class 60 002 and 60 056 head southbound at Winwick with 6E17 Liverpool Biomass Terminal to Drax on October 22nd. *Brian Dobbs*

▶ Unique liveried Class 60 026 passes Plumley on October 18th working the 08:03 from Liverpool Biomass Terminal to Drax. *Lee Stanford*

▶ Class 66 737 passes Swinton on October 27th on 4L11 Masborough to Felixstowe intermodal. *Steve Chapman*





▶ Class 66 707 sits on the centre road at Leamington Spa waiting for the road ahead to clear on November 1st whilst working the 06:42 Tunstead to Banbury Reservoir sidings.

Lee Stanford

▶ On October 18th, Class 66 747 passes through Acton Bridge with the 4S57 Hams Hall - Mossend intermodal.

Michael Lynam

▶ Class 66 727 in Maritime livery approaches Stockport on October 27th with a rake of empty stone hoppers from Hope Street (Salford) - Peak Forest.

Michael Lynam



▶ Class 66 759 passes Kempseye with 6V75 14:05
Dee Marsh Reception Sidings - Margam TC on
October 17th. *Keith Davies*

▶ Class 66 758 is seen at Charnock Richard on
October 11th hauling a Gloucester to Clitheroe
cement working. *John Sloane*

▶ Class 60 047 passes Coppull with a Ribblehead
to Tuebrook stone train on October 7th.
John Sloane



On October 18th, Class 60 002 passes through Acton Bridge working the 6E10 Liverpool - Drax Biomass. *Michael Lynam*

Class 66 762 passes Duncote Mill with 6M05 10:51 Tinsley Yard - Coton Hill Yard on October 18th. *Keith Davies*

Unique liveried Class 66 797 trundles through Doncaster on October 25th with the 13:45 Goole Glassworks to Doncaster Down Decoy Yard. *Lee Stanford*



▶ Maritime liveried Class 66 727 was employed on an aggregate working on October 18th and was recorded reversing the 11:39 from Wellingborough into the loading point at Peak Forest. *Lee Stanford*

▶ Class 60 095 hauling the 6E09 Liverpool Biomass Terminal - Drax passes Daresbury on October 6th. *Mark Enderby*

▶ Class 66 744 approaches Balshaw Lane and Euxton with a Mossend to Doncaster intermodal working on October 22nd. *John Sloane*



▶ Class 66 726 heads past Wolascott on October 23rd working the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*

▶ Class 60 095 passes Balshaw Lane Junction with a Ribblehead to Tuebrook stone train on October 26th. *John Sloane*

▶ On October 28th, Class 66 706 passes Coppull with a Hams Hall to Mossend intermodal with 66 711 on the rear. *John Sloane*



▶ Class 66 711 passes Balshaw Lane and Euxton station with a Hams Hall to Mossend intermodal on October 29th. *John Sloane*

▶ Class 66 789 works hard past an autumnal Whittlesea on 4L11 Masborough to Felixstowe North on October 20th. *Anton Kendall*

▶ Class 69006 passes St. Denys with the Mountfield to Southampton empties on October 31st. *John Sloane*



▶ Class 66 726 is seen at Woolascott on October 23rd with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*

▶ Class 66 784 'Keighley & Worth Valley Railway' leads the 4L68 13:53 Birch Coppice GBRf to London Gateway GBRf past Church Brampton on October 10th. *Derek Elston*

▶ Class 66 706 'Nene Valley' and 66 792 'Collaboration' squirt their way south at Church Brampton with the 3J01 11:42 Kings Norton OT Plant Depot to London Euston RHTT on October 10th. *Derek Elston*



▶ On a stunning autumnal day, GBRf's Cemex liveried Class 66 780 heads past March West Jct. whilst working 4L66 Doncaster Decoy to March Up Yard on October 18th. *Anton Kendall*

▶ On October 28th, Class 66 798 stands at Doncaster on October 28th with 6E85 08:20 Middleton Towers GBRf to Barnby Dun Roc. Glass GBRf, being held due to a points failure. *Derek Elston*

▶ Class 66 759 passes Meole Brace on October 24th working the 6V75 14:31 Dee Marsh - Margam empty steel. *Phil Martin*



On October 3rd, Class 66 709 ventured forth through Scunthorpe with 6001 Ent C-Eastleigh, its load comprising a single empty JZA.
Steve Thompson

Class 66 750 works 6M26 Eastleigh to Mountsorrel through Shawford on October 17th.
Anton Kendall

Class 66 793 approaches Shawford working 6Y48 09:01 Eastleigh to Hoo Jct.
Anton Kendall



Grand Central

Class 180 102 rattles through Doncaster with 1A6108:53 Sunderland to London King's Cross on October 28th. *Derek Elston*



Greater Anglia

▶ New Class 720 112 speeds past Nuneaton on October 4th, while undertaking a test run from Stafford to Wembley. *Barry Longson*

▶ On October 7th, Class 720 112 working 5Q27 08:45 Wembley Inter City Depot to Rugby Udt Signal Rn4184 mileage accumulation and shake down run passes through Northampton. *Derek Elston*



Great Western Railway

▶ Power car No. 43158 departs Dawlish on October 16th leading the 14:40 Cardiff service.
David Lindsell

▶ Class 387 153 and 387 145 approach Swindon on October 15th working the 9B13 London Paddington to Cardiff service. *Colin Pidgeon*

▶ Class 800 313 waits to depart Swindon on October 15th with a service to London Paddington as Class 66 846 and 66 850 arrive with a RHTT working. *Ken Mumford*



Great Western Railway

Class 802 011 and 802 007 approach Teignmouth on
October 20th working a service to London Paddington.
David Lindsell



Great Western Railway

▶ Class 387 147 and 387 153 approach Reading on October 12th with a service from London Paddington. *Richard Hargreaves*

▶ Rainbow liveried Class 800 008 calls at Reading on October 12th with a service to London Paddington. *Richard Hargreaves*

▶ Class 769 943 approaches Reading on October 12th. *Richard Hargreaves*



Great Western Railway

On October 16th, Class 387 161 and 387 142 working the 9C09 from London Paddington are seen at Swindon. *Ken Mumford*

Class 800 014 and 800 016 approach the Swindon station call with 1B15 12:48 London Paddington to Swansea service on October 18th. *Derek Elston*

Class 800 319 departs Swindon with the 1L19 12:54 Cardiff Central to London Paddington service on October 18th. *Derek Elston*



Great Western Railway

▶ On October 24th, Class 158 745 has just arrived at Swindon with the 2M19 from Westbury and will soon depart back to Westbury as 2M28.
Ken Mumford

▶ On October 27th, Class 802 022 departs Kemble working a service from Cheltenham Spa to London Paddington.
Ken Mumford

▶ Power car No. 43022 departs Dawlish on October 16th on the rear of a service to Cardiff.
David Lindsay



Hull Trains

Class 802 302 now named 'Jean Bishop (The Bee Lady)' arrives into Doncaster with 1H02 09:48 London King's Cross to Hull service on October 28th.
Derek Elston



L.N.E.R.

▶ Class 91 127 has a full rake of matching Mk4s on October 14th, as it slows at Doncaster working the 10:33 London King's Cross to Leeds service. *Barry Longson*

▶ Reliveried Class 91 127 stands at Leeds on October 25th ready to propel the 1A41 16:45 departure to London King's Cross. *Derek Elston*

▶ Class 91 130 working the 12:02 from York to King's Cross failed just north of Doncaster on October 25th. After almost 3 hours it was rescued by Doncaster 'Thunderbird' 67 016 which is seen approaching Doncaster where the service was terminated. *Lee Stanford*



L.N.E.R.

Class 91 107 'Skyfall' runs into Doncaster with 1N81 09:06 London King's Cross to York service on October 28th. *Derek Elston*



LNER LEADS THE WAY WITH POST-PANDEMIC PASSENGER RECOVERY

London North Eastern Railway (LNER) is leading the way with post-pandemic passenger recovery. Results published by the Office of Rail and Road (ORR) show that LNER saw the most customers return to its services when compared with pre-pandemic usage than any other franchised operator, topping the table for a record fifth consecutive quarter.

Data from LNER shows that more than 15 million passengers have travelled across its network so far this year, more than double than for the same period last year. LNER passenger numbers have now exceeded pre-Covid levels with LNER becoming the first franchised train company in the country to reach this milestone,

according to the ORR data.

David Horne, Managing Director at LNER, said: "At LNER we are proud to lead the industry when it comes to welcoming people back to rail. For the past five consecutive quarters we have seen more and more passengers returning to our services. We believe our customer service and digital innovations are a key part of that success, offering people first-class customer service, greater choice and flexibility and that work continues. The LNER app and website make it simpler for people to plan their journeys and sign up for live journey updates. We were the first to introduce at-seat ordering with Let's Eat At Your Seat in Standard, where

customers can use a QR code to order refreshments directly to their seat."

LNER has also achieved European success, being named Travel Partner of the Year in the Rail Operator category of the Business Travel Awards Europe 2022 for the second year in a row.

The prestigious awards, hosted by the Business Travel News Group, recognise and celebrate industry leadership, partnership and innovation across the travel sector. LNER was praised by the judges for its innovative approach in championing rail and raising the profile of the industry as well as its 'excellent customer service',

innovation in onboard catering and its popular loyalty scheme LNER Perks, now with 500,000 members.

It has also been revealed that LNER's award-winning catering team has been shortlisted in two categories of The Caterer's Foodservice Catey's Awards 2022. LNER is among the finalists in the Best Use of Technology category for at-seat service 'Let's Eat at Your Seat', as well as the Retail and Leisure Caterer of the Year Award.



LNER Wins Top Tech Accolade With 'App Of The Year'

London North Eastern Railway (LNER) has been awarded the prestigious 'App of the Year' award at the UK Business Tech Awards 2022.

The UK Business Tech Awards celebrate the UK's finest tech business and rewards innovative and exceptional application of technology to transform and grow businesses. Judges praised LNER for the creativity and implementation of the project in creating the app, alongside the impressive improvements of the platform based on consumer research and insight.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "At LNER we are driven by building best-in-class digital experience for people. In creating this app we have delivered game-changing app features that transform the way customers manage their end-to-end journey and use AI-powered technology to offer real-time personalised notifications."

"We believe digital plays a crucial role in helping people have complete control of the various elements of their journey. We look at how we can fix pain points and prioritise the different types of customers we serve as we welcome more and more people to rail."

The popular LNER App includes many industry firsts, allowing customers to manage their end-to-end journeys, book ahead thanks to extended booking horizons as well as offering live journey alerts. The app streamlines complex industry ticketing options, and combined with 'LNER SmartSave' ensures customers can enjoy a smarter and smoother travel experience.

Rated number one in the App Store, the LNER App continues to enhance customer satisfaction and help drive journey growth for rail. Data released earlier this month by the Office of Rail and Road (ORR) showed that LNER saw the most customers return to its services compared with pre-pandemic usage than any other franchised operator, topping the table for a record fifth

consecutive quarter.

The LNER App empowers and enables customers to make changes to their travel plans up to a few minutes before their journey, as well as being able to upgrade to First Class and use geo-location technology to identify helpful shortcuts. One-click Delay Repay is also available via the LNER App with speedy refunds or the option to donate to the Campaign Against Living Miserably (CALM).

The success of the LNER app design is reflected in its 4.9 star rating in the App store. It is free to download and offers customers £5 of free credit when signing-up for the popular loyalty scheme which now has more than 500,000 members. Customers can earn 2 per cent credit on bookings to use on future journeys.

LNER has established a proud reputation for pioneering new digital technology to make train travel better for people. LNER was first to introduce 'Let's Eat At Your

Seat' which allows customers in Standard Class to browse and buy refreshments using their smart phone and have them delivered directly to their seat when on a journey anywhere along the 956-mile LNER network.

More recently LNER has launched a UK-first trial of edgcasting onboard several Azuma services along the East Coast route. The pioneering project offers customers access to hundreds of hours of content on the ITV Hub without using their own data or using and impacting onboard WiFi quality.

LNER is committed to enhancing the customer experience and has recently completed the third cohort of the accelerator programme, LNER Future Labs. The scheme offers innovative start-ups the opportunity to develop technology solutions to address challenges in rail to provide an even better service for customers who travel with LNER.

Loram Rail Operations

Class 37 901 'Mirrlees Pioneer', 37 418 'An Comunn Gaidhealach' and 975 025 'Caroline' working 2Z03 Lackenby - York are seen passing through Grangetown Teesside on October 26th. *Michael J Alderdice*



Loram Rail Operations

▶ Class 37 901 leads 975025 'Caroline' and 37 418 on 5Z03 York to Derby at Swinton on October 27th. *Steve Chapman*

▶ Class 37 901 'Mirrlees Pioneer', 37 418 'An Comunn Gaidhealach' and 975 025 'Caroline' working 2Z02 York - Lackenby are seen passing through Grangetown Teesside on October 26th. *Michael J Alderdice*



Lumo

Lumo IEP Class 803 001 speeds through Doncaster on October 14th, with the 10:45 London King's Cross to Edinburgh service. *Barry Longson*



Network Rail

▶ Class 37 419 accelerates through Brough station, after reversal at Brough East, with the 10:00 York Thrall to York Thrall RHTT service on October 10th. *Lee Stanford*

▶ Leading the 10:00 RHTT service from York, a workstained Class 37 425 is seen on the outskirts of Brough on October 10th. *Lee Stanford*

▶ On a really rough October 19th, Class 66 129 and 66 069 pass through Dawlish with a RHTT working. *David Lindsell*



On October 6th, Class 37 422 departs Scarborough with 3J51 RHTT working heading towards Hull, with 37 419 on the rear.
Mark Torkington



Network Rail

Class 37 716 and 37 425 return from Hellifield on October 30th with the 3S29 York circular RHTT and are seen at Cononley. *Steve Chapman*

On October 30th, Class 37 716 and 37 425 working the 3S29 York Thrall - York Thrall RHTT are seen at Hellifield. *Carl Grocott*

Class 37 419 and 37 422 working the 3J51 York Thrall - York Thrall RHTT pass through Beverley on October 29th. *Carl Grocott*



Network Rail

Class 37 419 and 37 422 working the 3J51 York Thrall - York Thrall RHTT are seen at York on October 29th. *Carl Grocott*



Network Rail

▶ Passing Brough East box on October 10th, the driver applies the power to Class 37 425 as it leads the 10:00 York Thrall to York Thrall RHTT.
Lee Stanford

▶ On October 6th, Class 37 419 rests at Scarborough with the 3J51 LNE RHTT circuit.
Mark Torkington

▶ Already looking somewhat weather-beaten as a result of RHTT duties, Class 37 419 with 37 422 at the rear wait to depart from Selby on October 6th with the 10:00 from York Thrall Europa.
Lee Stanford



Network Rail

On October 31st, one of the three former Class 153s acquired by Network Rail, Class 153 376, paid a visit to the Anglia region performing a Manningtree - Wickford - Manningtree test circuit. *Charlie Robbins*



Network Rail

Class 97 302 and 56 049 pass Kempseye with 3S71 07:30 Coleham Lmd - Coleham Lmd on October 26th. *Keith Davies*

This used to be a reasonably good spot for a photograph, now it's more like an allotment. On October 15th, Class 37 254 and 37 421 top and tailed 1Q86 March - Lincoln - Doncaster - Lincoln - Peterborough - Derby RTC track recorder and are seen here on the return visit to Lincoln. *Steve Thompson*

Class 37422 'Victorious' and 37608 'Andromeda' with 'York Leaf Buster's' headboard arrive at Scarborough station on October 26th. *Allison Twycross*



Network Rail

▶ Class 66 105 and 66 096 pass Baystan Hill Quarry on October 30th working the 3S51 16:03 Shrewsbury - Worcester Shrub Hill RHTT.
Phil Martin

▶ Class 66 554 and 66 850 working the 3S59 Hereford to Swindon Transfer head through Swindon on October 20th. Class 66 554 had been on hire to Colas for 48 hours to cover for a failed 66 846. *Colin Pidgeon*

▶ The swapping of locos on 3S59 Hereford to Swindon Transfer continued and on October 22nd, West Coast's Class 37 668 top'n'tailed 66 850. *Colin Pidgeon*



Rail Adventure

On October 7th, the 0Z43 formed of power cars Nos. 43480 and 43468 passes Radley running from Eastleigh Arlington (Zg) to Tyseley Steam Trust. *Tom Blanpain*



Rail Operations Group

▶ Class 37 884 passes Bayston Hill on October 11th with 5Q78 08:49 Crewe South Yard - Newport Docks (Sims group). *Keith Davies*

▶ Snowplough fitted Class 37 510 'Orion' drags C2C's Class 720 609 through Northampton on October 7th as 5Q75 09:14 Derby Litchurch Lane to Wembley Inter City Depot. *Derek Elston*

▶ Almost there! as Class 37 884 passes Doncaster West Yard with Southeastern's Class 466 024 and 466 043 in tow as 5Q23, the 13:10 Worksop Down Reception to Doncaster Works Wagon Shops on October 28th. *Derek Elston*



TransPennine Express

On October 10th, non TPE liveried Class 68 034 crosses the River Ouse and almost all journeys end at York with the 09:34 from Scarborough.
Lee Stanford

On October 28th, Class 68 019 'Brutus' awaits departure time from Doncaster working 5B82 14:46 route learner training run to Cleethorpes.
Derek Elston

Class 68 019 waits at Platform 3 at Doncaster before heading to Cleethorpes on October 25th with a staff training run.
Lee Stanford



TransPennine Express

▶ Class 68028 working the 1E51 York-Scarborough service waits departure time at York on October 29th. *Carl Grocott*

▶ On October 11th, Class 68 023 propels TPE Set 2 through Crewe station on a stock move as 5Q69 from Crewe South Yard - Malton. *Michael Lynam*

▶ Class 68 029 'Courageous' sits in Platform 2 at Scarborough station on October 26th waiting its return working to York. *Allison Twycross*



TransPennine Express

▶ Class 68 024 'Centaur' departs Leeds having run in and reversed with 5S39, the 13:43 Manchester Piccadilly to Longsight Car. M.D. on October 25th. *Derek Elston*

▶ Class 185 108 departs Scarborough with the 12:34 service to York on October 26th. *Allison Twycross*

▶ Class 68 024 arrives at Leeds on October 25th with the 10:52 empty stock working from York to Manchester Piccadilly. *Lee Stanford*



TransPennine Express

▶ Class 68 031 'Felix' is seen stabled spare at Scarborough on October 12th. *Derek Elston*

▶ In torrential rain, Class 68 033 pushes its Liverpool Lime St. - Malton route learner/crew trainer away from its practice stop at Glazebrook on October 4th. *Jeff Nicholls*

▶ On October 10th, Class 68 019 is seen at Stockport working a Cleethorpes to Manchester test run. The train headed back towards Cleethorpes an hour or so later. *Steve Stepney*



Transport for Wales

▶ On a glorious October 18th, Class 67 029 was diagrammed to work the 11:33 Holyhead to Cardiff service and is seen passing Broughton on the outskirts of Chester. *Lee Stanford*

▶ Class 153 382 and 153 913 pass Kempsey on October 6th working the 1V39 10:31 Manchester Piccadilly - Milford Haven service. *Keith Davies*

▶ Class 175 102 passes Bayston Hill on October 13th with 1V38 09:31 Manchester Piccadilly - Carmarthen service. *Keith Davies*



Transport for Wales

On October 22nd, Class 158 838 and 197 102 are seen stabled at Chester. *Richard Hargreaves*

Class 158 825 passes through Llanfair PG on October 7th. *Jeff Nicholls*

Sporting another TfW livery, Class 67 020 speeds south at Rugeley Trent Valley on October 18th. One assumes it is to match the black Mk4s, to be introduced on the Cardiff to Manchester service. *Barry Longson*



Transport for Wales

One of at least two Class 197s out on crew training on October 10th, as 197 008 pauses at Flint with a working from Chester to Llandudno Junction. *Jeff Nicholls*

On October 11th, Class 197 007 is seen at Crewe on a training run to Shrewsbury and return. *Michael Lynam*

Class 197 004 passes Battlefield on October 6th with 3J09 14:23 Crewe to Shrewsbury. *Keith Davies*



Transport for Wales

▶ Class 67 025 speeds through Llanfair PG on October 7th with a Holyhead - Cardiff service.
Jeff Nicholls

▶ Class 175 107 departs Crewe on October 11th with a service to Manchester Piccadilly.
Michael Lynam

▶ Class 175 112 is seen at Bayston Hill on October 30th with 1V31 14:31 Manchester Piccadilly - Swansea service.
Keith Davies



Units: DMUs and EMUs

▶ Dual voltage Class 377/2s are not common at Southampton, however on October 17th, Southern's 377 210 was used on 16:12 Southampton - London Victoria which is seen crossing to the Portsmouth line at Horseshoe Bridge, St. Denys. *John Goodrich*

▶ On October 6th, Northern's Class 158 791 leads sister 158 906 across the swing bridge at Selby working the 14:15 Hull to Halifax service. *Lee Stanford*

▶ On October 17th, South Western Railway's Class 159 017 leads the 1149 London Waterloo to Exeter St. Davids through Worting Junction. *Michael Bennett*



Units: DMUs and EMUs

▶ Last built Crossrail unit Class 345 070 arrives at Abbey Wood station on October 13th with a service from London Paddington. *Lee Stanford*

▶ South Western Railway's Class 450 057 and 450 049 working the 1T49 London Waterloo to Portsmouth service pass Worting on October 17th. *Michael Bennett*

▶ Northern's 3 car Class 150 006 stands at Clitheroe on November 3rd before departing with the 14:23 to Rochdale. *Lee Stanford*



Units: DMUs and EMUs

On October 22nd, Merseyrail's Class 507 002 calls at Kirkdale with a serve to Kirkby.
Richard Hargreaves

Merseyrail's Class 507 010 calls at Kirkdale on October 22nd working a service to Liverpool Central.
Richard Hargreaves

Northern operates six Class 150/0 units which run in 3 car formation and they can be found on the Rochdale to Clitheroe route. The doyen of the class, 150 001, was found on a sunny November 11th departing from Bolton working the 11:23 Clitheroe to Rochdale.
Lee Stanford



Units: DMUs and EMUs

Northern's Class 195 012 and 195 015 head southbound at Winwick with 1D78 Leeds to Chester service on October 22nd.

Brian Dobbs

South Western Railway's Class 458 511 was an unusual visitor to St. Denys on October 10th as it accompanied another Class 458 on 10:01 Wimbledon Park Depot Sidings - Bournemouth Depot.

John Goodrich

Class 507 014 arrives at Liverpool Central with a service to Chester on October 22nd.

Richard Hargreaves



Units: DMUs and EMUs

▶ Class 345 017 approaches Reading on October 12th with a terminating service from London Paddington. *Richard Hargreaves*

▶ Northern Bi-Mode EMU, Class 769 431 arrives at Southport with the 13:30 service from Stalybridge on October 6th. *Paul Senior*

▶ On October 22nd, Merseyrail's Class 508 127 and 508 123 approach Sandhills. *Richard Hargreaves*



Units: DMUs and EMUs

Merseyrail's Class 507 019 approaches Cressington with a service to Southport on October 22nd. *Richard Hargreaves*

Northern's Class 150 006 slows for the stop at the strangely named 'Hall i'th' Wood' station which is in the Bolton suburbs, as it works the 13:23 Clitheroe to Rochdale on a sunny November 4th. *Lee Stanford*

The 11:42 Leeds - Chester service disappears into Winterbutlee Tunnel with Northern's Class 195 016 leading 195 014 on October 26th. *Jeff Nicholls*



Units: DMUs and EMUs

South Western Railway's Class 701 038 passes Horseshoe Bridge, St. Denys with a test working from Poole to Staines on the fine afternoon of October 17th. *John Goodrich*

Merseyrail's Class 507 028 arrives at Moorfields on October 22nd with a service to New Brighton. *Richard Hargreaves*

Northern's Class 156 472 arrives at Grosmont main line station, with service from Middlesbrough to Whitby on October 27th. *Allison Twycross*



Units: DMUs and EMUs

A busy moment at Chester on October 22nd as Northern's Class 150 143 and 150 224 have arrived from Manchester, 150 126 awaits its next turn of duty, while CAF units 195 011 and 195 001 have arrived from Leeds. *Barry Longson*

Merseyrail's Class 508 130 stands at Chester on October 22nd with a service to Liverpool Central. *Richard Hargreaves*

A busy scene at Abbey Wood on October 13th with two Crossrail Class 345s on the left as Thameslink's Class 700041 departs for Dartford. *Lee Stanford*



Units: DMUs and EMUs

▶ A sunny Bolton sees Northern's Class 769 431, now back on electric power, ready to depart with the 13:11 Southport to Stalybridge service on November 3rd. *Lee Stanford*

▶ Northern's Class 323 231 speeds through Heaton Chapel on November 4th working the 11:47 Manchester Piccadilly to Stoke on Trent service. *Lee Stanford*

▶ West Midland's Class 172 001 was one of the units employed on the Leamington Spa to Nuneaton shuttles on November 1st and is seen waiting to depart with the 15:02 to Nuneaton on October 26th. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's Class 777 003 and 777 013 are pictured stabled at Southport after arriving with a driver training run from Kirkdale Depot on October 29th. *Paul Senior*

Northern's hybrid unit Class 769 424 slows for its Heaton Chapel station call on November 4th whilst working the 10:16 Southport to Alderley Edge. The sight of Class 769 units south of Manchester Piccadilly is expected to cease from the December timetable change as they will only operate to Manchester Oxford Road. *Lee Stanford*

Northern's Class 333 003 arrives at Steeton & Silsden on October 30th with the 09:48 Bradford Forster Square to Skipton service. *Steve Chapman*



Units: DMUs and EMUs

▶ Northern bi-mode Class 769 442 runs slow line past Heaton Norris Junction, working the 13:50 Alderley Edge to Southport on October 17th. From December, south Manchester will lose this service, when they will run Southport to Oxford Road only. *Barry Longson*

▶ Northern's Class 150 134 and 150 126 depart Altrincham on October 13th working a Chester - Manchester Piccadilly service via Stockport. *Michael Lynam*

▶ On October 20th, Merseyrail's Class 507 008 arrives at Moorfield station on a service to West Kirby. *Michael Lynam*



Units: DMUs and EMUs

On October 11th, C2C's Class 720 605 and 720 607 are seen at Crewe on mileage accumulation runs between Wembley and Crewe. *Michael Lynam*

Swift parcels unit Class 321 334 is seen at Charnock Richard on a movement from Doncaster to Mossend via North London on October 14th. *John Sloane*

On October 3rd, LNWR's Class 319 457 has just arrived at Northampton with 2N73 16:24 from London Euston paired with 319 220. *Derek Elston*



Units: DMUs and EMUs

London Overground's Class 710 130 departs from Bethnal Green on October 13th with a local service from London Liverpool Street to Chingford. *Lee Stanford*

Northern's 08:54 Wigan North Western - Leeds exits Winterbutlee Tunnel with Class 195 129 in charge on October 26th. *Jeff Nicholls*

SWR's Class 450 018 and 450 048 are seen at Alton on October 19th working a London Waterloo service. *Ken Mumford*



Units: DMUs and EMUs

▶ South Western Railway's Class 450 102 is seen between Northam and St. Denys with the 15:44 Southampton to Portsmouth service on October 31st. *John Sloane*

▶ SWR's Class 450 020 approaches St. Denys with a Northam to Basingstoke ecs working on October 31st. *John Sloane*

▶ Merseyrail's Class 507 007 and Northern's Class 156 415 stand at Southport awaiting their next workings to Hunts Cross and Stalybridge respectively on October 21st. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 507 019 is seen stabled at Southport on October 21st. *John Sloane*

SWR's Class 444 041 approaches St. Denys with a Weymouth to London Waterloo service on October 31st. *John Sloane*

SWR's Class 450 032 departs St. Denys with a Portsmouth to Southampton service on October 31st. *John Sloane*



Units: DMUs and EMUs

▶ C2C's Class 720 605 and 720 607 pass through Northampton on October 7th with 5Q90 09:19 Wembley Inter City Depot to Crewe mileage and shake down run. *Derek Elston*

▶ Northern's Class 333 012 arrives at its destination with 2S25 12:04 Skipton to Bradford Forster Square service on October 25th. *Derek Elston*

▶ Royal Mail's Class 325 006 and 325 001, running 30 minutes early, head through Northampton on October 7th working 1M41 05:34 Shieldmuir mail terminal to Willesden PRDC. *Derek Elston*



Blackpool Trams

Doing a good trade on a pleasantly warm evening, on October 8th, a heritage Boat Car tram pauses near Blackpool Tower. *Amy Bucki*



On October 8th, the Illuminated Western Steam Train tram pauses near Gynn Square tram stop, with Blackpool Tower in the distance. *Amy Bucki*



Blackpool Trams

▶ On October 8th, Balloon Tram No. 700, in 1930's livery, cruises along the tramway section near Bispham. *Amy Bucki*

▶ On a pleasantly warm October 8th, a heritage Boat Car tram on an illuminations tour is seen near Bispham. *Amy Bucki*

▶ On October 8th, the Illuminated Frigate tram races along near Wilton Parade, with Blackpool Tower in the distance. *Amy Bucki*



Manchester Metrolink

On October 13th, tram No. 3059 is seen at Altrincham displaying the latest advert to 'Get On Board'. *Michael Lynam*

The latest and last tram of the current order, No. 3147, is seen undergoing testing at Queens Road depot on October 13th. *Michael Lynam*

Metrolink tram No. 3041 stands at Bury Interchange on October 22nd with a service to Manchester Piccadilly. *John Sloane*



Manchester Metrolink

Tram No. 3117 is seen at Deansgate-Castlefield displaying an advert for Lifebuoy Soap.
Michael Lynam

Tram No. 3021 heads an arrival at Bury Interchange on October 22nd.
John Sloane





Bespoke technology helps Greater Anglia reduce delays

Bespoke technology is helping Greater Anglia reduce delays by spotting potential issues with trees and plants on the railway. Trees and branches blocking the line or obscuring signals, and falling leaves compressing into a slippery black-ice-like mulch can cause delays and inconvenience to rail passengers. Greater Anglia is tackling this problem by using video recorded on its trains to see which areas are becoming potentially overgrown - recording main routes between London and Norwich and the whole of the West Anglia Mainline running from London via Cambridge.

The recordings are analysed using railway technology company CrossTech's Hubble AI technology to highlight areas of problem vegetation. Maps are then generated showing where issues have been found, allowing Network Rail engineers to pre-emptively tackle the areas before they cause delays, prioritising issues depending on their severity. The project is a collaboration involving Network Rail, CrossTech and Petards.

Martin Beable, Greater Anglia's engineering director, said: "The footage from our trains and our collaboration with Network Rail and CrossTech is key in giving an early alert to our colleagues at Network Rail so that any problematic areas where trees or other lineside vegetation are about to obscure anything are quickly picked up. We are delighted to be able to support Network Rail in adopting this novel technology because it means fewer delays for our trains

and the busy routes we run on our network."

Ellie Burrows, Network Rail's route director for Anglia, said: "Managing vegetation is hugely important to us. If not managed well, trees and fallen leaves can pose a risk to the safe running of the railway and cause delays to trains. This new technology helps our teams quickly pinpoint exactly where lineside vegetation is likely to be an issue, so it can be cut back before it causes delays to passenger services."

Haydon Bartlett-Tasker, CrossTech's Managing Director, said: "Hubble was co-created with Network Rail's delivery units and it is an excellent example of how modern AI technologies and innovation with end-users can increase productivity and help front-line teams manage the infrastructure for the benefit of passengers and freight users."

Grant Harley, General Manager at Petards Rail, said: "Through collaboration between Petards, CrossTech, Greater Anglia and Network Rail, this is a great example of how to expand the purpose of Petards' forward-facing CCTV 'EyeTrain' cameras already installed on the fleet. It will help Greater Anglia and Network Rail increase operating efficiency for passengers and freight users and increase safety for track workers."

Fares Advice with RailUK

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

Short notice engineering work

Q: I bought some advance tickets for the 05:36 Sheffield to London St. Pancras International CIV tickets from the ticket office a few weeks back, as cannot be bought online. Those trains are now all removed, terminating Luton. What options do I have? Do they need to go and get a refund and get new tickets? The bus to Hitchin from Luton and down to Kings Cross will mean missing the Eurostar I imagine. Can I travel via Doncaster? Or will that need new tickets?

A: If we take the 05:30 on December 3rd as an example, this would ordinarily be due into St. Pancras at 07:36; due to the engineering works, if you take this and change at Luton and Hitchin you would arrive at St Pancras at 08:59 - a delay of over an hour. A similar delay arises on other dates.

Accordingly you can choose between the following rights under Article 16 of the Passenger Rights and Obligations Regulation (PRO):

Claim a full refund; Change the journey to another date of their convenience; Be re-routed at the earliest opportunity

You could also choose to continue with your tickets as they stand, travelling via Luton and Hitchin, and claim compensation for the delay under the NRCOT and/or Article 17 of the PRO. However, it's likely that any such claim would be (wrongly) denied and require appealing and potentially arguing over; given the likely small amount of compensation at stake, it's going to be less than the cost of rebooking (or missing) the Eurostar!

Clearly, the only worthwhile option is either to obtain a refund or to go for re-routing. There won't be much difficulty getting a refund, but that could still leave you out of pocket if tickets via Doncaster are more expensive. Thus I would suggest going for re-routing and hence you should contact EMR to ask them to arrange this. Again they may refuse, but there's more at stake here than with a refund (the cost of tickets for rebooking via Doncaster) so it's more worthwhile pursuing.

Ticket office inside barriers

Q: I notice Rochdale ticket office is inside the barriers. How does that work? Do they only sell tickets in

advance for people who have passed through the barrier? Or, for example, people renewing their season ticket on the way home?

A: *The ticket office is meant to be used for people who do not have a valid ticket, and who need to buy one to get out of the barriers. Outside of the barriers, you have the TVMs - and sometimes, if you ask the gateline, they'll let you through to buy from the ticket office. Which is a Strange system!*

I'm not sure there is an alternative position for the barriers at Rochdale? The "concourse", if you can call it that, at the top of the stairs is very small. The exits from this are narrow and I don't think a set of barriers on both through platforms is practical. Re-locating the ticket office to the subway might be possible, but it's all very tight. Worth remembering too that the majority of passengers will be ending their journeys at barriered stations.

Admittedly its all sub-optimal.

To be honest anywhere else it'd probably just be accepted that you couldn't gate the station without a substantial rebuild involving a street level building (there are a few like that, e.g. try gating half the Merseyrail suburban stations) and just mount periodic revenue stings instead. Most passengers are going to be going to Manchester Victoria which is gated so you'll catch them there (that being the Merseyrail principle of only doing revenue checks at the central Liverpool stations plus a couple of others and the very occasional on train check). Some might short-fare, but it's not like there are lots of places you could claim to have travelled from instead. Ormskirk, for instance, could easily have been gated at the rebuild but presumably it wasn't considered worthwhile. Realistically the problem will be solved when (and I think it clearly is a when) the ticket office closes, like most others also likely will. Contactless will kill it off once implemented.

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!

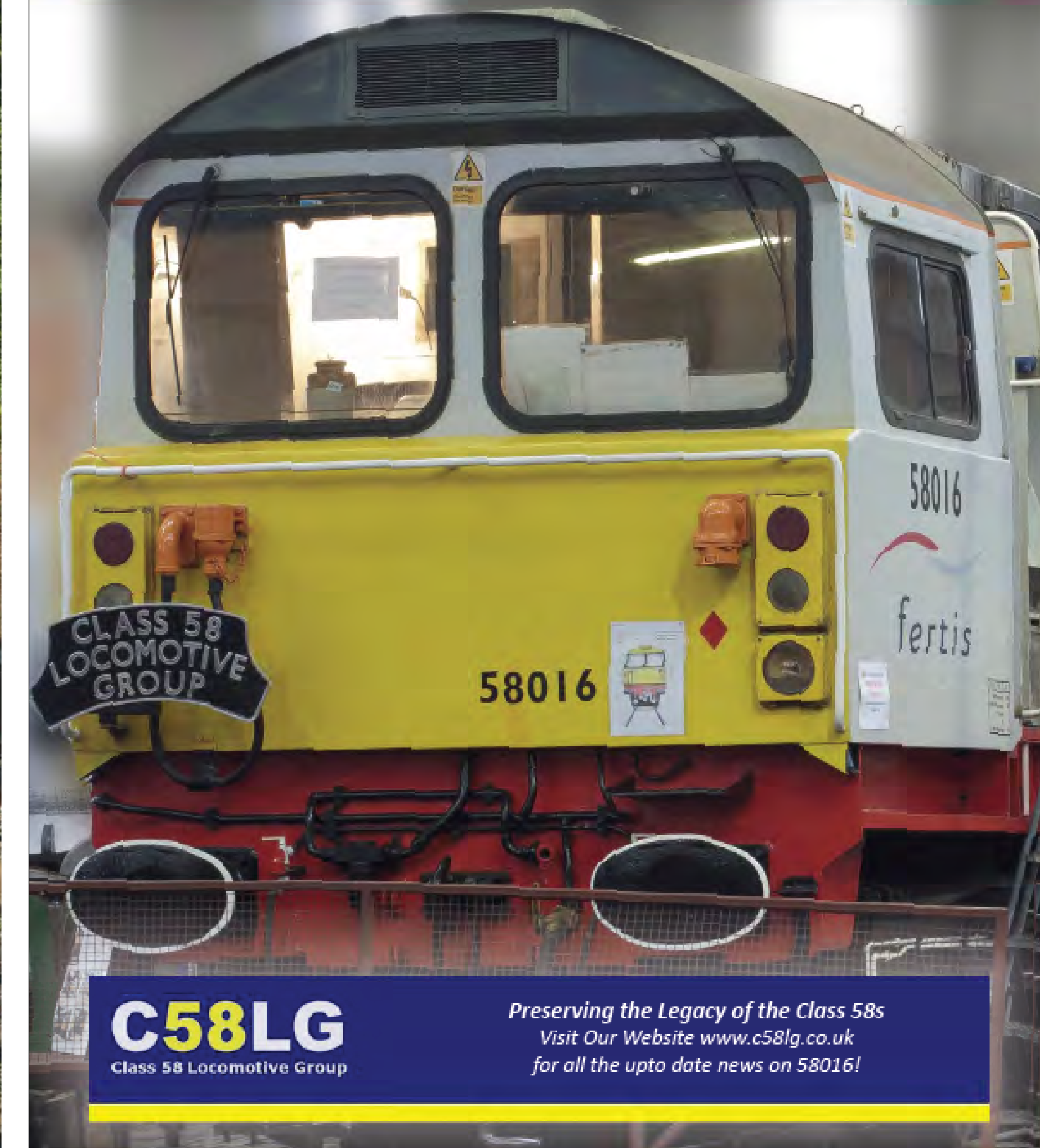
Network Rail's MPV No. DR98932 leads the 05:04 Wigan LIP to Crewe RHTT service past New Mills South Junction on October 26th. *Lee Stanford*



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

There are various ways to help the C58LG:

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



Extra cleaning at Greater Anglia stations this autumn

Stations across the Greater Anglia network are gleaming this autumn after the train operator carried out enhanced cleaning work. Working in partnership with cleaning contractor Carlisle, Greater Anglia has carried out additional deep cleaning at stations across its network including Rochford, Beccles, Harlow Town and Cambridge. Platforms and forecourts have been pressure washed, canopies have been cleaned and station signs have been scrubbed in a bid to make the stations more pleasant and welcoming.

Toilet floors have been steam-cleaned and windows have also been washed as part of the programme.

Some work was carried out at busy stations such as Cambridge and Tottenham Hale. A 'possession' – where the overhead wires are switched off and trains are unable to run – had to be granted to enable work to be carried out, to allow contractors to access the track and carry out high-level cleaning.

This work happened during a short window during the middle of the night, so customers were not inconvenienced.

Krzysztof Drozd, Station Cleaning and Waste Manager, Greater Anglia said: "We want all our customers to have a comfortable journey when travelling with us, and that starts the moment they arrive at the station.

"We are constantly monitoring the cleanliness of our stations and we are working hard to make sure they are looking as fresh and clean as possible. Much of the work happened overnight and I would like to thank our contractors, Carlisle, for working around the clock."

Greater Anglia uses a range of initiatives to keep stations clean, including a robot which is used to clean concourses at Norwich and Southend Victoria stations and gumbuster machines to clean up chewing gum.

Photo: High level cleaning at Harlow Town station. ©Greater Anglia



National Rail

Class 20 007 and 20205 have been draughted in for shunting work at Peak Forest, to cover the Class 66s that are currently working RHTT services and are seen here basking in the sun between duties on October 25th. *Barry Longson*



Safety measures installed at Greater Anglia stations to keep trespassers away from tracks



Greater Anglia has implemented additional measures to help keep people safe at some railway stations on its West Anglia route, after figures from the past year revealed trespass incidents caused almost three days' worth of delays.

New measures have been installed at some of Greater Anglia's busiest railway stations between Cambridge and London Liverpool Street to help keep people away from the tracks, after figures showed trespass incidents delayed trains by more than 65 hours over the course of a year.

Additional fences, gates and witches' hats – rubber spikes on the ground which deter people from accessing the track – have been introduced at several stations, to help keep people safe.

Matt Wakefield, Greater Anglia's Head of Safety, Security and Sustainability, said: "Safety is our top priority on the railway. These measures are designed to help keep people off the tracks and remain in a safe place.

"I would like to remind people that the railway is not a playground. People should never go on the tracks without permission. Anyone who accesses the track without permission is risking their life and the lives of others.

"We are constantly striving to improve the punctuality and reliability of our railway. We know our customers want a punctual, reliable service, and trespass incidents can cause lengthy delays to train services. In just one month over the past year, services were delayed for more than 14 hours due to trespassers.

"Anyone who sees someone on the tracks who shouldn't be there should alert a member of rail staff immediately or dial 999 in an emergency."

Greater Anglia works with the charity Samaritans, which offers training to all rail staff across the country. Almost 500 members of staff from Greater Anglia have taken part in the course which teaches rail staff how to recognise someone who may be vulnerable, how to approach them and start a conversation.

They are taught some of the essential listening skills that underpin Samaritans' volunteer services as well as how to get the person to a place of safety and refer them onto friends, family, the British Transport Police or Samaritans to receive further support.

Photo: Safety measures at Bishop's Stortford railway station. ©Greater Anglia

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



On October 7th, Network Rail's MPV Nos. DR76913 and DR76911 pass through Swindon. *Ken Mumford*



Class 37 688 and 37 521 pass through a murky Dawlish on October 19th working Intercity's 'The Torbay Delight' 1Z45 York - Paignton railtour. *David Lindsell*



Carstairs junction upgrade is key to modernising network

Network Rail has completed the installation of 121 new overhead electrification structures as part of the wider project to upgrade and remodel Carstairs Junction.

This is part of a phased programme of investment in the key junction on the West Coast Main Line which will simplify and upgrade the track-layout to clear an existing bottleneck on the network and enable the separation of non-stop passenger and freight trains from those stopping at the station.

Work to date at Carstairs represents an investment of more than £100m in the junction to rationalise and simplify the track layout and modernise the signalling through one of the most critical sections of the Scottish rail network.

The installation of new sections of track and modern signalling will also speed up journeys between Glasgow and Edinburgh and will accommodate the longest freight trains on our network.

Over the last 18 months teams from industry partners Siemens, Rail Systems Alliance and SPL Powerlines have been carrying out heavy engineering on the railway embankments through the junction, as well as installing the new overhead line masts and signalling system.

Despite being largely restricted to Saturday nights, the project has already delivered more than 3km of track



renewals and 1.5km of drainage, installed the new structures, and started the process of removing some of the redundant equipment.

Much of the equipment through the area is nearing the end of its operational life-span and the layout of the junction is no longer suited to the needs of today's railway in terms of supporting the pattern and volumes of service.

Extensive renewal and simplification of the layout was seen as the best long-term solution to deliver the reliable and resilient network needed at this key junction.

The next phase of work in 2023 will see the addition of another 4km of new drainage, further embankment work and will complete the installation of 10km of new track to create a faster, more flexible and more easily maintained layout.

Jim McCleary, programme manager at Network Rail said: "We're now gearing up for the final construction of the new track layout, which includes 10 kilometres of track and 27 new sets of switches and crossings, which allow trains to move between tracks.

"One of the main challenges on the project is the integration of the different teams working on site given the sheervolume of activity happening within the limited work window that we have on Saturday nights.

"Access to the railway at this critical junction is very limited, but the team has worked hard with the wider industry to balance the needs of train operators with the longer-term benefits that will come from modernising the track, signalling and overhead line equipment."

Carstairs junction sits 26 miles to the South-East of Glasgow on the West Coast Main Line. The triangular junction provides a route between Glasgow & Edinburgh and both Glasgow and Edinburgh to the south.

More than 200 services pass through the junction on an average midweek day with 12 train and freight operators regularly using the route. The Caledonian Sleeper Lowlander service splits and joins in this location both morning and night for Glasgow and Edinburgh for Euston services.

National Rail

Class 66 305 leads 66 017 and 66 136 on the 6Y42 Hoo Junction to Eastleigh engineers train passing Worting Junction on October 17th.
Michael Bennett



Full speed ahead on West of England line as full timetable to be brought back between Salisbury and Exeter St. Davids

After two months with fewer trains – and lower speeds – services on the West of England line will return to normal between Salisbury and Exeter St Davids on Monday November 14th. Speed restrictions of 40mph were brought in at locations near Tisbury, Gillingham and Axminster, as the clay-based track bed shrank in the record-breaking hot and dry summer, leaving the rails uneven and too bumpy for trains to run at full speed.

Rail to safely remove the speed restrictions. We're looking forward to implementing a full timetable and providing the quality services that our customers deserve."

The cause of the speed restrictions on the line is known as Soil Moisture Deficit and is caused by largely clay-based soils shrinking in hot and dry conditions as trees and other vegetation soaks the water from them. They shrink unevenly, meaning



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Since then, engineers have made good progress in restoring the track levels, helped by cooler temperatures and regular rain which has stopped the track bed shrinking. As a result, the speed restrictions can be lifted and South Western Railway's (SWR) regular timetable will be restored.

Mark Killick, Network Rail's route director for Wessex, said: "We're still suffering the after-effects of a record-breaking summer on our railway, but I'm pleased we'll be able to have trains running at full speed again soon, and I'm so grateful for customers for bearing with us. We've invested tens of millions of pounds on the West of England Line in the last two years by strengthening railway cuttings and renewing track and switches and crossings. As well as December's track renewals, we've got even more planned in 2023 and 2024, demonstrating our commitment to all of the customers who use this line every year."

Claire Mann, South Western Railway's managing director, said: "I am sorry to all those customers whose journeys were affected as we waited for weather conditions to improve to enable Network

track laid on top loses its level profile. There are around 6,000 embankments built from clay in the Southern region of Network Rail with a section in Tisbury – 4 miles – is the longest. With only a single track for trains in both directions, any delays caused by running slowly mean services going the other way must wait, and delays are compounded.

In a separate project a month later, engineers will return to this area of the West of England Line to renew track and improve reliability. As there is only one track in the area, it means SWR services between Salisbury and Exeter St. Davids will be diverted via Westbury between Saturday 10th and Sunday 18th December while work takes place. Buses will serve Tisbury, Gillingham (Dorset), Templecombe and Sherborne. The focus of the nine-day closure between Salisbury and Yeovil Junction is to replace track in the Gillingham area. Making the most of the closure, engineers will also make improvements at Gillingham and Sherborne stations; improve drainage in the Sherborne, Templecombe and Gillingham areas; perform track maintenance in the Gillingham and Sherborne areas; and remove graffiti and clean litter from the line at Salisbury.

National Rail

Micheldever old oil sidings are being renewed for future use by Freightliner.

On October 5th, Class 66 716 and 66 557 arrived from Eastleigh with new ballast, and the old ballast was removed and replaced by new.

These photos were taken mid morning and features the locos with the ballast train on the spur to the sidings.

The cartic wagons in the distance are being cut up on site as they have been stored in the sidings for many years.

This is the first action the sidings have seen for many a year apart from the odd track machine/ railgrinder.

Dennis Rowland



Space-age laser and plasma train trials zap autumn leaves off the line

Space-age technology using lasers and plasma jets are being trialled as a more sustainable way to vaporise autumn leaves from railway lines and minimise passenger delays in the future. Throughout October, Network Rail has been carrying out comprehensive testing using its multi-purpose vehicles (MPVs) on heritage lines at the East Lancashire Railway. Engineers have been testing if autumn treatment trains fitted with the laser beams and superheated plasma jets are as effective at cleaning rails as the current method using high pressure water systems.

During autumn train wheels compress leaves onto rails and form a black Teflon-like residue which makes it harder for trains to brake or accelerate.

Suhayb Manzoor, Network Rail project engineer, said: "Leaves on the line are often seen as a joke on the railway but they can cause serious problems and we're always looking at new ways to tackle this age-old problem. It's also not unique to Britain, with railways all over the world having issues when trees shed their leaves. For that reason, it's exciting to be putting some of the newest technology out there to the test with the hope that one day it could help Network Rail keep passengers and

freight moving safely at this operationally challenging time of year."

The two different companies involved in the testing are:

Laser Precision Solutions - The 'LaserTrain' uses three high powered beams per railhead to treat the rails. When the intensity of the lasers hits the railhead the contamination instantly vaporises (ablates), without heating up the rail.

PlasmaTrack - Uses direct current (DC) plasma technology which uses heat and active electrons to split things apart. The high energy electrical plasma beam tears apart the leaf layer as well as heating and burning it off.

Currently a fleet of leaf-blasting trains with high-pressure water jets clear Britain's 20,000-mile railway network in the autumn. Each year:

The treatment fleet covers 1 million miles between October and December
That's the entire network being treated 50 times over
Or the same as going to the moon and back twice
It uses around 200 million litres of water

This technology could potentially reduce the need for that water, and the fuel needed to transport it around the country, benefiting both the environment and costing the taxpayer less.

If the tests find lasers or plasma can clean the rails effectively, further development work will be needed to see if it would work on the complexities of the live railway network.

Further studies would also be required to examine the business case for adopting any new technology.

Ben Medendorp, Laser Precision Solutions head of finance and commerce, said: "Normally you really have to move mountains to get access to a railway network, so having a testing site like this which is secluded where you can take measurements every day is essential to gather data. I really do think that Network Rail is taking a leadership role in the industry by solving this global issue of low railhead adhesion. We are proving technologies and learning valuable lessons that could help railways around the world."

Julian Swan, PlasmaTrack chief executive officer, said: "Having three weeks of uninterrupted testing available on an operational railway isn't usually possible so being able to carry out these trials with Network Rail and East Lancashire Railway have been invaluable. We've learnt a lot on how the autumn treatment trains (MPVs) currently operate, and how the PlasmaTrack system could benefit train wheel traction and protecting wheel-slide caused by leaves on the line."

Mike Kelly, East Lancashire Railway chairman, said: "When people think of heritage railways, they probably think they just look at preserving the past, but here at the East Lancashire Railway we want to be a moderniser too. We're very proud to be able to play our part and provide our tracks and infrastructure to allow Network Rail to do their important research and development, and excited to be at the forefront of technology which could make millions of future journeys better for passengers across the country."



National Rail

On October 14th, track machine No. DR75013 passes through Charnock Richard cutting on its way from Ulverston to Crewe. *John Sloane*



Network Rail and British Transport Police using drones to track down trespassers

Network Rail and the British Transport Police now have a birds eye view of the railway, which can help to find trespassers quickly, keeping everyone safe and preventing delays.

There is often an increase in trespass incidents during the school holidays and half term, and officers are now using drones to find people who shouldn't be on the tracks. The drones are fitted with special cameras with high quality zoom and thermal imaging to speed up the process of finding the person quickly before they come to any harm. This also reduces the length of time trains are stopped in the area, minimising the impact on services.

Trespass is a huge problem on the railway with thousands of incidents recorded each year. Last year (April 2021- April 2022) there were 1105 incidents, which resulted in 48,702 delays at a cost of £3.5m.

In the first half of this year (April 2022 – April 2023) there have already been 572 trespass incidents, resulting in 21,021 delay minutes at a cost of £1.1m to the industry.

Trespass also carries a potentially devastating impact, not only on the trespasser – who risks serious life-changing, if not fatal injury - but also on their friends and family, and the wider community.

Ellie Burrows, Network Rail's route director for Anglia, said: "We're already seeing the benefits of having this technology, in terms of finding people quickly and reducing the length of delays for passengers. The railway is full of danger, both obvious and hidden and this new equipment will help us and the British Transport Police to keep everyone safe."

Network Rail completes £2.7m makeover of Forth Viaduct

Engineers have successfully completed major improvements on the Forth Viaduct in Stirling, extending the lifespan of the bridge and ensuring work on this scale won't be needed for another 25 years. Work began in January when engineers erected scaffolding along 20 metre span of the 10m high bridge. This then allowed the structure to be encapsulated so critical steelwork repairs could take place, including the removal and replacement of 300 steel rivets.

Other elements of work involved grit blasting to remove old paint and rust before then completely repainting the metalwork, with over 4500m² of paint used. More than 100 tonnes of grit was used as well as 3000 litres of paint taking in excess of 6000 hours worked to complete the blasting and painting operations. A new permanent walkway was installed through the structure and provides access for Network Rail engineers

to undertake general maintenance to the viaduct when required. With work now complete Lovers Walk, which was closed to traffic for the duration of the project, has fully reopened.

Allison Flanagan, scheme project manager at Network Rail, said: "This work is part of a wider, rolling programme of renewals and improvements that are essential in allowing Network Rail to run a safe and reliable railway for passengers and freight customers. The Forth Viaduct was one of our more challenging projects given it spans a river. However, we are well versed in tasks of this nature, delivering time and again improvements that help protect our vital assets for years to come, as we won't need to re-paint the viaduct for at least another two decades. I would like to thank the community for their patience during delivery of the work, which for safety reasons also

meant having a road closure and traffic management in place throughout. We're very appreciative of their understanding."

The Forth Viaduct crosses the River Forth in Stirling, near Cambuskenneth,

The project is part of a wide-ranging bridge modernisation programme aimed at protecting and improving Scotland's Railway, with over £4 billion being invested to increase reliability and improve performance. The project was delivered by Story Contracting on behalf of Network Rail.



National Rail

A surprise return to Peak Forest, albeit only for shunting purposes, sees Class 20 007 and classmate 20 205 bring a loaded train out of the Peak Forest Cemex loading point on October 17th in bright autumn light. *Lee Stanford*



October 29th/30th saw the first steam at the 15" gauge Haigh Hall Miniature Railway, Wigan for around 20 years when ROD No. 6284 from Cleethorpes Miniature Railway visited. *Mark Enderby*



Engineers build 'dance floor' to fix Merseyrail underground tunnel

Railway engineers are using 21st century technology to fix an underground tunnel in Liverpool city centre while causing zero disruption to passengers. Unbeknown to city dwellers above or rail passengers below, for the last six months Network Rail has worked unnoticed on a key section of the Merseyrail network. The £3.5m investment involves waterproofing and strengthening the ceiling of High Neck Tunnel between Liverpool Central and Brunswick stations. The upgrades will fix leaks and loose Victorian brickwork in the 130-year-old tunnel so future journeys are more reliable for passengers between Southport and Hunts Cross.

A steel 'ram-arch' tension system is being installed to the tunnel roof before being sprayed with concrete to strengthen it for the next 100 years. With the help of computer-aided design (CAD) - Network Rail came up with a smart solution to keep passengers moving during the complex project. To start with specialist LiDAR laser surveys mapped every inch of the tunnel interior to create a 3D computer model. Capturing every uneven brick and lump of loose stonework meant scaffolding teams could build a massive temporary platform - affectionately dubbed 'the dance floor' - so workers could be safe high above the tracks while allowing trains to pass underneath as normal.

In numbers the work will involve:
Installing 100 tonnes of scaffolding over 125 metres
Securing 5 tonnes of 'ram-arch' steel mesh to existing brickwork
2,500 bolts connecting the arch reinforcements
Spraying 820m² of concrete (240m³ volume)
When set, the concrete will weigh approximately 575 tonnes
From track to the arch peak High Neck tunnel is 15 metres high

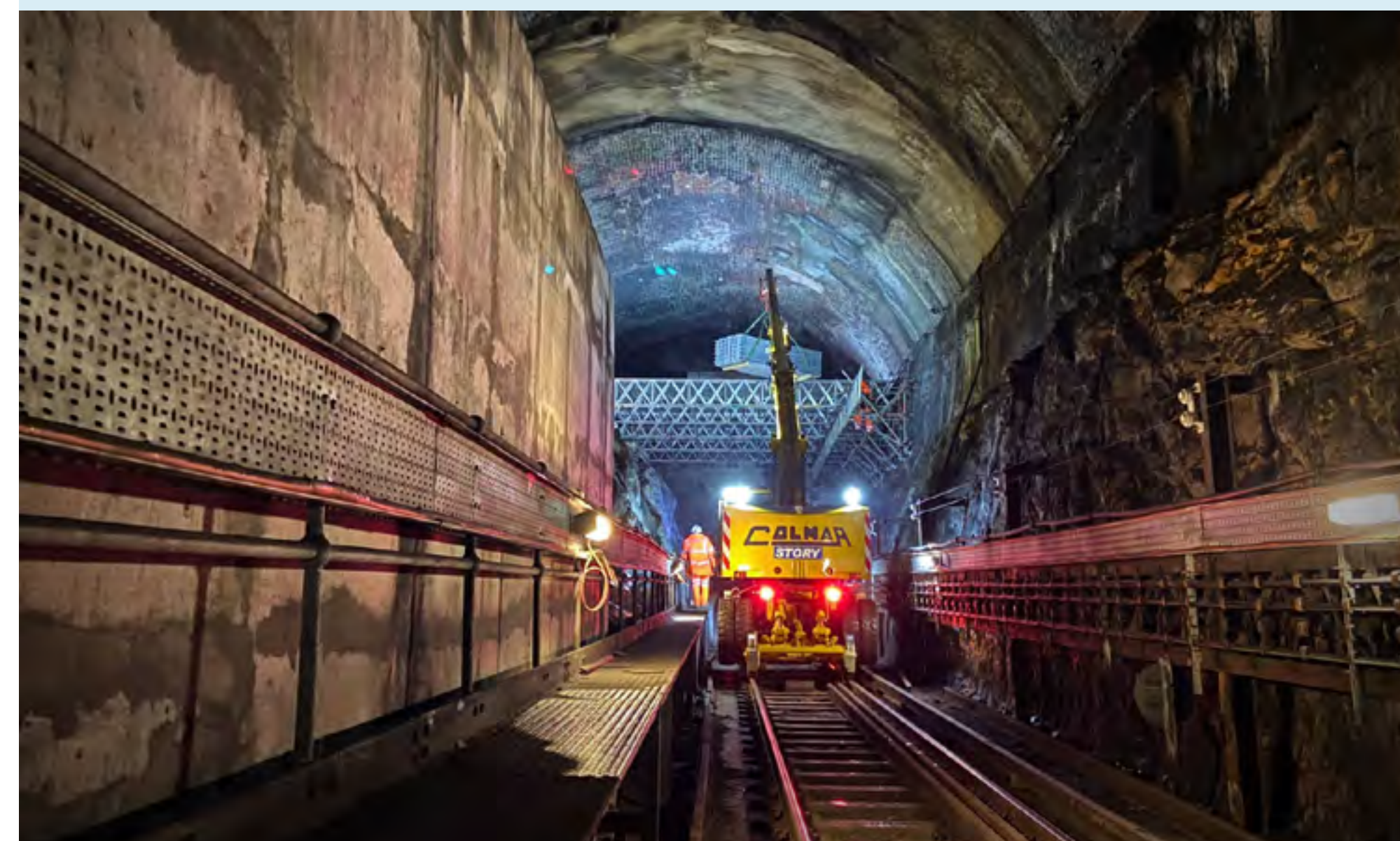
The Network Rail Civils Internal Delivery team were also specially trained and accredited to use the 'ram-arch' system to provide structural support to the tunnel ceiling. Sections of bespoke-designed curved trusses are bolted into place using a mechanical guide and tightened like a giant cobweb. Training in this specialism saved Network Rail thousands of pounds without the need to employ external contractors like during previous major tunnel repairs. The team's new expertise will also be used on future projects saving further money for the taxpayer.

Helen Little, Network Rail Works Delivery supervisor, said: "In the past some previous repairs to High Neck Tunnel caused major disruption because accessing the tunnel ceiling is so difficult and the railway needed to be closed entirely. Building on similar repairs in 2017 - it was our priority this time to once again make sure we didn't disrupt present day journeys while we fixed the structure for the future. It's been great to train up to install the 'ram-arch' system ourselves and the team now has the skills to take this on to further work within Network Rail and save taxpayers' money. The CAD also improved efficiency because it's enabled us to plan the project right down to the last bolt - minimising materials being wasted."

All the while Merseyrail passengers have been blissfully unaware that above their heads this major engineering project has been underway since March.

Zoe Hands, Merseyrail's chief operating officer, said: "We are pleased to work with our partners at Network Rail as they utilise cutting edge technology to ensure vital work on our network can be undertaken without impacting on the service we offer to our passengers. We hope to see more works of this nature undertaken in this way going forward, so that we can continue to offer the best possible train service to the people of the Liverpool City Region."

The final phase of the project when concrete is sprayed into the reinforced metalwork starts this month with the underground upgrades expected to finish by the end of 2022. It will complete work started in 2017 and will mean the entire length of the 125 metre long tunnel has a reinforced concrete roof needing minimal to no maintenance for decades to come.



National Rail

Network Rail's MPV Nos. DR98912 and DR98962 pass through Altrincham on October 13th on rail head cleaning duties working as 3S09 a circular tour from Wigan and Chester and back. *Michael Lynam*



Plym Valley heritage railway puts materials donated by Network Rail to good use

Earlier this year, Network Rail donated a kilometre of track and sleepers to Devon-based Plym Valley Railway, alongside other rail equipment which has now been installed by the heritage line. The equipment, which also included five sets of points and four stop blocks, was no longer in use by Network Rail at Lostwithiel Yard in Cornwall and was offered to Plym Valley heritage railway back in February. Since then, the team of volunteers at Plym Valley have worked hard to install the equipment, remodelling the layout of the sidings to provide more space at Marsh Mills yard and enabling the heritage railway to obtain and preserve further historical railway items into the future.

The heritage railway operates on what was previously known as the Launceston branch line, which opened in 1859 and linked Plymouth with Tavistock. While the branch line was closed in the 1960s, a group of local rail enthusiasts set out to restore the line in 1982, with the first section from Marsh Mills to Lee Moor opening as a heritage railway in 2008 and delighting day trippers ever since.

The newly installed equipment from Network Rail will mean that the line can plan for the future, boosting Plym Valley's longevity.

Alexander Maltby, Network Rail Devon and Cornwall sponsor said: "After having donated the track, sleepers and other rail components to Plym Valley earlier this year, I'm so pleased to see that they've been able to put it to such good use. Remodelling the layout to create extra sidings space is no mean feat and will support Plym Valley's longevity now and into the future. This partnership shows how the railway can benefit communities outside of the work we do to build and maintain railway infrastructure, with spare materials being donated to worthwhile causes in the local area."

Graham Mann of Plym Valley Railway said: "Network Rail's donation of the Lostwithiel track materials will help to future proof the Plym Valley Railway's infrastructure for many years to come and we're really excited to be a part of a partnership with Network Rail."

Banishing the autumn blues - specially adapted Land Rover helping keep Devon's railway track leaf-free this autumn

Network Rail is helping keep train services in Devon running reliably this autumn by reducing the number of leaves on the railway tracks with the help of a specially-adapted 4x4 vehicle which can travel on rails and on the road. The vehicle, known as a Sand Rover, is being deployed this autumn on Devon's branch lines following a successful trial which saw an average reduction of 80% in delays as a result of leaf fall on the tracks. Owing to specially mounted wire brushes, the Sand Rover - which is designed by Aquarius Railroad Technologies Limited - can clean slippery leaf mulch off the rails as it travels. The Sand Rover also applies a citrus-based treatment to the track, which further helps to break up any leaves as well as coating the rails with dry sand which helps trains to grip the rails in the wetter autumnal weather. Each autumn, thousands of tonnes of leaves fall onto the railway and stick to damp rails. These leaves quickly break down into a slippery layer which acts like black ice on a road and makes it difficult for trains to stop quickly. This can cause trains to overshoot signals or platforms and means that train drivers have to accelerate more slowly, causing delays for passengers and freight customers. During autumn 2020 Network Rail trialled the use of a Sand Rover on the Tarka line (which runs between Barnstaple and Exeter), resulting in an 87% reduction in delays caused by fallen leaves when compared with previous autumn seasons. Last autumn, Network Rail widened the scope of the trial and the Sand Rover was put to work on the Dartmoor line (which runs from Exeter to Okehampton) too, with the equipment working in each area on alternate nights. The lines were

specifically chosen owing to their locations - they both experience a high volume of leaf fall and are not accessible by the traditionally used rail head treatment trains (RHTTs), which use high-pressure water jets to clean the tracks. Across both locations, there was an observable drop in delays - an average of 80% fewer delay minutes when compared with the three prior years. This year the Sand Rover will be back in action across branch lines in Devon, complementing a number of other activities to keep the railway lines leaf-free including using RHTTs and traction gel applicators, which provide adhesion in key areas. Network Rail's Western route, which runs from Cornwall to Paddington, utilises four RHTTs, with one based at St Blazey in Cornwall that works to clear 340 miles of track across four counties - Devon, Cornwall, Somerset and Wiltshire. The train is used each night between October and December every year and is backed up a team of specialist staff who receive frequent weather reports and information from rail staff on the ground to target problematic areas for leaf mulch removal. Three other RHTTs are based across the route - one in Didcot that covers the Thames Valley area and two in Swindon; one for the Cotswold area and another that travels all the way to Cardiff and the Welsh Valleys via Bristol. In total, the four rail head treatment trains are responsible for keeping almost 2,000 miles of track free from leaf fall mulch. Similar measures are in place across the entire country, with the nationwide fleet of leaf busting trains treating around 1.04 million miles of track each autumn, equivalent to travelling to the moon and back twice.

Craig Hocking, Network Rail's infrastructure maintenance engineer, said: "Our successful trial of the Sand Rover on the Tarka line in 2020 and Dartmoor line last year significantly reduced autumn-related delays for our passengers, which is why we're fully utilising it this year to combat leaf fall. The Sand Rover is ideal for use on branch lines in Devon that see high leaf fall levels and allows us to proactively concentrate on specific areas and treat them quickly at the touch of a button from the cab of the vehicle. This year we're pleased to be using the Sand Rover again at night when the trains aren't running, with its proven track record of delay reduction. We'll also be using our special treatment trains across Devon and Cornwall to clean the rails throughout autumn and our teams will be ready to respond to any issues that arise to minimise any delays for passengers."

Scott Harrison, managing director of Aquarius Railroad Technologies said: "We're delighted that the Sand Rover has been so successful for the team in Devon. We understand that seasonal weather can be a real concern when trying to keep tracks safe for rolling stock, and ensuring a seamless service is of the utmost importance to Network Rail and operators alike. Sand Rovers are available for deployment across the UK, and we are proud to report that they can access even the hardest to reach areas of track. If a leaf can fall there, a Sand Rover can get there!"



National Rail

Former Class 508 116 DMS No. 64664 'Liwet' and BDMS No. 64707 'Labezerin' now in use with Arlington Fleet services as barrier vehicles in Doncaster West Yard. *Derek Elston*



On October 28th, SB Rail's No. 928001 buzzes it's way through Doncaster working as 6J76 10:29 Doncaster D.C.E Sidings to Peterborough Eastfield Junction. *Derek Elston*



Paddington Bear returns to Platform 1

The railway's favourite bear, Paddington, has returned to his beloved Platform 1 at London Paddington station. The Paddington Bear statue was temporarily relocated from under the clock arch to the other side of the station when the Elizabeth line opened earlier this year. This was necessary for safety reasons as the statue's former home is now an evacuation route. The much-loved statue, which is owned by the Paddington Bear shop in The Lawn at London Paddington station, has been a mainstay at the station for many years and has become somewhat of an attraction for families, fans, and international visitors alike.

Following calls for this star attraction to be relocated nearer to his original spot – led by respected property, travel and lifestyle TV presenter and journalist, Martin Roberts – Network Rail's station team sought a new location and secured a fitting spot next the clock on Platform 1, much to the delight of Paddington Bear's many loyal supporters. Plans are also afoot to secure the prized Paddington Bear statue an even more prominent position at London Paddington, with a permanent spot nearer to the main station concourse.

Susan Evans, Network Rail's Head of Stations and Passenger Experience, said: "We are pleased to have

found our beloved Paddington Bear statue a new, temporary spot pride of place next to the clock on Platform 1 following Martin's passionate approach to us to find the statue an alternative position. The Paddington Bear statue is synonymous with our London Paddington station and we are working on identifying a new prominent permanent position for him nearer to the main station concourse. This will undoubtedly be welcome news to the many Paddington Bear supporters as well as enhancing the experience of our passengers, particularly those with young children. We look forward to providing an update on these plans in due course."

Martin Roberts said: "For years I've made a point of saying 'Hello!' to Paddington whenever I've passed through the station. I was horrified when I discovered the location he'd been moved to - by the side of a cafe in an area used for smoking. And although I learned it was only temporary it was still a terrible spot for the thousands of people who come to visit to enjoy their moments with this special statue to a very special bear. I vented my outrage with a 'hard stare' on social media, and thousands shared my concerns - including Hugh Bonneville (who played Mr Brown in the Paddington films). Thankfully Network Rail's station team at London

Paddington were brilliant and took action. I'm over the moon to see Paddington back where he belongs and I

shall be celebrating with a large marmalade sandwich, of course!"



National Rail

Locomotive Services' Class 08 483 is seen between jobs at Crewe depot on October 11th. *Michael Lynam*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Wage Review Time!!

RAILWAYMEN'S RATES OF PAY at Stratford-upon-Avon 1934

POSITION	GRADE	RATE OF PAY
<u>Porters</u>	1	46/- (£2.30)
	2	40/- (£2.00)
<u>Guards</u>	1st & 2nd years	50/- (£2.50)
	3rd & 4th years	55/- (£2.75)
	5th year	60/- (£3.00)
	6th year	65/- (£3.25)
<u>Signalmen</u>	Class 3	60/- (£3.00)
	Class 4	55/- (£2.75)
	Class 5	50/- (£2.50)
	Class 6	48/- (£2.40)
<u>Permanent Way</u>	Ganger	48/- (£2.40)
	Sub-ganger	43/- (£2.15)
	Lengthman or Relayer	40/- (£2.00)
<u>Drivers</u>	1st & 2nd years	72/- (£3.60)
	3rd & 4th years	78/- (£3.90)
	5th year	84/- (£4.20)
	6th year onwards	90/- (£4.50)
<u>Firemen</u>	1st & 2nd years	57/- (£2.85)
	3rd & 4th years	63/- (£3.15)
	5th to 10th year	66/- (£3.30)
	11th year onwards	72/- (£3.60)
<u>Engine Cleaners</u> <i>prior to performing</i> <i>313 firing turns</i>	Aged 16 and under	24/- (£1.20)
	Aged 17	30/- (£1.50)
<i>after performing</i> <i>313 firing turns</i>	Aged 18 and 19	36/- (£1.80)
	Aged 20 and 21	42/- (£2.10)
	Aged 22 and over	48/- (£2.40)
<u>Shed Labourer</u>		57/- (£2.85)
		43/- (£2.15)

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



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



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



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



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



We have a broad range of bags, from shoppers, courier bags to messenger bags.



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



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A Different View

On October 13th, during the first night of the Keighley and Worth Valley Railway's Beer and Music Festival, Pacer Class 144 011 arrives at Oakworth Station with a service from Oxenhope.
Ben Bucki



A Different View

Photographed through Winterbutlee Tunnel, GBRf's Class 60 096 heads the 07:38 Liverpool - Drax Biomass on October 26th. *Jeff Nicholls*



SWANAGE RAILWAY FOUNDERS FROM 1972 RETURN TO LAY FLOWERS AT HERITAGE LINE'S VOLUNTEER MEMORIAL



Two pioneering Swanage Railway founders who started the battle to rebuild the Dorset heritage line as university students in 1972 – just weeks before demolition work started on lifting the branch track to Wareham - have returned 50 years later to lay flowers at a memorial to generations of dedicated railway volunteers.

The sons of Polish immigrants, Andrew Goltz and John Sloboda were keen 22-year old railway enthusiasts when they travelled from London to the disused station in the village of Corfe Castle during May, 1972, and walked along the abandoned and rusting tracks just weeks before they were lifted by demolition contractors working for British Rail.

It was during that inspiring afternoon walk around the boarded up Victorian station, in the shadow of the Medieval castle ruins, that the pair decided to form the Swanage Railway Society to re-open the ten-mile branch line from Wareham after it had been controversially closed by British Rail in January, 1972.

Just a few weeks after the Swanage Railway Society was formed in June, 1972, British Rail quickly lifted the tracks for scrap with the Society having to fight a determined four-year battle to be allowed to rebuild the line and relay the tracks - starting at the disused Swanage station – so that steam trains could be returned to the Isle of Purbeck.

Flying in from his home in Poland to visit Corfe Castle station 50 years after that crucial walk around the abandoned station that changed history, and prompted the start of the Swanage Railway, Andrew Goltz said: “It’s very moving and gut-wrenching to be back.”

“With the castle ruins rising above, Corfe Castle station had a powerful magic and I remember walking along the rusting tracks on that warm early summer day with John saying the memorable words: ‘This is all too attractive to be allowed to be swept away for a Corfe Castle by-pass. We have to save it.’” he added.

Now aged in his early 70s, John Sloboda travelled from his London home to be reunited with his former student railway campaigner colleague at Corfe Castle station,

the pair having been firm friends since their school days in London during the 1960s.

John explained: “It has been very emotional to see the difference between what we saw in 1972 and what we admire today which is a vibrant and loved working railway to which many people have given the best part of their lives to make the success that it is today. There is such a lot of care and love for the Swanage Railway which is wonderful.”

After being shown around Corfe Castle station by Swanage Railway Trust chairman Gavin Johns and Swanage Railway Company chairman Robert Patterson,

Andrew and John enjoyed a steam train trip to Harman’s Cross station – between Corfe Castle and Swanage – to visit a poignant memorial stone paying tribute to generations of dedicated Swanage Railway volunteers. Joined by Catherine Shaw, a grand-daughter of one of the Swanage Railway Society’s early campaigners - Dorothy Gosling who retired to Swanage with her husband in the 1960s - Andrew and John laid flowers at the simple stone memorial next to a platform at Harman’s Cross, a station that Swanage Railway volunteers built in the late 1980s.

Swanage Railway Trust chairman Gavin Johns said: “It was very moving to meet Andrew Goltz and John Sloboda because without them – and the other volunteers they recruited to their campaign 50 years ago – there would not be the Swanage Railway that so many people enjoy which contributes £15 million a year to the local economy.”

Swanage Railway Company chairman Robert Patterson said: “What the Swanage Railway Society’s dedicated volunteers achieved, against the odds, shows what the power of the human spirit can achieve. I pay tribute to all those volunteers who gave so much over the years to the Swanage Railway, many of whom are no longer with us.”

After four years of determined campaigning against the odds, the Swanage Railway was given a one-year lease of the disused Swanage station by the town council with a small group of dedicated volunteers starting restoration work in February, 1976. Comprising a small industrial shunting engine and a 1940s Southern Railway carriage, the first diesel train ran over a few hundred yards of hand-laid track at Swanage station in the summer of 1979 with steam trains – made up of a small industrial shunting engine and the single 1940s carriage – starting operating at Swanage from Easter, 1980.

Photo: Andrew Goltz (seated) and John Sloboda (cap) at the SR volunteers memorial at Harman’s on October 9th. © ANDREW P.M. WRIGHT



Following years for careful design work, in August 2021 an order was placed with Howco at Irving to manufacture a fabricated monobloc for the P2 class locomotive Prince of Wales. The 'bloc' took a small break from machining to wow supporters at the recent A1 Steam Locomotive Trust Annual Convention. Revealed by Chairman, Steve Davies MBE, Commercial Director, Graeme Bunker and Engineering Director Ben McDonald, supporters of the charity were able to appreciate the sheer scale of this behemoth and see up-close the skilled work that has gone into the monobloc so far.

Steve Davies commented that, "The construction of the P2's 3 cylinder Monobloc constitutes a seminal moment in the delivery of the locomotive and also represents a further milestone in the engineering achievements of railway heritage more broadly. This is an impressive piece of work and we look forward to mounting it in the frames".

To date, the components have been cut and formed, the fabrication has been welded together and machining is underway. Whilst the cylinders themselves are nearing the end of the manufacturing process and the

time is closer to final delivery to Darlington ready to be united with the frames of No. 2007, fundraising for this impressive engineering feat continues. Costing in the region of £250,000, generating further donations towards this behemoth is vital if we wish to see the P2 steam in 2025.

The remaining work is to shrink fit the cylinder liners and valve seats then final machining. After which the whole block will be hydraulically tested to 1.5 times boiler pressure, which requires many unique covers to be manufactured and associated fasteners fitted. The

final operation is the application of a high temperature paint.

We encourage all interested parties to find out more at a1steam.com/P2monobloc where they can join 'The Monobloc Club' for £1000 in up to 8 payments of £125, or make a one off contribution of any size at a1steam.com/P2donation.

Photos: ©A1SLT



At the recent G1MRA 75th Anniversary Show at Bicester, Graham Langer, Managing Director of Accucraft UK Ltd, had the pleasure of handing over a cheque for £4000 to Steve Davies, Chairman of The A1 Steam Locomotive Trust. The funds were raised from sales of Accucraft's popular 1:32 scale model of No. 60163 Tornado which is in addition to the £10,000 already raised for the Trust from sales of the model and will be put towards the locomotive's current overhaul.

Steve Davies said, "On behalf of the A1 Steam Locomotive Trust, it always gives me great pleasure to accept donations and gifts towards completion of our Gresley P2 Mikado and the

overhaul of Tornado. On this occasion the pleasure is significantly enhanced by the fact the cheque has been so generously donated by one of my key fellow Trustees, Graham Langer, through his company Accucraft. Graham has a powerful track record of making major donations to our work, and this significant sum adds to the generosity he and his company have already shown over the years. I extend the Trust's considerable gratitude."

Graham added, "Accucraft UK has supported the railway heritage movement from the company's inception and we are delighted to be making a further contribution to this incredible project. We'd like to thank all those

Gauge 1 modellers who bought the model and thus, indirectly, contributed to the outstanding work of the Trust."

Steve Davies was formerly the Director of the National Railway Museum and the Manchester Museum of Science and Industry, Graham Langer is also a Trustee and Director of The A1 Steam Locomotive Trust and has been involved with the organisation for nearly twenty years.

The Trust is currently building a new LNER P2 2-8-2 based on Gresley's Cock o' the North, named Prince of Wales, which is expected to be completed during 2024 in Darlington.

New "P-Way Gang" fundraiser launched by The A1 Steam Locomotive Trust

By summer 2023, The A1 Steam Locomotive Trust will have a brand new, purpose-built locomotive works. Located within the Darlington Railway Heritage Quarter (DRHQ) and owned by Darlington Borough Council (funded by the Council as well as TVCA and Central Government grants) the £4.5m building will provide many of the facilities that the Trust requires for building and operating our steam locomotives. For the new building to reach its potential, The A1 Steam Locomotive Trust (A1SLT) has agreed to contribute to the project. This will ensure that the site has a main line rail connection, running track, inspection pits and more. Such features will future-proof the activity of the Trust. This contribution to the overall scheme will ensure a long-term home for the Trust at a 'Peppercorn' rent for many, many years to come.

There will be three phases for fundraising by A1SLT, the first for the running line, allowing movement around the site and live steam rides. On the eve of the Stockton and Darlington bicentennial, the legacy of this project will live on to ensure the future of new build steam in Darlington and ensuring that the DRHQ functions as a live steam destination for the UK, as well as a national & international visitor centre. Looking to raise the initial £75,000, The A1 Steam Locomotive Trust are asking for people to "Join the P-Way Gang" to cover materials and the transport of rails and sleepers.

The Trust's commitment to their new premises includes providing & laying the track for our elements of the site and ensuring its connection to the

Network Rail infrastructure. To that end the first delivery of rails arrived at the Darlington site on Monday October 10th. The Trust negotiated with Network Rail to buy 3,600m of rails (1,800 linear metres of track) cascaded from the Northumberland Line Project renewal programme, which has delivered the plain line requirements of the site at a favourable price. Not wasting any time, this is in addition to around 1,100m of sleepers acquired last year which are at Ferryhill awaiting transfer to Darlington. On top of this, they recently obtained 375 sleepers from Nexus which were delivered to the site earlier this summer. Not a moment too soon, as Willmott Dixon, the DRHQ build contractor, will be laying the rails into the floor of the building imminently. It is for this reason that The Trust is asking for support right away.

Any contributions to this project are welcome, but for full "P-Way Gang" membership the minimum donation is £500, with £750 sponsoring a full 60ft rail with the donor's name going next to that section on the track plan displayed in the new building. The A1 Steam Locomotive Trust expects to move to the new premises in the spring of 2023, and complete the new P2 class No.2007 Prince of Wales here. New build A1 class No.60163 Tornado will also be on shed there for maintenance and stabling when not operating on the network. The new works will boast a viewing gallery and will be linked to the rest of the DRHQ site, including the current site of the Head of Steam Museum and North Road Station, by a footbridge. The current "Darlington Locomotive Works" located in the carriage works on Hopetown Lane, once vacated by the Trust, will become an exhibition space within DRHQ.

Vale of Rheidol Railway

A sunny Autumn day in the half-term school holidays, October 28th, saw healthy passenger numbers on the Vale of Rheidol Railway, where GWR No. 7 had just bought a well-loaded train into Devils Bridge.

Ben Bucki



PERYGL
DANGER

North Yorks Moors Railway

On October 7th, Class 37 248 sits at Pickering about to run round to form a service to Whitby. *Mark Torkington*



North Yorks Moors Railway

Lambton Colliery Railway No. 29 is a preserved 0-6-2 steam tank locomotive built by Kitson and Company for the Lambton Colliery network in 1904, seen here on October 27th departing Grosmont with 'The Moorlander' dining train.

Allison Twycross

BR Standard 4MT No. 76079 is seen arriving at Whitby station on October 27th with a service from Pickering.

Allison Twycross

LNER Q6 Class No. 63395 runs light engine through Grosmont station on October 27th.

Allison Twycross



North Yorks Moors Railway

▶ Class 31 128 'Charydbis', passes the engine shed at Grosmont with a service from Pickering on October 27th. *Allison Twycross*

▶ Class 08 850 is seen in the sidings at Grosmont on October 27th. *Allison Twycross*

▶ Southern Railway Class S15 4-6-0 No. 825 'Green King' runs through Grosmont station on October 27th. *Allison Twycross*



Ffestiniog Railway

The Autumn shades were much in evidence in the woods around Tanybwllch station on October 27th, where the line was doing brisk business in the half term school holidays. Double Fairlie 'Merddin Emrys' rounds the curves as it nears the station with an afternoon 'Mountain Spirit' from Porthmadog to Blaenau Ffestiniog. *Ben Bucki*



On October 29th, Lynton and Barnstaple Railway's Manning-Wardle replica 'Lyd' crosses the stone embankment at Rhiw Goch with a morning 'Woodland Wanderer' service from Porthmadog to Tanybwllch. *Ben Bucki*



The Lynton and Barnstaple Railway's Manning-Wardle replica 'Lyd' rounds the curves as it nears Tanybwllch station with an afternoon 'Woodland Wanderer' service from Porthmadog on October 27th. *Ben Bucki*



Llangollen Railway

The Llangollen railway ran their final Railcar timetable of the year on the weekend of October 22nd/23rd and on the 22nd, the service was being operated by a Class 104 and Class 109 combination, as a large visiting coach party were on the line. The pair of units are seen departing Carrog with a mid-day service, beginning the return to Llangollen. *Ben Bucki*



Dartmouth Steam Railway

No. 2253 'Omaha' is seen at Paignton on October 20th. The loco was built by Baldwin Locomotive Works in America in 1943 and shipped to Britain aboard the Norfolk which arrived in Hull in May 1943. *David Lindsell*



Dartmouth Steam Railway

▶ GWR 2-8-0 Class 42xx Class No. 4277 'Hercules' rund round its train at Kingswear on October 20th. *David Lindsell*

▶ Class 03 371 and Class 08 No. D3014 are seen at Paignton on October 20th. *David Lindsell*

▶ British Railways Class 03 0-6-0 shunter No. D2192 'Titan' is seen at Churston on October 20th. *David Lindsell*



South Devon Railway

Former GWR 0-6-0PT No. 5786 in its London Transport guise as L.92 and Class 04 No. D2271 are seen at Buckfastleigh on October 18th. *David Lindsell*



Northampton and Lamport

▶ Class 47 205 is seen parked up on the Northampton and Lamport Railway on October 26th. *Derek Elston*

▶ Class 31 289 'Phoenix' stands idle at the Northampton and Lamport Railway. *Derek Elston*

▶ Ruston & Hornsby 0-4-0 DM Shunter No 764 is seen in Pitsford sidings. *Derek Elston*



Severn Valley Railway

On October 8th, GWR 0-6-0PT No. 1501 is seen at Eardington working the 15:35 Bridgnorth - Kidderminster service. *Phil Martin*

Class 56 098 leads 20 048 across Victoria Bridge on October 1st with a Bridgnorth - Kidderminster service. *Carl Grocott*

Class 20 048 with a Bridgnorth - Kidderminster service is seen on Eardington Bank on October 1st. *Carl Grocott*



Severn Valley Railway

On October 1st, Class 55 009 'Alycidon' crosses Victoria Bridge with a Bridgnorth - Kidderminster service. *Carl Grocott*



Severn Valley Railway

▶ Class 40 106 working a Bridgnorth - Kidderminster service is seen on Eardington Bank on October 1st. *Carl Grocott*

▶ Class 50 033 working a Bridgnorth - Kidderminster service crosses Victoria Bridge on October 1st. *Carl Grocott*

▶ West Country Class No. 34027 'Taw Valley' has been reunited with its number and name but still retains its purple livery, seen here at Kidderminster on October 29th. *John Alsop*



Severn Valley Railway

▶ On October 8th, Class 40 106 descends Eardington Bank working the 16:05 Bridgnorth - Kidderminster service. *Phil Martin*

▶ On October 29th, Class 40 106 stands at Kidderminster working the first train of the day to Bridgnorth. *John Alsop*

▶ On October 29th, LNER B1 No. 61306 'Mayflower' arrives at Kidderminster, before undertaking a loaded test run. *John Alsop*



Lakeside and Haverthwaite

▶ Despite the changing, Autumnal weather, the Lakeside and Haverthwaite Railway at the southern end of the Lake District was doing decent business on October 8th, with many passengers taking the opportunity to combine a trip on the train and the Windermere ferries. The rail service was being operated by Bagnall 'Princess' (2682/1942), and the chunky saddle tank is seen waiting to depart Haverthwaite Station with a midday train for Lakeside.

Ben Bucki

▶ The ex-industrial saddle tank is seen making a spirited exit of the tunnel whilst running-round at Haverthwaite Station with a midday train for Lakeside. *Ben Bucki*

▶ Bagnall 'Princess' (2682/1942) is seen at Haverthwaite preparing to run round its train on October 8th. *Ben Bucki*



East Lancs Railway

Soon to be withdrawn for its 10-year overhaul, 'West Country' Class Pacific No. 34092 'City of Wells' gets a run out on the dining train on October 27th - seen here at Townsend Fold, heading for Rawtenstall.
Gerald Nicholl



East Lancs Railway

▶ Pacer Class 144 010 is presently stored at the East Lancs Railway and it was captured in autumn sunlight on October 22nd. *Lee Stanford*

▶ LNER A4 No. 60009 'Union of South Africa' is seen inside Castlecroft museum on October 22nd. *Lee Stanford*

▶ Despite being based on the East Lancs railway for some time Class 07 013 is rarely photographed as it languishes next to Bury South signal box. However a tour of the railway on October 22nd allowed access to the locomotive at its long stored location. *Lee Stanford*



East Lancs Railway

Visiting the ELR for their Lancashire and Yorkshire gala was KWVR based Coal Tank No. 1054 which is seen passing non stop through Irwell Vale on October 16th with the 08:45 Bury to Rawtenstall service.
Lee Stanford



East Lincs Railway

▶ With its boiler ticket due to expire shortly, Great Western Tank No. 5643 passes Lumb Woods on October 16th working the 09:50 Heywood to Rawtenstall. *Lee Stanford*

▶ Lancashire and Yorkshire Railway 'A' Class loco No. 52322 gets underway from the Irwell Vale stop on October 16th working the 10:50 from Heywood. *Lee Stanford*

▶ Vertical Boiler loco 'Ann' undertakes a demonstration shunting operation in Castlecroft Yard at Bury on October 14th as Coal Tank No. 1054 looks on. *Lee Stanford*



East Lancs Railway

▶ Network Rail's MPV No. DR98006 was to be found at Baron Street depot at Bury on October 22nd where tests were being undertaken.

Lee Stanford

▶ The two remaining L & Y 'Pugs' were reunited for the first time since 1998 at the East Lancs railway L & Y event and both the operational No. 51241 and the non-operational 51218 were to be found in the bay platform at Bury on October 16th.

Lee Stanford

▶ Bulleid No. 34092 'City of Wells' opens its cylinder cocks before departing from Bury on October 15th with the 13:30 to Rawtenstall.

Lee Stanford



Midland Railway Centre

▶ On October 15th, 125 Group HST power car No. 43048 approaches Butterley.
Richard Hargreaves

▶ Class 142 011 is seen stabled at Butterley on October 15th. *Richard Hargreaves*

▶ West Yorkshire PTE Metro-Train liveried Class 141 113 is seen alongside Class 114 Driving Motor Brake Second No. E50019 in the yard at Butterley. *Richard Hargreaves*



Midland Railway Centre

Power cars Nos. 43089 and 43159 are seen at Swanwick on October 15th. *Richard Hargreaves*

Res liveried Class 47 761 is seen sheeted over at Swanwick on October 15th. *Richard Hargreaves*

Class 127 DMU Nos. 51625, 59659 and 51591 are seen stabled at Butterley on October 15th. *Richard Hargreaves*



Keighley and Worth Valley Railway

▶ On October 13th, during the first night of the Keighley and Worth Valley Railway's Beer and Music Festival, Pacer Class 144 011 awaits the right-away from Ingrow, with a train from Keighley to Oxenhope. *Ben Bucki*

▶ On October 16th, visiting Black 5 No. 44871 climbs the gradient into Damems with an afternoon train from Keighley to Oxenhope. *Ben Bucki*

▶ On October 14th, during the railway's Beer and Music Festival, visiting Black 5 No. 44871 waits to pull-away from Ingrow West Station with an evening train to Oxenhope. *Ben Bucki*



Gloucestershire & Warwickshire

▶ GWR 4200 Class 2-8-0T No. 4270 approaches Toddington on October 29th working the 14:18 Cheltenham racecourse - Broadway mixed goods. *Phil Martin*

▶ Gledhow-Chaka's Kraal Sugar Estates Hunslet built 0-4-2T 'Chaka's Kraal No. 6' is seen at Toddington. *Phil Martin*

▶ GWR Manor Class No. 7820 'Dinmore Manor' and Great Western Railway Modified Hall Class No. 7903 'Foremarke Hall' approach Toddington on October 29th working the 15:02 Cheltenham racecourse - Toddington service. *Phil Martin*



Gloucestershire & Warwickshire

SR Merchant Navy Class No. 35006 'Peninsular & Oriental S. N. Co.' departs Toddington with the 14:05 Broadway - Cheltenham racecourse on October 29th. *Phil Martin*

On October 29th, Class 55 019 departs Toddington working the 15.08 Broadway - Cheltenham racecourse service. *Phil Martin*

Class 47 105 and 47 376 are seen at Toddington on October 29th. *Phil Martin*



From the Archives

▶ Class 58 025 stands at Overton station with a train of recovered sleepers on May 5th 1996.
Dennis Rowland

▶ Class 31 434 and 31 273 depart Stafford with an engineers train on August 5th 1993.
Dennis Rowland

▶ Class 60 080 and 37 411 enter Newport running light engine on June 6th 1996. *Dennis Rowland*



From the Archives

▶ Class 47 557 'Red Star' on a West Country to the Midlands service, passes Cogload near Taunton in the mid eighties. *Michael Bennett*

▶ Still wearing the two tone grey Freightliner livery, and named 'Freightliner Coatbridge', Class 90 043 speeds passed Slindon, North Staffordshire with a Felixstowe to Trafford Park liner on July 9th 2014. *Paul Senior*



From the Archives

▶ Class 31 121 working a Paignton to Exeter local service in the mid eighties is seen arriving at Exeter. *Michael Bennett*

▶ Class 37 114 is seen at Whitchurch with an engineers train on May 26th 1996. *Dennis Rowland*

▶ Class 20 092 and 20 169 are seen at Salisbury on November 14th 1992, about to depart with a railtour for the west country. *Dennis Rowland*



From the Archives

▶ A Western Region HST in the Somerset countryside is seen near Bruton with a Plymouth to London Paddington express in the late eighties. *Michael Bennett*

▶ Powercar No. 43110 stands at Leeds City station after arriving with a service from London King's Cross on September 19th. *John Sloane*

▶ Class 40 No. D200 is seen running light engine at Southport during shunting movements on September 14th 1986. *John Sloane*



From the Archives

▶ Class 50 040 'Leviathan' passes through Little Bedwyn with a London Paddington to Penzance service in the early eighties. *Michael Bennett*

▶ Class 47 530 working a London Paddington to Oxford service is seen near Morton Cutting in the late eighties, The loco didn't keep the white windscreen surrounds for long. *Michael Bennett*

▶ National Power liveried Class 59 205 passes Aldwarke on April 27th 1996 with a charter working. *Brian Hewertson*



From the Archives

▶ Class 304037 approaches Manchester Piccadilly with a service to Crewe on September 20th 1986. *John Sloane*

▶ Class 58 040 passes Denchworth with 4C13 11:11 Calvert Waste Terminal - Bath 'binliner' on October 30th 1998. *Keith Davies*

▶ Class 90 002 stands at Manchester Piccadilly on March 3th 1997 after working the first Virgin Trains service from London Euston. Is it really 25 tears ago!. *Brian Hewertson*



From the Archives

▶ Class 31 430 awaits departure time at Nottingham with a Liverpool bound service on December 27th 1986. *John Sloane*

▶ Class 67 010 and 67 014 pass Dawlish Warren with 1Z23 06:36 Finsbury Park - Plymouth charter on July 1st 2000. *Keith Davies*

▶ Class 50 029 'Renown' is about to depart Exeter Central with a service to London Waterloo in 1989. *Michael Bennett*



From the Archives

▶ HST power cars Nos. 43189, 43049, 43190, 43142 and 43006 along with Class 166 219 are seen at London Paddington on March 19th 1994. *Brian Hewertson*

▶ With the tender displaying express passenger headlamps, 'Flying Scotsman' makes a rare tender first sight as it works a return special from Southport to Manchester Victoria out of Burscough Bridge on September 20th 1987. *John Sloane*

▶ Class 37 701 passes Haston with the 16:45 Cardiff Central - Manchester Piccadilly service on June 14th 1996. *Keith Davies*

