



Railtalk Magazine

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Submissions & Contributions

Railtalk Magazine, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

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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 205

Well the major news this month has to be the cancellation of HS2, which in our opinion was at a point of should go ahead as so much work had already been done. I think that if the whole project was just starting then thoughts might have been different, but look at this.....

The Government justifies cancelling HS2 phase 2 as the facts have changed. The pandemic is said to have significantly changed travel patterns. Yet anyone travelling on long distance services knows trains are full. LNER passenger numbers, for example, have now exceeded pre-Covid levels. It also claims HS2 phase 1 is five times the cost of equivalent schemes in Europe. Yet the previously mentioned high-speed rail cost comparison study actually stated that HS2 costs 49% the cost of a comparable European high-speed rail project.

HS2 phase 2's cancellation is irrevocable. The land purchased for it is to be sold, the route will no longer be safeguarded, and a downsized terminus at Euston will permanently constrain the number of trains. Though the command paper's commitment that HS2 phase one will terminate at Euston is some small comfort, the way this has been specified is further evidence of the shallow thinking.

A huge sum of money is being spent on HS2 phase one which will enable high-speed trains to by-pass the first

186km of the WCML from London or go to Birmingham. This line is designed for 18 trains per hour (tph) for which it was considered that Euston needed 11 platforms. After cancelling HS2 phase 2, the key issue for the remaining HS2 network is its service pattern. Delivery of the originally proposed services to Birmingham, Liverpool, Manchester, Preston, and Glasgow / Edinburgh requires 11 tph. The command paper does not address this point and just specifies that Euston will have six platforms, which is certainly insufficient for anything like 11 tph. The priority is thus to build HS2 Euston as cheaply as possible.

Words certainly fail us, but here's another reaction, this is what David Carns, Managing Director of National Infrastructure Solutions (NIS), a Wolverhampton-based training specialist in rail, civil engineering and construction skills has to say....

This is a bit different and covers the 'people aspect' with NIS helping to train apprentices, the long-term unemployed and work returners so they can work on the project and enjoy a sustainable career in rail or civil engineering. In David's words, this is a 'damning blow for these and thousands of other people'.

"The decision to scrap HS2 from Birmingham to Manchester feels like a real betrayal, there's no point sugar-coating it or saying otherwise. We

have been heavily involved in training people in entry rail and civil engineering skills to work on the different phases and that has included more than 50 apprentices, returners to the world of employment and those that have been long-term unemployed. The project has delivered thousands of immediate and sustainable jobs and, importantly, has given us the opportunity to engage with the disengaged. We were able to say 'give this a chance as we can give you the basic skills and then train you to specialise' – all of this with the best incentive a person can have, the prospect of a well-paid and long-term career at the end of it.

This isn't about political point scoring; this is going to have a real impact on the lives of thousands of people who felt that HS2 would give them a chance to prove themselves and achieve more in life. We join with many others in our sector and across the Midlands and the North in insisting that the Government lives up to its promise of redirecting any savings from HS2 into investment in supporting critical rail and infrastructure improvements programmes across our region and beyond."

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

Northern's Class 195 014 and 195 010 are seen passing Moore on September 9th, working the 12:29 Chester to Leeds service. [Barry Longson](#)

Front Cover

Power car No. 43008 working the 1V50 Edinburgh to Plymouth service, arrives at Birmingham New Street on September 6th. [Richard Hargreaves](#)





Former Cross Country power cars Nos. 43007 and 43008 head off to Laira for decommissioning from Neville Hill with the 5V43 ECS working on September 27th. *Dave Harris*

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Charter Scene Locomotive Services

St. Tudno Wanderer Railtour

On September 27th, Class 142003 headst through a wet Helsby with a Crewe to Llandudno LSL charter. *Brian Battersby*



Charter Scene Locomotive Services

St. Tudno Wanderer Railtour

The St. Tudno Wanderer of September 27th featuring Class 142 003 is seen here heading through Kenyon Cutting, east of Newton-le-Willows. Recent tree felling by Network Rail has opened up the cutting for photography.
Jeff Nicholls



Charter Scene Locomotive Services

St. Tudno Wanderer Railtour

LSL's Class 142 003 had its first run in preservation on September 27th, working 1Z77 Wilmslow to Llandudno and 1Z78 return. Here the unit awaits departure from Stockport having arrived 7 minutes early, back to Wilmslow.

Barry Longson



Charter Scene Northern Belle

Settle & Carlisle Steam Special

'Battle of Britain' Class Pacific No. 34067 'Tangmere' trundles over Arnside Viaduct with the Northern Belle's Steam Special around the Cumbrian Coast on September 23rd.

Gerald Nicholl



Charter Scene Northern Belle

Settle & Carlisle Steam Special

'Battle of Britain' Class Pacific No. 34067 'Tangmere' heads Northern Belle's 'Settle & Carlisle Steam Special' towards Mealbank on September 2nd. *Gerald Nicholl*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

Yet more overcast conditions but dry as SR BoB Class No. 34067 'Tangmere' works the northbound 'Northern Belle' through Greenholme and onto Penrith on September 23rd. *Shep Woolley*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

With Blackcolme Fell as a backdrop, SR BoB Class No. 34067 'Tangmere' heads the return 'Northern Belle' through Kirksanton back to Carnforth and then onto Telford on September 23rd. *Shep Woolley*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

Battle of Britain Class No. 34067 'Tangmere' approaches Pleasington with 1Z17 14:18 Carlisle - Liverpool Lime Street on September 16th. *John Balaam*



Charter Scene West Coast Railways

The Pendle Dalesman

LMS 4-6-0 No. 46115 'Scots Guardsman' crosses the River Ribble approaching Helwith Bridge with 'The Pendle Dalesman' on September 5th.
Gerald Nicholl



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER A4 Pacific No. 60007 'Sir Nigel Gresley' eases the returning 'Settle & Carlisle Fellsman' past Arcow Quarry on September 20th.
Gerald Nicholl



Charter Scene

Saphos Trains

Settle & Carlisle Fellsman

In awful conditions on September 20th, LNER A4 Class No. 60007 'Sir Nigel Gresley' works the final 'Settle and Carlisle Fellsman' for 2023 away from Helwith Bridge and onto Carlisle.
Shep Woolley



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Taken from inside the old goods shed, LNER A4 No. 60007 'Sir Nigel Gresley' speeds the return 'Settle and Carlisle Fellsman' away from Kirkby Stephen and back to Crewe on September 20th. *Shep Woolley*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER A4 No 60007, (with Class 47 805 on the rear) leads the Crewe - Carlisle Fellsman at Winwick on September 20th. *Mark Enderby*

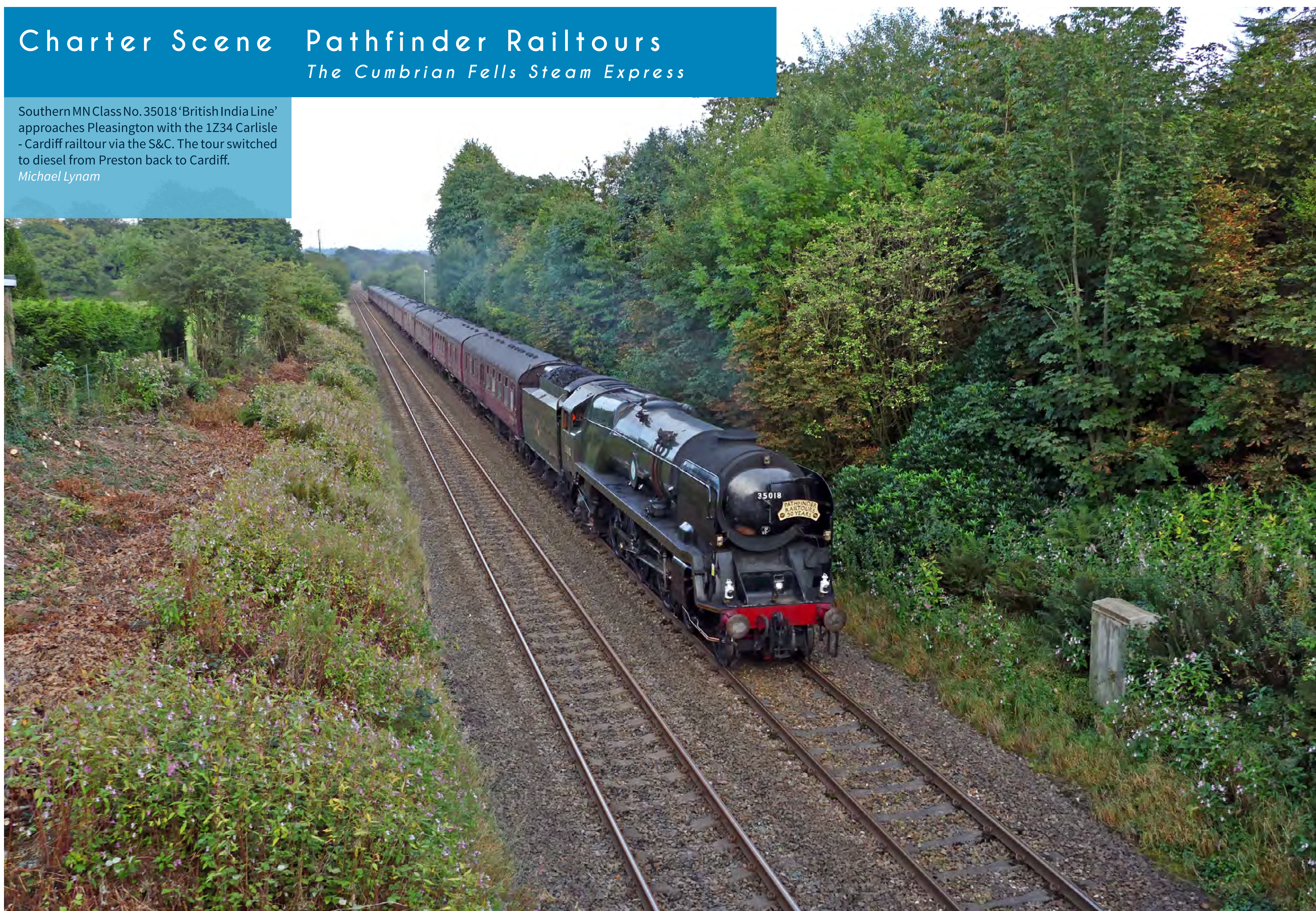


Charter Scene Pathfinder Railtours

The Cumbrian Fells Steam Express

Southern MN Class No. 35018 'British India Line' approaches Pleasington with the 1Z34 Carlisle - Cardiff railtour via the S&C. The tour switched to diesel from Preston back to Cardiff.

Michael Lynam



Charter Scene West Coast Railways

The Dalesman

'Jubilee' No. 45562 steams past Helwith Bridge on September 7th with a Carlisle bound outing.
Jeff Nicholls



West Coast Railways

The Dalesman

▶ No. 46115 'Scots Guardsman' stands at Appleby with West Coast Railways 'The Dalesman', 1Z42 16:27 Carlisle to York on September 21st.

Derek Elston

▶ Class 37 685 'Loch Arkaig' has charge of the York to Hellifield leg of 'The Dalesman' as it approaches Skipton with Class 47 804 on the rear on September 21st. *Derek Elston*

▶ Job done! As 'Scots Guardsman' is detached from the train at Hellifield having arrived from Carlisle on September 21st. *Derek Elston*



Charter Scene Northern Belle

Northern Belle

A bit of glamour through Mirfield on August 19th, as Class 57 601 top'n'tailed with 57 313 return the 1Z51 from Carlisle back to Lincoln.
Steve Thompson



Charter Scene Northern Belle

Northern Belle

On September 23rd, Class 57 601 and 57 313 top'n'tail the 1Z27 Telford Central to Penrith 'Northern Belle', seen here passing through Oakengates. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Brightening up a rather damp day on September 30th, Jubilee Class No. 45690 'Leander' approaches Kirkby in Furness station with the return leg of 'The Cumbrian Coast Express'.

Shep Woolley



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Making a tremendous sight and sound as it climbs Dalton Bank heading for Carnforth on September 30th is Jubilee Class No. 45690 'Leander'. It is sad to note that the loco is coming to the end of its boiler ticket. *Shep Woolley*



Charter Scene Branch Line Society

The Humber Super Snipe

August 26th, saw a BLS tour in the Scunthorpe area, 1Z67 being the Immingham SS-Gascoigne Wood section which sported no fewer than 4 locos at the front and another on the rear. Approaching Frodingham Junction on the Transfer Line are Class 66 034, 66 150, 66 003 and 66 124 leading. As the train makes its way past the jungle formerly know as Scunthorpe West Yard, 66 244 struggles to remain visible at the rear of the train. *Steve Thompson*



Charter Scene West Coast Railways

The Scarborough Spa Express

Hauling the final 'Scarborough Spa Express' of the 2023 season, Jubilee No. 45699 'Leander' (running as 45627 'Sierre Leone') pulls into Skipton station on August 31st, returning the excursion from Scarborough. *Ben Bucki*



Charter Scene Railway Touring Company

The Waverley

On September 12th, LNER A3 No. 60103 'Flying Scotsman' passes Helwith Bridge working the 1Z37 railtour from York - Carlisle via the S&C.
Michael Lynam



Charter Scene Steam Dreams

Cardiff

On September 16th, 'Braunton' speeds along through Swindon with the 1240 London Paddington to Cardiff with Class 47 593 on the rear. *Ken Mumford*



Charter Scene

Steam Dreams

Cardiff

West Country Pacific No. 34046 'Braunton' passes Shrevenham with Steam Dreams 1Z40, the 09:18 London Paddington to Cardiff Central on September 16th. *Derek Elston*



Charter Scene Midland Pullman

Midland Pullman

On September 9th, LSL Pullman liveried HST with power cars Nos. 43047 and 43046, pass Moore working 1Z43 05:46 Paignton to Fort William. *Barry Longson*



Midland Pullman

West Highland Pullman

▶ On September 9th, power cars Nos. 43047 and 43046 working the 1Z43 Paignton - Fort William pass Winwick. *Mark Enderby*

▼ On September 9th, power cars Nos. 43047 and 43046 working the 1Z43 Paignton to Fort William arrive at Crewe. *Richard Hargreaves*



The Skipping Devonian

▶ Class 67 005 and 67 007 top'n'tail the 1Z66 Peterborough to Paignton through Swindon on September 16th. *Ken Mumford*

▼ Class 67 005 and 67 007 top'n'tail the 1Z66 Peterborough to Paignton through Swindon on September 16th. *Ken Mumford*



Charter Scene

Pathfinder Railtours

The Cumbrian Fells Steam Express

Class 47 802 and 47 812 arrive at a misty Crewe on September 9th working the 1Z33 Cardiff to Carlisle. *Richard Hargreaves*



Charter Scene

Statesman Rail

Lord of the Isles Statesman (Day 3 of 3)

Despite remodelling, the classic photograph of a southbound train at Newcastle upon Tyne is still possible and on September 5th, Class 47 No. D1924 (47 810) waits to depart with the returning Inverness to Stevenage 'Statesman' tour. *Lee Stanford*



Charter Scene Steam Dreams

Shoeburyness to York

On September 23rd, 'Royal Scot' steams through Doncaster working the 1Z62 York to Shoeburyness return charter, with Class 47 593 on the rear. *Class47*



Charter Scene CrossCountry

CrossCountry to Swanage HST Farewell

On a dismal wet morning, InterCity liveried power car No. 43008 heads the 1Z43 Leads Swanage railtour approaching Small Heath on September 26th. *Chris Morrison*



Charter Scene

CrossCountry

CrossCountry to Swanage HST Farewell

The CrossCountry Farewell HST Tour, 1Z44 from Swanage to Leeds, is seen passing through Grateley on September 26th. *Michael Bennett*



Charter Scene Pathfinder Railtours

The Pilgrim Centurion

On September 16th, Class 50 007 and 50 049 arrive at Wolverhampton working the 1Z50 Swindon to Edinburgh. *Richard Hargreaves*



Charter Scene

ECS and Light Engine Moves

▶ West Coast's Class 57 012 passes Winwick on September 3rd with an outing for the LMS Observation Coach, running as 5Z65 Carnforth - Coleham. *Jeff Nicholls*

▶ West Country Pacific No. 34046 'Braunton' working ECS stock move 5Z35 09:12 Crewe H.S. to Southall Loco Services Ltd, passes through Northampton on September 15th.

Derek Elston

▶ West Coast's Class 57 012 working 5Z65 Carnforth - Coleham passes Walton New Junction on September 3rd. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

▶ Class 37 667 'Flopsie' speeds through Mills Hill on September 14th, running as 0Z37 heading to the East Lancs Railway for their gala.

Russell Clarke

▶ Royal Scot Class No. 46115 'Scots Guardsman' stands at Carlisle and waits for the signal to clear before heading to Upperby sidings for turning and servicing before heading 'The Dalesman' tour back to Lancaster. *Lee Stanford*

▶ On September 7th, Jubilee No. 45562 is seen running round its support coach at Hellifield.

Jeff Nicholls



Charter Scene

ECS and Light Engine Moves

▶ On September 9th, Class 47 805 (D1935) arrives at Crewe with the 5Z47 Crewe to Southall ECS move. *Richard Hargreaves*

▶ Running a quarter of an hour late, No. 45231 'Sherwood Forester' heads north through Winwick with its support coach, bound from Crewe to Carlisle Upperby on September 27th. *Jeff Nicholls*

▶ Class 57 012 passes Battlefield with 5Z65 14:25 Carnforth Steamtown - Coleham Isu on September 3rd. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

▶ A4 Pacific No. 60007 'Sir Nigel Gresley' passes through Skipton with 5Z07 05:58 Crewe H.S. to Grosmont en route to the North Yorkshire Moors Railway on September 21st. *Derek Elston*

▼ On September 27th, Class 57 009 'G.J. Churchward' works a pair of Mark 1s from Carnforth Steamtown to Tyseley Steam Trust south through Winwick. Still the best suited colour for the class is two-tone green with small yellow panels, in my opinion! *Jeff Nicholls*





Avanti West Coast team up with charity to roll out bleed kits at stations

Avanti West Coast has partnered with The Daniel Baird Foundation to provide additional protection for its customers and colleagues, over and above the existing first aid provision which already includes defibrillators on each of its trains and at its 16 stations.

The foundation was set up by Lynne Baird in 2017 with the mission of promoting greater access to bleed kits in the West Midlands following the tragic death of her son Daniel.

In the intervening years, Lynne's passion and energy, for which she received an MBE in the 2022 New Year's Honours list, has seen over 10,000 kits introduced in public places across the UK and as far afield as the Turks and Caicos Islands.

The bleed kits will sit alongside the existing first aid provision at stations and be accessible for employees to use in the event of an emergency.

David Whitehouse, Security Director at Avanti West Coast said: "The safety of our people and customers is paramount. Accidents can happen at any time and bleed kits, put simply, can help save a life.

"We are incredibly proud to support the Foundation and would encourage others to join with Lynne to promote such an important cause."

Lynne Baird added: "People shouldn't just associate a catastrophic bleed to a stabbing. There are many other causes such as from a car accident or a work-related injury.

We believe that having publicly accessible bleeding control packs in public places such as railway stations is vital. They provide the necessary first aid to help reduce blood loss until professional medical help arrives and I can't thank Avanti West Coast enough for their support."

Councillor Keiran Casey, who represents the Castle and Priory Ward in Dudley said: "Lynne is an inspiration to us all and it's been an honour to support her work which is so vitally important.

We're both extremely grateful to Avanti West Coast for supporting the campaign to help improve safety across the network and for rolling these kits out, they can genuinely save lives."



New National Rail Contract agreed for the West Coast Partnership

A new National Rail Contract (NRC) for the West Coast Partnership (WCP) has been agreed with the Department for Transport (DfT), has been announced.

WCP comprises Avanti West Coast and West Coast Partnership Development – the Shadow Operator for the HS2 programme.

The NRC will commence on October 15th and will last until October 17th subject to ongoing DfT approval. It begins with a core three-year term to October 18th 2026.

Commenting on the announcement, Avanti West Coast Managing Director Andy Mellors said: “The National Rail Contract for the West Coast Partnership announced provides stability for customers and colleagues as we continue to rebuild trust as well as confidence.

“Over the last six months, we have delivered significant and sustained improvements in operational performance and customer satisfaction. Cancellations that Avanti West Coast is responsible for have stabilised at below two percent of scheduled services. The last year has been challenging but I would like to thank our customers as

well as stakeholders for their patience.

There are still challenges ahead but plenty to look forward to on our network including customer benefits such as the continued award-winning refurbishment of our Pendolinos and the introduction of our new Hitachi fleet, which will increase capacity and further improve our sustainability credentials.”

Shamit Gaiger, Managing Director, of West Coast Partnership Development, said: “The new National Rail Contract will enable us to continue to focus on the

design, development and implementation of future high-speed services on the network as we aim to set new standards in UK rail.

We are committed to working with our partners to realise the benefits these services will provide to our economy, communities and passengers. As the infrastructure is built, we will ensure customers are at the heart of future high-speed services on the West Coast.”

Avanti West Coast

▶ Class 390 119 passes Moore on September 9th working the 10:52 Edinburgh to London Euston service. *Barry Longson*

▶ Class 390 154 stands at Manchester Piccadilly on September 5th having arrived with 1H65 the 10:23 from London Euston while 390 107 awaits departure time with 1A41 12:55 to London Euston. *Derek Elston*

▶ Class 390 121 stands at Carlisle on September 21st with 1M14 13:35 Glasgow Central to London Euston service. *Derek Elston*



Caledonian Sleeper

Running very late because of problems further north, Class 92 019 dashes south through Winwick with the Inverness - London Euston sleeper service on September 20th, not long before the passengers might have expected to be at Euston!
Jeff Nicholls



Chiltern Railways

London Marylebone around 21:00 hours on September 19th and Class 165 001 is ready to work the 21:10 to High Wycombe while sisters 165 012 and 165 022 work the 21:06 to Oxford.
Barry Longson

Surrounded by DMUs at London Marylebone, Class 68 008 is the main focus of attention, as it prepares to depart with the 10:02 to Birmingham Moor Street, on an overcast September 19th.
Barry Longson



Colas Rail

▶ Class 70 817 hauling the 6J37 Carlisle - Chirk logs passes Walton on September 6th.
Mark Enderby

▶ The diverted 06:48 Lindsey to Kingsbury tanks hauled by Class 70 808 passes Tupton on a dull September 6th. *Lee Stanford*

▶ Class 67 027 runs light engine through Swindon on September 25th as 0Z98 Westbury TC to Worcester TC. *Colin Pidgeon*





DECARBONISATION OF RAIL SERVICES: Colas Rail UK TRIALS TAMPERS WITH HVO

To lead the way on sustainability, our Rail Services division have been trialling the use of hydrotreated vegetable oil (HVO) in our Tamper fleet and a Kirow crane to evaluate the sustainable benefits as one of the first in the UK rail industry. HVO is a sustainable diesel alternative, created through used cooking oils and animal fats that are treated to be used as a paraffinic diesel that significantly reduce carbon emissions by up to 90%.

Harnessing this fuel alternative, our Rail Services team took the initiative and set up a trial for four of our Tampers to run on HVO while delivering track maintenance services. Along with our Tamper fleet, HVO has also been used for our Kirow crane and will continue to run on HVO for the foreseeable future while travelling and delivering work on site. By the end of 2023, using HVO will save around 123 tonnes of carbon compared to our machines running on traditional diesel.

Our Rail Grinding team have also undertaken a sustainable trial of their own, collaborating with FuelActive to install a Rail Grinder with their patented technology to reduce fuel consumption and particulate emissions. This technology brings reliability and maintenance benefits with this upgrade, enhancing our operations and the service provided to client, Network Rail.

FuelActive is a unit that prevents contaminated fuel being drawn into the engine's fuel supply system ensuring a clearer combustion process and extending the life of the fuel filters. It does this by drawing fuel from the top rather than the potentially contaminated fuel settled at the bottom of the fuel tank.

These trials have coincided with our Freight division running a HVO trial of our Class 56 051 'Survival' that is regularly operating on the Chirk to Baglan route.

This change in method has also yielded sustainable benefits, with the Loco reducing its carbon emissions by 54 tonnes after using 20,000 litres of HVO fuel during the trial period.

Speaking on the sustainable methods being implemented, Carbon Manager, Daniel Ditri said "After researching alternative fuels, including the emerging markets of hydrogen and ammonia, it has become clear that HVO fuel is the most effective current solution to reduce our Freight and Plant carbon footprint. Whilst it isn't the perfect net zero solution, the investment and technological constraints of preferred greener solutions such as electrified or hydrogen freight is still a good few years away. We simply don't want to stop still! Using sustainable drop in fuels, like HVO, is the best way to take immediate action in tackling climate change."

Plant Director, Peter Graveling said "In both plant and freight we have taken this decision to try alternative fuels, the cost of which has been entirely borne by the business. This is a demonstration of our belief that it is the right thing to do for the environment."

Freight Director, Simon Ball said "We are lobbying the government via the Rail Partners to reduce the cost differential between the HVO and conventional diesel fuel to encourage wider use, whilst also developing funding proposals with Network Rail to support with the increased costs."

Other measures our Rail Services teams have implemented include replacing two diesel forklift trucks with electric equivalents.

Colas Rail

Not a common sight in these parts, but on August 28th, a Colas 70 on an engineer's working as Class 70 806 works 6C87 Belford - Trent Yard, comprising an empty RDT set. It is seen threading its way past the ever-encroaching trees and bushes alongside E Line at Scunthorpe. *Steve Thompson*

Class 70 807 and 66 848 pass Battlefield on September 14th with 6C27 14:15 Crewe Basford Hall - Sutton Bridge Jct. *Keith Davies*

Class 70 803 hauling the 6M50 Westbury to Bescot heads through Swindon on September 7th. *Colin Pidgeon*



Colas Rail

On September 14th, Class 70 817 passes through Pleasington with the 6J37 log train from Carlisle to Chirk via the S&C.

Michael Lynam

On September 21st, Class 70 811 waits to depart Stafford with an engineers train from Longport - Crewe Basford Hall.

Michael Lynam

On September 26th, the 0Z56 Barnetby Sidings to Swindon Transfer Sidings is seen passing through Swindon with Class 56 113 leading 56 051.

Colin Pidgeon



Colas Rail

▶ Class 97 303 and 37 405 stand at Chester on September 22nd with the Aberystwyth to Chirk logs. *Brian Battersby*

▶ On September 12th, Class 66 850 'David Maidment MBE' pauses at the 'country' end of Platform 4 at Basingstoke during a driver training run, starting and finishing at Totton. *Ian Callander*

▶ On August 28th, Class 70 810 is seen working 6D43 Jarrow - Lindsey OR with 23 discharged tank cars. *Steve Thompson*





CRUK, NR & GWSR WORK TOGETHER AT WINCHCOMBE

During the summer, Colas Rail UK's (CRUK) Signalling team dedicated a day to volunteer alongside Network Rail and Gloucestershire & Warwickshire Steam Railway's (GWSR) at Winchcombe Station.

Working together, the 30 strong team created a play area along with some table and chairs for the local children and community to enjoy while at the station.

The team recycled wooden sleepers from previous worksites as they aimed for a sustainable approach while sourcing materials.

Speaking about the initiative, CRUK Programme Manager, Dan Palmer said "it was a great initiative which we were delighted to be a part of and support the community we're working in."

"I would like to pass on my thanks to the teams within Colas Rail UK and Network Rail who attended during a particularly busy period within the Signalling & Telecommunications (S&T) Framework. A special mention to our supplier Ground Control who volunteered a day in cutting the logs to size and to my colleague, Chris Courtenay for organising with GWSR."

"An excellent collaboration and really pleasing to see the finished product."

The thoughts were shared by GWSR Track Maintenance Manager, Paul Fuller said "It was fantastic to welcome such an enthusiastic and passionate group of volunteers to our site at Winchcombe."

"The end result is a play area that can be enjoyed by the children of our local community."

The Colas Signalling team are currently completing a comprehensive programme of works in the region as part of Network Rail's Signalling & Telecomms framework.

CrossCountry

▶ On September 5th, power car No. 43008 leads the 1V50 Edinburgh - Plymouth service at Bristol Temple Meads. *Richard Hargreaves*

▶ Class 220 001 departs Southampton with 14:45 Bournemouth - Manchester on a sunny September 4th. *John Goodrich*

▶ Power car No. 43378 leads the 1S51 Plymouth to Glasgow Central into Bristol Temple Meads on September 5th. *Richard Hargreaves*



CrossCountry

▶ Retro liveried HSTs Nos. 43008, with 43007 on the rear, pass Tapton Lock, Chesterfield, with the Sunday 1V48 08:11 Leeds to Plymouth service on September 3rd. *Paul Senior*

▶ Class 220 008 working the 1018 12:25 Manchester Piccadilly to Bournemouth service passes Worting on September 13th. *Michael Bennett*

▶ One of the soon-to-be-mourned Cross Country HSTs, with power cars Nos. 43304 and 43357 passes Dawlish on 1V44 Leeds - Plymouth on August 8th. *Steve Thompson*



With the famous twisted spire of St. Mary and All Saints Church in the background, Voyagers Class 220 008 and 220 021 depart Chesterfield with the 08:56 Birmingham New Street to Edinburgh service on September 3rd.

Paul Senior

On August 11th, power cars Nos. 43303 and 43239 pass Dawlish with 1S51 Plymouth - Glasgow Central. *Steve Thompson*

On August 8th, the 1E73 Plymouth - Leeds, formed of Nos. 43303 and 43239, is seen passing through the site of South Brent station, the going-away shot revealing the long-overgrown formation of the former Kingsbridge line diverting to the right. *Steve Thompson*



CrossCountry

▶ Power car No. 43007 finally emerged from its paint job at Laira and paired with 43184, which had been done previously, it worked 1S51 Plymouth - Edinburgh on August 17th and is seen arriving at Sheffield. *Steve Thompson*

▶ On August 18th, power cars Nos. 43184 with 43007 on the rear arrive at Sheffield working with 1V50 Edinburgh - Plymouth. *Steve Thompson*

▶ The early morning sun catches the side of power car No. 43007 on September 5th as it heads over the King Edward Bridge at Newcastle on the rear of the 06:06 Edinburgh to Plymouth and possibly the last time an original liveried HST power car will make this journey. *Lee Stanford*



CrossCountry

On August 20th, power cars Nos. 43007 and 43184 worked 1S55 Plymouth - Leeds, which was booked via Doncaster. The light was failing quite alarmingly but it was still good to see the train coming round the curve under St James' Bridge and nestling in Platform 8 before setting off again for its destination. *Steve Thompson*

On August 28th, power cars Nos. 43007 and 43008 pass through Church Fenton working 1S51 Plymouth - Glasgow..*Steve Thompson*

Power cars Nos. 43007 and 43008 approach Meadowhall on August 29th working the 1V50 Edinburgh - Plymouth service. *Steve Thompson*



▶ Power cars Nos. 43008 and 43007 operating the final XC HST service, 1E73 16:27 Plymouth - Leeds, head along the sea wall one last time. *Barry Beeston*

▶ Power car No. 43321 leading 1V44 06:12 Leeds - Plymouth passes along the seawall at Teignmouth with 43378 powering on the rear on September 5th. *Barry Beeston.*

▶ On September 18th, power cars Nos. 43008 and 43007 operating the final XC HST service 1E73 16:27 Plymouth - Leeds are seen at Teignmouth. *Barry Beeston*



CrossCountry

▶ A Class 221 Voyager working 1S47 08:37 Penzance - Edinburgh passes GWR Class 150239 which was working 2T14 10:23 Exmouth - Paignton on the seawall at Teignmouth on September 5th. *Barry Beeston*

▶ Class 170 106 departs Nuneaton on September 5th, working the 09:21 Stansted to Birmingham New St. service. *Barry Longson*

▶ Power car No. 43008 leading 1V50 06:06 Edinburgh - Plymouth passes through Marsh Barton with 43007 on the rear on September 5th. *Barry Beeston*



▶ Power cars No. 43366 and 43184 pass Chesterfield working 5Z4307:18 Laira to Neville Hill on September 15th. *Barry Longson*

▶ No explanation for the crowds at Sheffield on September 18th as power cars Nos. 43007 and 43008 await departure time working 1E73 Plymouth - Leeds. The end of civilised travel as we know it! *Steve Thompson*

▶ Class 221 127 is seen at Heaton Norris Jct. on September 3rd on its final leg, working the 10:41 Bournemouth to Manchester Piccadilly. *Barry Longson*



CrossCountry

▶ What turned out to be the last Cross Country HST worked 1V50 06:06 Edinburgh - Plymouth passes Cloddybridge, Cheltenham on September 15th headed by power car No. 43321 with 43378 on the rear. *Chris Morrison*

▼ Retro liveried power car No. 43007 arrives at Cheltenham on September 18th with 1E73 the 16:27 Plymouth - Leeds, the last Cross Country HST working. *Chris Morrison*



DB Cargo

▶ On August 29th, Class 66 120, 66 082 and 66 149 head through Scunthorpe working 6D06 conveying 23 MBAs from Trent Yard to Belmont.
Steve Thompson

▶ Class 66 111 gingerly navigates the points out of the Day Aggregates Yard at Tolworth on August 22nd as it sets off for Cliffe Brett Marine with the 6Y08 discharged aggregates in tow.
Ian Callander

▶ Maritime liveried Class 66 148 approaches Middlesbrough on the goods lines working the 13:50 Tees Yard to Skinningrove on September 5th.
Lee Stanford



DB Cargo

September 5th sees Class 66 028 returning to Cliffe Brett Marine from Tolworth with its rake of discharged aggregates, forming the 6Y08 service, as it gradually crabs across from the 'up slow' Waterloo line to the 'up' Blackfriars line just before Wimbledon station.

Ian Callander

Class 66 005, wearing Maritime livery, passes through Stafford on September 21st with a Trafford Park - London Gateway intermodal service.

Michael Lynam

On September 26th, Class 66 013 passes through Doncaster with 6X07 York - Doncaster Up Decoy engineers train.

Michael Lynam



DB Cargo

▶ Class 60 024 passes Duncote Mill with 6F52 13:20 Donnington RFT - Arpley Sidings on September 7th. *Keith Davies*

▶ On September 26th, Class 66 161 passes through Doncaster with three JRA box wagons working from Milford West - Belmont Yard. *Michael Lynam*

▶ Pioneer Class 66, number 66001, heads through Swindon with 6C03 Northolt to Severnside. *Colin Pidgeon*



Class 66 023 in special Coronation livery passes Cloddybridge, Cheltenham with the 6V92 Corby - Margam steel empties on September 15th. *Chris Morrison*



DB Cargo

▶ The Kingsbury tank trains were diverted via Scunthorpe for a week in early September, due to engineering work. On September 6th, Class 66 004 and 66 127 head through Scunthorpe working 6M00 HOR - Kingsbury.
Steve Thompson

▲ Class 66 198 passes Bayston Hill with 6V71 17:50 Shrewsbury - Margam TC on September 23rd.
Keith Davies

▼ The view from the end of the new footbridge over Dawlish Water on August 8th shows recently repainted Class 66 156 on 6C99 Exeter Riverside - St. Blazey with its empty JIAs for loading china clay. An unusual daylight run for this traffic.
Steve Thompson



DB Cargo

▶ Class 66 182 attracts a number of photographers at the north end of Rugeley Trent Valley, while working 4L56 12:08 Trafford Park to London Gateway on September 5th. *Barry Longson*

▶ Pull the other one - it's got Arbels on it! Class 66 065 hustles a rake of Arbel car carriers through Basingstoke station on September 12th. *Ian Callander*

▶ On September 26th, Class 66 017 passes through Doncaster with a Wakefield-Felixstowe intermodal working. *Michael Lynam*



DB Cargo

▶ Class 66 199, still in full EWS livery, crosses the Southampton - London Waterloo 'up' lines just outside Basingstoke station on September 12th as it crosses from the Reading line with a lightly-loaded 4043 Wakefield - Southampton intermodal service. *Jan Callander*

▶ On September 21st, Class 66 078 passes through Stafford working a Trafford Park - Southampton intermodal. *Michael Lynam*

▶ On August 5th, Class 66 053 arrives into the goods loop at Warrington Bank Quay for a crew change while working a Mossend - Daventry intermodal. *Michael Lynam*



DB Cargo

On September 15th, Class 66 244 has charge of 6E11 11:47 Appleford to Milford West, seen on the approach to Chesterfield.

Barry Longson

Class 66 152 passes through Peak Forest with an aggregate train from Downlow Briggs - Asburys SS. *Michael Lynam*

Class 66 101 working 0C53 to St. Blazey Yard is seen passing along the seawall at Teignmouth on September 5th. *Barry Beeston*



DB Cargo

On September 5th, Class 66 208 has a mixed load while working 6026 11:15 Liverpool Ditton to Dollands Moor through Rugeley Trent Valley. *Barry Longson*



DC Rail Freight

▶ Class 60046 heads northbound at Winwick with 6M89 Middleton Towers to Ravenhead Sidings on September 23rd. *Brian Dobbs*

▶ Class 60 046 passes Winwick working the 6Z85 Ravenhead - Chaddesden empties. *Mark Enderby*

▶ Class 60 029 'Ben Nevis' slows as it passes an amber light on the approach Chessington North station on August 31st, hauling the occasional 6O15 Willesden - Chessington South aggregates service. The train will be held at the next (red) light, as it awaits the departure of the passenger service that is currently terminated at Chessington South, and occupying the road into the Cappagh aggregates facility. *Ian Callander*



DC Rail Freight

▶ Class 60 046 passes through Bryn with 6Z85 Ravenhead Sidings to Chaddesden Sidings on September 4th. *Brian Dobbs*

▶ On September 14th, Class 56 091 passes light engine through Pleasington on route learning duties from Farrington Junction - Hellifield Goods Loop. *Michael Lynam*

▶ On July 31st, Class 60 046 is seen loading a train of aggregate at Peak Forest. *Michael Lynam*



Direct Rail Services

▶ Class 68 016 and 68 033 working the 6M67 Bridgwater to Crewe approach Bristol Temple Meads on September 5th. *Richard Hargreaves*

▶ Class 68017 'Hornet' sits in the loop at Hellifield on September 13th waiting to take the line to Blackburn then onwards to Crewe. *Eddie Emmott*

▶ On September 2nd, Class 66 432 passes Bayston Hill with 4V38 10:38 Daventry DRS 'Tesco's' to Wentloog. *Keith Davies*



Direct Rail Services

▶ On September 8th, Class 68 016 and 68 033 with the 6Z43 Valley - Crewe flask passes Beeches Farm. *Mark Enderby*

▶ DRS Carlisle Thunderbird loco Class 57 308 'Jamie Ferguson' is seen stabled against the wall alongside the station on September 21st. *Derek Elston*

▶ Class 66 423 passes through Stafford on September 21st working a Daventry-Coatbridge intermodal. *Michael Lynam*



Direct Rail Services

▶ Class 68 004 powers through Nuneaton on September 5th, working 4S44 12:16 Daventry to Coatbridge. *Barry Longson*

▶ On September 14th, Class 68 017 approaches Pleasington with the daily 6K05 engineers (just the one wagon today) from Carlisle - Crewe Basford Hall via the S&C. *Michael Lynam*

▶ Class 88 004 and 88 005 pass Winwick on September 9th working the 6K73 Sellafeld - Crewe flasks. *Mark Enderby*



Direct Rail Services

Class 68 001 passes through Stafford on September 21st with an intermodal train from Coatbridge - Daventry.
Michael Lynam



Direct Rail Services

On September 9th, Class 88 005 and 88 006 pass Moore with 6K73 SO 08:30 Sellafield to Crewe Coal Sidings. *Barry Longson*

On September 21st, Class 68 007 passes through Stafford with a Crewe Basford Hall - Bescot engineers. *Michael Lynam*

Class 68 018 'Vigilant' and 68 034 'Rail Riders' hammer through Lancaster 53 minutes ahead of schedule with 6K73 08:30 Sellafield B.N.F. to Crewe Coal Sidings on September 25th. *Derek Elston*



East Midlands Railway

▶ Class 158 799 and 158 777 arrive at Chesterfield with the 13:51 Liverpool Lime Street to Norwich service on September 15th. *Barry Longson*

▶ A smart looking Class 170 418 departs Derby, working the 13:54 Nottingham to Matlock service on September 15th. *Barry Longson*

▶ Class 221 101 passes Clay Cross on a sunny September 6th with the 11:37 Sheffield to London St. Pancras service. *Lee Stanford*



Freightliner

▶ Class 90 042 and 90 013 double head the 4L90 12:20 Trafford Park to Felixstowe North through Rugeley Trent Valley on September 5th. *Barry Longson*

▶ Class 70017 coasts through Basingstoke station on September 12th in charge of an empty rake of freightliner flats. *Ian Callander*

▶ Class 66 614 '1916 Poppy 2016' passes Shrevenham with 6Z92 09:15 Theale Foster Yeoman. (Flhh) to Westbury Tarmac on September 16th. Note every wagon has been tagged. *Derek Elston*



▶ Crossing from the Reading line across to the 'down fast' on September 12th, Class 70 016 passes in front of the now-disused Basingstoke signal box with a well-loaded liner in tow, bound for Southampton. *Ian Callander*

▶ Running ahead of time, Class 66 593 almost catches out the photographer at Rugeley Trent Valley on September 5th, while working 4M63 09:12 Felixstowe North to Trafford Park. *Barry Longson*

▶ Class 66 524 working the 6C50 Oxford Banbury Road to Whatley Quarry is seen passing through Swindon on September 15th. *Colin Pidgeon*



▶ On September 6th, Class 66 613 working the 6F91 Ince - Crewe passes Walton.
Mark Enderby

▶ Class 66 550 passes Misterton on August 17th working the 4E23 Felixstowe - Leeds FLT liner.
Steve Thompson

▶ Class 66 553 is seen on Battlefield Bank with 4G97 10:02 Donnington RFT - Crewe Basford Hall on September 26th. *Keith Davies*



Freightliner

On September 22nd, a shot of a pair of 90's at Coatbridge, as Class 90 016 and 90 048 working the 4M80 Coatbridge FLT - Crewe Basford Hall depart Coatbridge Central. Long shadows and it's only 16:12 in the afternoon. *Michael J Alderdice*



Freightliner

Class 66 541 on the 6V12 Woking to Merehead stone empties passes Pot Bridge on October 4th. *Michael Bennett*

Class 66 567 speeds north at Moore on September 9th working 4S49 11:04 Daventry to Grangemouth. *Barry Longson*

On September 7th, Class 66 532 hauling the 4L36 Wentloog to Felixstowe heads through Swindon. *Colin Pidgeon*



Freightliner

▶ August 16th, and Class 59 201, still wearing de-branded DB livery, approaches the top of the ramp up to Tolworth station at the head of the 7002 Acton - Tolworth aggregates service.

Ian Callander

▶ Class 66 561 with the 4L33 Wentloog to London Gateway liner heads through Swindon on September 15th.

Colin Pidgeon

▶ Class 66 545 passes Northampton with 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. on September 15th.

Derek Elston



▶ The 4035 Crewe Basford Hall to Southampton M.C.T. liner is seen passing through Worting on September 13th hauled by Class 70 004.

Michael Bennett

▶ Class 70 004 passes through Peak Forest with a rake of mixed wagons from Tunstead Sidings en route to Hunslet Yard. *Michael Lynam*

▶ Class 66 503 'Railway Magazine - Celebrating 125 Years 1897 - 2022' leads a very empty 4M41 06:46 London Gateway to Lawley Street F.L.T. through Northampton on September 15th.

Derek Elston



Freightliner

▶ In wonderful lighting, Class 66 606 heads the 6H51 10:28 Hardendale to Tunstead past Moore on September 9th. *Barry Longson*

▶ Class 70 007 working the 4S59 Southampton to Coatbridge F.L.T passes through Worting Junction on September 13th. *Michael Bennett*

▶ Class 66 570 passes through Peak Forest with an aggregate train from Tunstead - Peterborough West Yard. *Michael Lynam*



Freightliner

▶ Class 66 544 working the 6V12 Woking to Merehead empties passes Worting on September 13th. *Michael Bennett*

▶ On September 21st, Class 66 619 passes through Stafford with an aggregates train from Hillhead Sidings - Northampton as 6Z93. *Michael Lynam*

▶ Class 90 011 and 90 015 pass through Stafford on September 21st working a Felixstowe - Trafford Park liner. *Michael Lynam*



Freightliner

▶ Class 59 206 and its load leave a light cloud of stone dust, as it passes East Croydon on September 20th, working the 12:35 Acton TC to Crawley. *Barry Longson*

▶ Having dropped off a staff member, Freightliner's sole Class 47, No. 47 830 accelerates away from Guide Bridge on August 30th returning to its temporary base at Earles Sidings. *Lee Stanford*

▶ On August 5th, Class 66 616 takes a break in the goods loop at Warrington Bank Quay whilst working an empty box wagon train from Hardendale Quarry Shap - Tunstead Sidings. *Michael Lynam*





GB RAILFREIGHT OPENS £5.75M MAINTENANCE HUB IN PETERBOROUGH

GB Railfreight has opened its state-of-the-art Maintenance Hub, located alongside the East Coast main line, the £5.75m facility, represents one of the most substantial investments in the rail freight sector this year.

Secretary of State for Transport, Mark Harper MP, attended the opening ceremony alongside John Smith, GBRf's Chief Executive Officer. The Hub, which is larger than six-Olympic swimming pools was completed in just 10 months and brings back into use a derelict plot of land. The facility will be key to unlocking GBRf's ambitious growth plans as it aims to run c.80 intermodal

services a day by 2025. The building has strong sustainability credentials – it is fully powered by electricity and has been designed to support electric shunt engines and forklifts to reduce carbon emissions.

By analysing four wagons per shift, the Hub will be a strategic enabler that creates a step-change in maintenance for the rail freight industry. It will deliver significant safety and reliability improvements that will allow current and future customers to move an even wider range of goods by rail. As new smart-technologies emerge, the Hub will be a testbed that will allow GBRf to identify innovative solutions that will drive continual

improvement.

John Smith, CEO of GB Railfreight, said: “This announcement demonstrates our commitment to continued investment and innovation in the rail network. The role of the private sector cannot be understated as a tool to help Britain drive jobs and growth in its regional economies and achieve its net zero targets. We are excited for the role we get to play in this important journey as we meet the demands of customers looking to decarbonise their supply chains.”

Rt Hon Mark Harper MP, Secretary of State for Transport, said: “This impressive new maintenance hub demonstrates the important role private sector investment plays in modernising the rail freight industry and helping grow the economy. Rail is one of the most environmentally friendly ways of moving goods across the country – this new facility will help deliver clean, safe and secure freight journeys while creating jobs in Peterborough and boosting the city's economy.”

▶ Class 66 785 approaches Great Rocks Junction with a rake of empty box wagons from Hams Hall - Hindlow. *Michael Lynam*

▶ On September 26th, Class 69 001 passes through Doncaster on driver training duties from Doncaster Down Decoy - Barnetby and back. *Michael Lynam*

▶ Class 66 708 heads through Stafford on September 21st with a Hams Hall - Mossend intermodal. *Michael Lynam*



▶ Class 60 056 hauling the 6E10 LBT - Drax passes Winwick on September 9th. *Mark Enderby*

▶ Class 66 717 with the 4M46 Southampton Western Docks to Trafford Park passes through Worting on September 13th. *Michael Bennett*

▶ At York on August 17th, Class 60 096 passes under the great station roof hauling 6H55 Jarrow - Drax Biomass. *Steve Thompson*



Class 60 002 with the 6E10 Liverpool BT - Drax Biomass passes Walton on September 6th.
Mark Enderby

The SuO 6M51 12:03 Doncaster Decoy Yard to Liverpool BT, rolls over Stockport Viaduct with Class 60 076 and 60 026 in charge on a sunny September 3rd.
Barry Longson

Class 66 705 passes Coton Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on September 5th.
Keith Davies



Class 69 008 passes Pot Bridge with the 4Y19 Mountfield to Southampton Gypsum empties on October 4th. *Michael Bennett*

Class 66 705 is seen at Kempsey with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on September 1st. *Keith Davies*

On September 3rd, Class 60 021 approaches Heaton Norris Junction with 6E10 11:35 Liverpool Biomass Terminal to Drax. *Barry Longson*



▶ While a 12-car train of SWR class 450 DMUs heads for the carriage sidings at Basingstoke on September 12th, Class 66 717 'Good Old Boy' makes its way across from the Reading line into Platform 3 en route to Southampton.
Ian Callander

▶ Class 66 794, 69 008 and 66 774 head the Scunthorpe - Eastleigh engineers through Worting Jct. on September 21st. On this occasion the consist was sleepers.
Dennis Rowland

▶ Large logo liveried Class 66 789 'British Rail 1948-1997' powers passed Winwick Junction, with the 15:34 East Midlands Gateway, to Liverpool Seaforth Docks on September 5th.
Paul Senior



▶ MSC liveried Class 66 709 'Sorrento' stands at Peak Forest in late evening sunshine on September 3rd. *Paul Senior*

▶ Class 66 778 'Cambois Depot, 25 Years' slows through Platform 4 at Basingstoke, as the driver awaits the green light to proceed onto the Reading line with the very lightly-loaded 4M19 Southampton - East Midlands service on September 12th. *Jan Callander*

▶ Postponed from earlier in the season, Class 69 004 and 69 002 top'n'tail the weed killing train through Scunthorpe running as 3Q99 Doncaster Wood Yard - Barton on Humber. *Steve Thompson*



Large logo Class 66 789 rounds the curve at Rugeley Trent Valley on September 5th, with 4F62 12:58 East Midlands to Seaforth. *Barry Longson*

Class 66 756 passes Duncote Mill with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement on September 13th. *Keith Davies*

Class 66 714 is seen at Duncote Mill with a diverted 6V75 11:16 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



▶ Class 66 714 passes Upton Magna with 6V75 11:16 Dee Marsh Reception Sidings - Margam TC on September 13th. *Keith Davies*

▶ Class 60 056 coasts through Wigan North Western, with 6F69 12:54 Ribbleshead Quarry to Tuebrook Sidings on September 14th. *Paul Senior*

▶ On a grim, wet September 12th morning, one of the GBRf celebrity repaints, Class 66 794, slogs up the grade through Scunthorpe station on 6X01 Entrance C - Eastleigh, comprising 10 YEAs loaded with long-welded rail. *Steve Thompson*



▶ Class 66 714 on a Margam - Dee Marsh working is seen at Shotton on September 23rd.
Mark Enderby

▶ Class 66 714 working the 6M76 Margam to Dee Marsh heads through Oakengates on September 23rd. *Richard Hargreaves*

▶ On August 16th, Class 66 702 passes through Scunthorpe on 6Z71 Rylstone - Scunthorpe Ent C, comprising 22 JNAs loaded with stone. *Steve Thompson*



Undertaking brake training, Class 69 002 working the 6D09 Barnetby - Doncaster Down Decoy with 24 JNAs heads through Scunthorpe on August 15th. *Steve Thompson*

Still in undercoat, Class 69 010 hauls 66 790 plus an RDT set along E Line at Scunthorpe on 6D01 Belmont - Trent Yard on September 19th. The Class 69 later went DIT behind the 66 on 6001 to Eastleigh. *Steve Thompson*

Wearing it's new coat of paint in GBRf livery, Class 66 309 stands in the yard at Arlington's Eastleigh Works on September 13th. *Derek Elston*



▶ Class 66 730 catches the late afternoon sun at Chesterfield on September 15th, working 6F78 14:28 Tunstead to Wellingborough.

Barry Longson

▶ Class 66 707 approaches the site of the long closed Clay Cross station on September 6th working the 10:51 Tinsley Yard to Bardon Hill.

Lee Stanford

▶ Unique liveried Class 66 797 is seen at Nuneaton on September 5th, working 6G16 11:48 Cliff Hill to Bescot. *Barry Longson*



On August 25th, large-logo blue Class 69 002 worked 6D75 Scunthorpe Ent C - Doncaster Belmont, comprised of a loaded RDT set.
Steve Thompson

On September 15th, Class 66 302 arrives at Derby with 6Q10 11:55 Whitemoor to the RTC.
Barry Longson

Class 66 771 is seen at the head of an aggregate train in the long yard at Peak Forest and will later work Peak Forest (Cemex) - Hope Street (Peakstone). *Michael Lynam*



On August 14th, Class 60 002 worked 6D75 Scunthorpe Ent C - Doncaster Belmont with a loaded RDT set, seen passing through Scunthorpe station. *Steve Thompson*

On a sunny afternoon at Peak Forest, Class 66 798 is seen on September 6th with the 05:52 Washwood Heath to Tunstead as 66 118 is seen in the background having its wagons loaded for a subsequent departure. *Lee Stanford*

On August 14th, Class 60 047 is seen approaching Scunthorpe station on 6Z21 Roxby - Doncaster Down Decoy conveying empty JNAs. *Steve Thompson*





Grand Central

Grand Central's Class 180 106 calls at Mirfield on August 19th working the 1D93 London King's Cross - Bradford Interchange. *Steve Thompson*



Great Western Railway

▶ Class 57 603 is seen awaiting a path from Exeter St. Davids while working 0A50 Laira - Reading TMD on September 5th. *Barry Beeston*

▶ GWR Castle HST No. 43155 'Rougemont Castle' and 'Chun Castle' take 2U16 Penzance - Cardiff along the sea wall at Dawlish on September 28th. *Dave Harris*

▶ Power car No. 43153 leading the 2C69 09:00 Cardiff Central - Penzance passes along the seawall at Teignmouth with 43155 on the rear on September 5th. *Barry Beeston*



Great Western Railway

▶ Power car No. 43188 working 2U14 07:40 Penzance - Cardiff Central passes through Teignmouth with 43098 on the rear on September 5th. *Barry Beeston*

▶ On September 4th, power car No. 43188 is seen working 2U24 12:50 Penzance - Cardiff Central through Burngullow with 43098 on the rear. *Barry Beeston*

▶ Power car No. 43122 powers away from Newton Abbot with 2U24 12:50 Penzance - Cardiff Central with 43094 on the rear on September 5th. *Barry Beeston*



Great Western Railway

On September 5th, power cars Nos. 43189 and 43016 working the 2C77 Cardiff to Penzance service arrives at Bristol Temple Meads.

Richard Hargreaves

On August 9th, power cars Nos. 43092 and 43162 wait for departure time at Plymouth whilst working 2U20 Penzance - Cardiff.

Steve Thompson

Power cars Nos. 43029 and 43198 working the 2C75 Cardiff to Taunton service approach Bristol Temple Meads on September 5th.

Richard Hargreaves



Great Western Railway

On August 6th, power cars Nos. 43027 and 43187 pass Horse Cove on 3U12 Laira - Exeter St. Davids, having just emerged from the new Parson's Tunnel extension avalanche shelter.

Steve Thompson

Power cars Nos. 43156 and 43188 arrive at Dawlish on August 11th working 2U12 Penzance - Cardiff. Poor old 'Oceans' looks a bit sorry for itself!

Steve Thompson

A visit to Plymouth on August 9th, reveals power cars Nos. 43098 and 43094 pausing with 2C69 Cardiff - Penzance before disappearing down the slope towards Devonport.

Steve Thompson



Great Western Railway

▶ Class 802 101 hammers past Shrivenham working 1C09 10:00 London Paddington to Bristol Temple Meads service on September 16th. *Derek Elston*

▶ On September 16th, Class 158 769 waits in the bay at Swindon with a service to Westbury via Trowbridge. *Ken Mumford*

▶ Class 166 201 departs Portsmouth Harbour with 1F26, the 16:23 to Cardiff Central on September 13th. Viewed from The Spinnaker. *Derek Elston*



Hull Trains

Class 802 301 'Amy Johnson' sits inside London King's Cross under the lights, ready to work the 20:30 to Hull on September 19th. *Barry Longson*



L.N.E.R.

LNER Azuma Class 801 214 was a visitor to Carlisle on September 5th and is seen waiting to head north with the 13:33 ECS departure to Edinburgh. *Lee Stanford*



GREAT NEWS FOR YORKSHIRE: MORE LNER SERVICES AND LONGER TRAINS

London North Eastern Railway (LNER) is meeting an increase in demand from leisure travellers by adding more services and thousands more seats on trains between Yorkshire and London every Sunday.

Sundays are now one of the most popular days for journeys with 30 per cent more customers travelling across the 956-mile LNER network than in 2019.

To support the increase in demand, LNER will be introducing three additional Sunday services into its timetable - two between Leeds and London King's Cross and one between Doncaster and London.

In addition, LNER is also providing thousands more seats for customers - as eight existing Sunday services

will be served by longer trains. The current five carriage services will be replaced with either nine or ten carriage Azuma trains for destinations including Leeds, Harrogate and Lincoln.

The new services and longer trains will start in December 2023.

David Horne, Managing Director at LNER, said: "This is fantastic news for our customers. The data shows more customers are travelling with LNER at weekends, with Sundays proving especially popular.

"Our plans will provide more than 3000 extra seats from December, while also improving the connectivity for many of our destinations between London and West

Yorkshire on Sundays."

Customers travelling from Wakefield, Doncaster and Peterborough will benefit from the additions to the timetable from December 2023, with further plans to introduce even more seats next year.

Rail Minister, Huw Merriman, said: "This is a real win for passengers and will encourage even more people onto our railways by offering more frequent and comfortable journeys. We know travel patterns have changed since the pandemic and we've seen leisure travel boom over the weekends. That's why the Government did what we could to help facilitate these extra services and I'm delighted to see LNER taking this responsive approach."

Direct LNER services will continue to serve Harrogate on Sundays with the changes seeing ten carriage Azuma trains operating on two of the six daily services between London King's Cross and Harrogate (09:05 London King's Cross to Harrogate; 17:05 London King's Cross to Harrogate). These two northbound services will no longer be able to call at Horsforth due to the platform length, however customers can connect using regular Northern Train services, or travel on one of four direct LNER services which will still call at Horsforth on northbound journeys.

L.N.E.R.

▶ Driving Van Trailer No. 82208 waits for the signal to clear at York before leading the 12:02 to London King's Cross on September 4th.

Lee Stanford

▶ On August 17th, an immaculate Class 91 110 is seen at Doncaster on the rear of the 1A50 Leeds - London King's Cross service led by DVT No. 82208. *Steve Thompson*



On September 6th, the 'Yellow Peril' alias Track Recorder Class 950 001, paid a visit to the area and is seen approaching Scunthorpe station on 2Q08 Barnetby - Derby RTC. *Steve Thompson*

Class 37 116 and 37 610 are seen on Hencote Bank with 1Q55 12:55 Derby RTC (Network Rail) - Derby RTC (Network Rail) on September 8th. *Keith Davies*

Colas liveried power car No. 43274 leads the 1Q15 past the old water tower on platform 2 at Kemble on September 26th. *Ken Mumford*



Network Rail

▶ Power cars Nos. 43274 and 43277 pass Kempsey with 1Q2006:13 Derby RTC (Network Rail) - Derby RTC (Network Rail) on September 8th. *Keith Davies*

▶ Class 66 846 and 66 848 are seen on October 4th at Swindon working 3S59 Moreton-on-Lugg to Swindon Transfer RHTT, and they're dirty already! *Ken Mumford*

▶ On September 7th, Class 37 610 and 37 116 top'n'tail the 1Z23 Bristol Kingsland Road to Derby RTC through Swindon. *Colin Pidgeon*



Network Rail

Class 37 254 and 37 175 top and tail the 1Q48 Derby RTC - West Midlands - Derby RTC test train through Shirley on October 3rd. *Chris Morrison*



▶ On August 17th, one of the new New Measurement Trains, in the form of Class 153 376 is seen stabled in Doncaster West Yard.
Steve Thompson

▶ On August 29th, what I suppose should be called the NNMT, in the form of Class 153 311, passes through Scunthorpe on 2Q11 Barnetby - Doncaster West Yard.
Steve Thompson

▶ On October 4th, the 3S32 Cheltenham to Swindon Transfer RHTT working passes through Swindon with Class 56 113 already dirty and 67 027 looking fresh out of the paint shop.
Ken Mumford



▶ Class 37 175 and 37 612 stand at Chester on September 25th with a Derby RTC to Derby RTC test train. *Brian Battersby*

▶ Power car No. 43277 leads 43274 on a test train arriving at Derby on September 21st, working 1Z20 04:48 London Paddington to Derby RTC. *Barry Longson*

▶ Class 37 116 prepares to buffer up to it's test train at Carlisle on September 21st. *Derek Elston*



Rail Adventure

Power cars Nos. 43468 and 43480, with 43465 and 43484 on the rear, haul new Merseyrail EMUs Nos. 777 020, 777 026 and 777 152 as 6Q77 Willesden - Walton Old past Moore on September 20th. *Mark Enderby*





Rail Operations Group

▶ Class 37 884 passes Kempseye on September 8th with 5Q78 11:55 Birkenhead North EMUD - Newport Docks (Sims Group). *Keith Davies*

▶ On September 11th, Class 37 884 is seen at Woolascott with 5Q42 11:55 Birkenhead North EMUD - Crewe South Yard. *Keith Davies*

▶ Class 37 884 hauling 466 009 and 465 920 run through the platform at Kensington Olympia, working 5Q26 12:01 Gillingham EMU depot to Worksop on September 21st. *Barry Longson*



Rail Operations Group

Class 37 608 'Andromeda' with 5L46 Laira - Ely Papworth Sidings ECS passes along the Devon coastline on September 26th. The consist is ex GWR power cars Nos. 43192 and 43010 with six mk3 ex Castle set coaches for storage.

Dave Harris



TransPennine Express

▶ Contrasting colours of IET meet at Newcastle in September as TPE Class 802 203 waits to head to Liverpool Lime Street and LNER 801 204 to Edinburgh. *Lee Stanford*

▶ On September 13th, Class 802 206 is seen at Hull on gauging trials, running in and out of different platforms before retiring to the carriage sidings. *Steve Thompson*

▶ On August 29th, Class 185 139 calls at Meadowhall working 1B69 Cleethorpes - Liverpool. The service was already 40 minutes late arriving, it was an hour late when it left! All down to a very disruptive points failure at Sheffield. *Steve Thompson*



TransPennine Express

Hull Paragon station is a bit of a hidden gem and its transformation into a bus/rail interchange several years ago was an inspired move. It is served by TPE, Northern, Hull Trains and LNER and, in the photo taken on September 9th, examples of TPE Class 185 and Northern Class 170 can be seen side by side under the impressive station roof. *Steve Thompson*



TransPennine Express

▶ Class 397 001 departs from a sunny Carlisle on September 5th with the 13:09 Glasgow Central to Manchester Airport service. *Lee Stanford*

▶ Class 68 023 propels the 15:35 Manchester Piccadilly to Scarborough service through Guide Bridge on August 30th. *Lee Stanford*

▶ Running seven minutes late, Class 802 204 arrives at Carlisle working 1S56, the 12:04 Manchester Airport to Edinburgh service. *Derek Elston*



TransPennine Express

▶ Class 379012 approaches Manchester Piccadilly on September 5th with 1S61 13:04 Manchester Airport to Glasgow Central service.

Derek Elston

▶ With its coupler exposed, Class 397 006 runs into Carlisle working 1M89 14:12 Edinburgh to Manchester Airport service on September 21st.

Derek Elston

▶ Class 802203 approaches Manchester Piccadilly with 1P24 11:43 from Newcastle on September 5th. *Derek Elston*



Transport for Wales

▶ Class 197 019 waits departure time at Chester on September 10th with a service to Bangor.
Eddie Emmott

▶ Class 197 001 waits at Blaenau Ffestiniog, ready to work 2D17 14:57 to Llandudno on September 26th.
John Balaam

▶ On September 12th, Class 150 258 arrives at Shotton working a Wrexham Central to Bidston service.
Michael Lynam



Transport for Wales

▶ Class 67 008 and DVT No. 82229 pass Kempseye with 1W19 12:49 Cardiff Central - Manchester Piccadilly service on September 8th.

Keith Davies

▶ Metro units Nos, 756 104 and 756 105 with a Newport - Swindon - Newport test run, call at Swindon on September 7th. *Colin Pidgeon*

▶ On September 12th, Class 230 009 arrives at Bidston with a service from Wrexham Central.

Michael Lynam



Transport for Wales

▶ Class 67013 departs Manchester Piccadilly with 1V42 12:30 to Cardiff Central on September 5th. *Michael Lynam*

▶ Class 67 012 passes Kempseye with 1W55 08:59 Cardiff Central - Manchester Piccadilly service on September 1st. *Keith Davies*

▶ On September 8th, Class 230007 heads through Shotton, returning to Bidston empty stock after failing at Wrexham. *Mark Enderby*



Transport for Wales

▶ Class 197 008 departs Manchester Piccadilly with 1H86 10.43 Llandudno to Manchester Airport on September 5th. *Derek Elston*

▶ On August 5th, Class 197 111 departs Manchester Piccadilly for Manchester Airport. *Michael Lynam*

▶ On September 12th, Class 230 007 arrives at Wrexham General on driver training duties from Bidston as 3T74. *Michael Lynam*



Units: DMUs and EMUs

Having arrived empty from the carriage sidings, Northern's Sprinter Class 156 469 stands at Middlesbrough before attaching to a service to Whitby on September 5th. *Lee Stanford*

On September 4th, Merseyrail's Stadler unit Class 777 008 is seen moving around Kirkdale EMU depot. *Barry Longson*

Northern's Class 158 816 stands at Skipton with 2Y58 09:41 Lancaster to Leeds service on September 21st. *Derek Elston*



Units: DMUs and EMUs

Merseyrail's Class 508 112 and 507 007 stand side by side at Southport on September 4th.
Barry Longson

Viewed from the temporary footbridge at Selby on August 31st, Northern's Class 158 796 leads sister 158 797 on a Hull to Halifax service.
Lee Stanford

On September 5th, Northern's Class 323 234 approaches its destination with 2A88 13:16 Crewe to Manchester Piccadilly service.
Derek Elston



Units: DMUs and EMUs

▶ A brief spell of sun on September 18th greets TfL Overground EMUs Class 710 122 and 710 102 at Bethnal Green, while working a service from Liverpool Street to Cheshunt.

Barry Longson

▶ On September 4th, Northern's Class 319 361 arrives into Liverpool Lime Street with the 15:21 service from Wigan North Western.

Barry Longson

▶ West Midlands Railway's Class 730 017 trundles through Northampton with ECS working 5Q20 10:30 Bletchley C.S. to Soho L.M.D. on September 15th.

Derek Elston



Units: DMUs and EMUs

Another cloudy morning on September 20th sees Thameslink EMU Class 700 107 approaching Blackfriars with the 10:28 Brighton to Bedford service. *Barry Longson*

On September 21st, TfL Class 378 209 is unusually stopped on the Down West London line at Kensington Olympia, where it waited for 10 minutes before reversing back towards Willesden. *Barry Longson*

Northern's Class 156 480 wearing its RAF 100 livery departs Carlisle with 2C32 15:12 to Barrow-in-Furness on September 21st. *Derek Elston*



Units: DMUs and EMUs

South Western Railway's Class 450 060 and 450 048 pass through Winchfield with the 1T45 London Waterloo to Portsmouth Harbour on October 4th. *Michael Bennett*

South Western Railway's Class 159 004 and 159 010 working the 1L64 Exeter St. Davids to London Waterloo are seen near Grateley on September 26th. *Michael Bennett*

c2C Aventura Class 720 612 working a mileage accumulation shakedown run is seen passing Northampton as 5Q89 09:17 Willesden T.M.D to Crewe on September 15th. *Derek Elston*



Units: DMUs and EMUs

▶ Unbranded Northern Class 319 372 calls at Bryn with 2F66 Liverpool Lime Street to Wigan North Western on September 4th. *Brian Dobbs*

▶ Running a few minutes down South Western Railway's Class 444 019 and 444 041 passes Eastleigh with 1W12 10:03 Weymouth to London Waterloo on September 13th. *Derek Elston*

▶ SWR's 1T50 Portsmouth to London Waterloo service with Class 450 045 passes through Worting on September 13th. *Michael Bennett*



Units: DMUs and EMUs

South Western Railway's Class 450040 and 450024 working the 1T40 London Waterloo to Portsmouth Harbour service are seen near Winchfield on October 4th. *Michael Bennett*



Units: DMUs and EMUs

SWR's Class 159 007, 159 107 and 158 882 pass Pot Bridge with the 1L49 London Waterloo - Exeter St. Davids service on October 4th.
Michael Bennett

On August 15th, one of the humble, but loyal, second generation DMUs, Northern's Class 150 222 is seen waiting for the signal to cross over to the Down line at Scunthorpe station to form 2P12 back to Doncaster.
Steve Thompson

Northern's Class 156 464 approaches Pleasington with 2N81 16:52 Colne - Preston on September 16th.
John Balaam



Units: DMUs and EMUs

Viewed from the footbridge at Clapham Junction on September 21st, the following could be seen (left to right) SWR's Class 444 026, 444 024, 450 006, 701 043, 701 509, 701 014 and still in red livery 707 016.

Barry Longson

SWR's Class 444 043 and 444 014 pass Pot Bridge with the 1W73 London Waterloo to Weymouth & Poole service on October 4th.

Michael Bennett

South Western Railway's Class 444 011 and 444 031 working the 1W29 London Waterloo to Weymouth service are seen passing through Worting on September 13th.

Michael Bennett



Units: DMUs and EMUs

▶ South Western Railway's Class 5741 (rear unit) and 5721 (leading) are about to enter Southampton Tunnel on their way back to Wimbledon after overhaul on September 4th with the 14:32 empty stock working from Bournemouth. *John Goodrich*

▶ South Western Railway's Class 701 036 working the 5Q51 London Waterloo to Staines via Bournemouth mileage accumulation run passsthroughWortingJunctiononSeptember 15th. *Michael Bennett*

▶ On September 21st, Greater Anglia's Class 720 137 arrives at Stafford on a test run from Rugby and is seen passing c2c Class 720 612 and 720 603 also on test waiting to depart to Northampton. *Michael Lynam*



Units: DMUs and EMUs

Southern's dual voltage Class 377 202 departs Southampton with the 15:28 Southampton - Brighton service on September 4th.

John Goodrich

SWR's Class 701 021 passes Southampton on September 4th with the 11:15 London Waterloo - Poole - Staines mileage accumulation run.

John Goodrich

West Midland's Class 323 208 passes the grand station building at Shenstone with a service for Bromsgrove on September 14th.

Lee Stanford



Units: DMUs and EMUs

Restored to original Central trains livery, West Midlands' Class 323 221 arrives at Birmingham New Street on September 14th with a service for Bromsgrove. *Lee Stanford*

Merseyrail's Class 507 013 is seen arriving at Hunts Cross terminus on September 28th. *Michael Lynam*

On August 28th, Northern's Class 195 114 is seen departing Church Fenton working 1B39 York - Blackpool North service. *Steve Thompson*



Units: DMUs and EMUs

▶ South Western Railway's Class 450 108 approaches Lymington Town station on September 22nd with the 12:27 shuttle from Lymington Pier to Brockenhurst. *Lee Stanford*

▶ On September 28th, Merseyrail's Class 508 137 sits on the maintenance road at Southport station. *Michael Lynam*

▶ On September 12th, Transport for Wales' Class 230 009 and Merseyrail's Class 508 130 pass at Bidston on services to Wrexham Central and Liverpool Central respectively. *Michael Lynam*



On September 14th, LNER A3 No. 60103 'Flying Scotsman' is seen with support coach at Gleneagles, en-route to Aviemore (Speyside) from Edinburgh Joppa Straight to spend time on the Speyside railway. *Richard Jones*



Blackpool Trams

▶ Brush Railcar No. 631 is seen at Bispham with a service to Pleasure Beach on September 23rd. *Phil Martin*

▶ In lovely weather, Boat car No. 600 (227) prepares for its next service at North Pier on September 23rd. *Phil Martin*

▶ Balloon tram No. 711 rattles through North Pier with a 'Promenade Tour' working on September 23rd. *Phil Martin*



Blackpool Trams

Bolton Corporation Tramways No. 66 stands at North Pier on September 23rd. *Phil Martin*

Modern Bombardier Flexity 2 tram No. 003 departs Pleasure Beach on September 23rd with a service to Starr Gate. *Phil Martin*

Rebuilt Balloon tram No. 718 is seen at Fleetwood on September 23rd. *Phil Martin*



Tyne and Wear Metro

The Tyne and Wear Metro units have been providing sterling service for 43 years but now their days are numbered. On a sunny September 5th, units Nos. 4054 and sister 4004 wait to depart from Percy Main with a service to South Shields. *Lee Stanford*



Tyne and Wear Metro

Tyne and Wear units Nos. 4071 and 4040 stand at the iconic Tynemouth station on September 5th with a St. James to South Shields working.
Lee Stanford



Island Line

▶ Class 484 003 approaches Smallbrook Junction working the 2D31 13:13 Ryde Esplanade to Shanklin service on September 14th.
Derek Elston

▶ Class 484 004 approaches Smallbrook Junction with the 2U34 13:14 Shanklin to Ryde Pier Head on September 14th. *Derek Elston*

▶ On September 14th, Class 484 003 approaches Ryde St Johns Road with 2D35 14:13 Ryde Esplanade to Shanklin. *Derek Elston*



At the Eastleigh miniature railway, diesel loco No. D801 based on the original BR Warship, waits its next duty on September 18th. *Lee Stanford*



Greater Anglia maintains excellent performance record

Figures released by Greater Anglia (GA) show that it is continuing to deliver very high levels of punctuality, on an ongoing basis, for customers across East Anglia. Performance for the last 4-week period (ending September 16th) saw punctuality across the Greater Anglia network averaging 93.8% - using the long-standing public performance measure (PPM), which measures arrival times at destination stations for each service. As a result, the GA moving annual average PPM figure is now at 94.1% - continuing the historically high results being delivered by the train operator over the last three and a half years.

Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree, Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, have an annual average of 95.0%, rural services across Norfolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, are averaging 94.9%, intercity services between Norwich, Ipswich, Colchester, Chelmsford and London are

averaging 94.3%.

West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely are averaging 93.1% and Stansted Express services are averaging 90.9%.

Exceptional annual results of 97.8% or over have been achieved on four routes:

- Norwich to Great Yarmouth - 99.0%
- Marks Tey to Sudbury - 98.1%
- Norwich to Lowestoft - 98.0%
- Norwich to Sheringham - 97.8%

The impressive results are also evident using the more challenging "Time to 3" performance measure - which measures the arrival within 3 minutes of every single train at every single station it serves. On this measure GA's annual performance is 93.1%.

Fares Advice with RailUK

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

TfL proposes to withdraw Day Travelcards

A consultation has launched on the TfL website into a proposal to withdraw One Day Travelcards; this would affect both inboundary and outboundary versions. I love the contradiction in the "possible main impacts of the proposal" document:

We believe that some customers may benefit from not paying upfront for travel, as they do when buying a Day Travelcard. When using PAYG, customers can pay less, as they only pay for the journeys they actually make. Daily caps on PAYG are less than the price of an equivalent Day Travelcard. The revenue generated by the proposal is an important contribution to helping TfL achieve and maintain financial sustainability, and key to the continued long-term delivery of an effective and efficient transport network. Meeting the condition of government funding settlements is also important to help ensure continued funding support from government.

Apparently this will benefit customers by allowing them to pay less, while generating additional revenue. Impressive!

Around 55,000 customers use Day Travelcards daily and 15m Day Travelcards have been sold to date this financial year, of these tickets:

- Around 7.8m Day Travelcards were issued by Rail Operators outside zones 1-6, while around a 1.7m Day Travelcards were issued by Rail Operators inside zones 1-6.
- Over 2.4m Day Travelcards were issued by TfL
- Over 2.2m Group Day Travelcards were issued by Rail Operators outside zones 1-6
- Around 166,000 were adult or child Day Travelcards bought using a Railcard discount
- Around 70% of these were purchased outside the London area at National Rail stations.

TfL say that: *There may be some instances in which travel might become more expensive if Day Travelcards are withdrawn. Customers who do not have access to a smart device, contactless payment card or Oyster would need to use paper single/return tickets, which could cost more. Additionally, customers travelling into London from a National Rail station outside of London using a National Rail Day ticket, but with a Day Travelcard "add-on" may be affected. Under the proposals, these customers would need to buy a National Rail point-to-*

point or London terminus ticket, and switch to PAYG on arrival in London. This could make their travel more expensive, as the cost associated with a Travelcard add-on is smaller than the cost of an actual Travelcard.

While also telling us that:

around 70 per cent of these tickets [are] bought outside the London area at National Rail stations.

I take this to mean that 70% of current day travelcard users will see their fares increase.

Rules or common sense

Q: My journey was: Chesterfield to Sheffield Dep 1248 Arr 1300 EMR: Sheffield to Stockport Dep 1311 Arr 1353 TPE. The ticket was marked "Advance Single" & Route "Ap EMR & Connect". Seat reservations shown for both trains. But the 1248 at Chesterfield was late and I would have missed the TPE train at Sheffield. There was an earlier train at 1236 which was on time. So I asked politely at the station whether I could get on the 1236 which was on time and run by the same company (EMR). I know an Advance ties me to a booked train but if EMR had allowed me on a train 12 minutes earlier, run by the same company, then I would have made my connection. But no, the station staff refused, lectured me about Advance tickets, told me that I would have to take my booked train and arrive an hour late. Thereby committing EMR to delay repay, something they didn't seem to care about. Both the 1236 and 1248 were from St Pancras to Sheffield and are pretty much empty after Chesterfield and the journey is just over 10 minutes. I know there are rules but I also know railway staff have authority to override rules to assist customers. Sadly Chesterfield platform staff didn't see it that way. Thankfully the train manager on the 1236 just told me to get on board. Strict rules from one railway employee and simple common sense from another.

A: *It's an indictment of the rail industry's attitude to customer service that this should be considered difficult to do, or somehow exceptional.*

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!

A lovely sight and sound as LNER A4 No. 60007 brightens up a dull morning at Winwick with an LSL Crewe - Carlisle special on September 20th.
Jeff Nicholls



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
 Visit Our Website www.c58lg.co.uk
 for all the upto date news on 58016!

Greater Anglia December 2023 timetable improvements include an all-day, 15-minute frequency for Stansted Express services

Greater Anglia is to return to an all day, 4 trains per hour Stansted Express service, 7 days a week from December 2023, as it continues to increase train services and improve timetables in line with recovering customer demand after the pandemic. After reintroducing a weekday, peak time, 4 trains per hour frequency for Stansted Express services in May this year, airport passenger numbers have continued to increase, so the “every 15 minutes” frequency will be restored during off peak periods and at weekends from Sunday December 10th. As a result, the Stansted Express service will then be as follows:

Monday to Saturdays

London Liverpool Street depart: 03.40, 04.10, 04.40, 05.10, then every 15 minutes to 22.55, then 23.25
 Stansted Airport depart: 05.30, 06.00, then every 15 minutes to 23.59, then 00.30

Sundays

London Liverpool Street depart: 04.10, 04.40, 05.10, 05.40, 06.10, then every 15 minutes to 22.55, then 23.25
 Stansted Airport depart: 05.30, 06.00, 06.30, 07.00, then every 15 minutes to 23.59, then 00.30

Off peak journey times will also be slightly quicker, with

most services scheduled for 47 minutes, as Greater Anglia is able to take full advantage of now operating new trains, with improved performance capabilities, on all its services.

Other improvements from the December will include:

An additional 07.25 weekday morning peak service from Ipswich to London Liverpool Street, calling at Manningtree, Colchester and Chelmsford, Stratford and London Liverpool Street

An additional 19.05 weekday evening peak service from London Liverpool Street to Braintree, calling at Stratford, Shenfield, Chelmsford, Witham and then all

stations to Braintree

Additional carriages (up from 5 to 10) on the 18.05 from London Liverpool Street to Braintree, which calls at Stratford, Shenfield, Ingatestone, Chelmsford, Hatfield Peverel, Witham and then all stations to Braintree

The service improvements are designed to both support the ongoing recovery in passenger numbers and reflect the emerging travel patterns across the Greater Anglia (GA) network, as well as take advantage of the new trains now operating on all GA services.

On September 10th, the 1Z48 08:15 London Paddington to Chichester Steam Dreams 10 coach special was worked by LNER B1 No. 61306 'Mayflower' assisted by Class 47 No. D1935 'Roger Hosking MA 1925-2013' on the rear, seen passing St. Cross footbridge, Winchester. *David Lindsell*



Govia Thameslink Railway and British Transport Police renew commitment to safety on the railway

Both organisations have signed a collaboration agreement

GTR hires Head of Policing and Security to deliver on commitments

Govia Thameslink Railway (GTR) has strengthened its partnership with the British Transport Police (BTP) for another year by signing a collaboration agreement, committing both organisations to work together towards shared objectives.

The declaration was signed by Patrick Verwer, CEO of GTR, and Christopher Casey, Chief Superintendent for the BTP.

In the past year, the two organisations have worked together closely to crack down on crime across the GTR network. Joined-up working has included more patrols, increased presence at problem areas and dedicated teams tackling reports of antisocial behaviour and County Lines – both of which are rising year-on-year according to GTR data.

The renewed agreement will help to continue meaningful and consistent work being delivered by GTR and BTP in partnership. Both parties will work together to:

Deter unwanted sexual behaviour on GTR trains and stations

Identify and protect potentially vulnerable people and groups using the GTR network

Prevent and prosecute any staff assault

Improve staff and passenger confidence through increased engagement

Samantha Facey, Safety, Health and Security Director at GTR, was present to witness the signing of the collaboration agreement.

She said: “Everyone travelling with GTR deserves to get home safely. We’ve worked closely with the BTP for many years, and along with our dedicated frontline teams and Rail Enforcement Officers, it is our joint

mission to look out for the safety of our passengers and our staff. We were the first rail operator to sign the collaboration agreement in 2022 and since then have seen improvements in joint operations, shared information and better support.”

Christopher Casey, Chief Superintendent for the BTP, added: “This agreement further solidifies our close partnership as our goals remain closely intertwined. Our overarching vision at BTP is to be a world leading Police Force trusted to provide a safe and reliable railway. This agreement’s signing distinctly outlines various mutual objectives that will enable us to collectively sustain efforts in deterring criminal activities within the rail network, while also fostering trust and confidence among passengers and rail industry partners.”

Demonstrating its ongoing commitment to all aspects of safety on the railway, GTR has also announced Mike Boyce as Head of Security & Policing. This new role will lead on all matters of security, crime, disorder and antisocial behaviour and help to strengthen relationships with the BTP and other key stakeholders. Mike is bringing 20 years of experience with him from the BTP. In his long-serving career, he’s dealt with crimes involving theft, violence and fatalities and was promoted to the rank of Inspector. He has continued to work closely with the organisation as well as Eurostar and Network Rail to achieve a reduction in external and on-board delays whilst driving continuous improvement in stakeholder relationships.

He said: “I’m pleased to be taking on the new role of Head of Security and Policing at GTR. It’s a critical role that plays perfectly into my strengths and I’m looking forward to working with the wider team and other partners to ensure that everybody who travels through our stations or on our trains can do so safely. There is always work to be done, but part of my role is ensuring that we have plans in place to continuously improve the security of our network.”

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.

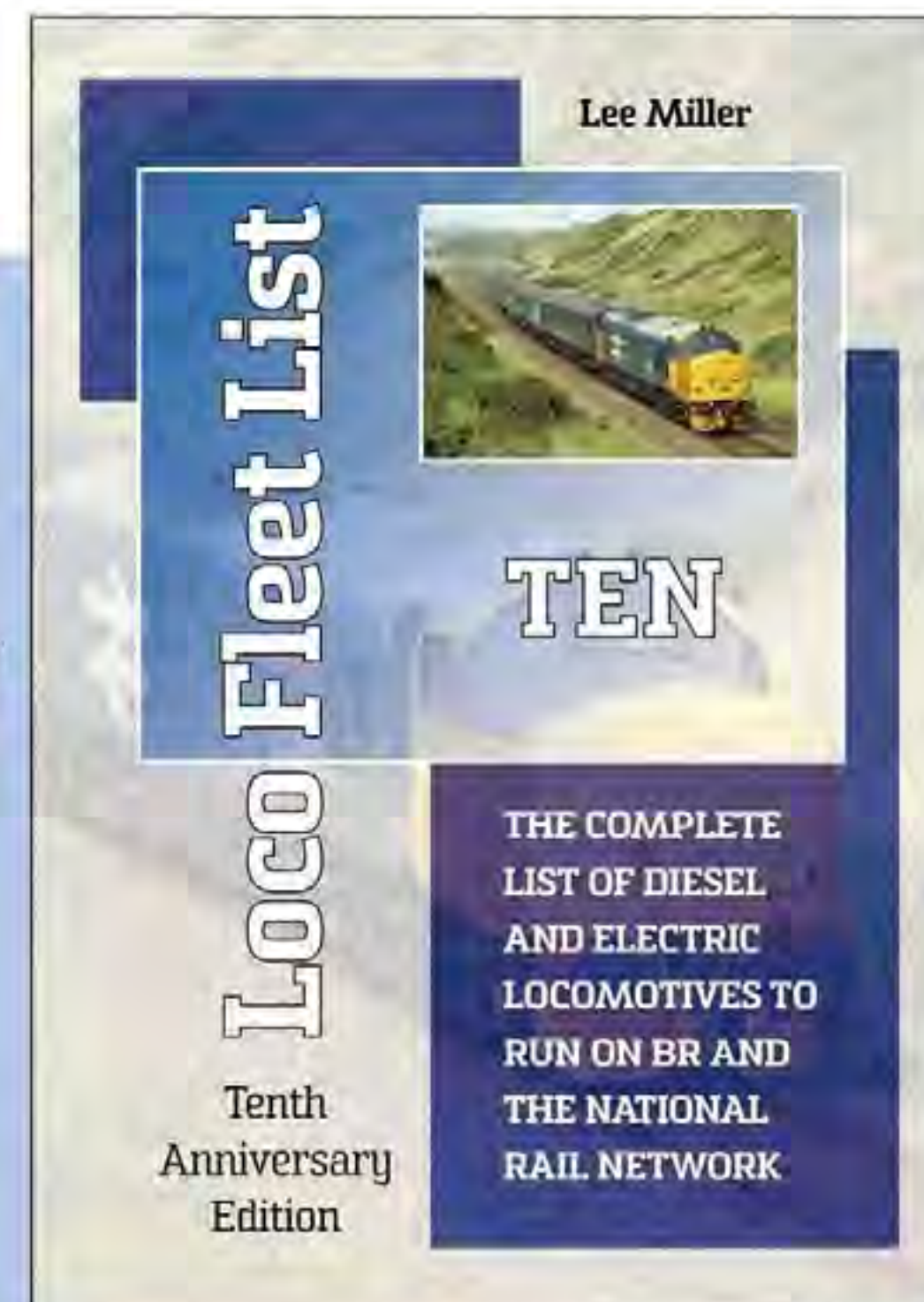
Features:

- 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



Tyseley Loco Works

BR Standard Class 4 Tank 2-6-4T No. 80104 is seen outside the loco works on September 2nd. The locomotive was moved to Tyseley in October 2021 for the contracted overhaul to commence, however additional work was found to be needed. *David Lindsell*

Class 08 417 is seen in the yard at Tyseley on September 2nd. *David Lindsell*

LMS No. 5593 awaits an overhaul at Tyseley. The loco was named Kolhapur after Kolhapur, a princely state in western India back in 1936. *David Lindsell*



On September 10th, Class 66 553 and 66 566 top'n'tail the 7Y85 London Waterloo to Eastleigh East Yard past St. Cross footbridge, Winchester.
David Lindsell



Network Rail thanks passengers after work in 170-year-old Dinmore Tunnel is completed



SOUTHERN COUNTIES RAILWAY SOCIETY

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Network Rail is thanking passengers for their patience and understanding after the completion of work to renew the track inside the historic Dinmore Tunnel on the Marches line.

A planned reduced service had been operating on the line between Newport and Shrewsbury since the evening of Saturday September 23rd, following 11 days of round-the-clock work during a temporary closure of the line between Hereford and Shrewsbury.

The line fully reopened on September 29th after engineers finished their work to replace the track, drainage and ballast in the London-bound side of the tunnel, which was built in 1853.

A team of 450 staff worked a total of 16,600 hours to replace 1,016 metres of track, 1,217 metres of drainage and 4,333 tonnes of ballast – the stones that support the track.

The new track will boost reliability of journeys on the Marches line – an important rail link that connects South Wales to the Midlands and beyond.

Network Rail project director Brian Paynter said: “We would like to thank our passengers for their patience and understanding while this essential work took place.

“Unfortunately, the line between Hereford and Shrewsbury was closed for longer than planned when work near the tunnel overran on September 22nd and 23rd and we would like to apologise for the additional disruption this caused.

“We’d also like to thank our lineside neighbours for their patience while we worked close to their homes around the clock to safely complete the track renewal, which will secure the future of this vital transport link.

“The next time we return to renew this stretch of track, we expect it to be around the tunnel’s 200th anniversary in 2053.”

Follow-up work in the tunnel will take place on Saturday nights between September 30th and November 19th, which includes using engineering trains to consolidate the new track stone.

Ticket barriers added to help ease crowding at London Victoria station

Quicker journeys through station as Network Rail's £30m congestion scheme set to complete by March 2024.

To enhance the passenger experience, improve safety and speed up people's journeys at London Victoria station, the number of ticket gates is being increased from 88 to 125, with eight new accessible wide gates also being installed.

Customers using the station during the busiest periods can sometimes experience crowding or queuing at ticket gates. The new gates will make it much easier for passengers to travel through a station that recorded almost 37 million entries and exits between April 2021 and March 2022 - the second highest in the country.

The retail units next to platforms 2-7, and platforms 8-13, have been demolished to make way for the new gates. It required the removal of 250 tonnes of spoil and 150 tonnes of steel. Retail units along the narrow route to platforms 15-19 have also been demolished to create a spacious thoroughfare between platform 14 and the escalators leading to the Victoria Place shopping centre.

Attention now turns to installing the new gates, the customer information systems which will sit above them, completing electrical works and installing 690 square metres of new flooring either side of the new gateline.

Lucy McAuliffe, Network Rail's Sussex route director, said: "It's been an immense challenge undertaking this project while the station is still fully operational, as we couldn't interfere with passenger announcements or electrical and power supplies.

All the key enabling works are now complete and we will now turn our focus to the numerous construction elements of this project.

We've worked hard to minimise the disruption to passengers and we're really grateful to them for their patience while this work is ongoing and we look forward to giving them easier, faster and safer journeys from March next year."

Jason Clarke, Area Manager for Southeastern, said: "Victoria is extremely busy, and it is great news that this extra space is being added to help passengers move through the station. We are always looking at how we can make our customer journeys better, in a more reliable and a more sustainable railway, and easing congestion at the second busiest

station in the country is very welcome indeed."

Jenny Saunders, Customer Service Director for Govia Thameslink, which runs Southern and Gatwick Express, commented: "We're delighted with Network Rail's improvements to the layout of the station, and with their overall progress on this major scheme.

The extra gates, particularly the new accessible wide gates which are especially welcome, will take advantage of the space opened up for our passengers, enabling them to get to and from their trains more quickly and comfortably."



National Rail

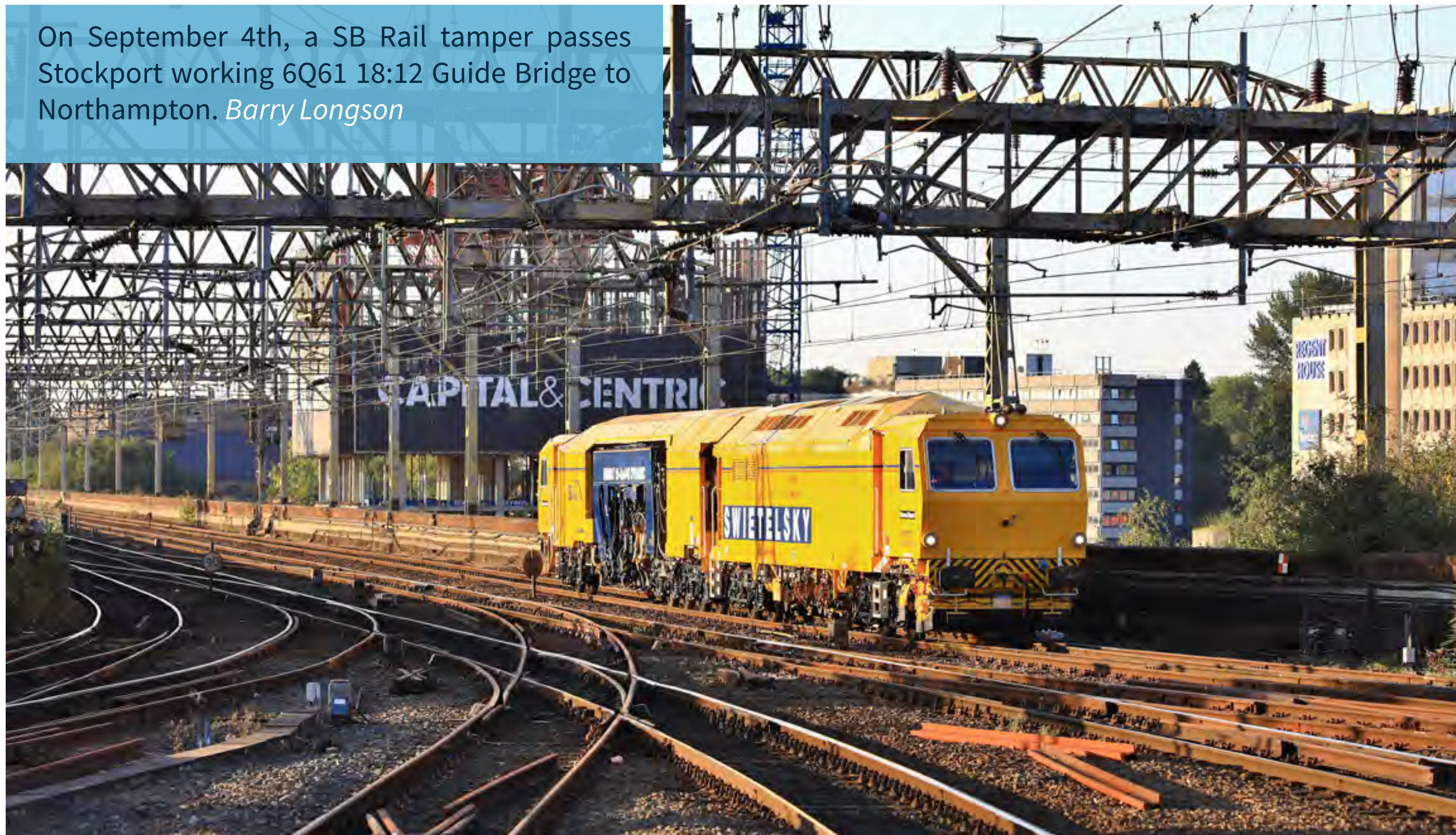
▶ Colas Rail tamper No. DR75009 passes through Northampton running as 6Q65 10:42 Rugby Depot Access Line to East Croydon Up Sidings ready for the weekends engineering duties on September 15th. *Derek Elston*

▶ Network Rail Stoneblower No. DR80303 passes Northampton as it makes a transfer move as 6U42 10:15 Walsall Tamper Sidings to Romford Engineers Sidings on September 15th. *Derek Elston*

▶ Locomotive Services' Class 57 311 stands in the yard at Arlington's Eastleigh Works wearing an new coat of paint not dissimilar to the old Fragonset livery. *Derek Elston*



On September 4th, a SB Rail tamper passes Stockport working 6Q61 18:12 Guide Bridge to Northampton. *Barry Longson*



RailAdventure power cars Nos. 43468 and 43480 pass Battlefield on September 14th working 0Z46 14:07 Warrington Bank Quay to Kidderminster SVR. *Keith Davies*



Full steam ahead – 200 years of train travel to be marked with celebrations

The two year countdown is on to mark the bicentenary of the birth of the modern railway with celebrations throughout 2025. The Stockton & Darlington Railway opened on September 27th, 1825, connecting places, people, communities and ideas and ultimately transforming the world. To mark the 200th anniversary of that momentous first journey, three councils, Darlington, Durham, Stockton-on-Tees, alongside Tees Valley Combined Authority, have joined forces with a range of local, national, and international partners, to deliver a series of internationally significant projects throughout the bicentenary year.

S&DR200 – a fantastic nine-month festival – is at the heart of the celebrations. Based in the North-East, it will include internationally significant projects which will shine a light on the history and the future of transport. It's all aboard for a programme of events including steam train journeys, exhibitions, visual arts and large-scale spectacles. There'll be something for everyone – from railway enthusiasts and hobbyists to students, families and visitors of all ages. At the centre of the bicentenary festivities is a celebration of the very first ground-breaking journey. A permanent walk and cycle pathway, which will closely follow much of the 26-mile inaugural route, is being developed across County Durham, Darlington and Stockton-on-Tees. Historic England chose the 26-mile route to be one of their first a Heritage Action Zone and in 2025 a replica of Locomotion No.1 will also be

used to provide experiences around the inaugural journey starting from Shildon and Darlington to Stockton. There will be dozens of activities, events and celebrations in communities along the 26-mile line. There'll be opportunities to learn and discover at interactive exhibitions and schools will be able to take advantage of a series of S&DR200 focused projects to spark pupils' interest in science, technology, engineering, mathematics and the arts. To keep on track with how to get involved, check out the festival's new social media channels and the S&DR200 website www.sdr200.co.uk.

Helping fuel the festival will be volunteer and grants programmes, funded in part by the National Heritage Lottery Fund. Find details on the S&DR200 website or email s&drcommunitygrantsscheme@darlington.gov.uk.

Nicky Hallifax, S&DR200 Bicentenary Festival Director, said: "The importance of this moment cannot be underestimated, the railways have become day to day life for many people around the world. Most of us have a treasured memory or a story that involves a rail journey and it is this, and the drive to invent and explore, that this festival celebrates.

"We want to inspire and give people the opportunity to discover new opportunities and enjoy collaborations by international artists – all linked to this fascinating

industry to mark this special place where it all started."

Judith McNicol, Director, National Railway Museum said: "The bicentenary of the Stockton and Darlington Railway is a key railway anniversary of real international importance. It is doubly significant for the National Railway Museum, as the date also marks our 50th birthday. Through a calendar of events, programming and displays, we will help visitors to Locomotion in Shildon and the National Railway Museum in York to share in the exciting centenary celebrations."

The S&DR200 festivities are part of the rail industry's plans to mark bicentenary, with a year-long programme of initiatives, partnerships and activities called Railway 200, that together with the festival is set to attract national attention.

Developed as a partnership across the rail industry with a focus on inspiring the next generation, Railway 200 will mark both the S&DR bicentenary, and the far-reaching impacts of all railways and train travel nationally. It will celebrate the railway's remarkable past, recognise its importance today, and look forward to its extraordinary future. Railway 200 is committed to supporting local and regional activity by providing toolkits, a national brand, website, and a far-reaching social media presence.

Peter, Lord Hendy of Richmond Hill, Chair of Railway 200



and Network Rail said: "The world changed forever in 1825, and the 200th anniversary of this first passenger train journey is an historic opportunity to reset the public's relationship with rail. It is our chance to present the railway as a forward thinking, digital, industry and as an attractive career option for young people and for people from many different backgrounds."

Paul Rutter, Route Director for Network Rail's East Coast route, said: "It's a privilege to work with industry partners, local authorities, and other organisations to deliver such a special programme of celebrations for the 200th birthday of the modern railway. All who made the Stockton & Darlington Railway happen were trailblazers and it is so special that we can commemorate their achievements in this way while forging our own path for the future of the rail industry."

The full S&DR200 festival programme will be revealed in September 2024.



Network Rail adds pre-loved fashion to its portfolio

Network Rail is expanding the fashion line-up across its 19 managed stations by introducing a pre-loved offer from Good London at two of its major destinations.

As consumer appetite for sustainable fashion grows, major brands are now reselling pre-loved items alongside new season collections and the partnership between Love Island and eBay has helped to accelerate the popularity of buying pre-loved.

Network Rail has signed Good London for pop-up spaces at London Victoria and London Bridge stations. Totalling 1,440 sq ft of retail space, it's the first time the independent brand has broken into the travel retail market.

Alongside the Good London launch, housing and homelessness charity, Shelter Scotland has also opened a 470 sq ft pop-up store at Glasgow Central. This follows the success of a previous trial at the station earlier this year. Consumers will also have another opportunity in October to shop pre-loved with Shelter pop-ups at London Bridge station, London Waterloo station and London Victoria station.

Good London was established in February 2020 by co-founders David Brinson and Victoria Houston with the ambition to encourage consumers to consider purchasing pre-loved clothing first. Coming from retail backgrounds, they spotted a gap in the market for a well curated pre-loved fashion offer that provides customers with a great in-store experience alongside the opportunity to purchase high quality clothing and accessories for the same price as a high street piece.

According to GlobalData the clothes resale market in the UK grew by 149% between 2016 and 2022. This is forecast to rise again by 67.5% from 2022 to 2026 highlighted continued consumer appeal.

Hamish Kiernan, Commercial Director, Property at Network Rail, comments:

“Pre-loved is increasingly seen by consumers as a smart choice. Our pop-ups with Good London and Shelter offer customers great quality and value. The offer importantly diverts clothing from landfill and provides visibility of a pre-loved offer to millions of passengers. We

sought out Good London as a brand that could really add a point of difference to our retail mix and customer reaction demonstrates this.”

David Brinson, Co-founder and Managing Director at Good London, added: “Launching at London Bridge and London Victoria marks an incredible milestone for us at Good London. Giving millions of commuters the option of pre-loved fashion is great and the more popular pre-loved purchases become and the closer we get to the goal of fashion circularity.”

“Network Rail has been exceptional to work with from the initial approach to helping us get everything ready for our launch. We're delighted to bring our pre-loved clothing offering to customers using major train stations in the capital.”

Shelter Scotland Director, Alison Watson, concluded: “Shelter Scotland exists to defend the right to a safe home for everyone. With homelessness at record levels in Scotland, our mission has never been more important. When you visit our pop-up in Glasgow Central not only will you have the chance to pick up some lovely pre-loved fashion, you'll also be joining us in our fight against the housing emergency.”

Network Rail own and manage 500,000 sq ft of prime retail space within major city centre stations across Great Britain. Over 650 million customers per annum visit its destination stations, which are home to over 145 brands, generating £60million in monthly sales.



Network Rail and Freightliner open a brand-new operational training academy in Doncaster

On September 27th, Network Rail and Freightliner hosted industry leaders to celebrate the official opening of its second Operational Training Academy, located in Doncaster Frenchgate Centre. The Operational Training Academy will prepare Freightliner's freight train drivers for the introduction of in-cab digital signalling on the East Coast Main Line - South.

The academy, funded by Network Rail as part of the East Coast Digital Programme (ECDP), marks another milestone for both ECDP and Freightliner as the second location dedicated to upskilling of drivers on European Rail Traffic Management System (ERTMS) operations.

The site's location further promotes Freightliner's investment in its northern operations.

Ed Akers, Principal Programme Sponsor, ECDP, at Network Rail, said: "The success of ECDP depends on equipping people with the digital skills needed for 'next generation' railway operations. Facilities like these provide an excellent environment for giving drivers the competence and confidence required. Freightliner continues to be an integral partner in this change programme as we progress towards a railway that is more flexible, reliable, greener and even safer."

Commenting on the significance of the academy's location, Tim Shoveller, CEO at Freightliner Group/Genesee & Wyoming UK/Europe, said: "The Doncaster Training Academy's close proximity to Wabtec, where our first-in-class locomotives will be fitted with European Train Control System technology, epitomises our commitment to cutting-edge advancements in rail operations."

On May 2nd 2023, Freightliner opened its Ipswich Training Academy to serve its south based employees. The opening of this new Training Academy in Doncaster will ensure northern based employees receive consistent

levels of training. Beyond its role in training, Freightliner envisions these academies as spaces for fostering connectivity and collaboration among ECDP colleagues.

During the opening event, attendees were encouraged to learn more about the ERTMS programme from team members on and through various learning tools, including the ultra-light simulators, which guests were encouraged to try out.

Arriva Group awarded new national rail contract for CrossCountry

Arriva Group's CrossCountry train operating company has been awarded a new contract by the Department for Transport (DfT) to continue operating services across the length and breadth of Great Britain, building on its 16-year reputation as a leading national operator.

The new contract starts Sunday October 15th, with a guaranteed core term of four years. The news re-confirms Arriva's position as a leading player in the UK rail market and will see CrossCountry introducing a range of customer improvements including a full fleet refurbishment of both the Voyager and Turbostar fleet – the first major refurbishment in 20 years. This will include fitting CCTV, Automatic Passenger Counting equipment on board, new carpets and LED lighting, all designed to provide a more comfortable experience for customers.

Under the new contract, CrossCountry is also planning enhancements to its timetable, including a new daily direct service between Cardiff and Edinburgh.

The company will also explore the reintroduction of services between Cambridge and Stansted Airport, strengthening connections across Great Britain.

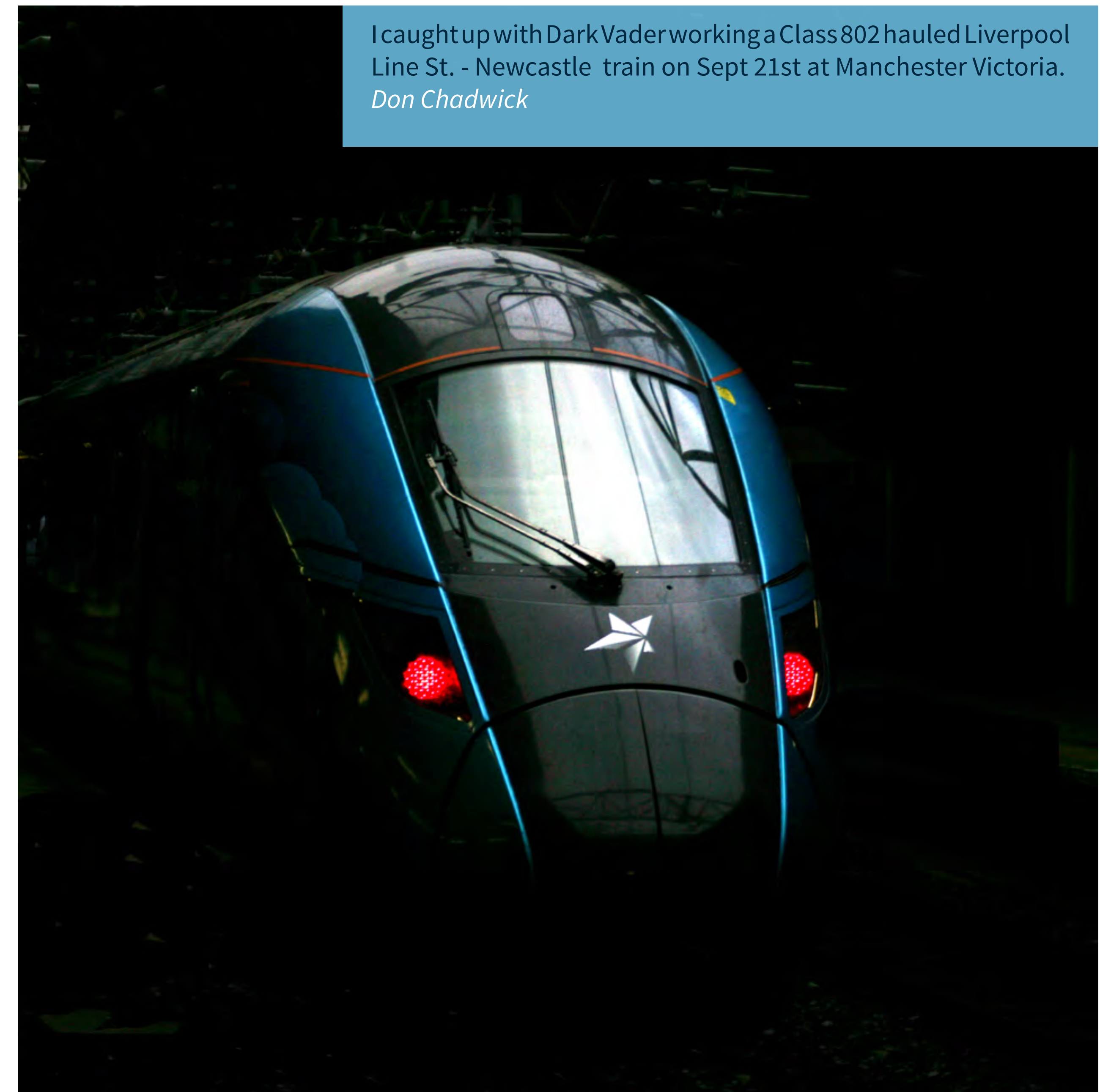
David Brown, Arriva Group's Managing Director of its UK Trains division commented: "This is great news for Arriva Group, our colleagues at CrossCountry and for customers of the railways. I'm proud of our long-standing reputation in the UK rail industry and our track record of successfully managing and delivering train services across the country. The Government's confidence in Arriva will ensure we can deliver connectivity and more comfortable services, helping to ensure Britain's rail system can grow and thrive long into the future".

CrossCountry offers services from Cornwall, the South Coast, the Midlands and South Wales to the north of England and central and north-east Scotland. It connects seven out of 10 of the major cities in the UK and serves several university towns and regional airports.

The announcement will ensure continuity for the 85,000 daily customers who have come to rely on the connections provided by CrossCountry.

The news also builds on Arriva's strong reputation in UK rail and closely follows a two-year contract extension for Arriva Rail London to operate the London Overground concession on behalf of Transport for London.

Arriva Group has extensive operating experience across long-distance, commuter, urban, inter-urban and regional train services, through its UK Trains division which includes Chiltern Railways, CrossCountry, Grand Central and Arriva Rail London. It is the only owning group to have experience with all contract types currently in use on Britain's railway, including national rail contracts, a concessionary contract, an Open Access company under the Grand Central brand, and a rail maintenance business, Arriva Traincare.



I caught up with DarkVader working a Class 802 hauled Liverpool Line St. - Newcastle train on Sept 21st at Manchester Victoria.
Don Chadwick

National Rail

Class 50 007 and 50 049 are seen on the turntable at Kidderminster on September 15th. The pair were being prepared for a railtour the following day. *John Alsop*



Railways go back to the future with landmark partnership

A first-of-its-kind partnership between the Severn Valley Railway and Network Rail has been set up, signalling the start of an innovative relationship between the past and present railway.

The agreement between the national railway provider and a heritage railway operator will allow both organisations to benefit from each other using expertise, technology and facilities to help maintain and improve both networks.

Network Rail's Central route will offer the Severn Valley Railway professional skills, advice and redundant railway materials to help keep the volunteer railway safe and operational.

In return, the Severn Valley Railway will provide much-needed support, training and facilities to help Network Rail staff operate and maintain more traditional railway technology – such as semaphore signalling and lever frame signal boxes - which are still in use to keep passenger and freight trains moving across parts of Worcestershire and the West Midlands.

The Severn Valley Railway, which runs between Kidderminster and Bridgnorth, is a major tourist attraction and one of the finest examples of a heritage railway in the country.

It was hit hard by the impact of the pandemic and while there is no financial help from Network Rail, the wider support will be a significant boost to helping keep the line open for tourists, volunteers and enthusiasts.

Denise Wetton, Network Rail's Central route director, said: "This exciting partnership will make a real difference to the railway of the past and present. The railway has always played a vital role in communities and economies and the support we will give the Severn Valley Railway will help it remain a key attraction for the region.

"Access to their tracks and signalling to help train our staff on more traditional railway infrastructure, which is still in use on parts of our modern-day network, will help keep passengers and freight moving. Being able to do this when the SVR is closed to the public and trains aren't running allows this learning to happen in a much safer environment and is something which is very difficult to do on the main network.

"It's a perfect partnership and I am thrilled we have been able to make it happen."

Gus Dunster, Severn Valley Railway's managing director, said: "The SVR is very excited to be entering into a formal partnership with Network Rail, the first of its kind any heritage railway.

"Operating and maintaining Victorian infrastructure is enormously costly, and it requires specialist skills and knowledge as well as equipment. Working closely with Network Rail will enable us to continue to safeguard the SVR's infrastructure and help us to ensure our heritage line is in good shape and resilient for the future.

"The SVR is keen to strengthen its partnerships with a range of main line companies, and this will form a cornerstone of that ambition. I am very grateful to Denise Wetton and her team for their energy and desire to make this partnership happen."

Network Rail will also be looking at how and when it could use its state-of-the-art ultrasonic testing train, which monitors track and infrastructure conditions as it travels around the national rail network, on the Severn Valley Railway. Access to this type of technology would be a step-change for a heritage railway in monitoring its assets and identifying potential faults to be fixed, helping to keep it safe and in full working order.

The Severn Valley Railway was built between 1858 and 1862, and linked Hartlebury, near Droitwich Spa, with Shrewsbury. The Bewdley to Kidderminster section, or loop line, was constructed by the GWR, which ran many of the railways in the area, and opened in June 1878. The line was never financially successful and was finally closed as part of the Beeching cuts in 1963. In 1965, plans started to preserve the railway, and since then the Severn Valley Railway has grown to become one of the leading heritage lines in Britain.

On August 17th, when Class 66 183 failed at Welwyn Garden City on 6E64 Ripple Lane - Immingham NCB, conveying 24 MBAs loaded with scrap, the ECML Thunderbird was despatched from Newark to assist. Rather surprisingly, Class 47 848 dragged the whole ensemble via the GN & GE Joint as far as Doncaster Belmont, where both locos were replaced by 66 114, the heroic Class 47 returning to Newark for a well-earned rest! Here we see the train approaching Misterton. *Steve Thompson*



Class 20 205 and 20 007, the current yard shunters at Cemex Cement are seen in the company of GBRf 66 709, DB 66 014 and DC Rail 60 046 all waiting for their trains to be loaded. *Michael Lynam*



New Ebbw Vale services to begin in December

Brand new rail services are set to be launched on one of South Wales' key lines, almost doubling the number of travel options.

Thanks to a £70 million investment through the Welsh Government and Blaenau Gwent County Borough Council, Transport for Wales and Network Rail will be delivering direct services between Ebbw Vale and Newport. From December, the line will have two trains per hour – one to Cardiff and one to Newport. That means the line will have more than 60 services running on it every single day.

Transport for Wales project sponsor Kevin Lewis said the project was an example of “true collaboration”.

He said: “These new services will be a huge boost for the local economy giving people more options for leisure, learning and business travel. If you want to travel towards Bristol, London or Manchester, you no longer have to double back on yourself to Cardiff, though those services are still there for those heading west. TfW, Network Rail and our partners in Blaenau Gwent Council, as well as Caerphilly Council have worked incredibly closely to ensure we've delivered genuine value for money from this Welsh Government investment. This really has been

a truly collaborative effort.”

The project has also seen a fully accessible footbridge built at Llanhilleth and new platforms at Llanhilleth and Newbridge, meaning there is now step-free access to all platforms on the line.

To allow the services to run, a new seven-mile passing loop has been built between Crosskeys and Aberbeeg alongside new earthworks and drainage, constructed to accommodate the new track. Alongside this work, The Department for Transport and Network Rail have provided a further £17m of funding to deliver the signalling upgrade at the south end of the line.

Network Rail, with contractors AmcoGiffen and Siemens, have been delivering the work on infrastructure for the past 18 months.

Nick Millington, route director at Network Rail Wales and Borders said: “I'm delighted that we are now entering the final phase of work which will transform how passengers travel on the Ebbw Vale line. We are proud to provide low carbon journeys and support Welsh Government ambitions including its modal shift away from private cars. It will also help connect communities and boost

the local economy. I'd like to again thank passengers and our neighbours for continuing to bear with us as we complete these vital improvements.”

A return ticket from Ebbw Vale Town to Newport will cost you £8.30 or £29.10 for a seven-day season ticket (correct up to March 2024).

The Ebbw Vale line reopened in 2008 after being closed for 40 years and was instantly popular with passengers with direct services to and from Cardiff Central. In 2014, a brand-new station at Pye Corner opened serving passengers at the southern end of the line and in 2015, approximately one and a half miles of new track was laid to extend the railway from Ebbw Vale Parkway to a brand-new station at Ebbw Vale Town.

Councillor John Morgan, Cabinet member, place and regeneration and economic development at Blaenau Gwent Council commented: “I am pleased that the work to improve the rail service is nearing completion. Working with our partners in Welsh Government, Network Rail and Transport for Wales to enhance the Ebbw Valley rail link to improve transport links remains a high priority for the Council. I have no doubt that a more frequent service will improve opportunities for inward investment, access

to employment both within and outside of the local area and enhance a critical transport artery that is seen as a main driver within the context of the wider Cardiff Capital Region City Deal offer and the development of the Metro.”

And Councillor Nigel George, Cabinet member for corporate services, property and highways at Caerphilly Council said: “The improvements at Newbridge station and the wider works on the route between Ebbw Vale and Newport are a fantastic step forward to improving access for all to public transport. Not only will they improve access for disabled travellers, they should also encourage more people to travel by rail and improve the customer experience for families with pushchairs and those with luggage. I'd like to thank all stakeholders for all the hard work and Welsh Government for their investment that has gone into making these works a reality and I look forward to seeing the difference they make for people locally.”

As a result in the uplift in services, trains will be retimed so it is important for customers to check their journey details from December 11th.

National Rail

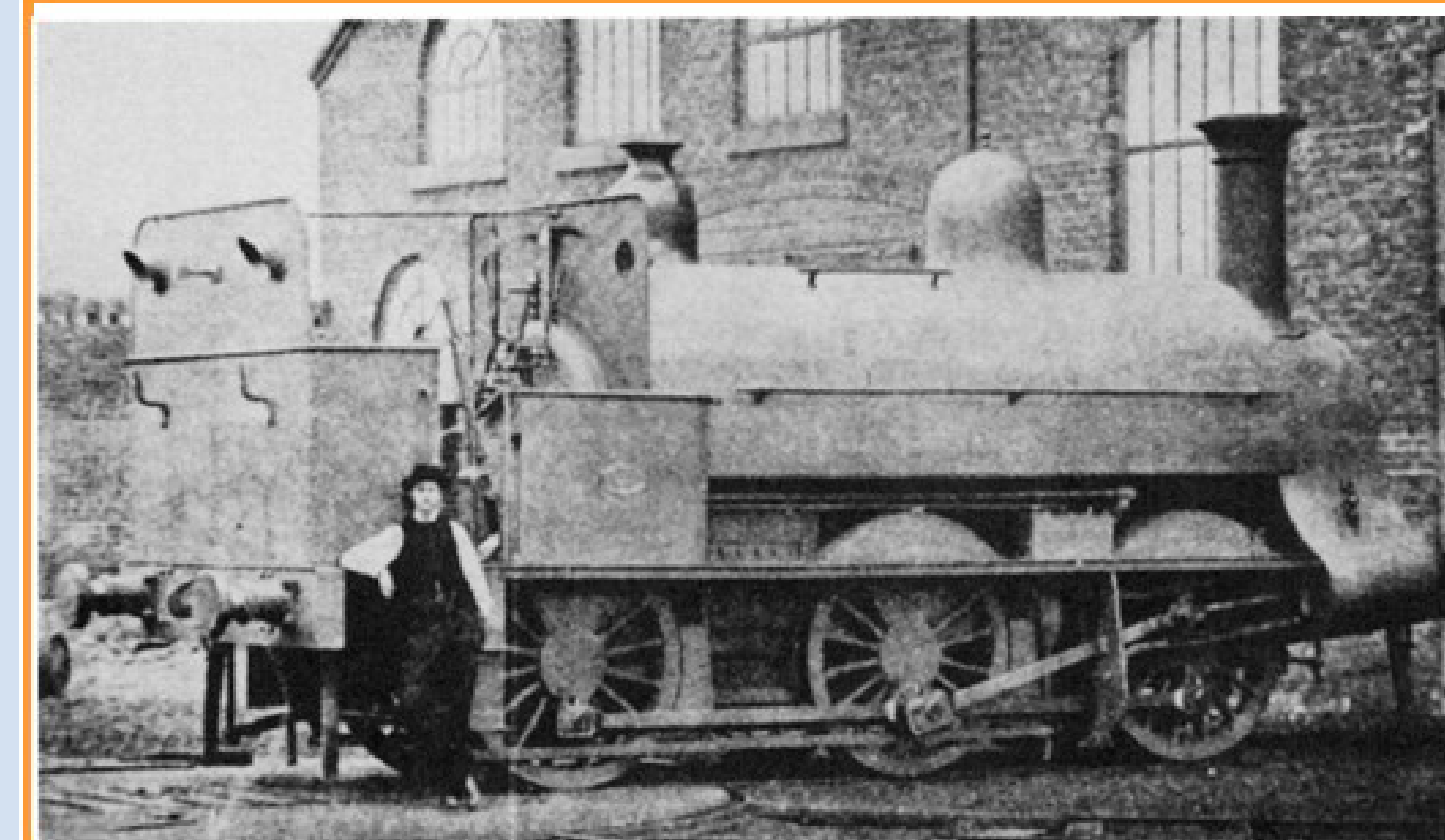
Network Rail's MPV No. DR98954 pauses at Hellifield on September 7th. *Jeff Nicholls*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Not Much Over



**All unofficial
*OF COURSE!!***

Sirhowy Railway Locomotive used between Sirhowy and Newport from 1860 to 1876.

Passenger trains started running between Sirhowy and Newport on June 19th 1865. As no transport existed of any consequence, business people, local doctors, chemists etc., made use of the train guard [John Saunders] to bring urgent items for them from Newport - *all unofficial, of course!* [It was the only way to get items quickly in those days]

himself as well as his clients - chiefly from Tredegar and Blackwood. They would give him the money on the way down to Newport and usually any change over was John's.

Sometimes he would be heard to exclaim - "*not much over*" with a few pertinent words to suit the occasion!

THEN, rail was the only effective means of transport, and little was known of what was happening in the local area.

John Saunders had a habit of talking

Swindon Works was huge



Did You Know?

The workshops of Swindon Works eventually covered the same area as about 179 football pitches put together!

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus (not shown)

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



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



10+ Price: £7.60 EACH

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A Different View

▶ The boiler from GWR 4073 Class No. 7027 'Thornbury Castle' sits on the frames of Great Western Railway 4700 Class 2-8-0 No. 4709 at Tyseley on September 2nd. *David Lindsell*

▶ A sign on the Lynton and Barnstaple railway forbidding smoking. *Jeff Nicholls*

▶ An old fashioned Match Striker is seen during a visit to the Lynton and Barnstaple Railway. *Jeff Nicholls*



A Different View

CrossCountry power cars Nos. 43007 and 43184 working the 1S55 Plymouth - Leeds, are seen on platform 8 at Doncaster. *Steve Thompson*



Bideford Station Heritage Centre

▶ Built in 1957 by Hibberd and Co, Planet 0-4-0 No. 3832 is masquerading as BR No. DS1170 at Bideford Heritage Centre on September 15th.
Jeff Nicholls

▼ The beautifully restored Bideford Signal Box gleams in the sun on September 15th. The ex-Southern Railway PMV was built at Lancing Carriage Works in 1942 and now houses a small museum.
Jeff Nicholls



Lynton and Barnstaple Railway

Fitting perfectly in the Devon landscape, No. 762 'Lyn' is on the last stage of the climb into Woody Bay with the 15:00 round trip on September 13th.
Jeff Nicholls



Welshpool and Llanfair Railway

Built by Beyer Peacock in 1902, No. 822 'The Earl'
is seen at Welshpool on September 28th.

John Balaam



Ribble Steam Railway

On September 30th, guest loco from The Chasewater Railway, Hudswell Clark 0-4-0 (Works No.750) built in 1906, approaches the Swing Bridge on Navigation Way with a demonstration freight train with Hawthorn Leslie 0-6-0 No. 21 'Linda' on the rear.

Michael Lynam



North Yorks Moors Railway

▶ The last time I saw a pair of 9Fs was on a banana van special in 1966! For me, one of the highlights of September 22nd was 9Fs Nos. 92214 double heading with 92134 through Beck Hole on a Pickering bound train. *Jeff Nicholls*

▶ BR Standard 4 No. 75069 approaches Levisham with the 13:57 Grosmont to Pickering train at the steam gala on September 23rd. *Neil Scarlett*

▶ LNER A4 No. 60007 slogs its way up through Beck Hole on the second day of the Autumn steam gala on September 22nd. *Jeff Nicholls*



North Yorks Moors Railway

Sir Nigel Gresley stands at Goathland with the 09:31 Grosmont to Pickering train at the steam gala on September 23rd.

Neil Scarlett



North Yorks Moors Railway

BR 9F No. 92214 rolls downhill towards Levisham on September 21st during the Autumn steam gala. The train had been shortened to four coaches because of problems with one of the other coaches in the set. The 9F probably outweighed the four Mark 1s!. *Jeff Nicholls*



North Yorks Moors Railway

On a virtually cloudless first day of the Autumn steam gala, No. 5428 'Eric Treacy' departs Goathland station for Pickering on September 21st. *Jeff Nicholls*

As a teenager 'bunking' round sheds I can remember being overawed by the sheer size of a 9F. It all comes flooding back as No. 92134 sits between turns at Grosmont shed on September 23rd. *Jeff Nicholls*

A volcanic departure from Grosmont as Caley tank No. 55189 double heads with J27 No. 2392 on September 22nd. *Jeff Nicholls*



Severn Valley Railway

▶ Bagnall industrial locomotive No. 401 'Vulcan' is seen with a freight working at Highley on September 15th. *Richard Hargreaves*

▶ Class 20 189 and 20 048 descend Eardington on September 29th with a Bridgnorth - Kidderminster service. *Phil Martin*

▶ Hunslet built 0-6-0T No. 686 'The Lady Armaghdale' is seen on display at Kidderminster on September 15th. *Richard Hargreaves*



Severn Valley Railway

United States Army No. 2253 'Omaha' an S-160 Class 2-8-0 'Consolidation' type is seen in the yard at Bridgnorth on September 16th.

Richard Hargreaves

LMS Ivatt Class 2MT No. 41312 shunts its train at Highley on September 15th.

Richard Hargreaves

GWR Collett design Class 5700 0-6-0 pannier tank engine No. 7714 departs Kidderminster on September 15th. *Richard Hargreaves*



Severn Valley Railway

▶ LNER B1 No. 61306 'Mayflower' arrives at Hampton Loade with a service from Kidderminster on September 14th.

Richard Hargreaves

▶ Great Western Railway 4-6-0 Hall Class No. 4930 'Hagley Hall' arrives at Bewdley on September 14th with a service to Kidderminster.

Richard Hargreaves

▶ LMS Ivatt Class 4 2-6-0 No. 43106 simmers at Bewdley having arrived with a 'local' service from Kidderminster on September 16th.

Richard Hargreaves



Severn Valley Railway

It's not often you get the chance to photograph three Western cab ends together, but D1062, D1013 and D1048 pose at SVR diesel gala held from September 28th to October 1st.

Barry Longson

Class 37263 descends Eardington on September 29th with a service to Kidderminster on September 29th. *John Alsop*

GWR Collett design Class 5700 0-6-0 pannier tank engine No. 7714 arrives at Kidderminster on September 15th. *John Alsop*



Severn Valley Railway

▶ Hymek No. D7079 and Western No. D1015 catch the late afternoon sun at Kidderminster on September 29th. *Barry Longson*

▶ LNER B1 No. 61306 'Mayflower' is seen at Kidderminster on September 15th. *John Alsop*

▶ Warship No. D821 arrives into Kidderminster with the 15:00 local from Bewdley on September 29th. *Barry Longson*



Severn Valley Railway

▶ Class 40 106 complete with Caledonian headboard, departs Kidderminster with the 16:15 departure for Bridgnorth on September 29th. *Barry Longson*

▶ Class 40 106 climbs Eardington on September 29th with a Kidderminster to Bridgnorth service. *Phil Martin*

▶ On September 29th, Hymek No. D7076 runs towards the signalbox at Kidderminster, so that it can back down ready to work its next turn. *Barry Longson*



Severn Valley Railway

▶ On September 29th, Class 46 045 working the 08:30 Kidderminster - Bridgnorth is seen at Eardington. *Phil Martin*

▶ Warship Class No. D821 working the 13:15 Bridgnorth-Kidderminster is seen at Eardington on September 29th. *Phil Martin*

▶ On September 28th, Class 50 035 stands at Hampton Loade. *Phil Martin*



Severn Valley Railway

Western No. D1062 is seen at Eardington on September 29th, with a service to Bridgnorth.
Phil Martin

Hymek Class 35 No. D7029 is seen on display at Kidderminster on September 28th.
Phil Martin

Class 14 No. D9551 is seen at Eardington on September 29th.
Phil Martin



South Devon Railway

▶ A smart looking 'Bubble Car' No. W55000 is seen stabled in the shed yard at Buckfastleigh on August 7th. *Steve Thompson*

▶ Great Western 2-6-2T No. 5526 arrives at Buckfastleigh on August 7th with a service from Totnes. *Steve Thompson*

▶ Class 33 002 is seen stabled down the side of the shed at Buckfastleigh on August 7th. *Steve Thompson*



South Devon Railway

An un-numbered Class 08 No. D3721 arrives at Buckfastleigh on August 7th with a short engineers train. *Steve Thompson*



Swanage Railway

West Country Class No. 34070 'Manston' is serviced on the shed at Swanage on September 21st as stored T9 No. 30120 waits for a decision on whether it will receive an overhaul. *Lee Stanford*



East Lancs Railway

▶ Hymek No. D7076 climbs Broadfield Bank as it heads the 11:05 Rawtenstall to Heywood service on September 2nd. *Lee Stanford*

▶ Visitor to the line, Class 40 012 stands at Bury on September 16th. *Russell Clarke*

▶ Class 56 301, still in obsolete Fastline Freight livery is seen on the rear of a service to Heywood, departing Bury Bolton Street on September 16th. *Russell Clarke*



East Lancs Railway

▶ Warship No. D832 'Onslaught' heads through Burrs Country Park with a Rawtenstall bound train at the lines diesel gala on September 16th.
Neil Scarlett

▶ On September 15th, Class 144 009 stands on platform 1 at Ramsbottom waiting to return to Bury working the shuttle service.
Michael Lynam

▶ Peak Class 45 106 stands at Burrs Country Park station with a Rawtenstall bound train at the diesel gala on September 16th.
Neil Scarlett



East Lancs Railway

On September 15th, Class 25 279 is seen on the rear of a service as it approaches Townsend Fold on its way to Rawtenstall headed by Class 24 No. D5054. *Michael Lynam*

Visiting the railway for its Autumn diesel gala is LSL owned Class 37 No. D6851 (37 667) which has just arrived at Rawtenstall on September 15th with the 09:30 from Heywood. *Lee Stanford*

On September 16th, Class 24 No. D5054 approaches Irwell Vale en route to Heywood. *Michael Lynam*



Barrow Hill

Two tone grey Class 08 527, with former DRS 57 303, stand in the yard at Barrow Hill on September 3rd. The Class 57 had recently arrived for new wheelsets, to be done at the HNRC Workshop. *Paul Senior*

Serco's Class 08 956, with HNRC's Railfreight livered Class 20 132 are seen in the yard on September 3rd. *Paul Senior*

Deltics Class 55 009, as 55013, with 55 019, and recently rebogied No. D9015 'TULYAR' are seen during the Deltic Preservation Society's Members Weekend, on September 3rd. *Paul Senior*



Ffestiniog and Welsh Highland

On September 7th, Ffestiniog Railway's No. 10 'Merddin Emrys', the first Double Fairlie built at Boston Lodge in 1879, seen departing Portmadog with the 'Woodland Wanderer' service. *Michael Lynam*

Ffestiniog Railway's 'Blanche' 2-4-0ST+T built 1893 is seen arriving at Portmadog with 'The Quarryman' service. *Michael Lynam*

Welsh Highland Garratt No. NG130, an ex South African Railway NGG16 class, built in 1951 is seen arriving at Portmadog from Caernarfon on September 7th. *Michael Lynam*



Great Orme Tramway

On September 6th, tram No. 6 is seen departing from the summit for the halfway station. *Michael Lynam*



Isle of Wight Steam Railway

▶ BR Ivatt Class 2MT 2-6-2T No. 41298 stands at Haven Street awaiting departure time with the 12:45 to Smallbrook Junction on September 14th. *Derek Elston*

▶ Terrier 0-6-0T No. W11 stands at Haven Street with the stock for the 11:30 departure to Smallbrook Junction on September 14th. *Derek Elston*

▶ LMS Ivatt 2-6-2T No. 41298 approaches Haven Street with the 12:21 departure from Wootton on September 14th. *Derek Elston*



Northamptonshire Ironstone Trust

▶ Preserved Class 415 driving trailer from unit No. 5176 is seen at the Northamptonshire Ironstone Trust, Northampton on September 17th. *Derek Elston*

▶ Hudswell Clark 0-4-0DM shunter works No. D697 is seen in the shed on September 17th. *Derek Elston*

▶ Preserved Class 02 No. D2867 arrives at the Northamptonshire Ironstone Trust's platform at Hunsbury after it's first run on the line on September 17th. *Derek Elston*



Great Central Railway

▶ Metro-Cammell Class 101 DMU No. 50321 and 51427 makes a smokey departure from Quorn & Woodhouse with 2B20 13:30 to Loughborough during the diesel gala on September 1st.

Derek Elston

▶ Derby Lightweight railcar No. M79900 ('Iris') is seen stabled at Loughborough on September 1st.

Derek Elston

▶ A tatty looking Class 33 No. D6535 arrives at Quorn & Woodhouse with 2C25 13:25 Loughborough to Rothley Brook on September 1st.

Derek Elston



Great Central Railway

▶ Class 24 No. D5054 'Phil Southern' approaches Woodthorpe Lane, Loughborough, with the 15:25 Leicester North to Loughborough service train at the lines diesel gala on September 3rd. *Neil Scarlett*

▶ Class 50 017 'Royal Oak' approaches Quorn station with the 12:45 Leicester North to Loughborough train at the diesel gala on September 3rd. *Neil Scarlett*

▶ Class 37 714 'Cardiff Canton' arrives at Loughborough with 2D23 13:59 from Rothley Brook at the diesel gala on September 1st. *Derek Elston*



Rhyl Miniature Railway

The Rhyl Miniature Railway runs in a circle around a boating lake near the promenade, to the west of the town centre. The railway is operated by Rhyl Steam Preservation Trust, a Registered charity and held a gala on September 23rd. *Mark Enderby*



From the Archives

▶ Stobart liveried Class 66 414 'James the Engine' and 66 411 'Eddie the Engine' are pictured at the Carlisle Kingmoor open day on July 11th 2009. *Paul Senior*

▶ Class 37 423 'Sir Murray Morrison' runs light engine through Stirling. *Derek Elston*

▶ GMPTE liveried Class 142 014 departs Preston on June 17th 1990. *John Sloane*



From the Archives

▶ Class 56 008 is seen at Mantle Lane box, Coalville, whilst participating in Hertfordshire Railtours 'The Coalville & Calverton Caboodle' in June 1990. *John Sloane*

▶ Class 47 209 pauses at Eastleigh on January 23rd 1996 hauling a car train destined for Southampton docks. *Dennis Rowland*

▶ Class 37 422 is seen near Spean Bridge with a Glasgow Queen Street - Fort William working. *Derek Elston*



From the Archives

▶ Hudswell Clarke 0-6-0ST 'Robert' and Hunslet 0-6-0ST 'Whiston' are seen outside the engine shed at Bold Colliery, St. Helens in March 1982. The colliery site is now covered by a housing development. *Brian Dobbs*

▶ Class 37 051 is working hard on the climb to County March summit on a date unknown. *Derek Elston*

▶ Class 31 306 and 31 421 'Wigan Pier' approach Bristol Parkway with the Bridgewater - Crewe nuclear flask train on July 20th 1995. *Dennis Rowland*



From the Archives

▶ An Open Day at the former 'Steamport' operation at the closed Southport loco shed on September 25th 1983 with steam locos and Diesel Hydraulic No. D1048 and Class 24 081. The old loco shed was sold for redevelopment and 'Steamport' was relocated to Preston where it operates on the former docklands as the "Ribble Steam Railway. *Brian Dobbs*

▶ Class 37 422 'Robert F. Fairlie' is seen at Chester with a North Wales coast service on August 1st 1996. *Dennis Rowland*

▶ LMS Ivatt Class 2 No. 46443 is seen at Machynlleth, date unknown. *Derek Elston*

