

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 169

The autumn weather doesn't seem to have stopped many of you getting out and about this month with another bumper edition of what's happening around the UK. And regular readers will know that it's my favourite time of year, RHTT time!. However on the Yorkshire circuit, the Class 20s have been replaced by Class 37s, but I'm not complaining. I am looking forward to the continued variety that we have seen during the first couple of weeks.

One major news event this month dominated the headlines when the government announced the end of rail franchising, with Secretary of State for Transport Grant Shapps saying 'the model of privatisation adopted 25 years ago has seen significant rises in passenger numbers, but this pandemic has proven that it is no longer working'. A 'simpler and more effective structure', is to 'take shape' over the coming months.

'Our new deal for rail demands more for passengers. It will simplify people's journeys, ending the uncertainty and confusion about whether you are using the right ticket or the right train company', Shapps said on September 21st. 'It will keep the best elements of the private sector, including competition and investment, that have helped to drive growth - but deliver strategic direction, leadership and accountability.'

The first stage with immediate effect sees Emergency Recovery Management Agreements put in place with existing holders of Department for Transport passenger franchises. These ERMAs are due to run for six to 18 months, and replace the six-month Emergency Measures Agreements which were put in place in March to ensure continuity of operations when ridership collapsed as a result of the coronavirus pandemic. DfT will continue to waive TOCs' revenue, cost and contingent capital risk, and will pay a fixed management fee with the potential for an additional performance-based fee based on measures including punctuality, passenger satisfaction and financial performance. The overall fee potential is a maximum of 1·5% of the cost base of each franchise prior to the pandemic. DfT said the fee potential was lower than under the EMAs, and more heavily weighted to performance delivery. Each of the ERMAs requires that by mid-December 2020 the TOC agrees with DfT whether, and if so how much, parent company support or other payments would have been required to terminate the pre-existing franchise agreements had the pandemic not occurred. The amounts will be based on the financial status of each franchise prior to the pandemic and DfT's assessment of their trajectory in the absence of the pandemic. Assessments will take account of the franchise agreement change mechanisms and certain other input from the TOCs. Assuming the termination sums are agreed, any required payments would only fall due at the end of the ERMA term, at which point the pre-existing franchise contract would also terminate by agreement. If the termination sum for a TOC cannot be agreed by mid-December then DfT has the right to terminate that ERMA early, with the TOC reverting to substantially all of the pre-existing franchise terms, from mid-January 2021. Assuming the termination sums are agreed, DfT intends to negotiate a new direct award contract under which the TOC would deliver services following the end of the ERMA.

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

Having been significantly delayed by slipping, SR Pacific No. 35018 'British India Line' gets into its stride after Clapham with the Carnforth to Scarborough 'Lune River Trust Special' on September 26th. *Gerald Nicholl*

Front Cover

Class 66 776 is seen on the freight only line at Chapel-en-le-Frith, whilst in charge of the 15:29 Hope Street to Peak Forest on September 14th. *Barry Longson*



On September 12th, Class 40 145 coasts downhill at Blea Moor working 1Z44 14:38 Appleby to Skipton. *Mark Pichowicz*

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Charter Scene Northern Belle

Northern Belle

On September 19th, LMS Princess Royal Class No. 6201 ‘Princess Elizabeth’ works the ‘Northern Belle’ railtour through Langcliffe, heading to Carlisle. *Shep Woolley*



Charter Scene Northern Belle

Northern Belle

Record-breaking LMS Pacific No. 6201 'Princess Elizabeth' heads the Carlisle-bound 'Northern Belle' past Waitby on September 19th.
Gerald Nicholl



Northern Belle

Northern Belle

Working away from Grayrigg loop, ‘Princess Elizabeth’ crosses Docker Viaduct with the ‘Northern Belle’. *Shep Woolley*

On September 19th, No. 6201 ‘Princess Elizabeth’ passes Hoghton hauling the 1Z62 Lancaster - Carlisle via Blackburn and the S&C with Class 57 601 ‘Windsor Castle’ on the rear. *Michael Lynam*

On October 3rd, wind and rain greet ‘Princess Elizabeth’ as it works the ‘Northern Belle’ railtour through Greenholme, heading to Carlisle. *Shep Woolley*







Charter Scene Northern Belle

Northern Belle

A wonderful sight and sound as 'Princess Elizabeth' speeds through the old Shap Station site with the return 'Northern Belle' railtour on September 19th. *Shep Woolley*



Saphos Trains

The Fellsman

On September 2nd, LMS Stanier Royal Scot Class No. 46100 'Royal Scot' approaches Settle working 1Z20 'The Fellsman' from Crewe to Carlisle via the S&C with 47 805 on the rear. *Michael Lynam*



LMS Stanier 4-6-0 No. 46100 'Royal Scot' storms Coppull with a Crewe - Carlisle charter on September 2nd. *John Sloane*



Stanier 4-6-0 No. 46100 'Royal Scot' passes Euxton on August 26th with a Carlisle - Crewe returning charter. *John Sloane*



Charter Scene Saphos Trains

The Fellsman

Being followed close behind by a 'Pendolino', No. 46100 'Royal Scot' takes the slow line at Golborne on September 2nd with a northbound charter heading to Carlisle. *Jeff Nicholls*

Charter Scene Saphos Trains

The Fellsman

LMS 4-6-0 No. 46100 ‘Royal Scot’ crosses the River Ribble at Batty Wood with Saphos Trains’ last ‘Fellsman’ of the summer on September 2nd. *Gerald Nicholl*



Charter Scene West Coast Railway Co.

The Dalesman

On September 1st, 'Scots Guardsman' leads 'The Dalesman' away from Horton in Ribblesdale heading to Carlisle.
Shep Woolley

Charter Scene West Coast Railway Co.

The Dalesman

On September 22nd, Merchant Navy' Class Pacific No. 35018 'British India Line' working 'The Dalesman' passes through Ribblehead station with the 1Z52 Preston - Hellifield - Carlisle. *Shep Woolley*

West Coast Railway Co.

The Dalesman

LMS Royal Scot Class No. 46115 ‘Scots Guardsman’ is seen at Waitby on September 1st with the returning ‘Dalesman’ railtour. *Shep Woolley*

On September 8th, Merchant Navy’ Class Pacific No. 35018 ‘British India Line’ arrives at Appleby working the 1Z56 ‘Dalesman’ from Chester - Carlisle. *Michael Lynam*

Horrendous conditions as ‘Scots Guardsman’ speeds through Garsdale station on August 18th, later to become the centre of tragic circumstances with the death of the fireman. *Shep Woolley*





Charter Scene West Coast Railway Co.

The Dalesman

On August 18th, dark clouds overhead as 'Scots Guardsman' works away from Crosby Garrett viaduct. At the time Michael Middleton was firing the engine but tragically passed away on the approach to Garsdale. *Shep Woolley*

Charter Scene Saphos Trains

The Cotswold Express

Merchant Navy' Class Pacific No. 34046 'Braunton' passes through Hanborough working the 1Z71 09:36 London Paddington to Worcester Shrub Hill on September 12th with Class 47 805 on the rear *Derek Elston*



With the redundant Fiddlers Ferry power station as a backdrop, Class 86259 'Les Ross/ Peter Pan', speeds north at Red Bank, Newton-le-Willows, with the London Euston to Carlisle 'Cumbrian Coast Express', on September 26th.
Paul Senior

Charter Scene Railway Touring Company

Cumbrian Coast Express

Class 86 259/E3137, carrying 'Peter Pan' nameplates, heads the northbound 'Cumbrian Coast Express' at Scout Green on September 26th. *Gerald Nicholl*



Charter Scene Railway Touring Company

Cumbrian Coast Express

Stanier 4-6-0 No. 46115 'Scots Guardsman' skirts around Morecambe Bay near Grange-over-Sands with the steam leg of the 'Cumbrian Coast Express' on September 26th.
Gerald Nicholl



Charter Scene Saphos Trains

Welsh Marches Express

On September 5th, LMS 4-6-0 No. 46100 'Royal Scot' is seen near Shrewsbury with the 1Z20 Liverpool - Cardiff charter. *Richard Hargreaves*



Charter Scene Saphos Trains

The Lakelander

LMS Black 5 No. 45231 ‘Sherwood Forester’ passes Worthington on August 29th with a Dorridge - Carlisle charter. *John Sloane*



Charter Scene West Coast Railway Co.

The Waverley

On September 6th, LMS ‘Jubilee’ Class No. 45562 ‘Alberta’ approaches the waterstop at Langwathby with the northbound ‘Waverley’ railtour. *Shep Woolley*



Charter Scene West Coast Railway Co.

The Waverley

Beautiful conditions on the S&C for LMS ‘Jubilee’ Class No. 45562 ‘Alberta’ working the return leg of ‘The Waverley’ to York.
Shep Woolley

Charter Scene West Coast Railway Co.

The Waverley

Jubilee Class 4-6-0 No. 45562 'Alberta' is dwarfed by Whernside whilst easing off Ribblehead viaduct with the return leg of the last 'Waverley' of the season on September 6th.
Gerald Nicholl

Charter Scene A1 Steam Loco Trust

Ticket to Ride

LNER A1 No. 60163 'Tornado' crosses the famous Sankey Viaduct on its way to Liverpool at the head of the 'Ticket to Ride' excursion on September 19th. *Jeff Nicholls*

Charter Scene A1 Steam Loco Trust

Ticket to Ride

Now sporting BR green livery, A1 Pacific No. 60163 'Tornado' with a matching rake of maroon stock is seen soon after passing Smithy Bridge station with the 'Ticket to Ride' excursion from Darlington to Liverpool on September 19th.
Lee Stanford

A1 Steam Loco Trust

Ticket to Ride

LNER A1 No. 60163 working the 'Ticket to Ride' to Liverpool on September 19th is seen passing through Mills Hill station. *Steve Stepney*

LNER A1 No. 60163 'Tornado' passes Earlestown on September 19th on the rear of the Darlington - Liverpool charter. *John Sloane*

West Coast's Class 47 802 passes Euxton Jct. hauling empty stock as 5Z65 from Liverpool Lime Street - Preston via Farrington Curve and Lostock Hall to turn the stock with 'Tornado' on the rear, having earlier worked the 1Z63 'Ticket to Ride' from Darlington.
Michael Lynam







Charter Scene A1 Steam Loco Trust

Ticket to Ride

LNER A1 No. 60163 (with Class 47 802 on the rear crosses Sankey Viaduct with the 1Z63 North Road - Liverpool, and (below) working the 1Z65 return at Carr Mill Dam. *Mark Enderby*





Charter Scene West Coast Railway Co.

The Scarborough Spa Express

LMS ‘Jubilee’ Class No. 45562 ‘Alberta’ arrives at Scarborough on September 3rd with the SSE from Carnforth. *Allison Twycross*



On September 8th, Class 37 No. D6851 and 47712 'Lady Diana Spencer' are seen at Appleby North during a shunt manoeuvre.
Michael Lynam

Charter Scene Rail Charter Services

The Staycation Express

After a very intensive summer of operation, the curtain came down on the Locomotive Services Limited 'Staycation Express' trains on the Settle-Carlisle line. Doing the honours were the hired-in Class 40 145 providing an eye-catching piece of motive power for the last day, with regular 47 712 'Lady Diana Spencer' at the other end. On September 12th the Class 40 is seen bringing up the rear as the first northbound train crosses the Ribblehead Viaduct. *Ben Bucki*



Rail Charter Services

The Staycation Express

On September 12th, Class 47 712 passes Selside working the 1Z45 16:12 Skipton to Appleby 'Staycation Express' with Class 40 145 on the rear. *Mark Pichowicz*

On September 12th, Class 40 145 heads the 1Z44 working as it approaches Settle, with Class 47 712 on the rear. *Michael Lynam*

On September 2nd, Class 47 593 'Galloway Princess' arrives at Settle working the 1Z42 'Staycation Express' from Appleby - Skipton with 47 712 'Lady Diana Spencer' on the rear. *Michael Lynam*





Rail Charter Services

The Staycation Express

Carrying its original green livery, Class 37 No. D6851 is seen approaching Hellifield with the 14:38 Appleby to Skipton service on September 9th. *Lee Stanford*

ScotRail liveried Class 47 712 exits the northern portal of Blea Moor tunnel with the 12:18 Skipton to Appleby Staycation service on September 12th. *Lee Stanford*

The final day of the LSL operated Skipton to Appleby services saw the use of hired in and CFPS owned Class 40 145. The loco is seen approaching Ais Gill summit with the 14:38 Appleby to Skipton working on September 12th. *Lee Stanford*







Rail Charter Services

Private Charter

Class 90 001 heads north through Moore on September 25th with a private charter. *Mark Enderby*

Class 90 001 ‘Royal Scot’ leads the 1Z40 12:32 London Euston to Mossend Down Yard as it approaches Leighton Buzzard on September 25th. *Derek Elston*

Class 90 001 ‘Royal Scot’ with 40 145 on the rear passes Roade working 5Z46 13:11 London Euston to Crewe H.S on September 28th. *Derek Elston*







Charter Scene ECS and Light Engine Movements

On September 12th, resplendent in its new paintwork, LNER A1 No. 60163 'Tornado' works 5Z50 through Beckfoot to meet up with its train at Carlisle heading 'The Queen of Scots' to Edinburgh. *Shep Woolley*

Charter Scene ECS and Light Engine Movements

Class 47 804 leads 47 802 past Bradley on August 29th with a Carnforth - Bristol ECS working.
John Sloane

Charter Scene

ECS and Light Engine Moves

On October 1st, crossing Capernwray viaduct, 'Alberta' returns to Carnforth following its duty on the 'Scarborough Spa Express' railtours. *Shep Woolley*



Class 47 712 and 47 593 top'n'tail a Crewe - Appleby ECS through Standish on August 30th. *John Sloane*

LSL's Class 90 002 heads through Moore on September 22nd with a 5Z92 Preston - Crewe training run. *Mark Enderby*





Charter Scene

ECS and Light Engine Moves

Class 57 601 passes Kempseye on September 4th with the 5Z25 04:55 Carnforth - Newport ECS working. *Keith Davies*

On September 14th, Locomotive Services' Class 20 No. D8107 passes Pleasington working light engine from Appleby - Crewe, having been the standby locomotive for the 'Staycation Express' tours. *Michael Lynam*

Class 90 002 is seen on the rear of a Preston - Crewe test run passing Standish on September 22nd. *John Sloane*







Charter Scene

ECS and Light Engine Moves

Running 10 minutes late but well worth the wait as Class 40 145 passes Old Linslade on September 25th working 5Z40 07:55 Crewe H.S. to London Euston with 90 001 'Royal Scot' on the tail end. *Derek Elston*



Class 47 712 and 37 667 pass Charnock Richard on September 6th with a Crewe - Appleby ECS. *John Sloane*



Black 5 No. 44871 passes Balshaw Lane Jct. with a Southall - Carnforth move on September 17th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

On September 22nd, LSL's DVT No. 82127 heads a Preston - Crewe test train passing Skew Bridge with Class 90 002 on the rear supplying the power, and the coaching stock from the recent Staycation Express service. *Michael Lynam*



Stanier Black 5 No. 44871 shuffles past Church Brampton with it's support coach running as 5M45 10:37 Southall to Carnforth Steamtown on September 17th. *Derek Elston*



West Country pacific No. 34046 'Braunton' runs freely on the WCML at Roade as it returns home as the 5Z46 10:44 Southall Loco Services Ltd to Crewe H.S. on September 14th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

LMS Class 5 No. 44871 running as 5M45 Southall - Carnforth passes Chorlton on September 17th. *Mark Enderby*



LSL's Class 37 No. D6851 passes through Utley, near Keighley on September 14th. The loco is seen from the abandoned level crossing as it heads for Hull with a route-learning exercise. *Ben Bucki*



West Coast's Class 47 802 and 47 826 pass Moore on September 25th with a Carnforth - Southall ECS working. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

Class 90 002 passes Golborne on September 22nd with a test run. *Jeff Nicholls*

On September 6th, Class 57 316 and 57 601 pass Charnock Richard with a Barry - Carnforth ECS working. *John Sloane*

Class 57 316 and 57 601 working the 5Z31 Barry - Carnforth ECS passes Daresbury on September 6th. *Mark Enderby*









Avanti West Coast

A major signal failure at the Manchester South signalling installation occurred on September 17th, and lasted 4 days before normal services resumed. As a result Avanti could only run one of their normal three trains per hour to London but supplemented this with a shuttle service from Manchester to Crewe via Warrington Bank Quay (and return) for connections and this presented the unusual sight of Pendolinos at platforms 13 and 14 of Piccadilly. This photo shows Class 390 016 arriving with the 12:55 from Crewe as 390 134 waits to depart with the 14:15 to London Euston on September 18th. *Lee Stanford*



Avanti West Coast uses coasting to keep trains moving

Avanti West Coast runs Pendolino trains without power underneath damaged overhead wires to continue operating planned timetable.

This method of operation utilised a technique known as coasting, following the discovery of a defect with the Overhead Line Equipment (OLE) near North Wembley – saving thousands of delay minutes and minimising disruption on the West Coast Main Line.

Generally electric trains are unable to pass through these affected areas, as they could significantly damage the OLE, causing extensive disruption. But the inter-city operator worked with Network Rail to arrange for its electric Pendolino trains to coast underneath the damaged section to keep them moving without using power from the overhead wires, until repairs were carried out.

To coast, the pantograph (the apparatus which collects power from the overhead wires) on top of the train was lowered by drivers, so that it was no longer in contact with the wires. This allowed trains to move using their own momentum, for just over three miles without traction power at a speed of 80mph.

Once the train passed the affected area (Harrow & Wealdstone to Wembley Central), drivers simply raised the pantograph to restore power to the train, continuing their journey with speeds of up to 125mph.

This temporary solution, which was in place for five days, enabled Avanti West Coast to operate a full timetable until Network Rail, who are responsible for the overhead wires, could arrange a permanent fix.

As a result, this minimised delays to customers' journeys that could have been caused by temporary speed restrictions or cancellations, if this response had not been adopted. Initially when the damage to the wires had been detected, a speed restriction of 20mph was imposed to reduce further damage or risk of failure to the OLE. By making use of the ability to coast, trains could travel at a much faster speed – significantly reducing the impact to customers and saving thousands of delay minutes+.

Gus Dunster, Executive Director of Operations at Avanti West Coast, said: "Working with Network Rail we adapted our response to the overhead wire issues near North Wembley by coasting – a technique we've been trialling that enables our Pendolino trains to move along the line without electrical power. This is the first time we have used coasting to operate a full timetable and is a great example of our collaborative efforts to put customers at the heart of everything we do.

By utilising our ability to coast we were able to keep our trains moving through the affected area, minimising the impact to customer's journey and preventing further damage to the overhead wires."

Phil Barnes, Head of Operations at Network Rail, said: "Last month, condition monitoring equipment on a London Northwestern Railway train alerted us to a fault on the overhead line equipment in the neutral section in North Wembley.

North Wembley is a complex part of the West Coast main line. There are several crossovers for freight and passenger trains and (pre-Covid) about a thousand train movements a day. In order to complete our repairs, we need to close all six lines for at least 10 hours. Working with Avanti West Coast and London Northwestern Railway, we arranged for trains to coast on the fast lines through the impacted area, until we could complete the repairs overnight on the Saturday. This kept trains moving and minimised disruption to passengers."

Avanti West Coast

A pair of Avanti West Coast Voyagers pass Roade working the 1B40 11:50 Birmingham New Street to London Euston service on September 14th. *Derek Elston*

Class 390 118 passes Chorlton on September 17th working the 1A35 Liverpool - London Euston service. *Mark Enderby*

Class 390 155 passes Chorlton on September 17th working the 1M07 Glasgow - London Euston service. *Mark Enderby*







Avanti West Coast

Class 390 119 passes Bradley on August 28th with a Glasgow - London Euston service. *John Sloane*

Class 221 142 passes Charnock Richard in the sunshine on September 1st. *John Sloane*

Class 390 042 passes Old Linslade on September 25th with the 1M06 05:40 Glasgow Central to London Euston service. *Derek Elston*

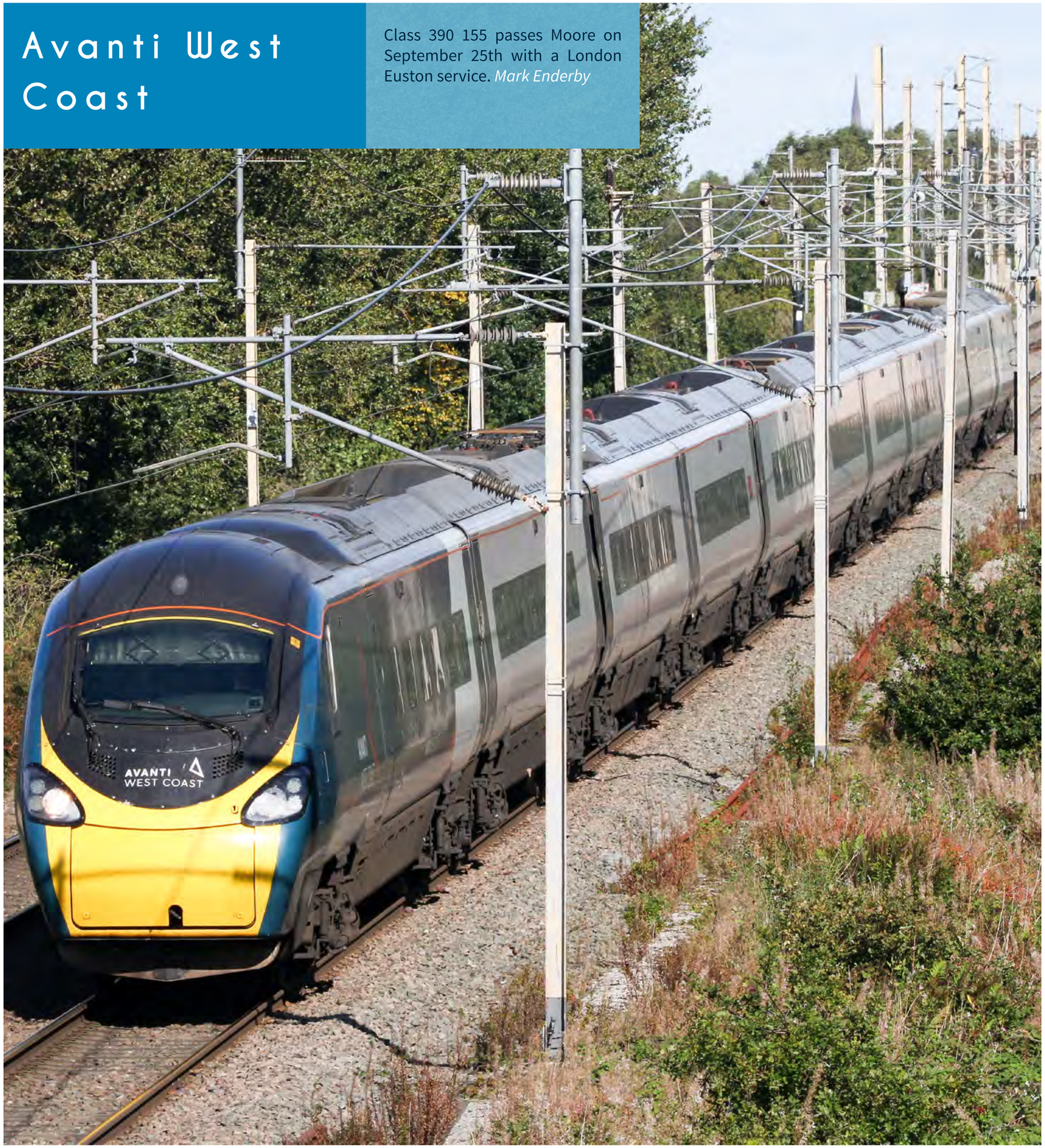






Avanti West Coast

Class 390 155 passes Moore on September 25th with a London Euston service. *Mark Enderby*



“At-Seat Order” catering service introduced by Avanti West Coast

Avanti West Coast customers are set to benefit from a new service where they can have food and drink delivered to their seat.

Whilst customers in First Class have always enjoyed being served at their seat, trials are currently taking place on selected Pendolino trains which enable customers in Standard to order food and drink and have it delivered to them.

Customers can log on to the onboard Wi-Fi using their mobile phone, tablet or laptop and then visit the dedicated page in their browser to choose their refreshments.

Payment is through debit or credit cards or PayPal. The order is then delivered to their seat by an onboard Customer Service Assistant.

Avanti West Coast is also testing Click and Collect – giving customers the option to choose food and drink at their seat before collecting from the onboard shop. Those using this will get a notification by text when their order is ready to collect.

The trials are known as At Seat Order and the onboard shop will remain open if customers prefer to buy their food and drink in the more traditional way.

Initial feedback shows the service has proved successful so far and Avanti West Coast will look to roll it out across the network if the good results continue.

One customer, who used the service, said: “I didn’t need to leave my seat and I was able to fully relax on my journey.”

Another said: “It gave me an enhanced perception that Avanti care about my onboard experience.”

The service would run alongside the onboard Shop on all Pendolino services, which has now been installed with protective screens and safety lines in place to promote social distancing.

“We’re always striving to improve the experience for our customers and these new services will let customers choose the most convenient way for them to buy food and drink. The feedback so far has been really positive,” said Sarah Copley, Executive Director, Commercial at Avanti West Coast.

For those travelling on their own or who don’t want to leave their seat - this is a perfect solution.

Alongside our increased safety measures, this innovation enables customers to pay for their items digitally providing them with even more reassurance when they travel with Avanti West Coast.”

Earlier in September the complimentary at-seat catering service was reintroduced in First Class on all Pendolinos, along with a new menu, and it has also returned to the Voyager fleet. It was halted as a precaution because of the COVID-19 pandemic.

Avanti West Coast

Class 390 154 is seen having just exited Linslade tunnels with 9G11 09:23 London Euston to Birmingham New Street service on September 25th. *Derek Elston*

Avanti West Coast gets behind Coventry Acts of Kindness

Avanti West Coast has partnered with the Heart of England Community Rail Partnership and Kaleidoscope Plus Group to launch 'Coventry Acts of Kindness', a scheme to encourage more people to return to rail safely.

Organised by the Heart of England Community Rail Partnership, "Coventry Acts of Kindness" will see customers at Coventry, Tile Hill and Canley treated with goodies when arriving at the station.

The project has been backed by Avanti West Coast's Station Community Fund, which aims to encourage Community Rail Partnerships to develop schemes which involve the local community and benefit passengers using local stations including ones run by Avanti West Coast stations.

The inspiration for the idea came from Julia Singleton-Tasker, Community Rail Officer for the Heart of England Community Rail Partnership.

"Understandably, given recent events, there will be a lot of people who are nervous about travelling by train right now," added Julia. "Many may feel overwhelmed or have concerns about getting back onboard, so we were delighted that Avanti West Coast got right behind Coventry Acts of Kindness."

As well as the fun element, members of The Kaleidoscope Plus Group, one of the Midlands' leading mental health and wellbeing charities, will be on hand to talk to people with any concerns and signpost them to some of the support services available for mental health and wellbeing, as well as services for those who have been affected by COVID-19.

"We're committed to making sure our customers can travel with confidence and have put in lots of extra measures to make our trains and stations even safer," explained Joanna Buckley, Community Manager for Avanti West Coast.

"But as well as the physical measures, it's important to acknowledge the human side of the impact the pandemic has had on everyone. That's why the Coventry Acts of Kindness scheme struck a real chord. It's a great, and fun way to help reassure customers and hopefully put a few smiles on faces at the same time."

The gifts have all been sourced from local businesses and include: -



Cookies from Wicked Cookies
Flowers from CreScent Florist
Art Postcards from Brink Contemporary Art
Cakes and Brownies from Buttercream Dreams

Caledonian Sleeper

Class 73 966 and 73 969 working 1Y11 Edinburgh - Fort William sleeper service are seen at Crianlarich on September 26th. *Kevin McCormick*



Colas Rail

On September 21st, Class 56 113 and 56 090 climb Appleby Bank with the 6E32 Preston Docks - LOR bitumen tanks. *Steve Thompson*



Class 70 803 hauling the 6C89 Mountsorrel - Carlisle passes Chorlton on September 17th. *Mark Enderby*



Class 56 096 and 56 113 head through Acton Bridge on September 29th working 0Z74 Warrington Arpley to Crewe Basford Hall. *Brian Battersby*



Colas Rail

On September 8th, Class 70 810 passes Appleby hauling the 6J37 log train from Carlisle - Chirk. *Michael Lynam*

On September 30th, a new contract to convey imported long-welded rail from Immingham to Scunthorpe for Network Rail. This was the second working of 6X57 Immingham Mineral Quay-Entrance C comprising 9 YEAs loaded with three stacks of rails hauled by Class 56 094, seen ascending Appleby Bank. *Steve Thompson*

On September 4th, engineering work between Stainforth and Kirk Sandall led to a number of ballast trains running back to Scunthorpe to run-round in readiness for a return to Doncaster. One such working saw Class 70 812 heading towards E Line at Scunthorpe West Jct. with 7C81. *Steve Thompson*







Colas Rail

Class 37 418 passes Bayston Hill on September 22nd with the 6Z37 08:37 Coleham Isu - Gloucester Horton Road. *Keith Davies*

Colas Rail

Essential Weekend Works for the SRSA



Over the course of the August Bank Holiday weekend, the South Rail Systems Alliance (SRSA) were based across the UK as part of important and essential track renewals and maintenance. Renewals are driven by the life expiry of the asset and are an essential service for improving operational resilience and maintainability.

Whitton Junction, West London
Our Kings Norton based team travelled to Whitton Junction, located near Twickenham, West London to complete the renewal of an NR56 DVs Double Junction comprising of:

36 new track panels
2800t of Spoil
3000t of new ballast
2 new Track Isolating switches, allowing for Conductor Rail Isolations in the location to be taken more safely in future
430m of new 150lb Conductor Rail
690m of new cable feeding the Conductor Rail
New points heating strips

33 of the 36 new track panels were delivered by train on the renewal weekend, with a mix of salmon and tilting wagons. Collaboration between our Business Units was an essential part of the operation, as our On Track Plant team were called in to action to install the panels with our Colas Rail UK Kirow 1200.

Three critical through bearer panels were too large to come by rail, so were delivered loose in advance of the works and built on site ready for installation. These were built in an area that had to be re-graded to provide a flat level area to build them.

Chipping Sodbury, Gloucestershire
The Scope of work included the renewal of 1126 of plain line track and tamping 557 yards.

The team faced logistical and safety challenges with renewals taking please within a tunnel spanning 2.5 miles. Effective project management involved skilful planning and deployment of nine engineering trains, 15 RRVs, 4 MEWPs, a Panning Unit, a Tamper and track monitoring installation teams – it was a truly collaborative effort from the SRSA.

To ensure the safety of our workers sufficient ventilation was managed in the tunnel, with air monitoring and lighting throughout. The team also implemented a staff



count in/out procedure for the tunnel as well as a mobile welfare cabin in the tunnel and the introduction of new mobile track toilets.

Other works included overhead line adjustments and tunnel and track monitoring. All the works were completed on time and everyone went home safe.

Crayford, East London
One of our SRSA teams were based in Crayford, South East London to deliver the renewal of Crayford Spur A Double Junction and Abandonment of trap points.

To complete these works the SRSA team used an NR56 V S&C layout with new rails, ballast and bearers. Under bearer/sleeper pads were also installed throughout the renewal.

Over the course of the renewal, 35 panels were installed with the majority of these arriving by train on Salmon and tilting wagons to be delivered safely. Three panels were delivered by road tilting wagons and lifted onto track with a 120T Road Crane alongside the Kirow crane, based on site.

The two Tampers provided Tandem Tamping capabilities across the rest of the site to compete the works.

Two new location cases were installed on the site, designed and built at the SRSA Tonbridge Depot by the experienced engineers based there. Rail Location Cases and rail location cabinets provide housing for rail signalling equipment.

Other works included:
300mm track bed excavation, lined with geotextile
New IBCL POE
2x new Location Cases installed
4x new Track Disconnectors installed
720m of new Conductor Rail installed
1500m of new ETE cabling
New 200W/m points heating strips
2200T of Spoil removed
2600T of new ballast installed

The works were completed safely with no incidents and handed back to the client on time. The SRSA is comprised of Colas Rail UK, Network Rail and AECOM.







Colas Rail

Class 56 113 and 56 090 pass Lostock Hall on September 24th with the Preston - Lindsey tanks. *John Sloane*

Class 66 847 is seen stabled at Eastleigh on September 8th. *John Sloane*



On August 26th, Class 70 810 passes Coppull Moor with a Mountsorrel - Carlisle ballast working. *John Sloane*





Colas Rail

Class 70 810 with the 6C37 Chirk bound logs passes Moore on September 9th.
Mark Enderby



Class 56 078 working the 6K38 Crewe - Pinnox passes Oakhanger on September 17th.
Mark Enderby



On September 4th, Class 56 049 heads through Scunthorpe with 6C80 to Doncaster, with a load of track panels in tow. *Steve Thompson*



DB
Cargo

Class 60 092 is seen at Northenden on September 1st in charge of the 09:30 Arpley Sidings to Tunstead empty BMI hoppers. *Barry Longson*



DB Cargo

On a glorious September 14th, Class 66 167 has a matching rake of box wagons in tow at New Mills South Junction, while in charge of the Mondays Only 04:59 Ripple Lane to Peak Forest. *Barry Longson*

Class 66 098 with the 6V71 Hardendale - Margam is seen at Warrington Bank Quay on September 7th. *Mark Enderby*

Class 66 122 working the 6Z76 Crewe - Bardon Hill passes Chorlton on September 17th. *Mark Enderby*







DB
Cargo

Class 60 074 passes Hungerford on September 10th with the 6B33 Theale to Robeston empties.
Michael Bennett



DB Cargo

A busy moment at Peak Forest on September 14th as Class 66 082 departs with the 13:07 Dowlow to Ashburys, while sister 66 167 leaves the empties from Ripple Lane. Class 56 081 moves off the head shunt to do shunting duties and DRS Class 66 433 can also be seen having its train loaded by a digger. *Barry Longson*

Class 67 028 catches the autumn sun as it stands in Doncaster West Yard on September 29th.*Lee Stanford*

On September 19th, Class 66 176 working the 4M30 stands at Golbourne Jct. It arrived nearly 3hr early at 17:10 and was still there at 19:15! *Mark Enderby*







DB Cargo

Class 66 047 ‘Maritime 2’ on the Southampton to Birch Coppice working passes Whitchurch on September 26th, diverted due to engineering work at Eastleigh. *Michael Bennett*

DB Cargo

On September 26th, Class 60 074 passes Marston footbridge (just east of South Marston Junction) working a Theale to Margam (via Swindon) rake of fuel tanks. *Ken Mumford*

Class 66 097 passes Worting running 90mins late on September 15th with a Trafford Park to Southampton modal. *Michael Bennett*

On September 23rd, Class 60 059 heads through Scunthorpe with 6N73 Entrance C - Lackenby slabs. *Steve Thompson*







DB Cargo

On August 29th, Class 60 019 passes Attenborough in the early morning sun working 6E46 04:24 Kingsbury - Lindsey empty fuel tanks.
Mark Pichowicz

DB Cargo

On September 19th, Class 60 062 passes Marston footbridge near Swindon with the 6B33 Theale to Margam tanks. *Ken Mumford*

At Frodingham Jct. on October 5th, Class 66 187 has just pulled out of Trent Yard after running round 6D61 Roxby - Rossington waste empties. To say it's still in original EWS livery, it doesn't look in bad nick!. *Steve Thompson*

On September 26th, with engineering work between Eastleigh and Winchester resulting in freight and CrossCountry services diverted via the Laverstock Loop, Class 66 055 passes Wyke near Andover with a car train from Oxford. *David Lindsell*







DB Cargo

Class 66 055 with a diverted Morris Cowley M.A.T. to Southampton Docks working passes Andover on September 26th. *Michael Bennett*



Class 66 176 working 6M45 07:05 Dollands Moor Sidings to Daventry Int Rft Reception Rfd passes Church Brampton on September 17th. *Derek Elston*



On September 7th, Class 66 152 edges its way through Eastleigh with a Southampton - Wakefield intermodal. *John Sloane*



DB Cargo

On September 17th, in the last of the evening sun, Class 60 017 passes Normanton on Soar working 6E45 14:05 Westerleigh - Humber empty fuel tanks. *Mark Pichowicz*

DB Cargo

Class 66 035 climbs Hencote Bank with the 6M86 10:27 Margam TC - Dee Marsh Reception Sidings on September 3rd. *John Sloane*



Class 66 169 heads past Saltney Ferry on August 16th with a Shotton to Margam steel.
Brian Battersby



Class 66 097 passes through Eastleigh on September 7th with a Trafford Park - Southampton Western Docks working.
John Sloane



DB Cargo

The signalman returns to his box, after the token change, as Class 66 039 gets the Knowsley to Willton bins on its way on August 15th. *Paul Senior*

Class 66 136 is seen at Kempseye on September 5th with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

Class 66 167 working the 15:59 Norwich T.C. to Peak Forest Cemex Sidings awaits it's departure time on September 21st. *Derek Elston*







DB Cargo

On September 6th, Class 66 009 passes Bennerley viaduct with 6E89 12:51Peak Forest to Peterborough. *Mark Pichowicz*

On October 2nd, seen descending Appleby Bank is Class 66 135 on 6K23 iron ore empties from Santon FOT to Immingham BT.
Steve Thompson

On September 15th, Class 66 100 and 67 002 pass Acton Bridge working from Warrington Arpley - Crewe Electric Depot with a single wagon in tow. *Michael Lynam*







DB Cargo

On September 29th, Class 66 014 departs Peak Forrest Cemex Sidings with a loaded train of aggregate heading to Small Heath Lafarge.
Michael Lynam

On September 9th, Class 66 097 departs Eastleigh with a Trafford Park-Southampton Western Docks working. *John Sloane*

DB Cargo UK announces new, five-year contract extension with Tarmac



DB Cargo UK has been awarded a new, five-year haulage contract by the UK's leading sustainable construction solutions company, Tarmac. The announcement is a welcome boost for the rail freight company which already runs a range of services for Tarmac to and from Mountsorrel Quarry in Leicestershire and its aggregates facility in Angerstein Wharf, Greenwich, London.

DB Cargo UK's Head of Sales Roger Neary said: "As one of the UK's leading rail freight operators, we are delighted to work with Tarmac to deliver a more efficient and environmentally-friendly alternative to road haulage.

Every freight train we operate takes the equivalent of around 76 HGV's off the nation's road network, reducing greenhouse gas emissions by as much as three-quarters. When you consider that sustainability is one of the cornerstones of both rail freight and construction, it makes absolute sense for us to work together".

Mr Neary added that despite the impact of the coronavirus pandemic, DB Cargo UK had still managed to work with Tarmac in 2020 to launch a number of new services.

Tarmac had also furthered its commitment to developing its rail freight infrastructure in the South East of England with the beginning of operations from a new construction materials depot on DB Cargo UK's new aggregates facility in Cricklewood, North London.

Chris Swan, head of rail at Tarmac, said: "Effective use of the rail freight network is key in supporting the UK's transition to a net-zero society and supporting a green recovery as we emerge from the Covid-19 crisis. Collaborative working has a vital role to play in this and we're looking forward to continuing our relationship with DB Cargo UK as the industry focuses on continued modal shift, as well as driving forward efficiencies and innovation."

The new contract will run from January 1, 2021 to December 31, 2025 and will involve the movement of more than two million tonnes of product each year.

DB Cargo

Class 66 198 with the 4S47 Daventry - Mossend speeds through Warrington Bank Quay on September 7th. *Mark Enderby*

Class 90 024 and 90 028 head through Coppull on September 24th working the 4M25 Mossend - Daventry. *John Sloane*

Class 66 125 passes through Acton Bridge on September 15th working a Knowsley Freight Terminal - Wilton EFW bin train. *Michael Lynam*







Direct Rail Services



Class 66 305 passes Church Brampton On September 17th working the 4L48 13:50 Daventry DRS (Tesco) to Purfleet Deep Water Wharf (Flt). *Derek Elston*

DRS wins at this years Rail Freight Group awards

Direct Rail Services (DRS) has won the Community and Environmental Responsibility award at this year's Rail Freight Group awards. The prestigious Rail Freight Group awards showcase excellence in all aspects of rail freight and the benefits it brings to the country. This year the awards took on a different feel as they were virtual but it didn't dampen spirits or detract from the fantastic work happening across the industry.

The Community & Environmental Responsibility award recognises initiatives that demonstrate environmental improvement, for instance, cutting noise, improving air quality and developing new rail freight flows which reduce road congestion, or otherwise reducing environmental impacts. The judges commended the way DRS has launched a Zero Harm campaign to protect employees, assets and the environment, the company's extensive work within the community and charitable endeavours, the ground-breaking use of their Class 88 bi-mode locomotives, modifying its Motherwell depot to reduce noise for local neighbours, and its work on using digital displacement hydraulics to reduce emissions which could have a significant impact across the industry.

Chris Connelly, DRS' Managing Director, said: "We're absolutely thrilled to be recognised for our community and environmental work. DRS is committed to working within our communities and working to protect the environment. We're maximising the use of our excellent Class 88 locomotives, which has cut CO2 emissions by 25% over the last year and produce zero exhaust emissions when running on the overhead lines, and are looking at a variety of ways to reduce our overall carbon footprint. Rail freight produces an average of 76% fewer CO2 emissions when compared to road transport so it is a huge part of helping to protect our environment.
I'm immensely proud of our work in the communities in which we operate. We support a wide range of projects throughout Great Britain from donations to charities, to providing sports kits for youth teams. We also have a scheme where employees can take five days additional leave for volunteering or community work.

I could not be prouder of all of my colleagues as this is their award and every single one of them has contributed. This is just the beginning and we will be doing all we can to continue this outstanding work."

DRS is a wholly owned subsidiary of the Nuclear Decommissioning Authority (NDA) and supports its decommissioning mission as the UK's only rail freight operator licenced to transport nuclear material. NDA Commercial Director and DRS Chair, Kate Ellis, said: "DRS makes a vital contribution to the NDA's decommissioning mission and I am delighted to see them win such a prestigious award. Everyone in the NDA is committed to making improvements to our communities and our environment and it shows we are all moving the right direction"

Direct Rail Services

Class 88 005 'Minerva' passes through Preston station with the afternoon Daventry to Mossend working on September 16th. *Paul Senior*



Direct Rail Services

Class 88 005 glides through Winwick on September 1st, working the 12:16 Daventry to Mossend intermodal service. *Barry Longson*



September 23rd saw a run of the occasional flask traffic to Immingham, 6Z60 working from Seaton On Tees to Mineral Quay. The train comprised a single loaded FNA top and tailed by Class 68 005 and 68 027, the latter in TPE livery. *Steve Thompson*





Class 66 108 works 6X05 Carlisle N.Y. To Crewe Basford Hall through Village Croft, Euxton on September 28th. *Alan Naylor*

Direct Rail Services

Class 37 716 passes through Doncaster working the 09:53 York Thrall Europa to Doncaster Decoy Yard on September 8th. *Lee Stanford*

A close up of Class 66433 shows a light coating of stone dust, as the on hire loco goes about its business at Peak Forest on a sunny September 14th. *Barry Longson*

On September 21st, Class 66 108, on hire to DRS, approaches Pleasington working the 6K05 engineers from Carlisle - Crewe Basford Hall. *Michael Lynam*







Direct Rail Services

Class 88 002 on the 4M44 Daventry - Mossend passes Moore on September 25th. *Mark Enderby*



Class 88 005 ‘MINERVA’ heads north with a Daventry - Mossend intermodal through Acton Bridge on September 15th. *Michael Lynam*

Class 68 017 ‘HORNET’ and 66 303 working as 0K05 from Carlisle - Crewe, head through Hellifield on September 2nd. *Michael Lynam*





Direct Rail Services

Class 88 008 passes Bradley with the 4M27 Mossend - Daventry on August 29th.
John Sloane

Class 68 033 works 6K05 Carlisle N.Y. to Crewe Basford Hall through Bamber Bridge station on October 1st. *Alan Naylor*

Class 88 001 speeds past Coppull on September 2nd with a Daventry - Mossend 'Tesco' working.
John Sloane







Direct Rail Services

On September 25th, Class 88 002 passes Balshaw Lane Jct. hauling the 4S44 Daventry - Mossend. *John Sloane*



Class 88 010 passes Balshaw Lane Jct. on September 26th with a Daventry - Mossend 'Tesco' working. *John Sloane*



Class 66 304 hauling the 6X43 Dagenham - Halewood passes Chorlton on September 17th. *Mark Enderby*



Direct Rail Services

Class 68 027 ‘Splendid’ works the 6X05 Carlisle N.Y. to Crewe Basford Hall through Village Croft, Euxton on September 29th. *Alan Naylor*

East Midlands Railway

On August 29th, power car No. 43047 passes Attenborough leading the 1S01 07:53 Derby - Skegness service. *Mark Pichowicz*

Class 222 020 rushes past Harrowden Junction with the 1C32 10:00 Sheffield to London St. Pancras International service on September 19th.
Derek Elston

Class 222 022 hurries past Harrowden Junction working the 1B31 10:12 Nottingham to London St. Pancras International on September 18th.
Derek Elston







East Midlands Railway

On September 5th, former LNER power car No. 43319 (with 43073 on the rear) passes Attenborough in the early morning sun with 5B18 06:31 Derby Etches Park to Nottingham ECS.
Mark Pichowicz

East Midlands Railway

Power car No. 43305 is at the sharp end of 1B38 11:45 Nottingham to London St. Pancras International as it passes Harrowden Junction on September 19th. *Derek Elston*

On September 19th, power car No. 43467 leads the 1B33 10:45 Nottingham to London St. Pancras International past Harrowden Junction. *Derek Elston*

Former LNER power cars Nos. 43251 and 43317 hurry past Harrowden Junction with the 1D23 10:34 London St. Pancras International to Nottingham service on September 19th. *Derek Elston*







Freightliner

Class 70 001 leads 66 536 through Chorlton on September 17th with the 4O49 Crewe - Southampton liner. *Mark Enderby*

Class 66 593 with the Woking stone empties passes Worting on September 15th. *Michael Bennett*

Class 59 202 passes Marston Footbridge on September 26th working the 6O61 Appleford Sidings to Stoke Gifford. *Ken Mumford*







Freightliner

Class 66 516 passes Church Brampton on September 17th at the head of the 4L46 12:16 Lawley Street F.L.T. to London Gateway liner. *Derek Elston*

Class 86 638 and 86 607 working the 4M45 Felixstowe - Garston liner passes Chorlton on September 17th. *Mark Enderby*

Class 59 202 arrives into Westbury on September 16th. *Brian Battersby*







Freightliner

September 1st sees Class 70 003 on the approach to Northenden Junction, in charge of the 09:16 Bredbury RTS to Runcorn Folly Lane. To the right is the siding of Northenden RTS, while to the left, the single line runs to Hazel Grove high level. *Barry Longson*

Freightliner

Having changed locos from a Class 66 in Ipswich yard, consecutively numbered Class 86 638 and 86 639 pass through Ipswich on a sunny September 1st with a Felixstowe to Trafford Park liner. *Lee Stanford*



Class 66 549 passes through Sydney Gardens, Bath on September 17th. *Brian Battersby*



Class 90 049 and 90 042 pass a wet Coppull Moor on September 26th with the 4Z50 Wembley - Coatbridge working. *John Sloane*



Freightliner

Class 66 506 with a Wentloog to Southampton liner passes Wyke Down on September 26th.
Michael Bennett

Freightliner

A sight which will not be around for too much longer is that of the Class 86's parked up at Ipswich yard. On September 1st, Class 86 608 heads a row of 4 locos awaiting their next duty. *Lee Stanford*

September 1st was an afternoon of cloud and sun at Winwick, as Class 66 617 rounds the curve with the 11:04 Hardendale to Tunstead empty box wagons. *Barry Longson*

Class 66 593 eases through Eastleigh on September 8th. *John Sloane*







Freightliner

Class 70 017 hammers through Hyde Central on September 12th, running some 75 minutes early, in charge of the 15:30 Runcorn Folly Lane to Bredbury RTS.
Barry Longson

Freightliner

Class 66 614 with the 6H51 Hardendale-Tunstead passes Moore on September 25th. *Mark Enderby*

Freightliner

Class 66 955 hauling a Crewe to Southampton liner passes Wyke Down on September 26th. *Michael Bennett*

On September 15th, Class 86 638 and 86 607 pass through Acton Bridge auling a late running Felixstowe - Garston FLT liner. *Michael Lynam*

Class 66 557 takes to the slow line at Acton Bridge on September 15th hauling a rake of Trans Pennine Express Mark 5a coaches from Longsight - Crewe Basford Hall via Warrington Bank Quay. *Michael Lynam*







Freightliner

A busy scene at Southampton Maritime with Class 66 419, 66 569, 66 599 and 08 785 visible in this photo. *John Sloane*

Class 08 585 'Vicky' is seen at Southampton Maritime on September 9th. *John Sloane*

Class 66 601 heads a rake of empty box wagons from Hardendale Quarry - Tunstead Sidings through Acton Bridge on September 15th. *Michael Lynam*







Freightliner

Class 70 005 approaches Acton Bridge hauling an empty bin train from Runcorn Folly Lane - Brindle Heath. *Michael Lynam*

Class 66 523 heads a Ditton - Felixstowe liner south through Acton Bridge on September 15th. *Michael Lynam*

Class 66 558 leads the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. as it passes Church Brampton on September 17th. *Derek Elston*







Class 66 602 running 73mins late passes Harrowden Junction working 6L45 07:34 Hope (Earles Sidings) Fhh to Dagenham Down Yard on September 19th. *Derek Elston*

Freightliner continues Tarmac relationship with new contract

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), has been awarded a new contract with the UK's leading sustainable construction solutions company, Tarmac.

Under the new contract, Freightliner will haul aggregate from Tarmac's Tunstead site in Derbyshire as well as their West Country quarries, including deliveries from Wales, Somerset, and Herefordshire.

Freightliner has a collaborative, long-term relationship with Tarmac, adding the South West of England to their existing work from Tunstead in 2019.

The new activity will see Freightliner running an average of 50 trains a week, delivering vital bulk materials, including aggregates and cement, on behalf of Tarmac for use in regional and national infrastructure projects.

"We are delighted to have been awarded this new contract with Tarmac and to support their critical infrastructure projects such as HS2," said Emma Dempsey, Chief Commercial Officer for G&W's UK/Europe Region companies. "In addition, we continue to support Tarmac in their continued quest to achieve carbon neutral delivered product".

"As the largest operator of carbon neutral traction, we are continually developing solutions to deliver decarbonisation targets, working in collaboration with customers."

Chris Swan, Head of Rail at Tarmac, said: "The renewal of our contract with Freightliner highlights both our ongoing commitment to supporting the delivery of a lower-carbon built environment and the continued enhancement of our rail freight capabilities. Effective use of the rail freight network is key in supporting the UK's transition to a net-zero society and supporting a green recovery as we emerge from the Covid-19 crisis.

Collaborative working has a vital role to play in this and we're looking forward to working with our freight operating partners as the industry focuses on doing both more rail and better rail."

Freightliner

Class 66 566 leads the 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. as it passes Roade on September 14th.
Derek Elston

GBRf

Class 66 763 passes Walcote on September 9th with 6M42 09:20 Avonmouth Hanson Sidings - Penyffordd Cement Sidings.
Keith Davies

GBRf

Class 66 780 hauling the Hams Hall to Southampton modal passes Worting on September 16th. *Michael Bennett*

Class 66 706 passes Chorlton on September 17th working the 6G92 Hindlow - Washwood Heath loaded stone. *Mark Enderby*

On September 8th, Class 66 723 passes Walcot with the 6M05 10:51 Tinsley Yard - Coton Hill. *Keith Davies*







GBRf

On September 21st, the first two of five former German imports for GBRf were taken from Immingham Mineral Quay to Roberts Road. Class 66 736 is seen hauling 66 794 and 66 793 up Appleby Bank, running as 0D66, inevitably about 100 minutes late. *Steve Thompson*

Class 66 724 passes Bradley on August 28th with a Clitheroe - Avonmouth working. *John Sloane*

Class 66 762 on the 4M51 Southampton to Trafford Park passes Worting on September 15th. *Michael Bennett*







Class 66 779 working the 6O41 Westbury to Eastleigh engineers passes Dunbridge on September 22nd.
Michael Bennett



GB Railfreight Announces Contract Renewal with Tarmac

GB Railfreight (GBRf) is delighted to announce Tarmac has renewed its contract for five years from January 2020 to 31 December 2025, for the transportation of aggregate materials. The contract will include the supply of hopper and box wagons from GBRf.

This is an extension to the current contract which covers the northern package of Tarmac's rail operations, encompassing services mainly from Arcow and Swinden railheads in North Yorkshire to a variety of destinations including Leeds, Hull and two sites in Manchester.

The new contract builds on the successful relationship that has been established since GBRf started services in the northern package over four years ago in January 2016.

Managing director of GBRf John Smith said: "We are absolutely delighted to have signed a contract extension with Tarmac. Our relationship goes back many years and we have built on the strong partnership forged in 2016.

During the ongoing pandemic, we are doing our bit to keep the economy moving and our partnership with Tarmac is testament to that. We look forward to working with Tarmac in the months and years to come to spur the recovery of the construction sector."

Chris Swan, head of rail at Tarmac, said: "Effective use of the rail freight network is key in supporting the UK's transition to a net-zero society and supporting a green recovery as we emerge from the Covid-19 crisis.

Collaborative working has a vital role to play in this and we're looking forward to continuing our relationship with GB Railfreight as the industry focuses on continued modal shift, as well as driving forward efficiencies and innovation."

GBRf

A new flow through south Manchester is stone from Dowlow to Washwood Heath, for use on HS2. Here Class 66706 gets a move on through Cheadle Hulme working the 08:23 service on September 14th. *Barry Longson*

GBRf

Class 66 753 slowly enters Stockport on September 18th, while in charge of the 15:29 Hope Street to Peak Forest. *Barry Longson*



Class 66 742 with the Hoo Junction to Eastleigh engineers passes Worting on September 15th. *Michael Bennett*



Class 66 750 is seen stabled at Eastleigh on September 7th. *John Sloane*



GBRf

Class 66 767 passes St. Denys on September 8th with a Mountfield - Southampton working. *John Sloane*



Class 66 752 saunters past Duncote Mill with the 6Z84 12:20 Donnington RFT - Eastleigh East Yard on September 24th. *Keith Davies*



Class 66 774 catches the sun as it passes Balshaw Lane Jct. on September 26th with an Avonmouth - Clitheroe working. *John Sloane*



GBRf

On September 18th, Class 66 763 passes Oakengatesworkingthe6M4209:20Avonmouth Hanson Sidings - Penyffordd cement. *Richard Hargreaves*

Empty Biomass workings were once a common sight at Stockport, before being routed via Manchester Victoria. One exception is the Sundays 12:02 Doncaster Down Decoy to Liverpool Biomass Terminal, seen here with Class 66 778 in charge on September 13th. *Barry Longson*

Class 66 763 rounds the curve at Meole Brace with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on September 13th. *Keith Davies*







OnSeptember 15th, Class 60 047 passes through Acton Bridge working a Biomass train from Liverpool Docks - Drax power station.
Michael Lynam



GB Railfreight and Rail Stone Solutions win two major HS2 contracts

GB Railfreight (GBRf) and Rail Stone Solutions (RSS) are delighted to unveil two contracts to support construction on the first phase of HS2. The deals, with HS2 contractors EKFB (Eiffage, Kier, Ferrovial BAM Nuttall) and BBV (Balfour Beatty VINCI) will see GBRf join forces with RSS to deliver aggregates by rail to the high speed rail project's main construction compounds. As part of the deal with EKFB, GBRf will support the training of new train drivers at their new state-of-the-art twin-simulators near Peterborough where the UK's first and only full-cab freight European Rail Traffic Management System (ERTMS) simulator centre is located. The announcement follows news in August that GB Railfreight will be moving aggregates in a deal struck with RSS – part of the GRS Group – and Balfour Beatty VINCI..

One hundred box wagons have been procured specifically for Balfour Beatty VINCI to utilise for rail deliveries to construct HS2. GB Railfreight will provide traction, drivers, ground staff and timetabling services to ensure delivery on time, and in full. The source point for aggregate will be a Tarmac quarry in the Derbyshire Peak District, one of the aggregate supply locations that is strategically critical for the supply by rail to support HS2. The partnership between GBRf and RSS, running up to Christmas, will initially see up to 157 trains deliver 235,000 tonnes of Type 1 aggregate for the first phase of construction work for HS2. Ten trains per week, conveying up to 77 tonnes in 20 box wagons, will transport 1500 tonnes of product per train. This amounts 15,000 tonnes delivered to site per week. The first trainload has already arrived at Balfour Beatty VINCI's Washwood Heath construction site. GBRf will act as Facility Operator, essentially operating the railhead. Rail Freight Services (RFS) – also a GRS joint venture with Aggregate Industries – are managing train unloading and material handling.

This announcement reinforces GB Railfreight's commitment to decarbonise transport and help reduce the UK's carbon emissions. The transportation of aggregate by rail will eliminate the need for an average of four HGV road movements for every loaded freight wagon. For the services operating to Washwood Heath, moving 3000 tonnes of aggregate using HGVs would require around 150 trucks, whereas GBRf can transport the same quantity using only two trains. Averaging this over a four-month period, transporting 235,000 tonnes of aggregate would require 11,750 long distance road movements from the Peak District to Birmingham.

John Smith, Managing Director of GB Railfreight, said: "We are thrilled to be unveiling this partnership with RSS. Not only have we delivered the first freight train to an HS2 site since the green light was given to the project, we have also reinforced our commitment over the next few months to continue on this important project.

We at GBRf are committed to increasing the amount of goods and materials transported via rail freight, reducing emissions and delivering a more sustainable logistics solution. During the course of the next four months we will be taking 11,750 trucks off the road to transport the 235,000 tonnes of aggregates, meaning GBRf will continue to play a leading role in the decarbonisation of transport and of the UK economy as a whole. A special thank you for their outstanding work on this should go to my colleagues Tom Mainprize and Jack Eagling. They are the unsung heroes of this story and I pay tribute to their hard work."

Jon Fisher, Chief Executive of GRS which operates RSS said:"Our partnership with GBRf gives RSS unparalleled capability when it comes to supplying the massive volume of aggregate needed for major infrastructure schemes like HS2. We're proud to have made the first delivery to the project – the time and effort we have invested in planning the delivery of materials to this landmark scheme is beginning to pay off. As a preferred supplier to several sections of HS2 we're looking forward to working with GBRf throughout the project to deliver bulk materials in the most efficient and cost-effective way possible."

GBRf

The 4M21 03:10 Felixstowe North GBRf to Trafford Pk Euro Terminal GBRf eases through Northampton 138 minutes late behind Class 66 707 'Sir Sam Fay' on September 17th.
Derek Elston

Class 66 781 passes Long Preston on September 2nd with a rake of empty hoppers from Hunslet Tilcon - Arcow Quarry as 6M31.
Michael Lynam

Class 66 774 approaches Hoghton Level Crossing on September 19th hauling an empty rake of Cement Tanks from Avonmouth Hanson Sidings - Clitheroe Castle Cement.
Michael Lynam







GBRf



Class 47 739 and 47 727 working the 5Q21 10:27 Wolverton Centre Sidings to Worksop Down Yard top'n'tail Class 720 516 at East Goscote on September 9th. *Derek Elston*

GBRf

Class 66 781 is seen at Duncote Mill with 6V41 10:51 Tinsley Yard - Coton Hill Yard on September 21st. *Keith Davies*



Class 73 961 'Alison' running light engine is seen at Harrowden Junction on September 19th working as 0Z03 10:14 Derby R.T.C.(Network Rail) to Dollands Moor Sidings. *Derek Elston*



On September 2nd, the 6X01 Trent Yard - Eastleigh was graced by the presence of three locos, Class 66 750, 66 765 and 66 714. The train was made up of a YWA loaded with concrete sleepers and a loaded RDT. Seen passing through Scunthorpe, this consist should more accurately be described as 6O01, but seems to run as 6X01 regardless! *Steve Thompson*



GBRf

On September 2nd, Class 66 773 ‘CAMBRIDGE PSB’ waits to depart Castle Cement, Clitheroe with a rake of loaded cement tanks for Carlisle.
Michael Lynam

Greater Anglia

On September 21st, Class 745 004 stands at Norwich ready to work the 1P49 15:30 to London Liverpool Street while 745 108 will form 1P47, the 15:00 Norwich to London Liverpool Street. *Derek Elston*

Class 720 543 and 720 518 running as 5Q27, the 09.45 Wolverton Centre Sidings to Rugby Udt Signal Rn4184 pass Church Brampton, 140minutes late on a mileage accumulation run, September 17th. *Derek Elston*

The Greater Anglia Stadler units are now becoming a little more work stained as can be seen on Class 755 412 as it departs from Norwich on September 1st with a service to Lowestoft. *Lee Stanford*







Greater Anglia

Class 755 417 and 755 406 on the blocks at Norwich, September 21st. Derek Elston

Abellio's Class 755 329 approaches Norwich on September 21st working 2J81 14:57 Lowestoft to Norwich service. *Derek Elston*

Stadler Flirt unit Class 755 422, working on electric power, rolls into Cambridge North working the 1K61 07:34 Norwich to Cambridge service on September 21st. *Derek Elston*







Great Western Railway

On August 3rd, power car No. 43187 leads a Penzance service through Dawlish Warren. *Richard Hargreaves*

On July 30th, Class 143 612 and 150 249 approach Dawlish Warren with a service to Exmouth. *Richard Hargreaves*

Power cars Nos. 43160 and 43093 pass through Dawlish on August 4th with a Penzance service. *Richard Hargreaves*







Great Western Railway

Class 802 216 leads classmate 802 217 round the curve at Crofton on September 27th with the 12:37 London Paddington to Exeter service. *Lee Stanford*



Class 166 206 catches the sun on September 17th as it passes through Sydney Gardens, Bath. *Brian Battersby*



Class 166 209 departs St. Denys on September 8th with a Portsmouth - Cardiff service. *John Sloane*



Great Western Railway

Class 166 211 departs Northam with a Cardiff - Portsmouth service on September 8th. *John Sloane*



Class 800 034 working the 1W15 10:50 London Paddington to Worcester Shrub Hill departs it's station call at Hanborough on September 12th. *Derek Elston*



Class 802 021 speeds past Marston footbridge near Swindon with a service from London Paddington, September 19th. *Ken Mumford*



Great Western Railway

Class 802 013 leads the 1C82 London Paddington to Plymouth service past Hungerford on September 10th.
Michael Bennett

Great Western Railway

A Class 143/150 combination nears Teignmouth with a Paignton - Exeter service on September 20th.
Charlie Robbins

Great Western Railway

Class 165 109 passes Hungerford Common with a Reading to Bedwyn service on September 10th.
Michael Bennett

Hull Trains

In what seemed an odd move on September 9th, Class 802 303 passes Doncaster empty stock, working the 14:35 Hull to Bounds Green.
Barry Longson

LNER

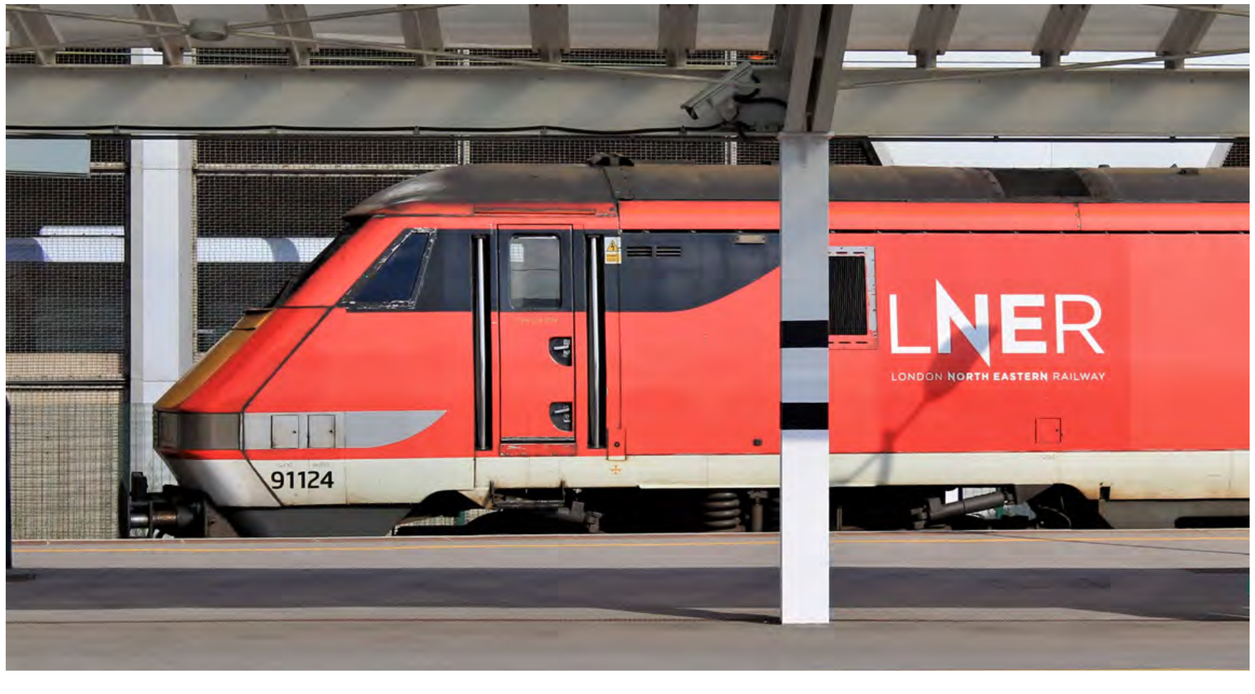
On September 9th, an LNER set being propelled by Class 91 124 failed at Doncaster while working the 12:02 York to London King's Cross service. Thunderbird Class 67 007 is seen hauling the stricken set out of platform 1, ECS to Bounds Green. *Barry Longson*

A familiar sight for almost 30 years but now greatly reduced is that of a Class 91 in platform 1 at Doncaster waiting to propel its train to London King's Cross. Class 91 124 awaits departure on September 8th. *Lee Stanford*

Class 91 110 has been assigned a 'G' exam at Wabtec and stands outside the works on a sunny September 8th waiting attention. *Lee Stanford*







LNER

Retro InterCity liveried Class 91 119 ‘Bounds Green’ arrives on time at Doncaster with the 15:06 London King’s Cross to York service. *Lee Stanford*

East Coast Workhorse....Class 91 109 ‘Sir Bobby Robson’, pictured at speed, passes Chapel Chorlton, with the 13:06 London King’s Cross to York service on September 19th. *Paul Senior*

Class 91 105 arrives at York on September 15th with the 13:06 service from London King’s Cross. *Lee Stanford*





Network Rail

Class 56 096 and 56 113 working the 3S71 Coleham - Coleham RHTT pass Hardwicke on September 26th. *Carl Grocott*



On September 10th, Class 67 023 and 67 027 pass Compton Bridge with the regular 1Z23 test train working. *Ken Mumford*

Class 73 952 ‘Janis Kong’ passes Harrowden Junction running as 0Z73 08:08 Eastleigh Arlington (Zg) to Derby R.T.C.(Network Rail) on September 19th. *Derek Elston*





Network Rail

On September 1st, the clouds win as Class 37 419 top'n'tailed with 37 423, pass Winwick in charge of the 10:55 Derby RTC to Carlisle Network Rail test train. *Barry Longson*

Class 37 418 'An Comunn Gaidhealach' with inspection saloon 'Caroline' passes a sunny Bagworth on September 3rd.
Michael J Alderdice

On September 3rd, the earth moves and smoke fills the air as Class 37 254 leads 37 421 on the every-fourth-Tuesday Crewe - Crewe inspection train departs Glazebrook on the former CLC line. The signal had only just turned from red to green. The hill in the background is a landscaped former refuse tip! *Jeff Nicholls*







Network Rail

On October 5th, Class 37 402 leads 37 423 with the 3S13 Wrenthorpe - Grimsby Town RHTT working. *Steve Thompson*



Network Rail's power car No. 43013 'Mark Carne CBE', with 43062 'John Armitt on the rear, passes Church Brampton with the 06:50 Derby R.T.C.(Network Rail) to Derby on September 17th. *Derek Elston*



Class 37 419 and 37 423 pass Charnock Richard on September 1st with a Derby - Carlisle test train working. *John Sloane*



Network Rail

Class 37 407 and 37 419 pass through Acton Bridge on September 29th working the 1Q47 Derby to Carlisle test train. *Brian Battersby*

Class 67 027 and 67 023 pass Kempesye on September 15th with the 1Q20 07:50 Crewe (L&NWR Site) - Derby RTC. *Keith Davies*

OnOctober5th,Class37423leads37402through Scunthorpe on 3S14 RHTT to Bridlington. *Steve Thompson*







Network Rail

On October 2nd, the main reason for venturing out with the camera was, of course, the inaugural run of this season's RHTT. After several years of Class 20 action, this year the 37s have taken over, the route clearance problems of previous years being overcome. Here we have 3S13 Wrenthorpe - Grimsby Town making their presence felt at Scunthorpe with Class 37 423 top and tailing with 37 402. The season may have only just begun, but already, the locos have gained a significant layer of grime!.
Steve Thompson



Class 97 303 and 97 302 working the 6C43 Knighton - Crewe pass Battlefield on September 10th. *Carl Grocott*



Network Rail

Going up Appleby Bank on October 2nd is 3S14 Grimsby Town - Bridlington RHTT with Class 37 402 leading and 37 423 on the rear. *Steve Thompson*



Class 97 303 stands in Doncaster West Yard on September 29th waiting its next duty with a Network Rail test train. *Lee Stanford*



On September 29th, Class 37 025 and 37 116 top'n'tail a Swindon bound test train working past Purton (Collins Lane) crossing. *Ken Mumford*



Network Rail

Class 37 418 working the 6Z37 Coleham - Gloucester passes Kemps Eye on September 22nd. *Carl Grocott*

Rail Operations Group

On September 16th, Class 57 310 and 57 312 pass Weaver Jct. working the 5Q46 Class 769 delivery from Castle Donnington to Allerton.
Mark Enderby

On October 1st, Class 37 800 with EMU No. 315 805 pass Marston Footbridge near Swindon working the 5Q60 Ilford EMU depot to Newport (Sims) scrapyard.
Ken Mumford

On August 16th, Class 57 312 is seen at Saltney Ferry heading to collect some Merseyrail units for scrap.
Brian Battersby







TransPennine Express

Class 397 007 is seen arriving at Bolton with the 12:12 Edinburgh to Manchester Airport service on September 18th. *Lee Stanford*



Class 802 208, arrives at Newton-le-Willows, with the 11:42 Newcastle to Liverpool Lime Street service on September 18th.
Paul Senior

On September 19th, Class 68 032 ‘Destroyer’ passes Earlestown working a Liverpool Lime Street - Scarborough service. *Michael Lynam*





TransPennine Express

Passengers wait to board Class 802 216, at Liverpool Lime Street on August 29th working the 14:54 service to Newcastle as Northern's Class 319 379 waits to leave with the 15:27 to Manchester Airport. *Paul Senior*



On September 18th, Class 397 012 stands at Manchester Airport, ready to work the 14:07 service to Edinburgh. *Barry Longson*



A Class 397 unit passes Balshaw Lane Jct. on September 25th with a Liverpool Lime St. bound service. *John Sloane*



TransPennine Express

On September 18th, Class 68 032 ‘Destroyer’ catches some hazy sun, between the shadows of Manchester’s changing skyline on the approach to Victoria with the 11:54 Liverpool Lime Street to Scarborough service. *Barry Longson*

On October 5th, Class 185 145 and 185 127 depart Scunthorpe with the 1B68 Manchester - Cleethorpes. *Steve Thompson*

Class 802 211 passes Earlestown on September 19th with a Newcastle - Liverpool Lime St. service. *John Sloane*







Transport for Wales

On August 26th, a Class 158 working a service to Pwllheli arrives at Barmouth. *Allison Twycross*

Transport for Wales

On September 18th, Class 158 819 and 158 830 pass Oakengates, heading towards Shrewsbury. *Richard Hargreaves*

Class 158 823 departs platform 2 at Barmouth working the 15:58 service to Pwllheli on August 26th. *Allison Twycross*

Class 158 832 approaches the level crossing at Barmouth on August 26th working a service to Pwllheli. *Allison Twycross*





Units: DMUs and EMUs

Northern's Class 170 472 working the 10:57 Scarborough - Sheffield service waits at Bridlington station with its ornate canopy on September 16th. *Jeff Nicholls*



South Western Railway's Class 158 881 leads the 1L28 Exeter St David's to London Waterloo leaving Andover on September 29th.
Michael Bennett



South Western Railway's Class 158 887 working the 2R38 Salisbury to Romsey service is seen near Dunbridge on September 22nd.
Michael Bennett



Units: DMUs and EMUs

South Western Railway's Class 158 883 leads the Exeter St. Davids and Castle Carey - London Waterloo service past Whitchurch on September 26th.
Michael Bennett

Units: DMUs and EMUs

The two middle lines at Sheffield station look like they need a visit from the weed killing train, as Northern's Class 158 797 sits awaiting its next turn of duty on September 9th. *Barry Longson*

South Western Railway's Class 444 019 working the 1B31 London Waterloo to Southampton service passes Worting on September 15th. *Michael Bennett*

Northern's Class 170 475 departs Bridlington working the 09:39 to Hull service on September 3rd. *Allison Twycross*







Units: DMUs and EMUs

The last built Class 319 EMU No. 319 386 is still providing sterling service for Northern and was captured leaving Bolton working the 14:04 Preston to Manchester Victoria service on September 18th. *Lee Stanford*



On September 14th, Northern's Class 150 131 calls at Pleasington working a Colne - Preston service. *Michael Lynam*



Northern's Class 331 018 and 331 016 pass Euxton Jct on September 19th working a Blackpool - Liverpool Lime Street service. *Michael Lynam*



Units: DMUs and EMUs

September 12th was to be the last normal Saturday working for the Rose Hill Marple branch, before a 4 month closure. Here Northern stalwarts Class 142 087 and 150 110 call at Guide Bridge, while working the 14:44 service from Manchester Piccadilly.
Barry Longson



South Western Railway's Class 701 002 passes Worting on September 15th heading back to Eastleigh after a test run.
Michael Bennett



Northern's Class 150 xxx and 156 455 pass through Glazebrook on September 3rd.
Jeff Nicholls



Units: DMUs and EMUs

Northern's Class 170 458 arrives at Bridlington and its forest of semaphores with the 09:57 Sheffield - Scarborough via Hull service on September 16th. *Jeff Nicholls*

South Western Railway's Class 444 017 stands at Weymouth on September 9th working a service to London Waterloo. *Brian Battersby*

South Western Railway's Class 444 007 passes through Eastleigh on September 7th with a Weymouth bound service. *John Sloane*







Units: DMUs and EMUs

No longer needed on the suspended Rose Hill Marple service, Pacers are now finding use on other routes. Here Class 142 065 and 150 114 arrive at Stockport on September 18th, with the 16:52 service to Chester. *Barry Longson*



SWR Class 158 888 on the 2S23 Romsey to Salisbury service passes Dunbridge on September 22nd. *Michael Bennett*



Merseyrail's Class 507 031 stands at New Brighton on August 29th with the 12:23 Wirral Line service to Liverpool Central. *Paul Senior*



Units: DMUs and EMUs

Northern's Class 331 009 passes Balshaw Lane Jct. on September 26th with a Blackpool North - Liverpool Lime St. service. *John Sloane*

Brand new South Western Railway's Class 701 005 departs Eastleigh on September 7th after a test run. *John Sloane*

South Western Railway's Class 158 850 departs Eastleigh on September 9th with a service to Salisbury. *John Sloane*







Units: DMUs and EMUs

Southern's Class 377 446 departs St. Denys on September 8th with a London Victoria - Southampton service. *John Sloane*

South Western Railway's Class 450 075 is seen near St. Denys with a Portsmouth service on September 8th. *John Sloane*

South Western Railway's Class 444 036 passes St. Denys on September 8th with a service to Weymouth. *John Sloane*







Units: DMUs and EMUs

Despite threats to temporarily withdraw the Manchester to Rose Hill (Marple) service a skeleton service is still provided by Northern. Northern's Class 142 087 leads 150 148 into journeys end at Rose Hill with the 14:19 from Manchester Piccadilly on September 21st. *Lee Stanford*

One of the oldest type of unit still in service are the Class 313s operated by Southern. On a dismal September 24th, Class 313 204 crosses the River Arun and approaches Ford station working the 15:00 Littlehampton to Portsmouth and Southsea. *Lee Stanford*

The 2Y65 13:38 Northampton to Birmingham New Street pass Church Brampton formed of LNWR's Class 350239 and 350266 on September 17th. *Derek Elston*







Units: DMUs and EMUs

Southern's Class 377 446 is seen near St. Denys with a Southampton - London Victoria service. *John Sloane*

Northern's Class 319 367 is seen at Earlestown on September 19th with a Liverpool Lime St. - Warrington Bank Quay service. *John Sloane*

South Western Railway's Class 444 030 and 444 039 approach Eastleigh on September 9th with a London Waterloo service. *John Sloane*







Units: DMUs and EMUs

A shot taken deliberately early to show Stockport No. 2 signal box, sees Northern DMUs Class 150 103 and 150 126 arriving into the bay platform on a truncated 14:17 Southport to Alderley Edge on September 18th. Network Rail have had major problems with the signalling at Cheadle Hulme recently *Barry Longson*

The Grade 2 listed station at Filey, with its magnificent footbridge, sees Northern's Class 170 459 depart with the 16:57 Scarborough - Sheffield service on September 15th.
Jeff Nicholls

Merseyrail's Class 508 127 arrives at Conway Park, on the Wirral Line, with a Liverpool Central to New Brighton service on August 29th.
Paul Senior







Units: DMUs and EMUs

The CAF built Class 331 units are now regular performers in 6 car formations on services from Blackpool. On September 18th, Class 331 005 leads sister 331 011 on the 13:59 Blackpool to Manchester Airport service as they depart from Bolton. *Lee Stanford*

South Western Railway's Class 450 047 approaches Eastleigh on September 7th with a service to Portsmouth Harbour.
John Sloane

West Midlands Trains' Class 170 506 and 170 512 pass Oakengates on September 18th with a Shrewsbury - Birmingham New St. service. *Richard Hargreaves*







Units: DMUs and EMUs

LNWR's Class 350 408 and 350 260 pass Old Linslade working the 1U22 08:16 Crewe to London Euston on September 25th. *Derek Elston*



Northern's Class 158 784 departs Appleby on September 8th working a Carlisle - Leeds service. *Michael Lynam*



Northern's Class 319 375 calls at Earlestown on September 19th working a Manchester Airport - Liverpool Lime Street service. *Michael Lynam*



ScotRail

A Network Rail Stoneblower is seen in the engineers siding at Bridge of Orchy on September 25th.
Kevin McCormick

ScotRail

Class 320 319 stands at Wemyss Bay on September 29th. Although the services on this branch had moved to be all Class 385s, it seems that one of the diagrams is more likely to be a 320 or 318 unit at the moment.
Kevin McCormick

Blackpool Transport

On September 27th, Boat tram No. 227 and Balloon No. 701 head out of the loop at Little Bispham with services to Pleasure Beach. *Michael Lynam*



Blackpool Tramways 135th Anniversary Celebrations on September 27th. The celebrations consisted of a special promenade tour of Trams Through the Ages starting at the Pleasure Beach and traveling to Little Bispham, so to turn in the loop to return back to the Pleasure Beach. *Michael Lynam*



Trams line up at Little Bispham with Blackpool Standard No. 147, Boat No. 227, Balloon No. 701, Brush Car No. 621, Centenary Car No. 642, and Modified Balloon No. 707. *Michael Lynam*



Blackpool Transport

Blackpool Standard No. 147 departs Little Bispham. *Michael Lynam*

Sea Life liveried Bombardier Flexity 2 No. 005 approaches Little Bispham en route to Fleetwood on September 27th.
Michael Lynam

On September 27th, Flexity 2 tram No. 003 in an all over advert for Pretty Little Things.com calls at Little Bispham working a Fleetwood - Squires Gate service. *Michael Lynam*







Island Line

The former glory of Ryde Pierhead station can be seen from this picture with the long disused Pier railway track in the foreground. Unit 006 is dwarfed by the steel work as it awaits departure with the 15:07 to Shanklin on September 25th.
Lee Stanford

Isle of Wight unit 006 arrives at Ryde Esplanade working the 12:18 service from Shanklin to Ryde Pier Head on September 25th.
Lee Stanford

Isle of Wight unit 006 arrives at Ryde Esplanade working the 12:18 service from Shanklin to Ryde Pier Head on September 25th.
Lee Stanford







Island Line

Class 483 006 calls at Sandown on September 14th, with a service to Pier Head.
Brian Battersby

Class 483 006 passes a heavily grafittied 483 004 at Ryde St. Johns on September 14th.
Brian Battersby

Class 483 008 heads along Ryde Pier, with a service to Pier Head. *Brian Battersby*







National Rail



On September 26th, Class 66 506 passes Daisy Dell footbridge, Andover with a diverted Wentloog liner. *David Lindsell*

Greater Anglia works with the Carbon Trust towards an even greener future

Travelling by rail is now even greener after figures revealed that Greater Anglia reduced its total carbon emissions by 11% overall last year. This has prevented 13,570 equivalent tonnes of carbon dioxide, a greenhouse gas that contributes to global climate change, being released into the atmosphere. This is enough to provide 2,297 homes with electricity for one year and would take 224,000 tree seedlings growing for 10 years to remove this much CO2 from the atmosphere. Greater Anglia has worked with

The Carbon Trust to quantify its environmental impact and understand its carbon emissions, as part of an aim to become even greener and more sustainable. Rail is already recognised as being the most environmentally friendly form of transport apart from walking or cycling. The report shows that the operator also put 67% less waste into landfill and reduced hazardous waste by 50% in the last year.

Greater Anglia's Environment & Energy Manager, Stephanie Evans, said, "The programme to decarbonise the National Grid by using renewable energy sources has helped us to achieve this reduction in our emissions we've seen this year. Overall, carbon emissions caused by running the trains accounts for around 92% of our total emissions, so small improvements in fleet energy efficiency or a move towards energy efficient driving can also really help us to reduce our overall emissions. Our new trains are more efficient and produce less particulate pollution than our old ones which will help to make rail travel in East Anglia an even more environmentally friendly option. I'm pleased to have completed this first piece of work with The Carbon Trust, to understand where we are now, and to plan where we need to get to in the future."

The report also highlighted that Greater Anglia has seen gas consumption increase and could seek to improve the accuracy of water monitoring at stations and depots.

The company now plans to investigate these findings and introduce measures to tackle them.

Fares Advice with RailUK

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

Delay Repay: on a Day Ranger?

Q: I'm going out on the Cheshire Day Ranger. Unfortunately, I am travelling from Sandbach, one of the stations with an emergency bus replacement. The bus is a replacement to Stockport, and NRE estimates 1 hour 37 minutes, departing at xx.08 past the hour. I just tweeted Northern who told me different info, departing at xx.55 past the hour, taking 35 minutes. I don't believe them, the train takes 35 minutes, and also departs at xx.55, and a replacement bus should certainly take longer.

Will I be able to claim delay repay on this basis, as they have told me the bus is xx.55 but NRE says xx.08? And most importantly, can I claim delay repay on my Cheshire Day Ranger?

A: Delay Repay should be based on the timetable that's advertised when you buy your ticket, though some will try and fob you off by saying it's the timetable that's in force at 2200 the day before travel as that's what their official performance is measured against.

As it currently stands, journey planners aren't offering any timings for Sandbach to Manchester on the day of travelling whatsoever, with or without buses. Hopefully that'll change soon.

I claimed on a rover ticket last year with TFW. I had to do it via email with them as their online system doesn't recognise rover tickets. It was calculated the same as for any other ticket. Ie the rover was £44. I was delayed 2+hrs and so I got the full £44 back.

I complained that I couldn't do it via the online form and I also received a £10 RTV as an apology (which ironically I claimed Delay Repay on from Northern, got one of their free tickets, and did a journey worth about £60!)

Northern tickets & cash

Q: I've been having a look at the Coronavirus Travel Information on Northerns' website and the following grabbed my attention.

We have suspended the selling of tickets on board trains. Customers will still require a ticket to travel and should buy before they board from stations, ticket machines,and online via the web,or our mobile app. Ticket Offices: Our ticket offices remain open so,if you're starting your journey from a staffed station during opening hours,our helpful staff will be ready to sell you the ticket you need.

Ticket Vending Machines: Most of our stations now have Ticket Vending Machines which sell tickets to all locations in the UK. We are not accepting cash payments until further notice and passengers should use contactless payment where possible. **Those who wish to use cash for payment should use relevant ticket machines where available.** Conductors will also be available to help customers as needed.

Now the bit I have highlighted, from what I've seen in my area (Teesside and the North East) Northern TVMs are card only, so what would happen if a passenger only has cash or has a valid reason to only use cash? (Admittedly these people will only be a small percentage and I'm aware that the level of ticket checks on board are still not back to what they were and in my area there are not many stations that have gatelines). Most shops seems to have signs that suggest they would prefer you to pay by card which is fair enough.

A: If you start your journey at a station with a TVM that does not take cash then get a promise to pay. If the guard does not take cash during your journey, you do not change at any stations where you have enough time to visit a ticket office and there are no cash facilities at your destination, then you will not have had opportunity to pay and you've had a free ride. If you only have cash, and nowhere takes cash, then you simply cannot pay! This is the problem of the company to sort out - you have an entitlement to travel with cash.

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!

Eastleigh Works

On September 7th, Class 08 507 and 50 026 ‘Indomitable’ along with former EMR power car No. 43083 are seen outside the works.
John Sloane

Class 442 412 is seen stored in the works yard.
John Sloane

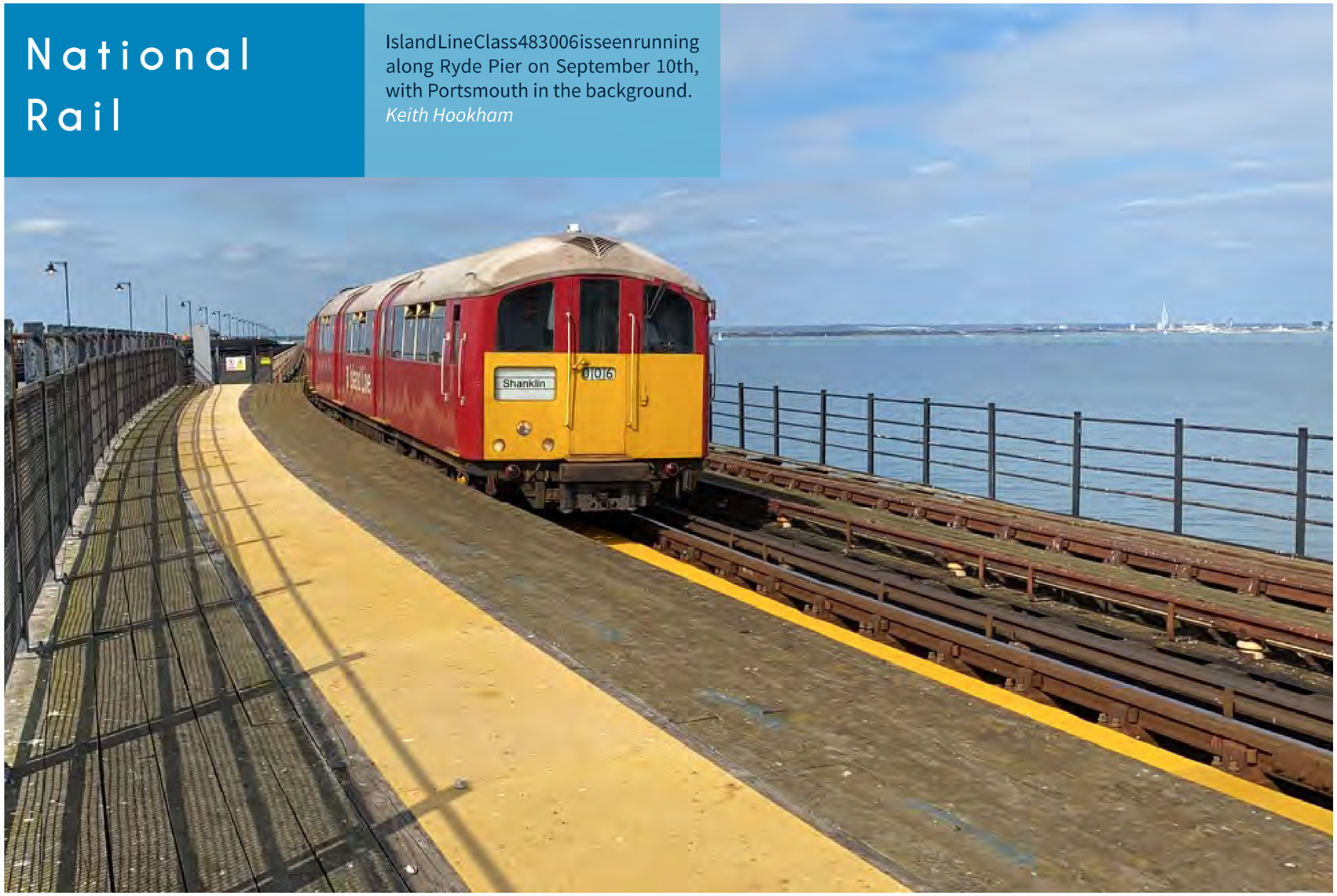
Resident Class 73 133 sees occasional use as a shunter in the works.
John Sloane



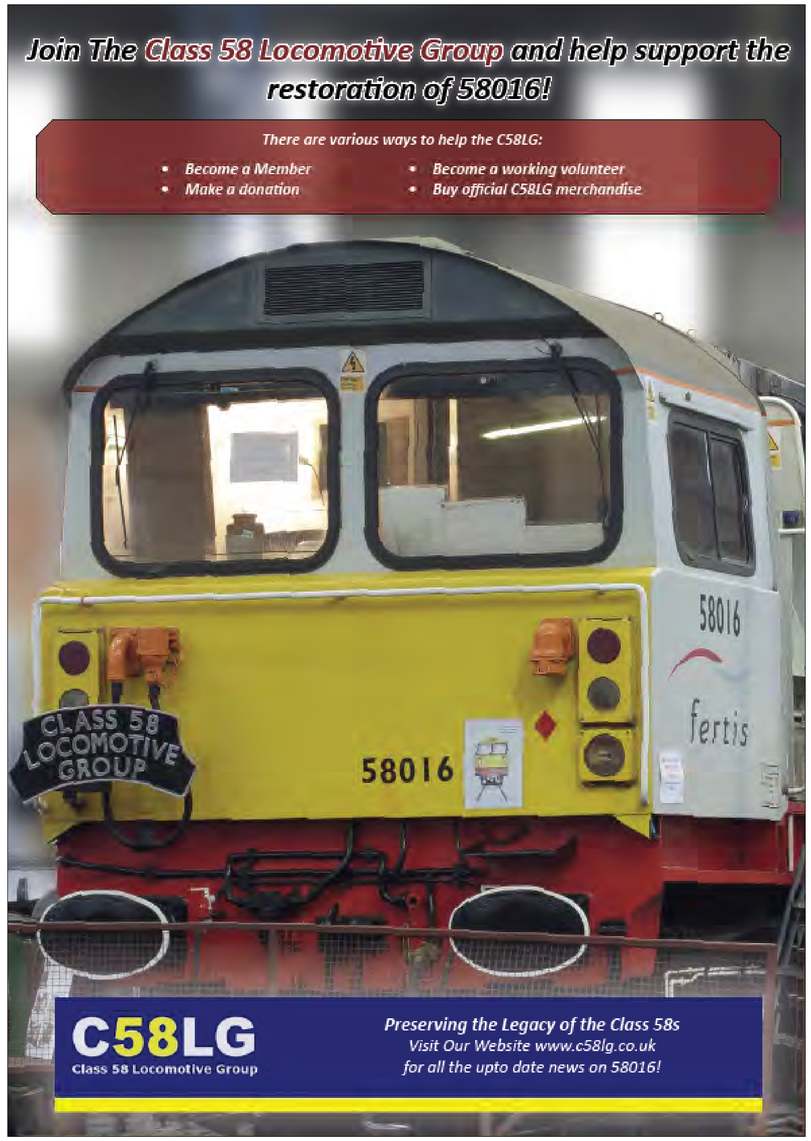




National Rail



IslandLineClass483006isseenrunning along Ryde Pier on September 10th, with Portsmouth in the background. *Keith Hookham*



Greater Anglia delivers on pledge to improve rail punctuality

Greater Anglia train services have recorded punctuality results above 90 per cent for the last six months, the operator has revealed, following a pledge to make more trains run on time.

In March, Managing Director, Jamie Burles, said, “We are keeping our focus on punctuality – I know it can be better and I’m determined to make sure it does get better.

We are continuing with all the actions we took last year, as well as looking for other innovations that will help us to give our customers what they want – a reliable and punctual train service.”

Since then, over 90 per cent of trains have run punctually every month, with the latest figure (for the four weeks ending 21 August) showing that overall, 93.7 per cent of Greater Anglia trains ran on time.

The top performing route on the network for this period was the London – Harwich route with 97.8% punctuality, followed by the Marks Tey – Sudbury line at 97.4%, Ipswich – Felixstowe line at 97%, Norwich – Great Yarmouth at 96.4%, London – Southend at 96%, Norwich – Lowestoft at 95.3% and London – Colchester / Clacton / Walton at 94.5%.

Throughout the lockdown period, Greater Anglia provided a punctual and reliable service with its revised timetable for those who needed to travel – with punctuality hitting 91.8 per cent in March, 97.3 per cent in April, 95.7 per cent in May, 96.2 per cent in June and 96.2 per cent in July.

Commenting on the good record, Jamie Burles, Managing Director, Greater Anglia said: “I’d like to thank our teams across Greater Anglia for keeping up the good work, despite all the challenges and complications resulting from the pandemic.

We remain committed to providing the best possible service for everyone who is travelling by train and ensuring everyone can travel safely this summer and beyond.”

Effective partnership working with Network Rail, Stadler, Siemens, the Department for Transport and the Rail Delivery Group has been a key factor in the delivery of such a reliable service for rail travellers in the East of England.

Punctuality figures have mostly been between 90% and 99% on routes across the network throughout the period since the start of the lockdown in March.

Additional services were reintroduced from 18 May and again on 15 June - and then back to a full service on most routes from 6 July (other than an increased, but not yet full, intercity service between Norwich and London and a half hourly Stansted Express service).

National Rail

On October 3rd, with the weather worsening No. 6201 ‘Princess Elizabeth’ whistles through Garsdale with the return leg of the ‘Northern Belle’. The Clough River showing the recent amount of rainfall. *Shep Woolley*



Greater Anglia’s new trains recognised for accessibility innovation

Greater Anglia’s fleet of new Stadler bi-mode trains has been recognised for a design innovation that makes getting on and off a train easier for many disabled and older people.
The new trains are the first in the UK to have both a low floor and a retractable step - which automatically bridges the gap between the train and the platform when at a station.
This means that for many disabled and older people, or those with pushchairs or heavy luggage, there is no longer the need for a ramp to board on the majority of Greater Anglia’s regional, intercity, and Stansted Express services.
The retractable step sets a new benchmark for accessible rail travel in the UK and received the accolade of Highly Commended in the Innovation category at the National Rail Awards 2020.

Greater Anglia’s Managing Director, Jamie Burles, said, “We developed our new trains jointly with the manufacturer, Stadler, and a customer and stakeholder group, with their input shaping the final design and specification for the trains. The benefit of this collaborative approach to the design of the accessible carriage, involving a close, positive partnership with disabled stakeholders and customers, was to create a train that isn’t just ‘compliant’, but truly customer friendly. As a result, passengers can now get on or off the train without needing a ramp at the vast majority of stations on Greater Anglia’s regional, intercity and Stansted Express routes.”

Greater Anglia carried out extensive public consultation both online and in person, with disabled stakeholders and customers visiting a full sized ‘mock-up’, built in Norfolk, and taking part in two international visits to Stadler’s factory in Switzerland. As part of this programme, a full-sized adjustable model platform was created which enabled engineers to test how the sliding step would work at different stations. Every station was surveyed, recorded and mapped to ensure the best stopping location was identified to maximise the effectiveness of the step.

Mr Burles adds, “This proactive approach, allied with our genuine desire to produce a train which met and, where possible, exceeded customers’ needs, resulted in further real enhancements to the train’s design and features.”

Changes made to the layout of the accessible area as a result of the consultation included the location of priority seating and charging points, installation of privacy screens, design of the coffee table, colour contrasts on handrails and an additional “call for aid” button in the accessible toilet. Feedback from customers and stakeholders about the improved accessibility features has been very positive, with a widespread welcome for the easier, better and more convenient rail journeys that are now available. The upgrades also benefit users of Greater Anglia’s intercity services, where the new trains have the same accessibility features. All Greater Anglia’s regional and intercity services have been upgraded to brand-new, longer state-of-the-art trains since March 2020, with all mod cons on board, including plug and USB points, fast free wifi, air conditioning, improved passenger information screens, better accessibility features and dedicated cycle spaces.



Ralf Warwel, Stadler’s sales director for the United Kingdom and Ireland, commented: “Stadler is very pleased to see our sliding step technology recognised in this prestigious award. While it has been widely deployed on new Stadler trains throughout mainland Europe, it’s a UK first. And, as well as featuring on the new trains for Greater Anglia, it will also be installed on trains for our other live UK contracts, namely Liverpool City Region, Transport for Wales Rail Services, and Nexus. This means that over the next few years, around 190 new trains will be operating in the UK with Stadler sliding step technology, improving the travel experience for passengers up and down the country.”
Rock Rail East Anglia, a joint venture between Rock Rail, Aberdeen Standard Investments and GLIL Infrastructure, financed the trains and is leasing them to Greater Anglia.

Mark Swindell, Rock Rail CEO and Director Rock Rail East Anglia, said “Rock Rail is delighted that its new trains have received such an accolade and that passengers will benefit from the vastly improved accessibility features. The award is testament to the focus our operator partner, Greater Anglia, together with Stadler and Rock Rail, place on delivering a truly passenger-focused travelling experience.”Greater Anglia continues to focus on improving service standards for disabled people, through its Stakeholder Equality Group. Other initiatives already delivered have included participation in the Sunflower Lanyard scheme for those with non-visible impairments; work to secure improved accessibility at stations such as Bury St Edmunds, Colchester and Needham Market and cross-industry collaboration on a new Passenger Assist App to provide better information and easier booking of journey assistance.

National Rail

LMS 4-6-0 No. 46100 ‘Royal Scot’ passes Meole Brace on September 5th with 1Z22 15:48 Cardiff Central - Liverpool Lime Street. *Keith Davies*



Class 221 127 is passes by Great Western’s Class 150 234 and 143 619 at Dawlish on July 31st. *Richard Hargreaves*



On August 4th, Class 221 121 heads towards Teignmouth with a Plymouth bound service. *Richard Hargreaves*



National Rail



Brand new South Western Railway's Class 701 705 is seen stabled on Eastleigh depot on September 9th.
John Sloane



MPV Nos. DR98919 and DR98969 pass Duncote Mill with the 3Z19 10:32 Kings Norton OT Plant Depot - Shrewsbury RHTT on September 24th.
Keith Davies

More reliable services on the way for passengers on the East Coast Main Line

Dates for key works on the £1.2 billion East Coast Upgrade have now been confirmed, with a programme aimed at delivering improvements for passengers as soon as possible, Network Rail said on September 3rd. Once complete, the upgrade will deliver improved reliability and punctuality for passengers and will ensure the route has the capacity to deal with future passenger volumes. A major part of the project is replacing tracks and a track layout, which is nearly 50 years old, on the 1.5-mile approach into London King's Cross. This work requires the temporary closure of individual tracks and platforms at King's Cross at different times over a three-month period. This partial closure is scheduled to take place between Monday 1 March and Friday 4 June 2021. There are closures also planned for this year, at Christmas and over a number of weekends next year, including February 26, 27 and 28; April 23, 24, 25, and June 5 and 6.

It will mean that from 1 March to 4 June 2021, there will be temporary changes to LNER, Great Northern, Thameslink, Hull Trains and Grand Central services, with a slightly reduced peak service into and out of King's Cross compared to current levels. Off-peak services will be less impacted, and passengers will be encouraged to travel at less busy times.

The King's Cross work will include a re-design of the track layout and re-opening a third tunnel closed in the 1970s, to create six tracks into the station, instead of the current four. This will increase reliability and enable trains to arrive and leave the station more rapidly, helping to keep trains on time. This essential work has been designed to minimise disruption for passengers by maintaining most services into and out of King's Cross, while delivering improved reliability as quickly as possible. Ahead of the work at King's Cross, Network Rail is also building a new tunnel and 1.9 miles of new line at Werrington, north of Peterborough so that slower moving freight trains will no longer cut across the East Coast Main Line, helping to unlock capacity on the route. This will mean a nine-day period of disruption between 16 and 24 January 2021, with reduced long-distance services and longer journey times. Train operators are working together to develop a dedicated timetable to support customers during this period, which will also reflect ongoing changes to travel demand due to COVID-19. Further details will be available in winter 2020.

A passenger awareness campaign will start in the coming weeks advising customers to plan ahead and check before travelling. The biggest impact will be on customers travelling at peak times, so passengers will be advised to travel outside of these times where possible or to seek alternative ways into and out of London.
Thameslink services to St Pancras International and Great Northern services to Moorgate will operate to a normal timetable, except during certain weekends when engineering work affects the wider area.

Rail Minister Chris Heaton-Harris said: "The £1.2 billion East Coast Upgrade programme is vital to improve the service on the railway for tens of thousands of passengers who travel on the line. We know these works will cause some disruption and inconvenience, and apologise to those affected, but we also know that this short-term pain will deliver long-term gain for passengers along the entire route. The King's Cross work will cut congestion and speed up arrivals and departures every day, when it's complete. And that's why we are grateful to everyone for their patience while these vital works are done."

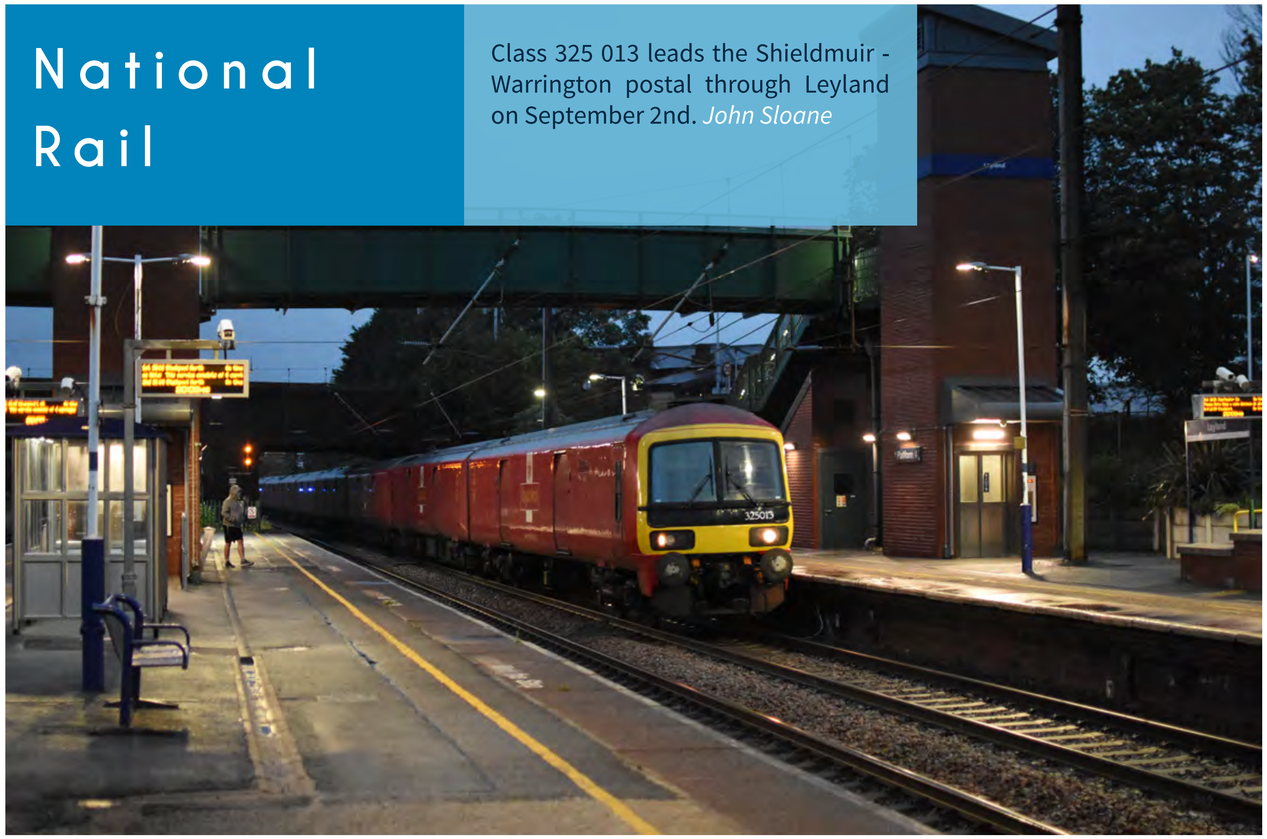
Ed Akers, Principal Programme Sponsor for Network Rail said: The East Coast Upgrade is going to deliver massive benefits for reliability and train capacity for passengers – but we can't deliver the work without some short-term disruption. Restricting access to such a key station is a tremendously complex job of planning and preparation and it's a tribute to the industry that we have managed to schedule this work despite all the other pressures caused by the pandemic. We want to deliver this vital job with as little disruption as possible, but we know it's going to have an impact on people going about their daily lives. I'm sorry about that, but I promise it will be worth it in the long run and I'd like to thank passengers for bearing with us while we work."

David Horne, Managing Director of London North Eastern Railway (LNER) said: The East Coast Upgrade is an essential part of the long-term transformation of rail services, that will improve reliability for our passengers. We are working closely with other operators to minimise the impact of the disruption on customers as Network Rail delivers this vital project."

Steve White, Chief Operating Officer of Govia Thameslink Railway said: "We welcome this investment and are working closely with our partners at Network Rail, and other operators, to ensure our that customers can continue to travel during these essential works. The ambition is to ensure more trains run on time every day because we understand that performance is the highest priority for our customers."

Anthony Smith, Chief Executive of the independent watchdog Transport Focus said: "Passengers will welcome these improvements, but not the potential disruption to journeys needed to deliver them. The industry must work together so that throughout the works next year there are enough trains, of sufficient length, to allow for any social distancing that is required. We will work with the industry to help it ensure information is crystal clear and passengers know well in advance what the timetable is. The temporary timetable also needs to run reliably. Poor punctuality on top of a reduced timetable will not be welcome."

National Rail



Class 325 013 leads the Shieldmuir - Warrington postal through Leyland on September 2nd. *John Sloane*

Loco Fleet List Ten

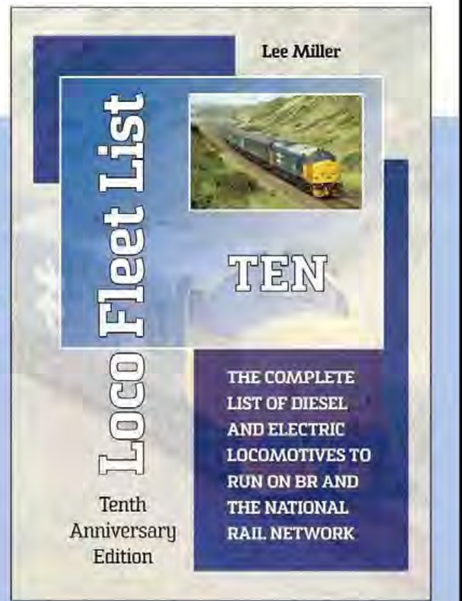
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Network Rail improves historic Darlington bridge ahead of 195th anniversary



Network Rail has carried out improvement work on Skerne Bridge, the oldest railway bridge in the world in continuous use, before its 195th anniversary.

Teams in Darlington have removed plants and weeds which were growing out of the stonework on the bridge and have cut back some of the trees next to the railway. Managing the vegetation has made Skerne Bridge more visible for people in Darlington and will help to keep trains running safely and reliably.

Work has also taken place to remove the graffiti on the bridge and repaint sections of it. Network Rail has worked closely with the A1 Steam Locomotive Trust and Darlington Borough Council to brighten up the area and bring the bridge closer to its former glory.

Skerne Bridge officially opened on 27 September 1825 to carry the Stockton and Darlington Railway over the River Skerne. This was also the first time members of the public could travel by steam train. The bridge is on Historic England's '100 Places' list* and appeared on the five-pound note.

Today, services on the Darlington to Bishop Auckland line run over Skerne Bridge, which is around half a mile from the East Coast Main Line.

Paul Rutter, Route Director for Network Rail's East Coast Route, said: "Skerne Bridge is a vital part of our railway history, and I'm proud of our teams for carrying out this work ahead of the 195th anniversary, so it can be celebrated by people in Darlington and showcased to those visiting the town. The bridge carried the first passenger trains and it will remain an essential part of Darlington's railway for years to come."

Graeme Bunker-James, The A1 Steam Locomotive Trust, said: ''The A1 Steam Locomotive Trust is pleased to have been able to help deliver a step change in the appearance of this important structure as the countdown to 2025 gets underway. As the custodians of Darlington's modern manufacture of steam locomotives, it is wonderful to see the world famous location recognised as the birthplace of the public railway fit for the celebrations."

Councillor Heather Scott, Leader of Darlington Borough Council, added: "I am delighted that this work has been carried out by Network Rail in time for the bridge's 195th anniversary. Darlington has a rich railway heritage and this bridge forms a key part of it and will no doubt feature in our forthcoming plans to celebrate the 200th anniversary of the railways in 2025. This is an important piece of railway history and it is vital that it is protected and maintained for future generations to use and enjoy."

Weymouth

The Weymouth Harbour Tramway (also known as the Quay Branch or Harbour Line) is a disused heavy rail line running entirely on the streets of Weymouth, Dorset, England from a junction to the north of Weymouth station to Weymouth Quay station at Weymouth Harbour. Built in 1865, it was last used for timetabled British Rail services in 1987. The track is scheduled for removal, however in September 2020 it was still largely untouched.

Brian Battersby







Platform at Cambridge station to be extended to make room for new longer trains



A platform at Cambridge station is set to be made longer by 40 metres to allow Greater Anglia's new long Bombardier commuter trains to call there.

The new trains will be longer than ever before, boasting more than 1,000 seats - this means that platform 4 at Cambridge station needs to be made longer to enable the trains to stop there safely.

The £4 million project, which is due to start in December and finish in May 2021, will see new equipment including public address speakers, CCTV cameras and lighting also installed.

The platform at Cambridge, which was the busiest station on the Greater Anglia network outside of London with 12 million customers a year before the Covid-19 pandemic, will remain open during the works.

Greater Anglia's Franchise and Programme director, Ian McConnell, said: "This key work will enable our new Bombardier commuter trains to run on our route between London Liverpool Street and King's Lynn, giving commuters all the mod-cons they'd expect from a train in the 21st century."

Engineering firm Dyer and Butler has been awarded the contract to undertake the work and will work closely with the train company's new trains project team throughout.

Paul Fennessy, Dyer & Butler Operations Manager, commented: "We are delighted to deliver these works at Cambridge Station on behalf of Network Rail. This project will provide improved accessibility and additional capacity for passengers visiting the station and supports Greater Anglia's continued programme of investment in the railway in East Anglia."

The new Bombardier commuter trains are all longer than the trains they are replacing, with more seats, air conditioning, fast free Wi-Fi, improved passenger information screens, better accessibility features and bicycle spaces on each train.

The trains will have underfloor heating – a first for UK trains – which will work with an overhead heating and ventilation system to improve passenger comfort and increase foot room for passengers sitting in window seats.

The trains are significantly lighter than previous trains and feature regenerative braking which delivers energy back into the electrical supply network, rather than wasting the energy, through heat, as is the case with conventional systems.

The first of the new Bombardier trains is due to enter passenger service on the Greater Anglia network later this year, with the roll-out expected to reach the West Anglia line in the second half of 2021.



National Rail

On September 12th, Bulleid Light Pacific No. 34046 'BRAUNTON' passes Purton Common working a Worcester to London Paddington charter.
Ken Mumford

East Coast Main Line increases power supply with £216.2m contract



The East Coast Main Line Power Supply Upgrade is to power forward into its second phase to enhance the East Coast network, bolstered by a £216.2m contract award for the Rail Electrification Alliance.

The Rail Electrification Alliance, comprised of VolkerRail, J Murphy & Sons, Jacobs, Systra, Siemens Mobility and Network Rail, is to continue its plans to upgrade the power capabilities of the East Coast Main Line between Doncaster to Edinburgh, as part of its ambitious plans to optimise one of the UK's most popular passenger lines and reduce inefficiencies across the network.

The East Coast Main Line Power Supply Upgrade Project, which has been five years in the making, is part the wider £1.2billion East Coast Upgrade programme. Once complete, the upgrade will deliver improved reliability and punctuality for passengers, and will ensure the route has the electrical power capacity to deal with future passenger volumes.

Whilst the power infrastructure at the southern section of the route was upgraded in the last few years, similar work is now needed at the northern section, which this project will provide.

This enhancement will be funded by the Department for Transport (DfT) in conjunction with and in support of the Intercity Express Programme (IEP) and will help deliver future timetable changes.

The Rail Electrification Alliance Board commented: "The Power Supply Upgrade of the East Coast Main Line is a significant piece of work. We have been working together as an Alliance for the past five years and the team delivering the project have gone from strength to strength, continuing not only physical works during COVID-19 but also delivering a contract proposal which will secure the project for the next four years and deliver the power upgrades needed for the full route from London to Edinburgh."

Ed Akers, Principal Programme Sponsor for Network Rail, said: "The power supply upgrade is a vital element of the East Coast Upgrade programme. It will help deliver passenger benefits, enabling more trains to run and ensuring that journeys are reliable for passengers traveling on the route."

Network Rail introduces coffee cup recycling: passengers encouraged to Sip, Save and Recycle to help make stations greener

Network Rail installs 32 coffee cup recycling bins at seven of Britain's biggest and busiest stations

Coffee loving commuters are being encouraged to Sip, Save and Recycle their cups in Britain's biggest and busiest stations, as Network Rail rolls out the first of their new coffee cup recycling bins at King's Cross, Leeds, London Bridge, Waterloo, Liverpool Street, Charing Cross and Cannon Street.

As passenger numbers slowly increase and with 60% of station retailers now open, those travelling by train or visiting the stations can make use of the bright orange bins to recycle any paper coffee cups purchased during their journey. Recycled cups are turned into upcycled reusable cups and other products including tissue and packaging, reducing waste and encouraging a circular economy.

Partnering with environmental charity Hubbub are working closely with waste provider, Interserve and Network Rail will be installing specially designed bins at all managed stations - including Birmingham New Street, Bristol Temple Meads, Edinburgh Waverley, Manchester Piccadilly and 11 London stations - by the end of October.

The rollout comes as a new YouGov study commissioned by Network Rail reveals that consumers want to recycle cups but often do not know how:

58 per cent use either a waste bin or general recycling bin to recycle cups despite these systems being unable to manage paper cups; almost a quarter (23 per cent) of those who use a general recycling bin did not realise that coffee or paper cups should be recycled in specific bins. Only 3 in 10 adults (30 per cent) who purchase a cup of coffee while travelling reported that they use a bin specifically designed for recycling coffee cups once they have finished with it. Of those who don't tend to recycle paper cups, just over half (52 per cent) say it's because there isn't anywhere available for them to do so throughout their journey, while 21 per cent feel that public recycling facilities are inadequate. The initiative follows Network Rail's launch of their new sustainability strategy, which includes ambitions to make stations greener.

Jo Lewington, Chief Environment and Sustainability Officer at Network Rail, said: "We know that more of our passengers want to do their bit for the environment and recycling is an easy way for them to get involved. So, as we start to welcome passengers back in ever increasing numbers, we're working harder than ever to ensure our stations are not only cleaner, but also greener. By installing accessible, easy-to-use cup recycling bins across our managed station network this year, we're helping our passengers to reduce their waste with a simple message – "Sip, Save and Recycle". We believe the initiative will go a long way to supporting the circular economy and making our stations more sustainable."

Gavin Ellis, Director and Co-Founder of Hubbub, said: "We're delighted to partner with Network Rail on the introduction of these new cup recycling points. Cups can be easily recycled but, because they have a plastic lining that stops hot drinks from leaking, they need to be collected separately from other recycling. There is now plenty of capacity to recycle cups in the UK; what is needed is more infrastructure to collect the cups in high footfall places, so train stations are the ideal location. Our support for this initiative was made possible with funding from the Starbucks 5p cup charge, which Hubbub uses to make it easier and simpler for the public to recycle the cups they use, as well as promoting the use of reusable cups."



National Rail



Stoneblower No. DR80201 passes through Village Croft, Euxton on September 22nd. *Alan Naylor*

Vegetation clearance heralds start of work to get Levenmouth reconnected



Network Rail will shortly begin the first phase of work which will lead to the reinstatement of passenger services to Leven. Engineers will be carrying out vegetation clearance and site survey and geological investigations to inform the development of the project which will see the reinstatement of 19 single track kilometres of railway and two new modern accessible stations for the east of Fife. As part of the Scottish Government's rail decarbonisation agenda, the line will also be prepared for future electrification. Ahead of work starting Network Rail has undertaken all necessary environmental and ecological surveys. Where any species have been identified, appropriate methods of working are in place to safeguard species, roosts and habitats of value. The equipment which will be used to clear the vegetation will include chainsaws, and chipping machines as well as plant and machinery. This phase of work will also include surveying, drilling boreholes, sampling ballast and extracting core samples to assess the condition of the ground under the railway. A variety of equipment including boring rigs, and drills will be used all along the line with work ongoing until early 2021.

Graeme Stewart of Network Rail's Levenmouth project team said: "Although still at a very early stage, it is fantastic to see work happening literally preparing the ground and to inform the design of the line. We have been working on developing a range of options which will define what the project looks like and how it is delivered and, as part of this, we have been meeting with and listening to local groups and organisations in the area.
The development and delivery of the project will be in discreet phases with the first visible work; removal of vegetation to enable site and geological investigation SI/GI the start of a process which will culminate on the community once again having access to the mainline rail network. As well as the promise of better connectivity this scale of investment to improve our transport infrastructure will help to deliver benefits to the economy. It will act as an enabler for growth, provide better access to employment and education opportunities and expanded social and leisure options for people all across the area."



A line up of green motive power at Baron Street, Bury on September 20th sees from left to right, Class 40 106, Class 24 No. D5054, Class 25 No. D7629, Class 14 No. D9531 and Class 03 shunter No. D2062. *Lee Stanford*



Volker Rail Matisa B66UC tamper No. 75503 was captured in platform 3 at Doncaster having arrived from Ferryhill and where it reversed before heading to Doncaster DCE sidings on September 29th. *Lee Stanford*

National Rail



Class 508 201 and 508 206 (one vehicle from each unit) are seen at Wallasey on September 27th.
Brian Battersby

SOUTHERN COUNTIES RAILWAY SOCIETY

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Network Rail announces major investment in busy Wessex route this Christmas



A busy railway junction in London will be rebuilt this Christmas as part of an investment programme to improve punctuality on trains into Waterloo. It means there will be a reduced train service on the South Western Railway route as engineers from Network Rail install new equipment at Nine Elms junction near Vauxhall over ten days.

Between Christmas Day and January 3rd 2021, engineers will make journeys more reliable for passengers by replacing the points - which are moveable sections of track that guide trains from one track to another - at the critical junction between Clapham Junction and London Waterloo (Britain's busiest railway station). Platforms 12 to 20 at Waterloo will be closed for the work and there will be alterations to train departures.

Vauxhall and Queenstown Road stations will be closed for the duration and there are likely to be queuing systems in place at Waterloo and Clapham Junction stations to manage passenger journeys safely. Passengers travelling on the Windsor line towards central London will need to change at Clapham Junction for onward services. As there will be a significantly reduced service, passengers are being asked to plan their journeys if they're travelling over the festive period and to use alternatives where they are available.

Mark Killick, Network Rail Wessex route director, said: "These improvements are important to deliver a more resilient railway for the thousands of passengers who travel through this area each day. Once complete, it will support us to deliver safe and reliable journeys for many years to come. There is never a good time to carry out complex works of this type, but by completing this work at Christmas when fewer people are travelling, we hope to minimise the impact to our passengers. We apologise to those affected by this and thank you for your patience."

Alan Penlington, South Western Railway's customer experience director, said: "The work taking place over the Christmas period this year will improve reliability and resilience along this crucial stretch of railway. I realise this will mean a lot of disruption for our customers, however, the majority of journeys can still be made by changing trains and Network Rail are doing all they can to minimise the impact of the works. We are urging our customers to check before they travel and I'd like to thank them for their patience while this vital work is carried out."

National Rail



Island Line Class 483 008 is seen arriving at Ryde Pier Head on September 10th. *Keith Hookham*

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Is it an 'N' or an 'M'

It is of interest that the name given to D49/1 4-4-0 No. 281 Dumbartonshire [BR number - 62711 - - should be DuNbartonshire according to 'LOCOMOTIVES & TRAINS of the BIG FOUR by P. Ransome-Wallis (only the town being spelt with an 'M' according to an AA Road Atlas).
But the Winter 1956/7 Ian Allan Combined has this loco's name spelt with an 'M'.

London Underground bits

The last trains of 1938 stock ran on the Piccadilly Line in December 1975;
in the end they were confined to peak hour workings only.

On the Northern Line, the last 1938 stock train ran on 14th April 1978, and a farewell enthusiasts' tour was operated on Sunday 4th June with a train borrowed from the Bakerloo Line.

Top Lamp Brackets

It was generally felt that Newport loco men were not really liked north of Caerphilly - why?
In many of the Welsh valleys (and sometimes elsewhere) locomotives carried what was called target boards. For locomotives hauling trains over lines in the Rhymney Valley it was normal to carry these target boards on the buffer beam. Most freight trains on the Brecon & Merthyr line took water at Pengam (Mon) station; if one of the crew knew that their train was either heading beyond Caerphilly he would place the target board in front of the chimney (i.e. on the top lamp bracket or on the top lamp bracket of the bunker depending on which way the locomotive was facing - why?
It seems that over this route (and some others where the target board had been 'changed') a signalman would stop that train for carrying a target board in an 'improper position!'

Talerddig

Talerddig cutting on the ex-Cambrian Railway at 110 feet was said to be the deepest in the world through solid rock when completed in 1862.

6000 'King George V' and its bell.

The bell was often cursed by shed staff because it got in the way of clearing ash from 6000's smokebox and boiler tubers.

A Different View

A different view of Class 91 114 as it waits at Doncaster with a London King's Cross to Leeds service on September 8th. *Lee Stanford*

And now for something completely different! On September 2nd, the Stationmaster at Settle has turned into plant pot! These were Settle station's contribution to the annual Flowerpot Festival. *Michael Lynam*

Standing in the yard next to Filey station is this caricature of a 4-4-0 steam loco, numbered 2014 after the year of its construction, seen on September 15th. *Jeff Nicholls*







Preserved Railways

TORNADO RETURNS TO BR LOCOMOTIVE GREEN LIVERY TO CELEBRATE THE A1 STEAM LOCOMOTIVE TRUST'S 30TH ANNIVERSARY



The A1 Steam Locomotive Trust
New Steam for the Main Line

The A1 Steam Locomotive Trust, the registered charity that built, owns and operates world-famous 100mph new steam locomotive No. 60163 Tornado, has repainted the locomotive in BR locomotive green as part of its 30th Anniversary celebrations. Since completion in Darlington in 2008, new Peppercorn class A1 Pacific No. 60163 Tornado has covered over 100,000 miles and seen service on the Network Rail main line and heritage railways right across Great Britain. Highlights have included three Royal Trains with the first following the locomotive's naming by TRH The Prince of Wales and The Duchess of Cornwall in February 2009; BBC Top Gear 'Race to the North' with Jeremy Clarkson on the footplate; 'The Winton Train' to commemorate the 70th anniversary on the Kinder Transport; the rescuing of stranded commuters in Kent; the re-opening of the Settle to Carlisle Railway; the first steam locomotive in the UK to achieve 100mph for 50 years; featuring in two BBC documentaries, 'Absolutely Chuffed – the Men Who Built a Steam Engine' and 'Tornado the 100mph Steam Engine', and starring in PADDINGTON 2 the movie.

The A1 Steam Locomotive Trust was founded in 1990 to build a new Peppercorn class A1 'Pacific'. The class A1s were designed by Arthur H Peppercorn for the London & North Eastern Railway and 49 were built in 1948/49 by British Railways. However, following dieselisation, all were scrapped by 1966 with the last survivor No. 60145 Saint Mungo being the subject of a failed preservation attempt. Examples of most of the East Coast Main Line's famous steam locomotive classes were saved, the most significant gap being their final development, the Peppercorn class A1s.

Steve Davies MBE, Chairman, The A1 Steam Locomotive Trust, commented: "Saint Mungo's most famous run was on New Year's Eve 1965 when the North Eastern Region of British Railways ran a special train from York to Newcastle and return to commemorate the ending of main line steam, the locomotive achieving 100mph on the return leg. Like others of the class it was bereft of its nameplates but its performance inspired the formation of The A1 Steam Locomotive Trust in 1990 to build a brand new Peppercorn class A1 No. 60163 Tornado.

It wasn't until 2008, when No. 60163 Tornado hauled passenger trains for the first time, that anyone had again experienced class A1 haulage and it was 2009 with the 'Peppercorn Pioneers' before true express speeds were once again experienced. As part of The A1 Steam Locomotive Trust's 30th Anniversary celebrations – and in recognition of the inspiration gained from this final survivor - we have repainted No. 60163 Tornado in BR locomotive green for the first time since 2012. This historic livery will be carried by the locomotive until her next overhaul which is now scheduled for 2022. We are grateful to Craftmaster Paints for their continued sponsorship of the painting of Tornado and to David Smith and West Coast Railways for completing such a fantastic job of repainting Tornado into BR locomotive green in such a short time."

Over the duration of her first boiler certificate Tornado carried all of the Peppercorn class A1's historic liveries of LNER apple green (with 'British Railways' on the tender), BR blue (with the emblem on the tender) and BR locomotive green (with both the emblem and the crest on the tender).

The Trust is now working hard to get Tornado back onto the main line where she belongs and anticipate picking up the remainder of our 2020 programme as follows:

Saturday 12th September – 'The Queen of Scots' – York to Edinburgh & Stirling and return
Saturday 19th September – 'The Ticket to Ride' – Darlington to Liverpool and return
Saturday 3rd October – 'The Easterling' – London King's Cross to Lowestoft (RTC)
Saturday 14th November – 'The Cheshireman' – Bristol Temple Meads to Chester (RTC)
Saturday 21st November – 'The Cheshireman' - London to Chester and return (RTC)
Tuesday 24th November – 'The Gloucester Christmas Market and Cardiff' - London to Cardiff and return (RTC)
Saturday 28th November – 'The Yuletide Express' - Ealing Broadway to York and return (RTC)
Thursday 3rd December – 'The Worcester Christmas Fayre' - Norwich to Worcester and return (RTC)
Saturday 5th December – 'The Lincoln Christmas Express' - London to Lincoln and return (RTC)
Tuesday 8th December – 'The Bath and Bristol Christmas Express' - London to Bath & Bristol and return (RTC)
Saturday 12th December – 'The Edinburgh Christmas Market' - York to Edinburgh and return (RTC)
Thursday 17th December – 'The Christmas White Rose' - Cambridge to York and return (RTC)
Saturday 19th December – 'The Christmas White Rose' - London to York and return (RTC)



2021 programme

Saturday 27th March – 'The Fens and Fells Flyer' Cambridge to Carlisle and return
Saturday 3rd April – 'The Aberdonian' - Edinburgh to Aberdeen and return
Saturday 10th April – 'The Caledonian' - Birmingham to Edinburgh and return
Saturday 8th May – 'The Cumbrian Explorer' - Darlington to Carlisle and return
Saturday 15th May – 'The Jorvik Express' - Liverpool to York and return
Saturday 22nd May – 'The Pennine Explorer' - Leicester to Carlisle and return



All our tours can be booked through our website, www.a1steam.com/railtours, or by calling 01325 488215. Railway Touring Company tours (RTC) can be booked through their website, www.railwaytouring.net, or by calling 01553 661500.

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photos: No. 60163 Tornado in BR locomotive green. ©A1SLT
Support coach E21249 in maroon. ©A1SLT

Preserved Railways

STEAM TRAIN PAINTINGS BY TALENTED ARTIST HELP RAISE MONEY FOR 'SAVE OUR SERVICE' CORONAVIRUS APPEAL



Evocative paintings by a talented West Sussex artist are helping to raise money for the Swanage Railway's 'Save Our Service' appeal to raise £360,000 to help the award-winning heritage line survive the economic effects of Coronavirus.

Exhibiting his work at the popular Mulberry Tree Gallery in the High Street, Swanage, Oliver Pyle has produced four evocative watercolour scenes of steam trains on the Swanage Railway with 250 limited edition prints of each of the paintings being for sale.

Oliver explained: "When the train services stopped in March because of Covid-19, and we could no longer hear the steam whistles in the town and the wider countryside, Swanage lost some of its charm and energy.

"As a steam preservation enthusiast, and a huge fan of the Swanage Railway, I wanted to do whatever I could to help in trying to close the funding gap that Covid-19 had created for the popular heritage line which has been rebuilt from nothing since 1976.

"Whether bringing day-trippers to the seaside or entertaining the rail enthusiasts, it is impossible to imagine Swanage without its steam railway. Not only does it contribute significantly to the economic well-being of the town but it adds so much charm and character to Swanage and the Isle of Purbeck.

"The tremendous amount of work put in by several generations of volunteers to rebuild the Swanage Railway over more than 40 years cannot be lost. If the Swanage Railway, and other preserved railways across the country, are unable to survive then an important part of our heritage will be gone," added Oliver who has been drawing and painting since a child, becoming a professional artist in 2012.

Oliver first visited Swanage as a child in 1982 when the fledgling Swanage Railway was running trains – composed of a small former industrial steam locomotive and two carriages – over a few hundred yards of hand-laid track at the station.

He recalled: "I visited the railway and watched it take its first few steps towards establishing itself again and the opening of Herston Halt, one mile out of Swanage, in 1984 seemed like a huge step forward.

"I remember walking along the weed-strewn trackbed at a disused and very dishevelled Corfe Castle station and wondering if the railway would ever come back," added Oliver.

The four limited edition watercolour painting prints each feature a steam locomotive based on the Swanage Railway – Victorian London and South Western Railway 1899 T9 class No. 30120 at Swanage station, late 1920s Southern Railway U class No. 31806 south of Corfe Castle, 1940s Southern Railway Bulleid Pacific No. 34072 '257 Squadron' between Swanage and Harman's Cross as well as British Railways class 4 tank No. 80104 steaming into Corfe Castle station.

The Swanage Railway's fund-raising chairman, Randy Coldham, said: "We are delighted and very grateful to Oliver for using his considerable artistic talents to produce such wonderfully evocative watercolour scenes of the Swanage Railway to help raise money towards our £360,000 'Save Our Service' appeal.

"We have asked a lot of our supporters this year, for which we are extremely grateful, and Oliver's generosity will allow them to help the Swanage Railway and have a marvellous pictorial reminder of what we do best - running steam trains through the Isle of Purbeck countryside," added Randy, a volunteer signalman on the Swanage Railway.

As of Friday, 11 September, 2020, the 'Save Our Service' appeal stood at £283,536 towards its target of £360,000.

The public can easily donate by phone to the 'Save Our Service' appeal by texting 'SOS' to 70470 to donate £10 which costs £10 plus a standard rate message or other amounts between £1 and £20.

Clearly marked 'Save Our Service' appeal, cheques can also be sent to the Swanage Railway Trust at Station House, Station Approach, Swanage, Dorset, BH19 1HB.

To make a 'Save Our Service' donation by PayPal, a Fast Payment through Internet banking or by a cheque in the post, visit www.saveourservice.co.uk while donations can also be made via the Swanage Railway's Facebook page.

Signed and numbered by the artist – and with a certificate of authentication – Oliver Pyle's Swanage Railway watercolour prints are £130 each and can be purchased from the Mulberry Tree Gallery at www.mulberrytreegallery.co.uk/collections/swanage-railway-save-our-service-appeal as well as from the shop at Swanage station when trains are running.

Photo: Oliver Pyle at Swanage station. © Andrew P.M. Wright.

Keighley and Worth Valley Railway

With the truncated summer timetable drawing to a close, and only a few weekends of operation left to go this year, BR Standard 2MT No. 78022 heads away from Haworth with a service to Oxenhope hauling the last southbound vintage train of the day, September 6th. *Ben Bucki*

Preserved Railways

FIRST HEAVY MOTION FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE COMPLETED AND DELIVERED TO DARLINGTON



The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that the first completed heavy motion – two intermediate coupling rods - has been delivered to Darlington Locomotive Works only seven years after its launch. The fundraising campaign to raise the £210,000 needed to pay for the manufacture of the heavy motion has also made good progress, with £170,000 already donated.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s for the London & North Eastern Railway (LNER) to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven to ten years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Despite the impact of COVID-19, progress on the construction of our new Gresley class P2 'Mikado' continues to move forward rapidly. The engine has reached the condition where it is recognisably a P2 and the structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works. Construction and assembly work continues on all fronts, including boiler, wheelsets, tender frame, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

Our fundraising is also moving forward well. The monthly 'P2 for the price of a pint of beer a week' Covenant scheme has already attracted over 930 Covenantors. Our Dedicated Donation scheme has raised over £400,000; The Boiler Club has already recruited over two-thirds its 300 members target; The Mikado Club and The Cylinder Club are now closed having reached their targets and together raised over £375,000; and The Founders Club had a target of 100 members but thanks to the early enthusiasm of our supporters we recruited over 360 members. The Tender Club has already 80 members just 18 months from launch and The Pony (Truck) Club – only launched in mid-April – has already passed its 20 members initial target.

Altogether this means that over £2.5m has been spent and more than £3.0m raised of the required £5m to complete No. 2007 Prince of Wales within the next three years, if Gift Aid is included. However, to succeed we must raise at least £700,000 every year – a figure we are yet to achieve.

The work involved in manufacturing the motion includes:

· Redesign of coupling and connecting rods to use modern material as pre-war nickel chrome steel alloy proved prone to fracture

· Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes

· Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER 'Pacifics' to big-end failure

· Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap

· CNC machining of all rods

· Manufacture of oil box lids, coupling rod knuckle pins, nuts & washers and bearing bush keys

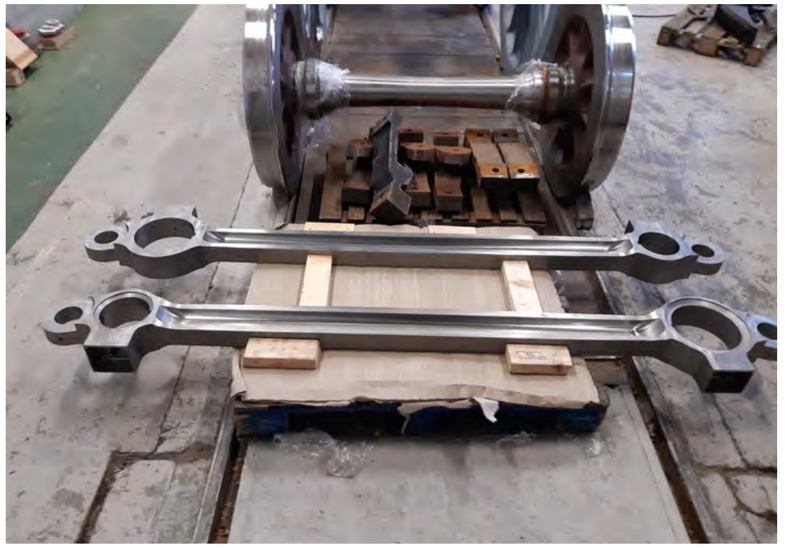
· Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes

· Machining and white metalling of bearing bushes

· Fitting oil box tops

· Assembly of bearing bushes to rods

· Polishing rods.



In May 2018 the Trust placed a £181,000 plus VAT order with Stephenson (Engineering) Ltd of Atherton, Manchester for the heavy motion. The order included the forging, machining and heat treatment of the nine heavy motion rods – intermediate coupling rod LH/RH, trailing coupling rod LH/RH, leading coupling rod LH/RH, outside connecting rod LH/RH and the inside connecting rod assembly (including strap, gluts and strap nuts and washers).

In April 2018, we launched a new appeal to raise the funds to manufacture the motion for No. 2007 Prince of Wales. The Motion Club was established with the aim of raising £210,000 from 175 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. The appeal started well and in just seven weeks it had already reached over a quarter of its target. Within three months, we had recruited over 140 members, with around £170,000 pledged.

In return for supporting this appeal, special benefits for members of The Motion Club include:

· Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales

· Reasonable access to No. 2007 at all times

· Opportunity to buy exclusive Motion Club badge

· Opportunity to join one of the teams building No. 2007

· First choice of other components to sponsor

· Special supporters' day with Tornado

· Special limited-edition version (signed/numbered) of Stuart Black's drawing of No. 2007 Prince of Wales.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented:

"We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch seven years ago. With over £2.5m spent and more than £3.0m donated to-date, we remain on-track for completion within three years. However, to maintain this progress we need to raise £700,000 per year and we are still seeking to recruit members of The Motion Club in order to complete the funding for the heavy motion and 'price of a pint of beer a week' covenantors to support on-going construction at Darlington Locomotive Works.

"Unfortunately, a lack of resources at our supplier has been compounded by the social distancing requirements of working during the COVID-19 pandemic. This has prevented the forging of further heavy motion beyond the four coupling rods, which have since been heat treated. However, delivery of the first two coupling rods is a major milestone and we anticipate Stephenson (Engineering) delivering the heavy motion over the next year as each rod takes around 100 hours to machine.

"We are following Government guidelines with regards to COVID-19 and, whilst our office-based staff are now working from home, our workshop staff are continuing to work at Darlington Locomotive Works where they are taking all necessary precautions. However, as many of our supporters and volunteers are from vulnerable groups, the Works is currently closed to non-essential staff."

Keighley and Worth Valley Railway

On September 19th, the line ran another weekend of relatively intensive train services, with two sets in action, even as the truncated season heads towards a close. With the late summer sun shining, KWVR-liveried No. 41241 heads a short rake of vintage coaches towards Oxenhope from Keighley. *Ben Bucki*

Keighley and Worth Valley Railway

BR Class 2MT No. 78022 with the vintage coaches heads from Keighley to Oxenhope up Oakworth Bank on September 27th.
Alan Naylor

Keighley and Worth Valley Railway

For the first time since before the lockdown, the line has been running a two train service. Whilst Fowler 4F No. 43924 was heading a Pullman dining train on one diagram, line flagship No. 41241 was hauling a three-coach vintage set. The Ivatt tank is seen racing through Damems with an afternoon train from Keighley to Oxenhope on September 12th. *Ben Bucki*

Keighley and Worth Valley Railway

With the late summer sun shining, centenarian 4F No. 43924 heads towards Oxenhope on September 19th with the Pullman train in the early afternoon. *Ben Bucki*

Metropolitan Cammell Class 101 DMU Nos. 51189 and 51803 work the Haworth to Keighley staff train through Oakworth on September 27th. *Alan Naylor*

The line was operating a two-train service on September 26th and BR 2MT No. 78022 was working alongside the diesel-hauled set. The 2-6-0 is seen heading south to Keighley at Damems with the first train of the day.
Ben Bucki





Keighley and Worth Valley Railway

On September 26th, BR 2MT No. 78022 was working alongside the diesel-hauled set. The 2-6-0 is seen heading south to Keighley at Damems with the first train of the day.
Ben Bucki

Having tried a trial evening of operations a few weeks ago, the line operated a full day of diesel haulage, alongside a short heritage steam-hauled set. Railfreight liveried Class 37075 and 20031 were doing the honours, and the grey type 3 is seen heading for Oxenhope at Ebor Lane, Haworth on September 26th.
Ben Bucki

On September 26th, Class 20 031 is seen bringing up the rear of a morning Keighley - Damems shuttle service. *Ben Bucki*







Isle of Wight Steam Railway

Stroudley A1X Terrier Class 0-6-0T No. W11 ‘Newport’ departs Haven Street on September 13th. *Brian Battersby*

Class 05 No. D2554 stands in museum at Haven Street. *Keith Hookham*

Ivatt Class 2 2-6-2 No. 41313 is pictured before departing Haven Street with the 12:13 service on September 10th. *Keith Hookham*







Isle of Wight Steam Railway

Class 03 No. D2059 and Army No. 235 stand in the autumn sun at Haven Street on September 10th. *Keith Hookham*



0-6-0 War Department saddle tank No. 198 rushes through Haven Street en-route to Wootton on September 10th. *Keith Hookham*



Inside the Haven Street museum on September 10th, steam loco No. 8 seems to be missing something. *Keith Hookham*



Isle of Wight Steam Railway

Ivatt Class 2 No. 41298 backs onto its stock at Haven Street on September 13th.
Brian Battersby

Severn Valley Railway

Class 50 035 hauling a Bridgnorth - Kidderminster service descends Eardington Bank on September 18th. *Carl Grocott*

Class 50 007 and 50 049 work a Kidderminster - Bridgnorth service up Eardington Bank on September 18th. *Carl Grocott*

Class 50 035 with a Kidderminster - Bridgnorth service passes Foley Park on September 18th. *Carl Grocott*





Severn Valley Railway

On September 18th, Class 50 033 passes Foley Park in charge of a Bridgnorth - Kidderminster service. *Carl Grocott*

Telford Steam Railway

On September 17th, Class 37 263 is seen in the station at Horsehay.
Richard Hargreaves

Telford Steam Railway

An amazing sight of a former Northern Class 144 DMU No. 144 013 and an ex-Scotrail Sleeper coach seen in the yard at Horsehay. *Richard Hargreaves*

Hythe Pier Railway

The railway is the oldest continuously operating public pier train in the world and is operated by two four-wheeled electric locomotives built in 1917 by Brush with works Nos. 16302 and 16307. They were originally battery powered, being used at the World War I mustard gas factory at Avonmouth. They were transferred to Hythe after the war, where they were converted to collect power from a third rail and had their batteries removed.
Brian Battersby



West Lancashire Light Railway

The WLLR is now back up and running and on September 6th, 'Joffre' is seen with a service at Delph. *John Balaam*



Lakeside and Haverthwaite Railway

On September 15th, Barclay No. 1245 (Carron No. 14) approaches Newby Bridge with the first working of the day. *Mark Pichowicz*

Lakeside and Haverthwaite Railway

Hunslet WD Austerity 0-6-0ST No. 3794 ‘Repulse’ pulls away from Newby Bridge Halt on September 26th. *Gerald Nicholl*

East Lancs Railway

Class 40 106 is seen passing Burrs with the 14:40 Heywood to Ramsbottom service on September 19th.
Lee Stanford

East Lancs Railway

English Electric pair of Class 37 109 and 40 135 stand outside Baron Street works at Bury during a photoshoot arranged by the ELR and the Class 40 Preservation society on September 20th. *Lee Stanford*

Former Northern Pacer Class 144 009 is presently stored at the Baron Street works of the East Lancashire Railway and was viewed during a private visit on September 20th. *Lee Stanford*

A pairing of grey Class 09 024 and 33 109 stand in the yard at Baron Street, Bury on September 20th. *Lee Stanford*







Swanage Railway

SR 4-6-2 ‘Battle of Britain’ Class No. 34072 ‘257 Squadron’ is seen at Swanage on September 12th. *Brian Battersby*

Fowler diesel locomotive No. 4210132 ‘May’, was one of a batch built by John Fowler & Co (Leeds) Ltd in 1957. Now at Corfe Castle awaiting restoration. *Brian Battersby*

Beryl is an 0-4-0 ‘Planet‘ loco built on 30th September 1937 (works No. 2054) by F.C.Hibberd. The loco was first delivered to the Bournemouth Gas and Water Co. at their Poole Gas Works, Pitwines site, until transferred to Corralls in March 1966. *Brian Battersby*







Swanage Railway

SR U Class 2-6-0 No. 31806 is seen at Corfe Castle on September 12th.
Brian Battersby

Mid Hants Railway

SR ‘Schools’ Class 4-4-0 No. 30925 ‘Cheltenham’ drifts past a collection of stock including BR Class 20 No. D8059 near Ropley on the Watercress Line on September 12th.
Gerald Nicholl

Mid Hants Railway

SR ‘Schools’ Class 4-4-0 No. 30925 ‘Cheltenham’ is running round its train at Alresford on the September 12th. *Gerald Nicholl*

From the Archives

On May 29th 1970, Warship No. 837 'Ramillies' has just arrived at Hereford with 1F33 from Paddington: the main portion of the train being detached at Worcester. *Christopher Baldwin*

From the Archives

Class 56 031 ‘Merehead’ heads ARC stone empties from Eling Wharf returning to Westbury via Chandlers Ford, seen here approaching Eastleigh. *David Lindsell/ Terry Ventham*



A Yeoman branded Class 59 heads through platform 3 at Eastleigh running back to Westbury with stone empties from Fareham or Chichester. *David Lindsell/Terry Ventham*



Class 47 229 is seen heading south from Campbell Road Bridge at Eastleigh with a liner for Southampton Maritime.
David Lindsell/Terry Ventham



From the Archives

Class 56 083 passes under the west coast mainline at Wigan Wallgate on February 18th 2003. *John Sloane*



Class 50 048 and 50 005 are seen smoking out Exeter St. Davids on June 7th 1988. *Brian Hewertson*





Class 45 No. 115 is seen departing Derby on June 16th 1973. *John Sloane*

From the Archives

Greater Manchester liveried Class 142 001 stands at Preston on June 26th 1988 working a service to Colne.
John Sloane



From the Archives

Class 47 626 working a Bournemouth bound inter-regional train passes 4-VEP No. 7759 waiting to leave the depot at Eastleigh in the late 1980s.
David Lindsell/Terry Ventham



Class 50 015 passes the caravan park at Dawlish Warren on May 29th 1985. *Brian Hewertson*



Class 50 029 passes Red Rock, Dawlish Warren on May 29th 1985. *Brian Hewertson*



From the Archives

Class 87 030 ‘Black Douglas’ speeds past Charnock Richard on June 30th 1988. *John Sloane*



From the Archives

SR West Country No. 34026 'Yes Tor' arrives at Platform 2 at Andover Junction, nicely framed by the station canopy, with the 07:20 from London Waterloo to Salisbury on March 7th 1966. The East Signal box is also seen in the background. *Eddie Field/David Lindsell Collection*



Class 55 No. D9009 calls at Preston on June 22nd 2003 working a DPS 'Freedom of Scotland' railtour to Edinburgh. *John Sloane*



Class 90 014 passes Ince Moss with a London Euston bound service on February 21st 2003. *John Sloane*



From the Archives

Class 50 019 'Ramillies' passes 50 002 'Superb' at Clapham Jct. on November 4th 1988. *John Sloane*

From the Archives

Class 31 413 ‘Severn Valley Railway’ is seen at Reading on February 10th 1989. *John Sloane*

