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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 204

We start this month with some sensible railway news from the Office of Rail & Road who says that ticket retailers need to improve the clarity of messages notifying passengers of changes to train services they have advance bookings for.

The regulator also wants operators to consider offer more flexibility when trains are cancelled, to give passengers more choice and ease congestion. The majority of operators have now implemented a system which enables notifications to be sent to ticket retailers (whether train companies, independent retailers or travel management companies) when trains are changed or cancelled more than 48 h before travel; Transport for Wales plans to implement the notification system by September, and ORR is working with c2c to ensure it meets the requirements. Passengers who have booked online are sent an email or text notifying them of any changes to their service. However, ORR says its review of these notifications found they are often lacking information and clarity. The regulator has written to all operators telling them to review the content of their notifications to ensure that they are clear and provide useful information, including setting out passengers' rights and options. The regulator is also discussing the matter with independent retailers who are responsible for contacting their customers. ORR says it would also like operators to consider their

policies on ticket flexibility when trains are cancelled, to give greater choice for passengers. It expects any necessary changes to the National Rail Conditions of Travel, retail systems or individual train operator policies to be progressed 'at pace.'

'A passenger who books their ticket in advance of travel needs to be treated fairly, not just offered a refund if the industry then changes its timetable nearer the date of travel,' said Stephanie Tobyn, ORR Director of Strategy, Policy & Reform, on September 6th.

The Rail Delivery Group said more than 2 million notifications have now been sent to alert people to a change to their journey, and 'this proactive approach by the industry has meant that customers are better informed about their journeys and are updated in a timely manner.' Phase 2 of the Smarter Information, Smarter Journeys programme will ensure that trains that will not operate because of engineering works are suppressed from retailer websites, so that customers can be more confident that the train they are buying a ticket for will run.

And in the latest developments regarding ticket office closures, a local authority in the east of England has condemned it as 'unlawful.'

The Cambridgeshire & Peterborough

Combined Authority said it had voiced its 'deep concern' about the effects of scrapping ticket offices, which are set to close at many major stations in London and elsewhere as well as in smaller places. The consultation which has now closed, has attracted 680,000 responses, according to the passenger watchdogs Transport Focus and London TravelWatch, which now have the task of sifting through the responses and making recommendations by the end of October. The Combined Authority in Cambridgeshire and Peterborough has sent its own response, which describes the process as 'flawed', which means that it is unlawful. The Authority is calling for the consultation to be restarted, because it says it fails to 'inform the public properly of the plans.'

The authority alleges that the process is unlawful because it says the plans to discontinue use of parts of railway stations do not comply with section 29 of the Railways Act 2005. It also says Equality Impact Assessments of the planned changes at individual stations should have been made available to inform anyone considering the effects of the proposals.

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

Privately owned Class 20 007 and 20 205 patiently wait, while their train of wagons are slowly loaded in Dove Holes quarry on August 17th. [Barry Longson](#)

Front Cover

USA S160 locomotive No. 5197 is seen crossing the Caldron Canal pulling into Consall station with a service to Kingsley and Froghall on August 9th. [Tom Blanpain](#)



Class 47 593 'Galloway Princes' with Class 40 No. D213 'Andania' DIT pass through Northampton running 34 minutes early with 5Z29 the 14:10 Bletchley Relief 2 to Crewe H.S.ECS on August 8th. *Derek Elston*



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Charter Scene West Coast Railways

The Dalesman

On August 10th, SR MN Class No. 35018 'British India Line' works the northbound 'Dalesman' passed Salt Lake Cottages. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

On August 10th, No. 35018 'British India Line' works the return 'Dalesman' over Arten Gill Viaduct heading towards Hellifield.

Shep Woolley



Charter Scene West Coast Railways

The Pendle Dalesman

Black 5 No. 44932 forges through Lostock Hall on August 8th at the head of a 'Dalesman' charter from Lancaster to Carlisle via the S&C route. *John Sloane*



Charter Scene West Coast Railways

The Pendle Dalesman

West Coast's Class 47 746 is seen at Wilpshire with a returning 'Pendle Dalesman' from Carlisle to Preston on August 8th. *Brian Dobbs*



Charter Scene West Coast Railways

The Pendle Dalesman

On August 8th, Black 5 No. 44932 works over Dandry Mire Viaduct with the return 'Pendle Dalesman' on the approach to Garsdale station heading to Hellifield. *Shep Woolley*



Charter Scene West Coast Railways

The Pendle Dalesman

Black5 No. 44932 passes Horrocksford Junction on August 8th working 'The Pendle Dalesman' from Lancaster - Carlisle via the S&C.
Michael Lynam



Charter Scene West Coast Railways

The Scarborough Spa Express

Stanier Class 5 4-6-0 No. 44932 eases the outward 'Scarborough Spa Express' through Long Preston on August 17th. *Gerald Nicholl*



Charter Scene Branch Line Society

The Garsdale Growler

The Branch Line Society operated their 'Garsdale Growler' tour on a damp August 27th and the train headed by Class 37 401 and 37 425 is seen unusually traversing the down mainline through Stockport on what could also be the final use of DRS Class 37's on a Raitour.

Lee Stanford



Charter Scene Branch Line Society

The Garsdale Growler

On August 27th, Class 37 401 and 37 425 head through Salford Central working 1Z62 Derby to Ribbleshead BLS tour in aid of Martin House charity. *Russell Clarke*



Charter Scene Branch Line Society

The Garsdale Growler

On August 27th, having taken over from Class 92 029, and in a cloud of black smoke, 60 024 departs Warrington Bank Quay's Up Goods Loop with a Branch Line Society special returning from Carlisle to Derby. Class 67 005 was on the rear of the train. *Jeff Nicholls*



Charter Scene LSL Private Charter

Private Charter

An immaculate Class 40 No. D213 climbs away from Mossley on August 25th working a LSL staff special from Crewe to York.

Lee Stanford



Charter Scene LSL Private Charter

Private Charter

On August 25th, Class 40 No. D213 heads through Diggle with a York - Crewe return private charter. The headboard reads 'Jonathan Rawlinson Half Century Express.' *Russell Clarke*



Charter Scene Railway Touring Company

The Dorset Coast Express

West Coast's Class 47 802 brings up the rear of a charter to Weymouth headed by 'Jubilee' No. 45596 at St. Cross on August 2nd. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On August 26th, Class 47 746 and sister 47 804 provide an unusual sight as they head through Burnage working the returning leg of the 13:52 'Cumbrian Mountain Express' from Carlisle to Sandbach. *Lee Stanford*



Charter Scene Railway Touring Company

The Welsh Mountaineer

Taking the lower level route out of Warrington Bank Quay, No. 44932 hustles along with 'The Welsh Mountaineer' on August 2nd. The Class 195 unit was working a Chester - Leeds service whilst Class 60 074 waits with a service to Tunstead. *Jeff Nicholls*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

Working hard and noisily, No. 45231 'Sherwood Forester' brightens up a wet morning at Winwick as it passes through with a Settle and Carlisle working on August 2nd. *Jeff Nicholls*



Charter Scene Railway Touring Company

The Waverley

On August 20th, LMS 4-6-0 No.45699 'Galatea', running as No. 45627/'Sierra Leone' departs Hellifield just before sunset with the returning 'Waverley' from Carlisle to York. *Brian Dobbs*



Charter Scene Saphos Trains

Welsh Marches Express

On August 31st, an early start to catch Class 47 805 and 47 593 with the 'Welsh Marches Express' from Woking to Shrewsbury, seen here Andover. *Dennis Rowland*



Charter Scene Railway Touring Company

The Royal Duchy

'Jubilee' No. 45699 speeds along the seafront at Dawlish working the 1Z33 Slough to Par on July 30th. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Royal Duchy

'Jubilee' No. 45699 returning on 1Z35 Par - Slough approaches Dawlish where we were well and truly bowled by a down IET departing from the station. Oh well, can't win 'em all!
Steve Thompson



Charter Scene UK Railtours

The Coronation Deltic

Class 55 009 'Alycidon', taking the identity of 55 013 'The Black Watch', passes Burn with the UK Railtours' 17:10 Scarborough to London King's Cross 'Coronation Deltic' charter on August 19th. The train is carrying a Harry Wilson Centenary headboard marking the 100th birthday of the former Deltic Driver, No. 13 was his favourite Deltic. *Paul Senior.*



Charter Scene Northern Belle

Northern Belle

On August 17th, Class 57 601 and 57 313 top'n'tail the 1Z79 Coventry to Weymouth through Stratton Green. *Ken Mumford*



Charter Scene Northern Belle

Northern Belle

West Coast Railways' Class 57 601 is seen at Shaldon Bridge on August 16th working the 10:45 Cardiff to Par 'Northern Belle' service.
Lee Stanford



Charter Scene Northern Belle

Settle & Carlisle Steam Special

As heavy rain blows in over Kendal in the valley behind, Class 5 4-6-0 No. 45212 heads Northern Belle's 'Settle & Carlisle Steam Special' away from Oxenholme on August 12th. *Gerald Nicholl*



Charter Scene

GBRf Staff Charter

GBRf Staff Charter

On July 29th, Class 50 007 and 50 049 head through Dawlish working 1Z50 Ipswich to Paignton. *Steve Thompson*



Charter Scene GBRf Staff Charter

GBRf Staff Charter

On July 29th, Class 50 007 and 50 049 head through Dawlish Warren with the 1Z52 Paignton to Ipswich return charter. *Richard Hargreaves*



Charter Scene Saphos Trains

English Riviera Express

On August 5th, Class 40 No. D213 and 47 593 top'n'tail the 1Z27 Northampton to Kingswear for Dartmouth, seen here calling at Swindon.
Colin Pidgeon



Charter Scene Saphos Trains

English Riviera Express

On August 5th, LNER A4 No. 60007 leads the 1Z27 Northampton - Kingswear, with Class 47 593 on the rear, approaching Dawlish. *Steve Thompson*



Charter Scene Saphos Trains

English Riviera Express

On August 5th, LNER A4 No. 60007 leads the 1Z28 16:35 Kingswear – Northampton, seen coming off the bend at Langstone Rock and approaching Dawlish Warren. *Barry Beeston*



Power cars Nos. 43046 and 43059 working the 1743 05:36 Plymouth - Llandudno pass Kemps Eye, Shrewsbury on August 26th. *Phil Martin*



Charter Scene Midland Pullman

North Wales Coast Pullman

Power cars Nos. 43046 and 43059 working the 1Z44 16:35 Llandudno - Plymouth pass Bayston Hill on August 26th. *Keith Davies*



Charter Scene Statesman Rail

Cornish Riviera Statesman

On August 5th, Class 47 805 and 47 712 approach Newton Abbott working 1Z25 Derby to Penzance. *Richard Hargreaves*



Charter Scene Statesman Rail

Cornish Riviera Statesman

On August 5th, Class 47 805 and 47 712 approach Dawlish working 1Z25 Derby to Penzance.
Steve Thompson



Charter Scene Statesman Rail

Cornish Riviera Statesman

Class 47 No. D1935 and 47 712 working 1Z25
05:25 Derby – Penzance are seen passing
through Coombe heading towards Penzance
on August 5th. *Barry Beeston*



Charter Scene

Railway Touring Company

The Essex Avon Express

On August 23rd, Jubilee Class No. 45690 'Leander' approaches Swindon working 1Z75 Shoeburyness - Bristol Temple Meads - Southampton. *Ken Mumford*



Charter Scene ECS and Light Engine Movements

On August 16th, SR No. 34067 'Tangmere' is seen here crossing Whalley Viaduct with a loaded test run from Carnforth en-route via Preston back to Carnforth via the West Coast main line. *Brian Dobbs*



Charter Scene

ECS and Light Engine Moves

On August 19th, Class 47 802 heads through Swindon working 5Z30 Southall to Bristol (Kingsland Road) empty coaching stock for a special to the West Country the following day. *Ken Mumford*

On August 10th, Locomotive Services' Class 08 531 is seen shunting a Class 90 and stock at Crewe Horse Landing sidings. *Michael Lynam*

LSL's Class 47 593 passes Stafford on August 11th, working light engine as 0Z47 10:26 Crewe HS to Eastleigh Arlington. *Barry Longson*



Charter Scene

ECS and Light Engine Moves

▶ On August 31st, West Coast's Class 57 009 and 57 012, pass Wigan North Western, with 5M43 10:19 Southall to Carnforth empty coaching stock move. *Paul Senior*

▼ Pulman liveried Class 67 024 stands in Eastleigh depot yard on August 2nd. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ Class 57 601 and 57 313 pass Kempseye with 5Z56 11:08 Carnforth Steamtown - Bristol East Depot on August 15th. *Keith Davies*

▶ Class 57 601 and 57 313 top and tail an empty stock working from Carnforth to Bristol East Depot as it runs past Euxton on August 15th. *John Sloane*

▶ Southern BoB Class No. 34067 'Tangmere' climbs towards Hoghton summit during a test working from Carnforth around the Hellifield/Blackburn circuit on August 16th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

West Coast's Class 47 813 and 47 760 work a single coach from Carnforth to Burton past Bradley on August 17th. *John Sloane*

No. 46115 'Scots Guardsman' steams past Bradley on August 18th as it runs from Carnforth to Bristol St Phillips Marsh. *John Sloane*

Class 57 010 is seen at Hoghton summit on the rear of a test working for 'Tangmere' on August 16th. *John Sloane*



Avanti West Coast

▶ Class 390 046 waits to depart Wigan North Western, with the 11:56 Glasgow Central to London Euston on August 3rd. *Paul Senior*

▶ Class 390 138 slows while taking the line to Stoke through Cheadle Hulme, working the 16:35 Manchester to London Euston service on August 4th. *Barry Longson*

▶ On August 11th, Class 390 009 approaches Stafford working the 9S93 London Euston to Edinburgh service. In the background is 390 138 working 1M16 Glasgow Central to London Euston. *Tom Blanpain*



Avanti West Coast

▶ Class 221 113 and 221 110 pass Slindon with 9S77 13:16 London Euston - Glasgow Central on August 10th. *Keith Davies*

▶ On August 24th, Class 390 006 is seen arriving into Stockport with a London Euston - Manchester Piccadilly service. *Michael Lynam*

▶ Class 390 119 speeds past Slindon with 1F26 14:43 London Euston - Liverpool Lime St. service on August 10th. *Keith Davies*





The next station announcer to arrive at Stockport is... 83-year-old gran June!

Avanti West Coast has helped an 83-year-old grandmother achieve her lifelong ambition to become a station announcer. June Rosen took to the public address system at Stockport during a surprise visit arranged by the intercity operator and her family – fulfilling her dream to make train announcements at a main line railway station.

Keeping passengers informed with arrivals and departures at the Greater Manchester station, the grandmother of four, brought a smile to people's faces with her friendly and cheerful nature after being welcomed by the Avanti West Coast team to take over the microphone in the office at Stockport.

June, who lives in Wilmslow, revealed her long-held dream to read train announcements while celebrating her 82nd birthday. The retired NHS worker, who clocked up almost 60 years in the healthcare sector and now volunteers at a local hospice, told her family she loved standing on platforms listening to the announcements and thought it would be a lovely job. The railway has played an important role in June's life for as long as she can remember. As a child she travelled by train to see her grandparents in Leicester and now

makes regular journeys from Stockport to London with Avanti West Coast to see her family. After discovering her mother's quirky ambition, June's daughter Cari Rosen, set out to make it a reality, and create another railway memory.

"The railway brings our family together, which is important to us all, so I thought if it's possible for my mum to experience what it's like to be a Station Announcer, it would make it even more special", said Cari.

Under the pretence of a day out on the train, June travelled to Stockport with her daughter, Cari, where she was met by the Avanti West Coast team who gave her a behind-the-scenes tour of the station and an insight into the announcer role, before letting her read aloud announcements for passengers on the platforms. Explaining why she wanted to surprise her mum, Cari said: "Mum always puts others first. She's an amazing mum, grandmother, sister, and friend. Her work has been about other people and anyone who has ever worked with her is only too aware of how much she cared for her patients and the comfort she brought to many in their final days.

Even now, in retirement, she continues to use those skills and qualities in her volunteering role. She does so much for others and it's lovely to be able to do something for her that shows how much she is valued by everyone who knows her. It's wonderful with the help of Avanti West Coast we've been able to let mum fulfil her long-held dream."

Karen Grimshaw, Avanti West Coast Station Manager at Stockport, said: "When we heard June's story, we couldn't wait to welcome her to Stockport to experience the role of Station Announcer, especially as the railway is close to her heart. While announcements are there to keep people safe and informed, they also provide an opportunity to brighten someone's day.

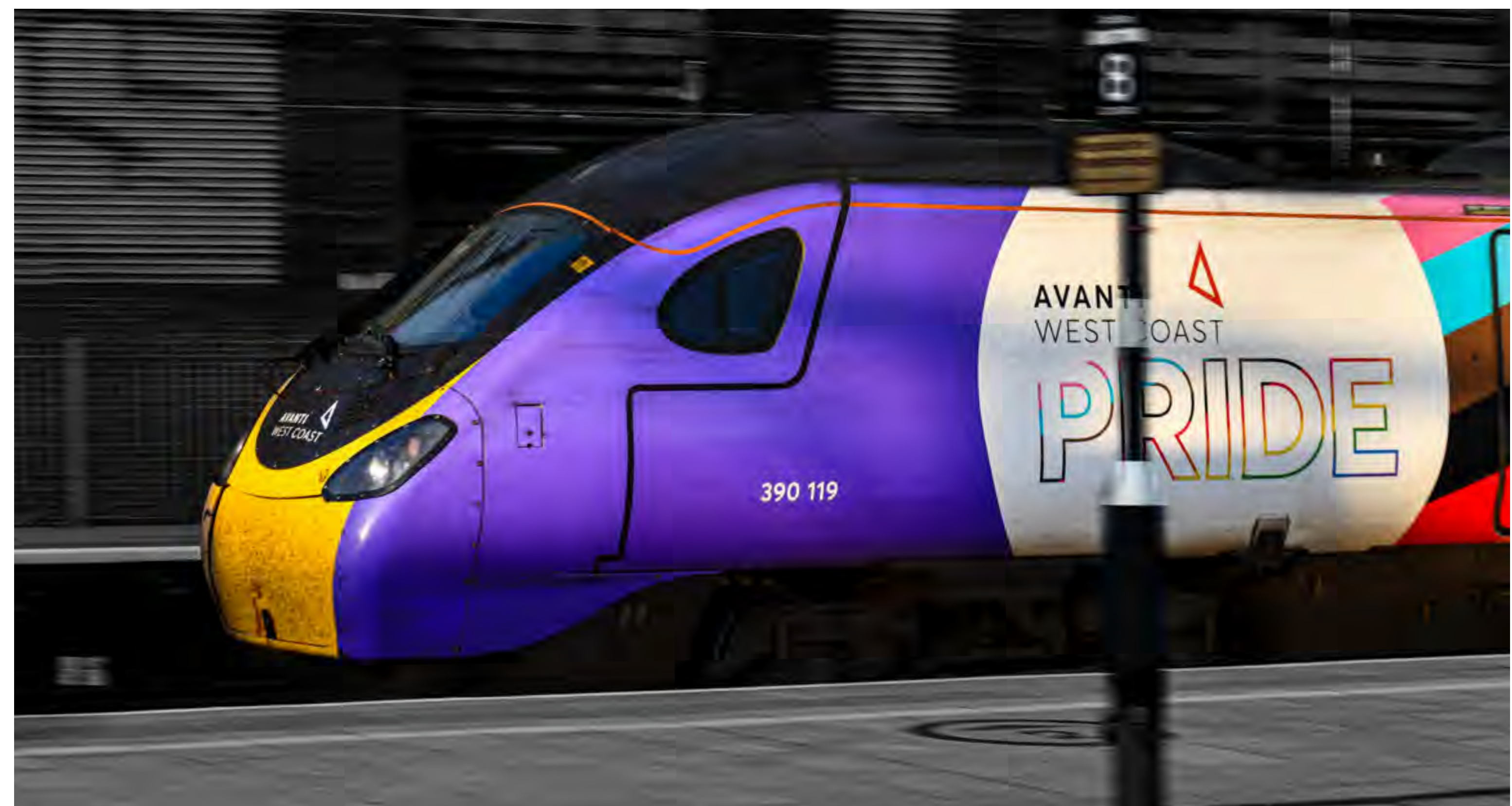
"June did a brilliant job of being that friendly, comforting voice and judging by the reaction of people's faces they seemed to enjoy listening to the announcements as much as she did reading them! We're delighted to have played our part in making a dream come true and hope June will always remember this day."

Avanti West Coast

On August 4th, Class 390 124 speeds towards Cheadle Hulme with the 16:55 Manchester Piccadilly to London Euston via Crewe service.
Barry Longson

On August 11th, Class 390 119 speeds through Stafford working 1M17 Glasgow Central to London Euston.
Tom Blanpain

Class 805 001 works 5Q30 Oxley Car MPD to Carlisle through Leyland on August 8th.
Alan Naylor



Avanti West Coast

▶ Class 390 107, heading for Glasgow Central sweeps past Standish on August 7th.
John Sloane

▶ On August 3rd, Class 390 142 calls at Wigan North Western working a service from Glasgow to London Euston. *Michael Lynam*

▶ Class 390 119 stands at Crewe with 9S44 06:16 London Euston to Edinburgh Waverley on August 19th. *Derek Elston*



Caledonian Sleeper

▶ Class 92 043 on late running 1M16 20:45 Inverness and Aberdeen to London Euston sleeper passes Moore on August 10th.

Mark Enderby

▶ Class 92 023 stands on the blocks at London Euston with 1M16, the 20:45 from Inverness and Fort William sleeper on August 5th.

Derek Elston

▶ Having brought the empty stock on 5S95 19:09 Wembley ICD to London Euston, Class 92 010 sits awaiting departure time at the buffers.

Lee Stanford



Class 68 011 is seen departing Leamington Spa on August 23rd with the 11:45 Birmingham Moor Street - London Marylebone service, whilst 196 008 waits in the bay platform with 12:40 Leamington Spa - Nuneaton. *John Goodrich*



Chiltern Railways

▶ Class 68008 'Avenger' crosses the M42 at Widney Manor with the 08:15 Birmingham Moor Street to London Marylebone on August 16th.
Chris Morrison

▶ Class 168 107 is seen departing Leamington Spa on August 23rd with the 12:11 Birmingham Snow Hill - London Marylebone service.
John Goodrich

▶ On September 5th, Class 168 106 arrives at Leamington Spa with a service to London Marylebone.
Allison Twycross



On August 14th, Class 56 096 working the 6Z34 Hellifield to Chirk heads through Mouldsworth.
Mark Enderby



▶ Class 66 847 with the 6X26 Hinksey Yard to Eastleigh passes Grateley on August 24th.
Michael Bennett

▶ Class 70 807 is seen passing Slindon with 6K88 11:02 Longport LR - Crewe Basford Hall on August 10th. *Keith Davies*

▶ On August 24th, Class 66 847 is seen working the 09:50 Hinksey Sidings to Eastleigh East Yard passing Andover, the consist containing point carrier wagons. *David Lindsell*



Colas Rail

▶ Class 56 051 and 56 094 growl through Euxton with the Carlisle to Chirk log train on August 17th. *John Sloane*

▶ Class 56 096 is seen in torrential rain on August 14th with a diverted Hellifield to Chirk log train, running into Blackrod. *John Sloane*

▶ Class 56 113 and 56 094 head through Coppull with the Carlisle to Chirk (via Crewe) log train on August 15th. *John Sloane*



Colas Rail

▶ Class 56 094 and 56 113 working the 6Z37 Carlisle - Chirk are seen diverted via Acton Bridge on August 14th. *Mark Enderby*

▶ On August 3rd, Class 56 051 and 56 094 pass through Wigan North Western working the 6J37 log train from Carlisle - Chirk. *Michael Lynam*

▶ On September 3rd, Class 66 849 'William Dilly' passes Steventon with the 6C30 engineers returning to Westbury from Henwick, Worcester via Reading. *David Lindsay*



Colas Rail

On August 4th, Class 70 814 heads through Cheadle Hulme working 6Z50 09:11 Tyne SS to Longport, comprising Land Recovery box wagons. *Barry Longson*

On August 30th, Class 70 817 working the 6J37 Carlisle - Chirk logs, crosses Frodsham Viaduct. *Mark Enderby*



▶ On August 2nd, power cars Nos. 43366 and 43378 pass through Dawlish Warren with a Plymouth - Glasgow service. *Richard Hargreaves*

▶ On August 30th, power car No. 43303 is seen on the rear of 1V50 Glasgow - Plymouth as it departs Bristol Temple Meads. *Richard Hargreaves*

▶ On a misty July 30th, power cars Nos. 43239 and 43301 approach Dawlish with a Plymouth - Leeds service. *Richard Hargreaves*



CrossCountry

▶ Class 220 026 calls at Stafford on August 11th working 1G85 Manchester Piccadilly to Birmingham New Street service. *Tom Blanpain*

▶ On August 10th, power cars Nos. 43357 and 43304 pass through Duffield working 1S51 Plymouth - Glasgow. *Mark Enderby*

▶ Class 220 002 working 1V46 09:30 Birmingham New Street - Penzance is seen exiting off St. Pinnock Viaduct on August 6th. *Barry Beeston*

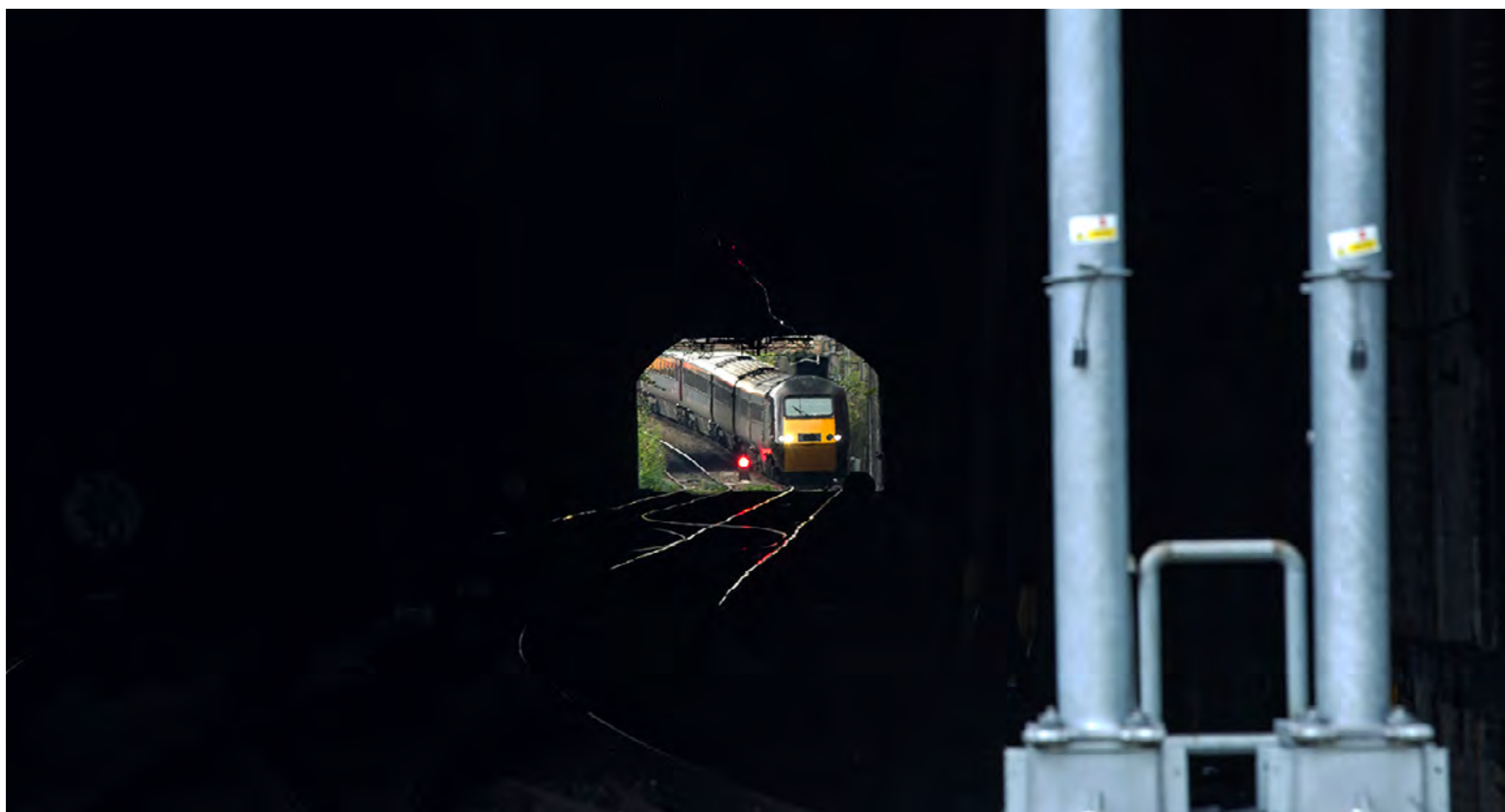


CrossCountry

▶ Class 221 123 was used to work the 17:03 Manchester Piccadilly to Bristol Temple Meads service on August 4th, seen at Cheadle Hulme. *Barry Longson*

▶ On August 11th, Class 220010 is seen at Stafford, working the 10:03 Manchester Piccadilly to Bristol Temple Meads service. *Barry Longson*

▶ Power car No. 43357 leading the 1V50 Glasgow to Plymouth approaches Birmingham New Street on August 28th. *Richard Hargreaves*



CrossCountry

On August 2nd, a misty morning in Dawlish greets power cars Nos. 43304 and 43357 working 1V44 Leeds - Plymouth. *Steve Thompson*

On August 4th, a Class 220 Voyager set powers towards St. Denys with a service to Manchester Piccadilly. *John Sloane*

It's hard to imagine that these will shortly be no more! With their days numbered, on August 3rd power cars Nos. 43378 and 43366 pass through Dawlish, as they have done countless times in the past, on 1S51 Plymouth - Glasgow. *Steve Thompson*



CrossCountry

On August 28th, power car No. 43008 stands at Birmingham New Street on the rear of 1S51 Plymouth - Glasgow Central service.

Richard Hargreaves

On August 28th, power car No. 43008 stands at Birmingham New Street on the rear of 1S51 Plymouth - Glasgow Central service.

Richard Hargreaves

Power car No.43007 arrives at Cheltenham Spa on August 28th leading the 1S51 Plymouth - Glasgow Central service.

Richard Hargreaves



CrossCountry

▶ Power car No. 43007 heads the 12:27 Plymouth - Glasgow along the sea wall at Teignmouth on Bank Holiday Monday August 28th.

Chris Morrison

▶ Power car No. 43184 'Laira Diesel Depot' in InterCity livery passes through Sutton Coldfield on the Birmingham Cross City line with the 1V46 Sunday 08:11 Leeds - Plymouth on August 20th. *Chris Morrison*

▶ Power car No. 43007 arrives at Birmingham New St. at the head of the 1S51 12:27 Plymouth - Glasgow Central service on August 17th.

Chris Morrison



A busy moment at Peak Forest sees four different liveries in view on August 17th. Class 66 140 arrives on 6Z45 15:08 Arpley to Dowlow Briggs, while 66 751 shunts the empty 15:34 from Hope Street and 20 007 and 20 205 await loading completion. *Barry Longson*



DB Cargo

Looking smart in its DB red livery, Class 66 182 runs through Stafford on August 11th with the 4L56 13:20 Trafford Park to London Gateway.
Barry Longson

The yardman at Tolworth Day Aggregates acknowledges the driver of the SWR 2M23 London Waterloo-Chessington South as it pulls away from Tolworth Station on August 3rd, awaiting 'phone clearance from Basingstoke to set the road for Class 66 065 to start its return run to Hoo Junction.
Ian Callander

Looking fairly presentable in EWS livery, Class 66 096 runs upgrade at Davenport working 6H55 13:53 Ashburys to Dowlow Briggs on August 15th.
Barry Longson



DB Cargo

▶ Class 60024 with 6H02 Arpley - Tunstead passes Northwich West Junction on August 21st.
Mark Enderby

▶ On July 29th, a bit of a celebrity, Class 66 023 in it's Coronation garb, working 0Z14 Par - Westbury, passes alongside Marine Parade, Dawlish. *Steve Thompson*

▶ Class 66 002 passes Mill Meece with 6O26 13:34 Ditton Foundry Lane - Dollands Moor Sidings on August 10th. *Keith Davies*



DB Cargo

July 27th, and Class 66 080 runs down the gradient from Tolworth station with its rake of discharged hoppers in tow, heading the regular 6Y08 service to Hoo Junction Down Yard.

Ian Callander

With the road clear, Class 66 170 is set on its way from Tolworth back to Cliffe Brett Marine, having delivered its load to the Day Aggregates facility, and forming the 6Y08 service, on August 8th. *Ian Callander*

Class 66 023 with the 6V92 Corby - Margam heads through Cheltenham Spa on August 30th. *Richard Hargreaves*



DB Cargo

▶ Class 66 032 working the 6V92 Corby - Margam heads through Cheltenham Spa on August 28th. *Richard Hargreaves*

▶ On August 29th, Class 66 176 working the 6B52 waits for the road east of Swindon. *Ken Mumford*

▶ On July 29th, Class 66 023 working the 0Z14 Westbury to Westbury via Par approaches Dawlish Warren. *Richard Hargreaves*



DB Cargo

Class 60074 crosses the Mersey at Twelve Arches with the (almost) daily Arpley Yard - Tunstead working on August 1st. *Jeff Nicholls*



DB Cargo

▶ Class 66 059 passes Preston Boats with 6G51
09:58 Arpley Sidings - Donnington RFT on
August 10th. *Keith Davies*

▶ Class 66 182 is seen at Mill Meece with 4L56
12:20 Trafford Park FLT - London Gateway on
August 10th. *Keith Davies*

▶ Class 66 066 passes Coppull on August 15th at
the head of a Seaforth to Mossend intermodal.
John Sloane



DB Cargo

▶ Class 66 136 passes Southampton Up Yard with an intermodal heading for Birch Coppice on August 4th. *John Sloane*

▶ Class 66 063 is in charge of the Knowsley to Wilton waste train on August 11th as it exits Upholland Tunnel. *John Sloane*

▶ On August 24th, Class 66 200 passes through Wigan North Western working a Seaforth - Mossend intermodal. *Michael Lynam*



DB Cargo

▶ On July 27th, Class 66 104 approaches Dawlish Warren with the 6C53 to Exeter Riverside.
Richard Hargreaves

▶ Class 66 244 working the 6M82 Walsall - Dowlow passes Moore on August 10th. *Mark Enderby*



DC Rail Freight

▶ Class 60 029 hauling the 6Z60 Willesden DCR to Merehead passes Brimslade on August 18th. *Michael Bennett*

▶ Class 60 028 heads northbound at Winwick with 6M89 Middleton Towers to Ravenhead Sidings sand train on August 19th. *Brian Dobbs*

▶ On August 19th, Class 60 055 heads through Swindon with the 6Z22 Tytherington to Appleford Sidings. *Ken Mumford*



Direct Rail Services

Class 66 422 passes through Walthamstow Queens Road, on the North London line, working 4L46 13:37 Daventry to Tilbury Two, on a sunny August 22nd. *Barry Longson*

Class 66 425 working the 4S45 Daventry Int Rft Recep Fl to Coatbridge (DRS) heads through Stafford running some 38mins late on August 11th. *Tom Blanpain*

On August 19th, Class 66 432 passes Sharpstones Lane working the 4V38 10:38 Daventry - Wentloog 'Tesco' intermodal. *Phil Martin*



Direct Rail Services

▶ On August 16th, Class 37 425 'Concrete Bob' and 37 401 'Mary Queen of Scots' head southbound at Winwick with 6K05 Carlisle to Crewe Basford Hall. *Brian Dobbs*

▶ Class 68 018 passes Slindon with the 4S44 12:16 Daventry IRFT - Coatbridge on August 10th. *Keith Davies*

▶ On August 17th, Class 66 091 heads through Warrington Bank Quay working the 4M27 Mossend - Daventry. *Mark Enderby*



Direct Rail Services

On August 11th, Class 68 002 and 88 005 head through Stafford with the 6M67 Bridgwater F.D to Crewe Coal Sidings (DRS) with a couple of nuclear flasks in tow. *Tom Blanpain*

Class 68 003 passes through Stafford on August 10th with a Coatbridge - Daventry intermodal. *Michael Lynam*

Workstained Class 68 018 'Vigilant' speeds past Wigan North Western, with the 12:16 Daventry to Mossend intermodal on August 3rd. *Paul Senior*



Direct Rail Services

▶ On August 24th, Class 68 017 passes through Wigan North Western working an engineers train via the S&C from Carlisle to Crewe Basford Hall. *Michael Lynam*

▶ Class 66 425 working the 4V44 Daventry - Wentloog approaches Cheltenham Spa on August 28th. *Richard Hargreaves*



Direct Rail Services

▶ Class 37 425 and 37 401 are seen at Euxton whilst working the 6K05 engineers train from Carlisle to Crewe on August 16th. *John Sloane*

▶ Class 66 031 passes Coppull with the 6K05 engineer's service from Carlisle to Crewe on August 15th. *John Sloane*

▶ Class 66 091 approaches Bradley as it works the 4M27 intermodal service from Mossend to Daventry on August 17th. *John Sloane*



East Midlands Railway

▶ On August 23rd, Class 170 203 crosses Glazebrook Viaduct with a Liverpool Lime St. service. *Jeff Nicholls*

▶ Southern liveried Class 170 424 waits at Nottingham to depart with 13:25 service to Worksop on August 22nd. The unit was formerly part of Southern's 4-car unit 171 402. *John Goodrich*

▶ Class 170 535 departs Cromford on August 22nd with 13:54 Nottingham - Matlock service. The building on the disused platform to the right of the train has Grade 2 listed status. The building on the hillside is the former station master's house. *John Goodrich*



East Midlands Railway

Class 158 847 and 158 856 form the 14:51
Liverpool Lime Street to Norwich service,
passing through Davenport on August 15th.
Barry Longson



Freightliner

▶ The 6A24 Whatley to Oxford Banbury Road passes through Wootton Rivers on August 15th with Class 66 620 in charge. *Michael Bennett*

▶ On August 19th, Class 59 202 heads through Swindon hauling empties heading to Whatley Quarry. *Ken Mumford*

▶ Class 66 555 working the 4M56 London Gateway to Garston F.L.T. passes through Stafford on August 11th. *Tom Blanpain*



Freightliner

Class 66 602 working the 6C48
Appleford to Whatley empties passes
Wootton Rivers on August 15th.
Michael Bennett



Freightliner

▶ Class 66 507 passes Andover with the Woking to Merehead empties on August 9th.
Michael Bennett

▶ Class 66 596 hauling the 4L96 Trafford Park F.L.T. to Felixstowe North F.L.T. liner passes through Stafford on August 11th. *Tom Blanpain*

▶ The 6M20 Whatley to Churchyard Sidings passes through Wootton Rivers with Class 66 513 in charge on August 15th.
Michael Bennett



▶ Class 66614 working the Hardendale - Tunstead passes Moore on July 7th. *Mark Enderby*

▶ Class 70011 heads southbound through Oxford on August 24th working 4090 Leeds FLT to Southampton Docks. *Peter Todd*

▶ Class 66 538 leads the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. seen on the approach to Northampton station on August 17th. *Derek Elston*



Freightliner

Freightliner continue to operate Class 47 830 on route learning duties and on August 2nd it was captured passing Stockport on such a task from Crewe to Peak Forest. *Lee Stanford*

On August 9th, the 6V12 15:38 Woking Down Yard to Merehead Quarry stone empties is seen behind Class 66 507 passing Andover on time at 16:46. *David Lindsay*

Easing through the summer 'overgrowth', Class 59 005 'Kenneth J. Painter' slows the 7002 Acton - Tolworth aggregates as it crosses the Kingston Road bridge, on the approach to the Day Aggregates facility, on August 3rd. *Ian Callander*



Freightliner

▶ Class 66 525 with the 6C50 Banbury Road to Whatley Quarry passes Shrivvenham on August 24th. *Michael Bennett*

▶ Class 70 014 pulls out of Eastleigh with a very lightly loaded train from Crew to Southampton on August 4th. *John Sloane*

▶ Just before darkness on August 10th, Class 90 047 and 90 016 pass through Leyland at the head of the 4M80 intermodal from Mossend to Crewe. *John Sloane*



Freightliner

▶ Class 59 201 with the 7C60 Brentford Town Days to Merehead empties passes Brimslade on August 17th. *Michael Bennett*

▶ Class 66 548 with the 6Z86 West Drayton Frays to East Usk passes through Shrivvenham on August 24th. *Michael Bennett*

▶ Class 66 602 on the 6C48 Appleford to Whatley empties passes Brimslade on August 17th. *Michael Bennett*



Freightliner

With the trees and shrubs getting ever larger, one wonders how much longer some shots will be available here. Class 66 601 arrives at Peak Forest working 6H51 11:07 Hardendale to Tunstead on August 17th. *Barry Longson*

On August 11th, Class 66 592 heads through Stafford working 0D51 Crewe Basford Hall S.S.M. to Toton North Yard. *Tom Blanpain*

In now defunct Powerhaul livery, Class 66 528 slowly passes through Stafford running on a single amber, working 4L90 12:20 Trafford Park to Felixstowe North on August 11th. *Barry Longson*



Freightliner

▶ Class 59 005 with the 6M20 Whatley to Churchyard sidings passes Brimslade on August 17th. This is the only Class 59/0 in traffic at the moment. *Michael Bennett*

▶ Class 59 104 with the 6A24 Whatley to Banbury Road passes Brimslade on August 17th. *Michael Bennett*

▶ Class 66 601 passes a sunny Euxton on August 15th whilst in charge of the Hardendale to Tunstead empty stone working. *John Sloane*



▶ Class 66 509 passes Slindon with 6K50 14:40 Toton North Yard - Crewe Basford Hall on August 10th. *Keith Davies*

▶ Class 90 049 and 90 015 are seen at Slindon with the 4M87 11:13 Felixstowe North FLT - Trafford Park on August 10th. *Keith Davies*

▶ Class 66 546 working 4R98 10:59 New Bilton (Jarvis) to Willesden Euroterminal heads through Northampton on August 17th. *Derek Elston*



Freightliner

On August 31st, Class 70 016 is seen on Battlefield Bank with 6Q97 10:14 Donnington RFT - Crewe Basford Hall. *Keith Davies*

Class 66 589 passes Mill Meece with 4L90 12:20 Trafford Park FLT - Felixstowe North FLT on August 10th. *Keith Davies*

Class 66 539 passes Slindon with 4M63 09:12 Felixstowe North FLT - Trafford Park FLT on August 10th. *Keith Davies*



Freightliner

▶ Class 66 587 'As One We Can' sits in Acton Main Line Yard on August 22nd. *Barry Longson*

▶ On August 19th, Class 66 556 passes through Swindon working 0Z66 Westbury to Westbury via Taunton, Exeter (reverse), Taunton, Bristol (TempleMeads), Badminton, Swindon, Reading West, Pewsey then Westbury. *Ken Mumford*

▶ On August 11th, Class 66 561 has charge of 4L92 13:34 Ditton to Felixstowe North and is seen at Stafford. *Barry Longson*







GB RAILFREIGHT HOSTS ITS 2023 LADIES NAMING CEREMONY

On Wednesday July 16th, GB Railfreight held its annual ladies naming ceremony, taking place every summer, they honour hard work and dedication to the business. Locomotive 66 790 was named after Louise Garwood at Ipswich station, and locomotive 66 798 was named after Justine Langton at Peterborough. Louise and Justine were joined by their family, friends, and colleagues, in what was a great celebration in the sunshine

In July 2014, Louise started at GB Railfreight in the finance team, in Felixstowe. Five years later she then

became Executive Assistant to the CEO, managing John Smith's busy diary and building up strong professional relationships with customers and partners. Here is what John Smith had to say about Louise at her naming event in Ipswich:

"One of the many great things about Louise is the strong friendships she has built up over the years with all the other Executive Assistants. She now knows everyone across the sector. This means that I can always rely upon her to get me access to the right people when needed.

It is a team effort, but thank you Louise, I couldn't do this without you."

Last month, Justine Langton celebrated her 10-year anniversary working at GB Railfreight. Back in July 2013, Justine joined GB Railfreight as a Train and Resource Planner, and then later became a Supply Chain Operations Strategic Account Manager in April 2019. Justine has been an integral part of resource planning and account management at GB Railfreight.

Before revealing the plaque on the 66 798, John had some kind words to say about Justine:

"Justine, thank you for your ten years of hard work. You've brought all your 25 years of experience in the rail sector brilliantly to this business. Your tolerance and patience is exemplary, and I really appreciate how hard you work in what is effectively the engine room of GB Railfreight keeping us moving forward."

With the sky turning grey on August 15th, Class 66 780 named 'The Cemex Express' has a diagram actually working one of that companies trains, as it passes Davenport on 6H56 15:29 Hope Street to Peak Forest.

Barry Longson

Maritime liveried Class 66 727 hauling the 6G89 Hindlow to Hams Hall passes through Stafford on August 11th.

Tom Blanpain

On August 11th, the 6X77 Dagenham Dock Recp GBRf to Mossend Down Yard GBRf hauled by Class 66 728, taking brand new Ford's to Mossend, passes Stafford.

Tom Blanpain



Class 66 709 is seen at Slindon with 4F62 13:15 East Midlands Gateway - Seaforth C.T. on August 10th. *Keith Davies*

On September 5th, Class 47 727 passes through Leamington Spa running light engine from Leicester L.I.P. to Eastleigh T.R.S.M.D. *Allison Twycross*

Class 66 706 passes Slindon on August 10th with the 6X43 09:28 Dagenham Docks - Garston car train. *Keith Davies*



▶ Class 66 769 hauling the 6M90 Avonmouth - Clitheroe cement heads through Warrington Bank Quay on August 17th. *Mark Enderby*

▶ Class 66 763 is seen at Middlewich on August 17th with the 6G92 Hindlow - Small Heath. *Mark Enderby*

▶ On August 21st, Class 66 722 is seen at Northwich South Jct. working the 6H89 Small Heath - Hindlow. *Mark Enderby*



On August 21st, Class 60 056 working the 6E09 LBT - Drax Biomass passes Northwich West Jct. *Mark Enderby*

On August 21st, Class 66 798 passes through Shotton Low Level with 4D59 Wellingborough - Llandudno Jct. *Mark Enderby*

Class 60 095 crosses Carr Mill Viaduct with 6F65 Ashton-in-Makerfield to Tuebrook Sidings stone empties on August 30th. *Brian Dobbs*



▶ Class 66 754 passes Kempseye with 6V75 09:31
Dee Marsh Reception Sidings - Margam T.C. on
August 26th. *Keith Davies*

▶ On September 3rd, Class 66 750 'Bristol Panel
Signal Box' is seen leading the 6G97 07:47
Exeter St. Davids to Eastleigh East Yard welded
rail train empties passed Daisy Dell footbridge,
Andover, assisted at the rear by 66 740 'Sarah'.
David Lindsell

▶ On September 1st, Class 66 721 leads Colas'
Class 70 809 and 70 803 working the 6041
Westbury - Eastleigh engineers seen passing
Dunbridge. *Dennis Rowland*





THE FINAL FEA-G INTERMODAL WAGONS HAVE NOW ARRIVED IN THE UK

The final FEA-G intermodal wagons have now arrived in the UK, marking the successful delivery of a total 100 new intermodal wagons as well as 50 new JNA-X Box Wagons in a partnership between GB Railfreight (GBRf), Porterbrook, and Greenbrier. The wagons, which are now on lease to GBRf, signify an increase in rail freight capacity in the UK to encourage the modal shift from road to rail. With each tonne of freight transported by rail producing 76% less carbon than road haulage, the new wagons will help to deliver a more sustainable railway and support the UK's net zero target.

Dave Golding, Asset Director at GB Railfreight, said: "These new wagons are some of the best available in the UK right now and we're continually adding them

to our services. They have allowed us to move an extra 1.2 million tonnes of aggregate every year. Combined, they will remove c.400,000 lorries movements from our roads a year, leading to a huge reduction in our carbon emissions and delivering significant road safety benefits."

The innovative new FEA-G intermodal high-density twin wagons can carry six twenty-foot equivalent units (TEUs) on each service, significantly increasing the volume of cargo that can be transported on each journey. The JNA-X box wagons also represent a design evolution, featuring additional strengthening on the box without adding any weight. They can each carry 101.6 tonnes, and are playing a key role in the movement of construction

materials for HS2 from the Peak District to Birmingham. The successful on time delivery is a significant achievement for the teams from GBRf, Porterbrook and Greenbrier as the project was impacted by the pandemic, a supply chain disruption, and surge in inflation and energy price increases due to the war in Ukraine.

Mark Wyborn, Head of Freight at Porterbrook, said: "This project demonstrates our commitment to freight and positions us well for future growth in the sector. It is testament to the strength of our partnership with GB Railfreight and Greenbrier that we've worked together and agreed ways to mitigate significant challenges."

John Brown, Head of Sales at Greenbrier said:

"In November 2022 the first JNA box wagons arrived into the UK, on schedule, followed shortly after by the first 60ft Intermodal Twin wagons. Both orders were complete in 2023 with the last wagons having just arrived. The positive outcome of both projects is testimony of the close collaborative working relationship we had with Porterbrook and GBRf to manage the challenges we all faced caused by Covid and the situation between Russia and Ukraine. Transparency and early communication were key throughout both projects in order to succeed. We had the contracts in place and Greenbrier were and are committed to delivery on time, every time to our customers."

▶ Class 66 761 passes Stafford in some much welcomed sun on August 11th, working 6G92 08:29 Hindlow to Small Heath. *Barry Longson*

▶ Class 66 797 working the 6V84 Clitheroe - Avonmouth heads through Cheltenham Spa on August 30th. *Richard Hargreaves*

▶ Class 60 076 works hard on the climb out of Bank Quay with 6E09, loaded Biomass from Liverpool Docks to Drax on August 1st. *Jeff Nicholls*



▶ Class 66 723 and 66 791 top and tail track machines at Eastleigh on August 2nd.
John Sloane

▶ Class 66 797 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on August 15th. *Keith Davies*

▶ Class 66 761 passes Mill Meece on August 10th with 6B71 09:55 Tunstead - Northampton Castle Yard. *Keith Davies*



▶ Class 73 136 and 73 119 are seen at work in Eastleigh Yard on August 2nd. *John Sloane*

▶ Class 69 003 forges past Horseshoe Bridge at St. Denys with the Mountfield to Southampton empty gypsum train on August 3rd. *John Sloane*

▶ Class 66 717 'Good Old Boy' passes St. Denys on August 4th at the head of a Trafford Park to Southampton intermodal. *John Sloane*



▶ Class 66 789 heads the Hams Hall to Mossend intermodal on August 7th as it climbs past Standish. *John Sloane*

▶ On a hot and sultry August 11th, the driver of Class 66 709 leans out to enjoy some fresh air as his train, the Hams Hall to Mossend intermodal, approaches Balshaw Lane Junction. *John Sloane*

▶ Class 66 708 'Glory to Ukraine' runs through Charnock Richard cutting at the head of the Hams Hall to Mossend intermodal on August 15th. *John Sloane*



▶ Class 66 769 approaches Bradley with a Clitheroe to Avonmouth cement working on August 16th. *John Sloane*

▶ Class 66 730 'Whitemoor' eases through Northampton with 4M19 10:18 Southampton Western Docks (GBRf) to East Midlands Gateway Terminal on August 2nd. *Derek Elston*

▶ Class 66 776 'Joanne' approaches Northampton leading 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal on August 17th. *Derek Elston*



On August 24th, Class 60 021 passes through Stockport working a Biomass train from Liverpool Biomass Terminal - Drax Aes.

Michael Lynam

Class 69 003 'The Railway Observer' running light engine as 0Z69, the 04:54 Tonbridge West Yard to Longport F.D. seen here on the approach to Northampton on August 17th.

Derek Elston

On August 24th, Class 66 781 eases through Stockport working a Peak Forest - Hope Street aggregates train.

Michael Lynam



Grand Central

▶ Class 180 114 speeds the 15:30 Sunderland to London King's Cross service, past the haystacks at Burn, near Selby, on August 19th.
Paul Senior

▶ Class 180 108 approaches Haringey on an ECS working to Bounds Green depot on August 1st.
John Sloane



Greater Anglia

On August 10th, Class 720 135 and 720 134 working as 5Q27 mileage accumulation run from Wembley - Stafford are seen at a sunny Stafford. *Michael Lynam*



Great Western Railway

▶ On July 25th, power cars Nos. 43010 and 43155 round the curve at Dawlish Warren with a service to Penzance. *Richard Hargreaves*

▶ Class 802 104 with the 1C76 London Paddington to Penzance service passes Wootton Rivers on August 15th. *Michael Bennett*

▶ Still carrying First Great Western blue livery, Class 150 219 leads sister 150 249 as they approach their Dawlish Warren stop with a Paignton to Exmouth service on August 16th. *Lee Stanford*



Great Western Railway

There is still plenty of Great Western memorabilia to be seen at St. Erth as a short formed HST led by power car No. 43194 is surrounded by lower quadrant signals and a manual signal box, all soon to be displaced, arrives with a service for Penzance on August 15th. *Lee Stanford*

Class 150 248 and sister 150 246 approach St. Erth with the shuttle service from St. Ives on August 15th. *Lee Stanford*

Class 802 104 working the 1C09 London Paddington to Bristol Temple Meads service passes Stratton Green on August 17th. *Ken Mumford*



Great Western Railway

▶ Power cars Nos. 43172 and 43192 head along the sea wall at Dawlish with a Cardiff bound service on July 25th. *Richard Hargreaves*

▶ Power car No. 43198 leads an Exeter service past Langstone Rock on a dull July 28th. *Richard Hargreaves*

▶ Class 802 018 and 802 016 pass Dawlish Warren with a service to London Paddington on July 25th. *Richard Hargreaves*



Great Western Railway

▶ Class 165 130 working 15:25 Exmouth – Paignton is seen on the approach to Starcross on August 5th. *Barry Beeston*

▶ Power car No. 43189 leading 2C67 08:00 Cardiff Central – Penzance with 43016 powering on the rear, passes through Coombe heading towards Penzance on August 5th. *Barry Beeston*

▶ Power car No. 43016 glides into St. Austell on August 8th with 2U20 12:50 Penzance – Cardiff Central with 43189 powering on the rear. *Barry Beeston*



Great Western Railway

▶ Power car No. 43198 leads the 2P13 11:50 Penzance – Plymouth through Burngullow Jct. with 43192 on the rear on August 7th.

Barry Beeston

▶ On August 28th, power car No. 43098 is seen on the rear of 2C75 Cardiff - Taunton as it departs Bristol Temple Meads. *Richard Hargreaves*

▶ Despite their days now being numbered the short formed Great Western HST's are still providing excellent service on the semi fast diagrams from Penzance to Cardiff. In lovely evening light on August 16th, power car No. 43040 waits time at Newport having arrived with the 12:50 from Penzance. *Lee Stanford*



Great Western Railway

On July 31st, passing trains at Topsham. The halfway mark between Exeter and Exmouth is the location of the passing loop where we see Class 166 209 departing on 2F20 Paignton - Exmouth, revealing 166 219 at the up platform on 2T22 Exmouth - Paignton. *Steve Thompson*

Class 800 312 with the 1A77 Plymouth to London Paddington service passes through Wootton Rivers on August 15th. *Michael Bennett*

Approaching Kennaway Tunnel on August 4th, Class 166 206 works 2T15 Exmouth - Paignton away from its Dawlish stop. *Steve Thompson*



Great Western Railway

▶ On August 1st, Power cars Nos. 43016 and 43189 emerge from Coryton Tunnel working 2U10 Penzance - Cardiff. *Steve Thompson*

▶ Doing its best to resemble a codfish on August 3rd, Class 802 017 arrives at Dawlish on 2C73 Cardiff - Penzance. *Steve Thompson*

▶ Class 165 131 stands at Paignton on August 3rd, working a service to Exeter. *Allison Twycross*



Great Western Railway

▶ Class 800 008 working the 1C77 London Paddington to Exeter passes Brimslade on August 17th. *Michael Bennett*

▶ Powercar No. 43156 skirts along the Teignmouth seawall with a Cardiff to Penzance service on August 1st. *Allison Twycross*

▶ A nice sunny morning, August 1st, sees Class 166 209 between Kennaway and Coryton Tunnels after departing from Dawlish working 2T08 Paignton - Exmouth. *Steve Thompson*



Great Western Railway

GWR Castle class HST headed by power car No. 43189 leading 2C36 13:39 Plymouth – Penzance is pictured exiting off Moorswater Viaduct with 43016 on the rear on August 6th. *Barry Beeston*



Great Western Railway

On August 4th, power cars Nos. 43010 and 43155 pass through Dawlish working 2C69 Cardiff - Penzance. *Steve Thompson*

With the view becoming obscured by the inevitable buddleia, on August 4th, power cars Nos. 43094 and 43098 depart Totnes and begin the climb of Rattery Bank with 2C79 Cardiff - Penzance. *Steve Thompson*

On August 3rd, power cars Nos. 43092 and 43162 pass through Dawlish working 2U20 Penzance - Cardiff. *Steve Thompson*



Great Western Railway

The Dawlish seawall is seen to good effect on a sunny August 16th as power car No. 43027 passes with the 0640 Penzance to Cardiff service. *Lee Stanford*



Great Western Railway

▶ A 'Castle' HST set headed by power car No. 43092 'Cromwells Castle' races through Starcross with the 13:00 Cardiff Central - Penzance.
Chris Morrison

▶ On August 5th, departing Teignmouth and approaching the bridges at East Cliff, power cars Nos. 43092 and 43162 are working 2U24 Penzance - Exeter.
Steve Thompson

▶ On August 5th, power cars Nos. 43016 and 43189 arrive at Dawlish on 2U26 Penzance - Cardiff.
Steve Thompson



STORY COLLECTION RECOGNISES 100 YEARS OF MEMORABLE FIRSTS ON THE EAST COAST MAIN LINE

During the past century, the East Coast Main Line has contributed to many significant firsts within people's lives. Now, a major new exhibition to mark London North Eastern Railway's (LNER) landmark anniversary is celebrating some of the most pioneering feats and special moments it has made possible. From an author writing their first book, to rail records and even impromptu first dates - LNER is releasing '100 Years of Firsts' - celebrating 100 iconic moments on its route from the last century.

The landmark exhibition marks its 100th anniversary and features incredible stories from customers, colleagues, historians and celebrity travellers - including Sara Davies and Shaun Wallace.

The exhibition is being unveiled in Newcastle Central Station, with the public able access the stories on the LNER website and podcast.

LNER is inviting the public to share their own firsts

stories, giving away one hundred £100 LNER Perks loyalty credit. '100 Years of Firsts' shines a light on a century of remarkable, moving, and heart-warming tales from customers, relatives, LNER colleagues and historians.

The multimedia gallery includes written stories, audio recordings and photography capturing the firsts from a century of transforming travel of the past and present on the East Coast of the UK. LNER is also looking to the future and the firsts which they will enable in the years to come.

From a chance encounter because of missed train which sparked a four-year relationship, to tales of collecting first pets, pioneering hair salons on Flying Scotsman and even a Dragon's Den star travelling to London to be presented with her MBE - the collection has been meticulously compiled from interviews, archive research and first-hand accounts, capturing 100 seminal firsts from along LNER's East Coast route.

Highlights include:

Dragon's Den star, Sara Davies, travelling to meet Queen Elizabeth II for the first time to collect her MBE.

A young girl travelling to Scotland to fulfill her dream of feeding the Pandas at Edinburgh Zoo.

An author who wrote his first book while travelling between Leeds and London King's Cross.

Two LNER customer experience colleagues who first set eyes on one and other at the onboard catering carriage and are now married.

A veteran former employee whose first job from school lead to more than 40 years of illustrious service.

Celebrity quizzer Shaun Wallace's adventures across the UK entering quizzes before he hit the big time.

Claire Ansley, People and Customer Experience Director at LNER, said: "Since 1923, LNER and firsts have gone hand in hand. Whether it's breaking speed records, introducing cinema carriages or hiring the UK's first black train driver, our pioneering spirit continues to push us forward along with millions of customers every year.

"Each story in this exhibition marks a moment. From touching personal accounts to lesser-known milestones of historical significance born out of a rich history of pioneering progress, the number of firsts which have been marked on the East Coast Main Line is incredible."

LNER FUTURELABS PROGRAMME BRINGS INNOVATION TO THE RAIL INDUSTRY

London North Eastern Railway (LNER) has invited startups from across the UK to showcase their cutting-edge technologies aimed at making rail travel even better, offering the opportunity to share their tech solutions to challenges facing the industry.

Six companies reached the final stage of pitching at this year's FutureLabs, LNER's flagship annual accelerator programme. At a live demonstration event at York St John University attended by almost one hundred rail industry leaders and hosted by tech journalist and expert Mary-Ann Russon, they presented their pioneering ideas having addressed at least one of four key objectives:

LNER FutureLabs 4.0 Objectives:

- To encourage passengers to choose rail
- To strengthen the sustainability of the rail network
- To create a frictionless journey for customers
- To explore emerging technology that pushes the rail industry to the next level

LNER's FutureLabs enables ambitious startups and SMEs to join its 12-week programme where they receive mentoring and funding opportunities to develop and scale-up technology solutions. The programme is now in its fourth year thanks to its continued success.

This year's 'Cohort Winner', announced at the Demo Day, is Automedi. The project helps businesses turn plastic waste into usable products within minutes through 3D printing. This follows on from the success of last year's FutureLabs, which helped LNER to repurpose unused estate to deploy algae bioreactors to capture carbon.

SpatialCortex Technology was awarded the 2023 'Collaboration Prize' accolade, which recognises outstanding collaboration with the LNER teams. The project uses wearable technology as a bio-mechanical solution for manual handling injury risk assessment and management for rail workers. The team demonstrated the testing of its sensors with catering teams onboard LNER's trains and analysed risks of musculoskeletal impact.

Frances Walker, Head of Digital Experience Strategy at LNER, said: "LNER FutureLabs is an important pillar in our strategy to put technology at the heart of our operations and our customers' journey. We are really proud to support startups in providing the real-world opportunity, experience, and knowledge needed to bring these innovators' ideas to life. Implementing new practices and ways of thinking plays a huge role in driving forward the rail industry. We are incredibly proud of the results garnered by the programme to date, and we are delighted to continue this work."

Ethar Alali, Chief Executive Officer of Automedi, this year's Cohort Winner said: "Being able to develop our product for the rail industry with LNER support is a truly invaluable experience. It is also hugely inspiring to see transport providers like LNER take action to adopt new methods that strengthen commitments to sustainability and responsible business."

Other finalist projects included:

Fatigue Management International: Developing software which uses artificial intelligence (AI) to detect fatigue and mitigate the risks associated with tiredness in the workplace for critical operations.

Manhole Metrics: A sensor and analytics startup using sensors to monitor wastewater levels, providing insights to help reduce disruptions caused by risk of flooding.

TravelAI: Developing AI software which analyses behaviours of people who use transport networks, to help with creating incentives for customers and future-planning.

SHEDyt: Designing a real estate technology platform that can be applied to help manage maintenance across train stations.

FutureLabs has trialled many industry firsts, including real-time train tracking via an interactive map, and using computer vision to help customers with disabilities navigate stations.

▶ Viewed through the overgrown lineside vegetation at Burn, near Selby, LNER Azuma Class 801 219 speeds north, with the 15:00 London King's Cross to Edinburgh service on August 19th. *Paul Senior*

▶ Class 91 127 races towards Haringey with a London King's Cross to Leeds service on August 1st. The line on the right is the chord from the Goblin route to the GN line. *John Sloane*

▶ Class 801 213 speeds past Burn, near Selby, with the 15:58 Newcastle to London King's Cross service on August 19th. *Paul Senior*



L.N.E.R.

▶ Class 91 106 heads south past Haringey with a service from Leeds to London King's Cross on August 1st. *John Sloane*

▶ DVT No. 82222 heads a train from Leeds as it sweeps through Haringey on August 1st. *John Sloane*

▶ Class 91 111 propels a train from Leeds away from Haringey on August 1st. *John Sloane*



▶ Class 91 127 is seen stabled at Bounds Green depot on August 1st. *John Sloane*

▶ On August 1st, an Azuma heads south through Haringey as Great Northern's Class 717 015 approaches the station. *John Sloane*







Network Rail

▶ Power cars Nos. 43274 and 43277 arrive at Cheltenham Spa on August 30th working 1Q16 Landore - Derby. *Richard Hargreaves*

▶ On August 9th, Class 73 962 'Dick Mabbett' with 9523, 999550, 1256 and 6260 along with 73 965 'Des O'Brien' worked the 1Q99 11:01 Woking to Woking via Fawley and Ludgershall. Seen here passing Daisy Dell footbridge in Andover at 12:06, running 2mins early. *David Lindsell*

▶ Power cars Nos. 43251 and 43290 head towards Dawlish on July 28th with Network Rail test train's monthly visit to the south west. *Richard Hargreaves*



Network Rail

On August 5th, Class 37 610 in BR blue and 37 116 power the monthly Derby RTC - West Midlands test train passing under the GWR lattice footbridge at Wilmcote on the way from Statford-upon-Avon to Leamington Spa.

Chris Morrison

Track Inspection Unit Class 153 376 speeds through Andover on August 28th forming the 09:13 2Q20 Eastleigh East Yard to Reading Triangle Sidings via Yeovil.

David Lindsell

On August 28th, Class 153 376 passes Andover with the 2Q20 Eastleigh to Woking via Yeovil.

Michael Bennett





Rail Operations Group

▶ Class 37 884 heads a Birkenhead Depot - Sims Newport scrap move comprising of Merseyrail units Nos. 507 009 and 508 138 approaching Craven Arms on August 17th.

Chris Morrison

▶ On August 29th, Class 37 884 passes Bayston Hill with 5Q78 08:49 Crewe C.S.- Newport Docks (Sims group). *Keith Davies*

▶ On August 17th, Class 37 884 passes Kempseye with 5Q78 07:55 Birkenhead North E.M.U.D to Newport Docks (Sims group). *Keith Davies*





Rail Adventure

▶ On August 30th, power cars Nos. 43465/43484 and 43480/43468 top'n'tail the 6Q77 Wembley - Walton Old Merseyrail unit move past Norton Crossing. *Mark Enderby*

▼ On August 30th, power cars Nos. 43465/43484 and 43480/43468 top'n'tail the 6Q77 Wembley - Walton Old Merseyrail unit move past Norton Crossing. *Mark Enderby*



TransPennine Express

On August 28th, Bank Holiday Monday, Class 68 025 'Superb' sits ready to work the 11:35 Manchester Piccadilly to Scarborough service.
Barry Longson



TransPennine Express

▶ Class 68 023 arrives at Crewe with the 15:26 Doncaster - Crewe empty stock move on August 19th. *John Goodrich*

▶ Class 397 007 is being delayed by a preceding freight as it crawls through Coppull with a Liverpool Lime St. to Glasgow working on August 15th. *John Sloane*

▶ On August 24th, Set 10 with Class 68 024 on the rear waits to depart Manchester Piccadilly with a service to Scarborough. *Michael Lynam*



Transport for Wales

▶ Class 175 001 working a VSTP running as 5Q50 Crewe to Ilford EMU Depot heads through Stafford on August 11th. *Tom Blanpain*

▶ TfW plan to add an extra carriage to their Mk4 sets and as per usual they need to be tested. Here Class 67 017 is seen propelling 3Z67 10:29 Crewe CS to Crewe CS test run through Cheadle Hulme on August 7th. *Barry Longson*

▶ Class 67 015 passes Sharpstones Lane on August 19th working the 1V44 12:30 Manchester Piccadilly - Cardiff Central service. *Phil Martin*



Transport for Wales

On August 21st, Class 230 009 is seen at Shotton High Level with a Bidston - Wrexham service.
Mark Enderby

Class 197 112 is seen from Queen's Road Bridge, Llandudno Junction, as it approaches the station on August 19th with the 09:25 Manchester Airport - Llandudno service.
John Goodrich

Class 153 318 (leading) and 153 926 depart Bangor's station with its impressively sized building on the disappointingly cloudy afternoon of August 19th with 13:37 Holyhead - Chester service.
John Goodrich



Transport for Wales

Class 197 013 arrives at Deganwy on a sunny August 20th with the 12:18 Llandudno - Llandudno Junction shuttle service.

John Goodrich

Class 67 017 is seen on Hencote Bank with 1W96 17:16 Cardiff Central - Holyhead service on August 16th. *Keith Davies*

On August 9th, Class 67 012 is seen on Hencote Bank with 1W96 17:16 Cardiff Central - Holyhead service. *Keith Davies*



Transport for Wales

▶ Class 67 015 and DVT No. 82229 pass Kempseye on August 19th working the 1W55 08:49 Cardiff Central - Manchester Piccadilly service.

Keith Davies

▶ DVT No. 82229 leads Class 67 017 at Kempseye with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on August 2nd. *Keith Davies*

▶ On August 24th, DVT No. 82202 and Class 67 020 arrive at Stockport with a service to Cardiff Central. *Michael Lynam*



Transport for Wales

▶ Class 150 240 working a Bidston - Wrexham service is seen at Harwarden Bridge on August 21st. *Mark Enderby*

▶ Class 67 020 passes Hadnall with 1W23 16:49 Cardiff Central - Manchester Piccadilly on August 3rd. *Keith Davies*

▶ DVT No. 82200 and Class 67 014 pass Bayston Hill with 1V42 12:30 Manchester Piccadilly - Cardiff Central service on August 15th. *Keith Davies*



Transport for Wales

On July 7th, Class 67 017 passes Moore with a 3Z67 Crewe - Crewe TfW longer rake training run. *Mark Enderby*

Black Class 67 020 awaits departure time at Manchester Piccadilly on August 7th, ready to work the 12:30 to Cardiff Central. *Barry Longson*

Class 67 013 propels the 16:30 Manchester Piccadilly to Swansea, through Cheadle Hulme in a brief spell of sunshine on August 4th. *Barry Longson*



Transport for Wales

Trains pass on the Cambrian Coast railway, where Class 158 823 has arrived at Harlech with the late-running service 2J07 Machynlleth to Pwllheli, crossing 158 839 with train 2120, from Pwllheli to Birmingham International on August 30th. *Ben Bucki*

Class 197 042 stands at Crewe ready to depart with 2J48 09:19 to Shrewsbury on August 19th. *Derek Elston*

Trains pass on the Cambrian Coast railway, where Class 158 823 has arrived at Harlech with the late-running service 2J07 Machynlleth to Pwllheli, crossing 158 839 with train 2120, from Pwllheli to Birmingham International on August 30th. *Ben Bucki*



Transport for Wales

▶ Class 67 012 departs Stockport on August 7th with the 14:30 Manchester Piccadilly to Cardiff Central service. This view clearly shows the space left after 2 through / stabling lines were lifted during the early 1990s. *Barry Longson*

▶ Class 197018 rolls downhill towards Warrington Bank Quay with an early morning Manchester Airport - North Wales working on August 1st. *Jeff Nicholls*

▶ A locomotive at the buffer stops of a mainline station was once an everyday sight but now is limited to very few locations. One such place where this still occurs is Manchester Piccadilly where on August 4th, Class 67 020 is seen having arrived with the 08:49 from Cardiff Central. *Lee Stanford*



Units: DMUs and EMUs

On August 8th, Northern's Class 150 114 passes Wilpshire leading a Clitheroe to Rochdale service. *Brian Dobbs*



Units: DMUs and EMUs

▶ South Western Railway's Class 159 104 and 159 001 working the 1L41 London Waterloo to Exeter St. Davids passes Grateley on August 9th. *Michael Bennett*

▶ LNWR Class 350 266 arrives into Stafford on August 11th, with the 13:59 Crewe to Birmingham New Street service. *Barry Longson*

▶ South Western Railway's Class 159 005 leads the 1L54 Salisbury to London Waterloo service past Palestine on August 9th. *Michael Bennett*



Units: DMUs and EMUs

Merseyrail's Class 508 103 arrives at Kirkdale on a sunny August 18th with a service from Ormskirk to Liverpool Central. *Lee Stanford*

South Eastern's Class 465 181 stands at Grove Park before heading along the branch to Bromley North on August 22nd. *Lee Stanford*

On August 2nd, Varmis Rail Class 321 334 ambles slowly through the gathering gloom of Warrington Bank Quay station with the week nights' Mossend - Birmingham International service. Running a few minutes early as usual, the unit was behind a steam special. *Jeff Nicholls*



Units: DMUs and EMUs

Great Northern's Class 717 008 calls at Palmers Green on its way from Moorgate to Stevenage on August 1st. *John Sloane*

Great Northern's Class 717 007 heads out of Palmers Green towards its next stop at Bowers Park with a service to Moorgate on August 1st. *John Sloane*

On August 1st, Great Northern's Class 717 005 approaches its stop at Haringey. *John Sloane*



Units: DMUs and EMUs

Great Northern's Class 387 120 passes through Haringey heading towards London King's Cross on August 1st. *John Sloane*

Thameslink's Pride branded Class 700 155 approaches Haringey on August 1st. *John Sloane*

South Western Railway's Class 444 014 passes a very wet St. Cross with a London Waterloo to Weymouth service on August 2nd. *John Sloane*



Units: DMUs and EMUs

South Western Railway's Class 450 059 weaves into St. Denys station on August 3rd with a service to Portsmouth. *John Sloane*

SWR's Class 444 007 leads a service to Weymouth under a threatening sky at St. Denys on August 3rd. *John Sloane*

A batch of Southern Class 313's await their fate in Eastleigh Works yard on August 3rd. *John Sloane*



Units: DMUs and EMUs

▶ Southern's Class 377 431 passes St. Denys with a train from Brighton to Southampton on August 4th. *John Sloane*

▶ Southern's Class 377 431 approaches Horseshoe Bridge, St. Denys with a service to Brighton on August 4th. *John Sloane*

▶ SWR's Class 450 006 heads towards Northam depot, after passing through St. Denys on August 4th. *John Sloane*



Units: DMUs and EMUs

Now on borrowed time, Merseyrail's Class 507 018 stands in the light and shade, at Southport waiting to depart with the 14:11 service to Hunts Cross, on August 26th.

Paul Senior

South Western Railway's Class 159 007 and 159 003 working the 1L36 Exeter St Davids to London Waterloo passes Gately on August 24th. *Michael Bennett*

South Western Railways' Class 159 008 working the 1L34 Salisbury to Basingstoke arrives at Andover on August 24th. *David Lindsell*



Units: DMUs and EMUs

▶ Northern's Class 156 429 and 150 114 cross Whalley Viaduct with 2J29 Clitheroe to Rochdale service on August 16th. *Brian Dobbs*

▶ West Midlands' Class 323 211 arrives at Bournville on August 21st with the 13:43 Lichfield - Bromsgrove service. *John Goodrich*

▶ Passengers reflect on West Midlands Trains' Class 139 001 as they board the unit at Stourbridge Town for the short journey to Stourbridge Junction that departed on time at 14:43. *John Goodrich*



Units: DMUs and EMUs

West Midlands' Class 172 343 arrives at Droitwich under the control of lower quadrant signals as it works the 14:50 Birmingham New Street - Hereford service. *John Goodrich*

West Midland's Class 323 216 departs Gravelly Hill on August 21st with the 10:26 Bromsgrove - Lichfield service. *John Goodrich*

Class 323 221, in retro Cento livery, stands at Four Oaks ready to depart with 11:46 Four Oaks - Redditch on August 21st. *John Goodrich*



Units: DMUs and EMUs

On August 22nd, London Overground's Class 710 112 and 710 118 round the curve at Bethnal Green with the 17:39 Chingford to London Liverpool Street service. *Barry Longson*

Little photographed Bromley North is at the end of the short branch line from Grove Park and on August 22nd, South Eastern's Class 465 181 was providing the shuttle service and is seen waiting to depart with the 13:23 to Grove Park. *Lee Stanford*

Merseyrail's Class 508 126 arrives at Hooton on August 18th with the 12:12 Ellesmere Port to Ellesmere Port circular service. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's Class 508 127 and 507 005 await their trip for disposal at Shrewsbury station on August 6th. *Keith Davies*

Royal Mail's Class 325 006 passes Slindon with 5K21 12:38 Stafford - Crewe TMD(E) on August 10th. *Keith Davies*

Class 325 006 is at the rear of a Daventry to Shieldmuir working as it runs past Euxton on August 16th. *John Sloane*



Units: DMUs and EMUs

Viewed from an overbridge, Merseyrail's Class 508 141 slows for its final stop at Hunts Cross on August 18th with a service from Southport.
Lee Stanford



Units: DMUs and EMUs

A Northern Class 319 crosses Carr Mill Viaduct with a service from Wigan North Western to Liverpool Lime Street on July 28th. *Brian Dobbs*



Units: DMUs and EMUs

▶ TfL operated Class 710 258 stands at the recently opened Barking Riverside station on August 22nd before departing with the 15:34 to Gospel Oak. *Lee Stanford*

▶ West Midlands' Class 730 012 stands at Wolverhampton whilst working training run 5T01 10:07 Wolverhampton to Wolverhampton on August 19th. *Derek Elston*

▶ London NorthWestern's Class 350 104 is seen on the rear of 1Y28 09:36 Birmingham New Street to London Euston service as it stands at Northampton on August 17th. *Derek Elston*



Units: DMUs and EMUs

On August 17th, Merseyrail's Class 508 112 arrives at Southport with a service from Hunts Cross. *Michael Lynam*

New C2C Aventra unit Class 720 601 eases into Northampton on a shake down working running as 5Q19 09:15 Wembley InterCity Depot to Crewe on August 18th. *Derek Elston*

On August 17th, Merseyrail's Class 507 018 and 777 016 are seen stabled in the carriage sidings at Southport. *Michael Lynam*



Units: DMUs and EMUs

▶ London Overground EMU Class 710 257 arrives at Walthamstow Queens Road on August 22nd with the 15:54 Gospel Oak to Barking Riverside. *Barry Longson*

▶ On August 17th, Northern's Class 150 149 and 150 218 depart Southport with a service to Manchester Oxford Road. *Michael Lynam*

▶ On August 3rd, Northern's Class 319 368 calls at Wigan North Western working a Liverpool Lime Street - Blackpool North service. *Michael Lynam*



Manchester Metrolink

On August 3rd, Metrolink tram No. 3076 departs Manchester Victoria with a service to Rochdale.
Michael Lynam



Going Underground

A Hammersmith & City line train formed of 'S' stock arrives at a sunny West Ham on August 22nd.
Lee Stanford





Innovation and improvements the priority as Network Rail and Dutch rail infrastructure manager ProRail sign new deal

Automated inspection, acoustic monitoring using fibre optic cables and other technological improvements are among the developments being worked on as part of a partnership between British railway infrastructure company Network Rail and its Dutch equivalent, ProRail. The pair signed a Memorandum of Understanding at The Hague on Friday August 18th, to continue their partnership. The MOU follows several years of close working on new tech including cab signalling system ERTMS Level 3 and Fibre Optic Acoustic Sensing, and builds on a previous MOU signed five years ago.

Robert Ampomah, Network Rail's chief rail technology officer, said: "Network Rail and ProRail are both dedicated to running more reliable railways for passengers and freight customers, and we share many of the same challenges and opportunities. As well as new tech, we already share information on trespassing, managing our assets and even the impact of how Artificial Intelligence can help improve the way we work. Our focus is always to make journeys easier for customers and by sharing information we can check our findings against another operator, get a better spread of data and test our ideas on different infrastructure too."

Karel van Gils, ProRail Director of Innovation and Technical Renewal said: "ProRail and Network Rail have similar challenges in modernising and transforming their railway. Capacity needs to grow, whereas the railway systems and assets are aging and work forces are scarce. Both Network Rail and ProRail are committed to digitising the railway systems as it will be key for a future proof, interoperable and reliable, high-capacity railway. We will enhance each other's efforts in the necessary research and development."

Keith Allan, Deputy Head of Mission at the British Embassy, The Hague, said: "I was delighted to host representatives from Network Rail and ProRail at the Ambassador's Residence for the MoU signing. I wish the teams every success with their further technical exchange and cooperation. Another great example of the strength of the relationship between our two countries as North Sea Neighbours".

The developments created between the two companies in the past five years such as FOAS will continue. Going forward, the pair aim to progress in the digital railway, asset management, measurement trains and embankment stability.

Fares Advice with RailUK

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

Huyton to Blackpool North train cancelled

Q: I booked two Northern £1 flash sale return tickets Huyton to Blackpool North.

Out: 8:48 and back 14:04 however a quick search confirms, 8:48, 9:49, 10:00 cancelled. But I can get 9:00 Huyton - Wigan, Avanti to Preston, Preston to Blackpool North, if I could get ticket acceptance at Wigan.

Back 13:26, 14:04, 14:23 cancelled, but I could get 13:05 or 15:05. Will I get ticket acceptance at Blackpool North or should I go and then put in delay repay, or give it a miss. Am I likely to be stranded in Blackpool.

A: The default position under the Advance ticket terms and conditions is that you may take the next available service(s) that comply with your ticket's route and/or operator restrictions. Custom and practice (and the advice issued by operators) dictates that you may also take the previous such service(s).

Your ticket will be routed "AP Northern only" and thus in principle, you are limited to taking alternative Northern services. Northern don't appear to have proactively arranged any ticket acceptance with Avanti - this is sometimes shown under a cancellation in JourneyCheck.

By waiting for the next available Northern services you would be delayed by far more than an hour. Accordingly, Article 16 of the Passenger Rights and Obligations Regulation (PRO) comes into effect, meaning that you're entitled to require Northern to re-route you to your destination at the earliest opportunity. This would mean they're required to arrange ticket acceptance - or to endorse your ticket or to buy/issue you a new "Any Permitted"/"Avanti only" etc. ticket, if Avanti won't agree to ticket acceptance under the normal processes - such as to allow you to take the next available itinerary, regardless of operator.

In practice, it's both fairly unlikely that Northern will comply with their obligations in this respect - customer facing staff have generally never been trained on the existence of the PRO and the rights it gives passengers - but also similarly unlikely that tickets would be checked on the Avanti service between Wigan and Preston,

since there's a change of Train Manager at Preston. The likelihood of a check southbound from Preston is much higher, as a new TM would just have taken over, usually wanting to check all tickets.

I'd contact Northern on Twitter to ask them to arrange ticket acceptance. They'll probably (wrongly) refuse, in which case you have a few options:

1. Get a full refund on your tickets and abandon the journey
2. Travel and pay for the cost of a new ticket between Wigan and Preston, claiming this back from Northern afterwards. You'll still be entitled to claim Delay Repay but the resulting delay would obviously be shorter, so you'd be entitled to less compensation.
3. Travel and take the previous or next available Northern services, even if that means a long delay. Your Delay Repay entitlement (so long as you travel later) will then likely be greater.

Given your original tickets only cost £1 each way, I'd be inclined to go for option 3. As an alternative to cash compensation, Northern offer the choice of a complimentary single/return/2 returns, depending on the length of your delay (30-59/60-119/120+ minutes respectively). You will probably be delayed by 60-119 minutes in each direction, so would receive 2 returns in total, thus meaning you end up being able to make 2 more journeys for free, with complete flexibility as to destination and the precise train you take.

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!

No. 18000 has been receiving some remedial work to the bodyside at Didcot, seen here on August 28th. *Colin Pidgeon*



Norwich rail station receives 'Wildlife Friendly Station' status

Norwich rail station has received a 'Wildlife Friendly' accreditation, recognising the work of the station's community volunteers to improve biodiversity and support nature.

Greater Anglia has partnered with the Norfolk Wildlife Trust to formally recognise the achievements of its team of volunteer 'station adopters' to create wildlife havens at stations across its network, through creation of the 'Greater Anglia Wildlife Friendly Stations Accreditation Scheme.'

The team of adopters at Norwich received the award following assessment by a Norfolk Wildlife Trust Conservation Officer to determine how well the station supports local flora and fauna.

The ecologist's report noted several areas of microhabitat such as a wildflower area, shrubs and trees, as well as 28 plant species, that are all helping to support wildlife in an urban environment.

James Hogg, Development Officer at the Norfolk Wildlife Trust, said: "The alarming decline in the abundance of wildlife and the plight of species under threat means that just protecting the nature we have left is not enough; we need to put nature into recovery, and to do so at scale and with urgency."

"This project with Greater Anglia is a fantastic example of how people can transform nature-poor areas into new nature-rich places – and change the way we think about land, seizing opportunities to help nature outside traditional nature reserves."

Each assessment also offers tips and advice for how to make the stations even more wildlife friendly and the reports can also be used as examples of best practice to help spread good ideas around all Greater Anglia's stations.

Greater Anglia's Customer and Community Engagement Manager, Alan Neville, said, "We're delighted to partner with the region's wildlife trusts to formally recognise the valuable work of our station adopter volunteers in supporting wildlife and improving their local environment. I'd like to congratulate the volunteers at Norwich station on receiving this recognition and thank them for the incredible work that are doing that is help to support biodiversity locally. Their work also makes the station more attractive for passengers and the local community."

There are now 19 stations across the Greater Anglia network which have received the "Wildlife Friendly" accreditation, with more expected to be certificated over the next year.

Rail stations in East Anglia are increasingly becoming havens for local wildlife thanks to the efforts of over 300 volunteers who last year transformed over 7,400 square metres of land into thriving wildlife gardens.

In a recent survey, Greater Anglia station adopters reported a wide range of creatures visiting their stations including many different types of butterflies as well as bees, slow worms, bats, foxes, toads, lizards, deer and many varieties of birds, recording more than 200 different species.

Greater Anglia has joined the rest of the rail industry in pledging to make stations across Britain more sustainable.

Action to reduce waste, support local wildlife and cut the carbon footprint of railway stations will be informed by the industry's Sustainable Stations: Best Practice Guide, which details ways in which train operators can meet this commitment in support of global goals of decarbonisation, reducing waste and supporting local plant and animal life.

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



National Rail

Darjeeling Himalayan Railway locomotive No. 19B is seen at Statfold on August 9th. *John Alsop*



SOUTHERN COUNTIES RAILWAY SOCIETY

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Herd of giraffes to be unleashed in Croydon as part of new and exciting art trail



Launched by Croydon Business Improvement District (BID), Croydon Stands Tall is one of the 14 showcase events for the London Borough of Culture. The event, in collaboration with Wild in Art, aims to attract visitors to Croydon to take part in the thrilling adventure that's perfect for families and friends.

Matthew Sims, Chief Executive at Croydon Business Improvement District (BID), said: "This free event will unite our community, inviting everyone in Croydon—residents, workers, and visitors—to partake in the joy and celebration of our exceptional town on a massive scale. As well as creating a fun experience for all this summer, we are fundraising for Crisis Skylight Croydon who are working hard to eliminate homelessness in our community at a time of great need. We are thrilled to be partnering with Southern Rail who have, right from the start, shown their passion for Croydon, our people and the simple need to give back to our community."

An eight-foot giraffe sculpture is set to appear just outside of East Croydon train station as part of a new art trail which has taken over Croydon town centre. From Monday August 21st, passengers can see the vibrant giraffe, designed by Aaron Bevan, as part of the Croydon Stands Tall trail. The eye-catching artwork, titled Hues of Surrey Street, can be found in Ruskin Square – just across from the train station – and boasts a colourful pattern, with the recognisable Croydon tram wrapped around its neck. Aaron, who is based in Croydon, said the design is meant to reflect the hustle and bustle of Surrey Street Market, which captivated him as a child and still does to this day. The four-legged friend is one of a 30-strong herd, each decorated by an artist and sponsored by a local business, which will be unleashed on Croydon's streets for 10 weeks.

Sophie Finn, Area Station Manager for Southern Rail, said: "We're excited to have this unique and free experience on our network. We're hoping that families across London and beyond travel to Croydon to take part in the new art trail. Travelling by train is a great way to get here and one of the giraffes can be found just a stone's throw away from East Croydon station. Make sure you visit the quirky sculpture in Ruskin Square as part of the London Borough of Culture celebrations."

When the trail ends on Friday October 27th, there will be a charity auction to raise £100,000 for national homelessness charity, Crisis, and its Skylight centre in Croydon, which will help the charity continue to deliver one-to-one support, advice and courses for people who are homeless or at risk of becoming homeless across the borough.

Tarron Pearson, Operations Manager at Crisis Skylight Croydon, said: "We're really excited to see the trail launch this summer and to welcome all of the giraffes, and the amazing artwork, to Croydon. We're really honoured, here at Crisis, to be the charity partner for such a unique event in Croydon. The auction at the end will help us to continue our work, supporting people across the borough who are facing the devastating reality of homelessness to rebuild their lives and leave homelessness behind for good."

School children from across the borough have also got creative and painted 30 four-foot giraffes to create a secondary trail across Croydon. Youngsters can see their masterpieces come to life in several indoor venues throughout the town.

Photo: Hues of Surrey Street, designed by Aaron Bevan, is sponsored by GTR © Wild in Art

Further upgrades to Bakerloo line and London Overground complete

Passengers are now benefiting from major improvements to the Bakerloo line and London Overground which will provide more reliable journeys between London Euston and Watford Junction in the future.

Engineers worked between Sunday July 23rd and Friday August 25th to overhaul track, signalling and power supplies for electric trains on a 20-mile stretch of railway and upgrade six stations in north London.

The track work will bring improved journey reliability while the essential weather proofing and tactile paving at the stations will make travelling safer for passengers.

The railway reopened for passengers on Saturday August 26th after a five-week closure which saw Network Rail and Transport for London (TfL) work together to carry out the large-scale improvement projects, supported by using London Underground equipment, trains, drivers and resources.

The £29 million investment this summer included:

- Installing 18,000 modern concrete sleepers in place of wooden ones dating back to the 1950s
- Upgrading 1km of railway drainage between Harlesden and Stonebridge Park to prevent future flooding
- Replacing 48km of cabling for signals – traffic lights for trains
- Improvements to six stations including Watford High Street
- Station upgrades included platform resurfacing and roof canopy maintenance
- Upgrading the power supply for London Underground and London Overground trains

Harlesden, Kensal Green, Watford High Street, South Kenton, Headstone Lane and North Wembley stations saw a combination of platform resurfacing, canopy renovations, tidying up plants and trees and the installation of tactile paving to improve safety for blind and partially sighted people.

The phased railway closure meant construction teams could carry out multiple complex projects at once which would otherwise have taken years of weekend closures and overnight working.

The latest upgrades follow similar work which took place in December 2022 and February 2023.

James Dean, Network Rail's West Coast South route director, said: "Thanks again to passengers for their patience while we closed the railway so we could carry out these essential projects and improve future journeys between London Euston and Watford Junction.

"It enabled us to update sections of track with new equipment which is much more reliable so people can travel in confidence. We were also able to safely deliver work at six stations during this closure - which although may not be visually obvious to passengers from platform

level - was important to protect the structures from bad weather."

Rory O'Neill, TfL's general manager for London Overground, said: "We would like to thank customers again for their continued patience while Network Rail and TfL made these vital infrastructure improvements designed to increase train reliability and customer comfort. Our goal is always to provide our customers with the safest and most reliable service possible, and these major improvements will help to ensure we can

do just that."

Now complete, these improvements will help tackle flooding and reduce the number of power and signal failures which often lead to train cancellations, helping provide confidence for passengers using London Overground and Bakerloo line services in future.



National Rail

On August 29th, 'Thomas' is seen loaded onto a trailer at Blunston ready to depart and make the long journey north to the Bo'ness and Kinneil Railway near Falkirk in Bonnie Scotland! *Ken Mumford*



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Wilmslow station's heritage platform canopies restored for passengers

Rail passengers on a major route through Cheshire are now benefiting from a £1.6m upgrade to Wilmslow station. Since February 2022, Network Rail teams have been carrying out extensive restoration work to the Victorian platform canopies which provide shelter for passengers on the station's four platforms.

- The essential upgrades have involved:
- Replacement of primary timber beams
 - Replacement of platform glazing
 - Replacement of canopy timber cladding
 - Preparation and painting
 - Additional structural repairs of existing timber beams
 - Partial reroofing work

The canopies were first built when the station opened in 1842 and have had ongoing maintenance over the years.

However when work started last year they were in need of a complete overhaul, with some steelwork corroded, flaking paintwork, dirty glazing and temporary structural props needed in certain areas. Now this latest renovation is complete, the Victorian canopies are looking good as new for people using the Manchester to Crewe line.

Mike Cheadle, Network Rail senior asset engineer, said: "We take great care to look after our heritage buildings and this work at Wilmslow shows how we're committed to keeping the railway fit for the future while respecting

its past.

This major £1.6m investment we hope will make a huge difference for Northern passengers on the Manchester to Crewe line, creating a cleaner and brighter environment and improving their journeys for many years to come."

Craig Harrop, regional director for Northern, said: "Wilmslow station is looking better than ever following this investment by Network Rail. Customers rightly expect their local heritage to be respected and I know the 1.7 million customers that use the station every year will appreciate the restoration work that has taken place."



National Rail

▶ The frames of Southern No. 35005 'Canadian Pacific' are seen in Eastleigh Works yard on August 4th. *John Sloane*

▶ South Western Railway's Class 158 890 departs Eastleigh with a service to Salisbury on August 4th. *John Sloane*

▶ The Hythe pier train approaching Hythe from the pierhead on August 4th. *John Sloane*



National Rail

▶ Class 166 203 approaches St. Denys with a Cardiff to Portsmouth service on August 4th.
John Sloane

▶ On the West Somerset Railway, Class 33 No. D6575 (33 057) arrives at a damp Stogumber station on August 15th with the 11:00 Bishops Lydeard to Minehead service.
Andy Pratt

▶ Class 37 No. D6732 stands at Holt station on the North Norfolk Railway having just arrived with train 2M06, the 12:25 service from Sheringham on August 29th.
Andy Pratt



Historic test train gets new lease of life in Fife

A piece of railway history will be safeguarded by a Fife charity after an agreement was reached with Network Rail.

Fife Heritage Railway, based in Leven, recently received a Class 313 test train after it was taken out of service by the rail operator.

The train had been used to support testing and validation for projects on the railway and to support the deployment of digital signalling using the European Train Control System (ETCS).

Earlier this year, the Rail Heritage Designation Advisory Board gave the train special 'heritage status' to protect it for future generations because its seats – the originals from when it was built – have remained intact and are of historical interest.

David Thomas, senior portfolio manager at Network Rail, said: "We're pleased that the train, which has been a crucial part of our research, development, testing and validation process, is being given a new lease of life by Fife Heritage Railway. The work the charity does is so important in protecting items of unique or historical significance, and we couldn't be happier that the test train falls into that category. Our thanks go to Fife Heritage Railway."

Jim Rankin, a trustee at Fife Heritage Railway said: "We are very grateful to Network Rail for the transfer of this Class 313 test train, which will give us a wonderful opportunity to preserve a unique slice of railway infrastructure normally unseen by the public.

"We are delighted to be entrusted with the train, which has added something very special to our collection."

The plan is to site the test train on a parallel track to the new Levenmouth Rail Link, currently under construction and due for completion in Spring 2024.

This will be within FHR's compound at Kirkland Yard, where it will be displayed for maximum effect to both FHR visitors and passengers travelling on the new line in and out of Leven.

The train will be kept in its current bright yellow livery so will be eye-catching and is sure to be a great attraction.

Several ideas are being considered for the long-term use of the train, including as a means of education about what goes on behind the scenes to keep the railway running.



Four-car-trains return to Cambrian Railway Line for first time in six years thanks to collaborative efforts of ‘Local Railways Partnership’

Local passengers and tourists will benefit from enhanced comfort, capacity and connectivity, on peak services on the scenic Welsh coast line, over the summer holidays, as well as the launch of a brand-new window seat audio guide. The revival of four-car trains on the Cambrian Railway Line represents a significant milestone in the Local Railways Partnership by local teams at Network Rail and Transport for Wales to enhance rail journeys for passengers on the Cambrian Line – with support from The Cambrian Railway Partnership.

Four-car-carriages will return on the popular and picturesque line between Machynlleth and Pwllheli on the two busiest services each day throughout the summer. Not only will this service make journeys better for passengers and train crew alike, but it will also contribute to the local economy, boosting trade, tourism and revenue from ticket sales. The longer trains will also allow for onboard catering for the first time in a decade.

A number of collaborative changes that were needed have taken place in recent months to make this possible, including:

- Platform improvement and lengthening work at Barmouth station as well as installing tactile paving
- Installation of 22 four-car-train markers across the

- Cambrian Line - these markers inform the drivers where to stop to ensure train doors are in the correct place on shorter platforms
- Redistribution of trains and staff and revised methods of working for drivers and conductors
- Site visits with the level crossing team
- Full engagement of trade union partners
- Updated fleet maintenance plans

In addition to these benefits, The Cambrian Railway Partnership has launched a bilingual Cambrian Line Window Seater audio guide so passengers can discover what landmark they’ve passed or learn more about the geography, history and culture of the area. Passengers can download the guide from the Window Seater App on most app stores.

Gwyn Rees, performance and transformation director at Network Rail Wales & Borders, said: “I’m proud of the collaboration, thanks to our Local Railways Partnership, as we operate a four-car-train service on the Cambrian Line for the first time in many years. This has doubled capacity on the busiest service during the school holidays and will make journeys for passengers and train crew much more comfortable and enjoyable. We are determined to continue to work with our industry

partners to provide a railway service that our passengers and customers expect and deserve.”

Jan Chaudhry-Van der Velde, chief operations officer for Transport for Wales, commented: “The restoration of four-car-trains on the Cambrian Coast is one of the achievements of our “Local Railways Partnership” on the route, where the local Network Rail and TfW teams, with support from industry partners, are working together on service delivery initiatives specifically for this line. With a number of short platforms, some with level crossings next to them, the teams have worked collaboratively to make sure longer trains can safely call at these stations along what is a beautifully scenic route.”

Claire Williams, partnership development officer for the Cambrian Railway Partnership, added: “It is brilliant to



see this boost in capacity and comfort for our passengers and the local community. We appreciate the commitment and hard work made by Network Rail and Transport for Wales in developing the line to re-introduce four carriage services. Passengers can further enjoy their journey with the launch of our first-ever bilingual Cambrian Line Window Seater audio guide, discovering the stories behind the view from their train seat.”

Train delays cut in half following South London signalling upgrades

Network Rail has revealed that delays to Southern and Gatwick Express passengers travelling into London Victoria have fallen by 55% following the switch-on of a brand-new signalling system in South London.

The new signalling which controls the safe movement of trains on the network, came into use on the lines between Balham, Clapham Junction and London Victoria (platforms 9-19) last Christmas. It replaced the old and unreliable equipment which had been signalling trains through the area since the early 1980s.

This work is part of Network Rail’s wider London Victoria South London resignalling programme in which engineers are completing a major package of upgrades to modernise outdated track and signalling on the South London lines into London Victoria. This includes upgrades at a number of major junctions in the area,

including at Clapham Junction where track improvements have increased line speeds and improved train performance.

Delay minutes slashed

Delays have reduced from a peak of 4,000 per month in the year before the new signalling became operational last Christmas to as low as 1,800 per month this year. Upgrades to the track and equipment – particularly at Clapham Junction – have increased line speeds and helped improve train punctuality.

A more reliable railway in South London means Network Rail’s maintenance teams can focus on other areas of the railway in need of maintenance and repairs.

Lucy McAuliffe, Network Rail’s Sussex route director,

said: “Investment in the railway is vital to delivering safe and reliable services for our passengers. Our investment to upgrade the signalling and track in South London is really bearing fruit with delays being reduced by a whopping 55% on lines into London Victoria – that’s as much as 36 hours a month that passengers weren’t stuck on trains for longer than they needed to be.

We’re looking forward to achieving similar improvements for passengers from signalling upgrades in the Crystal Place, Tulse Hill and Peckham area which are under way and set to finish in February 2024, and signalling upgrades between Nunhead, Battersea and Herne Hill, which will come to an end in 2025.

We know that the changes to services to support the delivery of this work are disruptive and we’re sorry to any passengers whose journeys are disrupted during

this time. Please rest assured the new signalling and track upgrades will deliver tangible benefits for passengers travelling today and long into the future.”

Keith Jipps, Govia Thameslink Railway’s Infrastructure Director, said: “On behalf of our passengers who use our services heading to Victoria and the South London lines, we’re delighted to see this dramatic boost in punctuality.

We thank passengers for their patience during the ongoing work to further modernise the signalling systems. Network Rail are making a massive investment in infrastructure renewals for rail travellers in South London, and we’re looking forward to more great results. We believe it will encourage even more people to choose sustainable transport in and around the capital.”

Hi-tech air purifying totem trials planned for Birmingham New Street

Pioneering new devices will be trialled at Birmingham New Street station to see how much they improve air quality for passengers on platforms. Network Rail will install two upright 'totems' later this year to filter pollutants and viruses from the air on platforms 10 and 11. The purification systems work by taking in air at the bottom before it's passed through a series of filters with clean air then released at head height. It's hoped this will make platforms more pleasant for passengers by reducing the impact from train exhaust fumes. A recent trial of similar units, made by a company called Pluvo, saw promising improvements on a busy street in London.

It's hoped the trials will complement the major multi-million-pound investment into the station's overhead ventilation system four years ago.

Patrick Power, Network Rail Central route head of stations, said: "We want Birmingham New Street to be a pleasant environment for passengers and we've invested millions of pounds over the years to try to improve the air quality. As one of the busiest stations in the country, with diesel and electric trains coming or going every 37 seconds on average, we know the air quality

at platform level could be better. These new units show real promise to tackle that and if successful we'd look to roll them out right across the station in future."

Matteo Maccario, CEO and founder of Pluvo, said: "We're delighted to partner with Network Rail to test and bring our clean air solutions to the railway environment. At Pluvo our mission is to create clean air spaces for people to live, work and play in. We believe this partnership with a global rail leader such as Network Rail will aid us in that mission. Birmingham New Street, with its unique air quality challenges, is an ideal trial location for our Pluvo Column solution. Network Rail's managed stations have huge passenger footfall in the largest cities in the UK and we hope to help them create healthier and cleaner spaces, thus improving the overall passenger experience."

The central sections of the units will feature large visual displays which will show passengers how they work and what else Network Rail is doing to provide a cleaner and greener railway.

If the trial on platforms 10 and 11 is successful, the plan is to install more of the devices along other platforms at the station in the future.



Further reliability boost for rail services between Newport and Gloucester as Network Rail completes second phase of multi-million-pound resilience scheme

The Severn Estuary line has reopened after three weeks of 24/7 work to mitigate the impact of weather-related landslips that will improve train performance, reduce delays, and ensure the highest level of reliability for passengers and freight services.

More than 100 engineers from Network Rail and principal contractor, AmcoGiffen, along with their strategic partner QTS Group, worked around the clock, from Monday July 31st to Friday August 18th, to install an 'active' mesh system on the cliffs overlooking the exposed railway between Monmouthshire and Gloucestershire. The teams worked more than 34,000 hours, with trained specialist rope access technicians abseiling down the cliff face, removing 1,000 tonnes of loose material before securing the specially designed netting with 5,000 rock bolts.

This bespoke 'active' system will hold the cliff face in position and help to prevent landslips from damaging, and subsequently, closing the railway. Part of a wider multi-million-pound investment, this work demonstrates Network Rail's commitment to boosting resilience and

mitigating the impacts of climate change on the Wales and Borders route.

This section of railway was hit by three landslips in January 2023 alone, following a bout of prolonged heavy rainfall, which has led to a huge financial and disruptive impact. To safely run trains following the recent landslips, Network Rail imposed a temporary speed restriction (TSR) of 20mph – reduced from the normal line speed of 75mph. This has caused nearly 6,000 delay minutes, costing more than £400,000 of taxpayers' money.

The completion of this next phase means the TSR can now be removed, improving journey times and reducing costs to the taxpayer. Phase One of this project was completed last summer and has also had huge benefits.

Nick Millington, route director for Network Rail Wales & Borders, said: "We are dedicated to improving resilience across the Wales & Borders route and we're already seeing the benefit this multi-million-pound investment is having on the Severn Estuary line. The new mesh installed on a different section of the cliff, last Summer,

has had zero landslips that have impacted the railway. With Phase Two now complete, the whole line is better protected against severe weather events. We will be coming back to carry out more resilience work to further future proof this line against the challenging effects of climate change. I would like to thank passengers and the local community for their patience while we carried out these vital improvements."

Andy Crowley, operation director for Wales & Borders at AmcoGiffen, commented: "We know how important our rail infrastructure is to passengers and freight and we're delighted to have safely and successfully achieved our targets during this blockade. Working diligently alongside our sister company QTS Group, we've completed this crucial phase of the essential Severn Estuary Resilience Programme with the cutting slope stabilisation, handing back the blockade on time, as planned. This project showcases our commitment to collaboration, excellence and innovation to ensure journey efficiency and reliability for customers with a minimum impact for our lineside neighbours."

Gary Burnett, Operations Director for QTS, added: "The effort that our team has put into ensuring the success of these works at the Severn Estuary is something to be proud of. Being able to utilise the very best in rail plant innovation has allowed us to deliver these works on time, and as efficiently as possible, working in partnership with AmcoGiffen for Network Rail.

We are pleased to have managed to carry out these works with minimal disruption for our lineside neighbours and thank them for their patience during the period of works."

Network Rail and contractors will remain on site on the Severn Estuary to install more bolts and mesh until March 2024. This work will not be disruptive to rail services.

Designs and plans for the next stage of this resilience project are currently being finalised, with teams expected to return next year to upgrade Phase One's 'passive' system - that catches debris rather than holds it in place - with an 'active' system.

National Rail

SB Rail track machine No. DR77002 stands at Dorridge on August 27th, having a well earned rest after a long nights work. *John Alsop*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Only the Cold Dark River to Fall Into!

A driver and his fireman from Bricklayers' Arms [*later 73B*] had an interesting predicament. They were to haul the 12.53 a.m. Cannon Street to Dartford - but they never did! Running light engine from the shed, they stopped at Borough Market to help put out incendiaries on the track in the Blitz, they then got across the River Thames to Cannon Street station.

As they backed on to their train, the bombs began to fall on the station - the signal lights all went out and the side of the station began to blaze. The driver [*a writer of fine prose*] reported thus:-

"The fires were like hugh torches and there were thousands of sparks. The smoke from the fires blacked out the moon, and then the station roof caught alight."

By that time it was clear that the first thing to be done was to save the two trains standing in the station. The Bricklayers' arms men pulled their train halfway across the bridge and there stopped! They were followed by two locos coupled together which were pulling another train out of the blazing station. This must have been

the most extraordinary and incongruous bit of double-heading on record, for one of these coupled locos was a "Schools" class [*'St. Lawrence'*] and the other was one of Wainwright's elderly [but most shapely] 0-4-4Ts first built in 1904 for the South Eastern; in their different fashions they were a pair of very graceful ladies. Alas, one of them was to be a casualty that night, for the two trains had not long come to rest on the bridge, when a fresh cluster of bombs rained down, and one fell on the boiler of the "Schools" class 4-4-0, damaging it severely, and turning half the train standing on the parallel line over on its side.

By a miracle the men on the footplate escaped death. Then the coaches of one of these trains began to blaze, and the wind (blowing up the River Thames) was too strong to allow he buckets of water they threw at the burning train to prevail, and the fire got a firm hold.

So they uncoupled their loco and drew it clear, and there being nothing else they could do, they stayed on the bridge for the rest of the night by the loco they might not leave, and looked with awe on burning London.

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A Different View

During the Great Central Railway's, 'Railways at Work' gala on August 19th, period police and railway workers play their part. *John Alsop*



A Different View

Accelerating under Knollmead Bridge on August 14th, Class 66 078 leads its rake of discharged aggregates hoppers down the incline towards Malden Manor, forming the regular 6Y08 service back to Cliffe Brett Marine. *Ian Callander*



Threlkeld Quarry Railway

Dwarfed by the bucket of the 61-RB excavator, Bagnall works No. 2135 'Sir Tom' awaits its next turn of duty. *Tim Saunders*



Threlkeld Quarry Railway

On July 29th, Andrew Barclay 'Cegin' moves off the shed whilst Blencathra looms in the background. *Tim Saunders*



Threlkeld Quarry Railway

On July 29th, looking almost like children's toys, 'Cegin' and 'Sir Tom' exchange the train at the top quarry, with the Ruston Bucyrus 61-RB excavator alongside. *Tim Saunders*



Swanage Railway

On September 5th, the last week of the Swanage to Wareham DMU services, and due to late running on SWR, the 13:05 Wareham to Swanage service was switched to platform 1. *David Mead*



Battlefield Line

On August 31st, Class 33 053 seen in the sidings at Shackerstone. *Allison Twycross*

Class 08 701, 20 087 and 01547 in far distance are seen at Shackerstone on August 31st. *Allison Twycross*

On August 31st, Class 33 201 seen at Shackerstone. *Allison Twycross*



Great Orme Tramway

At the Great Orme Tramway in Llandudno, Car No. 4 climbs away from the town terminus with a late-afternoon service up the mountain; the hot weather had bought out the tourists on September 1st, and even as this service was leaving at 3pm, there was a queue waiting for the next tram. *Ben Bucki*

On September 1st, Car No. 4 climbs away from the town terminus with a late-afternoon service up the mountain. *Ben Bucki*

Car No. 4 is seen descending to the town terminus with a late-afternoon return from the mountain, September 1st. *Ben Bucki*







Great Central Railway

▶ On August 19th, Class 37 350 is seen departing Loughborough. *John Alsop*

▶ BR Standard Class 5 No. 73156 approaches Leicester North with 'The Leicester Holiday Express' on August 19th. *John Alsop*

▶ For the 'Railways at Work' gala on August 19th, GWR Hall No. 6990 'Witherslack Hall' was renumbered No. 6988 'Swithland Hall'.
John Alsop



Severn Valley Railway

Class 37 263 descends Eardington on August 12th with the 17:25 Bridgnorth - Kidderminster service. *Phil Martin*



Severn Valley Railway

Class 20 189 and Western D1062 pass at Arley on September 3rd. *Richard Hargreaves*

Network Rail 'Minions' Class 73 951 and 73 952 are seen stored at Arley on September 3rd. *Richard Hargreaves*

Class 20 189 waits departure time at Arley with a service to Kidderminster on September 3rd. *Richard Hargreaves*



Severn Valley Railway

On August 26th, Class 37 263 is seen waiting departure time at Bridgnorth.

Richard Hargreaves

Great Western Large Prairie Tank No. 4150 is seen in the MPD at Bridgnorth on August 16th, part way through overhaul.

Richard Hargreaves

Class 20 189 is seen engaged in shunting duties at Bridgnorth on August 26th.

Richard Hargreaves



Severn Valley Railway

LMS Ivatt Class 4 2-6-0 No. 43106 departs
Highley on August 12th with a service to
Kidderminster. *Phil Martin*



Ribble Steam Railway

On August 16th, Waggon and Masshinenbau Railbus No. E79960, constructed in Germany in 1958 passes Lockside Crossing.
Michael Lynam

Bagnallworks No.2680/19420-6-0 'Courageous' is seen outside the running shed on August 12th.
Michael Lynam

On August 12th, Hawthorn Leslie 0-6-0 works No. 3931/1938 'Linda' is seen crossing the swing bridge at Navigation Way en route to Exchange Sidings.
Michael Lynam



Ffestiniog Railway

On September 2nd, Double Fairlie 'Merddin Emrys' arrives at Tanybwllch Station with an afternoon 'Woodland Wanderer' service.
Ben Bucki



Ecclesbourne Valley Railway

On August 10th, Class 73 001 pulls into the platform at Wirksworth. *Mark Enderby*

Class 47 No. D1842 arrives at Wirksworth on August 10th with a service from Duffield. *Mark Enderby*

Class 26 007 stands at Wirksworth on August 10th. *Mark Enderby*



Ecclesbourne Valley Railway

Class 47 No. D1842 is seen upon arrival at Duffield with a service from Wirksworth on August 10th. *Mark Enderby*



Gloucestershire & Warwickshire

▶ GWR Manor 4-6-0 No. 7820 'Dinmore Manor' is seen after departure from Winchcombe enroute to Broadway on August 27th.

Peter Todd

▼ BR Peak Class 45 149 is seen approaching Winchcombe station on August 27th.

Peter Todd





Welsh Highland Railway

Garratt No. 87 waits to depart from Beddgelert, with a mid-day 'Aberglaslyn' service to Porthmadog on August 28th. *Ben Bucki*



Welsh Highland Railway

Garratt No. 87 climbs through the Glaslyn Pass, with a morning 'Aberglaslyn' train from Porthmadog to Beddgelert on August 28th.
Ben Bucki





Eastleigh Lakeside Miniature Railway

Great Central No. 505 'Ypres' and Great Central 4-6-0 No. 181 are seen at the station on the Eastleigh Lakeside miniature railway on August 5th. *John Sloane*

Great Central 2-8-0 No. 102 on the turntable at the Eastleigh Lakeside miniature railway on August 5th. *John Sloane*

No. 35004 'Cunard White Star' is seen in operation at the line on August 5th. *John Sloane*



Dartmouth Steam Railway

▶ GWR Tank loco No. 4277 is seen arriving at Dartmouth on July 27th. *Richard Hargreaves*

▶ On August 2nd, BR Standard Class 4 4-6-0 No. 75014 is seen running round its train in the station at Paignton. *Steve Thompson*

▶ On July 30th, GWR 2-6-2T No. 4555 has just arrived at Paignton, bearing the headboard commemorating 50 years of the Dart Valley Railway. Is it really that long ago?
Steve Thompson



The Leek & Rudyard Railway

On August 26th, 'King Arthur' a 0-6-2 tank engine works No. 324 and built in 2005 by Exmoor Steam Railway, waits to depart Rudyard station with a service to Hunthouse Wood.

Michael Lynam



From the Archives

▶ Class 37 517 and 37 513 stand at Mantle Lane on June 3rd 1990. *John Sloane*

▶ Class 50 033 passes Netley with a diverted London Waterloo to Exeter via Southampton service on June 20th 1990. *Michael Bennett*

▶ Metro-Train Class 141 119 terminates at Knottingley with a service from Leeds on October 14th 1993. *Michael Lynam*



From the Archives

▶ A Western is seen departing Taunton with a service to London Paddington. *John Sloane*

▶ Class 58 049 runs light engine to Knottingley depot on October 14th 1993. *Michael Lynam*

▶ Class 47 501 passes through Farington with 1S93 Liverpool to Glasgow service on September 12th 1978. *Dave Felton*



From the Archives

In all over Orange livery, Class 86 258 the former, 'Talylyn 50 Years of Railway Preservation', stands in the rain at the Long Marston Open Day, on June 6th 2009. *Paul Senior*

BR Standard Class 4 No. 80080 speeds past the waving signalman at Lowdham box with a Lincoln to Derby special on June 3rd 1989. *John Sloane*

Class 46 No. D172 heads through Chesterfield on October 2nd 1984 on a special from London St. Pancras to Sheffield. I think it was the first outing for it's owner Pete Waterman who was in the cab. *Brian Hewertson*



From the Archives

▶ BR Class 9F No. 92220 'Evening Star' with GWR 4101 Class No. 4113 behind it, are seen at Gloucester motive power depot on July 22nd 1962. *Dave Felton*

▶ Class 47 185 stands in Andover Yard with a MOD train to Ludgershall on April 11th 1990. *Michael Bennett*

▶ Class 57 603 'Tintagel Castle' rests at Long Rock depot, Penzance on May 17th 2009. *John Sloane*



From the Archives

▶ Class 56 005 is seen under repair at Toton on September 28th 1993. *Brian Hewertson*

▶ Class 60 004 passes through Knottingley working a MGR on October 14th 1993. *Michael Lynam*

▶ Class 45 106 passes through Andover with the 'Wessex Adventurer' raitour on November 5th 1988. *Michael Bennett*



From the Archives

▶ Class 60 084 rolls into Newport with a Westbury to Alexandra Dock Junction working on March 1st 2006. *John Sloane*

▶ Class 86 216 speeds past Standish Junction on April 23rd 1987. *John Sloane*

▶ Network Rail's Class 86 902 and 86 901 are seen stabled at York between ice breaker duties on January 4th 2006. *John Sloane*



From the Archives

▶ Class 90 034 calls at Rugby with a relief train from London Euston to Birmingham on July 15th 2007. *John Sloane*

▶ Class 58 020 'Doncaster Works' is seen stabled at Shirebrook depot on December 28th 1987. *John Sloane*

▶ GNER Eurostar No. 3301 passes through Newark 'North Gate' (as opposed to Northgate) on August 1st 2003. *John Sloane*



From the Archives

▶ Class 24 No. 5013 works a single brake van into Motherwell on September 10th 1973.
John Sloane

▶ DRS Class 33 030 and 33 025 top and tail chemical tanks from Folly lane, Runcorn past Balshaw Lane Junction on July 15th 2003.
John Sloane

