



Railtalk Magazine

Issue 215
August 2024
ISSN 1756 - 5030

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Content

- Pg 2 - Welcome
- Pg 4 - Charter Scene
- Pg 58 - Pictures
- Pg 177 - News and Features
- Pg 196 - Did you Know
- Pg 197 - Different View
- Pg 199 - Preserved/Industrial
- Pg 222 - From the Archives

Submissions & Contributions

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

Photographic Contributions

All Photographic contributions should be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 215

Living on the East Coast main line we regularly see chaos with delays and cancellations, mainly due to overhead wire problems, so I am very interested to see this latest report on industry plans for dealing with stranded trains.....

The regulator and watchdog jointly commissioned a report examining four stranded trains incidents in December 2023. Following a thorough review of the policies and procedures in place and interviewing passengers directly involved, ORR and Transport Focus concluded that:

There is good industry research regarding passenger behaviour in stranded train incidents and useful guidance has been developed to support the effective management of incidents. However, this has not always been incorporated fully into procedures or followed in practice. Passengers commented that they felt that "there were procedures in place, but no one really knew what they were."

Recovery plans need to be created and implemented more quickly when stranding incidents happen, particularly where there is no power to a train. Once a train's batteries are exhausted passengers could be without lighting, air conditioning, heating or working toilets, leading to exasperation or even panic.

One passenger noted that "it was actually really hot and (...) because the power went off, obviously there was no sort of air flowing through the train at all."

A key theme for improvement identified by interviewed passengers was the need for greater support for their onward journey after they have been evacuated from the train but remain far from their destination. One passenger commented that "I was literally left in a place in London I don't know, on my own as a woman, and my battery was almost dead. (...) I was panicking about how I was going to get home."

Staff were often praised for 'carrying the day' and being 'really, really helpful' but the report highlighted more staff training was needed to ensure sufficient emphasis on the safety, welfare and experience of passengers while on board and once off a stranded train. Additionally, the report notes that existing guidance recommends a senior manager should be appointed as Stranded Train Champion.

ORR and Transport Focus will bring together the rail operators and Network Rail later in 2024 to follow up on implementation of recommendations to drive forward improvements and ensure these are consistently applied.

The regulator has already raised

concerns over the health, safety and welfare of passengers on stranded trains and has asked rail companies for assurance that simulation exercises form part of emergency planning arrangements for such incidents.

Stephanie Tobyn, director of strategy, policy and reform at ORR, said: "Being stranded on a train for a lengthy period of time is thankfully rare, but when it does happen, rail operators and Network Rail need to work together quickly to assess the situation from a passenger perspective and create a workable plan to safely manage the situation. This plan must assess the conditions on the train, the specific welfare needs of all passengers onboard and the previous experience of public behaviour during such incidents. In talking to passengers, it is clear that staff did the best they could in very difficult circumstances. Rail operators and Network Rail need to improve training and preparedness to implement established procedures so that they can mobilise more quickly to give passengers effective assistance on the train, and should evacuation be required, in supporting them to complete their journey."

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

For the first time in many years a Peak returned to the mainline on July 4th as Class 45 118 is seen powering through Wellington with a loaded test run from Crewe.

[Lee Stanford](#)

Front Cover

DB Class 66 244 takes 6V74 Exeter Riverside - St. Blazey empty china clay tanks through Powderham on July 6th.

[Dave Harris](#)





Class 66 101 takes 6M53 Parkandillack - Cliffe Vale china clay across the harbour at Cockwood on June 27th. *Dave Harris*

Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine.

Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and

we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting these magazines together a joy when we see so many great photos.

These issues wouldn't be possible without contributions from:

Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Barry Beeston, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs,

Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Derek Hopkins, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh,

Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Northern Belle

Northern Belle

Class 57 314 'Conwy Castle' leads 57 313 away from Acton Grange Junction, Warrington with a Hull - Llandudno Junction special on July 20th. The real Conwy Castle will not be far from its destination! *Jeff Nicholls*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Replacing a poorly 'Tangmere', Ian Riley's Class 5 No. 44871 puts on a show and sound as it speeds through Hincaster with the northbound 'Cumbrian Mountain Express' from Crewe to Carlisle on July 13th. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

With Wild Boar Fell covered in mist and rain falling, Ian Riley's Black 5 No. 44871 makes a fine sight and sound as it speeds the return 'Cumbrian Mountain Express' towards Aisgill summit on July 13th. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Ian Riley's Class 5 No. 44871 works 'The Cumbrian Mountain Express' away from Beckfoot and into the Lune Gorge towards Tebay and onwards to Carlisle on August 3rd.
Shep Woolley



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

A splash of sunshine brightens an otherwise moody Pennine backdrop as No. 44871 works the return 'Cumbrian Mountain Express' towards Birkett Tunnel and onto Hellifield on August 3rd. The loco would then work light to York. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

West Coast's Class 47 802 catches the last rays of sunshine crossing Carr Mill Viaduct with 1Z88, a returning excursion from Carlisle to Liverpool Lime Street on July 13th. *Brian Dobbs*



Charter Scene

Vintage Trains

The Shakespeare Express

Great Western Castle Class No. 7029 'Clun Castle' passes Henley-in-Arden with 'The Shakespeare Express' 16:46 Stratford-upon-Avon to Leicester on July 14th. *Chris Morrison*



Charter Scene West Coast Railways

The Dalesman

Overcast conditions again on the S&C on July 11th as SR BoB Class No. 34067 'Tangmere' speeds through Helwith Bridge with the late running northbound 'Dalesman' 1Z43 to Carlisle. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

Seen from St. Andrews Church, SRBoB Class No. 34067 'Tangmere' works across Crosby Garrett Viaduct with the return leg of 'The Dalesman' back to York on July 11th. *Shep Woolley*



West Coast Railways

The Dalesman

▶ Class 37 516 passes Coppull Moor with a returning charter from Carlisle to Chester on June 11th. *John Sloane*

▶ On July 11th, 'Tangmere' stands at Carlisle having arrived from York working 'The Dalesman' with Class 47 802 on the rear. *Michael Lynam*

▶ On July 11th, 'Tangmere' stands at Carlisle having arrived from York working 'The Dalesman' with Class 47 802 on the rear. *Michael Lynam*



Charter Scene West Coast Railways

The Pendle Dalesman

Under threatening skies and before the downpour further north, Ian Riley's Class 5 approaches Helwith Bridge with 'The Pendle Dalesman' raitour to Carlisle on July 16th.
Shep Woolley



Charter Scene West Coast Railways

The Pendle Dalesman

With the rain bouncing off the engine and stock (and my broolly), No. 44871 works the return 'Pendle Dalesman' off Denthead Viaduct and back to Lancaster on July 16th. *Shep Woolley*

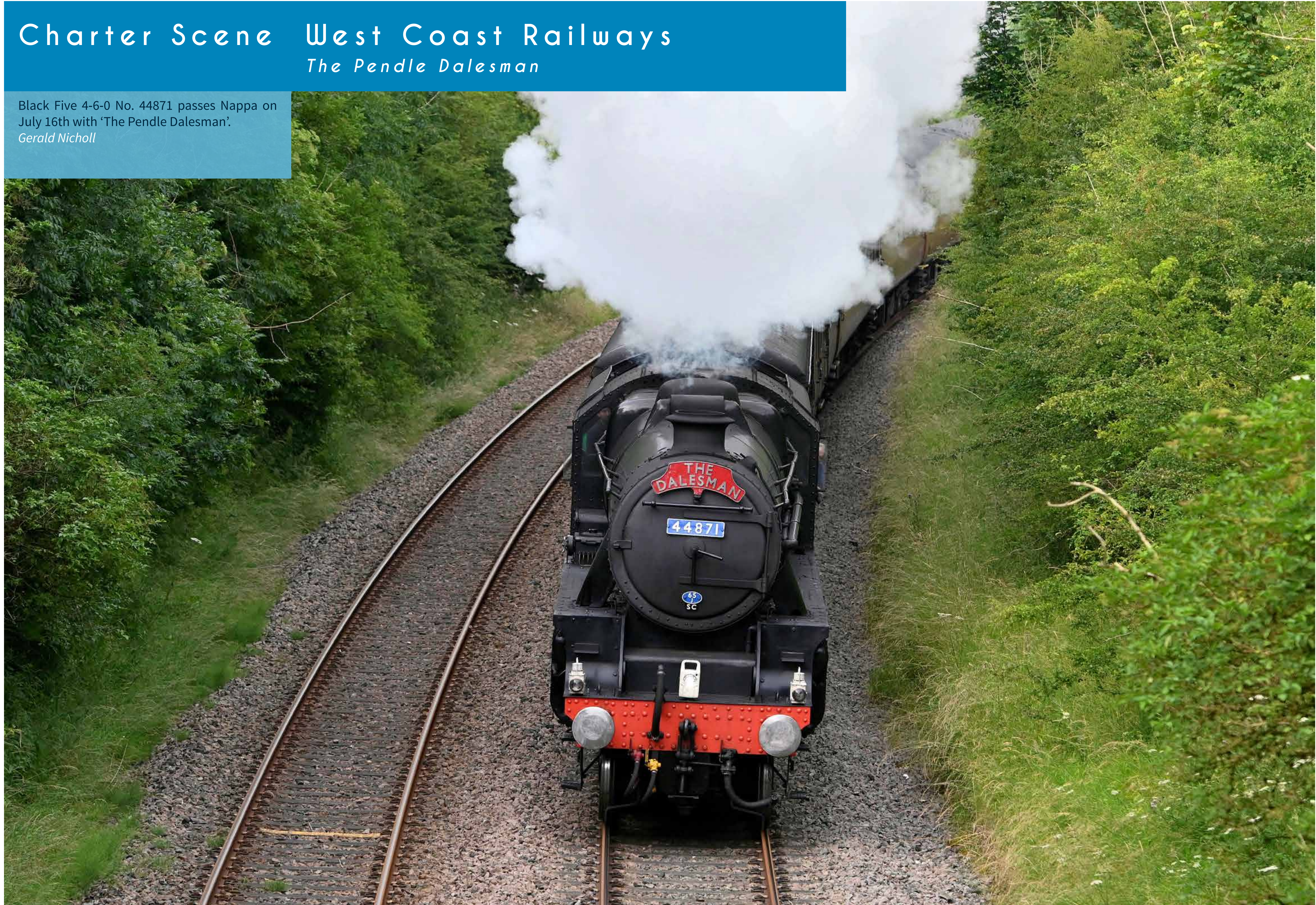


Charter Scene West Coast Railways

The Pendle Dalesman

Black Five 4-6-0 No. 44871 passes Nappa on July 16th with 'The Pendle Dalesman'.

Gerald Nicholl



Charter Scene West Coast Railways

The Pendle Dalesman

Stanier Class 5 4-6-0 No. 44871 heads the returning 'Pendle Dalesman' at Long Preston on July 16th. *Gerald Nicholl*



Charter Scene Railway Touring Company

The Waverley

Threatening skies overhead as SR BoB Class No. 34067 'Tangmere' works 'The Waverley' railtour away from Helwith Bridge heading to Carlisle on July 7th. *Shep Woolley*



Charter Scene Railway Touring Company

The Waverley

No. 34067 'Tangmere' approaches Aisgill summit with the return leg of 'The Waverley' back to York on July 7th. *Shep Woolley*



Charter Scene Railway Touring Company

The Waverley

Ian Riley's Class 5 No. 44871 heads 'The Waverley' railtour 1Z67 away from Helwith Bridge towards Horton in Ribblesdale and on to Carlisle on August 4th. *Shep Woolley*



Charter Scene Railway Touring Company

The Waverley

Making a fine sight and sound Ian Riley's Class 5 No. 44871 works the return 'Waverley' railtour towards Aisgill summit and onwards to York on August 4th. *Shep Woolley*



Charter Scene Branch Line Society

The Nosh and Slosh

On July 15th, Class 52 No. D1015 arrives at Swindon working 1Z52 Birmingham International - Swindon railtour with GBRF's Class 57 306 on the rear. *Ken Mumford*



Charter Scene Branch Line Society

The Nosh and Slosh

'Western Champion' races through Moreton in Marsh with the Branch Line Society's 'Nosh and Slosh' circular tour from Birmingham International on July 21st. *Chris Morrison*



Charter Scene Saltburn Railtours

Bath Spa Express (Day 1 of 3)

West Coast's Class 47 802 and 47 826 pass Harlescott with 1Z65 06:06 Saltburn - Bath Spa on July 5th. *Keith Davies*



Charter Scene Pathfinder Tours

The Jolly Whistler

Class 40 No. D345 gets into its stride between Earlestown and Newton-le-Willows with 'The Jolly Whistler' railtour on July 27th. Class 37 706 was pushing vigorously at the rear.

Jeff Nicholls



Charter Scene Pathfinder Tours

The Jolly Whistler

On July 27th, CFPS Class 40 145 (D345) was used on 1Z37 05:50 Burton on Trent to Skegness rail tour, which took a circuitous route via Crewe and Manchester before reaching Davenport, where it was captured heading towards the Hope Valley and beyond. (37 706 was on the rear). *Barry Longson*



Charter Scene Pathfinder Tours

The Jolly Whistler

Class 40 No. D345 (40 145) passes Retford Thrumpton with Pathfinders 1Z37 Burton - Skegness 'Jolly Whistler' tour on July 27th. West Coast's Class 37 706 on the rear of the train was doing most of the work. *Chris Morrison*



Railway Touring Co.

The North Wales Coast Express

▶ Black 5 No. 44871 coasts through St. Helens Junction station at the head of a Liverpool to Llandudno charter on July 14th. *John Sloane*

▶ Black 5 No. 44871 and Class 47 802 top'n'tail the Liverpool - Llandudno charter at Frodsham on July 14th. *Mark Enderby*

▶ Black 5 No. 44871 and Class 47 802 top'n'tail the Liverpool - Llandudno charter at Frodsham on July 14th. *Mark Enderby*



Charter Scene Railway Touring Company

The North Wales Coast Express

Black Five No.44871 crosses Stephenson's 1830 Sankey Viaduct at dusk with a returning excursion from Llandudno to Liverpool Lime Street on July 14th. *Brian Dobbs*



UK Raitours

The North West Freighter

On July 14th, Class 57 306 passes Charnock Richard with a charter heading for Preston Docks from Folly Lane. *John Sloane*

Class 57 306 is seen on the rear of the returning charter from Preston Docks passing Euxton. *John Sloane*

Class 60 047 passes Euxton with the charter returning from Preston Docks to Wolverhampton via Chester on July 14th. *John Sloane*



Charter Scene Midland Pullman

Torbay Riviera Pullman

Power car No. 43055 leads the 1Z43 Crewe - Paignton past Langstone Rock on June 27th, power car No. 43059 was on the rear.

Dave Harris



Power cars Nos. 43055 and 43046 pass through Charnock Richard cutting with a Derby to Carlisle charter on July 4th. *John Sloane*



Charter Scene Midland Pullman

Torbay Riviera Pullman

The LSL Blue Pullman HST set led by power car No. 43059 takes the return leg of 1Z43 'Torbay Riviera Pullman' across the harbour at Cockwood on June 27th. *Dave Harris*



Charter Scene

Pathfinder Railtours

The Mazey Day Cornishman

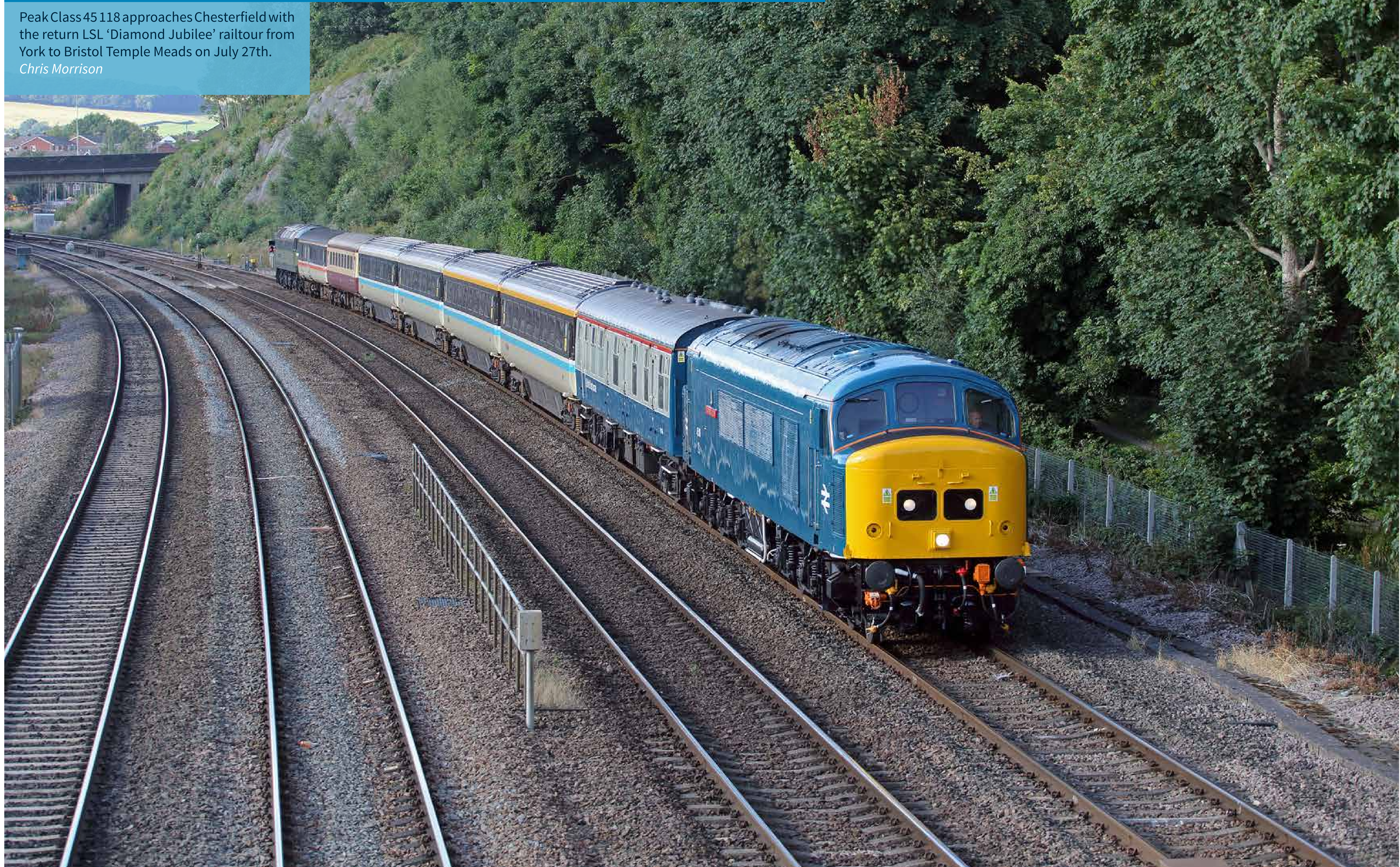
GBRf Class 50 007 and 50 049 take the curve through Langstone Rock with 1Z50 Dorridge - Penzance 'Mazy Day Cornishman' tour on June 29th. *Dave Harris*



Charter Scene Inter-City

Diamond Jubilee Express

Peak Class 45 118 approaches Chesterfield with the return LSL 'Diamond Jubilee' railtour from York to Bristol Temple Meads on July 27th.
Chris Morrison



Branch Line Society

The Cappagh Capital Campaigner

▶ Class 60 028 top and tailing with 60 055 heads past South Croydon on the fast line with the 14:09 London Waterloo - Hove leg of 'The Cappagh Capital Campaigner' on August 3rd.
Chris Morrison

▶ Class 60 055 and 60 028 top and tail the BLS 'Cappagh Capital Campaigner' tour approaching Malden Manor on the Chessington branch en-route from Chessington South to London Waterloo on August 3rd.
Chris Morrison



Charter Scene Statesman Rail

Cornish Riviera Mazey Day Statesman

Class 47 810 (D1924) 'Crewe Diesel Depot' and 47 712 'Lady Diana Spencer' head 1Z64 Wolverhampton - Penzance past Langstone Rock on June 29th. *Dave Harris*



Charter Scene Railway Touring Company

The Dorset Coast Express

On July 24th, Black 5 Nos. 44871 assisted by 47 812 on the rear thunders through Weyhill Road cutting on the start of the climb towards Grateley. The train had started at London Victoria and headed to Weymouth reversing at Southampton. *David Lindsell*



Charter Scene Statesman Rail

Cornish Riviera Statesman

Class 47 No. D1924 'Crewe Diesel Depot', and 47 712 'Lady Diana Spencer', with a Derby to Penzance charter are seen passing through Dawlish on July 31st. *Allison Twycross*



LSL Private Charter

Blue Peter Demonstration Train

On July 13th, No. 60532 'Blue Peter' and Class 57 311 top'n'tail a private charter, 1Z32 London King's Cross to York, seen here before departure at London King's Cross. *Rob Dixon*

On July 13th, No. 60532 'Blue Peter' and Class 57 311 top'n'tail a private charter, 1Z32 London King's Cross to York, seen here before departure at London King's Cross. *Rob Dixon*

On July 13th, No. 60532 'Blue Peter' and Class 57 311 top'n'tail a private charter, 1Z32 London King's Cross to York, seen here before departure at London King's Cross. *Rob Dixon*



Charter Scene Railway Touring Company

The Royal Duchy

Black 5 No. 44871 with a Bristol to Par charter passes through Dawlish on July 28th.
Allison Twycross



Charter Scene Railway Touring Company

The Royal Duchy

Black 5 No. 44871 with Class 47 812 powering on the rear are seen operating 1Z34 16:55 Par - Bristol Temple Meads passing over Largin Viaduct on July 28th. *Barry Beeston*



Charter Scene Branch Line Society

The Glasgow GM

Organised by the Branch Line Society 'The Glasgow GM' railtour passes a heavily shadowed Reddish South on June 23rd behind Class 57 306 running from Glasgow Central to Derby.
Lee Stanford



GBRf Staff Charter

Private Charter

▶ Class 57310 runs through Leyland with a private charter returning from Blackpool to Cardiff on July 20th. *John Sloane*

▶ Caught at Winwick, Class 57 306 leads 57 310 as they race noisily north from Cardiff to Blackpool on July 20th. *Jeff Nicholls*

▶ A GBRf staff excursion operated from Cardiff to Blackpool on July 20th, headed by Class 57 306. The train is seen approaching Preston on the little used down goods loop. *Lee Stanford*



Charter Scene Steam Dreams

Haywards Heath & Three Bridges to Oxford

On July 13th, Royal Scot Class No, 46100 'Royal Scot' passes Mill Lane, Islip working 1Z70 Haywards Heath - Oxford. *David Lindsell*



Charter Scene Railway Touring Company

The End of Southern Steam

Southern Pacific No. 35028 'Clan Line' sweeps around the curve into Whitchurch station with the Railway Touring Company's 'The End of Southern Steam' on July 9th, heading for the Yeovil Junction heritage platform. The tour had started from London Victoria and would continue to Weymouth diesel hauled by Class 47 812, before returning to London Waterloo.
David Lindsell



Bishop Trains

Rail Excursion to Chester

▶ Power cars Nos. 43089 and 43159 pass Helsby on August 3rd with a Newcastle - Chester charter. *Brian Battersby*

▶ The 125 Group operated a railtour from Newcastle to Chester on August 3rd using their restored HST. The service led by power car No. 43089 is seen approaching Heaton Norris Jct. *Lee Stanford*

▶ Power cars Nos. 43159 and 43089 working 1Z45 Chester - Newcastle pass Plumley on August 3rd. *Mark Enderby*



Saphos Trains

Settle & Carlisle Fellsman

▶ Gresley Pacific No. 60007 'Sir Nigel Gresley' heads away from Hellifield with the 'Settle & Carlisle Fellsman' on July 3rd. *Gerald Nicholl*

▶ LNER A4 No. 60007 'Sir Nigel Gresley' storms through Coppull on June 5th at the head of a Crewe and Chester to Carlisle charter. *John Sloane*

▶ 'Sir Nigel Gresley' returns from Carlisle to Chester and Crewe and approaches Charnock Richard in the fading light of the evening of June 5th. *John Sloane*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

A4 No. 60007 'Sir Nigel Gresley' approaches Pleasington with a charter returning from Carlisle to Blackpool on July 3rd. Class 57 311 was on the rear. *John Sloane*



Charter Scene ECS and Light Engine Moves

Caledonian livered Class 86 401 'Mons Meg' makes a fine sight speeding past Winwick Quay, with 5Z79 12:35 London Euston to Carnforth Steamtown ECS, with West Coast Railway's Class 47 848 on the rear. *Paul Senior*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 245 hauls a rake of blue and grey Mk2 coaches through Burton on Trent, working 5Z40 from Wetmore Sidings to Carnforth on July 29th. *Barry Longson*

▶ Class 50 008 working 0V50 Eastleigh TRSMD to Bristol Barton Hill heads through Swindon on July 22nd. *Colin Pidgeon*

▶ With the whistle sounding, A2 Pacific No. 60532 'Blue Peter' approaches Northampton on a positioning move running as 5Z30 07:16 Crewe H.S. to Southall Loco Services Ltd. on July 12th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ Class 57 315 heads a Carnforth to Bristol Kingsland Road ECS past Charnock Richard on July 4th. Class 57 314 was at the rear.

John Sloane

▶ Class 40 No. D345 and 37 706 coast through Lostock Hall during a test run from Carnforth on July 15th. *John Sloane*

▶ Stanier Black 5 No. 44871 bimbles through Northampton with it's support coach running as 5M43 10:11 Southall to Carnforth Steamtown on July 31st. *Derek Elston*



Charter Scene

ECS and Light Engine Moves



Class 33 207 leads No. 35018 through Coppull with a Southall to Carnforth empty stock working on June 11th. *John Sloane*



On July 4th, Class 57 311 departs from the goods loop at Crewe returning stock to the depot following the loaded test run of Peak Class 45 118. *Lee Stanford*



On July 13th, Class 47 No. D1924 'Crewe Diesel Depot' heads through Islip in Oxfordshire with an ECS working to Bicester depot. *David Lindsell*



Charter Scene

ECS and Light Engine Moves

▶ Class 37 409 'Loch Awe' with Deltic No. D9000 'Royal Scots Grey' in tow running as 0Z27 13:50 Barrow Hill L.I.P. to Crewe H.S. patiently awaits the road at Stafford on July 11th.

Derek Elston

▶ Class 57 010 rattles through Stafford on the down fast with two coaches in tow as 5M43 13:49 Lichfield North Junction (LI) to Carnforth Steamtown on July 11th. *Derek Elston*

▶ 'Sir Nigel Gresley' passes Kempseye on July 21st with 5Z98 10:09 Bishops Lydeard - Crewe H.S. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

▶ Class 86 401 'Mons Meg' passes Charnock Richard cutting on June 9th with an empty stock working from Rugby to Carnforth. Class 57 315 was on the rear. *John Sloane*

▶ Class 37 No. D6817 (37 521) with 57 007 DIT in the consist of 5Z4407:09 Crewe H.S. to Eastleigh Arlington (Zg), passes through Northampton on July 30th. *Derek Elston*

▶ Class 45 118 arrives at Shrewsbury on July 28th working 5Z36 13:36 Bristol East Deptot - Crewe ECS. *Phil Martin*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 760 and 57 010 thunder through Euxton with an empty stock movement from Burton to Carnforth on July 2nd. *John Sloane*

▶ Class 37 No. D6817 (37 521) heads through Northampton working 5Z44 09:49 Eastleigh Arlington (Zg) to Crewe H.S. on July 31st. *Derek Elston*

▶ Class 57 306 and 57 310 top'n'tail a Burton to Bo'ness ECS through Standish on June 21st. *John Sloane*



Charter Scene

ECS and Light Engine Moves



Class 67 021 leads a Stewarts Lane to Hamilton empty stock working through Standish on June 2nd. Class 67 024 was at the rear and the working was to position the train for a charter in Scotland. *John Sloane*



The unusual sight of a solo Class 43 as No. 43059 passes Northampton working 0Z44 08:15 Crewe H.S. to Eastleigh Arlington (Zg) on July 12th. *Derek Elston*



Class 47 812 runs through Charnock Richard cutting with empty stock from London Euston to Carnforth on June 2nd. *John Sloane*





Avanti West Coast boosts recycling rates at stations with waste segregation officers

Avanti West Coast has prevented nearly 500 tonnes of recyclables from going to waste since introducing Waste Segregation Officers at its stations a year ago. Over the course of 12 months, 494 tonnes of materials including metal, paper, glass, and plastic disposed of at four stations on the West Coast Main Line were sorted as part of the train operator's recycling initiative, which is delivered in partnership with waste management company, SWRnewstar. Around the equivalent weight of a Pendolino (the iconic train of the west coast), the recyclables recovered meant 54 percent of waste disposed of could be transformed into raw materials for new products. The segregation officer role, which supports part of the intercity operator's sustainability strategy, was first introduced at Crewe station to maximise the amount of waste materials being recycled. Following a successful trial that saw recycling rates increase from 20 percent to nearly 60 percent, the role was introduced at Birmingham International, Carlisle, and Stafford.

Based at the station, the segregation officer is responsible for separating waste from customer bins, staff areas, and tenants – ensuring items are properly sorted for recycling. Waste is categorised into dry mixed recycling,

food, glass, and general waste before being collected and sent to a materials recovery facility – where the items are processed for use as raw materials. Coffee cups have recently begun to be segregated at all four locations to further increase recycling rates – with around 30,000 collected every two weeks. Birmingham International, Carlisle, Crewe, and Stafford were selected by Avanti West Coast and SWRnewstar as locations to host a segregation officer to target places with a high volume of waste and low levels of recycling to improve rates. In May 2024, Birmingham International station achieved the highest recycling rate of 71 percent of all four stations - an increase from 31 percent in May 2023 when the Waste Segregation Officer role was introduced. By sorting waste on site, it helps prevent contamination of materials and enables more waste to be separated manually. This approach supports Avanti West Coast's efforts to maximise recycling – with the aim to reduce, reuse or recycle 60 percent of waste at its 16 managed stations by March 2025. Between April 2023 and April 2024, the intercity operator maintained its commitment of zero waste to landfill. Its focus is now on improving its recycling performance. The Waste Segregation Officer role is set to be rolled out further – with three more stations set to benefit from the

dedicated resource by March 2025.

Melanie Hockenull, Head of Sustainability at Avanti West Coast, said: "We're committed to reducing our impact on the environment and recycling is a key activity to help achieve this. Working with SWRnewstar to have Waste Segregation Officers in place at our stations is the most impactful way we can improve our recycling rates. We're already seeing great results from their work – with more waste items being transformed into raw materials. We want to build on this by introducing this role at more locations, so we can better maximise the recovery of recyclable items and continue to drive sustainability improvements across the west coast."

George Tilley, Corporate Account Manager at SWRnewstar, said: "Avanti West Coast have proven that through targeted investment, and a collaborative partnership with their waste service provider they're able to improve their recycling rates even in the most challenging of environments. It's been a pleasure to work with Avanti on the segregation initiative, and we look forward to expanding the service offering at further locations across the estate."

Avanti West Coast

▶ Class 390 119 speeds through Coppull with a Glasgow bound service on June 5th.

John Sloane

▶ Class 57 307 drags failed 390 005 through Euxton on June 12th. The Pendolino had previously failed near Plumpton and was being taken to Longsight. *John Sloane*

▶ Class 805 005 is on a mileage accumulation run from Wembley to Preston as it speeds into Wigan North Western on June 4th.

John Sloane



Avanti West Coast

With shadows slowly creeping into the cutting at Heaton Chapel on July 5th, Class 390 020 is seen with the 15:15 Manchester to London Euston service. *Barry Longson*



Avanti West Coast's loyalty programme wins at leading marketing awards

Avanti West Coast's loyalty programme Club Avanti has been honoured at the annual Marketing Society Awards.

The intercity operator scooped the Customer Engagement and Loyalty category at the event which is regarded as the leading marketing awards in the UK.

At the ceremony the judging panel highlighted the operator's "dedication to putting customers at the heart" of Club Avanti to deliver new "levels of engagement" and benefits for them.

This award win comes just two months since the loyalty programme was successful at the International Loyalty Awards.

Club Avanti is pivotal in the train operator's goal to provide customers with great value for money and encourage them to choose the train over other modes of transport. Since its launch two years ago, the scheme has attracted over 375,000 members, with £5 million worth of reward journeys, in Standard Premium and First Class, awarded on Avanti West Coast services.

When joining Club Avanti new members get 10 percent off their next return journey, a free welcome hot drink and 10 percent off all items at the Onboard

Shop. If members make nine journeys within 12 months from their joining date, they are elevated to Gold status and qualify for one free Standard Premium return journey. Platinum membership is achieved by members who make 21 journeys, and therefore rewarded with a free First Class return ticket.

Sarah Copley, Commercial Director at Avanti West Coast, said: "I'm delighted that Club Avanti has been recognised again for the benefits it delivers to our customers. The loyalty scheme is really popular, and the number of members continues to grow with more joining every month."

Avanti West Coast

Having been signalled into Stockport's platform 4 on July 19th, Class 390 040 is captured crossing from the slow to fast line at Heaton Norris Junction while working the 12:33 London Euston to Manchester service.

Barry Longson

Class 390 047 heading to London Euston speeds past Bradley on June 19th. *John Sloane*

Class 390 046 on a London Euston - Glasgow Central service heads away from Skew Bridge towards Preston on June 14th. *John Sloane*



Avanti West Coast

▶ Slowly taking over from Voyagers on London to North Wales diagrams, 'Everos' Class 805 008 and 805 011 pass Rugeley Trent Valley on July 23rd, working the 12:48 Holyhead to London Euston service. *Barry Longson*

▶ Class 390 010 speeds past Slindon on July 30th working the 1F22 London Euston - Liverpool Lime Street service. *Phil Martin*

▶ Class 221 108 and 221 105 depart Stafford on July 18th working a Chester - London Euston service. *Michael Lynam*



Avanti West Coast

▶ Class 390 134 passes Heaton Chapel on July 8th with a Manchester Piccadilly to London Euston service. *Lee Stanford*

▶ Class 221 109 and 221 102 pass Slindon on July 30th working the 1D87 London Euston - Chester service. *Phil Martin*

▶ Still hanging on to West Coast work, Voyagers Class 221 105 and 221 108 pass Rugeley Trent Valley on July 23rd with the 15:32 Chester to London Euston service. *Barry Longson*



Avanti West Coast

▶ Class 805 005 passes Slindon on July 30th working 1A50 14:32 Chester - London Euston service. *Keith Davies*

▶ Class 390 121 speeds through Leyland with a London Euston bound service on July 20th. *John Sloane*

▶ Class 390 121 passes Slindon working 1H68 London Euston - Manchester Piccadilly service. *Phil Martin*



Chiltern Railways

▶ DVT No. 82309 stands at Leamington Spa on July 17th leading a service to London Marylebone.
Richard Hargreaves

▶ Class 168 215 is seen at Leamington Spa on July 17th with a service to London Marylebone.
Richard Hargreaves

▶ Class 168 002 is seen at Leamington Spa on July 17th with a service to London Marylebone.
Richard Hargreaves



Colas Rail

▶ Seeing double at Doncaster on July 13th as Class 56 090 and 56 302 await their next duties.
Lee Stanford

▶ Class 56 113 passes Coppull Moor during a move from Carlisle to Crewe on July 2nd.
John Sloane

▶ Class 70 809 is passed by a Blackpool to Liverpool service at Charnock Richard whilst working light engine from Crewe to Carlisle on July 23rd.
John Sloane



Colas Rail

▶ HNRC liveried Class 37 405 passes Guide Bridge on July 12th taking a crane from Crewe to Guide Bridge for attention. *Lee Stanford*

▶ Class 70 803 passes Slindon on July 30th working 6K88 Bradwell - Crewe Basford Hall. *Phil Martin*

▶ On July 30th, Class 70 806 passes Acton Bridge with a Carlisle - Crewe Basford Hall light engine move. *Brian Battersby*



Colas Rail

Fuel for Neville Hill depot is delivered by rail and on July 11th, Class 70 814 passes through Leeds with the short 14:25 Neville Hill - Lindsey empty fuel tanks. Northern's Class 150 004 which can be seen in the background was working a Sheffield service. *John Goodrich*

On July 11th, having run round its consist, Class 70 809 is seen at Stafford working 10:07 Bradwell Up Sidings Colas to Basford Hall Yard (Fl). *Derek Elston*

Class 70 803 working the 6M50 Westbury to Bescot heads through Swindon on July 24th. *Colin Pidgeon*



Colas Rail

▶ An unusual sight on the Preston Dock to Haverton Hill discharged Bitumen train on July 3rd was hired-in Class 70 009, seen passing Lostock Hall Junction. *John Sloane*

▶ On July 18th, Class 70 809 departs with an engineers train from Bradwell Sidings Longport - Crewe Basford Hall. *Michael Lynam*





SRSA MAKE HISTORY AT SEVERN TUNNEL

In a rail industry first, the South Rail Systems Alliance (SRSA) successfully renewed a full length of track throughout the iconic Severn Tunnel in one possession. Working across a 16-day blockade running in early July 2024, our SRSA's Kings Norton division installed over 7097m of new track on the down line, starting at the England entrance and moving through to Wales.

With a phased renewal programme, the team completed the renewals in approximately 700 metre sections so that a conveyor belt of activities could progress seamlessly through the tunnel using multiple engineering trains and work fronts. In total the team handled:

- 7097m new track system installed
- 66 x 216 metre rails
- 10,800 sleepers
- 22,000 tonnes of new ballast
- 24,000 tonnes of spoil

This work was finished with our On Track Machine fleet, with our Tampers

finalising the track position and our Freight Division forming part of the 41 engineering trains in operation to transport materials and spoil.

Speaking about the success of the scheme, SRSA Head of Operations Wales and West, Shaun Hodges said "Meticulous planning and delivery work by our Kings Norton team, what we completed over 16 days is an incredible achievement. Excelling at track installation is what we do best. Thank you to my team and everyone else who played their part in this success."

Network Rail's Track Programme Director, Brian Paynter said "With all the track in the tunnel now less than two years old, it is the best consistent condition than it has been for generations and certainly in the safest and tidiest condition as you have left it spotlessly clean.

"This is the longest single mobilisation conventional track renewal that anyone that I can remember, with the added complexity of working in what used to be the longest underwater tunnel in the world.

"We were privileged to be given this access and the industry is even more privileged to be offered your efforts within it. The SRSA have turned what used to be one of our most inefficient track renewals jobs into one of the most efficient from a unit rate perspective.

"Thank you to everyone involved, you know how much I appreciate it and thanks for your hospitality on all my visits and hosting all the other visitors who were mightily impressed."

The SRSA have enjoyed an annual tradition of renewing the track in the Severn Tunnel, completing a 10-day possession in summer 2022 before following up with another 10-day blockade in the summer of 2023.

The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.

▶ Class 220 032 operating 1V58 10:08 Edinburgh Waverley - Penzance service is seen passing over St. Pinnock Viaduct on July 17th.

Barry Beeston

▶ Class 221 116 working the 1V58 10:08 Edinburgh Waverley - Penzance is seen passing through Respryn on July 21st. *Barry Beeston*

▶ On July 17th, Class 220 001 calls at Leamington Spa with a Manchester - Bournemouth service.

Richard Hargreaves



CrossCountry

▶ Class 220 007 and 221 126 make an impressive sight as they pass Heaton Chapel on July 28th working the 15:03 Manchester Piccadilly to Bristol Temple Meads service. *Lee Stanford*

▶ Class 221 144 arrives at Stockport on July 31st with a service to Manchester Piccadilly. *Mark Enderby*

▶ On July 18th, Class 220 008 passes through Longport working a Bristol Temple Meads - Manchester Piccadilly service. *Michael Lynam*



DB Cargo

▶ Class 66 087 passes Kempseye with 6V75 09:30
Dee Marsh Reception Sidings - Margam TC on
July 18th. *Keith Davies*

▶ Class 66 177 passes Bayston Hill with 6V75
09:30 Dee Marsh Reception Sidings - Margam
TC on July 4th. *Keith Davies*

▶ Class 66 087 hauling the 6M85 13:30 Margam
- Carlisle heads through Shrewsbury on July
28th. *Phil Martin*





DB Cargo

On a working that was a Class 60 diagram until their withdrawal, Class 66 095 has charge of 6F05 16:23 Tunstead to Lostock Works at Peak Forest on July 18th. *Barry Longson*



DB Cargo

Caught on camera with seconds to spare, Class 66 020 with 66 059 out of sight on the rear, cross Stockport Viaduct on July 5th with 6H59 Ashburys to Dowlow Briggs. *Barry Longson*

Maritime liveried Class 66 148 heads north through Acton Bridge on July 23rd. *Brian Battersby*

Class 66 117 creeps from underneath the WCML as it approaches Wigan Wallgate on June 4th whilst working a Knowsley to Wilton empty binliner train. *John Sloane*



DB Cargo

▶ Class 66 199 leads a diverted 402109:20 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 through Northampton on July 31st. *Derek Elston*

▶ Class 66 032 sits in the headshunt at Peak Forest on a sunny July 18th. *Barry Longson*

▶ Maritime liveried Class 66 142 hurries through Euxton hauling Royal Mail units from Mossend to Crewe electric depot on June 29th. *John Sloane*



DB Cargo

▶ Class 66 652 exits the south portal of Up Holland Tunnel, with the lightly loaded 6E26 10:51 Knowsley to Wilton, industrial and domestic waste train on July 15th. *Paul Senior*

▶ Class 92 029 passes Coppull Moor during a return test working from Carlisle to Crewe on July 2nd. *John Sloane*

▶ On July 18th, Class 66 143 is seen at Peak Forest, stabled at the head of a loaded train ready for departure. *Barry Longson*



DB Cargo

▶ Class 66 190 passes Balshaw Lane and Euxton with the Seaforth to Mossend intermodal on July 2nd. *John Sloane*

▶ Maritime liveried Class 66 051 is seen at Stafford waiting for the signal to clear so it can proceed with the 4V09 from Warrington Arpley to Didcot. *Lee Stanford*

▶ Class 66 176 hauling the 6C03 Northolt to Severnside heads through Swindon on July 22nd. *Colin Pidgeon*



DB Cargo

▶ Class 66 034 passes Standish with a Seaforth to Mossend intermodal on July 16th.

John Sloane

▶ Class 66 087 passes Coppull Moor with the overnight Hardendale to Margam limestone working on July 8th. *John Sloane*

▶ A shiny shed finds DB's Class 66 084 passing Northampton working 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd on July 15th.

Derek Elston



DB Cargo

▶ Re-gear'd Class 66 652 has charge of 6E26 11:51 Knowsley to Wilton loaded waste on July 19th, seen at Heaton Norris Junction.
Barry Longson

▶ Class 66 136 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on July 19th. *Keith Davies*

▶ On July 18th, the cloud rolled in at Peak Forest, as Class 66 067 arrived with 6M82 12:08 Walsall to Dowlow Briggs. *Barry Longson*





DB Cargo

Class 66 165 powers through Tyseley with the 4043 Wakefield Europort to Southampton Western Docks on July 19th. Tyseley depot and the buildings in Birmingham city centre form the backdrop.
Chris Morrison



DB Cargo

▶ Class 66 103 on a late running (150mins) 1M27 Shieldmuir - Willesden passes Winwick on July 27th. *Mark Enderby*

▶ Class 66 044 heads south through Leamington Spa on July 17th. *Richard Hargreaves*

▶ Still being diverted due to the landslip near New Mills, the 6H52 12:00 Dowlow to Ashburys is seen at Heaton Norris on July 19th, with Class 66 074 leading with 66 020 out of sight on the rear. *Barry Longson*



DB Cargo

▶ Class 66 205 hauling the 6E16 Knowsley to Wilton EfW heads through Warrington Bank Quay on July 12th. *Mark Enderby*

▶ Class 66 199 with a Trafford Park to Arpley move conveying wagons for repair passes Moore on July 27th. *Mark Enderby*

▶ On July 11th, Class 66 051, in Maritime livery, passes through Preston with an intermodal from Seaforth - Mossend. *Michael Lynam*



DB Cargo

▶ On July 4th, Class 66 192 passes through Manchester Piccadilly with an intermodal working from London Gateway - Trafford Park.
Michael Lynam

▶ Class 66 068 working a diverted 4M71 09:03 Southampton Western Docks Berth 109 to Birch Coppice Exchange Siding is seen at Northampton on July 31st.
Derek Elston

▶ Class 66 096 leads the 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd through Northampton on July 31st.
Derek Elston



On July 21st, GBRf's Class 60 096 'Skiddaw', hired in by DC Rail, catches a burst of evening sunshine as it crosses Carr Mill Viaduct with 6D85 Ravenhead Sidings to Chaddesden Sidings. *Brian Dobbs*



DC Rail Freight

▶ GBRf's Class 60 096 'Skiddaw', on hire to DC Rail, heads southbound at Winwick with 6D85 Ravenhead Sidings to Chaddesden Sidings sand empties on July 28th. *Brian Dobbs*

▶ On July 13th, Class 60 046 'William Wilberforce' is seen hauling the Westbury stone empties on the main line just west of Didcot station. *David Lindsell*



DC Rail Freight

▶ Class 60 046 leads 60 028 on 6Z60 Willesden to Merehead Quarry as the pair pass Crofton on July 29th. *Michael Bennett*

▶ The 6Z52 Tytherington to Wembley with Class 60 029 as the power is seen running 90 minutes late as it passes Crofton on July 29th. *Michael Bennett*

▶ Class 60 028 on a very early Ravenhead - Chaddesden passes Winwick on July 14th. *Mark Enderby*



Direct Rail Services

▶ Class 68 003 'Astute' heads northbound at Winwick with 4S45 Daventry to Coatbridge on July 28th. *Brian Dobbs*

▶ Class 66 428 and 66 091 are seen at the head of the Carlisle to Crewe engineers train at Coppull on June 11th. *John Sloane*

▶ Class 68 033 and 68 034 pass Bradley with the 6K73 working from Sellafield to Crewe on July 17th. *John Sloane*



Direct Rail Services

▶ Class 68 002 heads the 4S44 intermodal from Daventry to Mossend as it passes Euxton Balshaw Lane on June 12th. *John Sloane*

▶ Class 66 421 runs through Stafford working 6G94 12:20 Basford Hall to Bescot Engineers Yard on July 23rd. *Barry Longson*

▶ Class 66 423 passes Euxton with a short engineers' train to Crewe on June 12th. *John Sloane*



Direct Rail Services

Class 88010 passes Euxton with a later running 'Tesco' train from Daventry to Mossend on June 29th. *John Sloane*



Rail event proves a huge success

Direct Rail Services' (DRS) open days saw over 1,500 people gather for a family fun day, while raising thousands of pounds for deserving causes.

Nuclear Transport Solutions' (NTS) rail division, DRS, once again opened its gates to families and enthusiasts from across the country at its Carlisle depot.

This year's event took place on Saturday July 6th at the Kingmoor rail depot.

The day raised over £65,000 for DRS's sponsorship and donations fund, one of the highest figures in the open day's history, which will be donated to charities and

good causes across the UK.

The day had plenty to keep the whole family entertained with the opportunity to sit in a real locomotive cab, get up close to working engines, a nameplate auction, kids' activities and much more.

There were also two very important locomotive namings at the event. The first saw 'Charlie Birse' unveiled on Class 66 locomotive 66 429. Charlie worked as an Engineering Team Leader and TSSA union representative, dedicating 23 years of his life to DRS until his sad death last year.

Seth Kybird, NTS CEO, gave a personal account of Charlie before revealing the new nameplate. Charlie's family attended the event and were presented with a commemorative nameplate in his honour.

The second naming was for locomotive 66431 'Kingmoor TMD' which was unveiled by Gottfried Eymmer, NTS Managing Director for Rail; and David Peattie, Nuclear Decommissioning Authority CEO.

Gottfried said: "It was such a great day for all of our guests, it's a rare opportunity to show people how a rail depot works and get up close to the fantastic locomotives we have.

"We're really proud of the work we do and to be able to share that with so many enthusiastic people was fantastic to see.

"I want to say a huge thank you to everyone who came along and all of our staff volunteers for making the event such a special day."

Direct Rail Services

DRS held an Open Day at Carlisle Kingmoor on July 6th and up on the jacks for display purposes was Class 68 016. *Lee Stanford*

Among the exhibits were Class 68 034, 68 033 and unique liveried 68 006. *Lee Stanford*

A collection of DRS power at Carlisle Kingmoor as Class 68 001, 66 421 and 57 309 are seen inside the depot. *Lee Stanford*



Direct Rail Services

▶ Class 68 016 passes Euxton whilst working the 4M27 intermodal from Mossend to Daventry on June 29th. *John Sloane*

▶ Class 68 018 runs through Charnock Richard cutting on July 4th with a Mossend to Daventry intermodal. *John Sloane*

▶ DRS still provide a Thunderbird locomotive at Carlisle and on a sunny July 6th, Class 57 308 stands by the wall at Carlisle ready to rescue any failures. *Lee Stanford*



Direct Rail Services

▶ Class 68 004 passes Slindon on July 30th working 4S44 Daventry - Coatbridge.
Keith Davies

▶ On July 11th, Class 68 002 approaches Preston working an intermodal from Daventry - Coatbridge.
Michael Lynam

▶ On July 23rd, Class 68 017 shatters the peace at Stafford as it hurries through with 4S44 12:16 Daventry to Coatbridge intermodal.
Barry Longson



Direct Rail Services

▶ Class 88007 'Electra' approaches Northampton working 4L48 13:37 Daventry DRS (Tesco's) to Tilbury 2 Container Terminal Fl on July 31st.
Derek Elston

▶ Class 66 031, on long term hire from DB to DRS, working 4M07 10:02 Tilbury 2 Container Terminal Fl to Daventry DRS (Tesco's) heads through Northampton on July 31st.
Derek Elston

▶ Class 66 421 'Gresty Bridge T.M.D.' and 66 430 working 6G94 12:20 Basford Hall Yard (Fl) to Bescot Up Engineers Sidings pass through Stafford on July 11th.
Derek Elston



Direct Rail Services

On July 18th, Class 68 003 passes through Stafford with an intermodal from Coatbridge - Daventry. *Michael Lynam*

Class 88 001 'Revolution' on light engine move 0K88 14:00 Daventry DRS (Tesco's) to Crewe Gresty Bridge (DRS) passes Stafford on July 11th. *Derek Elston*

Class 88 010 'Aurora' approaches Northampton with 4L48 13:37 Daventry DRS (Tesco's) to Tilbury 2 Container Terminl Fl on July 15th. *Derek Elston*



East Midlands Railway

On July 2nd, Class 222 001 is seen at Sheffield with the 10:30 service to London St. Pancras.
Allison Twycross

Class 158 862 and 158 770 slow for their booked stop at Chesterfield on July 29th, while working the 08:56 Norwich to Liverpool service.
Barry Longson

Class 222 006 departs Chesterfield working the 12:37 Sheffield to London St. Pancras service on a very warm July 29th.
Barry Longson



East Midlands Railway

▶ Class 170 205 leads yet to be reliveried 170 208 through Heaton Chapel on July 28th with a Liverpool to Norwich service. *Lee Stanford*

▶ On July 18th, Class 170 508 passes through Longport working a Newark Castle - Crewe service. *Michael Lynam*

▶ Class 158 846 passes through Longport on July 18th working a Crewe - Newark Castle service. *Michael Lynam*



Freightliner

▶ Class 90 007 and 90 043 run through Euxton on the evening of June 6th with the 4M80 service from Mossend to Crewe. *John Sloane*

▶ Class 90 005 and 90 007 pass Bradley with the 4M80 Coatbridge to Crewe liner on July 17th. *John Sloane*

▶ Class 66 512 leads 70 015 south through Leamington Spa on July 17th with a light engine move to Southampton Maritime. *Richard Hargreaves*



Freightliner

Class 90 041 and 90 009 working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. approach Northampton on July 31st.

Derek Elston

On July 18th, Class 66 602 passes through Stafford hauling a Tunstead - Northampton aggregates train. *Michael Lynam*

An unusual sight at Northampton on July 15th, finds Class 59 205 running light engine as OA59 09:29 Basford Hall Yard (Fl) to Wembley Receptions 1-7. *Derek Elston*



Freightliner

▶ Class 59 204 approaches Westbury with a unknown stone working on July 3rd.
Michael Bennett

▶ Class 66 610 passes Coppull Moor with a Hardendale to Tunstead empty limestone working on July 2nd. *John Sloane*

▶ Class 90 047 and 90 049 pass Bradley on July 13th with the evening Coatbridge to Crewe liner. *John Sloane*



Freightliner

▶ Class 66 622 approaches Charnock Richard with a Hardendale to Tunstead working on July 23rd. *John Sloane*

▶ Class 66 544 hauling the 6C52 West Drayton to East Usk passes Purton Lane foot crossing on July 18th. *Ken Mumford*

▶ Class 90 042 and 90 005 pass Coppull Moor at the head of the 4M80 working from Coatbridge to Crewe on July 8th. *John Sloane*



Freightliner

▶ Class 59 103, the last Class 59 in the old blue and grey livery, is seen on the Woking stone empties near Grateley on July 10th.

Michael Bennett

▶ Class 66 540 with the 4L33 Wentloog to London Gateway heads through Swindon on July 22nd.

Colin Pidgeon

▶ Class 66 420 is unusually seen on the down fast at Rugeley Trent Valley on July 23rd, in charge of 6K50 15:12 Toton to Basford Hall engineers.

Barry Longson





Freightliner

▶ Class 70008 clags its way through Northampton with a well laden 4014 06:42 Basford Hall Yard (FI) to Southampton M.C.T. on July 30th. *Derek Elston*

▶ Class 66 531 leads the 4L44 06:15 Trafford Park F.L.T. to London Gateway through at Northampton on July 30th. *Derek Elston*

▶ Class 90 011 leads 90 015 and 90 016 through Northampton with a late running 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on July 31st. *Derek Elston*



Freightliner

▶ Paired up, Class 90 007 and 90 013 pass Rugeley Trent Valley on July 23rd, in charge of 4M63 09:12 Felixstowe North to Trafford Park.
Barry Longson

▶ Class 66 548 passes Slindon on July 30th with the 4M81 Felixstowe - Trafford Park liner.
Phil Martin

▶ Class 66 413 is seen at Slindon on July 30th with the 6K50 Toton - Crewe engineers.
Phil Martin



Freightliner

▶ Freightliner duo Class 90 048 and 90 014 pass a sunny Stafford on July 30th working the 09:12 Felixstowe to Trafford Park. *Lee Stanford*

▶ Making a pleasant change from the endless flow of class 66s, here Class 70 015 has been entrusted with 4M61 Southampton to Trafford Park liner. *Barry Longson*

▶ Class 66 605 passes Slindon on July 30th with the 6H50 Wembley - Tunstead. *Phil Martin*



Freightliner

▶ Tango liveried Class 66 508 'City of Dorchester' adds a dash of colour as it passes Alder Lane Winwick with 6Y51 13:55 Cheadle Village Junction to Bescot Up Yard Sidings on July 28th. *Paul Senior*

▶ Class 90 015 and 90 004 lead the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Stafford on July 11th. *Derek Elston*

▶ Class 90 012 and 90 003 pass Slindon on July 30th hauling the 4M87 Felixstowe - Ditton liner. *Phil Martin*



Freightliner

▶ Class 90 041 and 90 009 working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. head through Northampton on July 31st.

Derek Elston

▶ Class 90048 and 90014 with the 4M63 Felixstowe - Trafford Park speed past Slindon on July 30th.

Keith Davies

▶ Class 90 011 and 90 044 pass through Stafford on July 18th with a Trafford Park - Felixstowe liner. *Michael Lynam*



Freightliner

▶ Class 66 605 trundles through Stockport on July 8th working the 13:34 Ferrybridge C power station to Northenden. *Lee Stanford*

▶ Class 90 008 and 90 013 working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. pass through Northampton on July 15th. *Derek Elston*

▶ Class 70 011 has charge of 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. as it passes Northampton on July 15th. *Derek Elston*



Freightliner

On July 29th, Class 70 010 stops next to Burton on Trent station for a driver change while working 4095 12:19 Leeds F.L.T. to Southampton M.C.T. *Barry Longson*

Class 70004 leads 403809:52 Lawley Street F.L.T. to Southampton M.C.T. through Northampton on July 31st. *Derek Elston*

Class 90 049 and 90 012 ease into a wet Stafford on July 11th working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. *Derek Elston*



Freightliner

▶ Class 59 004 working the 6V26 Woking to Merehead stone empties passes Grateley on July 25th. *Michael Bennett*

▶ On August 1st, Class 59 203 passes through Andover with stone empties heading to Westbury. *David Lindsell*

▶ On July 13th, the Leeds liner passes Didcot running 177 minutes late double headed with Class 70 014 dead in tow and 70 004 providing the power. *David Lindsell*



Class 66413, with Tarmac Fox Decals, working the 4X51 Hartlepool Docks - Willesden Euroterminal, with HS2 tunnel linings passes Hartlepool Bay on July 7th. *Michael J Alderdice*



On July 29th, Class 66 710 is seen at Chesterfield powering 6H73 05:51 Washwood Heath to Tunstead. *Barry Longson*

On July 18th, Class 66 785 passes through Stafford working a Southampton Western Docks - Ditton intermodal. *Michael Lynam*

Class 66 711 speeds south through Acton Bridge on July 30th with a Liverpool - Drax Biomass working. *Brian Battersby*



Class 60 021 passes through Bingley on July 8th with the 11:49 Hunslet - Rylstone empty aggregate wagons. *John Goodrich*

Class 66 745 was entrusted with 6G92 09:00 Tunstead to Small Heath, seen powering through Stafford on July 23rd. *Barry Longson*

Class 60 047 passes Coppull Moor with a Ribbleshead to Tuebrook stone train on June 7th. *John Sloane*



Class 66 734 heads through Charnock Richard cutting hauling an Avonmouth to Clitheroe empty cement train on June 11th.

John Sloane

Class 66 707 heads north through Acton Bridge on July 24th. *Brian Battersby*

Class 66786 is seen passing Rugeley TV on July 23rd, powering 4L62 13:39 Ditton to Felixstowe North intermodal. *Barry Longson*



Class 66 755 'Tony Berkeley OBERFG Chairman 1997 - 2018' eases past Finedon Road sidings working 4F92 08:41 Doncaster Down Decoy GBRf to Wellingborough Up Tc on July 25th.

Derek Elston

The regular sand train from Middleton Towers is now rostered for a Class 69 and on a sunny June 18th, Class 69 006 passes Doncaster with a service for Monk Bretton. *Lee Stanford*

Class 66 768 shows signs of a previous working, as someone had written 6M42 in the grime, when in reality its was hauling 4M16 00:36 Southampton to Ditton through Stafford on July 23rd. *Barry Longson*



▶ Class 69 012 on the Hoo Junction to Eastleigh engineers is seen near Winchfield on July 16th.
Michael Bennett

▶ Class 66 734 passes Bradley working a Clitheroe to Avonmouth cement train on June 24th.
John Sloane

▶ Class 69 011 is seen at Crewe on July 4th, with a pair of barrier vehicles.
Rob Dixon



Still in purple 'PLATINUM JUBILEE' livery, Class 66 734 makes its way towards the signal box at Peak Forest on July 18th with 6G89 15:48 Hindlow to Hams Hall.
Barry Longson



▶ Class 66 734 ambles through Charnock Richard cutting on July 4th at the head of an Avonmouth to Clitheroe empty cement working.
John Sloane

▶ Class 66 727 passes Acton Bridge on July 30th with a Hams Hall - Mossend intermodal.
Brian Battersby

▶ Class 66 731 runs through Charnock Richard cutting with a Hams Hall to Mossend working on June 25th. *John Sloane*





GB RAILFREIGHT STARTS ITS SECOND DAILY SERVICE FROM FELIXSTOWE TO WIDNES

GB Railfreight (GBRf), one of the country's leading rail freight providers, has started a second daily service between the Port of Felixstowe and Widnes.

This new service has been introduced following the significant demand of GBRf's first service which commenced in October 2023. GBRf will be running five additional trains a week, bringing the number of services between Felixstowe and Widnes up to eleven per week. The additional services will remove around 500 HGV movements from the UK's road network alleviating

congestion and improving road safety – this year alone GB Railfreight has already moved over 100,000 boxes through the Port of Felixstowe.

Julie Garn, Head of Intermodal at GB Railfreight said: "We're delighted to be introducing this new service with Stobarts doubling the volume we move between Felixstowe and Widnes. Having already moved 100k boxes in and out of the Port of Felixstowe in 2024, we are pushing hard to double this by the end of the year."

Sean French, Managing Director at Stobart Ports said "We are delighted to accept another GB Railfreight service from the Port of Felixstowe into Stobart Ports Widnes. This further enhances our existing rail schedule to over 50 rail services per week, encouraging the modal switch to rail. With our Widnes site being ETSF and AFSSO accredited, this also supports final mile and storage solutions to compliment the rail services."

Robert Ashton, Chief Operating Officer at Port of Felixstowe said: "We welcome this new service by GB Railfreight to Widnes. We have invested heavily to make Felixstowe the busiest intermodal rail freight facility in the UK and support the increased use of rail as an effective way of cutting supply chain emissions."

▶ One of the European imports, Class 66 308, runs through Stockport on July 5th in charge of 6J56 09:54 Peak Forest to Hope Street.
Barry Longson

▶ Class 66 707 'Sir Sam Fay' works a Hams Hall to Mossend intermodal through Charnock Richard on July 23rd. *John Sloane*

▶ Class 66 306 passes through Stafford on July 18th with a Dagenham Docks - Garston Car Terminal loaded car train. *Michael Lynam*



Class 47 739 is seen arriving at Leicester on July 2nd. *Allison Twycross*

Class 66 774 passes Slindon on July 30th hauling the 4M22 Felixstowe - Trafford Park intermodal. *Phil Martin*

Class 66 306 'SCS Logistics' working 6M41, the 06:53 Dollands Moor (GBRf) to Daventry (GBRf) water train heads through Northampton on July 12th. *Derek Elston*





▶ Class 66 794 hauling the Prestwick to Grain empties, passes Moore on July 27th.
Mark Enderby

▶ A rose between two thorns? As Class 66 763 shunts the empties from 6H58 the 16:37 from Hope Street on July 18th. *Barry Longson*

▶ Class 66 307 with the 6E24 Liverpool BT - Drax Biomass passes Winwick on July 24th.
Mark Enderby



Something a little different at Manchester Piccadilly on July 18th with Class 57 306 and 57 310 top'n'tailing TransPennine's Class 185 118 on a unit move from Old Dalby - Ardwick, seen reversing at Piccadilly having arrived from Stockport. *Michael Lynam*

Running a few minutes down, Class 66 794 'Steve Hannam' hammers through Wellingborough working 6E73 07:35 Grain Oil Terminal GBRf to Doncaster Down Decoy GBRf on July 25th. *Derek Elston*

Class 66 774 powers through Stafford with 4M16 00:36 Southampton Western Docks to Ditton (O'Connor) on July 11th. *Derek Elston*



Class 66 307 'IPSWICH TOWN' made a visit to the North West on July 19th, working 6E10 10:45 Liverpool BT to Drax through Heaton Norris Jct. *Barry Longson*

Class 66 758 passes Kempsey on July 21st with 6V41 12:23 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*

Class 66 787 'Three Bridges ASC' eases into Stafford with 4K70 12:10 Peterborough North Yard to Cockshute Sidings on July 11th. *Derek Elston*



▶ Class 66 797 with a Liverpool - Drax Biomass passes Moore on August 3rd.
Mark Enderby

▶ Class 66 312 running light engine as ON68 Tees Yard Staging - Jarrow Tyne Coal passes Hartlepool on August 2nd. *Michael J Alderdice*

▶ Class 66 707 'Sir Sam Fay, Great Central Railway' working 4S57 10:58 Hams Hall GBRf to Mossend Euroterminal GBRf passes through a wet Stafford on July 11th. *Derek Elston*



Grand Central

On July 4th, Class 180 115 speeds through Doncaster working a Sunderland - London King's Cross service.
Michael Lynam



Great Western Railway

Mr Fox waits patiently for a safe moment to cross the line as Class 802 020 passes over Malvern Common on July 21st. *Neil Pugh*





Great Western Railway

▶ Power car No. 43187 operating 2N11 17:19 Newquay - Par with 43186 on the rear are seen passing over Goss Moor on July 16th.

Barry Beeston

▶ Class 802 108 operating 1A88 12:15 Penzance - London Paddington passes over Largin Viaduct on July 26th. *Barry Beeston*

▶ Class 802 109 named 'Shania Train', with a Penzance to London Paddington service, is seen passing Dawlish on July 30th.

Allison Twycross



Great Western Railway

▶ Power car No. 43198 operating 2P15 12:50 Penzance - Plymouth with 43092 are seen passing over St. Pinnock Viaduct on July 26th. *Barry Beeston*

▶ Class 158 951 operating the 2P26 18:15 Penzance - Plymouth service passes through Respryn on July 21st. *Barry Beeston*

▶ Class 150 243 operating the 2N08 19:35 Par - Newquay passes through St. Columb Road on July 21st. *Barry Beeston*



Great Western Railway

▶ On July 23rd, power car No. 43187 operating 2P08 08:50 Penzance - Plymouth with 43186 on the rear are seen exiting off the Royal Albert Bridge. *Barry Beeston*

▶ On July 16th, power car No. 43187 operating the 2N13 19:22 Newquay - Par with 43186 on the rear are seen approaching into Roche. *Barry Beeston*

▶ Power car No. 43156 operating 2C65 10:42 Plymouth - Penzance with 43098 on the rear are seen passing through Trerulefoot on July 23rd. *Barry Beeston*



Great Western Railway

▶ On July 23rd, Class 800 015 is seen arriving at Great Malvern with a terminating service from London Paddington. *Michael Lynam*

▶ Class 158 769 stands at Swindon on July 22nd working the 2M28 Swindon to Westbury service. *Colin Pidgeon*



Hull Trains

The blue livery of Hull Trains is broken up by a colourful stripe as seen on Class 802 303. The unit is seen calling at Selby on July 8th with 15:08 Hull - London King's Cross. The station footbridge is being renovated and made accessible with lifts. The temporary replacement green bridge and Selby Swing Bridge can be seen in the background. *John Goodrich*



L.N.E.R.

▶ Class 801 230 waits to depart Edinburgh Waverley with the 12:15 service to London King's Cross on June 20th. *Paul Senior*

▶ Class 800 108 passes non-stop through Haymarket on June 21st with the 1E11 17:52 Aberdeen to London King's Cross service. *Paul Senior*

▶ A commendably clean Class 91 106 pauses at Leeds on Sunday July 7th with the 10:25 Bradford - London King's Cross service. *John Goodrich*



'It's nice to be nice': Introducing Kaz, LNER's King of Kindness

The life-changing power of an act of kindness is a lesson that Customer Experience Host Kaz Dobre lives by inside and outside of LNER.

From organising onboard easter egg hunts, to dressing up as a Tudor entertainer, Kaz is committed to spreading smiles up and down the East Coast Main Line and in his local community.

Kaz's upbeat attitude and desire to spread joy, happiness and kindness stem from his own experiences. As a host, he works onboard LNER's inter-city services providing customers with first class service between London King's Cross and Newcastle and King's Cross and Leeds.

Born in London, Kaz faced a challenging start to life. He was raised in children's homes until the age of sixteen, when he bought a one-way ticket to Geneva. There an adventure began that saw him working as an apprentice for the United Nations for a period before moving to the travel industry. Kaz recalls his first interview for the apprenticeship, where he was inspired

to be kind by the man who interviewed him: "I was just a teenager then, and that person pulled me out of the biggest black hole you can ever think of. He offered me the apprenticeship and he and his family supported me through it."

Understanding the power of a single act of kindness, Kaz went on to adopt his mantra that 'It's nice to be nice.' He said: "I know what it's like to be lonely, and I know what it's like to have nothing. I think this is what makes me reach out to people."

A keen costume fan with an extensive wardrobe including seven Tudor costumes, Kaz brightens the day of customer travelling on his services and can often be found entertaining at local attractions. He also volunteers in costume at care homes and parties. His wardrobe includes characters from Star Wars and Harry Potter which at times feature in his day role, with Kaz dressed up as Darth Vader for Star Wars Day. The festive period is also a firm favourite, along with impromptu shoutouts for colleagues and customers just to brighten their day.

On his role at LNER Kaz said "Since I joined, I've met such passionate and dedicated colleagues across the network. My hard-working colleagues have taught me so much and I appreciate their support. The main thing for me is bringing colleagues together because a happy crew means happy customers. It's about making that difference to someone's journey."

Speaking about the unique qualities Kaz brings to work with him every day, Jodie Slater, On Train Experience Manager at



LNER, said: "All our onboard teams work hard to make sure all our customers enjoy the best possible experience when they travel with us, going the extra mile to make journeys memorable. Kaz is a born entertainer who brings smiles to so many

faces, customers and colleagues alike, with his warm welcome, positive attitude and unique sense of fun."

Applications Open For The LNER Customer And Community Investment Fund

Charities across England and Scotland looking to secure vital funding for 2025 are being invited to apply for the latest round of the LNER Customer and Community Investment Fund (CCIF).

LNER is looking for applications from small to medium-sized organisations based within 15 miles of its route, that meet LNER's aims of being Better for Planet, Better for People and Better for Places. Charities can apply for awards of up to £10,000. Projects which champion diversity and inclusivity, promote mental health, boost skills and bring communities together are being encouraged to apply, as well as initiatives promoting sustainability. The application window is open until Monday September 2nd 2024.

In the past year funding has been awarded to 23 diverse projects, making a difference to more than 16,000 people living along LNER's route which stretches between London King's Cross and the Scottish Highlands. Initiatives ranging from providing bespoke workshops for young adults with learning difficulties, to saving delicate ecosystems, and boosting salmon stocks in Scottish rivers are among those to have received funding. A recent recipient of CCIF funding is Scottish charity LifeCare Edinburgh who provide support services to older people, allowing them to be active at home and in the community.

Speaking about the funding Sarah van Putten, CEO for LifeCare Edinburgh, said; "The funding we've received

from LNER's Customer and Community Investment Fund will allow us to offer regular outings and activities within our day services, and deliver dedicated support activities for unpaid carers in the evenings and at weekends. These activities will deliver a multitude of positive physical and mental wellbeing impacts for both the older people we support and their carers."

Henshaws Arts and Crafts Centre based in North Yorkshire was able to build a dedicated multi-sensory room with the funding received from CCIF.

Lisa Hart, Head of Henshaws Arts and Crafts Centre, said: "The sensory room has been an incredible addition to our centre Without the funding, we wouldn't have

been able to give 170 art makers, aged from 18 to 80, the opportunity to explore their senses and better express themselves creatively. We are very thankful to LNER for their support and would encourage other charities to submit a bid for funding."

LNER's Community Investment Manager, Rachael Wilson, said; "Our customers and the communities we serve are really important to us. We are proud to have been able to support more than 130 charities, providing funding for great projects which have had an amazing impact on the lives of the people and places around them and continue to do so. We're looking forward to receiving applications and supporting more projects in 2025."

L.N.E.R.

On July 4th, Class 800 106 in 'You Belong' livery, passes through Doncaster working a London King's Cross - Aberdeen service. *Michael Lynam*

Class 801 216 heads North passing Tallington with 1N87 15:06 London King's Cross to York service on July 13th. *Derek Elston*

Class 91 110 is seen awaiting departure time at Leeds on July 12th with a service to London King's Cross. *Mark Enderby*



LNER Launches Its First Ever Carbon Saving Departures Board To Help Demystify ‘Carbon Jargon’

New research shows 75 per cent of Brits admit to finding the terminology used in climate conversations so confusing they’re struggling to see what changes they need to make to live a more sustainable life. A study of 2,000 adults, commissioned by LNER, found that expressions such as ‘net zero’ and ‘carbon offsetting’ are amongst the phrases people find the most difficult to understand or apply to their daily lives. To help raise awareness of the issue and provide clarity to our carbon confusion, LNER has unveiled its first ‘Carbon Saving Departures Board’ – a new initiative designed to demystify carbon jargon and help passengers to make more sustainable travel choices this summer. 60 per cent of respondents couldn’t explain what a carbon footprint is and 54 per cent weren’t sure of the best way to reduce their emissions – despite 90 per cent of respondents saying they would like to limit their impact on the planet by reducing their carbon emissions.

The study showed one in five blame their ‘carbon confusion’ on not being taught about carbon terminology and what it means at school. And two fifths (41 per

cent) say they’d like to see more awareness about carbon and the environment taught in educational establishments. The Carbon Saving Departures Board is a traditional split-flap travel information board with a contemporary twist. The board equates the emissions that passengers save travelling by train with LNER from London King’s Cross on a typical day (as opposed to car and plane) to easily recognisable objects, making it simpler to understand their positive impact in a tangible way.

LNER also announced the appointment of its new ‘Carbon Saving Conductor’, presenter Kate Humble, who’s on a mission to cut through the nation’s carbon confusion, demystify ‘carbon jargon’, and inspire everybody to travel more sustainably. Kate was on-site chatting to passengers, explaining how the Carbon Saving Departures Board works, sharing her top sustainable travel tips and posing for photos with fans.

Commenting on the campaign, Kate Humble said: “Carbon confusion can happen to any of us, and there’s a lot to take on board.

“I’ve been lucky enough to travel all over the world, and I always look for ways to holiday responsibly – from supporting local businesses and minimising waste, to picking more sustainable ways to travel. Knowing the steps you can take to reduce your carbon impact can be really powerful. With this campaign, we want to make it easier to understand the effect of our travel choices on the environment, so we can be more informed and armed with all the information.”

LNER has launched the campaign during a time when many will be considering travel options for their summer holidays. In fact, when it comes to their upcoming holiday plans, 30 per cent of those surveyed said they’d be willing to tweak their arrangements to help benefit the environment. And those aged 18 to 34 were more than twice as likely as over-55s to do this (47 per cent vs 22 per cent).

Warrick Dent, Responsible Business Chair at LNER, said: “There’s a lot of confusion when it comes to carbon and understanding what various terms mean.



“Companies like ours need to make it easier to grasp, which is why we’re making it simpler to understand the environmental impact of our travel choices this summer with a new campaign to close the ‘carbon confusion gap’. Our Carbon Saving Departures Board compares the carbon emissions of trains departing the station, versus planes and cars, to make it simpler to understand the environmental impact of our summer travel choices.”

On a typical day this summer, passengers departing from London King’s Cross with LNER will save a cumulative 905,444 kg of

CO₂ emissions by travelling by train instead of by plane or car: the equivalent volume of 198 Olympic swimming pools of CO₂, or the average yearly equivalent of heating 387 UK homes.

From London King’s Cross, Conductor Kate will take the Carbon Saving Departures Board to Edinburgh’s Waverley Station, just in time for Fringe Festival, where it will be in situ at the ‘Our Planet Can’t Wait Room’ experience – showcasing pioneering sustainable initiatives from LNER – on Wednesday August 7th. The board will then be displayed at an LNER managed station.

LNER’S AZUMA IN HIGH-TECH AI TRIAL

LNER, Network Rail, Hitachi Rail and CrossTech are trialling the use of Artificial Intelligence (AI) technology to identify potential infrastructure issues along the East Coast Main Line. The pilot, which sees a forward-facing CCTV camera fitted inside the driver’s cab, means that hundreds of miles of track can be inspected in real time, highlighting potential hazards such as any damage, overhanging trees, subsidence or obstacles on the track. The information is then shared, helping Network Rail maintenance teams to carry out inspections, respond to risks and complete any necessary work.

The system uses the very latest in AI camera sensor technology and can pinpoint locations where maintenance is needed. The twelve-month trial, which is underway, is being led by Network Rail and supported by industry partners.

Linda Wain, Engineering Director at LNER, said: “At LNER, we are always looking at how we can further enhance our performance and innovate to provide our customers with an even better experience when travelling with us. We are delighted to be working with our industry partners on this digital trial, with technology fitted in the train cab that will provide real-time information and updates on infrastructure, helping to highlight any potential issues.”

Johanna Priestley, Route Engineer at Network Rail, said: “Using forward-facing footage allows us to ‘see’ from the driver’s perspective. We can use this technology to understand where vegetation is encroaching on the operational railway and at risk of making contact with either trains or fixed infrastructure such as overhead

electrified wires. We can also identify where vegetation growth has compromised the driver’s view, such as on the approach to signals or level crossings. This initiative will allow us to make passengers’ journeys more reliable and help minimise the risk of infrastructure-related disruption on the network.”

Nick Hughes, Senior Director, Sales UK & Ireland at Hitachi Rail, said: “We are proud to play a role in this digital monitoring solution which could reduce disruption and support more convenient journeys for passengers. The trial demonstrates how Hitachi Rail is a trusted partner to deliver value and collaboration which supports digital innovation and UK SMEs. Forward-facing CCTV is the latest in a series of digital asset monitoring solutions that together have the potential to revolutionise real-

time data collection and visualisation by trains running across the UK, generating valuable insights that drive better decisions.”

Haydon Bartlett-Tasker at CrossTech, said: “The team at CrossTech is thrilled to be working with our partners to introduce market-leading computer vision infrastructure inspection analytics to the East Coast Mainline. The project is a testament to our long-standing collaboration with Network Rail’s Eastern and Southern Regions. It marks a significant advancement for frontline teams with passengers and freight customers continuing to benefit from Network Rail’s adoption of forward-facing CCTV computer vision technology to support a safer and higher performance railway.”

L.N.E.R.

On July 4th, Class 91 111 arrives at Doncaster with a London King's Cross - Leeds service.
Michael Lynam

Class 801 106 and 801 112 forming 1A36 14:45 Leeds to London King's Cross fly past Tallington on July 13th. *Derek Elston*

Class 91 111 'For The Fallen' powers through Tallington working 1D19 15:03 London King's Cross to Leeds service on July 13th.
Derek Elston





Loram Rail

▶ Class 37 418 runs into Derby station with Caroline in tow, ready to work 5Z00 14:14 Derby RTC to Chester on July 29th. *Barry Longson*

▶ Class 37 418 'An Comunn Gadheatach' runs light engine through Coppull on a movement from Derby to Slateford on June 24th. *John Sloane*

▶ Inspection Saloon 'Caroline' and Class 37 418 pass Waverton on July 30th. *Brian Battersby*



▶ On July 7th, Class 803 002 restarts the 16:24 London King's Cross - Edinburgh service from York after a signal check. *John Goodrich*

▶ Class 803 003 passes through Doncaster on July 4th in charge of a London King's Cross - Edinburgh service. *Michael Lynam*



Network Rail

▶ Power car No. 43013 operating 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance with 43062 on the rear, are seen passing over Blackwater Viaduct on July 26th. *Barry Beeston*

▶ On July 11th, Colas power cars Nos. 43251 and 43274 are seen stabled at Carlisle with a Network Rail Inspection train. *Michael Lynam*

▶ Class 97 304 and 97 302 pass Bayston Hill on July 7th with 3Q98 19:57 Coleham Isu - Coleham Isu. *Keith Davies*



Network Rail

Power cars Nos. 43013 and 43062 work the Slateford to Crewe test train through Bradley on June 19th. *John Sloane*

On July 25th, the 1Q23 Salisbury to Reading Triangle with power cars Nos. 43013 and 43062 is seen passing Grateley. *Michael Bennett*

Power cars Nos. 43274 and 43272 pass Slindon on July 30th working 1Q47 Derby - Carlisle. *Keith Davies*



Network Rail

Powercars Nos. 43277 and 43272 working a Blackpool to Derby test train pass Farington Curve Junction and takes the Blackburn route on June 14th. *John Sloane*



Rail Adventure

Power cars Nos. 43468 and 43480 haul a Railvac north through Acton Bridge on July 23rd. *Brian Battersby*



Rail Operations Group

▶ Class 37 884 hauling TfW liveried Class 769 006 passes Standish on its way from Long Marston to Kilmarnock on July 16th. *John Sloane*

▶ Class 37 601 and 37 218 pass Harlescott with 7W79 10:25 Longsight Car M.D. - Landore TMD on July 9th. *Keith Davies*

▶ After languishing at Longsight depot for over 18 months former 'Transport for Wales' unit Class 175 111 was finally moved to Landore depot on July 9th by ROG with 37 601 leading and new acquisition 37 218 on the rear. The movement which ran as a Class 7 was restricted to 45 mph and is seen passing Heaton Chapel in dismal conditions. *Lee Stanford*



Rail Operations Group

Class 37 601 and 37 218 pause in one of the middle roads at Carlisle on July 10th working the 09:11 Derby - Yoker which was running about 2 hours early.
John Goodrich





TransPennine Express

Class 397 010 passes Skew Bridge with the 12:04 Glasgow to Liverpool service on June 14th. *John Sloane*



TransPennine Express

▶ Class 397 001 is seen crossing Carr Mill Viaduct with 1S74 Liverpool Lime Street to Glasgow Central service on July 7th. *Brian Dobbs*

▶ Class 397 012 passes Skew Bridge with a Manchester Airport to Edinburgh service on June 14th. *John Sloane*

▶ Class 379 009 arrives at Wigan with a Glasgow to Liverpool service on June 4th. *John Sloane*



TransPennine Express

▶ Class 802 206 whisks through St. Helens Junction station on July 14th with a Liverpool to Newcastle service. *John Sloane*

▶ Class 185 101 on a Liverpool to Cleethorpes service calls at Warrington Central on July 12th. *Mark Enderby*

▶ Class 185 107 was partnered with 185 106 on July 11th when it worked 15:03 Hull - Leeds service. The pair of units are seen crossing Selby Swing Bridge. They were viewed from the temporary Selby station footbridge erected for use whilst the normal structure is renovated. *John Goodrich*



Transport for Wales

▶ Class 197 043 is seen at Bidston on July 8th, ready to work the 14:51 to Wrexham.
Barry Longson

▶ Class 67 012 is seen at Hencote on August 1st working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*

▶ TfW Class 197 106 passes Heaton Chapel unusually on the slow line working the 14:30 Manchester Piccadilly to Milford Haven on July 28th. *Lee Stanford*



Transport for Wales

▶ Class 67 013 arrives at Stockport on July 5th with the 14:30 Manchester to Cardiff service.
Barry Longson

▶ Class 153 906 and 153 318 pass Kempsey with 2M04 05:47 Swansea - Shrewsbury service on July 26th.
Keith Davies

▶ Class 67 013 working the 1W13 Swansea - Manchester Piccadilly service arrives at Crewe on July 20th.
Richard Hargreaves



Transport for Wales

▶ Class 230 008 arrives into Heswall with the 14:27 Wrexham Central to Bidston service.
Barry Longson

▶ Class 67 017 runs past the signal box at Heaton Norris Junction on July 19th with the 14:30 Manchester to Cardiff service. *Barry Longson*

▶ Class 197 118 passes Hencote on August 1st working 1V98 16:36 Holyhead - Cardiff Central service. *Phil Martin*



Transport for Wales

▶ Class 67 015 departs from Shrewsbury on July 4th propelling the 10:52 Cardiff to Manchester Piccadilly service. *Lee Stanford*

▶ Class 197 105 passes Kempseye with 1V38 09:30 Manchester Piccadilly - Cardiff Central service on July 18th. *Keith Davies*

▶ Class 67 017 working the 1V46 to Cardiff is seen at Crewe on July 27th. *Mark Enderby*



Transport for Wales

▶ DVT No. 82216 passes Kempseye on July 26th leading the 1V37 08:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

▶ Class 67 022 passes Harlescott with 1V46 14:49 Wilmslow - Cardiff Central service on July 23rd. *Keith Davies*

▶ Class 67 008 is seen at Kempseye on July 18th with 1W55 08:49 Cardiff Central - Manchester Piccadilly. *Keith Davies*



Transport for Wales

▶ Class 67012 passes Harlescott with 1V50 16:30 Manchester Piccadilly - Swansea service on July 31st. *Keith Davies*

▶ Class 153 922 and classmate are seen at Crewe on July 31st working the stopping service to Shrewsbury. *Mark Enderby*

▶ DVT No. 82229 leads the 1W60 14:55 Swansea - Manchester Piccadilly into Shrewsbury on July 28th, Class 67 025 was on the rear. *Phil Martin*



Transport for Wales

▶ Class 158 824 and 158 827 arrive at Shrewsbury on July 28th working the 1J23 16:09 Birmingham International - Aberystwyth service. *Phil Martin*

▶ Class 67 012 working the 1W19 is seen departing Stockport heading for Manchester Piccadilly on July 27th. *Mark Enderby*

▶ Class 230 009 is seen at Bidson on July 31st with a service to Wrexham. *Mark Enderby*



Transport for Wales

Class 67 025 passes Kempseye with 1V70
09:30 Manchester Piccadilly - Swansea
service on July 28th. *Keith Davies*



Units: DMUs and EMUs

Northern's Class 331 102 crosses Carr Mill Viaduct with the 1F02 Blackpool North to Liverpool Lime Street service on July 8th. *Brian Dobbs*



Units: DMUs and EMUs

▶ Northern's three car Class 150 002 arrives into Sheffield's platform 1b on July 2nd with a terminating service. *Allison Twycross*

▶ A brace of West Midlands units at Shrewsbury sees Class 196 005 and 196 110 await their next duties on July 4th. *Lee Stanford*

▶ Northern's Class 331 109 approaches Euxton Balshaw Lane with a service from Blackpool as Class 66 423 creeps up beyond it on an engineers' train to Crewe on June 12th. *John Sloane*



Units: DMUs and EMUs

▶ Varamis Rail's Mossend to Birmingham International parcels working with Class 321 426 leading 321 419 passes Coppull Moor on July 8th. *John Sloane*

▶ Northern's Class 150 006 working 5H70 Neville Hill to Wolverton move arrives at Crewe on July 20th. *Richard Hargreaves*

▶ On a sunny July 8th, Northern's Class 156 416 departs from Stockport with a service to Chester. *Lee Stanford*



Units: DMUs and EMUs

Now over 35 years old, Northern's Class 156 401 arrives into Stockport on July 5th, working the 14:10 Manchester Piccadilly to Chester service. *Barry Longson*

Northern's Class 331 106 departs St. Helens Junction station on July 14th with a service to Wilmslow. *John Sloane*

On July 2nd, Northern's Class 150 228 arrives at Elsecar with a Sheffield to Leeds service. *Allison Twycross*



Units: DMUs and EMUs

▶ Gatwick Express liveried Class 387 201 speeds through Clapham Junction on the rear of a Gatwick Airport to London Waterloo service on June 17th. *Paul Senior*

▶ On July 8th, Merseyrail's Class 777 005 arrives into Bidston, working the 15:36 West Kirby to Liverpool Central service. *Barry Longson*

▶ Northern's Class 158 842 is seen in the sun at Brough on July 6th as it works 13:50 Doncaster - Hull, but there are dark clouds on the horizon. *John Goodrich*



Units: DMUs and EMUs

▶ Northern's Class 170 476 passes the semaphore signals at the York end of Harrogate station as it departs with 12:06 Leeds - York service on July 7th. *John Goodrich*

▶ On July 4th, Northern's Class 170 459 is seen departing Doncaster with a Scarborough - Sheffield service. *Michael Lynam*

▶ Northern operated Class 156 483 stands at Carlisle on July 6th before departing with the 09:52 to Newcastle service. *Lee Stanford*



Units: DMUs and EMUs

Northern's Class 170 456 calls at the small country station of Poppleton on July 8th working 08:58 Leeds - York. The station retains a semaphore signal and small signal cabin.
John Goodrich

South Western Railway's Class 455 905 stands in the light and shade at London Waterloo station, with the 14:30 service to Guilford, via Surbiton, on June 17th.
Paul Senior

Northern's Class 150 104 races through Heaton Chapel working the 15:10 Manchester Piccadilly to Chester service on July 5th.
Barry Longson



Units: DMUs and EMUs

Merseyrail's Class 777 041 arrives at Bidston in glorious sun on July 8th with the 14:43 Liverpool Central to West Kirby service.

Barry Longson

One of the few surviving old generation Merseyrail units still in active service is Class 507 029 seen departing from Sandhills with the 12:15 to Southport on June 20th.

Lee Stanford

Varamis Rail's Class 321 419 and 321 426 pass at Bradley on their way from Mossend to Birmingham International on July 17th.

John Sloane



Units: DMUs and EMUs

▶ New London NorthWestern EMU Class 730 226 runs through Rugeley Trent Valley on July 23rd working 2Q94 14:45 Crewe to Wembley ICD.
Barry Longson

▶ Northern's Class 158 815 arrives at Bentham with 2H06 10:18 Leeds - Morecambe service on July 18th.
John Balaam

▶ Royal Mail are to stop using Class 325s from October. Here Class 325 009 and an UID sister, pass Rugeley Trent Valley on July 23rd with 1M27 12:25 Shieldmuir to Willesden service.
Barry Longson



Units: DMUs and EMUs

On July 23rd, West Midland's Class 196 111 calls at Great Malvern working a Birmingham New Street - Hereford service. *Barry Longson*

On July 18th, Royal Mail's Class 325 005, 325 014 and 325 015 pass through Stafford working from Shieldmuir Mail Terminal - Daventry. *Michael Lynam*

LNW Class 730 213 calls at Northampton on July 17th working mileage accumulation run 2Q91 07:46 Wembley InterCity Depot to Crewe. *Derek Elston*



Units: DMUs and EMUs

Former West Midlands unit Class 323 207 is now operated by Northern and is seen passing Heaton Chapel on a sunny July 28th operating a Manchester to Crewe service. *Lee Stanford*

Northern's Class 333 010 stands at Ilkley on July 12th *Mark Enderby*

Living on borrowed time but having provided sterling service for over 40 years, Merseyrail's retro liveried Class 507 001 is seen at Ainsdale on July 19th with a Southport to Hunts Cross service. *Lee Stanford*



Units: DMUs and EMUs

Having recently entered service with Northern, Class 323 207 is seen arriving at Guide Bridge with a service for Hadfield on July 29th.

Lee Stanford

West Midland's Class 730 024 is seen on a test run at Crewe on July 31st. *Mark Enderby*

Merseyrail's Class 777 006 calls at Birkenhead Central on July 31st. *Mark Enderby*



Units: DMUs and EMUs

Royal Mail's Class 325 014, 325 007 and 325 012 pass Slindon on July 30th working 1S24 Willesden - Shieldmuir. *Phil Martin*

Still carrying its original livery, LNWR operated 320 256 stands at Stafford with sister 350 122 with a service from Crewe to London Euston on July 18th. *Lee Stanford*

London NorthWestern's Class 350 257 arrives at Longport on July 18th with a Crewe - Stafford service. *Michael Lynam*



Scotrail

Powercars Nos. 43021, with 43142 on the rear, are pictured at Glasgow Queen Street with 1T18 07:24 service from Aberdeen on June 22nd. *Paul Senior*



Scotrail

▶ Class 334 036 and 334 001 arrive at Partick with 2E55 13:14 Airdrie - Balloch service on July 11th. *John Balaam*

▶ Class 380 015, with 380 107 at the rear, wait to depart Ayr, with the 12:15 service to Glasgow Central on June 23rd. The remains of the former hotel, are in the background, following a fire last year. *Paul Senior*

▶ Class 318 259 is seen at Partick working 2R36 13:39 Dalmeir - Whifflet service on July 11th. *John Balaam*



Island Line

▶ Class 484 002 is seen ready for departure at Ryde Pier Head with a service to Ryde St. John's
Ken Mumford

▶ Another platform at Ryde Pier Head, out of use, showing years of decay.
Ken Mumford

▶ Class 484 002 heads along the pier at Ryde heading for its first call at Ryde Esplanade.
Ken Mumford



SPT Subway

▶ New Scottish transport subway unit No. 307 arrives at St. Enoch, in Glasgow, with an outer line service on June 23rd. *Paul Senior*

▶ Glasgow Subway No. 306 working the inner circle passes No. 317 working the outer circle at Cowcaddens on July 27th. *Derek Elston*

▶ Glasgow Subway No. 304 stands at Cowcaddens on July 27th with an inner circle service. *Derek Elston*



Tyne and Wear Metro

Tyne and Wear Metro unit No. 4011 departs Heburn which has a staggered platform, with a St. James to South Shields service on June 19th. *Paul Senior*



Tyne and Wear Metro

Tyne and Wear Metro unit No. 4019, arrives at the very well kept heritage station at Tynemouth, with a service via the Coast, to St. James on June 19th. *Paul Senior*



Edinburgh Trams

Edinburgh tram No. 954, in the Royal Highland Show 2024 livery, departs Edinburgh Park with a service from the Airport to Newhaven, on June 21st. *Paul Senior*





Greater Anglia programme to install tables on its Stansted Express trains gets underway

Greater Anglia (GA) has begun the programme to fit its Stansted Express trains with tables, two months earlier than scheduled. The significant customer-focused upgrade will see all these trains upgraded before the end of 2025, with four tables due to be fitted to a train each weekday night while it is stabled at the Orient Way train care depot in London. The initiative will also benefit passengers on GA's intercity services between Norwich, Ipswich, Colchester, and London, as the Class 745/1 Stansted Express trains operate a few of those services each day.

Although the trains already have fold down, seat-back tables on most seats, there are currently no tables in the bays of four seats. This is because when the trains were ordered and specified, it was expected that passenger demand profiles, operating schedules and prospective rail infrastructure upgrades would mean that the trains would only operate a couple of services a day at most on the Great Eastern Main Line. In fact, the trains are covering more services than anticipated and customer feedback has reinforced the value passengers place on tables, especially on the intercity services, but also on the Stansted Express

services too, enabling them to work more easily, use their laptops, and place papers, books or drinks on tables when sat in the bays of four seats.

As a result, Greater Anglia has worked with Stadler, the company which manufactured and maintains the trains, to develop a scheme to install tables in all the bays of four on the Stansted Express trains, so customers will also always have access to tables on intercity services once the installation programme is complete.

As the efficient use of Greater Anglia's intercity and Stansted Express trains means most trains are in service for most of the week, to maintain the excellent performance and availability of Greater Anglia services (currently consistently the most punctual and reliable in the UK), the tables will be fitted in a phased way - rather than taking a full train out of service for a number of weeks at a time, with the extra challenges that would present. But customers will progressively see more and more tables fitted during the project, from now onwards through to project completion - which is due by the end of next year

Fares Advice with RailUK

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

Refund of advance ticket if outward cancelled

Q: A bit of an odd one this. I was due to travel from London to Garsdale today with two advance singles. London to Leeds then Leeds to Garsdale. The train I am booked on (06:33 from London) is cancelled. I am due to return later but from Darlington to London instead. This is also an advance single.

I was planning a walk with some buses to get to Darlington. The cancellation of the first train makes the journey pointless and impossible due to missing a bus at Garsdale. I suspect I can get the two tickets to get me to Garsdale refunded. What about the return from Darlington? It is only the cancellation of the LNER train from London this morning that means I can't use this train. Can I get that refunded?

A: Did you book them together, as in keep adding them to the cart and paying at the end. If they have same booking reference much easier to evidence them as one trip, which is now frustrated by first leg being cancelled.

The second point is if you apply for refund before the return and put reason as train for outward part of journey cancelled so trip abandoned then I think you will be ok. Even if you booked separately because you can quote other booking ref in the add notes box.

Realtime trains says my train was delayed 15 minutes, but Avanti says it was only 14, am I out of luck for delay repay?

Q: On Friday August 2nd, I was travelling on the 16:52 Avanti service from Milton Keynes Central to Rugby. This train was delayed leaving Milton Keynes until 17:09 and according to real time trains arrived in rugby at 17:29 which would make it eligible for delay repay. However, in raising this with Avanti they say that the train arrived at 17:28 and that Realtime trains is not an official record.

Am I out of luck for claiming delay repay on this journey?

A: Real Time Trains isn't an official source in its own right, but it uses signalling data from Network Rail in much the same way that Avanti no doubt will do. Neither is a 100% accurate source for the actual arrival time, which will depend on the speed at which the train

ran on its way into the station, how long the driver took to release the doors after stopping and so forth.

The only truly definitive source would be data from the "black box" on the train (which of course isn't available for the purpose of Delay Repay claims!) or if you happened to take a video showing the arrival of the train together with a station clock or similar.

If Avanti wants to play silly buggers then I would suggest making a complaint. I tend to find that unblocks the channels of communication!

A lot of passengers feel it isn't worth their time to claim, which may be so, but remember the TOC is literally paying somebody to deal with manual claims and appeals. They will also consider the cost of their time versus the cost of paying out.

There's nothing to lose by claiming and indeed appealing - the industry data isn't conclusive, the passenger has to all intents and purposes been delayed by a quarter of an hour and they're complaining - why irritate them any further? If you can get through to somebody with any degree of discretion at all, if they've an ounce of common sense they'll just payout I would have thought.

So, basically Avanti are saying that the arrival time for 'Delay Repay' purposes isn't the actual arrival time platform side (at Rugby station) but some slightly earlier time when their train has passed sensors on the approach into the station. How very convenient for them!

Ticket Advice for All

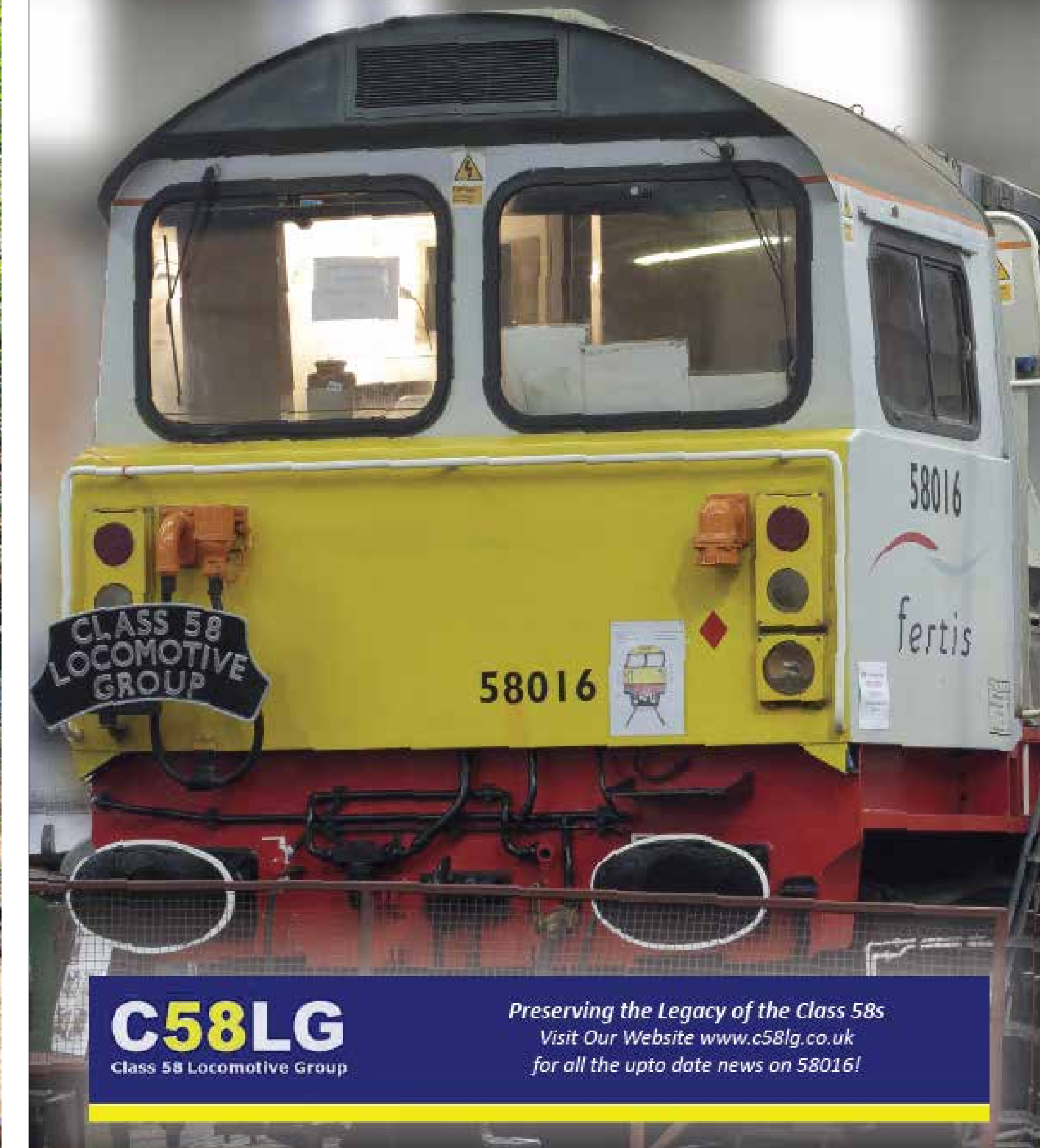
Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the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



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



East Coast Main Line in-train signalling testing on August bank holiday

East Coast Main Line passengers are urged to check before they travel due to pioneering digital signalling testing this August bank holiday. Thameslink and Great Northern services between London and Peterborough/King's Lynn will be affected. It's part of continuing work on the £1.4bn East Coast Digital Programme.

Rail passengers are being advised to plan their journeys in advance ahead of pioneering work to test 21st century digital signalling systems on the East Coast Main Line. The £1.4 billion-pound East Coast Digital Programme will see traditional, lineside signals replaced with signalling displayed inside drivers' cabs, which will mean more reliable journeys and a greener railway for passengers in the future.

On Sunday August 25th, the first long-distance train will test the newly installed system between Welwyn Garden City and Hitchin at high speed. This is in preparation for trains to run on this route using digital signalling from late 2025. For the testing to be carried out under controlled conditions, the railway needs to be closed in and around the affected section. There will be no Thameslink or Great Northern trains between Potters Bar, Peterborough and Royston, and between Hertford North and Stevenage on Sunday August 25th. Evening services from approximately 22:00 on Saturday August 24th and early morning services on Monday August 26th, until 09:00 will also be affected. Rail replacement buses will keep passengers on the move, with people reminded to leave extra time for their journeys. Long

distance services on the East Coast Main Line will also be affected by the work. The advice from Network Rail and train operators is to check before you travel by using www.nationalrail.co.uk

Ed Akers, Network Rail's industry partnership director, ECDP, said: "The testing work will take us a step closer to the introduction of digital, in-cab signalling on the East Coast Main Line, which will improve services for passengers and create a more reliable and resilient railway. We have carefully planned this work to avoid the busiest times of the August Bank Holiday weekend, and where possible passengers may be able to avoid this disruption by travelling before or after Sunday August 25th. I want to thank those passengers who will

be affected for their patience and understanding of this work".

Chris Fowler, network operations and performance director for Govia Thameslink Railway, which operates Thameslink and Great Northern trains, said: "With no trains running on a key section of our route between London and Peterborough and Cambridge this August bank holiday, it's essential that our customers plan ahead and allow plenty of extra time."

The high speed European Train Control System (ETCS) testing planned for Sunday August 25th is expected to involve both a Grand Central Class 180 passenger train and a Network Rail Class 43 measurement train

National Rail

DCR's Class 56 103 passes Moore on July 7th working 6D85 Ravenhead - Chaddesden empties. *Mark Enderby*



London Waterloo history exhibit finds home in former international station

As part of the London Waterloo 175th Station anniversary (July 11th 2023), Network Rail worked with railway historian and enthusiast Mike Lamport to install a temporary historical exhibition of London Waterloo, titled 'From Cholera to Covid'. This exhibition highlights images and stories mapping the social, cultural and transport history of London Waterloo.

It was first situated on the main concourse for one week in 2023 and was well received by passengers and visitors to the station alike. Since then, Network Rail have been working with Mike, South Western Railway (SWR) and the station team at London Waterloo to find a permanent home for the exhibition. This has resulted in the historical exhibition being recreated into vinyl artworks, which will be installed in the glass panels on the perimeter of the waiting area in the Waterloo International Terminal.

Prior to the introduction of the Elizabeth Line, London Waterloo was formerly the busiest railway station in the UK. Today, it is the third busiest, with 57.8m entries and exits last year and is a major gateway to the capital. The station handles commuters from south west London and Surrey as well as long distance services from Portsmouth, Southampton, Bournemouth, Weymouth and Exeter.

Thomas Desmond, Network Rail's Wessex Route operations director, said: "London Waterloo is one of the finest stations in the United Kingdom. This vinyl depicting the history of Waterloo is a fantastic addition to the old international terminal here."

"I don't think I have ever seen in one place such a detailed history of this station, covering such a broad timeline but also picking up on so many interesting moments of history, whilst also acknowledging the social and cultural elements so candidly."

"I hope passengers and visitors to the station enjoy reading about the 175+ year history of the station and beyond as we look forward to Rail 200 in 2025."

"On behalf of Network Rail, I wanted to say a big thank you to Mike Lamport for his dedication and commitment in not only putting this exhibition together but for his support and perseverance in helping us celebrate London Waterloo's 175th anniversary in 2023."

Mike Lamport, railway historian, said: "My main motivation in curating the Waterloo Story is my family's 170 year long and enduring connection to this great station which began with my great grandfather Matthew in the 1850's and continues today through my son Andrew. I hope that my affection for it shows through in a story that takes us from cholera to Covid and on to tomorrow."

"From its beginnings as a roadside station, through years of chaotic growth which brought it public ridicule and Royal disapproval, to its early 20th century 'Great Transformation' making it for many years London's Gateway to the World through its Southampton boat train, and later Eurostar, connections."

Stuart Meek, South Western Railway's Interim Managing Director said: "I was delighted to be at Waterloo for the official unveiling of such a great exhibition of the station's history and I'd like to thank all the people that worked so hard to make that 175 years come to life."

"At South Western Railway, we understand that our colleagues are vital to the success of our network. We are all part of the railway family - looking out for, and supporting, each other and working together to give our customers the best possible experience."

"I'm glad to say that one of the few things that hasn't changed in the 175 years of Waterloo station is that sense of camaraderie and friendship that surrounds and enthuses everyone in the railway family."

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:

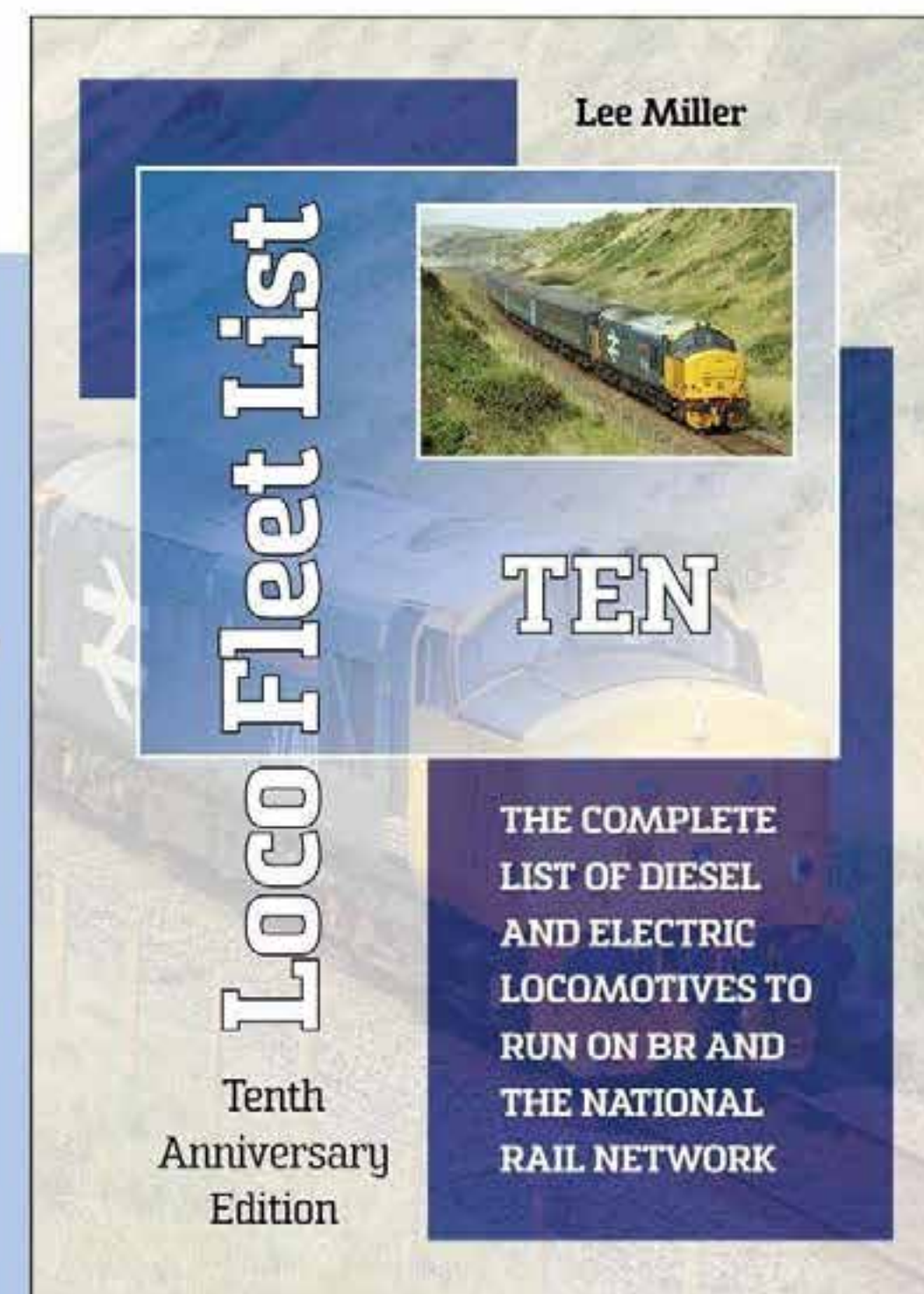
- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

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



EMD Longport

On July 18th, the stripped out shell of Class 60 014 is seen in the yard at Longport awaiting developments. *Michael Lynam*



Class 56 081 hasn't moved since arriving and its future is unknown. *Michael Lynam*



The battered shell of Class 66 048, presumably retained for spares recovery. *Michael Lynam*



A spare Class 56 cab is seen on its end. *Michael Lynam*

National Rail

Class 69009 is seen stabled at Leicester on July 2nd. *Allison Twycross*



Changes to Transpennine journeys during August weekend rail upgrades



Rail passengers are being advised of changes to train services through Huddersfield over four weekends in August, as TRU completes major upgrades along the Transpennine route. Customers will be kept on the move via diversionary routes and rail replacement buses, so those travelling are advised to check their journeys ahead of time at www.nationalrail.co.uk.

reliable railway in the future.”

Chris Nutton, Major Projects and TRU Director at TransPennine Express, said: “The work done over these four weekends forms an essential part of the transformation Huddersfield railway station will undergo as part of the Transpennine Route Upgrade, which will see the iconic roof restored to its former glory and the station upgraded to the benefit of all of our customers.

Services over the August bank holiday weekend will remain unaffected to enable passengers to continue with their journeys as planned. Throughout this upgrade period, engineers will work around the clock to rewire cables, install scaffolding that will facilitate the refurbishment of Huddersfield station roof canopy, renew tracks and complete work on several bridges between Deighton and Mirfield station.

To accommodate this work, the station will be closed on weekends between Saturday August 3rd and Sunday September 1st, excluding the bank holiday weekend. To keep you on the move, there will be some changes to our services, including diversions on some routes and rail replacement buses on others. We advise customers to check carefully before travelling. We’ll have extra staff on hand at key stations to help people who are travelling on the weekends affected by this work. We’d like to thank our customers in advance for their patience.

These upgrades are part of the Transpennine Route Upgrade (TRU), a multi-billion-pound scheme that will bring passengers faster, greener and more reliable trains between Manchester, Huddersfield, Leeds and York.

Gareth Hope, Sponsor on the Transpennine Route Upgrade, said: “The rail upgrades for TRU have been progressing well through Huddersfield, with mining mitigation work undertaken and reinforcements to Huddersfield viaduct underway, in advance of new track being installed. The next stage of upgrades will see repairs starting on Huddersfield’s historic roof canopy, which is one of the few remaining ‘Euston roof’ examples on the operational railway today, as well as wider work completed along the route. This will enable more trains to run on a more

Kerry Peters, Regional Director for Northern Trains, said: “We’re grateful to all of our customers for their patience whilst work takes place in and around Huddersfield station. We’ve worked hard to keep people on trains throughout this work, however, with some trains replaced by buses, we’d advise customers to plan ahead and check before they travel.”

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Greater Anglia marks the 5th anniversary of its first new train in passenger service

On July 29th, Greater Anglia (GA) marked the 5th anniversary of its first new train entering passenger service.

Monday July 29th 2019 saw the first of GA's brand new, Stadler-built, bi-mode trains in operation on the 07:47 from Lowestoft to Norwich. It marked the start of a new era for rail travel in East Anglia and the beginning of a positive transformation in the service provided for customers and communities across the GA network, which now sees all GA services in the region operated by new trains.

Passengers are benefitting from greater comfort, increased seating capacity, better accessibility, and other features, such as plug/USB points and fast, free wi-fi. They've also helped GA deliver record-breaking punctuality and reliability, with Greater Anglia consistently the best-performing train operator in the UK, and timetable improvements on a number of its routes.

To celebrate the anniversary of the beginning of this major upgrade for train services in the region, GA invited stakeholders and media representatives to an event which started at Norwich station and included a special trip to Lowestoft and back on one of its high-quality bi-mode trains (in fact the specific train that operated the first service – 4 carriage Class 755 bi-mode train, number 755410).

At Lowestoft there were speeches from representatives from Greater Anglia, Stadler, who built and maintain the bi-mode trains, and Rock Rail who own them, along with refreshments and photographs. The special trip then returned from Lowestoft to Norwich.

Key achievements linked to the introduction of new trains on Greater Anglia services across East Anglia include:

All Greater Anglia services now operated by new trains

Greater Anglia consistently the best-performing train operator in the UK with annual performance over 94.3% on both the Public Performance Measure (arrival at destination within 5 minutes of time) and the Time to 3 (arrival at every station served within 3 minutes of time) and 86% on the On Time measure - the best results of any UK operator in each case.

A number of regional routes - specifically the lines from Norwich to Sheringham, Great Yarmouth and Lowestoft and Marks Tey to Sudbury - have annual punctuality of over 96.5%

Customer numbers recovering well across the region, as passengers see the benefits of new trains

Major accessibility improvements - especially on regional, Intercity and Stansted Express routes, where the "level boarding" option provided by Stadler-built trains with low floors and retractable steps have set a new benchmark for accessible rail travel in the UK. More comfortable journeys with nice seats, bright, air-conditioned interiors, plug/USB points and fast free wi-fi

Increased seating capacity on all routes, including on 3 and 4 carriage trains on regional routes which were mostly operated with 1 or 2 carriage trains before

Journey times on some routes reduced - especially intercity services which are now mostly 6 or 7 minutes quicker

Timetable improvements, such as Norwich to Stansted Airport direct services, more frequent Sunday services on many regional routes and some later last evening trains

Greater Anglia's fleet of bi-mode, intercity and Stansted Express trains have now collectively travelled over 33 million miles

Jamie Burles, Managing Director, Greater Anglia said: "Five years on from our first bi-mode train entering passenger service, train services in East Anglia have been successfully and positively transformed,

with state-of-the-art, comfortable trains, excellent performance, better services, and new journey opportunities. Passengers and stakeholders alike have welcomed the step change in service quality and customer numbers are rising as a result.

"Looking ahead, we can reassure customers and communities across our network that our plans are not just to maintain the high standards of rail travel and performance we have now set, but to keep on improving services in line with local needs, as rail plays an ever more crucial role in the region's sustainable development."

Urs Bikle, Business Development Director at Stadler, added: "The fifth anniversary of the first bi-mode entering commercial service is a highly significant landmark and cause for celebration. Designed with the 21st century passenger in mind, these trains have taken rail travel in East Anglia to a new level. They have transformed the customer experience, improved performance, increased seating

punctuality as well as passenger satisfaction. We are thrilled to have been part of this journey with partners Greater Anglia and Rock Rail and look forward to working with them in future, as we continue to enhance the services we provide."

Matthew Allen, Chief Investment Officer at Rock Rail, added: "We are delighted to see first-hand the transformation of rail services in East Anglia which has been achieved as a direct result of the Stadler FLIRT trains introduced by Greater Anglia and Rock Rail. We look forward to working with Stadler and Greater Anglia to build on the successful introduction of these trains, continuing to grow the industry leading performance, and further enhancing the customer experience throughout the life of the fleet.

"These fantastic state-of-the-art trains for Greater Anglia are financed through public sector and private sector pension funds and insurance companies. This long term investment has already delivered significant benefits for passengers and the environment over the first 5 years of the trains being in operation."

Photo: Lowestoft Station ©Greater Anglia



Class 33 No. D6515 passes Purton Lane foot crossing on July 27th with a railtour from Basingstoke to Lydney Junction. *Ken Mumford*



Colas Rail's track machine No. DR75406 working the 6J83 Reading Triangle to Gloucester (Horton Road) passes Purton Lane foot crossing on July 18th. *Ken Mumford*



Power lines now live as latest section of Midland Main Line is electrified

A major milestone has been hit as Network Rail teams have successfully electrified the line between Kettering and Wigston, allowing for greener and quieter journeys along the Midland Main Line in the future.

On July 28th, 25,000 volts of electricity was switched on between Kettering and Wigston as work continues on the wider Midland Main Line Upgrade to provide passengers with more reliable, faster, and greener journeys. The wires will power new bi-mode (diesel and electric) trains through the area in the future, resulting in quieter journeys for passengers and residents living near the railway. Network Rail is electrifying the railway as part of the multi-million-pound Midland Main Line upgrade.

Now the lines are live, residents are being reminded of Network Rail's 'Always On!' campaign and the consequences of trespassing on the railway. Ahead of the electrification, Wigston fire service has received additional training on how to safely

respond to emergencies on the railway. These were held at East Langton substation, which is one of the three new substations that is providing power to the route.

The sessions were delivered by Network Rail and SPL Powerlines teams. Fire crews were able to examine the overhead lines and substation to understand the potential dangers of live power lines and how to best manage these in an emergency. Electrifying the Midland Main Line will help reach Network Rail's net zero carbon emissions target by 2050.

Chris Morgan-Jones, senior project engineer for Network Rail's East Midlands route said: "Electrifying the line between Kettering and Wigston is a major milestone in the wider Midland Main Line project, allowing for more greener and quieter journeys for passengers travelling through the area.

"Safety is Network Rail's top priority, and while this is a huge moment for the

project, we want to remind residents of the potential risks of overhead power lines. These wires carry 25,000 volts of electricity and make trespassing on the railway even more dangerous. We would like to thank passengers and residents for their patience and understanding while we have been electrifying this part of the route."

Simon Skinner, Engineering Director for SPL Powerlines said: "A major milestone was completed over the weekend, extending the overhead wires to Wigston, just shy of Leicester Station. New overhead line equipment has been installed over a 36km stretch of the Midland Main Line allowing passengers to benefit from greener journeys, on quieter trains in the future. This is SPL Powerlines' second major commissioning on the Midland Main Line in 4 years, both on time and under budget, accounting for a total distance of overhead wires nearing 300km.

"The commissioning works also adds

resilience with the introduction of a Braybrooke Feeder Station. The new feeder station feeds 25,000 Volts to Corby and down to Sharnbrook, ensuring that existing and

future train services are more reliable and can be more frequent."

Photo: Midland Main Line Kettering to Wigston ©Network Rail



Par signal box gets new lease of life as a training facility

The future of Par signal box in Cornwall, one of the oldest signal boxes still standing, has been secured with an agreement to use it as a training facility.

A ceremony was held to hand over the keys to the signal box from Network Rail’s operations team to the maintenance team.

Built in 1878, Par signal box was finally closed on March 4th when a new digital signal system was launched in mid-Cornwall.

But the Grade II listed box will now continue to serve the railway for decades to come.

The box will be used to help train signallers, with skills gained in mechanical signalling equally valuable on a digital system.

Mechanical signalling is also still in use in West Cornwall, with signal boxes at St Erth, St Blazey, Goonbarrow and Liskeard to operate the St Ives, Newquay and Looe branch lines.

Network Rail Western section manager Paul Gardiner said: “We were honoured when asked to help preserve our railway history and bring Par signal box back to life. It will now become a valuable training base and help educate railway workers for years to come.”

On July 7th, Midland Pullman power cars Nos. 43049 and 43059 pass Moore working 1Z46 Fort William - Crewe. *Mark Enderby*



First points renewal for Southern Integrated Delivery completed at Hoo Junction

The first major renewal of switches and crossings to be delivered by VolkerRail, as part of the Southern Integrated Delivery (SID), was successfully completed over a number of weekends in May and June.

The work took place stretched across a 430 metre stretch of line at Hoo Junction, Rochester. Across eight shifts, 56 panels (24 switches and crossings, and 32 plain track panels) were renewed along the two-track line, with the heaviest reaching 37 tonnes, aided by VolkerRail’s 125-tonne capacity Kirow 1200 crane.

The Kirow crane transported each unit into position before being installed on the trackbed, reducing the need for multiple machines and people on site, making for a safer working environment and maximising the use of limited possession times.

As part of Southern Renewals Enterprise (SRE), VolkerRail is the track delivery partner for SID, working in partnership with

VolkerFitzpatrick AtkinsRéalis, Octavius and Network Rail, as part of an innovative new model established to deliver the southern region’s £9bn renewals portfolio between 2024 and 2034.

The SRE model is based on the Institution of Civil Engineers’ industry leading Project 13 principles, established to deliver major infrastructure projects in a more collaborative manner; making the best use of resources and maximising efficiencies.

Since launching on April 1st 2024, over £75m of work has been completed under the SRE, across 1,576 worksites, throughout the Southern Region. The renewal of switches and crossings (S&C), more commonly known as railway points, at Hoo Junction, is the first major milestone to be completed by VolkerRail.

Speaking of his team’s achievements, James Lewis, business partner lead – track, for VolkerRail, said: “I’m really proud of the

team for delivering what will be the first of many key milestones over the next two control periods. As a newly formed team, we have needed to pull together quickly to hit the ground running and ensure our track delivery programme got off to a positive start. The Hoo Junction S&C renewal is testament to the hard work and dedication of everyone on the team.”

Commenting after visiting the works, SID director, Liz Baldwin, said: “Hoo Junction was our first major S&C renewal in CP7, and I am really proud of the team coming together to deliver it successfully. It was great to see the Kirow lifting in the panels and to talk to the team as well as to three of our track apprentices who were out on site when I visited. I am really excited about the opportunities we have to deliver track even more safely and efficiently in CP7.”



National Rail

Wizzo No. D1015 with 'The Nosh and Slosh' railtour from Swindon is seen at Birmingham International on July 21st. *John Alsop*

Colas Rail's No. DR73947 running as 6J62, the 08:48 Nuneaton Civil Engineers to Bicester ACE Sidings heads through Northampton on July 30th. *Derek Elston*

Class 67 005 working the 1Q23 Bath to London Victoria is seen passing Grateley on July 25th. *Michael Bennett*



£5.2m upgrade complete for Tyneside's 'world-first' railway bridge

A year-long project to strengthen the iconic High Level Bridge which provides a vital road and railway link over the River Tyne is now complete. Network Rail has invested £5.2m to overhaul the underside of the Victorian-built structure which connects Gateshead and Newcastle. Designed by railway pioneer Robert Stephenson, when complete in 1849 it was the first double-decker road and railway bridge in the world.

On July 25th, High Level Bridge reopened as normal for pedestrians and road users after essential repainting and strengthening work beneath them. The 175-year-old bridge needs regular maintenance, and this latest overhaul by Network Rail and contractor AmcoGiffen has seen:

Grit blasting and repainting of the structural beams holding up the road and pedestrian decks to stop them from being weakened from corrosion
Structural repairs to wrought ironwork across the bridge at road and pedestrian level

Waterproofing the road deck and improving the drainage channels on the road to protect the newly refurbished structural beams below
Resurfacing the carriageway for a smoother ride for cyclists and road traffic

In numbers the project saw:
3,300 litres of paint used (primer, mid coat and top coat combined)
283 structural beams painted across the bridge's six spans
2.6km of road drainage repaired, waterproofed and re-surfaced
460 tonnes of scaffolding installed to make the temporary deck to paint the underside of the road deck

Much of the work happened at night to minimise disruption to road users. Train journeys have been unaffected with all services running on the top bridge deck as normal throughout the project. As a Grade I listed structure, a complex scaffolding system had to be

hung from the bridge without it interfering with the original ironwork.

Sean Ellerby, Network Rail scheme project manager, said: "While much of the work has been happening out of sight beneath the road and walkways, it's been a huge job to secure the future of this world-first bridge and important link for rail and road between Gateshead and Newcastle. I'd like to thank residents' patience while much of our work had to take place at night, and also road users and pedestrians who've been impacted by the scaffolding as we've worked around the clock to keep High Level Bridge fit for the future and safe for trains, traffic and pedestrians."

Chris Pennock, AmcoGiffen framework director, said: "We're pleased to complete the extensive repairs and improvements safely and successfully at High Level Bridge on behalf of Network Rail. This significant investment has revitalised the 175-year-old landmark and will preserve its structural integrity and historical

significance for years to come."

Throughout the project Network Rail has worked closely with Gateshead Council, which is responsible for maintaining the pedestrian walkways and carriageway, and organising the road closures needed for work to take place.

Councillor John McElroy, Cabinet Member for Environment and Transport at Gateshead Council, said: "The High Level Bridge is an important part of the local travel network, particularly for pedestrians, cyclists and public transport users. As we want to make these forms of travel as safe, easy and attractive as possible for our communities, it's great news that the upgrade is complete. Its historical significance to the region makes it even more important that we continue to look after the bridge and ensure it remains fit for purpose for generations to come."



National Rail

A better experience for passengers at London Liverpool Street station

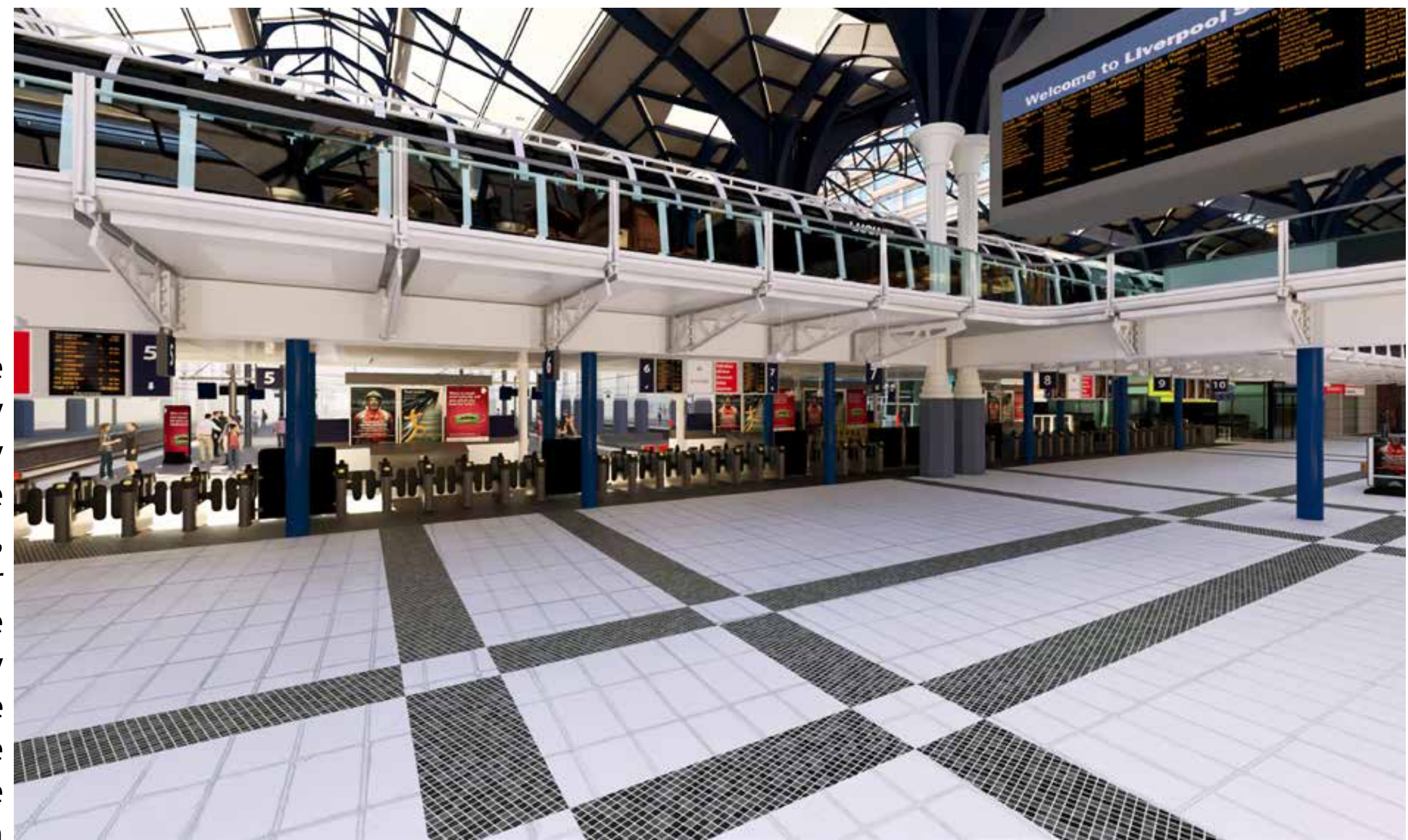
A range of improvements will make the passenger station experience better at London Liverpool Street including more ticket gates new retail units and a new Greater Anglia ticket office on Platform 10. Beginning this summer, Network Rail, together with its contractor, Spence, will begin to install an additional 21 new automatic ticket gates (including four wide access gates) serving Platforms 1-10. London Liverpool Street is the busiest station in the UK with 80.4 million journeys. Passenger numbers have recovered since the pandemic, already exceeding the 2019 numbers by 16%, and are expected to continue to increase, adding to the existing congestion at busy times when passengers often have to queue at the ticket barriers. Whether catching a train or trying to exit the station, hundreds of passengers can be frustrated and inconvenienced by having to wait to pass through the existing 36 ticket gates serving platforms 1-10 at busy times. Increasing capacity of the gateline by

58 percent will ease congestion and reduce wait time for passengers, helping them complete their journey more quickly. The new ticket gates will be installed in stages with all new gates in place by spring 2025. To make room for the new ticket gates, five existing retail units on the gateline will be removed in stages by the end of 2024. Space for three new retail units will be re-provided to continue to give great retail choices for passengers and customers using the station. The new retail units will be situated in the area of the existing, staffed Greater Anglia ticket office, which will be relocated on Platform 10, planned to open later in the year. A staffed ticket office will remain open and available for the convenience of passengers for the majority of relocation work.

Lawrence Bowman, route director for Network Rail Anglia said: “It is so important that our managed station, the busiest in the UK, is able to cope with the increase in

passenger numbers we’ve seen over the last few years. The current gateline simply does not have the capacity to quickly and efficiently allow passengers to move between platform and concourse easily, especially at busy times. Working with our contractor, Spence, and Greater Anglia, the station team, retailers and our property colleagues, we now have a robust programme of improvements that will allow us to tackle the congestion while continuing to provide the service we need to on a daily basis with minimal disruption to passengers.”

Jamie Burles, Greater Anglia managing director, said: “As the UK’s busiest station, it is great that improvements are being made to the gateline at London Liverpool Street that will positively affect our passengers. These enhancements will help reduce crowding during peak times, enable customers to board trains more quickly and help them pass through the station



more swiftly on arrival. We would like to thank customers for their patience and understanding while this work is carried out.”

Jonathan Spence, Managing Director for Spence Refit Ltd said: “Working in partnership with Network Rail, Spence Refit Ltd are excited to be awarded the contract to re-develop important passenger facilities

at one of London’s most prestigious stations. Working closely with the station’s operator, Greater Anglia, local businesses and stakeholders, Spence has developed a construction programme to ensure minimal disruption to passengers and daily operations at the station throughout the extension of the existing west side ticket gates and the construction of the new ticket office and retail premises.”



Network Rail completes £5m Troon station rebuild



Network Rail has completed the rebuild of the fire-damaged Troon station in a £5m investment in Scotland's Railway. Troon's platform one building and canopies were destroyed in a July 2021 fire which ravaged the South Ayrshire station. The new building includes a ticket office, toilets and waiting area as well as a Changing Places facility, which delivers improved services for people with disabilities.

Ahead of the main construction works, which began in October 2023, seven platform canopies were also replaced. The station's design echoes the previous building while changing the internal layout to better meet customers' needs. The look of the new building was finalised after consultation with the local community, council and other stakeholders.

Ross Moran, Network Rail Scotland route director, said: "The new station provides improved facilities for customers while also capturing the historic character of the original building. Our team have worked incredibly hard alongside our contractors to deliver this new facility for Troon and we would also like to thank the local community for their input to the design of the new building and their patience during the work to construct the new facility."

Scott Prentice, ScotRail strategy and planning director, said: "ScotRail is delighted to see the rebuild of Troon station completed, and we thank our colleagues at Network Rail Scotland for all their work in delivering on this project. The new station will see improved services and enhanced facilities for all our customers.

"We appreciate our customers' patience during the disruption caused during the rebuild, and we look forward to welcoming them back to the new station building at Troon."

Siobhian Brown, MSP for Ayr said: "The station is an important part of this community and I have taken an active interest in the rebuild, visiting the site a number of times and seeing the new station building evolve. My thanks go to Network Rail and contractor AMCO Giffen and all the project team involved in delivering a building in keeping with the historic character of the station that will serve the community for many years to come."

The Nosh Report

Popeyes launch at Waterloo Station in a travel retail and Network Rail Property first



Network Rail has welcomed the opening of Louisiana chicken restaurant Popeyes at Waterloo station, marking Popeyes first foray into travel retail. Comprising over 1,820 sq ft of prime retail space, the restaurant is new to Network Rail's retail portfolio and the first Popeyes to open across its 19 managed stations in Great Britain. Bringing a taste of New Orleans to Waterloo, Popeyes has over 3,700 worldwide restaurants and is one of the largest chicken brands globally. Popeyes operates in over 30 European countries, with a well-balanced offering including classics from their American menus and locally exclusive items. Known for their 12-hour marinated Louisiana chicken, all Popeyes food is freshly hand prepared. At Waterloo, Popeyes will be serving takeaway and dine-in eating from breakfast through to dinner, with customers able to pick from internationally enjoyed items including The Chicken Sandwich and Hot Wings. Popeyes launched by offering the first 50 diners free meals, with the first 3 customers given a special prize to eat free at the restaurant for a year. Queuing started 18 hours ahead of opening, with a brass band performance marking the occasion at Waterloo station.

Over the last 12 months, Network Rail has proactively evolved the retail mix across its 19 managed stations by introducing new brands and experiences at destination stations. The opening of Popeyes further diversifies Waterloo's offering, joining 25 other F&B brands including Benugo, Marugame and The Victory

pub to create a balanced selection for passengers on the move. Network Rail own and manage over 600,000 sq ft of prime retail space in major city centre locations. Across all stations, there are over 700 million visits per year with Network Rail's most recent annual retail sales surpassing £800m. Income generated from retail and F&B is crucial to Network Rail's ongoing reinvestment into the transformation of British railways.

Hamish Kiernan, Commercial Director, Property at Network Rail, commented: "Passenger appetite for food and drink continues to go from strength-to-strength across Network Rail stations, making Popeyes an exciting addition to our F&B line up. Introducing international and popular brands to our stations is an essential aspect of our retail strategy, as we strive to make our offering varied for customers. The opening of Popeyes further demonstrates our proactive steps to develop a curated retail mix."

Tom Crowley, CEO at Popeyes® UK, said: "We are delighted with the turnout and popularity of our new Popeyes® Waterloo restaurant on opening day. There was a real buzz of energy as everyone waited for the first famous Chicken Sandwich to be served. Waterloo is not only our first travel hub but has been a key location for us since we landed in the UK, so the response to our opening has been incredible to see. We're really looking forward to welcoming people to Waterloo and hope to become a regular stop-off for those working and living in the area."

National Rail

Plasser & Theurer tampers, 09-2X No. DR73121 and 08-4xx4 4SRT No. DR73909 pass Northampton working 6Q54, 07:30 Hemel Hempsted Boxmoor Siding to Hemel Hempsted Boxmoor Siding via Rugby on July 31st. *Derek Elston*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Isle of Wight : Ventnor, Ryde and Cowes

The track at Ventnor Station
[NOT TO BE CONFUSED with the other station that WAS in the Ventnor area]
was lifted by 1970 and the station subsequently demolished.

The site is now an industrial park and Southern Water runs a water pipe and sewer pipe through the tunnel.

When Ventnor Station was first opened 1866 on the site of an existing operating quarry only temporary accommodation was provided. A permanent station was eventually built including a large goods yard with three sidings and coal ground for local merchants who were accommodated in quarried chambers in the cliff face. Although there were only two passenger roads the station was provided with three platform faces on two island platforms. The fourth platform face was for goods with a large goods shed provided at the end of the platform.



DID YOU KNOW?

Cowes station [on the former Isle of Wight railway line - Ryde Pier Head - Smallbrook Junction - Haven Street - Newport] was a pleasant station with a good-size glazed roof and, at times, hanging baskets of flowers.

Coaches were regularly gravitated down into the platform - usually successfully - but on September 7th 1889 five coaches for the 2-40 pm departure scattered the waiting passengers and came to rest at the top of the steps to the street!!

Left Photo: Looking towards the tunnel entrance at Ventnor

Right Photo: Ventnor Station was built on the site of a quarry and some of the excavated chambers at the side of the former station are still in use.

In the dismantling work on Ryde Pier [in connection with the electrification of the Ryde (Pier Head) to Shanklin route], there were benefits. Staff were reputed never to be short of fish in their larders and firemen were known to cool off with a swim between trips! Interestingly, in World War Two, the Pier Head station was a target for the enemy. The booking clerk saved his life by putting his head in the safe!

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

If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing. Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

Clubs and Societies Apparel

Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

huddersfield@had-it.co.uk • 01484 500441 • had-print.co.uk



A Different View

London King's Cross is still very busy at 22:13 as passengers rush across the forecourt on June 16th. *Paul Senior*

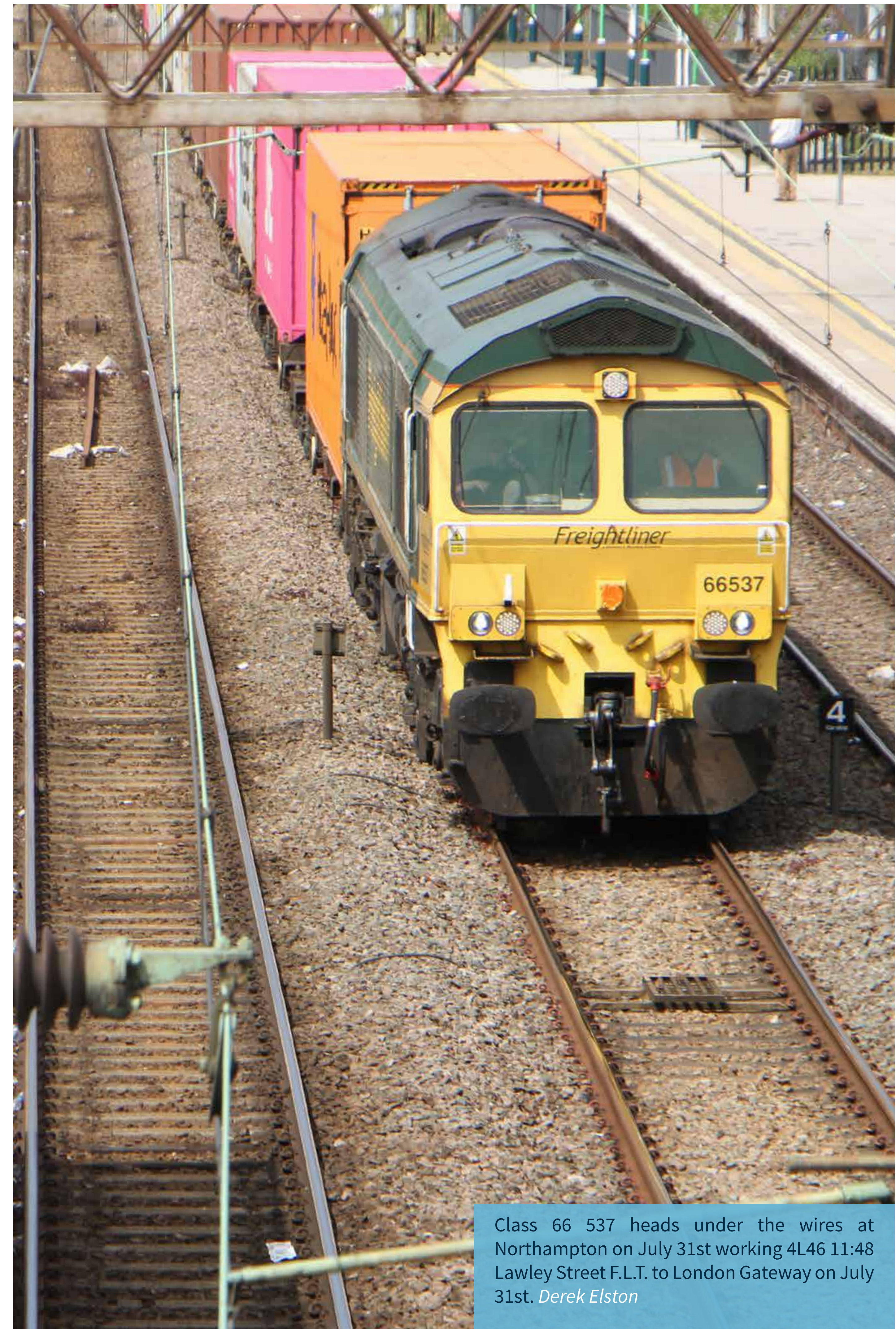


A Different View

Class 60 047 is seen having just emerged from Fishergate Tunnel with 1Z82 15:39 Preston Docks - Watford Jct. on July 14th.
John Balaam



The inside of TfW's Class 230 008.
Barry Longson



Class 66 537 heads under the wires at Northampton on July 31st working 4L46 11:48 Lawley Street F.L.T. to London Gateway on July 31st.
Derek Elston

ENJOY AN UNFORGETTABLE SUMMER ADVENTURE WITH GREAT CENTRAL RAILWAY'S "KIDS FOR A QUID" OFFER!



This summer, embark on a fun-filled adventure with the Great Central Railway's special "Kids for a Quid" promotion. From July 3rd to September 1st, families can create lasting memories together while exploring the charm and history of the UK's only double-track mainline heritage railway.

The popular "Kids for a Quid" offer is designed to make family outings both affordable and enjoyable. For every adult ticket purchased, up to three children aged 3-15 can travel for just £1 each.

This fantastic deal is perfect for families looking to explore, learn, and have fun without breaking the bank.

Free Activity Packs for Kids

To make the journey even more special, every child will receive a complimentary activity pack. These packs are filled with engaging and educational activities, including colouring pages, puzzles, trivia, and games, ensuring that kids are entertained throughout the ride.

Why Visit Great Central Railway This Summer?

An Educational Experience that majors on fun!: Travel back in time on our heritage railway, enjoying the beautifully restored locomotives and carriages.

Scenic Views: Take in the picturesque landscapes of Leicestershire as you travel along our tracks.

Your Ticket Let's you Travel All Day: Your day ticket

enables all day access to the stations and trains meaning you can really make a day of it at GCR!

Family-Friendly: With our "Kids for a Quid" offer and free activity packs, the Great Central Railway is the perfect destination for a family day out.

Plan Your Visit

The "Kids for a Quid" promotion runs from July 3rd to September 1st, giving you plenty of time to plan your

visit. Whether you're a local or visiting from afar, the Great Central Railway promises a unique and delightful experience for all ages.

For more information on ticket prices, train schedules, and to book your tickets, visit the website at www.gcrailway.co.uk. Don't miss out on this incredible opportunity to enjoy an unforgettable summer adventure with your family!

GCR REUNIFICATION PROJECT PLANNING APPLICATION SUBMITTED WITH SUPPORTERS URGED TO 'GET BEHIND' APPLICATION



Malcolm continued, “Formally applying for planning consent is a huge milestone for this exciting project. It has required a lot of hard work and investment from our supporters and stakeholders. We’d like to thank everyone who has got behind Reunification and in particular our design consultants and advisers who have helped and guided us through this vital stage.”

Donations can be made online at gcrailway.co.uk/unify or via post with a cheque made payable to ‘David Clarke Railway Trust’ marked ‘Reunification’ on the back. Cheques can be sent to Lovatt House, 3 Wharncliffe Road, Loughborough, Leics LE11 1SL.

The two sections of the line being reconnected were part of the original Great Central Railway which ran from Sheffield to London. It was closed in 1969 and 500 metres of railway was removed. The revived GCR in Leicestershire now welcomes hundreds of thousands of visitors and a sister operation in Nottinghamshire is a developing heritage attraction.

Illustration by Alan Hayward

The Great Central Railway has submitted its planning application to Charnwood Borough Council for the ambitious Reunification scheme.

The project will reconnect two separate heritage railways to create an eighteen-mile line stretching from the north of Leicester to the south of Nottingham, centered on Loughborough bringing economic benefit and protecting jobs in the area’s service sector.

Three parts of the scheme have already been completed and millions of pounds raised.

However, to build more of the scheme planning permission is required.

General Manager of the Great Central Railway Malcolm Holmes said, “As always, we are hugely grateful and humbled by the generous donations we receive from around the world to advance the project. This next stage is crucial, so we’re now asking people to contact Charnwood Borough Council and support the planning application.”

Since showcasing new plans for the proposed railway link in April 2024, an additional £50,000 has been raised by supporters towards the next phase of work. Plans now need to be turned into engineering designs and specifications, which is likely to cost in the region of half a million pounds.

The full planning application is now online at Charnwood Borough Council’s planning explorer. Navigate to www.charnwood.gov.uk and click on the planning portal button. Comments on the application can also be made [here](#)

Wensleydale Railway hosting its first industrial diesel locomotives event over the August Bank Holiday weekend.



INDUSTRIAL DIESEL WEEKEND 24 - 26 August 2024



Over the August Bank Holiday weekend (Saturday August 24th to Monday August 26th) Leeming Bar Station will be hosting its first ever industrial diesel locomotives event. The railway will be operating a special timetable over the 3-days, using six of its locomotives. Passenger and freight demonstration trains will run between Leeming Bar & Scruton and passenger services between Leeming Bar & Leyburn.

The proposed locomotive line up is:
Class 03 (03144) ex MOD
Class 14 (D9523) ex British Steel Corby
Class 14 (D9513) ex NCB Ashington
WL4 ex Tyne & Wear works loco (also worked on Channel Tunnel)
Sentinel 0-6-0 ex Hope Cement Works, Derbyshire

The railway's popular class 37 locomotive (37250) will also be running passenger services between Leeming Bar and Leyburn for the first time since it was repainted in a new livery.

The event will feature double-headed class 14 locomotives to Leyburn and also brake van rides from Leeming Bar to Scruton for £5 (over 16's only). There will be shunting for loco changes and the Leeming Bar engine shed, which is normally closed to the public, will be open all weekend.

Do you enjoy history? Why not visit the railway's award-winning restored station museums at Leeming Bar and Scruton. Step back in time and enjoy free guided tours with costumed living history interpreters and learn about rural railway life in the early 1900s. The railway suggests that visitors consider arriving at Leeming Bar 30 minutes before their planned train departure time, in order to enjoy a tour of the restored station house building, part-

funded by the National Lottery Heritage Fund.

Hot bacon and sausage sandwiches will be on sale at Leeming Bar station and tea, coffee, soft drinks and light snacks available from the static buffet coach. Refreshments will also be available at Leyburn station's tearoom.

The event will be open daily from 9am to 5.30pm and tickets cost £25 for adults and only £1.00 for children aged 3 to 15. All tickets are day-rovers. This means that visitors can travel on any train, enjoy multiple journeys throughout the day of their ticket date, and hop on and off where they like. There is a £5 additional fee for the brake van rides. Tickets are available to purchase on the website or at station ticket offices on the event days.

For customers travelling by car, parking will be available at the former Vale of Mowbray factory overflow carpark, situated immediately behind the factory site at Low Street, off Leases Road (What Three Words code: /// grows.raven.fetching). There is limited parking available at Leeming Bar Station and this will be prioritised for people with disabilities and mobility challenges.

Nick Keegan, Fundraising and Marketing Manager at Wensleydale Railway said: "This will be the first time that we have held an industrial-themed diesel event and had our fleet of diesel shunters operating at the same time. Events like this allow us to showcase our collection of heritage locomotives, restored stations and stunning Yorkshire Dales scenery to visitors and railway enthusiasts alike."

Headed: "It's vital that we preserve our rich and important railway history, particularly for future generations to enjoy. We hope that visitors will enjoy this weekend and join us in celebrating industrial railway heritage!"

Photo: ©Nick Keegan

GREAT CENTRAL RAILWAY CELEBRATES CHRISTMAS IN JULY AS IT LAUNCHES ITS FESTIVE OFFERING FOR 2024



We may well be in the midst of summer, but every good elf knows that forward-planning is key when it comes to Christmas! Great Central Railway made its list and checked it twice when it launched its festive offering for 2024 and celebrated Christmas in July.

Families, friends and festive enthusiasts are all invited to experience a winter wonderland filled with enchanting events and memorable experiences this festive season.

From the beloved Santa Express to delicious dining, a thrilling festive murder mystery event, and elegant Christmas afternoon tea, there's something for everyone to enjoy.

All Aboard the Santa Express!

The Great Central Santa Express returns for 2024, holding 2023 prices and adding exciting new features for an unforgettable experience! A festive tradition for

generations of families, this year's steam-powered adventure promises to delight passengers of all ages, and will be running on selected dates from the November 23rd – December 24th. Immerse yourself in Christmas magic, meet Santa and his jolly helpers, and delight in a specially curated Christmas activity pack for the little ones. Santa will personally deliver a special Christmas gift to each child, along with a drink and treats.

It's not all about the little ones though, as the grownups enjoy the splendour of the Leicestershire countryside and the excitement of the children, they can soak up the festive cheer with a warming Irish Cream Liqueur and mince pie. There's also a full at-seat bar service, so guests can sit back, relax and enjoy the ride in style. It's the perfect way to make magical memories for all the family this Christmas.

For more information and to book, please visit: <https://tickets.gcrailway.co.uk/events/79555>

Indulge in Christmas Dining

Experience the warmth and joy of the season aboard our steam hauled, First Class Festive Dining Trains. Indulge in our delicious menus that have been specially crafted to take you on a culinary journey while being enveloped in the festive ambiance of our beautifully decorated carriages.

Savour a sumptuous Christmas Day Feast, or kickstart the festivities early on our Christmas Forester, Midlander and Jubilee services with meals prepared by our talented on train chef,

complete with all the traditional trimmings and seasonal delights – vegan and vegetarian options are available, too.

Trains run on a variety of dates in late November and throughout December. For more information and to book, please visit: <https://www.gcrailway.co.uk/christmas-dining-services-2024/>

Uncover Clues at the Festive Murder Mystery Event

Step in to a world of intrigue and festive excitement with our First-Class Christmas Murder Mystery Dining Train – 'Ding Dong Merrily Die'. Enjoy a delicious three-course meal, with tea, coffee and hand finished mince pies, paired together with the excitement of cracking a mysterious case. Unleash your inner Sherlock on this unforgettable dining experience that'll take place within a seasonally decorated first-class dining carriage.

This event runs on the December 6th, 13th and 20th, departing at 7pm. Tables of two and four are available. To book, visit: <https://www.gcrailway.co.uk/christmas-murder-mystery-2024-ding-dong-merrily-die/>

Savour the Delights of Christmas Afternoon Tea

Indulge in an array of Christmas treats as you travel through the Charnwood countryside. Savour the taste of delicious scones, topped with clotted cream and sweet jam. Delight in an assortment of sandwiches, each bite a burst of festive flavours. And, of course, satisfy your sweet tooth with an assortment of cakes and pastries, all crafted with a touch of Christmas magic.

Enjoy a round trip from Loughborough Central to Leicester North and back, with afternoon tea on the move. Choose from our standard afternoon tea, or vegetarian / vegan / non-gluten containing alternatives.

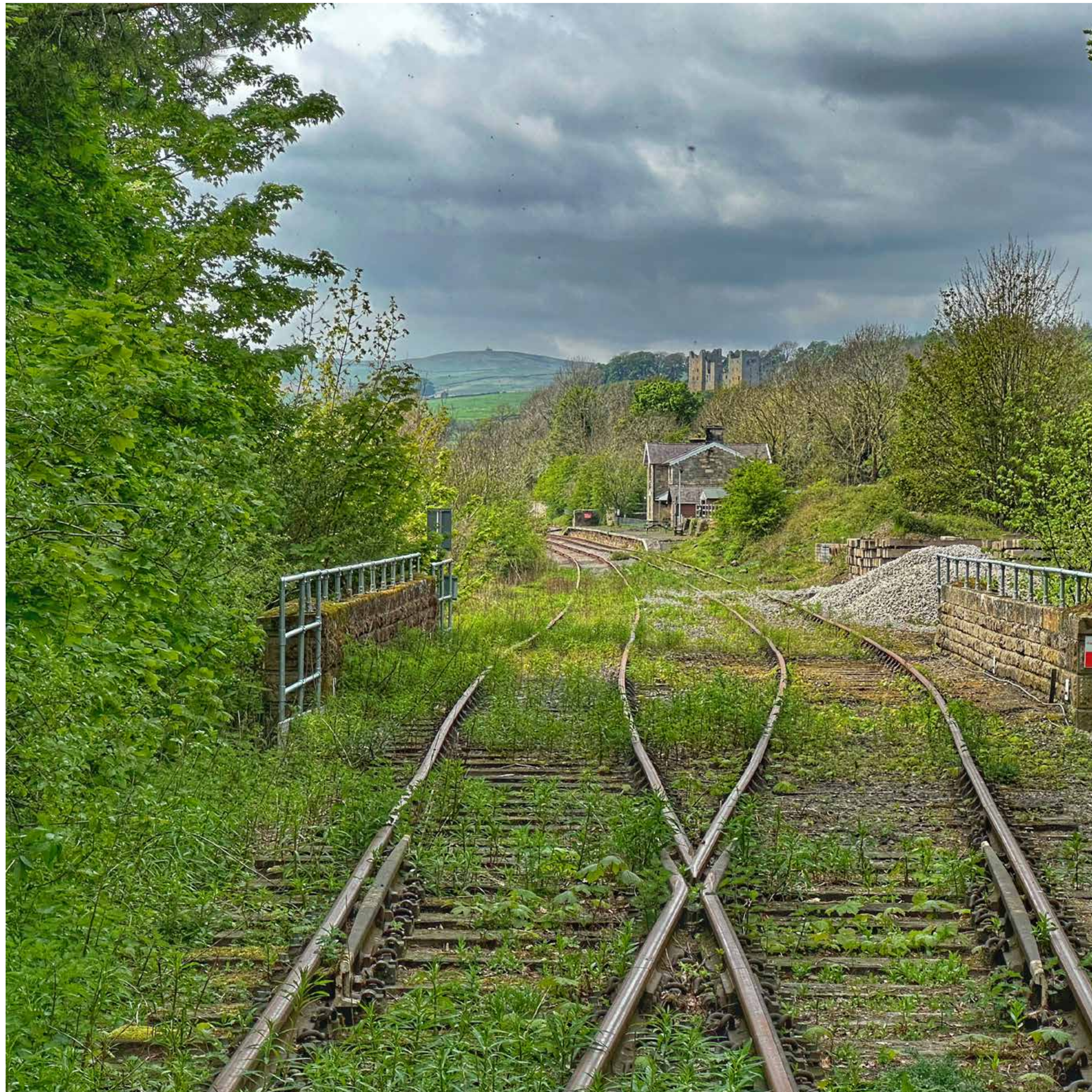
Dates to be released imminently – please keep an eye on the GCR website for further information and booking details.

Tickets for those events currently on sale are expected to sell out quickly, so pre-booking is strongly advised. To book your tickets and find out more information about all the events on offer at Great Central Railway, please visit: <https://www.gcrailway.co.uk/>

Celebrate Christmas with Great Central Railway and create memories that will last a lifetime!

Photo: Santa & Mrs Claus at Great Central Railway

Wensleydale Railway launches fundraising appeal to restore passenger train services to Redmire



Wensleydale Railway has launched a follow-up fundraising appeal as part of its on-going plans to restore passenger train services to Redmire. The section of line between the Georgian market town of Leyburn to Redmire village has been closed to the public since 2020. This has been due to the deteriorating condition of the track & infrastructure on this section of the railway. Some of the track is life-expired and dates back to before the First World War.

The railway raised over £50,000 from a fundraising appeal in 2022. The line from Leyburn to Redmire was then surveyed, all defects noted, and an action plan produced to bring the line back up to passenger standards again. Work started west of Leyburn in 2023, changing sleepers, removing trees and sorting out earthworks and drainage. This section of the line is in a deep cutting and over the years the earth on the north side has gradually drifted down onto the track. This has all had to be dug out and shored up to prevent recurrence. The drainage here is also very poor. Approx. 260m of concrete U tube drainage channel had to be dug out to remove damaged pipes containing asbestos.

The focus of this new appeal is on a 0.75-mile section of track close to Wensley Station that needs to be slewed away from the embankment edge. The earthworks which carried the railway along the foot of the cliffs below Leyburn Shawl have

eroded and material fallen into the adjacent fields. Some sleeper ends have been left exposed and unsupported. Wensley is approximately halfway between Leyburn and Redmire.

The track section has been surveyed by a Civil Engineer and plans made to slew the track away from the embankment edge onto what was once part of the quarry sidings. The work will require approx. 1,000 tons of ballast (at a cost of around £25,000), the hire of machinery and qualified operators, works trains and the railway's operating staff, permanent way engineers to approve the work, plus hiring a tamping unit (this alone will cost around £10,000) and last but not least, the efforts of the railway's volunteer infrastructure teams.

There is also a short section of track just east of Wensley crossing which needs attention and that should allow the railway to reach Wensley. The next work phase will focus on the line to the west, in particular Preston Bank as it runs downhill towards Redmire Station. This will need significant support to complete.

Donations can be made online at <https://www.justgiving.com/campaign/redmirenextsteps>

Richard Leathley, Chairman of The Wensleydale Railway Association (Trust) Limited said: "The Leyburn to Redmire section of our railway has some of the finest scenery & views in the Yorkshire Dales and we're committed to re-opening this part of our line. Our goal is to restore passenger services to Redmire station by September 2025. This will coincide with the 200th anniversary celebrations of the World's first passenger service on the Stockton & Darlington Railway in 1825."

Nick Keegan, Fundraising and Marketing Manager at Wensleydale Railways said: "We have made great progress with our plans to restore passenger services to Redmire. However, the work is challenging, time-consuming and costly. Funds raised from this appeal will allow us to tackle a problematic section of trackwork that is impeding progress and bring us significantly closer to our goal of re-opening services to Redmire by 2025. We need your help and I urge people to support us."

Photo: ©Nick Keegan

'SUNSET SHUTTLE' EVENING HERITAGE DIESEL TRAIN SERVICE CONNECTS SWANAGE, HARMAN'S CROSS & CORFE CASTLE



“Combining value and convenience, it has never been easier to leave the car and let the train take the strain.

“While discounted tickets are available for the ‘Sunset Shuttle’ – giving unlimited evening travel from 6pm for the date of purchase – daytime return tickets and Freedom of the Line unlimited travel tickets can also be used on the ‘Sunset Shuttle’ trains,” added Bob who is a volunteer station porter on the Isle of Purbeck heritage line.

Depending on operational requirements, the ‘Sunset Shuttle’ trains will be formed of either the Swanage Railway’s 1950s diesel mechanical multiple unit or a rake of its 1950s Mark One carriages hauled by a 1960 Class 33 heritage diesel locomotive.

The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact the Swanage Railway volunteer recruitment and retention officer Lisa Gravett on 01929 475212 or email iwanttovolunteer@swanagerailway.co.uk.

Details about volunteering can be found at swanagerailwaytrust.org/volunteering.

Photo: Sunset Shuttle evening train west of Harman’s Cross July 2024 © ANDREW P.M. WRIGHT.

A summer holidays ‘Sunset Shuttle’ evening heritage diesel train service connecting Swanage, Herston Halt, Harman’s Cross and Corfe Castle has been launched by dedicated Swanage Railway volunteers.

Combining value and convenience, the service operates on Friday and Saturday evenings from 6.30pm until Saturday September 7th 2024 (inclusive).

On Friday August 2nd and Saturday August 17th 2024, part of the ‘Sunset Shuttle’ evening train will be playing host to a Murder Mystery evening with seats for the Murder Mystery evening having to be pre-booked via the Swanage Railway website at swanagerailway.co.uk.

The ‘Sunset Shuttle’ also operates during the Purbeck Film Festival at the end of August and the Swanage Folk Festival in early September.

The ‘Sunset Shuttle’ trains depart Swanage station at 6.30pm, 7.30pm, 8.30pm, 9.30pm and 10.30pm with the return trains departing Corfe Castle station at 7pm, 8pm, 9pm, 10pm and 11pm.

The 6.30pm and 7.30pm ‘Sunset Shuttle’ trains from Swanage call at Norden station – next to Dorset Council’s Purbeck Park long-stay car park off the main A351 road from Wareham – at 6.55pm and 7.55pm with the evening’s three remaining ‘Sunset Shuttle’ trains

only calling at Norden by request to the train guard.

‘Sunset Shuttle’ tickets – giving unlimited evening travel from 6.00pm on the date of purchase – are £10 for adults and £5 for children aged five to 15 years.

Swanage Railway volunteer commercial director Robert Patterson said: “There is no better way to enjoy the beautiful Isle of Purbeck countryside than from our summer holidays ‘Sunset Shuttle’ heritage diesel train service connecting hotels as well as camping and caravan sites with restaurants and bars in Corfe Castle and Swanage.

Threlkeld Quarry

Bagnall 'Sybil' (from the West Lancs Railway) and Isabel (from the Amerton Railway) are seen departing the station on July 28th. *Mark Enderby*



Threlkeld Quarry

Resident Bagnall 'Sir Tom' is seen in the quarry area on July 28th. *Mark Enderby*



East Lancs Railway

▶ The operational days of Freightliners sole Class 47 seem to be over so it was a popular choice as a visitor to the East Lancs Railway. On June 30th it is seen soon after departing from Bury Bolton Street with a Rawtenstall service.

Lee Stanford

▶ Now carrying Railfreight triple grey livery, Class 26 007 made a return visit to the East Lancs Railway and on June 30th is seen arriving at Bury with a service from Rawtenstall.

Lee Stanford

▶ After a lengthy restoration Class 20 066 was a sought after visitor to the lines diesel gala and is seen standing at Bury with a service for Rawtenstall on June 29th. *Lee Stanford*



Gloucestershire and Warwickshire

On July 13th, Class 20 228 and 20 137 are seen running round their train at Cheltenham Racecourse. *Richard Hargreaves*

Class 47 105 and Class 24 No. 5081 are seen in the yard at Toddington on July 13th. *Richard Hargreaves*

Class 26 043 is seen inside the shed under overhaul at Toddington on July 13th. *Richard Hargreaves*



Gloucestershire and Warwickshire

On July 21st, Class 24 No. 5081 is seen arriving from Broadway en route to Cheltenham with Class 26 No. 5310 on the rear. *Michael Lynam*

Southern Pacific No. 35006 'Peninsular & Oriental SN & Co.' is seen taking water at Toddington with a service to Cheltenham on July 21st. *Michael Lynam*

Class 26 No. 5310 is seen on the rear of a service to Cheltenham as it departs Toddington on July 21st. *Michael Lynam*



On July 27th, the lines 1950 Swindon built, from a Collett design, No. 7820 'Dinmore Manor' runs round at Cheltenham Racecourse. This loco was last allocated at Shrewsbury before being sent to Woodham Bros Scrapyard at Barry. After visiting various heritage lines for restoration and upkeep it currently enjoys life based at Toddington. *David Mead*



South Devon Railway

Great Western Pannier Tank 0-6-0T loco No. 1369 is seen at Buckfastleigh, ready for departure with 11:20 service to Totnes on August 1st. *Allison Twycross*



South Devon Railway

▶ GWR 'Collett Goods' loco No. 3205 is seen awaiting restoration at Buckfastleigh on August 1st. *Allison Twycross*

▶ GWR 0-6-0PT No. 5786 is seen standing in the sidings at Buckfastleigh on August 1st. *Allison Twycross*

▶ Class 33 002 'Sea King' seen in the sidings at Buckfastleigh on August 1st. *Allison Twycross*



Mid Hants Railway

▶ Class 20 No. D8188 heads through Ropley on an empty stock working to Alton on July 6th.

David Lindsell

▶ 0-4-0ST No. 1788 'Kilmersdon' is seen at Ropley on July 6th. This R3 class locomotive was built in 1929 by Peckett & Sons and was delivered new to work at Kilmersdon Colliery which was located between Radstock and Frome in Somerset. *David Lindsell*

▶ Hunslet Works 0-6-0ST No. 3781/NCB1 'Thomas' is seen in steam at Ropley on July 6th.

David Lindsell



Severn Valley Railway

At Kidderminster on July 15th during a conducted tour of the depot, a fine selection of motive was on display, left to right are Class 40 106, 50 035, Wizzo No. D1062, Class 09 No. D4100, Peak No. 182 and Class 17 No. D8568. *Lee Stanford*



Isle of Wight Steam Railway

On July 6th, Ivatt 2-6-2T No. 41313 is seen on the shed. *Ken Mumford*

Austerity 0-6-0Ts No. 198 'Waggoneer' and No. 168 'Royal Engineer' are seen being prepared for the days work on July 6th. *Ken Mumford*

Austerity 0-6-0T No. 198 'Waggoneer' has run around its train at Wootton and is now slowly backing onto the return working. *Ken Mumford*



Ecclesbourne Valley Railway

On July 26th, Class 14 No. D9529 arrives into Wirksworth with the 16:31 from Duffield.
Barry Longson

Three Class 14s in one shot at Duffield on July 26th. Left is No. D9551 runs forward to couple up to the train which D9504 had brought in and is now running to the holding siding, whilst No. D9525 was on static display only.
Barry Longson

Having arrived a little later than planned, No. D9553 is slowly unloaded at the rear of Wirksworth station on the afternoon of July 26th.
Barry Longson



Ecclesbourne Valley Railway

▶ Class 14 locos Nos. D9504 and D9551 from the Spa Valley and Severn Valley Railway respectively visited Ecclesbourne for their excellent Class 14 event. The pair are seen at Wirksworth on July 26th waiting their next duty. *Lee Stanford*

▶ Class 14 No. D9553 is seen at Wirksworth on July 26th. *Brian Battersby*

▶ Class 14s Nos. D9537 and D9551 are seen running onto Wirksworth shed on July 26th. *Brian Battersby*



Keighley & Worth Valley Railway

Standard Class 2 No. 78022 climbs Oakworth bank without any problems on a sunny July 29th. *Lee Stanford*



Keighley & Worth Valley Railway

The KWVR operated Class 101, now in BR blue and with the headcode panels replaced, approaches Oakworth on a hot July 29th with a service for Oxenhope.
Lee Stanford



Keighley & Worth Valley Railway

Class 52 'Western' No. 1015 'Western Champion' finds itself in unfamiliar surroundings as it powers away from Keighley on June 21st, during the lines diesel gala. *Lee Stanford*



Keighley & Worth Valley Railway

GBRf provided Class 69 009 as a guest at the diesel gala and it is seen in lovely evening light on June 22nd shortly after departing from Haworth. *Lee Stanford*

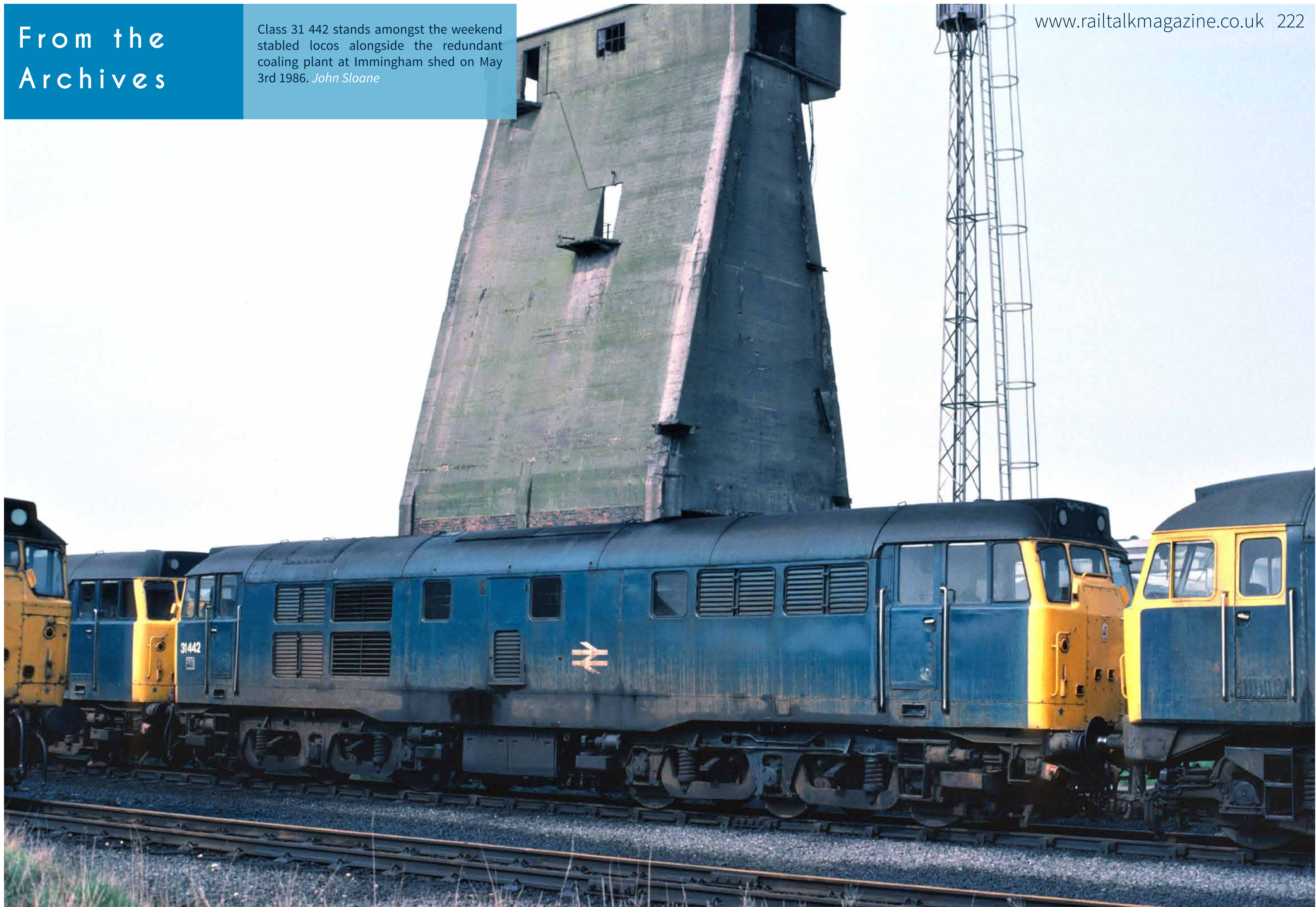
In immaculate condition Class 50 021 'Rodney' climbs away from Damens loop on June 22nd during the lines diesel gala bound for Oxenhope. *Lee Stanford*

Hanson and Hall owned Class 50 008 stands in Oakworth station on June 21st before departing with a service for Oxenhope. *Lee Stanford*



From the Archives

Class 31 442 stands amongst the weekend stabled locos alongside the redundant coaling plant at Immingham shed on May 3rd 1986. *John Sloane*



From the Archives

▶ National Express liveried HSTs No. 43300 and ex works 43296, call at York with services to Newcastle and London King's Cross, on June 14th 2009. *Paul Senior*

▶ Class 73 137 marshals stock at Clapham Junction on October 21st 1985. *John Sloane*

▶ DRS Class 37 402 awaits departure from Preston with the 10:04 service to Barrow-in-Furness on July 21st 2016. *Brian Dobbs*



From the Archives

▶ Class 37 423 departs Ravenglass with the 14:37 service from Barrow-in-Furness to Carlisle on July 14th 2016. *Brian Dobbs*

▶ Class 302 229 stands at London Liverpool St. awaiting its next duty on July 18th 1986. *John Sloane*

▶ Class 50 036 'Victorious' is seen fresh from refurbishment at Doncaster works on May 3rd 1986. *John Sloane*



From the Archives

Class 40 No. 97405 (40 060) waits for the road at Wigan North Western on February 21st 1986 with a northbound freight. *John Sloane*



From the Archives

Class 27 033 departs Dundee Tay Bridge station with a service to Edinburgh on September 12th 1984. *John Sloane*



From the Archives

Before electrification of the route, on August 21st 2010, and sporting an early British Railways era experimental black livery, ex LMS 4-6-2 No.46233 'Duchess of Sutherland' departs St.Helens Central with a Liverpool Lime Street to Carlisle 'Cumbrian Mountain Express' railtour. The land to the left and right of the running lines were extensive good yards servicing local industry. For a period in BR days, 46233 was allocated to Edge Hill shed, Liverpool, alongside sister locomotive 46229 'Duchess of Hamilton', the latter now preserved at the NRM York. The third surviving 'Coronation' class locomotive No. 46235 'City of Birmingham' is preserved in that city's museum. *Brian Dobbs*



From the Archives

Class 45 127 departs York with a TransPennine service from Scarborough to Liverpool on March 29th 1983. *Jeff Nicholls*



From the Archives

Deltic No. 55 014 waits alongside a handful of 31s for its next turn at York on July 21st 1981.
Jeff Nicholls

