

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 180

The the autumnal feeling is now amongst us and that is always signalled up here in York with the dispatch of the RHTT equipment to various parts of the country. Yes it really is that time of the year again!

In the news this month... Transport for Wales (TfW), the not-for-profit organisation established by the Welsh government, has signed a deal with Colas Rail UK to buy Pullman Rail Limited. TfW was established to propel the Welsh government's integrated transport network vision, through conducting a national review of its depots and stabling options for out of service trains. This includes Wales' largest depot at Cardiff Canton which services, cleans and maintains the vast majority of TfW's trains. Pullman Rail Ltd, the main providers of specialist engineering services for rail vehicles in the UK, also operates from the Canton depot. Therefore, the acquisition will enable both TfW and Pullman to build on an already existing working partnership and to further invest in delivering improved results for TfW and Pullman's customers and clients.

TfW CEO, James Price said: "High performing and enterprising, Pullman reflects many of TfW's own values. Pullman has been operating in the UK for more than 25 years, delivering high quality products and services. This technical expertise, quality workmanship and innovation are integral to the UK rail industry, ensuring legacy fleet can be maintained. TfW are proud to be aligned with this strong heritage and of the opportunities this partnership will present for the growth of both organisations in the future, in improving rail services for our passengers and securing jobs locally in Wales."

Strengthened by the partnership and purchase of Pullman, Canton depot will possess the required capacity and resilience to support the launch of TfW's flagship Metro scheme, as well as new rolling stock for the Wales and Borders network. Pullman will continue to operate as the stand-alone business, Pullman Rail Ltd. The company's activity with existing services delivered under the Pullman brand will therefore, remain business as usual.

Also this month, what an earth is a 'Bio-reactor toilet'? As Eversholt Rail announces £10 million contract that has been awarded to London & South Eastern Railway Limited (LSER), with aims to modify and develop its fleet of 112 Class 375 electric trains. The programme commenced in August 2021 with design work. The first unit upgrade will take place in December 2021 at one of LSER's Depots, with the programme anticipated to be completed in Q4 2024. The scope of work will deliver the franchise committed obligations and it will improve the fleet with several system upgrades. Works include replacing the existing lighting with LED lights, as well as introducing new at-seat USB charging and energy meters. A trial bio-reactor toilet system is also being fitted to one vehicle to upgrade the existing toilet. These trials of the new bio-reactor toilet will take place over the course of two years.

Paul Sutherland, Client Services Director at Eversholt Rail said: "This contract continues to build on our strong relationship with LSER. The Southeastern fleet is a key fleet for Eversholt Rail and this package of upgrades continues Eversholt Rail's commitment to investing in and improving the travelling experience for customers in the Southeast".

"We are very pleased to be working with our Eversholt Rail and LSER colleagues to upgrade the British-built Class 375 Electrostar fleet and ensure that the trains continue to offer reliable and comfortable service to passengers," further added, Peter Broadley, Alstom's Managing Director of Services.

Once again, thanks for all the photos sent in this month, we really appreciate the time taken to send them to us. Until next month, stay safe.

Andy

This Page

On August 7th, Class 68 002 passes Moira West Jct. on the rear of Pathfinder's 'Blue Boys Merrymaker' railtour with Class 37 069 and 37 716 leading, heading from Bescot to Crewe. *Stuart Hillis*

Front Cover

On August 4th, Great Western Railway 5205 Class No. 5239 'Goliath' works a Paignton - Dartmouth service away from Goodrington. *Richard Hargreaves*



The usual heritage line up at Leicester was apparent on August 10th with (right to left) Class 56 081 at the head of 4 barrier vehicles, 56 091, Class 37 No. D6836 and 37 003. *Lee Stanford*

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Charter Scene West Coast Railways

The Dalesman

On August 12th, LMS Jubilee Class No. 45627 'Sierra Leone' working 'The Dalesman' passes through Lunds Paddock enroute to Carlisle'. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

The Jubilee with the identity crisis, No. 45562/45699/45627 crosses Ribblehead Viaduct with 'The Dalesman' on August 24th.
Jeff Nicholls



Charter Scene West Coast Railways

The Dalesman

No. 46115 ‘Scots Guardsman’ passes Helwith Bridge with 1Z52 ‘The Dalesman’ from Chester - Carlisle on August 3rd. *Michael Lynam*



Charter Scene West Coast Railways

The Dalesman

On August 24th, Jubilee Class No. 45627 'Sierra Leone' hauls 'The Dalesman' through the Lune Gorge heading back to Chester. *Shep Woolley*



Saphos Trains

The Lakelander

SR MN Class No. 34046 ‘Braunton’ passes Daresbury with the 1Z60 Shrewsbury – Carlisle on August 21st. *Mark Enderby*

SR MN Class No. 34046 ‘Braunton’ with Class 47 805 on the rear pass Winwick on August 21st with 1Z60 Shrewsbury - Carlisle. *Jeff Nicholls*





Rail Charter Services

The Staycation Express

On August 25th, 'The Staycation Express' power cars Nos. 43058 and 43059 depart Settle on a service from Skipton to Carlisle. *Michael Lynam*

'The Staycation Express' approaches Settle with a Skipton - Carlisle service on August 25th. *Michael Lynam*

On August 19th, power cars Nos. 43058 and 43059 pass Helwith Bridge with a Skipton - Carlisle service. *Mark Enderby*







Rail Charter Services

The Staycation Express

‘The Staycation Express’ heads through Horton-in-Ribblesdale on August 4th. *Gerald Nicholl*

Power cars Nos. 43058 and 43059 pass Helwith Bridge on August 18th with 1Z42 Skipton to Carlisle ‘Staycation Express’. *Steve Chapman*

On a typical S&C summer’s day, Nos. 43059 and 43058 cross Ribblehead Viaduct on August 18th returning to Skipton from Carlisle with the 1Z44 ‘Staycation Express’. *Steve Chapman*







Charter Scene Saphos Trains

Devonian Express

‘Royal Scot’ leads ‘The Sherwood Forester’ past Langstone Rock working 1Z70 Solihull to Plymouth, ‘Devonian Express’ with Class 47 614 on the rear. *Alan Sinclair*

West Coast Railtours

The Pendle Dalesman

SR MN Class No. 35018 ‘British India Line’ approaches Lostock Hall Junction with a Lancaster to Carlisle ‘Pendle Dalesman’ excursion on July 27th. *John Sloane*

No. 46115 ‘Scots Guardsman’ steams through Lostock Hall with ‘The Pendle Dalesman’ railtour on August 17th. *John Sloane*

Jubilee No. 45690 running as both 45627 ‘Sierra Leone’ and 45562 departs Bamber Bridge hauling a Lancaster to Carlisle ‘Pendle Dalesman’ excursion on August 10th.
John Sloane







Charter Scene Pathfinder Tours

Blue Boys Merrymaker

DRS Class 37 069 and 37 716 head the 09:55 Bescot - Crewe leg of Pathfinder's 'Blue Boys Merrymaker' haulage tour past Water Orton on August 7th. *Chris Morrison*

Saphos Trains

The Magna Carta

‘Royal Scot’ is seen racing through Andover in the dull on September 4th with the Crewe to Salisbury ‘Magna Carta’ charter.
Michael Bennett

Class 47 614 (47 853) is seen on the rear of the tour as it departs Swindon on September 4th.
Ken Mumford

‘Royal Scot’ is seen departing Swindon on September 4th with the Crewe to Salisbury ‘Magna Carta’ charter. *Ken Mumford*







Charter Scene Pathfinder Tours

The Cambridge & Norfolk Explorer

On August 14th, Class 37 402 and 37 069 pass Shrivenham, Ashbury whilst working the 1Z10 Eastleigh - Norwich. *Andrew Jenkins*

Charter Scene Saphos Trains

The Welsh Marches Express

LMS ‘Royal Scot’ Class No. 46100 passes Kempseye on August 11th with 1Z80 05:26 Wigan North Western - Cardiff Central charter.
Keith Davies



Charter Scene Midland Pullman

Devonian Pullman

Power cars Nos. 43055 and 43046 working the 1Z50 Peterborough to Kingswear pass Bedwyn on August 30th. *Michael Bennett*



Charter Scene Railway Touring Company

The Waverley

On August 22nd, LNER A3 Class No. 60103 ‘Flying Scotsman’ works the return ‘Waverley’ away from Kirkby Stephen and back to York.
Shep Woolley



Charter Scene Railway Touring Company

The Waverley

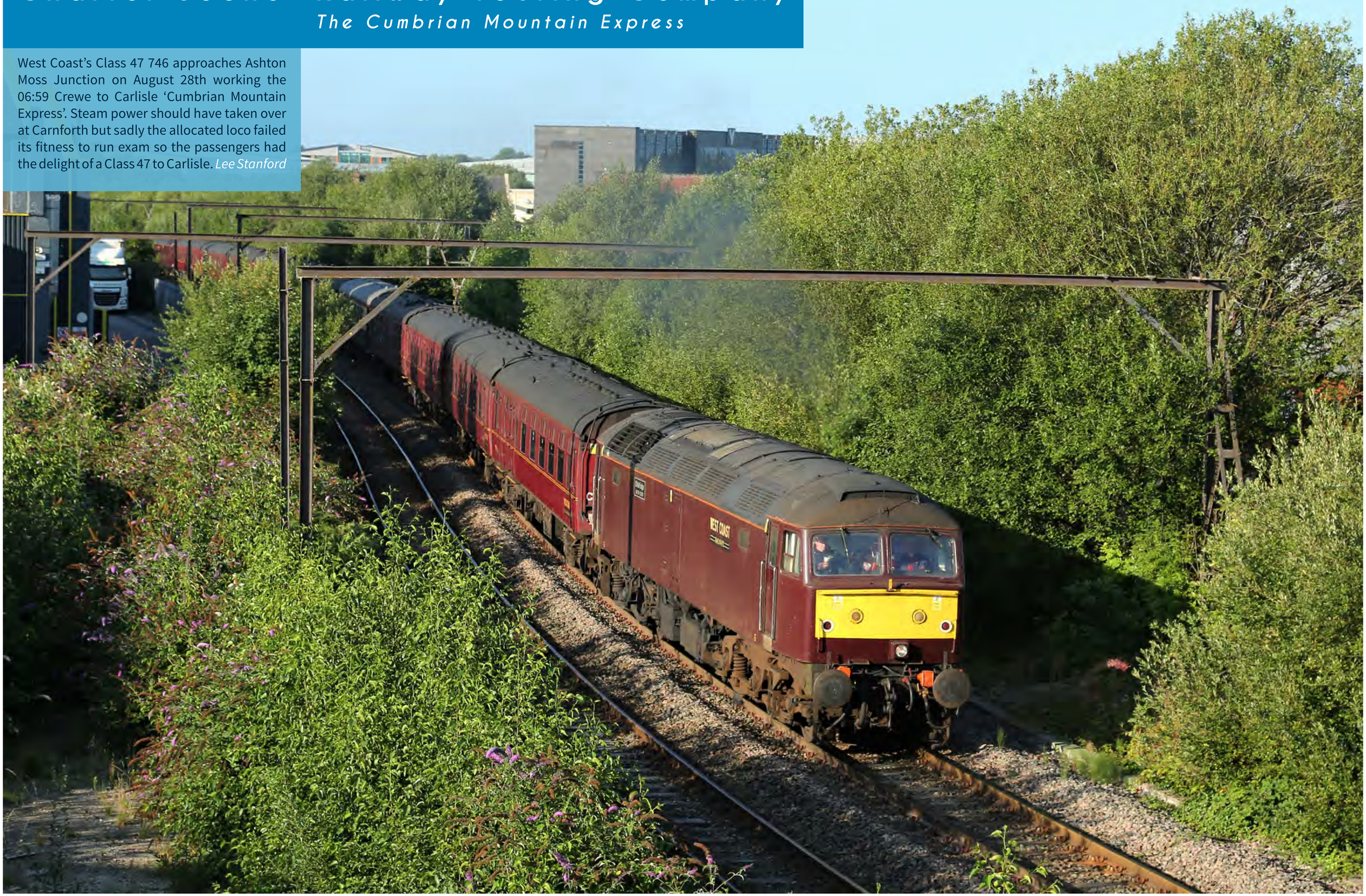
‘Merchant Navy’ Class No. 35018 ‘British India Line’ hammers up the 1 in 100 past Anley Cragg on ‘The Waverley’ from York on August 15th. *Gerald Nicholl*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

West Coast's Class 47 746 approaches Ashton Moss Junction on August 28th working the 06:59 Crewe to Carlisle 'Cumbrian Mountain Express'. Steam power should have taken over at Carnforth but sadly the allocated loco failed its fitness to run exam so the passengers had the delight of a Class 47 to Carlisle. *Lee Stanford*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 47 848 and 47 746 are standing in for a failed No. 46115 as they approach Pleasington with a tour returning from Carlisle to Crewe on August 28th. *John Sloane*

Charter Scene Pathfinder Tours

The Cambrian Coast Express 2021

Network Rail's Class 97 304 and 97 303 head Pathfinders' Bristol Parkway - Pwllheli charter over Barmouth Bridge on August 20th.
Chris Morrison

Charter Scene Pathfinder Tours

The Cambrian Coast Express 2021

The Pathfinder Tours-operated 'Cambrian Coast Express' excursion from Bristol Temple Meads to Pwllheli bought a rare, and very welcome, railtour to the Cambrian lines on August 20th. With the ERTMS signalling system in use here, banning the majority of traction from using the route, a pair of Network Rail Class 97s (from the only class of locomotives equipped for the line) took over at Shrewsbury for the run to the seaside terminus. The tour featured stops at Barmouth for the beach, Minfford for the Ffestiniog Railway, Porthmadog for the Welsh Highland Heritage Railway, and Pwllheli for the beach and market. The train, operated by Class 97 303 and 97 304 'John Tiley', is seen running behind the shingle at Criccieth with the ruined castle in the background, on the return run late in the afternoon. *Ben Bucki*

Charter Scene BLS/Hanson and Hall

The Thanet Thunderer

Class 50 007 and 50 049 stand at Margate on July 31st after arriving with a Branch Line Society railtour from East Midlands Parkway.
Mark Pichowicz

Charter Scene Saphos Trains

The William Shakespeare

BlackFiveNo.45231getsawayfromBirmingham at Small Heath with Saphos' 06:05 Holyhead - Stratford-upon-Avon outing on September 1st.
Chris Morrison

Charter Scene Saphos Trains

The William Shakespeare

No. 45231 powers through Danzey with the return 16:10 Stratford-upon-Avon - Holyhead charter on September 1st. This station retains some GWR features. *Chris Morrison*

Charter Scene Railway Touring Company

The Cotswold Venturer

On August 21st, Southern MN Class No. 35028 'Clan Line' calls at Kemble working a London Paddington to Worcester and return charter.
Ken Mumford

Charter Scene Branch Line Society

The Sinfin Syphons

Class 37 422 passes Gateway West Junction with The Branch Line Society's 'The Sinfin Syphons' railtour, 1Z39 11:38 East Midlands Gateway to Stanton Gate. *Mark Pichowicz*

Charter Scene Vintage Trains

The Shakespeare Express

Substituting for 'Clun Castle', Class 20 227 in London Transport red and 20 189 in BR blue arrive at Tyseley with the 16:17 Stratford-upon-Avon - Birmingham Snow Hill 'Shakespeare Express' on August 22nd. *Chris Morrison*

Charter Scene Vintage Trains

The Shakespeare Express

GWR Castle Class No. 7029 'Clun Castle' was fit for the last two Sundays of 'The Shakespeare Express', seen arriving at Birmingham Moor St. on the 16:17 from Stratford-upon Avon on September 5th. *Chris Morrison*

Charter Scene Vintage Trains

The Jolly Fisherman

Class 20 189 and 20 227 stand at Skegness ready to return to Tyseley with Vintage Trains' 'Jolly Fisherman' railtour on August 4th.
Mark Pichowicz

Steam Dreams

The Welsh Dragon

LNERB1No.61306‘Mayflower’departsHereford with the Steam Dreams ‘Welsh Dragon Day 1’ from London Paddington to Shrewsbury via Gloucester on September 4th. *Chris Morrison*





B1 No. 61306 ‘MAYFLOWER’ with a London Paddington to Gloucester via Swindon and Kemble passes Uffington footbridge. *Ken Mumford*



West Coast’s Class 47 245 is seen on the rear of the London Paddington to Gloucester charter on September 4th as it heads past Uffington footbridge. *Ken Mumford*

West Coast Railways

The Scarborough Spa Express

Running both as Nos. 45627 'Sierra Leone' and 45562, No. 45699 approaches Kirkham Abbey with 1Z24 Carnforth to Scarborough 'The Scarborough Spa Express' on July 15th.
Steve Chapman

On August 27th, the steam loco allocated to the Scarborough Spa Express was declared a failure at York so two well presented Class 47's hauled the train throughout. Class 47 848 leads two tone green sister 47 815 into York on the return journey. *Lee Stanford*





Jubilee Class No. 45699 rounds the curve at Kirkham Abbey with the return 'Scarborough Spa Express' from Scarborough to Carnforth on July 15th.*Steve Chapman*

Charter Scene West Coast Railways

The Scarborough Spa Express

On August 26th, due to the failure of No. 35018 at York, Class 47 815 and 47 848 worked the 1Z24 07:40 Carnforth to Scarborough throughout.
Kevin McCormick







Railway Touring Co.

The Royal Duchy

On August 1st, Jubilee Class No. 45596 ‘Bahamas’ heads through Dawlish with 1Z90 Slough - Par, which was steam hauled from Taunton. *Richard Hargreaves*

Class 47 772 heads through Dawlish on August 1st having hauled the tour between Plymouth and Par. *Richard Hargreaves*

On August 29th, Class 47 772 ‘Carnforth TMD’ arrives at Westbury with 1Z22, ‘The Royal Duchy’ 08:46 Slough to Plymouth which it will work to Taunton. *Derek Elston*







Charter Scene Railway Touring Company

The Royal Duchy

Jubilee Class loco No. 45690 ‘Leander’ stands at Plymouth after arriving with the Railway Touring Company’s 1Z22 ‘The Royal Duchy’ 08:46 Slough to Plymouth on August 29th.
Derek Elston

Retro Railtours

The Retro Cumbrian Coaster II

Rail Operations Group's Class 37 510, 37 800 and 57 312 pass Seascale beach with the return Workington - Chesterfield Retro Railtours trip on August 28th. *Chris Morrison*

On August 28th, the 05:56 Chesterfield to Workington was powered by ROG Class 37 800 and 37 510. The pair are seen at Stalybridge waiting to depart and then head over the Standedge route to the next pick up point at Huddersfield. *Lee Stanford*



Railway Touring Co.

The Dorset Coast Express

Despite the tail light, No. 45596 ‘Bahamas’ eases the ECS for the return ‘Dorset Coast Express’, 5Z52 16:22 Weymouth Jersey Siding to Weymouth back into the station on August 5th. *Derek Elston*

Class 47 245 ‘V.E.Day 75th Anniversary’ stands at London Victoria having arrived with 5Z49 05:41 Southall Wcr to London Victoria ECS for ‘The Dorset Coast Express’ on August 5th. *Derek Elston*

Jubilee No. 45596 ‘Bahamas’ is seen at the Winchfield water stop whist working ‘The Dorset Coast Express’ 1Z50, London Victoria to Weymouth on August 5th. *Derek Elston*







Charter Scene Saphos Trains

White Rose

Class 47 828 heads through Hebden Bridge on August 18th on the rear of 1Z52 York - Crewe - Wolverhampton return charter headed by 'Braunton' *Jeff Nicholls*

Charter Scene Steam Dreams

London to Lincoln

On August 28th, LNER B1 No. 61306 'Mayflower passes Metheringham at the head of the return 1Z42 Lincoln - Chelmsford, with Class 47 245 on the rear. *Steve Thompson*



Charter Scene Northern Belle

Northern Belle

Class 57 601 ‘Windsor Castle’ crosses the River Derwent near Ambergate working 1Z60 07:33 Hull to Winchester Northern Belle charter (with 57 316 on rear), July 17th. *Mark Pichowicz*

Charter Scene Saphos Trains

Settle and Carlisle Fellsman

If you look hard you may just see a hint of exhaust on this wide-angle shot of Stanier 4-6-0 No. 46100 'Royal Scot' pounding towards Horton-in-Ribblesdale with Saphos Trains' 'Fellsman' excursion from Crewe to Carlisle on August 4th. *Gerald Nicholl*

Saphos Trains

Settle & Carlisle Fellsman

With steam to spare, No. 46100 ‘Royal Scot’ cruises out of Bamber Bridge hauling a ‘Fellsman’ service from Crewe to Carlisle on August 4th. *John Sloane*

Class 47 614 (47 853) is seen on the rear of a ‘Fellsman’ tour as it heads through Charnock Richard on August 4th. *John Sloane*

No. 46100 ‘Royal Scot’ passes Charnock Richard returning from Carlisle to Crewe with a ‘Fellsman’ tour on August 4th. *John Sloane*







Charter Scene UK Railtours

The John Farrow Salute

On August 18th, UK Railtours 'The John Farrow Salute' ran behind SR MN Class No. 35028 'Clan Line' between London Victoria and Sherborne. The return is seen passing Finkley Farm Park, east of Andover heading up Enham Bank.
David Lindsell

Charter Scene UK Railtours

The John Farrow Salute

On August 18th, SR MN Class No. 35028 with the 1Z82 London Victoria to Sherborne passes through Grateley. *Michael Bennett*



Charter Scene

ECS and Light Engine Moves

LNER A3 4-6-2 No. 60103 'Flying Scotsman' is seen at Stalybridge, with the 13:37 York NRM to Castleton on August 23rd, where the loco will access the East Lancs Railway. *Barry Longson*

On August 12th, LSL's Class 90 002 'Wolf of Badenoch' is seen stabled at the horse landing sidings, adjacent to the station. *Michael Lynam*

On August 26th, Europhoenix Class 37 510 and 37 800 top'n'tail a single coach through Chesterfield on a test run from Derby. *Michael Lynam*







Charter Scene ECS and Light Engine Movements

Class47772pilotsLNERB1No.61306‘Mayflower’ in light steam past Ingatestone Crossing on August 13th with an ECS to Colchester for the ‘175 years coming of railways to Ipswich’ railtour. *Charlie Robbins*



Charter Scene

ECS and Light Engine Moves

LMS 4-6-0 Jubilee No. 45690 ‘Leander’ and support coach enters Crewe on August 28th, working the 10:16 Carnforth Steamtown to Bishops Lydeard. *Barry Longson*

West Coast’s Class 47 772 runs light engine through Dawlish on August 1st, ahead of ‘The Royal Duchy’ railtour. *Allison Twycross*

On August 15th, power cars Nos. 43046 and 43055 head through Warrington Bank Quay on a Dundee - Crewe ECS working. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

On August 3rd, Class 37 668 heads a Carnforth to Chester ECS with 47 746 on the rear as it passes Coppull. *John Sloane*



West Coast's Class 47 237 and 37 706 pass Coppull hauling a Derby St. Andrews to Carnforth ECS on July 25th. *John Sloane*

Midland Pullman power cars Nos. 43046 and 43055 pass Farington Curve Junction on an ECS working from Dundee to Crewe on August 15th. *John Sloane*





Charter Scene

ECS and Light Engine Moves

On August 12th, Locomotive Services Class 86 101 'Sir William A Stanier FRS, is seen stabled at the horse landing sidings adjacent to the station. *Michael Lynam*



Class 08 483 is seen shunting the Blue Pullman stock on August 12th. *Michael Lynam*



No. 45690 'Leander' passes Bradley on August 28th during a positioning move from Carnforth to Bishops Lydeard prior to railtour duty over the Somerset and Devon banks. *John Sloane*



Charter Scene ECS and Light Engine Movements

On August 28th, some rare steam on the Market Rasen branch! LNER B1 No. 61306 'Mayflower' had worked from Chelmsford to Lincoln and then empty stock to Barnetby for servicing. 5Z41 is seen at Howsham Grange, approaching Wrawby Junction, with 47 245 on the rear. Not only rare steam, but a rare bit of sunshine too. We still managed to conjure up a cloud from somewhere! *Steve Thompson*



Avanti West Coast

On August 25th, Pride Pendolino Class 390 119, adds a splash of colour at Winwick Quay, as it heads north with the 11:43 London Euston to Blackpool North service on August 25th. *Paul Senior*



Avanti West Coast invests £45 million to upgrade Wi-Fi coverage across West Coast Main Line

Avanti West Coast is investing £45m in a deal with BT to upgrade mobile and Wi-Fi infrastructure to improve connectivity for customers travelling on the West Coast Main Line. The partnership will see BT add network capacity to nearly 200 cell masts via its mobile arm EE, boosting 4G network coverage on the West Coast route by June 2023 that will enable faster, more reliable onboard train Wi-Fi.

Investment by both organisations is designed to enhance and expand Wi-Fi coverage for customers travelling onboard Avanti West Coast trains through technology upgrades and addressing Wi-Fi blackspots where signal is weak or non-existent.

The programme, which is underway, will improve connectivity and digital experience while on the move. Customers connected to the onboard Wi-Fi will be able to browse the internet, send and receive emails and make video calls more seamlessly. While BT will provide the infrastructure and connectivity to enable the onboard Wi-Fi, upgrades to the Wi-Fi system will be made by Avanti West Coast, as part of its investment. This will enable a reliable connection for customers accessing the internet for free on their device. Technology enhancements and additional masts will also provide better connectivity for EE customers who are local to the West Coast Main Line, as well as emergency service respondents in the area - with faster data transfer speeds available and more mobile devices able to use the network simultaneously.

This will enhance coverage in areas with existing 4G, as well as introduce new 4G coverage. Areas that will benefit include Cheshire, Greater Manchester, Merseyside, and Staffordshire as well as regions of Lancashire, Cumbria, and Edinburgh.

Rail Minister, Chris Heaton-Harris, said: “Avanti West Coast’s upgrade work, supported by the Department for Transport, is a win for everyone who uses, or lives close to the West Coast Main Line. Investing in better connectivity helps transform rail travel, improving journeys for passengers by building a black-spot free network, with the added benefit of supporting local communities.”

Phil Whittingham, Managing Director at Avanti West Coast, said: “This is a really exciting partnership with BT. The benefits of working with the UK’s leading telecommunications and network provider on this project will enhance reliability of our onboard Wi-Fi and give our customers faster speeds and extended coverage on our route. It’s a significant step towards better digital connectivity on the West Coast Main Line, which has never been more important. These improvements will enable our customers to stay connected during their journey and be more productive onboard our trains, while boosting mobile coverage for communities local to our route.”

Sarah Walker, BT Corporate and Public Sector Director and Enterprise Sponsor for UK Rail Strategy, said: “The West Coast Main Line is one of the UK’s busiest transport routes and, as more people begin returning to offices and others travel for leisure purposes, they will enjoy an enhanced mobile service, delivering quality and reliable connectivity whilst onboard. Whether needing to join a call for work, listen to music or simply browse the internet, our network has been designed to ensure seamless connectivity for passengers. Not only will the investment in 4G infrastructure benefit rail users, but it will also improve connectivity in towns and villages where masts have been installed or upgraded.”

Class 390 040 passes Slindon on July 20th working the 1S78 London Euston - Glasgow Central service. *Phil Martin*

Avanti West Coast launches new 'Feel Good Travel' campaign

Avanti West Coast's has unveiled its new fun campaign titled "Feel Good Travel" aimed at encouraging people back to rail.

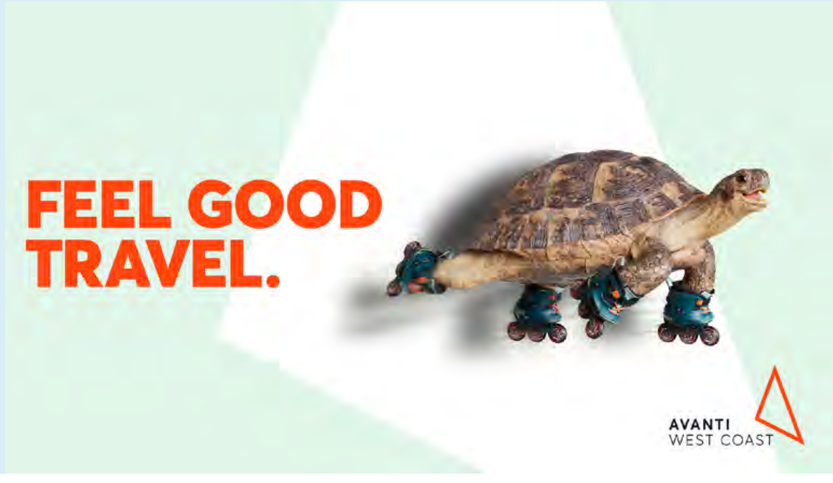
Spearheaded by Turbo, a rollerblading turtle, Feel Good Travel launched in the same week as the West Coast Main Line operator reintroduced extra services on its Manchester, West Midlands and North Wales routes.

By encouraging people back to rail, the campaign will also help support the communities Avanti West Coast serves, including local businesses, and promote a more environmentally friendly travel choice.

The new campaign includes a 60 second television advert featuring Turbo whizzing around on his rollerblades and also appears on video-on-demand, out-of-home sites as well as radio, in print and digital media, and with supporting social activations.

The majority of filming for the advert took place in an around Manchester with a selection of rural shots in the village of Castleton. The final scene shows one of Avanti West Coast's iconic Pendolinos crossing Twemlow Viaduct in Cheshire.

Kate Squires, Marketing Director, Avanti West Coast said: "We really want to inject a feel good vibe when people think about travelling with us. That's the purpose of this campaign. We're incredibly excited to bring people back on-board and shout about all of the great reasons why it's the best way to get around. This is the perfect way to do it.".



Avanti West Coast

With all ten engines working, Class 221 111 and 221 103 speed past Moore, south of Warrington, on August 4th with the 08:52 Edinburgh to London Euston service. *Barry Longson*

Class 390 020 working an Avanti Pendolino service to London Euston passes Farington Curve Junction on August 15th. *John Sloane*

Class 390 010 races south past Coppull on August 3rd with a service to London Euston. *John Sloane*







Caledonian Sleeper

Class 92 033 is seen near Bradley with the Inverness to London Euston Caledonian Sleeper service running some five hours late on August 14th. *John Sloane*

Class 92 033 passes Farington Curve Junction on August 17th with an Edinburgh to London Caledonian Sleeper empty stock train being positioned as a result of the cancellation of the overnight service. *John Sloane*

On August 17th, Class 92 033 works a daytime sleeper, this time passing Moore, with the 5M11 Edinburgh - Wembley ECS.
Mark Enderby







Colas Rail

Class 70 801 crosses Cefn Mawr viaduct on August 10th with the 6C37 10:30 Chirk - Carlisle empties. *Phil Martin*



Class 56 078 passes Kempseye with 6V54 09:29 Chirk Kronospan - Exeter Riverside N.Y. on August 13th. *Keith Davies*



In the rain and with the cloud right down, Class 70 814 passes Arcow with 6J37 Carlisle to Chirk logs on August 18th. *Steve Chapman*



Colas Rail

Class 70 812 departs Bamber Bridge with the Preston Docks to Lindsey tank train on August 4th. *John Sloane*



Class 70 801 passes Preston Boats on August 8th with the 6C37 10:30 Chirk - Carlisle empties. *Phil Martin*



On August 29th, Class 70 814 with the 6C37 10:30 Chirk - Carlisle empty logs is seen at Duncote Mill. *Phil Martin*



Colas Rail

Class 66 848 is seen at Preston Boats on August 22nd with 6C37 14:06 Wrexham General - Bescot Up Engineers Sidings. *Keith Davies*

Class 70 814 is seen at Grimpo on August 15th with the 6C37 10:30 Chirk - Carlisle empty timber working. *Phil Martin*

On August 22nd, Class 66 848 passes Gobowen working the 6C24 14:02 Wrexham - Bescot engineers. *Phil Martin*







Colas Rail

Class 70 816 passes through a sunny Carlisle on August 24th working the 12:58 Carlisle New Yard to Chirk log train. *Lee Stanford*

Class 70 805 approaches Bamber Bridge with the Preston Docks to Lindsey tank train on August 17th. *John Sloane*

On August 5th, Class 56 090 is seen at Crewe with an engineers train from Crewe Basford Hall - Pinnox Sidings. *Michael Lynam*







Colas Rail

With the RHTT season not far away, Class 56 049 works 6Z56 York - Coleham through Wellington on August 25th. *Carl Grocott*

Class 66 846 (with 66 848 on the rear) heading back from Cornwall, passes Langstone Rock working 6C97 Lostwithiel to Westbury Down T.C. *Alan Sinclair*

The Mountsorrel - Carlisle stone train labours past Arcow Quarry with Class 70 812 on August 24th. *Jeff Nicholls*







Colas Rail

Class 70 816 rolls south through Helwith Bridge on August 24th with the Carlisle - Chirk logs. Arcow Quarry looms in the background.
Jeff Nicholls



CrossCountry

On August 4th, power cars Nos. 43208 and 43304 working a Leeds - Plymouth service approach Dawlish. *Richard Hargreaves*

On August 1st, Class 221 129 heads through Dawlish working 1S49 Penzance - Newcastle service. *Steve Thompson*

On July 27th, power cars Nos. 43357 and 43301 pass through Dawlish working the 1E63 Plymouth - Leeds service. *Steve Thompson*







On July 30th, power cars Nos. 43366 and 43207 approach Dawlish with 1S51 Plymouth - Edinburgh service. *Steve Thompson*

DB Cargo

Class 66 093 passes Shipley Gate with 4E94 05:07 Southampton Western Docks to Masborough on July 1st. *Mark Pichowicz*

DB Cargo

Class 66 104 passes Dawlish Warren with the 6Z60 china clay from St. Blazey to Bescot Down Side. *Alan Sinclair*



Class 60 011 passes through Cardiff Central on August 18th in charge of the 12:53 Margam to Llanwern steel coils. *Barry Longson*



Class 66 020 is seen passing Kemps Eye on August 4th with the 6V75 09:30 Dee Marsh - Margam empty steel. *Phil Martin*



DB Cargo

Looking smart in its DB red livery, Class 60 040 has charge of the 09:30 Arpley Sidings to Tunstead, seen at Northenden on a bright August 4th. *Barry Longson*



Class 66 140 and 66 120 with a weedkiller MPV passes through Dawlish Warren working 3Z15 Didcot Fuelling Point to St. Blazey. *Alan Sinclair*



Class 66 170 approaches Scunthorpe on July 20th on 6V67 Entrance C - East Usk Branch, Birdport slab working. *Steve Thompson*



DB Cargo

The skyline at Cardiff has changed quite a lot over the years but the colourful water tower still stands overlooking the west end of the station as Class 66 106, unusually routed via the down relief line, passes through Cardiff working the 10:22 Margam to Dee Marsh sidings.
Lee Stanford

On August 24th, this is Class 66 086 working hard up towards Scunthorpe station with 6V67 slabs from Entrance C to East Usk Branch Birdport, which is a bit of a mouthful.
Steve Thompson

Class 66 027 is working hard as it approaches Whittlsea with the 08:00 Felixstowe South to East Midlands Gateway Terminal on August 10th. *Derek Elston*







DB Cargo

Class 66 162 ‘Maritime Intermodal Five’ approaches Whittlsea working 4L46 10:04 Wakefield Europort to Felixstowe South on August 10th. *Derek Elston*

Maritime liveried Class 66 148 finds itself employed on moving coal rather than containers on August 18th as it passes Cardiff Central working the 11:30 Cwmbargoed Opencast Colliery to Margam. *Lee Stanford*

Class 66 198 heads through Manchester Piccadilly on August 16th with 4O21 09:15 Trafford Park - Southampton intermodal. *John Balaam*







DB Cargo

On July 1st, Class 66 171 passes Shipley Gate working 6M82 12:43 Walsall freight terminal to Dowlow Briggs sidings. *Mark Pichowicz*

Afternoon sun greets Class 66 110 at Cardiff on August 18th, working the 09:24 Dee Marsh to Margam. *Barry Longson*

DB Cargo UK plans to lease Mossend EuroTerminal to Maritime Intermodal

DB Cargo UK has announced plans to lease its Mossend EuroTerminal rail freight facility to Maritime Intermodal with effect from October 1st, 2021. The announcement comes just two years after Maritime Intermodal took over the lease of DB's intermodal rail freight facilities in Wakefield, West Yorkshire and Trafford Park in Manchester. The Lanarkshire depot provides intermodal freight transfer between rail and road and is well-placed at the centre of Scotland's road network, next to the M8 motorway linking Glasgow and Edinburgh.

DB Cargo UK's Chief Executive Andrea Rossi said: "Our decision builds on the success of our existing relationship with Maritime Intermodal which has quickly established itself as a major player in the UK intermodal market."

"We look forward to maintaining our close alliance with Maritime as the industry focuses on modal shift, while delivering sustainable solutions and innovation to our customers," he added.

Since DB announced its collaboration back in 2019, the number of services operated by DB on behalf of Maritime Intermodal has now doubled, from four to eight.

Last year, the collaboration between DB and Maritime won the Rail Freight and Logistics Excellence Award at the 2021 Rail Business Awards.



John Williams, Executive Chairman, of Maritime said: "We are excited about this latest opportunity to continue to build on our fantastic relationship with DB Cargo UK as we continue to provide our customers with sustainable, complete and cost-effective transport and storage solutions across the UK. Demand for rail freight is rapidly increasing and we recognise the importance of investing in our terminals, plant, systems and more personnel to support our ambitions in rail as we hope to expand our network of terminals to support both ours and our customers' growth."

DB Cargo

Class 90 020 and 90 037 make light work of the 07:07 Mossend to Daventry modal service seen at Moore on August 4th. *Barry Longson*

During the blockade at Manchester Victoria the loaded eastbound Biomass and waste trains have been kept on the Calder Valley route. However at weekends both services have been diverted via Diggle and on a rainy August 7th, Class 66 034 was captured passing Stalybridge working the 11:47 Knowsley to Wilton waste train. *Lee Stanford*

Class 66 174 passes Dawlish Warren on 6C53 china clay from Parkandillack to Exeter Riverside N.Y. *Alan Sinclair*







DB Cargo

A young woman sits in the sun at Cardiff Central looking at her phone, oblivious to the passage of Class 66 104 working the 10:34 Corby BSC to Margam on August 18th. *Barry Longson*

Class 66 044 is seen on Hencote Bank on August 8th with the Sundays 6M30 11:17 Margam - Dee Marsh loaded steel. *Phil Martin*

On July 20th, Class 66 089 passes Millmeece working the 4O27 09:31 Trafford Park - Southampton Western Docks.
Phil Martin







DB Cargo

Class 66 154 hurries the morning Wilton - Knowsley rubbish empties through Plumley on August 10th. The train was diverted from its normal route by engineering works at Manchester Victoria. Note the 'preserved' semaphore signal in the garden of the property which used to be the station building. *Jeff Nicholls*

On July 20th, Class 66 131 heads past Slindon hauling the 4L56 13:15 Trafford Park Euro Terminal - London Gateway. *Phil Martin*

Class 66 096 approaches Helwith Bridge with 6E97 Newbiggin to Tees Gypsum empties on August 18th. *Steve Chapman*







DB Cargo

Class 60 001 passes Bayston Hill with 6V75 10:28 Dee Marsh Reception Sidings - Margam T.C. on August 13th.
Keith Davies

DB
Cargo



Class 66 020 is seen at Kempseye on August 4th with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C.
Keith Davies

DB Cargo UK wins industry 'Customer Care' award

DB Cargo UK has won the Customer Care Award at the Rail Freight Group's annual industry awards for its work with Associated British Ports (ABP) to establish a new service into Southampton's Western Docks for customer MINI. Despite problems caused by the Covid-19 pandemic and disruption to international supply chains during the Brexit transition period, in 2020 DB Cargo UK and ABP overcame a number of significant challenges to deliver a truly innovative rail freight solution to one of their biggest customers, MINI.

In January 2021, a train loaded with MINIs successfully ran into Southampton's Western Docks, which was the culmination of months of planning and preparation by teams working on behalf of all the parties involved. This was the first time a train carrying automotives had run into the Western Docks in around seven years. The new service, which has already grown to five services a week, has delivered both economic and environmental benefits for the customer, as well as unlocking new capacity and additional opportunities for ABP's Western Docks.

The challenge:
In January 2020, DB Cargo UK and ABP were informed that, due to a change in customer demand and changes to international shipping services, MINI planned to increase volumes into Southampton's Eastern Docks from its Oxford production plant. In order to overcome this, DB Cargo UK And ABP set about looking for a different solution to MINI's logistical challenge.

The solution:
DB Cargo UK already operated 5-6 round trip services per week for MINI into Southampton's Eastern Docks. However, the customer wanted the train to operate from the Western Docks due the proximity of the ships in the Port. It was decided to look at the feasibility of re-establishing an automotive rail head at the port's Western Docks. In any event this would be more economically viable for MINI, as it reduced the need for them to incur the significant additional cost of transporting their vehicles by road from the Eastern Docks to the Western Docks where their ships were waiting. The ABP ANSA sidings in the Western Docks were identified as a prime location, despite the fact that they were only used at that time for stabling locomotives, had inadequate lighting and no suitable power supply to meet the demands of the special automotive WIA wagons.

At this point, COVID-19 restrictions were introduced as the UK went into lockdown, which introduced a whole new level of complexity to the project, as strict on-site social-distancing measures were introduced and meetings moved online. ABP's team scoped and then set about making the necessary upgrades to the former ABP ANSA sidings which included the installation of temporary power generators, improved lighting and the creation of a new raised platform to enable the safe loading and unloading of vehicles from the WIA wagons. DB Cargo UK's Service Design and Planning Team began working with Network Rail to identify new paths into the Western Docks which was, at the time, particularly congested with intermodal traffic. At the same time, both ABP and DB Cargo UK continued to keep MINI updated as work progressed.

Despite the need for strict Covid-19 measures to be put in place and social-distancing maintained at all times, the work was completed seamlessly with strong on-site management of activities achieved at all times. All issues were successfully overcome and on September 29th, the first trial service consisting of just one WIA wagon ran into the Western Docks and all cars were offloaded without issue. Temporary generators were used at this point to power the wagons, however following the success of the trial, ABP quickly set about installing a permanent, more sustainable power supply. On January 19th, the first full service ran from Oxford to Southampton's Western Docks consisting of eight, fully-loaded WIA wagons carrying MINIs. The train arrived on time, all vehicles were successfully off-loaded and the empty train also departed on time – all in a turnaround time of just four hours!

The outcome:
This was a significant project providing major economic and environmental benefits to the customer, MINI, in the most challenging of circumstances, coming as it did in the middle of the COVID-19 pandemic. By working together, ABP and DB Cargo UK, successfully persuaded the customer not to switch from rail to road by delivering a cost-effective solution with minimum disruption to MINI's supply chain. Establishing the new automotive rail head in the Western Docks not only saved MINI the expense of having to haul its vehicles by road from the Eastern Docks to the Western Docks, it has also saved them in the region of 200 tonnes of carbon emissions per annum. The solution ensured DB Cargo UK strengthened its relationship with MINI.

ABP's investment of £300,000 has breathed new life into the under-utilised ANSA sidings site, creating the potential for further growth opportunities in the area. Further to this, the investment has lessened the likelihood of potential damage from additional handling operations, moving from one end of the port to the other. By moving the service from the Eastern to Western Docks, the MINIs are kept in pristine condition for customers.

The number of services operated by MINI into the Western Docks has already risen to five services a week.

DB Cargo

Diverted due to the closure at Manchester Victoria, Class 66 154 passes Northenden Junction on August 3rd with the 05:40 Wilton to Knowsley empty waste service. *Barry Longson*

On August 12th, Class 66 059 passes through Stafford with a car train from Halewood - Southampton. *Michael Lynam*

Class 66 059 passes Millmeece hauling a Railvac as 06:02 Bloxwich - Crewe on July 20th.
Phil Martin







DB Cargo

The ever changing Cardiff landscape dominates this scene at Central station, as Class 66 044 slips through with the 15:51 Margam to Middlesbrough on August 18th. *Barry Longson*

On August 18th, Class 66 096 with a Newbiggen - Drax working passes Helwith Bridge. *Mark Enderby*

On August 17th, Class 66 027, 66 069, 66 156 and Freightliner's 66 567 are amongst the locos seen in Toton Yard. *Michael Lynam*







DB Cargo

With a very clean Class 66 090 in charge, the morning loaded ‘Binliner’ from Knowsley to Wilton approaches Plumley on a sunny August 10th. *Jeff Nicholls*

A sunny evening on August 10th sees Class 60 062 passing Chesterfield working the 10:06 Wolverhampton Steel Terminal to Immingham. *Lee Stanford*

Class 90 037 and 90 020 pass Slindon on July 20th with the 4M25 07:01 Mossend Euro Terminal - Daventry. *Phil Martin*







DB Cargo

Class 60 001 on the 6B33 Theale to Robeston empties passes through Hungerford Common on September 3rd. *Michael Bennett*

On August 29th, Class 66 030 passes Gobowen working the 6M30 11:17 Margam - Dee Marsh loaded steel. *Phil Martin*

On August 28th, Class 66 185 is seen near Wrawby Jct. working the 6E54 Kingsbury - HOR, in the sun, of course! *Steve Thompson*







DB Cargo

Class 66 107 turns on the power at Lancaster in heavy rain with the late running 16:15 Mossend to Daventry Malcolm intermodal, delayed due to bad weather round the Tebay area, on August 21st. *Paul Senior*

DB Cargo

Class 60 001 on the 6B33 Theale to Robeston empties passes Pewsey on August 25th. *Michael Bennett*

Class 66 025 passes Bayston Hill with 6V75 Dee Marsh Reception Sidings - Margam T.C. on August 3rd.*Keith Davies*

On August 5th, Class 66 200 working 6Z60 St. Blazey - Bescot passes a strangely deserted Kings Walk, Dawlish, in the last of the evening sunlight. *Steve Thompson*







DB Cargo

Class 66 090 is seen near Orrell with a Knowsley to Wilton binliner on August 12th. *John Sloane*

Class 66 192 passes Charnock Richard on August 17th hauling the Seaforth to Mossend intermodal. *John Sloane*

Class 90 026 and 90 019 hauling the 4M25 service from Mossend to Daventry pass through Charnock Richard cutting on August 20th. *John Sloane*







DC Rail Freight

Class 60 028 approaches Whittlsea having been checked by the bobby with 6Z30 12:15 Brandon Down Goods Loop to Chaddesden Sidings on August 8th. *Derek Elston*

Direct Rail Services

Class 88 003 heads past Slindon on July 20th working the 4S44 12:16 Daventry - Mossend Down Yard. *Phil Martin*

Class 37 716 is seen stabled in the sidings at Norwich on August 12th. *Allison Twycross*

The 0Z38 Crewe Gresty Bridge to Eastleigh passes through Worting with Class 68 002 hauling 37 038, 37 218 and 37 419 in a rain storm on August 6th. *Michael Bennett*







Direct Rail Services

A dust covered Class 66 427 heads past Slindon on July 20th with the 4F76 11:58 Crewe Basford Hall - Cliff Hill Stud Farm Quarry. *Phil Martin*

On August 25th, Class 66 122 passes through Hellifield working light engine from Carlisle - Crewe. *Michael Lynam*

Class 66 430 and 66 431 pass Chorlton on August 25th with a Crewe – Cliffe Hill Stud Farm working. *Mark Enderby*







Direct Rail Services

Class 88 004 passes Millmeece on July 20th with the 4M27 05:46 Mossend Down Yard - Daventry.
Phil Martin

Class 66 301 hauls 37 419, 37 038, 37 218 and 37 069 through Winwick on August 5th.
Jeff Nicholls

Class 68 033 passes Slindon on July 20th with the 6G94 12:22 Crewe - Bescot engineers.
Phil Martin







Direct Rail Services

Class 37 716 is seen at Bayston Hill on August 26th with 5V22 08:48 Motherwell TMD - Cardiff Canton Sidings. *Carl Grocott*

Class 57 307 is seen on ‘Thunderbird’ duties at Carlisle on August 27th. *Kevin McCormick*

Class 37 422 departs from Carlisle hauling 66 303 on a light engine move to York Parcels Sidings on August 24th. *Lee Stanford*







Direct Rail Services

Class 68 016 and 68 001 working 6M23 12:17 Hunterston Low Level - Sellafield BNF head through Workington.
Kevin McCormick



Direct Rail Services

Class 88 007 ‘Electra’, passes Lancaster in torrential rain with the 12:15 Daventry to Mossend intermodal, as Northern’s Class 158 845, waits to depart with the 16:22 service to Windermere, on August 21st. *Paul Senior*

Class 88 008 passes Standish on July 28th with the Daventry to Mossend ‘Tesco’ train. *John Sloane*

Class 88 005 is seen at Standish with the 4M27 Mossend to Daventry intermodal on July 28th. *John Sloane*







Direct Rail Services

It's THAT time of year again, already! As Class 57 002 is seen passing Haxey on September 2nd with 6Z60 York Works - Stowmarket, comprising 4 sets of RHTTs in readiness for the season. *Steve Thompson*

Class 66 430 and 37 422 head past Euxton with the 6K05 engineers train from Carlisle to Crewe on July 29th. *John Sloane*

On August 14th, Class 88 004 heads past Standish with 4M27 Mossend to Daventry. *John Sloane*







Direct Rail Services

Class 37 402 returns to York light engine on July 15th having run a route refresher along the Scarbrough and Bridlington lines. *Steve Chapman*



Class 37 716 passes Charnock Richard with a Motherwell to Canton ECS movement on August 26th. *John Sloane*



Class 37 716, 66 424 and 88 006 are seen on Gresty Bridge on August 5th. *Michael Lynam*



Direct Rail Services

Regional Railways liveried Class 37425 'Concrete Bob' growls it's way through Northampton working 6Y57 08:28 Crewe Basford Hall S.S.M. to West Ealing Plasser Sidings on August 16th.
Derek Elston



Class 88 007 passes through Crewe on August 5th working a Daventry - Mossend Intermodal.
Michael Lynam



On August 12th, Class 88 004 passes through Stafford with a Mossend - Daventry Intermodal.
Michael Lynam



East Midlands Railway

Class 158 813 heads through Metheringham on August 28th working 2K21 Doncaster - Peterborough service. *Steve Thompson*



Class 158 846 calls at Thetford with 1R64 07:55 Norwich - Liverpool Lime Street service on August 17th. *John Balaam*



Class 158 812 and 156 415 add a splash of colour to Stockport station as they arrive with the 08:25 Peterborough to Liverpool Lime Street service on August 20th. *Barry Longson*



Freightliner

The signal ahead clears and the driver of Class 70 016 slowly applies power to get the 15:15 Trafford Park to Southampton container train back underway on the approach to Mauldeth Road station on August 9th. *Lee Stanford*



Class 66 418 is seen at Slindon on July 20th with the 4M88 09:32 Felixstowe - Ditton liner. *Phil Martin*



Class 70 017 working the Hardendale to Tunstead stands at Warrington Bank Quay on August 10th. *Mark Enderby*



Freightliner

Class 66 556 on the 4M58 Southampton to Garston is seen near Grateley on August 18th. *Michael Bennett*



Class 66 510 working the 6X50 Toton - Crewe engineers passes Slindon on July 20th. *Phil Martin*



Class 66 418 passes Parsonage Lane crossing at Margaretting with 4M63 Felixstowe to Trafford Park liner. *Steve Chapman*



Freightliner

Class 66 517 on a Crewe to Southampton liner passes through Micheldever on August 11th.
Michael Bennett



Class 66 525 is pictured at Margaretting Parsonage Lane Crossing with 4L41 Trafford Park to Felixstowe liner on August 3rd.
Steve Chapman



Class 66 501 passes Millmeece light engine on July 20th running as 08:55 Crewe SSM - Rugeley.
Phil Martin



Freightliner

Class 66 562 and 66 174 pass Barrow upon Trent with 6K50 15:13 Toton North Yard to Crewe Basford Hall.
Mark Pichowicz

Freightliner

On July 18th, Class 66 523 passes through Scunthorpe hauling 6Y35 loaded autoballasters from Belmont to Santon Foreign Ore Jct. *Steve Thompson*

Class 66 508 passes Slindon on July 20th hauling the 4M81 09:12 Felixstowe - Trafford Park liner. *Phil Martin*

Class 90 049 leads 90 047 past Slindon on July 20th working the 4L96 12:15 Trafford Park Euro Terminal - Felixstowe North liner. *Phil Martin*







Freightliner

Class 90 012 and 90 013 working the 02:50 Felixstowe - Garston liner pass Millmeece on July 20th. *Phil Martin*

Class 66 533 is seen at Ely with 05:50 Felixstowe - Leeds (terminated at Ely due to a derailment near March) on August 19th. *John Balaam*

Class 66 558 passes Slindon on July 20th working 4L92 13:04 Ditton - Felixstowe liner. *Phil Martin*







Freightliner

Class 66 571 departs East Midlands Gateway working 4L10, the 18:35 service to Felixstowe. *Mark Pichowicz*

Class 66 502 on the 6C58 Banbury Road to Whatley empties passes Hungerford on September 3rd. *Michael Bennett*

Class 66 539 and 66 953 pass Leyland on August 4th top'n'tail with a Brewery Junction to Crewe engineers train during the renewal works in Manchester. *John Sloane*







Freightliner

Why move a couple of locos when you can move six at once? On August 28th, Freightliner did just that on the 14:03 Hope Earles sidings to Crewe Basford Hall, with Class 66 605, 66 538, 66 618, 66 587, 66 619 and 66 606 seen passing Wilmslow. *Barry Longson*



Class 66 560 passes through Stafford on August 12th with a loaded stone train from Tunstead - Northampton. *Michael Lynam*



On August 26th, Class 66 547 passes Chesterfield with an infrastructure train from Doncaster - Toton. *Michael Lynam*



Freightliner

Class 66 542 and 59 002 on the Acton to Merehead empties pass Pewsey on August 25th.
Michael Bennett

Freightliner

On a glorious August Bank Holiday Saturday, Class 66 606 passes Guide Bridge station working the 08:19 Pendleton to Guide Bridge Yard. *Lee Stanford*



On August 26th, Class 66 557 passes Chesterfield with a train of sleepers from Doncaster Wood Yard - Fairwater Yard. *Michael Lynam*



Class 59 004 is seen at Margaretting Parsonage Lane crossing with 6V10 Chelmsford to Acton stone empties on August 3rd. *Steve Chapman*



Freightliner

Class 66 542 passes Hungerford with a very short 7C77 Acton to Merehead on September 3rd. *Michael Bennett*

Freightliner

Class 66 510 and 66 548 working a Crewe - Southampton liner pass Chorlton on August 25th. *Mark Enderby*

Class 66 615 on 6H50 Willesden - Tunstead stone empties passes Plumley on August 13th. *Mark Enderby*

Class 70 007 on 6F35 Northenden - Runcorn bins passes Plumley on August 13th. *Mark Enderby*







Freightliner

On September 2nd, Class 66 546 passes Haxey working the 4L85 Tinsley - Felixstowe. *Steve Thompson*



On August 7th, Class 90 006 leads the 04:57 Trafford Park to Felixstowe liner through Hampton in Arden. *John Alsop*



On August 12th, Class 66 555 passes Micheldever with the Southampton Maritime to Trafford Park liner. *David Lindsell*



GBRf

On August 20th, Class 66 732 slowly passes passengers on platform 1 at Stockport while in charge of the 09:01 Peak Forest to Small Heath. *Barry Longson*



Class 69 001 and 66 796 on the 0O69 Longport to Eastleigh passes Micheldever on August 11th. *Michael Bennett*

Class 66 701 heads the 4M18 05:10 Felixstowe - Trafford Park Euro Terminal intermodal past Millmeece on July 20th. *Phil Martin*





Class 66 704 passes Millmeece on July 20th working the 6M90 05:06 Avonmouth - Clitheroe cement tanks. *Phil Martin*

GB Railfreight rebrands locomotive to raise awareness of prostate cancer, in partnership with the League Managers Association and Prostate Cancer UK

GB Railfreight (GBRf) has unveiled a newly named Class 66 locomotive in honour of its partnership with Prostate Cancer UK, GBRf's chosen charity, and the League Managers Association (LMA), GBRf's corporate partner.

Revealed at Victoria Station in London, the locomotive has been named "League Managers Association" and painted in a unique livery featuring Prostate Cancer UK's iconic logo – the Man of Men – to raise awareness of the most common cancer in men. After the naming ceremony, guests boarded a specially chartered service hauled by the newly named locomotive for a trip around the Kent countryside.

In addition to the unveiling, this September GBRf has operated a 4-day rail tour in support of Prostate Cancer UK. 'GBRf 2021' will be the third 4-day rail tour organised by the company, having raised over a quarter of a million pounds from its previous two marathon charity charter trains.

GB Railfreight announced its partnership with Prostate Cancer UK back in January 2020. As GBRf's chosen charity partner, all fundraising activities conducted by the company is in support of Prostate Cancer UK's mission to stop the disease limiting lives.

GBRf has also been working with its corporate partner, the LMA, since 2020. As part of its partnership with GBRf, the LMA offers access to football managers, elite-level leadership and high-performance experts and the most recognisable personalities in sport.

Prostate Cancer UK is also the official charity of the LMA. The important partnership increases awareness of prostate cancer through football and activities conducted by the LMA's membership from across The Football Association, Premier League, and Football Leagues.

John Smith, CEO, GB Railfreight: "Our specially painted Class 66 locomotive will be raising vital awareness around the issue of prostate cancer by showcasing the iconic Man of Men logo as it travels across the country on the railway. This has only been made possible by the strong collaboration GBRf has with its two brilliant partners, Prostate Cancer UK and the League Managers Association."

Angela Culhane, CEO, Prostate Cancer UK:"We are delighted the iconic Prostate Cancer UK "Man of Men" logo will be displayed proudly on the Class 66 locomotive together with the League Managers Association name plate. This is an excellent initiative, which not only raises funds for vital research into better tests and treatments, it will also spark conversations about prostate cancer – a disease affecting one in eight men in the UK, and one in four black men. We are very pleased to be working with two of our fantastic partners on this life saving journey and thank them for their ongoing support."

LMA, Chief Executive, Richard Bevan said: "The LMA is privileged to be involved with the unveiling of this newly named Class 66 locomotive in collaboration with our Corporate Partner GB Railfreight and longstanding Charity Partner Prostate Cancer UK. We are excited to be able to raise awareness of our fantastic partnerships with both of these organisations and to continue to develop the partnerships into the upcoming season."

LMA Chairman Howard Wilkinson said: "On behalf of the LMA and all the association's members, I would like to thank GB Railfreight for unveiling this locomotive in honour of its partnership with both the LMA and Prostate Cancer UK. We are extremely proud to be partners with these two fantastic organisations."

Class 66770 passes the small car park at Davenport station on August 13th, working the diverted 15:36 Hope Street to Peak Forest. (66 719 was on the rear).
Barry Longson

GBRf

Class 66 785 passes over the new track layout at Marholm on August 2nd with 4M29 Felixstowe to Birch Coppice intermodal. *Steve Chapman*

Class 66 791 brings up the rear of the diverted 09:54 Peak Forest to Hope Street seen passing Levenshulme on August 3rd. (Class 66 788 was leading). *Barry Longson*

Delivery of coal has recently resumed to West Burton power station, two trains per day being scheduled from HIT at Immingham. On July 21st, Class 66 788 is seen approaching Scunthorpe station on 6B70. *Steve Thompson*







GBRf

On August 25th, Class 66 724 passes Long Preston with a rake of empty cement tanks from Carlisle - Clitheroe. *Michael Lynam*

Class 69 001 'Mayflower' approaches Wilson's Crossing on the Northampton loop dragging 66 796 as 0O69 11:00 Longport F.D. to Eastleigh Works on August 11th. *Derek Elston*

On August 9th, Class 66 726 shunts a rake of box wagons for loading at Peak Forrest while DRS's 66 126 is stabled in the head shunt between duties. *Michael Lynam*







GBRf

Class60096powersthe07:38LiverpoolBiomass Terminal to Drax Aes, through Northenden on a sunny August 4th. *Barry Longson*

Class 66 730 working the 4F62 12:58 East Midlands Gateway - Seaforth passes Slindon on July 20th. *Phil Martin*

Class 66 774 passes Duncote Mill on August 6th with 6M43 09:20 Avonmouth Hanson Sidings - Penyffordd Cement. *Keith Davies*







GBRf

On July 21st, Class 66 764 on a recently-established working, 6E57 Renwick Road (Barking) - Roxby waste passes through Scunthorpe. *Steve Thompson*

Diverted away from its normal route due an engineering possession east of Manchester Victoria, Class 60 002 heads north at Moore on August 4th, while working the 09:54 Drax Aes to Liverpool Biomass Terminal. *Barry Longson*

Class 66 774 passes Gobowen on August 29th with the 6Z41 14:14 Penyffordd - Avonmouth loaded cement tanks. *Phil Martin*







GBRf

Class 66 774 passes Kemps Eye on August 8th with the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*

GBRf

Class60021comesdownthebankatManchester Victoria working a Peak Forest to Hope Street (Salford) on August 20th. *Steve Stepney*

Class 66 731 ‘Capt. Tom Moore’ working 6M66 Immingham - Mantle Lane (Coalville) with a rake of empty blue scrap metal wagons,passes Castle Gresley on August 13th. *Stuart Hillis*

The sun came out just in time to greet Class 66 795 entering Stockport, working the 09:54 Peak Forest to Salford Hope Street on August 20th.*Barry Longson*







GBRf

On August 25th, Class 66 708 makes its way along the infamous Castlefield corridor towards Manchester Piccadilly with the 14:18 Trafford Park to Felixstowe North container service.
Barry Longson

Class 66 773 'Pride Of GB Railfreight' working 6M83 Tinsley - Bardon Hill with a rake of empty stone hoppers heads through the jungle at Moira West Junction on August 19th.
Stuart Hillis

On August 4th, Class 60 002 passes Stockport with a diverted Drax to Liverpool Biomass working due to work being carried out at Miles Platting. *Steve Stepney*







GBRf

Class 66 789 heads towards the former Standish Junction hauling the Wembley to Irvine china clay train on July 28th. *John Sloane*

Class 66 756 with 4L11 Masborough to Felixtowe passes Haxey on September 2nd.
Steve Thompson

On August 28th, Class 66 726 passes through Metheringham at speed with the 4E20 Felixstowe - Masborough container train.
Steve Thompson







GBRf

Class 66 748 approaches its destination of Arcow Quarry with 6M31 stone empties from Leeds Hunslet on August 18th. *Steve Chapman*

Class 66 724 passes Helwith Bridge on August 18th with 4N00 Carlisle to Clitheroe cement empties. *Steve Chapman*

Class 66 721 with the Clitheroe - Avonmouth passes Chorlton on August 25th. *Mark Enderby*







GBRf

Class 66 715 working the 4M77 Marchwood to Donnington is seen at its destination on August 27th. *Richard Hargreaves*



Class 66 748 shunts wagons to form 6E77 loaded stone to Leeds Hunslet at Arcow Quarry on August 18th. *Steve Chapman*



Class 66 737 ‘Lesia’ passes through Ely with 6L37 09:54 Hoo Jct. - Whitemoor on August 16th. *John Balaam*



GBRf

Class 66 752 grinds its way into Blea Moor loop with 6M38 11:23 from Arcow Quarry to Bredbury, on August 24th. *Jeff Nicholls*

Settle station shakes to 2000 tons of Yorkshire stone as Class 66 782 approaches with the evening Hunslet Tilcon working on August 24th. *Jeff Nicholls*

Class 66 721 passes Standish with the Wembley to Irvine china clay train on August 14th. *John Sloane*







GBRf

Having run round in Blea Moor loop, Class 66 752 resumes its journey south from Arcow Quarry to Bredbury on August 24th. *Jeff Nicholls*



On August 12th, Class 66 726 passes through Stafford with a loaded stone train from Peak Forest to Small Heath. *Michael Lynam*



Class 66 748 passes through Ribblehead station on August 18th with 6E77 Arcow Quarry to Leeds Hunslet loaded stone. *Steve Chapman*



GBRf

Class 66 724 ‘Drax Power Station’ is seen in Clitheroe cement works waiting to cross West Bradford Road on August 13th. *John Balaam*



On August 17th, Class 66 781 and 66 751 are seen stabled in Toton yard with DB Class 60 075 and 60 008 in the background along with others, stored in the Compound.
Michael Lynam



Class 60 087 on a diverted 6M09 Drax - Liverpool Biomass passes Plumley on August 13th.
Mark Enderby



GBRf

Class 66 782 performs its shunting manoeuvres at Arcow Quarry with the wagons which will form the 16:43 to Hunslet Tilcon on August 24th. *Jeff Nicholls*

On August 25th, Class 66 733 passes Hellifield working the 6S94 China Clay train from Wembley Reception Sidings - Irvine Caledonian Paper. *Michael Lynam*

On August 26th, Class 66 703 passes through Chesterfield with an engineers from Toton Yard - Doncaster Down Decoy. *Michael Lynam*







Greater Anglia

On August 12th, Class 755 416 arrives at Norwich with a service from Lowestoft. *Allison Twycross*

Class 755 414 is seen at Great Yarmouth on August 12th with the 11:17 to Norwich service. *Allison Twycross*

Class 321 302 and 321 406 approach Margaretting Parsonage Lane crossing on August 3rd with the 10:50 London Liverpool Street to Braintree service. *Steve Chapman*







Greater Anglia

Stadler Flirts Nos. 414, 331 and 328 line up at Norwich station on August 12th.
Allison Twycross

Stadler Flirt Class 755 417 departs Hoveton and Wroxham on August 10th with the 10:59 service to Sherringham. *Allison Twycross*

On August 5th, Class 720 554 and 720 559 arrive at Crewe on a mileage accumulation from Wembley - Crewe and return. *Michael Lynam*







Greater Anglia

Class 720 556 and 720 564 pass Margaretting Church Lane crossing on August 3rd with the 09:47 London Liverpool Street to Braintree service. *Steve Chapman*



Class 322 485 on the rear of the 15:43 Stratford to Colchester Town and 321 308 leading the 15:52 Ipswich to London Liverpool Street pass at Kelvedon Church Street crossing on August 4th. *Steve Chapman*



Ex-Northern Class 321 903 is pictured at Margaretting Church Lane crossing on August 3rd with the 09:35 Colchester Town to London Liverpool Street service. *Steve Chapman*



Greater Anglia

Class 745 003 rushes through Ingatestone station in the rain on August 6th with the 15:00 Norwich to London Liverpool Street service. *Steve Chapman*

Class 321 333 leads the 15:36 London Liverpool Street to Colchester Town service past Ingatestone crossing box on August 6th. *Steve Chapman*

Stadler Flirt Class 755 402 calls at Wymondham with 1K67 09:27 Norwich - Stansted Airport on August 18th. *John Balaam*







Great Western Railway

Class 150 265 and 150 246 run into the bay platform at St. Erth with 2A22 13:03 from St. Ives and will form the 13:19 back to St. Ives on August 24th. *Derek Elston*

With power car No. 43188 (leading) and 43093 at the rear, the pair are seen drying off after having travelled through a downpour moments earlier, waiting departure time at Highbridge and Burnham on August 5th working the 17:45 Bristol Temple Meads to Taunton service. *Lee Huggins*

Power car No. 43188 'Newport Castle' sits in the sunshine at Totnes in August 8th. *Allison Twycross*







Great Western Railway

On July 26th, power cars Nos. 43093 and 43041 working 2U12 Penzance - Bristol, emerge from Parsons Tunnel. *Steve Thompson*

Class 158 957 runs into Truro working the 2P13 11:50 Penzance to Plymouth service on August 24th. *Derek Elston*

On August 24th, Class 150 249 forms the 2T75 11:45 Falmouth Docks to Truro service. *Derek Elston*







Great Western Railway

On July 28th, Class 150 219 and 150 207 approach Dawlish Warren with a Paignton - Exmouth service. *Richard Hargreaves*

On July 26th, Class 158 767 calls at Dawlish Warren whilst working a service to Paignton. *Richard Hargreaves*

Class 166 205 approaches Dawlish Warren on July 31st with a service to Paignton. *Richard Hargreaves*





Great Western Railway

Trains and boats and…..ah well, two out of three ain't bad, as the song goes. On July 28th, Class 166 205 passes Shell Cove on 2T08 Exmouth - Paignton as one of the cruise liners looks on. *Steve Thompson*

Great Western Railway

On July 27th, one of those Class 800s, they're not the most inspiring of machines, but I had to get this one, 'Captain Tom' as Class 800 025 arrives at Dawlish on 1A81 Paignton - London Paddington. What a shame it's not a proper nameplate!. *Steve Thompson*

Seen Arriving at Dawlish is 2F16 Paignton - Exmouth, worked by Class 150 246 and 150 232 with a 'Cambridge Tour' bus on the road to its right. Hmmm. *Steve Thompson*

Power car No. 43022 trails 43088 on 2C28 Exeter - Penzance at it departs Dawlish on July 30th. *Steve Thompson*







Great Western Railway

On August 4th power car No. 43022 leads a Penzance - Cardiff Central service towards Dawlish Warren. *Richard Hargreaves*



Power cars Nos. 43093 and 43188 are seen working a Penzance - Cardiff Central service along the sea wall at Dawlish Warren on August 4th. *Richard Hargreaves*



Class 802 109 departs Truro with 1C69 06:37 London Paddington to Penzance service on August 24th. *Derek Elston*



Great Western Railway

On July 31st, power cars Nos. 43186 and 43097 head through Dawlish working 2P30 Exeter - Plymouth. *Steve Thompson*

The Class 165/166 Turbo units are now a familiar sight at Cardiff and in a lucky bit of sun Class 165 132 arrives on August 18th before forming the 11:00 departure to Taunton. *Lee Stanford*

On August 4th, a lovely sunny morning greeted power cars Nos. 43098 and 43170 arriving at Dawlish on 2U10 Penzance - Bristol.
Steve Thompson







Great Western Railway

On July 27th, Class 166 203 departs Dawlish Warren with a service to Paignton.
Richard Hargreaves

On July 26th, power cars Nos. 43016 and 43042, are seen departing from Dawlish on 2E07 Penzance - Exeter. *Steve Thompson*

Class 800 321 departs Totnes with a service to London Paddington on August 4th.
Allison Twycross







Great Western Railway

A rare Class 57 bodysnatcher in daylight working a sleeper ECS balancing move; the night before's 1A50 was over 2 hours late and a Class 802 unit!! Class 57 605 is seen working 5C50 14:37 Penzance T.&R.S.M.D. to London Paddington passing Dawlish in torrential rain. *Alan Sinclair*

On July 31st, Class 802 101 heads through Dawlish working a London Paddington - Penzance service. *Richard Hargreaves*

On August 3rd, Class 150 265 and 150 266 head away from Dawlish working a Paignton - Exmouth service. *Richard Hargreaves*







Great Western Railway

It's a while since I've been to this location and, like just about everywhere else, the vegetation has been allowed to run riot. But it's still not a bad vantage point, why, I even took a photo of a Class 800! This is 800 304 passing Bishopsteignton, on the Teign Estuary, working 1A87 Paignton - London Paddington. *Steve Thompson*



An illustration of how the new section of sea wall at Dawlish has affected the view of passing trains. Here we have power cars Nos. 43130 and 43098 emerging from Kennaway Tunnel and along Kings Walk with 2E03 Penzance - Exeter. *Steve Thompson*

Class 802 107 on the 1A81 Penzance to London Paddington service passes through Hungerford on September 3rd. *Michael Bennett*





Great Western Railway

On July 29th , a sunny morning in Dawlish, what could be better? As Class 166 203 passes above Coryton Cove on 2T08 Exmouth - Paignton. *Steve Thompson*

A bit of variation in Dawlish is provided by Class 158s, mostly 3-car sets working side-by-side with the 'Castles'. Some found their way onto the Torbay locals though, and here is Class 158 950 departing on 2T27 Exmouth - Paignton service. *Steve Thompson*

On July 30th, Class 150 233 and 150 232 pass Bishopsteignton working 2F22 Paignton - Exeter. *Steve Thompson*







Great Western Railway

Class 802 017 and 802 018 are seen near Pewsey with the 1A84 Penzance - London Paddington service on August 25th. *Michael Bennett*

Class 165 113 working the 2T17 Newbury to Bedwyn is seen nearing Hungerford on September 3rd. *Michael Bennett*

Class 800 317 working the 1C81 London Paddington to Exeter service passes Hungerford on September 3rd. *Michael Bennett*







Hull Trains

Class 802 301 passes Marholm on August 2nd while working the 11:48 London King's Cross to Hull service. *Steve Chapman*

Network Rail

Class 37 219 and 37 610 pass Charnock Richard on August 17th with a Derby to Carlisle test train. *John Sloane*

NMT power cars Nos. 43290 and 43299 speed past Farington Curve Junction with a Derby to Slateford test train on August 17th. *John Sloane*

Class 37 610 and 37 116 pass Leyland at speed with a Derby - Stockport - Mossend test train on August 4th. *John Sloane*







Class 37 116 is seen on the rear of 1Z71 10:12 Derby RTC to Derby RTC via York Yard North near Ambergate (with Class 37 219 leading). *Mark Pichowicz*

Network Rail

On July 30th, making its regular visit to the South West, power cars Nos. 43290 and 43299 with the NMT pass Bishopsteignton, on the Teign Estuary, with the Penzance - Dawlish Warren leg of the diagram. *Steve Thompson*



Network Rail

On August 17th, Class 37 116 and 37 610 working the 1Q83 from test train from Blackpool North - Derby RTC via a very meandering route, passes Hoghton Crossing. *Michael Lynam*

On August 31st, the 1Q15 Derby - Swansea [Landore] via Walsall, Hereford, Gloucester, Swindon [reverse], Gloucester and Cardiff heads through Kemble with power cars Nos. 43290 and 43299. *Ken Mumford*

On August 4th, Class 37 610 and 37 116 top'n'tail a Derby - Stockport - Mossend test train, seen at Stockport waiting for departure north.
Steve Stepney







Network Rail

On July 30th, power cars Nos. 43290 and 43299 are seen heading out of the platform at Dawlish Warren with the NMT. *Richard Hargreaves*



Class 37 219 stands at Carlisle on August 27th with the 3Q76 test train having arrived from Mossend just before dawn. *Kevin McCormick*



Class 37 219 and 37 254 top'n'tail a Network Rail test train through Warrington Central on August 5th. *Jeff Nicholls*



TransPennine Express

With the hall in the background, Class 68 031 is seen at Kirkham Abbey on July 15th with the 12:34 Scarborough to York service. *Steve Chapman*

TransPennine Express

The two week closure of Manchester Victoria for the TransPennine route upgrade has brought about the use of a TransPennine IET unit on the Liverpool Lime Street to Manchester Airport corridor, Class 802 204 approaches Mauldeth Road with the 15:00 from Liverpool Lime Street in a rare bit of sun on August 9th. *Lee Stanford*

Class 68 019 passes the signal for Kirkham Abbey on July 15th while working the 11:00 from York to Scarborough. *Steve Chapman*

Class 68 020 passes Kirkham Abbey signal box with the 10:34 Scarborough to York service on July 15th. *Steve Chapman*





TransPennine Express

Class 68 026 stands at the head of a cancelled 12:34 Scarborough to York TPE service on August 26th. It ran ECS to York instead due to crew issues. *Kevin McCormick*

Class 68 023 is about to enter the holding siding (by platform 1) at Manchester Piccadilly with the 13:10 Liverpool Lime Street to Longsight ECS on August 26th. *Barry Longson*

On August 26th, Class 397 011 stands at Lancaster working 1M89 06:26 Oxenholme Lake District to Liverpool Lime Street service. *Kevin McCormick*







TransPennine Express

In a rare bit of sunshine on a generally wet August 6th, Class 68 032 'Destroyer' was caught propelling the 13:00 Gascoigne Wood to Longsight, (comprising of Mark 5 set TP08), out of platform 1 at Stockport. The service was booked to reverse at Alderley Edge but the manoeuvre was strangely made at Stockport giving the working a 95 minute early arrival at Longsight. *Lee Stanford*

Class 185 137 and 185 125 depart Manchester Piccadilly on August 10th, with the 15:58 service to Redcar Central. *Barry Longson*

Class 185 122 and 185 105 round the curve at Kirkham Abbey on July 15th with the 11:34 Scarborough to York service. *Steve Chapman*







TransPennine Express

Class 68 020 is seen at Kirkham Abbey with the 15:34 Scarborough to York service on July 15th. *Steve Chapman*



Class 68 031 is pictured on the curve just north of Kirkham Abbey on July 15th with the 14:00 York to Scarborough service. *Steve Chapman*

Class 185 105 and 185 122 pass over the level crossing at Kirkham Abbey on July 15th while working the 13:00 York to Scarborough. *Steve Chapman*





TransPennine Express

Arriving into Manchester Piccadilly due to engineering around Miles Platting, bi-mode Class 802 218 slows for its final stop with the 12:43 from Newcastle on August 13th. *Barry Longson*

TransPennine Express

A timetable change in late August by TransPennine Express saw a Class 68 diagram introduced on the 15:27 Manchester Piccadilly to Scarborough. Here Class 68 032 is seen at Stalybridge working the service on August 23rd. *Barry Longson*

On a sunny August 25th, Class 68 022 arrives in Manchester Piccadilly with the 5E41 empty coaching stock from Longsight depot which will then form the 15:27 departure to Scarborough. *Lee Stanford*

Class 68 020 arrives into Manchester Piccadilly ready to form the 15:27 service to Scarborough on August 25th. *Barry Longson*





TransPennine Express

Class 68 022 waits at the signal at Stockport on August 10th working a Crewe to Longsight move. *Steve Stepney*

Class 397 002 working a Manchester Piccadilly to Edinburgh service stops to set down only at Bolton on August 22nd. *Steve Stepney*

Class 802 213 has just come off the Stalybridge line at Guide Bridge working a diverted Newcastle to Manchester Piccadilly service on August 12th. *Steve Stepney*







Transport for Wales

Class 769 452 sits in Platform 7 at Cardiff Central having arrived with the 15:33 Penarth to Rhymney service over 50 minutes earlier on August 18th. The unit was later declared a failure. *Barry Longson*



Class 175 103 arrives into Wilmslow on August 28th, working the 15:31 Manchester Piccadilly to Carmarthen service. *Barry Longson*

Class 158 830 and 158 833 approach Gobowen on August 29th with the 1D13 15:06 Birmingham International - Chester service. *Phil Martin*





Transport for Wales

Class 197 001 on a Crewe - Llandudno mileage accumulation run is seen at Beeston on August 11th. *Mark Enderby*

A pair of Class 153s on a Chester - Crewe service pass Beeston on August 11th. *Mark Enderby*

Looking forlorn and showing evidence of its previous operator, Class 153 982 stands in the sidings at Chester on August 27th. *Lee Stanford*







Transport for Wales

Class 67 015 climbs Hencote Bank on August 12th with the 1W96 17:12 Cardiff Central - Chester (normally Holyhead) service. *Phil Martin*



Class 158 822 passes Kemps Eye on August 4th working the 1W52 05:54 Milford Haven - Manchester Piccadilly service. *Phil Martin*



Class 158 825 climbs Hencote Bank on August 12th working the 1S98 18:22 Chester - Shrewsbury service. *Phil Martin*



Transport for Wales

Class 67 015 crosses Cefn Mawr on August 10th with the 1W96 17:12 Cardiff Central - Chester (normally Holyhead) service. *Phil Martin*

Class175106workingthe1V3809:31Manchester Piccadilly - Carmarthen service passes Kemps Eye on August 4th. *Phil Martin*

Class 67 008 is seen on Hencote Bank with 5J79 16:00 East Usk Junction N Y - Crewe C.S. on August 26th. *Keith Davies*







Transport for Wales

A TfW Class 158 slowly crosses Barmouth Bridge with a mid-day train for Birmingham on August 20th. The bridge is shortly due to close for repair works, the preparatory stages of which seem to already be underway at the southern-end. *Amy Bucki*

Class 175 111 is seen on Hencote Bank on August 26th working the 1J98 16:43 Holyhead - Shrewsbury service. *Phil Martin*

Class 67 015 stands in the drizzle at Chester, waiting to depart with the Transport for Wales Premier Train, 10:05 Holyhead to Crewe, with former Mk4 LNER coaches, including DVT No. 82226 on the rear, August 14th. *Paul Senior*







Units: DMUs and EMUs

Northern's Class 150 132 and 150 128 form the 08:40 from Manchester Piccadilly to Chester, photographed passing through Plumley on August 10th. *Jeff Nicholls*



Early evening sunshine catches Class 158 752 as it stops in Settle station on August 24th with the 16:18 Carlisle - Leeds service. *Jeff Nicholls*



Northern's Class 195 109 is seen arriving at Guide Bridge on August 28th working the 09:39 Manchester Piccadilly to Rose Hill (Marple). *Lee Stanford*



Units: DMUs and EMUs

An unusually deserted Chesterfield station sees the arrival of Northern's Class 195 008 working the 16:09 Leeds to Nottingham service on August 10th. *Lee Stanford*



Northern's Class 156 481 awaits departure time at the market town of Ormskirk with the 10:01 service to Preston on August 14th. *Paul Senior*



South Western Railway's Class 444 013 passes Brockenhurst crossing box with a London Waterloo to Poole train, *John Sloane*



Units: DMUs and EMUs

The 11:41 Manchester Piccadilly - Chester service departs Mobberley on August 10th with Northern's Class 150 101 and 150 121 in charge. *Jeff Nicholls*

Northern's Class 319 361 passes Standish on July 28th with a Blackpool to Liverpool Lime Street service. *John Sloane*

Northern's Class 156 487 is seen at Ravenglass station operating 2C50 11:07 Carlisle to Barrow-in-Furness service on August 27th. *Kevin McCormick*







Units: DMUs and EMUs

On August 27th, Northern's Class 156 444 is seen lineside near Harrington operating 2C56 14:08 Carlisle to Barrow-in-Furness service. *Kevin McCormick*

With its days in service declining as new units will soon be taking over, Merseyrail's Class 507 019 waits to depart from Chester with the 16:30 circular service back to Chester. *Lee Stanford*

Northern's Class 150 126 approaches Orrell with a Manchester Victoria to Kirkby service on August 12th. *John Sloane*







Units: DMUs and EMUs

Northern's Class 156 440 departs Workington on 2C32 15:12 Carlisle to Barrow-in-Furness, with 156 468 in platform 2 awaiting an ECS move to the former bay platform. *Kevin McCormick*



South Western Railway's Class 159 003 and 159 010 stand at Exeter St. Davids forming 1L32 08:23 Exeter St. Davids - London Waterloo service. *John Sloane*



On August 19th, Merseyrail's stored unit, Class 507 006, is seen at Kirkdale Depot following the derailment and crashing into a bridge at Kirkby. *Michael Lynam*



Units: DMUs and EMUs

Merseyrail's Class 508 108 speeds through the West Lancashire countryside at Melling, with the 20:30 Ormskirk to Liverpool Central service on July 18th. *Paul Senior*



Northern's Class 331 004 passes Charnock Richard cutting with a Blackpool to Liverpool service on August 20th. *John Sloane*

On August 19th, Merseyrail's Class 507 030 is seen stabled at New Brighton station. *Michael Lynam*





Units: DMUs and EMUs

Dwarfed by the scenery and the viaduct, Northern's Class 158 855 heads away from Ribblehead with the 15:18 Leeds to Carlisle service on August 18th. *Steve Chapman*

Northern's 08:19 from Leeds to Morecambe passes an uninterested field of cows as it accelerates away from Settle Junction on August 24th. The unit in question is 158 903: the green bridge in the background carries the Settle and Carlisle route. *Jeff Nicholls*

On August 3rd, Northern's Class 158 767 departs Hellifield with a service to Morecambe. *Michael Lynam*





Units: DMUs and EMUs

Northern's Class 158 752 finds itself in charge of the 13:18 Leeds - Carlisle service on August 24th, crossing the River Ribble at Helwith Bridge. *Jeff Nicholls*



Northern's Class 158 752 crosses the River Ribble at Stainforth with the 08:24 Carlisle - Leeds service on August 24th. *Jeff Nicholls*



Northern stalwart (approx 29 years old) EMU Class 323 226 departs Wilmslow with the 15:01 Manchester Piccadilly to Crewe service on August 28th. *Barry Longson*



Units: DMUs and EMUs

Northern bi-mode Class 769 434 arrives at Wilmslow, working the 14:15 Southport to Alderley Edge service on August 28th. *Barry Longson*

Northern's Class 158 782 is pictured at Arcow on August 18th whilst working the 10:49 Leeds to Carlisle service. *Steve Chapman*

LNWR Class 350 236 passes Slindon on July 20th working the 1F50 Birmingham New Street - Liverpool Lime Street service. *Phil Martin*







Units: DMUs and EMUs

This view of the approach to Manchester Piccadilly on August 13th does not reflect well on Network Rail, with weeds and bushes dominating the scene. Northern's Class 319 385 approaches as Class 331 017 heads to the Airport. *Barry Longson*

Northern's Class 156 440 is seen at St. Bees on August 27th operating the 2C53 12:06 Barrow-in-Furness to Carlisle service. *Kevin McCormick*

Northern's Class 156 461 departs Bamber Bridge with a service to Colne on August 4th. *John Sloane*







Scotrail

On August 30th, Class156 431 part of a 3x156 set with 156 509 and 156 430 stands at East Kilbride having arrived with 2J08 15:47 from Glasgow Central. *Kevin McCormick*

Scotrail

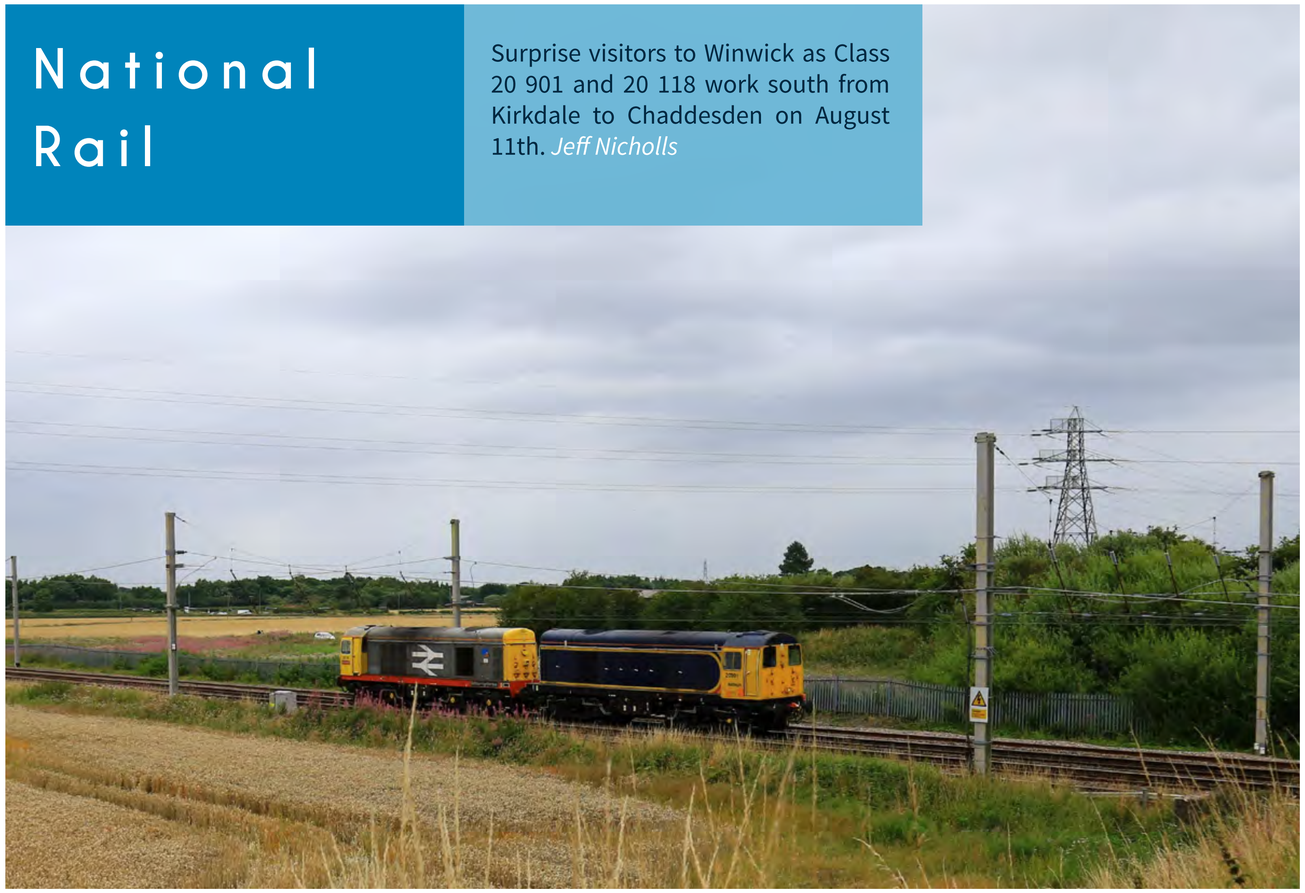
On August 30th, Class 380 009 is seen at Ardrossan Harbour waiting time before working 1F68 14:36 Ardrossan Harbour to Glasgow Central service. *Kevin McCormick*

Scotrail

Class 380 005 calls at Kilwinning on August 30th operating 2K70 09:36 Ayr to Glasgow Central service. *Kevin McCormick*



National Rail



Surprise visitors to Winwick as Class 20 901 and 20 118 work south from Kirkdale to Chaddesden on August 11th. *Jeff Nicholls*

New mural unveiled at Felixstowe rail station

A new mural has been unveiled at Felixstowe rail station to encourage local people to take the train and welcome visitors to the town. Commissioned and funded by the East Suffolk Lines Community Rail Partnership, in partnership with Visit Felixstowe, Felixstowe Travel Watch and Greater Anglia the mural displays images of Felixstowe's attractions such as the beach and Landguard Fort, and also encourages people to take the train with the slogan 'Days out by rail – your adventure awaits'.

It replaces an older, faded sign to create a better first impression to visitors arriving or departing by train.

The East Suffolk Lines Community Rail Partnership Line Group East Chairman, Cllr Graham Newman, felt the new board should reflect that new trains are now running on the line and feature images of the attractions in Felixstowe – The Spa Pavilion, Landguard Fort, Felixstowe Museum, Martello P Tower, the Pier, the two connecting ferries (Bawdsey and Harwich) and scenic images.

It was unveiled by Cllr Graham Newman; Aaron Taffera, Chair of the East Suffolk Lines Community Rail Partnership; Richard Holland, Felixstowe's Station Adopter and Vice Chairman of Felixstowe Travel Watch; and Alan Neville, Greater Anglia's Customer and Community Engagement Manager, on Friday August 6th.

Helen Greengrass, for Visit Felixstowe, said, "We are delighted to see the new welcome board at Felixstowe Station. It provides an immediate impression of a vibrant resort encouraging visitors to discover Felixstowe."

Aaron Taffera, Chair of the East Suffolk Lines Community Rail Partnership, said, "The mural looks great and the Community Rail Partnership is pleased to have been able to support this project which provides a colourful welcome to the station and encourages people to explore the town."

Greater Anglia's Customer and Community Engagement Manager, Alan Neville, said, "We're pleased to have supported this partnership project which is putting the rail station at the heart of its community and encouraging people to leave the car at home which will help to reduce congestion and pollution in the town."

Fares Advice with RailUK

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

Found a journey where an anytime single from A to B is cheaper than a single from B to A - is this common?

Q: So I was looking at a return from Reading to Longcross and I saw that an anytime single from Reading to Longcross was listed as £8.90 whereas an anytime single from Longcross to Reading is listed as £9.50. I checked these fares on brfares (Tickets from READING to LONGCROSS - BR Fares) and it shows that these fares are correct as I expected to see.

However, I don't think I had ever seen a journey before where the anytime fare one way is different to the fare when travelling the other way - do people know any other examples of this or perhaps this is very common and I've just never seen it before.

A: Sometimes happens with fares in the South East area. More usual is for cheaper fares between two stations when travelling away from London than into London. Stevenage to London Anytime Day Return is £23.90 London to Stevenage Anytime Day Return is £21.80

It's much more common for returns than for singles, particularly for travel in the London & Southeast area, with flows to/from the London area having differentials.

It's absolutely stupid how this can happen, Aylesham to London Victoria super off peak is £26.60 (Arriving after 12pm) £38.00 Off Peak (arriving between 10am - 12pm)

The other direction London Victoria to Aylesham a Super off peak is £30.30 (departing after 10am) and the off peak ticket doesn't exist so you need to buy an Anytime ticket, it'll cost £40.20 (if you depart before 10am)

Anyone with any rail knowledge would pre book an AYH to VIC ticket and use the tickets the wrong way round to save a few quid.

However using the outward half after the return half is a violation of the ticket terms, to what extent that is enforced on routes where there is a cost discrepancy I don't know. In theory a ticket inspector can ask to see an unused return portion, when any passenger presents an outward portion.

However the only time I've ever been asked to see an unused return portion, was when I used a ticket valid for a calendar month on the final day of validity. I think the Guard was almost disappointed I was actually able to produce the unused return portion. This was back in GNER days.

I've never known this happen for a Day Return, nor for any return where the outward portion has been used on the first (or even second) day of its validity.

Compulsory reservations and walk-up tickets

Q: I am considering a trip as follows: 6 Sep Southport to Wylde Green, 8 Sep Wylde Green to Birmingham International and then to Southport. Senior Railcard Off Peak return fare applies. I suppose I will need a Day Return Birmingham New Street to Birmingham International as well. I could just buy the Southport to Wylde Green ticket at the Merseyrail ticket office at Southport on the day, but I am concerned about the issue of compulsory reservations, which are mentioned when I look online at TOC site to sell the tickets. If I just walk up and buy the tickets before travel, what's the situation with reservations? If I buy online and request reservations, what is my position when I board the 14.55 at Birmingham International, heading for Wigan, when any reservation I might have will start from New Street?

A: You don't need reservations on any of those services. In fact the only operators insisting on reservations are Caledonian Sleeper and Grand Central, neither of which you'll be taking.

The reason that booking engines will be telling you that you 'must' have a reservation is that the timetable data isn't very granular. There's no way for TOCs to set it so booking engines are forced to issue a reservation (so they can monitor the number of people intending to travel on a given service) without booking engines interpreting this as meaning that reservations are compulsory for that service.

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!

National Rail

A recent arrival at Leicester depot is former Wolverton works shunter Class 08 629 which on August 10th was seen shunting 56 091, 56 301, 56 098 and another new arrival in the shape of long withdrawn 60 060 around the depot. *Lee Stanford*





More Greater Anglia trains due to run from September

Greater Anglia is due to start running more trains from September as more people are expected to return to the railway as commuters are encouraged to return to the office and new school and college terms start. An extra 12 services every weekday and eight at weekends are being added to the Norwich to London Liverpool Street intercity service – and two express Norwich in 90 services are being reintroduced. The full timetable is being restored on the Great Eastern mainline service between London Liverpool Street and Southend Victoria, Braintree, Colchester, Colchester Town, Clacton/Walton, Harwich and Ipswich.

Five additional services are being added to the West Anglia mainline, which runs between London Liverpool Street and Cambridge and on to Kings Lynn – but not all of the five services go to Kings Lynn.

All additional services will start from the week beginning Monday September 13th, although two schools' services commenced from Thursday September 2nd – the 15:57 Ingatestone to Colchester and the 06:50 Colchester to Norwich services.

Jamie Burles, Greater Anglia managing director said: "As restrictions have been lifted we've seen our trains get busier on many routes. We anticipate further increases as the Government is encouraging people to return to working from offices. We revised our timetable several times during the pandemic to reflect the impact of Covid restrictions on passenger numbers and throughout that time we ran a safe and reliable railway. We are continuing to clean and sanitise our trains, paying attention to high touch areas. Regular independent random Covid tests have been carried out on our trains and all have come back negative. For people who would still rather travel on quieter trains, we have an improved less busy trains tool on our website, where people can see at a glance which are the quietest stations at every station to and from London Liverpool Street. We also remain committed to running a punctual railway and currently on average 95 per cent of our trains are on time."

The express Norwich in 90 services, which call only at Ipswich and make the journey in 90 minutes, will be at 08:00 Norwich to London and 17:00 London to Norwich. As a result of these changes, there is now a near normal weekday and Saturday intercity service in place and a full service on Sundays. Additional West Anglia services are: 06:47 Cambridge to London Liverpool Street, 06:18 Kings Lynn to London Liverpool Street, 08:03 and 08:33 Liverpool Street to Cambridge and 17:37 Liverpool Street to Cambridge North.

There are no changes to the revised Stansted Express service which is currently operating with between two and three services an hour. A small number of intercity services will be operated by trains without First Class seating, with details available on the Greater Anglia website.

Toton Depot

On August 17th, EWS stored locos in Toton Yard sidings included Class 60 088 and 60 003. *Michael Lynam*



EWS branded Class 60 057 stands amongst others stored in the 'Compound'. *Michael Lynam*



Class 66 109 'Teesport Express' in PD PORTS livery adds a touch of blue to the sea of red at Toton. *Michael Lynam*



Recently returned from France, Class 66 028 in Euro Cargo livery awaits repairs and conversion back to UK spec. *Michael Lynam*



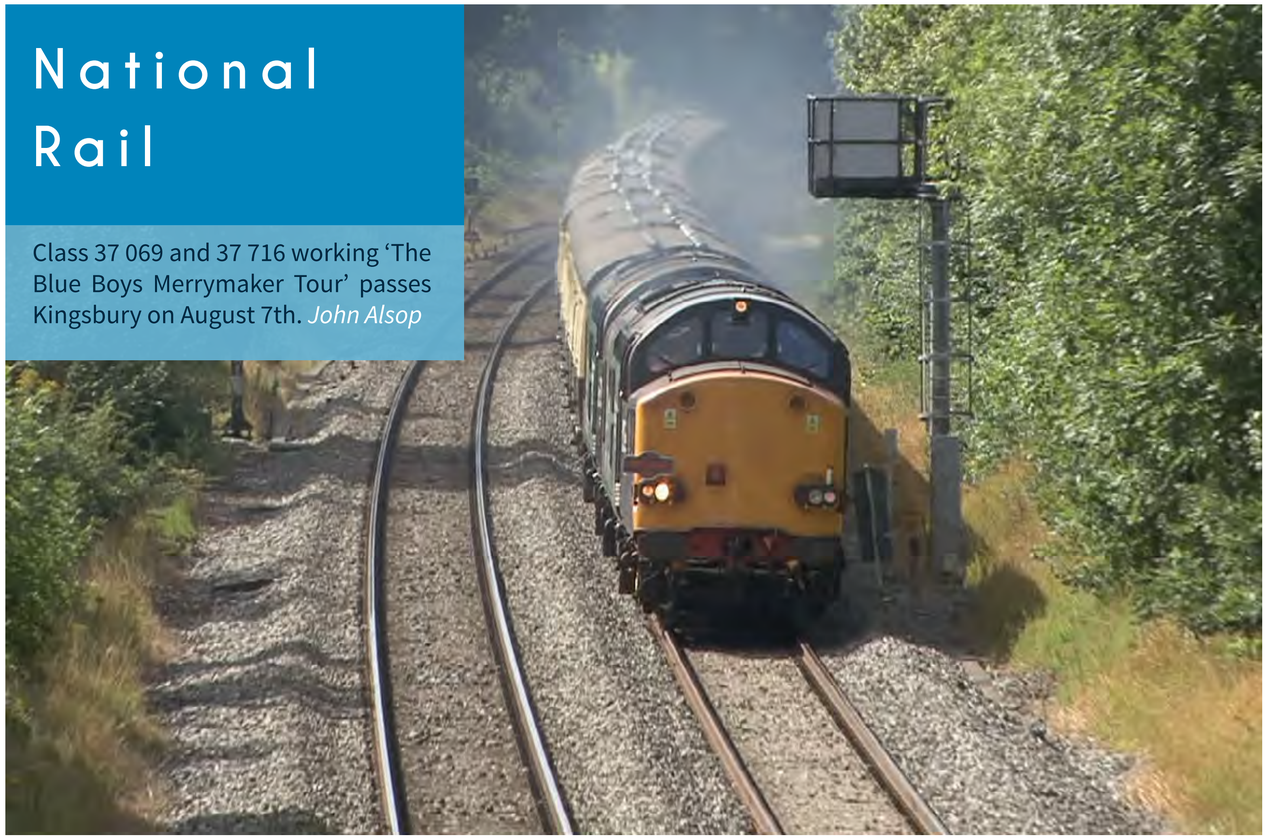


DC Rail Freight's Class 60 055 'Thomas Barnardo' is seen at the depot. *Michael Lynam*

Class 66 009 and 66 156 arrive in Toton Yard with a rake of loaded box wagons from Downlow Briggs Sidings. *Michael Lynam*



National Rail



Class 37 069 and 37 716 working 'The Blue Boys Merrymaker Tour' passes Kingsbury on August 7th. *John Alsop*

Loco Fleet List Ten

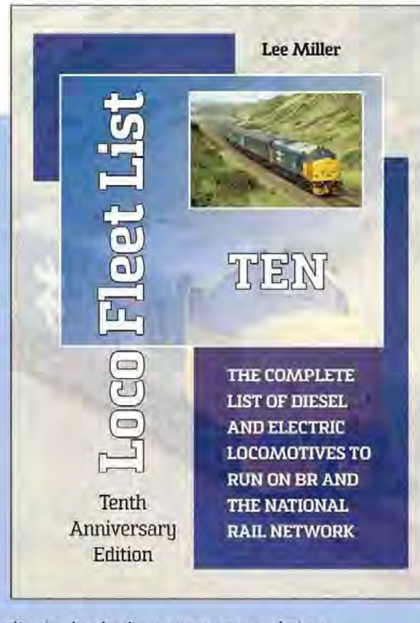
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Hitchin's history on show in station subway murals



The operator of Hitchin's train services has installed a pair of dramatic murals to brighten the station's subway for passengers. The two murals, each 15 metres long, tell the town's history since the mid-19th century using around 200 photographs from the North Herts Museum's collection. The artworks were created by community and environmental charity Groundwork East. Govia Thameslink Railway (GTR), parent company of Great Northern and Thameslink, has commissioned the charity to carry out community art and landscaping projects at 19 Great Northern and Thameslink stations. Their projects are part of GTR's multimillion-pound, network-wide station improvement programme.

Groundwork East's Assistant Landscape Architect Becca Huggins and Project Assistant Eliza Morris designed the photographic collages, working with the Museum's Assistant Curator Matthew Platt. They arranged the copies of the pictures provided by Matt into 11 varied topics important to the market town, including Agriculture, "Captured Moments", Football, Shops and War. The oldest photograph dates from the 1850s.

Becca Huggins said "This was a lovely project to work on, as it brings to life the rich history of the town, whilst improving the station's subway, making a better commute for all. It's great to see the pieces come to life and to create a better place for the local community. Connecting people with places and bringing communities together is what Groundwork is all about, and this installation really achieves that."

Matthew Platt said: "We're really pleased to have so much of our photograph collection on show, making such a difference for rail passengers. Groundwork has done a fantastic job. Although the pictures of unknown people are fascinating, some of my favourites are those we have a bit of background knowledge about, such as basket-maker George Day, who is shown at work in his tiny shop. Another striking photo from the Captured Moments section shows supporters of the MP Dr Hillier, gathered to cheer his 1910 election victory. The Football pictures have an interesting back story because what's believed to be the world's first museum of football was founded in Hitchin - its collection of almost 1,000 objects was donated to our museum in the 1970s."

MP for Hitchin and Harpenden Bim Afolami visited the station on August 6th to see the mural and meet its creators, and for an update on other improvements at the station, which has been provided with new information screens and secure cycle parking.

Karen Gregson, Area Manager for Great Northern and Thameslink said: "On behalf of our customers and colleagues at Hitchin, I'm delighted to thank Groundwork East and North Herts Museum for bringing their brilliant idea to life with this spectacular artwork. It's a really evocative expression of Hitchin's identity that helps make the station feel part of the community we serve. And it's the crowning glory for improvements we've made at the station including new information screens and secure cycle parking."

Photo: Historic scenes: Matthew Platt of North Herts Museum tells Herts County Councillor Phil Bibby and GTR Area Manager Karen Gregson how the station's photographic history murals were created. ©TSGN



Class 37 884 working light engine from Derby to Kilmarnock passes through Bolton station on August 22nd. *Steve Stepney*



On August 4th, Colas tamper No. DR75406 passes Dawlish working 6J83 Tavistock Junction - Taunton and return. *Steve Thompson*

The train on platform 3 is for Hollywood...

What do Killing Eve, Breeders, I Hate Suzi and the film Yesterday all have in common? The answer is they were all filmed on location on Greater Anglia trains or stations. They are among an increasing number of films, TV dramas and documentaries, adverts and even fashion shoots which use the railway in East Anglia as a backdrop. Since 2018, Greater Anglia has employed Adrian Booth to act as a commercial film liaison manager. The company was getting regular requests from film-makers to use Greater Anglia locations, but was turning them down as there was no-one who could make all the arrangements on top of their existing jobs.

"We really wanted to support the British film industry and also our local communities and businesses by facilitating filming requests, so we decided to hire someone whose sole job is to make all the necessary arrangements so filming could happen," said Martin Moran, Greater Anglia commercial director. "Not only does hosting the film crews boost the local economy around the station where filming is taking place, but it puts another string in our region's bow as an ideal place for filming to take place – if production companies know that filming on trains and stations is an option in this area. It's also good to be supporting the British film industry – although it's not restricted to this nation's film industry – we've also had major Bollywood shoots on our trains and stations."

One of the first films with a Greater Anglia backdrop was Yesterday – the Danny Boyle and Richard Curtis film starring Himesh Patel who wakes up after a knock to the head in a world where the Beatles don't exist and then goes onto become famous wowing the world with their songs. The film was made on location in East Anglia – including a shoot involving hundreds of extras on Gorleston beach, near Great Yarmouth, and a cameo appearance by Ed Sheeran. Eagle-eyed rail enthusiasts may have spotted one of Greater Anglia's quietest rural stations, Buckenham, in the film. Buckenham, a request stop on the Norwich to Lowestoft line, was the location of a recording studio where Himesh Patel's character recorded an album. Buckenham station was chosen because the former station building is a recording studio in real life, called Sonic Fruit. The film script was slightly tweaked because Danny Boyle was so taken with the real-life studio. The studio in the film was named "Tracks on the Tracks" and recording of the album was paused while a train went past. The train was originally a Greater Anglia train, but it was adapted in production to be faster and longer. Bennet Maples, Sonic Fruit's head engineer and studio owner, said: "It was a huge thrill to meet Danny Boyle, and so exciting to see a film of this size utilise locations in this area. There is a thriving film industry in East Anglia which we are extremely proud to be a part of, and it was great to see Danny Boyle and (screenwriter) Richard Curtis embrace that."

Adrian has worked on six films, 20 TV dramas, 12 adverts, numerous corporate videos, entertainment and documentary TV shows, short self-funding films and one fashion shoot at Greater Anglia locations. He takes initial calls, explores how requests can be facilitated and liaises with different departments across Greater Anglia – finally accompanying all filming.

Images of railway carriage interiors, stations and passing trains are often used by film-makers as backdrops to convey a sense of movement and to provide a perfect segue to move characters from one location to the next. Stations are places of arrival and departure and are handy locations for dramatic moments to unfold, while seated passengers often exchange key dialogue. In Killing Eve, a dramatic chase involving Eve and Russian baddie Konstantin took place on a Greater Anglia platform at Liverpool Street station with Villanelle escaping on board one of the train company's Stansted Express trains. In the drama, Liverpool Street was actually an unnamed station in Scotland. Greater Anglia's train planning team made some platform space available at Liverpool Street and supplied a train overnight one Sunday for the filming.

Greater Anglia lead train planner Michael Lewis said: "Generally when we supply a train and crew they are able to shunt up and down in a platform at the request of the film director. The biggest plan for us was for an Apple TV show which required two platforms at Liverpool Street and a number of additional services so that they could film on the go on board during two days of filming one weekend. We were able to take advantage of the reduced service due to the lockdown – it would have been considerably more challenging in normal times."

Michael added: "It normally works by Adrian either contacting me with a rough proposal and then after a fair bit of toing and froing we get a clearer idea of what's required by the film company and what's actually possible. Then we go away draw up plans, send these back to Adrian who will then get confirmation for us to go ahead. There have been a few that we haven't been able to accommodate due to timescales or other impracticalities, but generally we are normally able to help."

Some of Greater Anglia's stations close to London have proved popular filming locations due to their proximity to London and the M25 – such as Hertford East, Cambridge, Stansted Airport and Southend Victoria lines.

On occasions, Greater Anglia staff have also played parts as extras. Recently Ivor Wilson, who works at the ticket barrier at Liverpool Street station, had a supporting actor role in Magpie Murders, an Apple TV Anthony Horowitz production currently still in production.

"I played myself," said Ivor. "All I had to do was to check tickets as "passengers" walked through the exit gates. It was a very interesting day. It was amazing to see how much work goes into filming and how much effort and time goes in."

Adrian said: "A lot of time is spent looking at production teams' requests and suggesting ways in which they might be facilitated. Access requires careful planning and needs to be carefully managed. We cannot allow customer access to be limited or for passengers to be inconvenienced – and we definitely can't delay services. We select quieter times when customer numbers are lower, which limits the impact on customers. We have to make sure that all health and safety requirements are met – as the railway has many potential hazards.
Generally there's a buzz among Greater Anglia staff when we are working with film/TV and high end drama productions. It's something interesting and different. Catching a glimpse of a celebrity is always enjoyed. It's fascinating to see behind the scenes of these productions. There are so many people involved and so much equipment. It's a bit like the circus coming to town. Crews of 60 are not unusual, at times there are even more, with supporting actors. Jack Ryan saw around 120 people involved in the production. Although it's not always the case – sometimes there is a crew of just ten, including actors."

So next time you're on a Greater Anglia train or station, look a little closer – you may just recognise it from the TV or big screen.

National Rail



On August 4th, LMS Royal Scot Class No. 46100 'Royal Scot' worked the 11 coach Saphos Trains 'Magna Carta' special from Crewe to Salisbury aided by 47 853 at the rear, seen passing through Andover. *David Lindsell*



Key Manchester rail route gets 21st century signalling upgrade



A once in a generation overhaul of Manchester's railway signalling system is complete to improve future journeys for passengers and freight. Equipment which was nearly 40 years old around Trafford Park has been replaced with the latest digital technology. Network Rail has installed a total of 23 new signals and a further 109 pieces of associated signalling equipment as part of a £36m Great North Rail Project investment. The work will improve reliability and safety for passengers and freight on this important route into Manchester. It will also allow longer freight trains to run in the North West taking traffic off the region's roads. Now the work is complete a total of 26 signals are controlled from Manchester's state of the art signalling centre.

Roisin Nelson, sponsor for Network Rail, said: "This major work on this key rail artery into Manchester will transform connectivity for both freight and passengers across the North West. Work like this has never been more important - future proofing this economically important rail link as Britain emerges from the coronavirus pandemic. I'd like to thank passengers and residents for their patience while we delivered these improvements over the last year. The investment will keep passengers on the move, products on supermarket shelves and vital goods going to businesses across the country for decades to come."

Chris Jackson, regional director at Northern, said: "Our customers are at the heart of everything we do and the work carried out by colleagues at Network Rail will ensure our customers are able to travel on a more modern and more efficient rail network.
We're proud to be part of an industry that is delivering so much for the people of the North and the work to improve the infrastructure goes hand-in-hand with our own improvements which, over the past 18 months, have seen the full introduction of 101 new trains, the complete refurbishment of our older trains and significant enhancements at our stations."

The upgrade started in August 2020 and finished over the August bank holiday weekend. Signalling equipment between Flixton Station and Manchester City Centre has been modernised, as well as improvements within Trafford Park Depot estate.
Signalling upgrades to Freightliner Manchester terminal, DB Cargo & GB Railfreight at the Trafford Park Euro Terminal also took place. This will bring huge benefits to the rail freight companies, increasing the frequency and length of trains they can run and goods they can carry.

Tim Shakerley, UK rail managing director for Freightliner, said: "Manchester is a key location for Freightliner with eight trains currently operating on a daily basis to key intermodal ports at Felixstowe, London Gateway and Southampton. This investment will allow us to continue our train lengthening trials which has seen us running the longest intermodal trains in the UK at 775 metres, increasing the efficiency and productivity of our services. Moreover, there are significant environmental gains from running longer and heavier services. Moving more freight from road to rail will help ease congestion on the UK's busy roads and thereby reduce CO2 emissions within the supply chain."
Ian Langton, production director of GB Railfreight, said: "The new state-of-the-art signalling system serving Trafford Park will further enhance reliability on this vital freight route into Manchester. This major investment will provide better connectivity, whilst supporting intermodal volume growth enabling more goods to be delivered sustainably across the country."

National Rail

On August 26th, Class 20 901 and 20 118 pass Chesterfield working light engine from Leeds Balm Road - Chaddesden following wheel turning. *Michael Lynam*



Network Rail track recording unit Class 950 001 passes through St. Erth with the 09:00 Exeter Riverside N.Y. to Penzance on August 24th. *Derek Elston*



Shunter Class 08 551 'Zippy' is seen on shunting duties at Locomotive Services at Crewe. *Michael Lynam*



National Rail

Network Rail adds FINSBURY PARK to Seven Sisters bridge

A famous Finsbury Park landmark now welcomes people in the community, visitors and passengers using the station to the area. Network Rail teams installed red 'Finsbury Park' lettering on the side on Seven Sisters bridge.

The vinyl letters – which are 150cm tall – were put in place separately during an overnight road closure to allow workers to safely access the bridge.

This follows major work to tidy up Seven Sisters bridge and give it a fresh coat of green paint.

Paul Rutter, Route Director for Network Rail's East Coast route, said: "We've worked closely with Islington Council to brighten up Seven Sisters bridge and it's great to see the 'Finsbury Park' lettering in place.

It will welcome residents and businesses in the community, as well as visitors to Finsbury Park, for years to come."

Islington Council's Executive Member for Inclusive Economy and Jobs (and ward councillor for Finsbury Park), Cllr Asima Shaikh, said: "On behalf of the Finsbury Park ward councillors, I am delighted that the council has worked together with Network Rail to get the Finsbury Park sign painted. We know that our local community will welcome this as it strengthens Finsbury Park's identity and provides a bold and recognisable landmark. Finsbury Park is a really vibrant town centre area, with brilliant businesses, enjoyed and represented by a diverse range of residents and visitors. This colourful, striking new sign will boost the sense of cohesion that makes Finsbury Park such a lively and welcoming place."



Specialist divers are pouring underwater concrete to protect two major railway viaducts carrying the West Coast main line in Carlisle.

Detailed laser surveys carried out by Network Rail showed fast flowing water on the River Eden has caused parts of the riverbed to wash away posing a risk to the viaduct foundations. Because of the deteriorating riverbed condition, trains have been running at reduced speeds of 20mph over the Victorian and 1940s-built structures. Approximately 900 tonnes of special setting concrete is now being poured by the diving teams to provide a stable platform for the viaducts' columns or piers.

The immediate repairs are being made to the structures as part of a £1.3m Great North Rail Project investment. Once this first phase of work is complete in the next few weeks, trains will be able to run at full speed of 100mph over the viaducts, meaning faster, more reliable journeys for passengers and freight.

Chris Pye, Network Rail infrastructure director for the North West, said: "It's not every day you call in diving teams to help improve railway lines, but this work is essential to keep passenger and freight trains moving on the West Coast main line over the River Eden in Carlisle.

After using the latest laser mapping technology to give detailed scans of the riverbed we brought this work forward so we could secure this crucial rail link between England and Scotland for the winter ready for the second phase of work next summer."

The professional divers from Scour Protection Ltd work in challenging conditions to shore up underwater structures like bridges and viaducts around the UK and beyond. Water visibility in the River Eden is particularly poor, with a lot of the work done by touch alone.

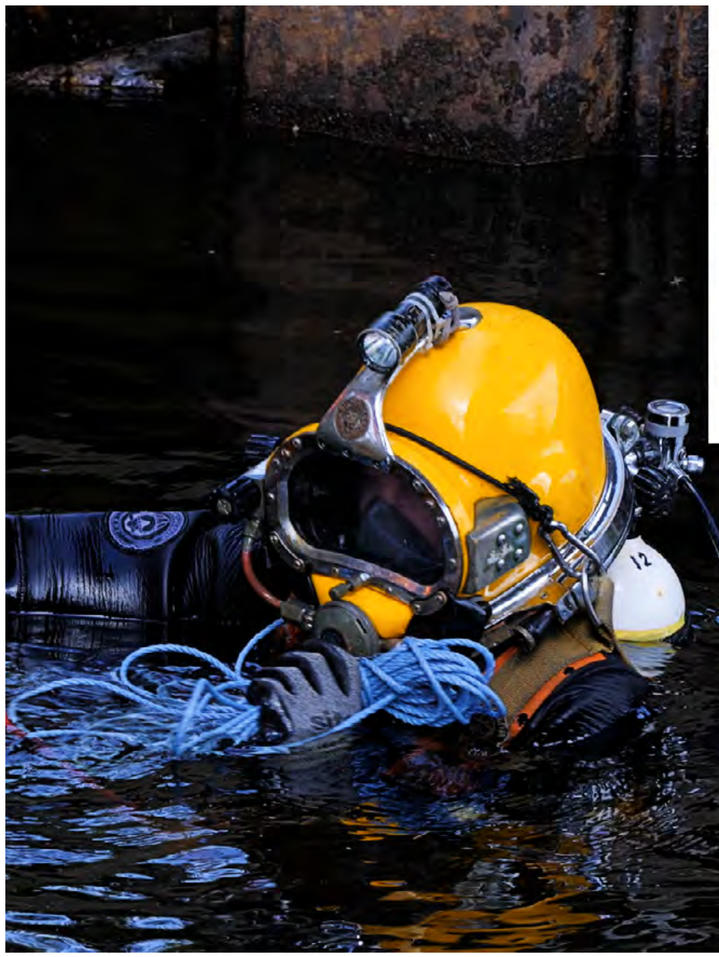
More than 2200 tonnes of rock has also temporarily been put into the river to calm the waters and divert its flow so the divers can work under the surface.

Network Rail's ecology teams have been working closely with the Environment Agency and Natural England to monitor the river and make sure this work has the least impact possible.

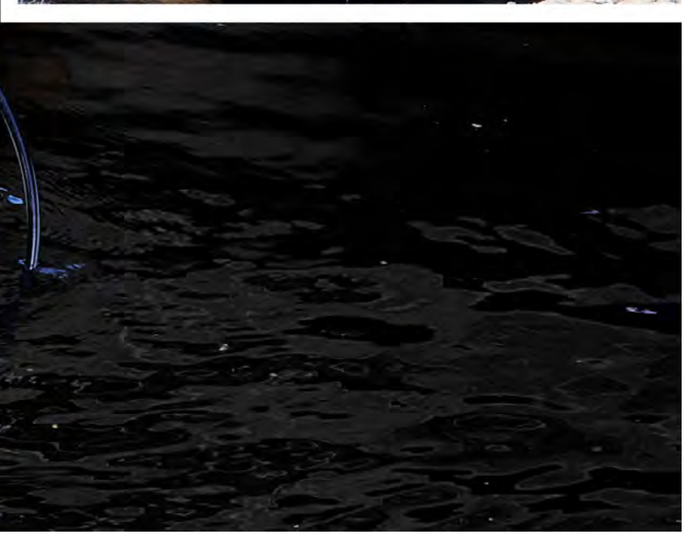
The concrete is made from a mix with 'zero leach' meaning it's wildlife friendly and safe for the environment.

The second phase of viaduct strengthening work will take place in Summer 2022 as a permanent fix to the riverbed erosion.

Photo: Eden viaduct with Transpennine Express passing over the top. © Network Rail







First trains travel on proposed Northumberland Line route

Special rail services have taken place between Newcastle and Morpeth as plans to reintroduce passenger trains on the Northumberland Line gather pace. Northumberland County Council and Northern hosted the events which saw trains travel on part of the line – taking in the route that will see five of the six proposed new stations built.
As well as the new stations – Northumberland Park, Seaton Delaval, Newsham, Blyth Bebside, Bedlington and Ashington – the Northumberland Line will also result in an upgrade of 18 miles of track to provide local communities with enhanced connectivity.

The scheme, proposed by Northumberland County Council, has been made possible thanks to the Government's Restoring Your Railway Fund, which offered development funding to explore options to restore lost rail services connections to communities.
Earlier this year the Department for Transport provided £34m towards detailed design and preparatory works which, subject to funding for the delivery of the full scheme being confirmed by the Government, and the recently submitted Transport and Works Act Order (TWAO) application being approved, will allow for the reintroduction of a regular rail passenger service between Ashington and central Newcastle, with several stops in-between.

Cllr Glen Sanderson, leader of Northumberland County Council travelled on the special service. He said: "It was fantastic to experience first-hand one of the journeys that hundreds of thousands of people will soon be able to enjoy and benefit from. Passenger services on the Northumberland Line will provide a huge economic boost in South East Northumberland and beyond, improve transport links, attract more visitors, and support growth sectors. It will also help to improve air quality and reduce carbon emissions, contributing greatly to our climate change targets in Northumberland. This is just one of the exciting projects taking place in the county which will benefit our residents, business and most importantly our environment for years to come."

The Northumberland Line, currently partially used by freight trains, aims to further stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions by providing new and improved transport links for local people and businesses. By doing so, the scheme will improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for leisure, education and travel. It will also provide a real incentive for potential employers to relocate to and invest in the local area.

Cllr Martin Gannon, Chair of the North East Joint Transport Committee, said: "The Northumberland Line will be a wonderful asset for local people and helps us take further steps to encourage people out of their cars and onto cleaner, more sustainable forms of transport.
This development demonstrates that the region has major ambitions, restoring passenger rail services has enormous benefits and this scheme is one of the major interventions which has been identified and agreed by our region in the North East Transport Plan. The line will offer enhanced opportunities for education, employment and leisure for the people of the North East and enhances public transport connectivity, offering a seamless transfer onto Tyne and Wear Metro at Northumberland Park."

With the new line set to open in early 2024, Northern – which will operate all passenger services – is already developing plans to provide a timetable that will help local communities and deliver this positive impact for the region.

Kerry Peters, Regional Director at Northern, said: "Bringing new rail services to the north east as part of the Northumberland Line is really exciting and we're honoured to be able to provide those services for all the communities based along the route. Rail plays a vital role in the economy of the north of England and we're delighted to be able to play our part in opening up new leisure and business opportunities for the region. We're currently working on proposals for the first timetables for the Northumberland Line and, initially, expect to offer and two trains per hour on weekdays and Saturdays between 6am and 7.30pm, with an hourly service after 7.30pm and on Sundays."

Work on the Northumberland Line is expected to begin next year and, with Morgan Sindall in place to construct the new stations, Network Rail is now working on its own plans to upgrade the track and infrastructure.

Matt Rice, Route Director for Network Rail in the North and East, said: "We're really excited to be able to be part of to the eagerly anticipated reintroduction of passenger services on the Northumberland Line. We're confident that when the first passenger trains run in 2024 that they will be very well used by the local community, building on the significant contribution that freight services on the Northumberland Line already makes to our economy.
The project will provide more employment and leisure opportunities for people across South East Northumberland, and it will help to boost the economy and attract new investment into the area."



National Rail



LNER B1 No. 61306 'Mayflower' passes Hatton working a London Paddington - Stratford railtour. *John Alsop*

Railway fly-tipper fined thousands after home address found in waste

A fly-tipper has been convicted and ordered to pay £3000 after his home address was found in illegally dumped waste on railway land in Lancashire. Piles of rubbish from a home improvement project were dumped at a track access point at Burnley earlier this year.

Railway access points are needed 24 hours a day so engineers can carry out essential maintenance. They also provide emergency access so blocking them risks lives. The culprit was caught when an invoice for building materials, displaying their name and address, was found amongst the mess.

The matter was handed to the British Transport Police, and court proceedings began. After pleading not guilty at Burnley Magistrates in May, a judge found the DIY delinquent guilty after a trial at the same court on July 14th.

He was fined £1000 and ordered to pay court costs and compensation to Network Rail – totalling £3000 - for illegally dumping floor tiles, planks of wood, and a bed frame on Network Rail property.

Ian Croucher, maintenance protection coordinator, said: "I hope this case shows a strong message that Network Rail will do everything it can to track down illegal fly-tippers and work with the British Transport Police to bring them to justice. Not only is illegally dumping waste like this hazardous to our staff who have to clear it up and a risk to railway passengers, it's also a blight on the environment. It costs millions of pounds of taxpayers' money to clear waste like this every year – money which should be spent improving journeys for passengers."

Chief Inspector Dave Rams, from British Transport Police, said: "Fly-tipping costs the railway millions of pounds each year which could be invested in the railway network. This offender's actions have cost him dearly and we hope this acts as a deterrent to others who are thinking of doing the same thing."

Fly-tipping is a criminal offence and carries a fine of up to £1,000. Network Rail uses covert tactics and works closely with the British Transport Police to catch criminal fly-tippers. Hidden cameras are installed in known 'grot spots' to gather evidence so those responsible can be taken to court.

Revised proposals for Forth Bridge Experience

Network Rail has submitted a pre-application notice to City of Edinburgh Council for revised proposals to install a bridge walk and visitor hub at the iconic Forth Bridge.

The revised proposals include a low-level reception hub to the east of the Forth Bridge, further away from neighbouring residential properties, minimising the impact on the surrounding environment.

The pre-application process will include online engagement meetings to communicate the revised proposals to the public and gather feedback which will help inform the final designs.

A full planning application, including plans, artist impressions and detailed designs will be submitted later this year following the public engagement exercise.

The proposals will see construction of a bridge walk and reception hub on the South Queensferry side of the UNESCO World Heritage site, which will be used for preparing those heading out on the bridge walk as well as providing an access point to the structure.

Groups of between 12 and 15 people will put on safety harnesses before being led out onto the bridge's south cantilever, walking up to a viewing point at the top using walkways built into the structure.

Alan Ross, Network Rail Scotland's director of engineering and asset management, said: "The events of the past year have prompted us to look more closely at all of our projects to consider how they could be improved or made more affordable in such challenging conditions. The project team has worked extremely hard to draw up revised proposals without compromising the desirability of this exciting project."

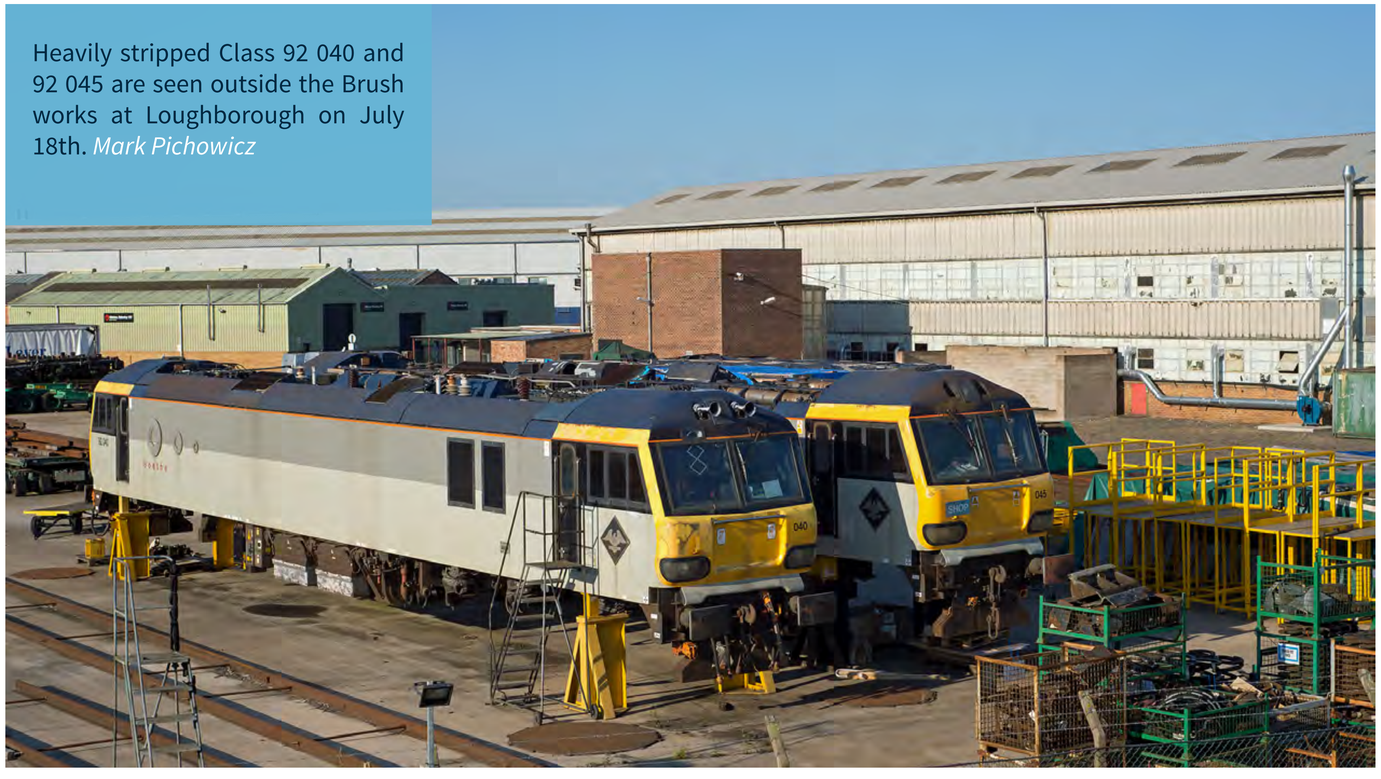


National Rail

The shell of Class 73 134 is seen outside Brush Falcon Works, Loughborough on July 17th. *Mark Pichowicz*



Heavily stripped Class 92 040 and 92 045 are seen outside the Brush works at Loughborough on July 18th. *Mark Pichowicz*



RECOVERY ON TRACK AS BRITS PLAN A 'DOUBLE BASH' THIS FESTIVE SEASON

London North Eastern Railway (LNER) has launched thousands of tickets on sale to allow people to book ahead for Christmas 2021. After the disappointment of Christmas 2020 which saw plans changing at the very last minute due to Covid restrictions, research by LNER has shown that the appetite for a bigger Christmas this year is strong with 65 per cent of people planning a 'double-bash' to make up for 2020. Demand for rail travel on LNER services is significantly on the increase with nearly 200,000 weekly journey searches from potential customers on the LNER website, which is just short of pre-pandemic levels. Along with this, passenger journeys exceed 90 per cent of their pre-COVID levels covering on average 375,000 journeys per week in the past several weeks. These promising numbers show that recovery is well under way for the LNER route and this winter will see more people looking to travel by rail.

The LNER route plays host to some of the UK's favourite festive towns and cities, which will reap the benefits of leisure and weekend travellers returning for day trips and short breaks over the winter. Almost half (48 per cent) of people are looking to travel away from home this Christmas to see family and friends and 30 per cent of those are looking to book at least six weeks in advance. The Advance tickets, which are available for up to 4th January, will be welcome news for those looking to make plans for the winter. Six out of 10 of those polled are looking to make travel plans ahead this year and 68 per cent are looking to make Christmas 'extra special' this year. Those looking to treat themselves could benefit from planning and booking ahead as 47 per cent said they would consider upgrading to First Class on a train this Christmas.

LNER Managing Director David Horne said: "Over the past couple of months we have seen signs that leisure rail travel is on the rebound, with our long-distance services becoming busier than they have been in the past 18 months. The fact that the number of customers planning journeys on the LNER website is almost equal to that of our pre-pandemic numbers is hugely promising. We're pleased to see that customers are feeling confident to travel by rail and we're excited to host people who are looking to explore the East Coast route this winter. Whether they are planning to go ice skating in Edinburgh, Christmas shopping in Newcastle, heading to the Christmas Festival in York or seeing the Christmas lights in Leeds there is something for everyone to experience after the disappointment of last Christmas. We hope that our customers can feel secure when making bookings with us and that planning ahead will give them something to look forward to in the coming months."

From Monday December 13th, LNER will operate a new weekday service in both directions between Middlesbrough and London King's Cross. The new direct service connecting Teesside with London offers fares starting from £20.60 in Standard and £60 in First Class when booked at lner.co.uk



National Rail



Class 33 025 with driving motor coaches from unit No. 7105 plus a pair of MLVs on an Eastleigh Works to Southall working passes Mickledever. *David Lindsell*

Helium balloon halts trains on West Coast main line at Tamworth

A helium balloon has caused delays to rail passengers after it got tangled in 25,000-volt overhead electric cables which power trains on the West Coast Mainline near Tamworth. It's prompted Network Rail to issue a safety plea to the public to not let helium balloons loose near the railway.

The party balloon got caught on the high-voltage overhead wires On August 2nd causing passengers on six trains to be delayed for a total of 44 minutes. Engineers had to close the line and switch off the electricity so the balloon could be safely removed.

James Dean, Network Rail's West Coast South route director, said: "Whilst balloons are fun and bring a sense of celebration to any event, they can be dangerous and cause delays. Our advice is not let them loose outside, especially if you're near the railway. Leave them indoors away from high-voltage equipment so we can keep trains running on time."

Helium-filled balloons causes dozens of train delays for passengers across Britain each year. Network Rail has recorded over 600 balloon-related incidents across England, Scotland and Wales in the past ten years.



HISTORIC NEWCASTLE CENTRAL STATION FACILITIES RESTORED

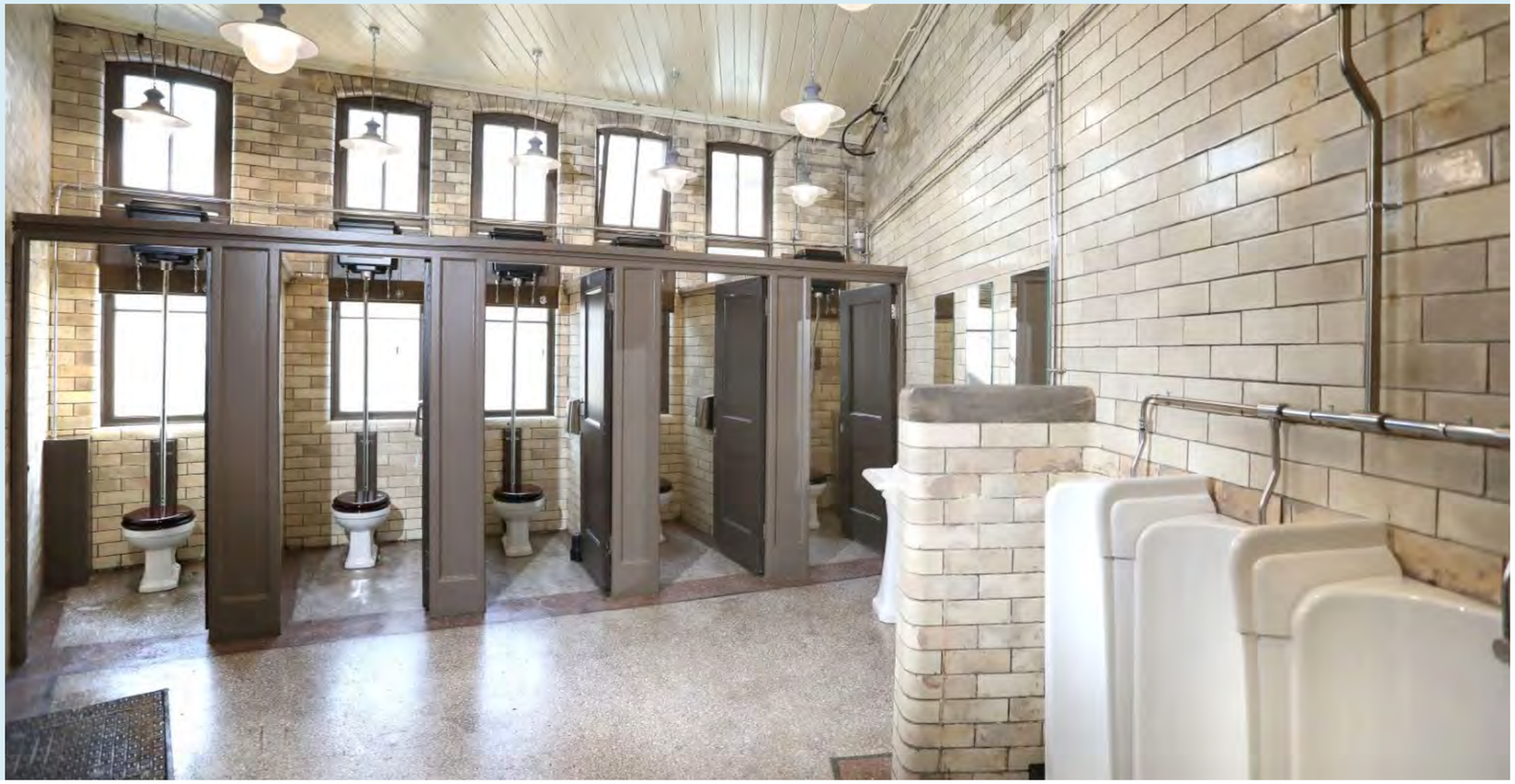
London North Eastern Railway (LNER) is pleased to announce the restoration of historic toilets at Newcastle Central Station, believed to date back to the 1890s. Following the Beeching cuts of the 1960s, the number of train services serving Newcastle Station decreased and platform 12 was rarely used. The rooms along the platform, including the gentlemen's toilets, ceased to be used by the public, with other restroom facilities throughout the station made available for customers at the time.

Thanks to increased services and passenger numbers in recent decades, LNER has restored the toilets in partnership with the Railway Heritage Trust. The team worked hard to ensure the original glazed brick walls and flooring were brought back to life and their former glory.

The reopening of the gentlemen's toilets on platform 12 has enabled LNER to double the capacity of the women's toilets, making it even more convenient for customers to use the facilities at Newcastle.

Claire Ansley, LNER Customer Experience Director, said: "Newcastle Station has played an important role in the region for more than 150 years and we truly value its rich history and heritage. We have carefully restored these facilities to ensure that they both enhance the customer experience and are respectful of the building's heritage and architectural qualities."

Further improvements are planned at Newcastle Station, with the standard waiting rooms being refurbished throughout the Autumn.



National Rail

Tamper No. DR73109 moves onto the fast line at Stockport before crossing over at Heaton Norris Junction (under the distant bridge) whilst moving from Stafford Down Yard to Doncaster Roberts Road on August 20th. *Barry Longson*



Clubs and Societies Apparel

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



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



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



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



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



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



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



If you are after an item not shown, please ask, we have a vast range.

Prices shown is example pricing, Pricing will vary on artwork / design and quantities.

Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

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

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Lyme Regis Branch Locos

SUCCESSFUL, MODERATELY SUCCESSFUL & NOT SO SUCCESSFUL LYME REGIS BRANCH LOCOMOTIVES				
ORIGINAL CLASS	ORIGINAL OWNER	WHEEL TYPE	MAIN PERIOD OF USE	TYPICAL NUMBERS
330	Contractor	0-6-0ST	1900-03	131
A1	LBSCR	0-6-0T	1903-07	734, 735
O2	LSWR	0-4-4T	1906-13	177, 202, 227, 228
415	LSWR	4-4-2T	1913-61	30582, 30583, 30584
14xx	GWR	0-4-2T	12th November 1958	1462 trial - failed!
2MT	LMS	2-6-2T	1960-63	41291/7, 41308/18
Regular steam operation finished 4th November 1963 Branch worked by 2-car DMUs and in March 1965 single railcars BUT DMU shortage sometimes caused steam to return e.g. 15th February 1965 - an ex-GWR 14xx 0-4-2T with a push-pull set e.g. 20th February 1965 - an ex-LMS 2-6-2T No, 41291				
MORE DETAILS of this branch - BRANCH LINE TO LYME REGIS [Middleton Press]				

NOTE that on 15th February 1965 an ex-GWR 14xx tank was used with a push-pull set!

Castle Capers

[1] During November 1956 it was reported in '*Collett Castles & Kings*' by *Roy Hobbs* that 5 'Castle' class 4-6-0s [5098 '*Clifford Castle*' was said to be one of them] diverted onto the SR route via Okehampton [probably the first time?] with the 1.20 pm from Penzance as a result of a line blockage at Kingsteignton, near Newton Abbot.



[2] April 17th 1964 saw 4079 '*Pendennis Castle*' on a trial run at Worcester [above] in preparation for use on the May 9th 1964 special London to Plymouth commemorative excursion. On this test run 97 mph was reported to have been reached though on the 9th May excursion its firebars melted near Westbury as 4079 was heading for the TON.

A Different View

The next part in the series '1001 things you can do with a Class 142', this fine exhibit is seen gracing the scene at Buckfastleigh Station, SDR. *Steve Thompson*



Not much room to social distance but a welcome and busy scene at Manchester Piccadilly on August 20th as passengers exiting from the recently arrived Pendolino from London Euston mingle with those joining the Reading service in the adjacent platform. *Lee Stanford*

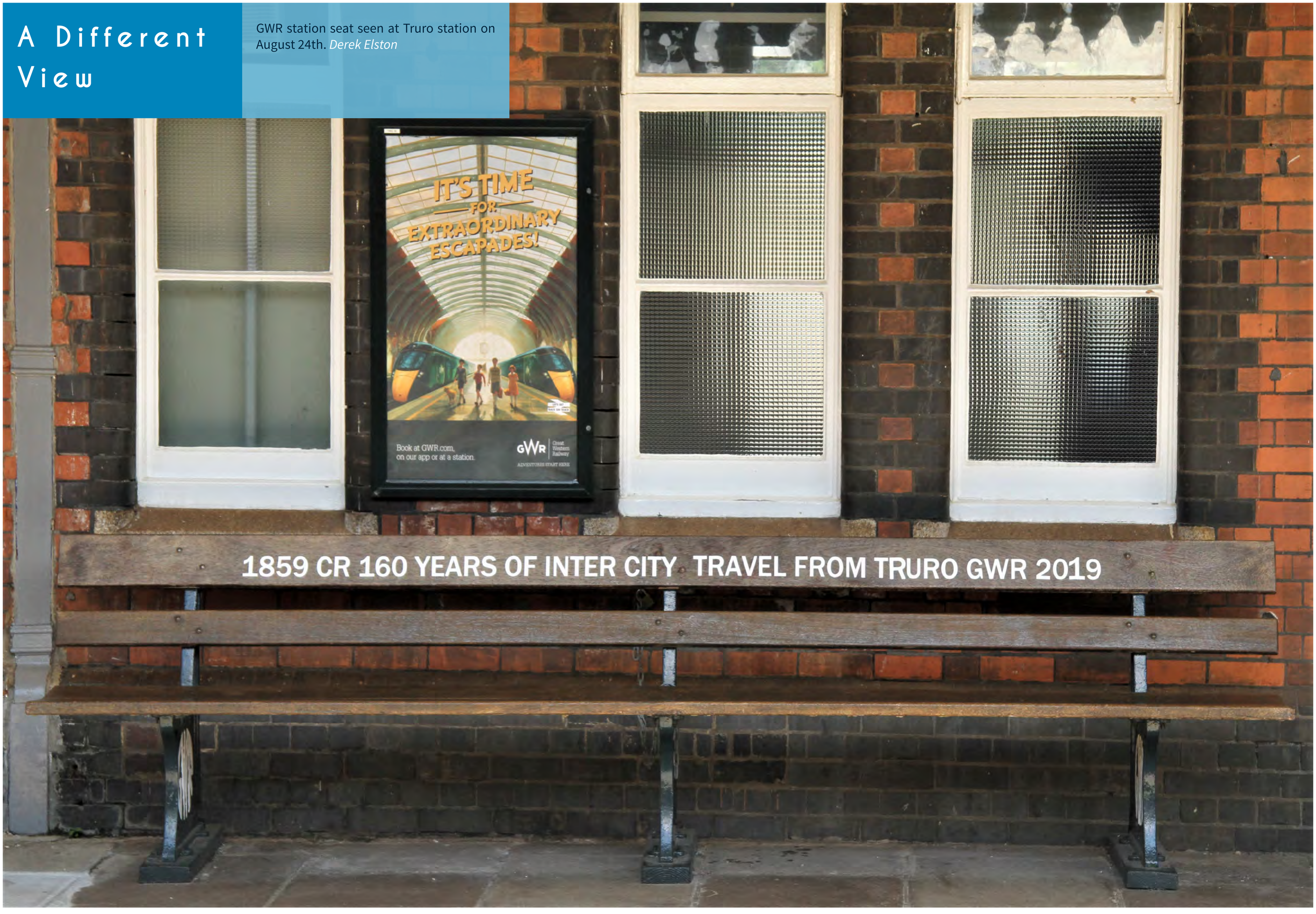


Class 97 303 and 97 404 head 'The Cambrian Coast Express' railtour from Bristol Temple Meads, for Pathfinder Tours, over the Afon Ysgethin at Talybont (near Barmouth) on August 20th. *Amy Bucki*



A Different View

GWR station seat seen at Truro station on August 24th. *Derek Elston*



Preserved Railways

Ride Dr. Frankenslime's Trick or Treat Express



Dr Frankenslime's Trick or Treat Express at the Spa Valley Railway 30 & 31 October 2021

Bring the whole family along to the Spa Valley Railway in Tunbridge Wells to laugh at Dr Frankenslime, the mad scientist, as he builds himself a bride!

Packed full of slapstick comedy, magic and mayhem – it's set to be another sell-out show on Saturday 30th and Sunday 31st October, departing from Tunbridge Wells West at 16:15 and 18:00, returning approximately 1hr 15mins later. The performance is brought to you by the wonderful Radtastic Theatre.

We will start the gruesome fun at Tunbridge Wells West Station with an experiment or two with the wacky Dr Frankenslime. Then we will board the steam hauled Trick or Treat Express to begin our journey to the haunted, Eridge station. Along the way, Dr Frankenslime will hand out activity packs and colouring pencils to all the little monsters onboard.

Upon arrival at the station, everybody will make their way on to the platform where the mad doctor will show you how to make his famous, glow in the dark slime, each child will get to take the revolting concoction home with them!

We will board the Trick or Treat Express once again to travel back to Tunbridge Wells West, the Doctor asking each of you whether you want a trick or a treat along the way.

If you make it back to the station alive, we will bid you farewell!

Fares (includes train ride and show)

Adult - £15.00, Senior - £14.00, Child - £7.50, Family (2A+2C) - £35.00

Book tickets for the 16.15 or 18.00 departure from Tunbridge Wells West in advance at www.spavalleyrailway.co.uk

Murder Mystery Fish & Chip Suppers return to the Spa Valley

The popular Murder Mystery evenings with the 368 Theatre Company will return to the Spa Valley Railway in Tunbridge Wells on Saturday October 9th. The plot will unfold while on board the train after a murder is discovered in the sleepy little Cornish village of Morlington Hill during the 1940s. Police have drawn a blank on apprehending the villain, so passengers are called upon to sleuth it out and find the murderer over a few drinks and supper on board one of the heritage trains!

Who can solve the murder and perhaps win a prize? The evening starts at Tunbridge Wells West Station with a briefing at 18:15 sharp before everyone boards the train and the story starts to unfold. After departure, a fish and chip supper will be served and enjoyed as the train travels through the High Weald countryside to Groombridge. Upon arrival at the Groombridge station more of the story will be revealed and passengers will be invited to stand on the platform to make sure they don't miss out on the action.

The train will return to Tunbridge Wells West and another trip to Groombridge will follow, allowing time for passengers to come up with who they think may have committed the dastardly deed!

Bar car "Kate", will be open for the whole journey. The evening finishes back at Tunbridge Wells West in the Victorian engine shed when all will become clear. These evenings are great fun in groups so why not get a party together for this unique evening?

Menu choices (one option per person):
Cod & Chips
Sausage & Chips
Gluten-Free Battered Cod & Chips
Veggie Burger & Chips

Dessert:
Sponge cake

Dietary requirements must be requested at the time of booking and menu options must be chosen at time of booking.
The event will start at 18:15 and the train departs at 19:00. Arrival back at Tunbridge Wells West will be at approximately 21:45.
Adult Tickets are £40 and available from www.spavalleyrailway.co.uk



Gloucestershire & Warwickshire

Class 24 081 arrives at Toddington station on August 8th. *Neil Pugh*

Preserved Railways

1,000TH COVENANTOR RECRUITED FOR PROJECT TO BUILD BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

'Price of a pint of beer a week' regular donation scheme on-track to raise over £250,000 per year

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce that it has recruited its 1,000th on-going 'P2 for the price of a pint of beer a week' covenantor or regular donor. The covenant scheme to build Britain's most powerful steam locomotive was launched in March 2014 and is now on-track to raise over £250,000 per year, having raised almost £2m to-date.

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 ten years, at an estimated cost of around £6m through its P2 Steam Locomotive Company subsidiary.

Despite the impact of COVID-19, progress on the construction of our new Gresley class P2 'Mikado' is moving forward rapidly. The engine has reached the condition where it is recognisably a class P2 and the structurally complete tender tank and tender wheelsets are now at Darlington Locomotive Works (DLW). Construction and assembly work continues on all fronts, including boiler, wheelsets, tender, heavy motion, pipework and electricals. Design work for the extensively modified and improved cylinder block is complete with construction underway, with the focus now turned to adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design. More progress detail can be found at www.p2steam.com.

Our fundraising is also moving forward well:
The monthly 'P2 for the price of a pint of beer a week' Covenant scheme has attracted over 1,000 Covenantors – surpassing our 1,000 members target by the end of July 2021

The Boiler Club has already recruited 228 members of its 300 members initial target; The Tender Club has reached 106 members of its 250 members initial target; The P2 Support Coach Appeal 56 supporters of its 100 supporters initial target; The Injectors Club launched in June has already recruited 14 members of its 50 members initial target; and The Cylinder Manufacturing Club only launched in July has already recruited 26 members of its 250 members initial target

Our Dedicated Donation scheme has raised over £440,000
The Motion Club has passed its initial target of 175 members and will remain open until the final heavy motion is delivered; The Pony (Truck) Club has already passed its 20 members initial target with 32 members signed up, enabling the funding of certification costs; and The Turbogen Club has reached its initial target of 40 members

The Founders Club had a target of 100 members but thanks to the enthusiasm of our supporters we recruited over 360 members; The Mikado Club reached its extended target of 200 members to fund the wheeling of the engine and tender; and The Cylinder Club reached its initial target of 100 members to fund the redesign phase of the cylinder block.

Altogether this means that over £4m has been spent and more than £4m raised of the estimated £6m required to complete No. 2007 Prince of Wales within the next two years, if Gift Aid is included.

Supporters can become a P2 Covenantor (regular donor) from as little as £2.50 per week by going to the Trust's new online donations pages at www.p2steam.com/support/regular-donations, emailing enquiries@p2steam.com or calling 01325 460163.

Mark Allatt, Trustee, The A1 Steam Locomotive Trust, commented: "Having already built one steam locomotive - No. 60163 Tornado - from scratch, the levels of support and interest that have been generated towards our new Gresley class P2 No. 2007 Prince of Wales have been nothing short of sensational. Over the past eight years, the project to build Britain's most powerful steam locomotive has spent more than £4m on design & construction and raised over £4m of the estimated £6m required to complete No. 2007 within the next two years – and, in spite of the impact of COVID-19, completion is now within sight. Coincidentally the last of the former Gresley class P2s, No. 2002 Earl Marischal which had been rebuilt as a Thompson class A2/2, was scrapped 60 years ago in July 1961 in its final identity as No. 60502.

The 'P2 for a price of a pint of beer a week' covenant (regular donation) scheme has recruited it 1,000th on-going supporter meaning that it is now on-track to raise over £250,000 per year, having raised almost £2m to-date. If you would like to see a new Gresley class P2 sooner rather than later, I would encourage potential supporters to get on-board."



Photo: Steve Davies MBE presses the button to start machining the first cylinder block component for No. 2007 Prince of Wales at Howco Group Plc, Irvine ©A1SLT

South Devon Railway

Great Western ‘Prairie’ tank No. 5542 is seen running round its train at Totnes Riverside on July 28th. *Steve Thompson*

Keighley and Worth Valley Railway

The Lines 4F No. 43924 has been granted a temporary extension of its boiler certificate, allowing the veteran machine to keep operating, however enthusiasts have been told to make the most of the opportunity, as the mechanical condition of some of the boiler components means that the temporary extension could end at any time. The loco is seen near Ingrow, heading for Oxenhope with a mid-day train on August 12th. *Ben Bucki*

After spending most of the last 18 months out of use, due to Covid restrictions the line has recently been making extensive use of their Class 101 DMU over the summer holidays. The train, comprising cars Nos. M51189 and Sc51803 is seen at Damems, with an afternoon service for Keighley. *Ben Bucki*

Class 4F No. 43924 is seen at Damems, heading for Oxenhope with a mid-day train on August 12th. *Ben Bucki*







Embsay & Bolton Abbey

Hunslet 0-6-0 'Cumbria' seen running round its train at Bolton Abbey on August 13th.
John Balaam

Bure Valley Railway

No. 6 ‘Blickling Hall’ is seen at Aylsham station on August 10th. *Allison Twycross*



No. 3 ‘2nd Air Division USAAF’ is seen departing Buxton station on August 10th. *Allison Twycross*



No. 1 ‘Wroxham Broad’ and No. 8 ‘John of Gaunt’ are seen being cleaned at Aylsham on August 10th. *Allison Twycross*



Mid Norfolk Railway

Class 47 580 ‘Countess of Essex’ stands at Dereham station on August 11th. *Allison Twycross*

Class 144 018 is seen in the sidings at Dereham on August 11th. *Allison Twycross*

On August 11th, Class 47 No. D1933 ‘Aldeburgh Festival’ is seen having some radiator work done at Dereham. *Allison Twycross*







Appleby Frodingham

With the regulator open wide, 1924 built Avonside 0-6-0ST ‘Cranford’ runs round it’s train of brake vans at the Scunthorpe steel works on July 24th. *Derek Elston*



British Steel Scunthorpe’s Hunslet Bo Bo No.71 works a torpedo train toward the blast furnaces. *Derek Elston*





The remains of Yorkshire Engine Co. 0-6-0DE shunter No.90 on the scrap line on the south side of blast furnace at Scunthorpe steelworks. *Derek Elston*

British Steel Scunthorpe’s Hunslet Nos. 74 and 75 top’n’tail two loaded torpedos away from the blast furnaces. *Derek Elston*



No. 8.719 Bo-Bo DE MAK 1600.01996, 8.708 Bo-Bo DE MAK 1600.00896 and 8.703 Bo-Bo DE MAK 1600.00396 are stabled in the Rail & Section Mill sidings. *Derek Elston*



Dartmouth Steam Railway

On August 4th, GWR 4575 Class 2-6-2 No. 5526 is seen with a Dartmouth - Paignton service approaching Goodrington. *Richard Hargreaves*

On July 26th, Class 03 371 is seen in the yard at Churston. *Richard Hargreaves*

Class 08 No. D3014 is seen shunting stock at Paignton on August 4th. *Richard Hargreaves*







Dartmouth Steam Railway

Great Western Railway (GWR) 5205 Class No. 5239 is seen departing Goodrington on August 4th with a service to Dartmouth.
Richard Hargreaves

On August 4th, an additional 17:55 Paignton - Kingswear, utilized Class 37 No. 6975 which is seen passing Paignton South after departure.
Steve Thompson

Passing the carriage sidings at Goodrington is GWR 5205 Class No. 5239, returning from Kingswear to Paignton. *Steve Thompson*







East Somerset Railway

On August 8th, GWR 2-6-2T No. 4555 arrives at Cranmore. The loco is on hire from the Paignton & Dartmouth, but I still associate it with the South Devon Railway at Buckfastleigh. It was one of the original locos on the fledgling Dart Valley Railway. *Steve Thompson*

Amerton Railway

On July 18th, Bagnall (works No. 1491/1897) ‘Isabel’ is seen working a passenger service.
Mark Pichowicz

Amerton Railway

Kerr Stuart Wren class locos 'Peter Pan' (works No. 4256/1922), visiting from the Leighton Buzzard Railway) and 'Lorna Doone' (works No. 4520/1922) work a passenger service.
Mark Pichowicz

Statfold Barn Railway

Hunslet Quarry engines ‘Britomart’ (works No. 707/1899) and ‘Statfold’ (works No. 3903/2005) are seen in operation at the line on July 11th. *Mark Pichowicz*

Statfold Barn Railway

On July 11th, 'Cegin' and 'Marchlyn' approach Grainstore station.
Mark Pichowicz



North Norfolk Railway

Class 37 No. D6732 is seen at Sheringham with a quad-art set for a special to Holt on August 17th. *John Balaam*



WD 2-10-0 No. 90775 is seen at Holt on August 17th. Note the M & GN somersault signal. *John Balaam*



Standard 4 No. 76084 is seen outside the shed at Weybourne on August 17th. *John Balaam*



GWS Didcot

Gas Turbine loco No. 18000 is seen rusting away once again at Didcot on August 18th.
Ken Mumford



GWR 0-4-0ST Avonside No. 1340 ‘Trojan’is seen working services on the ‘Branch line’ on August 18th. *Ken Mumford*



GWR 2900 Saint Class No. 2999 ‘Lady of Legend’ stands outside the steam shed.
Ken Mumford



GWS Didcot

Hunslet 0-6-0DM shunter No. DL26 was built in 1957 and originally acquired as it was light enough to cross the carriage shed traverser. *Ken Mumford*

Steam Railmotor No. 93 awaits restoration, as the boiler certificate expired in spring 2021. The vehicle awaits a boiler overhaul and some considerable remedial work to the exterior wood cladding, which has not lasted well. *Ken Mumford*

GWR 2884 Class No. 3822 is another loco at Didcot that requires a boiler overhaul before it can haul trains again. *Ken Mumford*







Telford Steam Railway

Class 37 263 was in operation at the line on August 21st/22nd, its first public event. Seen here on the 21st. *Carl Grocott*

Ravenglass ansd Eskdale Railway

On August 30th No. 11 ‘Douglas Ferreira’ a diesel hydraulic loco built in 2005 is seen in operation. *Kevin McCormick*

No. 9 ‘River Mite’ is owned by the Ravenglass & Eskdale Railway Preservation Society, and first entered service in 1967. Built by Clarkson’s of York using components from River Esk’s steam tender. *Kevin McCormick*

No. 12 ‘Whillan Beck’, originally built to run at the Ibero-American Exposition in Seville and following nearly 90 years out of action, the engine, originally named Pinta, was restored in Barcelona. *Kevin McCormick*







Severn Valley Railway

Stored HST power cars Nos. 43272, 43277, 43251, 43274 and 43257 are see at Arley on August 28th. *Richard Hargreaves*





Severn Valley Railway

Stored power cars Nos. 43274 and 43272 had an outing to Bridgnorth on August 24th.
Carl Grocott

East Lancs Railway

Getting a mid-week run-out on the ELR, LNER A4 Pacific No. 60009 ‘Union Of South Africa’ heads for Rawtenstall on August 12th. *Gerald Nicholl*

Soon to retire LNER A3 No. 60009 ‘Union of South Africa’ barks away from its Summerseat stop on August 30th. Next stop Ramsbottom! *Jeff Nicholls*

On August 29th, ‘Union of South Africa’ approaches Townsend Fold en route to Rawtenstall. *Michael Lynam*







East Lancs Railway

Visiting the line, LNER A3 Pacific No. 60103 'Flying Scotsman' departs Rawtenstall for a non-stop run to Bury on August 29th.
Gerald Nicholl

LNER A3 No, 60103 waits at the signal just outside Ramsbottom working a Rawtenstall to Bury non-stop service on August 29th.
Steve Stepney

On August 29th, LNER A4 No. 60009 'Union of South Africa' working a Bury to Rawtenstall service is seen after just departing Ramsbottom.
Steve Stepney







East Lancs Railway

Visiting the line, LNER A3 Pacific No. 60103 ‘Flying Scotsman’ drifts non stop through Irwell Vale on Bank Holiday Monday, August 30th. *Jeff Nicholls*



LNER A3 No, 60103 ‘Flying Scotsman’ approaches Summerseat slightly behind time working the 10:15 Rawtenstall to Bury on August 29th. *Lee Stanford*

On August 29th, LNER A4 No. 60009 ‘Union of South Africa’ gets the 11:53 Bury to Rawtenstall underway at Ramsbottom. *Lee Stanford*





Ecclesbourne Valley Railway

On August 8th, Class 47 No. D1842 is seen running round its train at Wirksworth. *Michael Lynam*

GWR Nos. 9466 and BR 80080 are seen in the yard at Wirksworth. *Michael Lynam*

Class 47 No. D1842 and Class 14 No. D9537 have just arrived at Wirksworth on August 8th with a service from Duffield. *Michael Lynam*







Rocks By Rail: Living Ironstone

Andrew Barclay 0-6-0ST, works No. 2088, 'Sir Andrew Roydon' is seen giving brake van rides at Cottesmore on August 15th. *Derek Elston*



Yorkshire Engine Co. 0-6-0DE shunter, works No.2872, is seen in Colsterworth Mines livery at Rocks by Rail on August 15th. *Derek Elston*





Ketton & Portland cement No. 1, John Fowler works No. 4220007, is seen undergoing restoration. *Derek Elston*

Preserved Ruston & Hornsby 0-4-0DE shunter, works No. 421436, is seen on the shed. *Derek Elston*



Ruston & Hornsby 88DS, works No. 207103, is another loco undergoing restoration at Cottesmore.*Derek Elston*



Peak Rail

Robert Stephenson & Hawthornes 0-4-0ST, works No.7063, CEGB No.15, comes off shed at Rowsley on August 22nd. *Derek Elston*



Class 37 310 ‘British Steel Ravenscraig’ stands outside the shed at Rowsley, Peak Rail. *Derek Elston*



Peak Class 44 No. D8 ‘Penyghent’ comes off shed to work the day services in T&T mode with steam loco CEGB No. 15 on August 22nd. *Derek Elston*





Looking in need of some TLC is Waterman Railways Class 46 035 seen here at Rowsley, on August 22nd. *Derek Elston*

Class 08 417 minus its rods and a Network Rail liveried Class 73 are seen at Rowsley. *Derek Elston*



Lynton & Barnstaple Railway

Baugley built 0-6-0 150hp diesel mechanical locomotive No. 2393 ‘PILTON’ is seen at the railway on August 26th. *Derek Elston*

On August 26th, Kerr Stuart & Co Ltd Joffre Class 0-6-0T No. 2451 ‘AXE’ comes off its train at Woody Bay and heads for the water column. *Derek Elston*

L&B Hunslet No. D6652 is seen stabled at Woody Bay. *Derek Elston*







Buxton Pavilion Gardens

The steam outlined diesel hydraulic 0-6-0, 121/4" gauge locomotive, 'Edward Milner' built by A Keef in 2000. The locomotive is named after the designer of the park Edward Milner who landscaped the gardens in 1871.
Michael Lynam



From the Archives

On July 29th 1984, Class 73 140 is seen hauling a VSOE outing. *Mark Enderby*



Class 73 103 and 07 006 are seen at Eastleigh on September 11th 1975. *Mark Enderby*



From the Archives

A Class 40 on a cement train to Widnes Tanhouse Lane passes the site of Latchford station in 1972. *Mark Enderby*



Class 37 002 is seen on test at Crewe Works on July 4th 1987 having recently emerged from the paint shop in the then new livery.
John Sloane



Class 45 103 stands at Manchester Victoria waiting for its next duty on May 25th 1987.
John Sloane



From the Archives

Hymeks Nos. 7028 and 7001 are seen arriving light from Old Oak Common at London Paddington to work the Hymek Swansong Farewell tour on September 22nd 1973.
Lee Stanford

‘Lion’ crosses the Leeds and Liverpool canal at Gathurst during a test run from Wigan CE depot to Burscough on March 21st 1980. *John Sloane*

Class 47 184 ‘County of Cambridgeshire’ approaches Norwich with a service from London Liverpool St. on May 1st 1980.
John Sloane







From the Archives

Class 31 408 approaches Newark Northgate with a train from Cleethorpes on December 29th 1982. *John Sloane*

Nos. D1048 ‘Western Lady’, D1041 ‘Western Prince’ and D832 ‘Onslaught’ are captured on display at Horwich Works on June 15th 1980. *John Sloane*

Class 25 266 prepares to depart London Euston the empty stock of a sleeper service from Scotland on August 13th 1983. *John Sloane*





From the Archives

Class 37 247 is ready to depart Norwich with a passenger service on July 3rd 1976.
Mark Enderby

Class 03 084 is seen stabled at Norwich on July 3rd 1976. *Mark Enderby*

Class 37 114 ‘Durobin Castle’ runs around its train in Andover Yard on July 24th 1992.
David Lindsell







From the Archives

Having relieved sister loco No. 806 ‘Cambrian’, Warship No. 805 ‘Benbow’ waits time at Plymouth with a Penzance to Liverpool service on July 22nd 1972. *Lee Stanford*



Class 47 533 departs Andover at 12:35 on March 6th 1988 with a late running Exeter service. *David Lindsell*



Class 50 008 ‘Thunderer’ is seen at Andover with the 12:20 service to Exeter on October 4th 1987. *David Lindsell*



From the Archives

Now preserved, Western No. D1023 stands at Newton Abbot after arriving with the 08:00 Bristol to Penzance service on November 4th 1972. *Lee Stanford*

On August 23rd 1978, Class 24 082 passes the future site of Runcorn East station on a service from North Wales. *Mark Enderby*

On July 22nd 1972, Sulzer Type 2 (later to be known as Class 25) No. 7573 stands on Laira depot. *Lee Stanford*





