

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 182

Well what a bumper month for photos, its great to see so many of you out and about again, and that autumn sunshine has brought some cracking shots.

The news has been dominated this month by the collision between passenger trains at Salisbury Tunnel Junction, where at around 18:45 on October 31st, train reporting number 1L53, the 17:20 South Western Railway passenger service from London Waterloo to Honiton, collided with the side of train 1F30, 17:08 Great Western Railway passenger service from Portsmouth Harbour to Bristol Temple Meads. The impact of the collision caused the front two coaches of train 1L53 and the rear two coaches of train 1F30 to derail. Both trains continued some distance into Fisherton tunnel following the collision, before they came to a stop. Thirteen passengers and one member of railway staff required treatment in hospital as a result of the accident, which also caused significant damage to the trains and railway infrastructure involved.

RAIB's preliminary examination has found that the movement of train 1F30 across the junction was being protected from trains approaching on the Down Main line by signal SY31, which was at danger (displaying a red aspect). Train 1L53 passed this signal, while it was at danger, by around 200 metres, immediately prior to the collision occurring.

Preliminary analysis of data downloaded from the On Train Data Recorder (OTDR) fitted to train 1L53 shows that the driver initially applied service braking to slow the train on approach to the caution signal before signal SY31. Around 12 seconds after service braking started, the driver made an emergency brake demand. As the train approached signal SY31, and with the emergency brake still being demanded by the driver, a second emergency brake demand was made by the train protection and warning system (TPWS). These emergency brake demands did not prevent the train from reaching the junction, where the collision occurred. OTDR analysis indicates that wheel slide was present both when the driver applied service braking and after emergency braking was demanded. This was almost certainly a result of low adhesion between the train's wheels and the rails.

Also in the news is that private sector transport operators were invited to a market engagement exercise by the Department for Transport as a first step towards awarding Passenger Service Contracts, while the Rail Delivery Group said travel is recovering in the wake of the Covid lockdowns, although travelling to work by train continues to be much less popular than it was. In the face of calls for a greater degree of government control, the RDG warned that 'squeezing out' the private sector will 'stifle innovation' and leave a funding 'black hole'.

Leisure travel by train has bounced back strongly to 90 per cent of its former total, and Network Rail has issued its traditional advice to visitors to the popular Birmingham Christmas market not to leave it too late before starting for home, because later evening trains are expected to be very crowded. But commuter business has only partly recovered, and on average stands at 45 per cent of pre-pandemic levels, in spite of the introduction of 'part time' season tickets. In London and the south east, which is by far the largest commuting area in the country, the figure is just 41 per cent, which suggests only two out of five commuters have resumed their old habits. The commuting figure around other cities is higher, at 54 per cent. The Rail Delivery Group said the changing emphasis means that the railway is now carrying more leisure travellers, at 55 per cent of all journeys, compared with 33 per cent before Covid.

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

Class 14 No. D9551 leads 'Clayton' Class 17 No. D8568 with a Bridgnorth to Kidderminster service at Eardington on October 1st. *Phil Martin*

Front Cover

Dwarfed by the Yorkshire landscape, LNER A1 Class 4-6-2 No. 60163 'Tornado' climbs through Ribblesdale heading the northbound A1 Steam Locomotive Trust's special over the S&C on October 21st. *Gerald Nicholl*



On October 1st, Freightliner provided a pair of orange Class 90s, in the form of 90 014 and 90 010 to work the 12:15 Trafford Park to Felixstowe North, seen at Rugeley Trent Valley. *Barry Longson*

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Charter Scene Spirit of the Lakes

The Lune Rivers Trust

On September 25th, SR MN Class No. 35018 'British India Line' makes light work of the climb through Standish whilst working the return Lune Rivers Trust excursion from Chester to Carnforth via Hellifield. *John Sloane*



LMS Princess Coronation Class No. 6233 'Duchess of Sutherland', with Class 47 773 just visible on the rear, approach Bristol Temple Meads on October 30th working 1Z50 Tyseley Warwick Road - Derby - Bristol Temple Meads.
Richard Hargreaves

Intercity

The Devonian Double

Class 40s Nos. D213 and D345 wait to depart a wet Preston on October 30th working the 1Z40 Preston - Plymouth. *Kevin McCormick*

Job Done! As the pair of Class 40s are seen on the return to Preston after their trip to Plymouth. *Kevin McCormick*

Class 40s Nos. D213 and D345 are seen upon arrival at Plymouth on October 30th. *Kevin McCormick*







Intercity

The Devonian Double

On October 30th, Class 40s Nos. D213 and D345, with Class 47 828 on the rear, pass Kempseye working 1Z40 Preston - Plymouth. *Phil Martin*

Class 40s Nos. D213 and D345 sit in the sunshine at Plymouth on October 30th, with the tour from Preston *Kevin McCormick*

Class 40s Nos. D213 and D345 depart Bristol Temple Meads on October 30th working the 1Z40 Preston - Plymouth. *Richard Hargreaves*



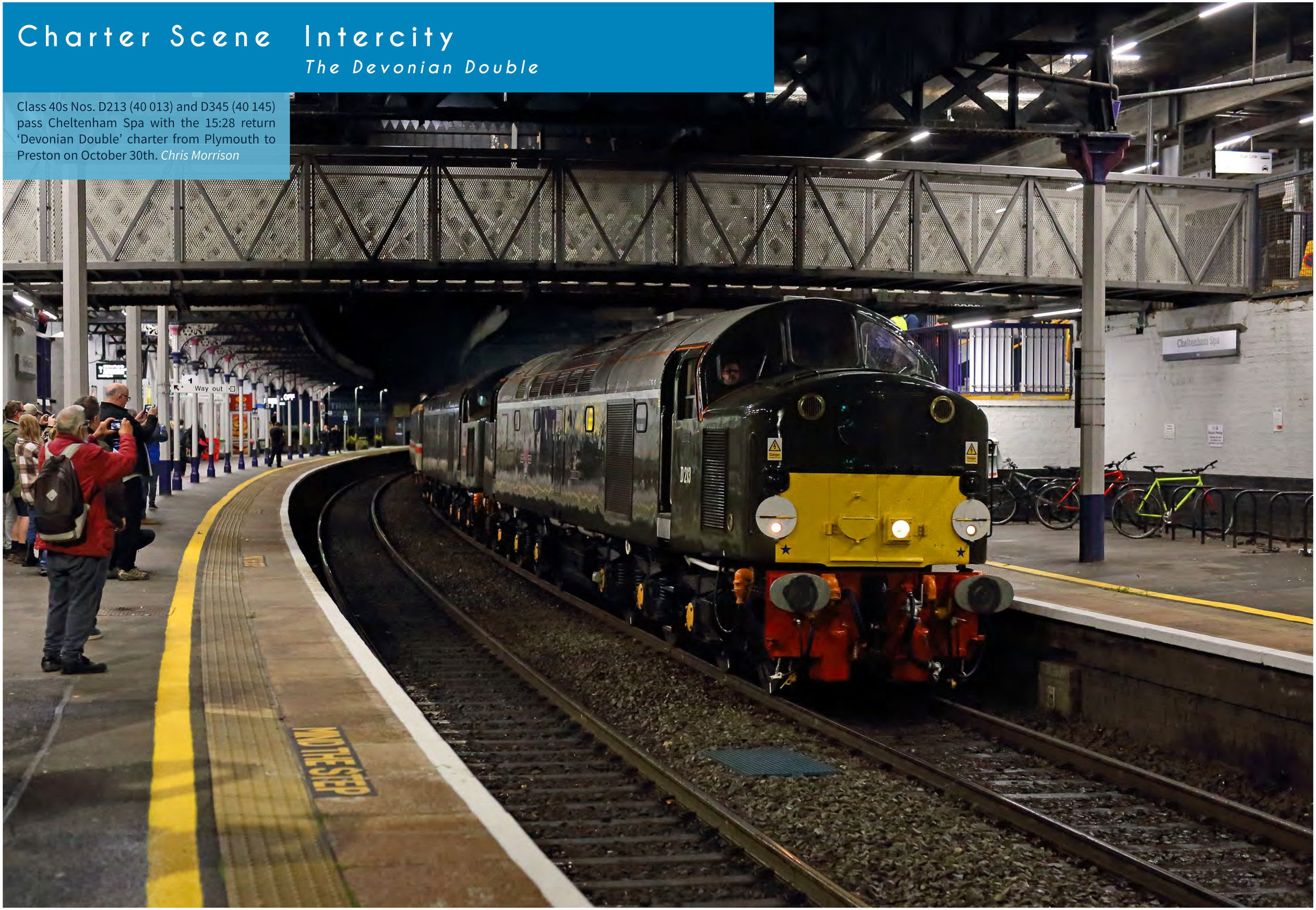




Charter Scene Intercity

The Devonian Double

Class 40s Nos. D213 (40 013) and D345 (40 145) pass Cheltenham Spa with the 15:28 return ‘Devonian Double’ charter from Plymouth to Preston on October 30th. *Chris Morrison*



Charter Scene Saphos Trains

Great Western Envoy

On October 6th, LMS Royal Scot Class No. 46100 passes through Swindon centre road on its return journey with 1Z62 Bristol Temple Meads - Bridgnorth. *Colin Pidgeon*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On October 9th, Class 86 259 heads a 'Cumbrian Mountain Express' past Farington Curve Junction. *John Sloane*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Brightening the gloom on October 9th, 'British India Line' accelerates away from Ribblehead with the return leg of the 'Cumbrian Mountain Express'. *Shep Woolley*



Charter Scene A1 Steam Locomotive Trust

Tornado & Flying Scotsman over the S&C

Abysmal weather conditions on October 20th for No. 60163 ‘Tornado’ as it speeds through Settle Junction with the northbound steam excursion over the S&C. *Shep Woolley*



Charter Scene A1 Steam Locomotive Trust

Tornado & Flying Scotsman over the S&C

On October 20th, LNER A1 No. 60163 'Tornado' approaches Hellifield in pouring rain working the 1Z52 Tamworth - Carlisle with out of sight Class 47 746 on the rear. *Michael Lynam*



Charter Scene A1 Steam Locomotive Trust

Tornado & Flying Scotsman over the S&C

LNER A1 No. 60163 ‘Tornado’ passes Lostock Hall with 1Z60 07:10 Birmingham International - Carlisle on October 21st. *Jeff Nicholls*

Charter Scene A1 Steam Locomotive Trust

Tornado & Flying Scotsman over the S&C

With sanders blowing, A1 Class 4-6-2 No. 60163 ‘Tornado’ heads for the shadows and attacks the gradient on Hoghton Bank with the outbound A1 Steam Locomotive Trust’s special to Carlisle over the S&C on October 21st.
Gerald Nicholl



Charter Scene Belmond British Pullman

V.S.O.E.

‘Merchant Navy’ Class Pacific No. 35028 ‘Clan Line’ passes Thingley on a run out from London Victoria to Bristol with the Belmond British Pullman on October 6th. *Gerald Nicholl*

Charter Scene Belmond British Pullman

V.S.O.E.

On October 13th, Class 67 021 waits time at Swindon working the 1Z16 Cardiff to London Victoria return charter. *Colin Pidgeon*



Charter Scene Belmond British Pullman

V.S.O.E.

On October 6th, SR MN Class No. 35028 ‘Clan Line’ is seen at Swindon with a charter to Bristol. *Colin Pidgeon*



Charter Scene Belmond British Pullman

V.S.O.E.

Class 67 021 working the 1Z87 London Victoria to Whitchurch via Southampton is seen at Whitchurch where it stopped for just 20 minutes before heading off as 1Z88 back to London Victoria. *Michael Bennett*



Charter Scene Railway Touring Company

The Peaks Express

With a bit of an identity crisis Jubilee No. 45699 ‘Galatea’ (or is it Alberta or Sierra Leone?) gets away from a signal stop at New Mills South Junction and starts the climb to Cowburn Tunnel on October 24th with the 10:13 Preston to Derby. *Lee Stanford*



Charter Scene Railway Touring Company

The Peaks Express

Jubilee No. 45699 passes Highfield Moss on October 24th with a Preston - Sheffield - Preston tour. *Jeff Nicholls*



Charter Scene Statesman Rail

Settle & Carlisle Coastal Statesman

On October 16th, Class 47 614 (47 853) stands at Crewe working 1Z35 High Wycombe - Appleby with Class 47 No. D1935 on the rear.
Richard Hargreaves



Branch Line Society

The Wirral Squirrel

On October 3rd, Class 40 013 passes Chester Locks with the BLS tour to various branch lines in Merseyside and Cheshire. *Brian Battersby*

Class 40 No. D213 edges round the west curve at Earlestown on October 3rd with the BLS tour. *John Sloane*

Class 47 614 (47 853) is seen on the rear of the tour at Earlestown as it heads towards Liverpool. *John Sloane*







Charter Scene Midland Pullman

West Highland Pullman

Power cars Nos. 43055 and 43046 pass through Winwick on October 23rd working the 1Z43 Reading - Fort William. *Jeff Nicholls*



Charter Scene Midland Pullman

West Highland Pullman

On a gloomy October 23rd, the Midland Pullman HST speeds past Springs Branch Junction, Wigan, with the 06:00 Reading to Fort William 'West Highland Pullman' tour. *Paul Senior*



Charter Scene Saphos Trains

White Rose

BR Brunswick Green Jubilee Class 4-6-0 No. 45596 'Bahamas' hammers past Harrowden Junction with 'The Yorkshireman' 1Z35 06:12 Ealing Broadway to York on October 16th. Class 47 746 was on the rear. *Derek Elston*



Charter Scene Northern Belle

Northern Belle

On October 23rd, yet another dismal day in Cumbria as A1 Class No. 60163 'Tornado' works the 'Northern Belle' through Greenholme and on to Carlisle. *Shep Woolley*



LNER A1 No. 60163 'Tornado' hauling the return 'Northern Belle', heads over Arten Gill Viaduct on October 23rd. *Shep Woolley*



Charter Scene Northern Belle

Northern Belle

Making a fine sight on October 16th, LNER A1 No. 60163 ‘Tornado’ heads the ‘Northern Belle’ towards Shap and on to Carlisle. *Shep Woolley*



Northern Belle

Northern Belle

Class 86 401 is seen departing Crewe on October 16th, with 1Z60 Crewe - Carnforth D&UGL - Carlisle, with 'Tornado' taking over the service at Carnforth. *Richard Hargreaves*

A new arrival for haulage of railtours is Class 86 401 'Mons Meg'. Here it is on October 7th at Standish hauling a Northern Belle excursion from Coventry to Carnforth from where 'Tornado' took over for the onward journey over Shap and the S&C. *John Sloane*

The ever reliable Class 57 601 is seen on the rear of the tour as it passes Standish on October 7th. *John Sloane*







Charter Scene

ECS and Light Engine Moves

On October 21st, SR Battle of Britain Class No. 34067 ‘Tangmere’ works 5M50 towards Settle Junction during its loaded test run around the Carnforth circuit. *Shep Woolley*

Class 67 006 ‘Royal Sovereign’ leads 5Z71 10:18 DB Cargo Fan A and B Sidings to Burton Wetmore Sidings ECS through Northampton on October 25th with 67 005 on the rear. *Derek Elston*

Repainted Class 40 No. D345 passes through Earlestown on its way from the East Lancs Railway to Crewe on October 4th. *John Sloane*





Charter Scene ECS and Light Engine Movements

With the hawthorn berries being lit up by the late afternoon sun, the HST set of the 'Staycation Express' passes north through Winwick on October 22nd ready for the half-term excursions over the S&C. *Jeff Nicholls*



On October 6th, SR Battle of Britain Class No. 34067 'Tangmere' works 5M51 over Capernwray Viaduct on a test run to Hellifield.
Shep Woolley



Charter Scene

ECS and Light Engine Moves

Class 67 007 works a Wembley to Burton ECS through Derby on October 10th.
Richard Hargreaves

On October 20th, SR BoB Class No. 34067 ‘Tangmere’ arrives at Hellifield on a test run as 5M50 from Carnforth - Carnforth via Hellifield, Blackburn & Preston. *Michael Lynam*

On October 16th, Class 87 002 and 86 101 are seen stabled at LSL Crewe depot.
Richard Hargreaves







Avanti West Coast

Class 390 039 arrives at Wigan North Western on October 27th with a service to London Euston.
John Sloane

Next stop – retirement! Train driver makes last journey after 50 years on railway

An Avanti West Coast employee made his last journey as a train driver, marking the end of 50 years on the railway.

Steve Wilson, 66, drove Pendolino 390 157 from London Euston to Manchester Piccadilly – where he has been based for 15 years, for his final shift before retirement.

To celebrate the end of his long career, Steve's wife and two daughters joined him for his last working day to gain an insight into the role he has done over the last five decades.

Accompanied by Steve's manager, Dave Wright, they gave him a send-off at Euston station before travelling as passengers onboard the train to Manchester – it is the first time the family have made a train journey with their dad in the driver's seat.

Steve was greeted by applause from his family after stepping out of the driver's cab for the last time at Manchester Piccadilly before being presented with his 50 years' service award.

Following in his father's footsteps, Steve joined the railway in 1971 – working on the platforms at Manchester Oxford Road. In 1974 he began working on the footplate (a term to describe where the driver operates a steam locomotive) – marking the start of a career driving trains based out of Manchester.

Speaking of his half century on the railway, Steve said: "I have many happy memories of my time on the railway and have thoroughly enjoyed working with colleagues as part of the 'Railway Family'.

"It meant a lot to share my last journey as a driver with my wife and two daughters, so they could experience the job I've loved doing – it has certainly been a memorable send-off for my retirement."

Dave Wright, Driver Team Manager at Avanti West Coast, said: "Steve is a rare breed of railwayman that has achieved the 50-year milestone, he has been a credit to Avanti West Coast and the depot at Manchester and will be sorely missed by everyone. During my time at Manchester it has been a privilege to manage Steve and I wish him all the best in his retirement."



Avanti West Coast

Avanti's Class 390 121 in the special 'Climate Change' livery, passes Winwick Quay at speed working 1Z26 13:27 London Euston to Glasgow, carrying delegates for the COP 26 Conference in Glasgow, on October 30th. *Paul Senior*

Free wellbeing hypnotherapy sessions offered by Avanti West Coast

Avanti West Coast is offering free hypnotherapy sessions on its trains in a first for the UK rail industry, to help customers feel energised and confident. The long-distance operator has partnered with well-being app Clementine as part of an exclusive offer for those travelling on the West Coast Main Line.

Clementine will give customers access to a series of hypnotherapy sessions designed to help users get into the right mindset to make the most of their journey – whether it's space to rest or be more productive.

Launched in October, Clementine's selected material can be streamed on a customer's device through the free on-board entertainment service, Avanti Media. The sessions are between three and 20 minutes long and focus on visualisation techniques to set customers up in the best possible way. These include recharging to overcome tiredness or feelings of being overwhelmed, to resources on power napping as well as improving productivity to help users feel confident, empowered and in control.

Bob Powell, Customer Proposition Director at Avanti West Coast said: "Taking the train is one of the most comfortable ways of getting to a destination and as we welcome our customers back to rail, this partnership is about helping them to get into the right mindset for the rest of the day. Whether that's taking a much-needed rest or mentally preparing for that big presentation. We believe the onboard journey experience is as important as getting to the destination itself. These sessions are part of the unique experience our customers can expect from travelling with Avanti West Coast."

Founder of Clementine, Kim Palmer, said: "We are so excited to be partnering with Avanti West Coast and providing their customers with access to our game changing hypnotherapy sessions for the first time. We believe in the power of hypnotherapy and making mental health tools accessible and achievable. This partnership is about enabling more people to create important micro mind-shifts throughout their journey preparing them for whatever awaits them as they alight their train."



Avanti West Coast

Heading for Glasgow with only a brief stop at Preston for crewing purposes, Class 390 121 sports its special ‘Climate Change’ livery as it speeds north through Winwick on October 30th. The coaches blend nicely with the trees in the background! *Jeff Nicholls*

Class 390 152 races past Willesden Junction with a northbound service on October 15th. *John Sloane*

Class 390 039 stands at Wigan North Western on October 27th with a service to London Euston. *John Sloane*







Chiltern Railways



Chiltern DVT No. 82304 sits at Birmingham Moor Street on October 6th awaiting its next run to London Marylebone. *Barry Longson*

Boost for returning commuters as Chiltern Railways adds 2,200 more seats a week

Returning commuters are set for a boost with Chiltern Railways putting on an additional 2,200 seats every week by lengthening key services. In recent weeks customer numbers have risen as more commuters return to the office, which has resulted in some key peak time trains becoming busier, especially on Tuesdays, Wednesdays and Thursdays.

Chiltern Railways is committed to giving its customers the best possible experience when they travel, and so effective from October 18th Chiltern Railways are implementing changes to address these pressures and give customers more space onboard trains. The changes mean there will be an additional 247 seats in the Tuesday-Friday morning peak, 548 additional seats each weekday, and in total an additional 2,192 seats every week.

Chiltern Railways collect and assess data on how many customers use each one of its trains, and this uplift has been carefully matched to meet demand on key services.

The following changes to train lengths will be introduced from Monday 18th October 2021:

Monday, Tuesday, Wednesday and Thursday changes
The 14:40 Marylebone - Oxford service is lengthened to a 4-car service (was 3-car)
The 18:15 Marylebone - Kidderminster service is lengthened to a 4-car service (was 3-car)
The 22:33 Marylebone - Birmingham Moor Street service is lengthened to 5-car (was 2-car)

Tuesday, Wednesday, Thursday and Friday changes
The 06:10 Birmingham Moor street - London Marylebone service is lengthened to a 6-car service (was 3-car)
The 06:41 Stourbridge Junction - Marylebone service is lengthened to a 4-car service (was 3)
The 12:55 Birmingham Moor Street - Marylebone service is lengthened to a 4-car service (was 3)
The 08:14 Marylebone - Oxford service is lengthened to a 6-car service (was 3-car)
The 09:38 Oxford - Marylebone service is lengthened to a 6-car service (was 3-car)
The 10:10 Marylebone - Birmingham Moor Street service is lengthened to a 4-car service (was 3)

Eleni Jordan, Director of Commercial & Customer Strategy at Chiltern Railways, said: “Our very detailed monitoring of customer numbers means that we can lay on more capacity where it matters most. We know how important space onboard is for customers returning to the railway, and this enhancement to the peak time service is all about giving our customers the best journey experience possible. We will continue to assess where we can optimise the timetable further to support the return of customers to the railway, and play our part in supporting the economic recovery of the communities that we are proud to serve”.

Chiltern Railways are planning further improvements to the timetable for later in the year.

Colas Rail

Class 70 011 on the 6C02 Eastleigh to St. Denys engineers train passes Andover on October 30th. *Michael Bennett*

Class 70 810 working the 6J37 12:58 Carlisle Yard to Chirk logs crosses Ribblehead Viaduct on October 11th. *Kevin McCormick*





Colas Rail

Class 70 810 passes Preston Boats with 6C37 10:30 Chirk Kronospan - Carlisle Yard on October 10th. *Keith Davies*

On October 7th, Class 56 078 working a Pinnox Sidings - Crewe Basford Hall engineers, passes through Stafford station, whilst running round its train. *Michael Lynam*

With the wagons specially designed for carrying points, Class 56 090 passes through Doncaster on October 26th working the 11:45 Doncaster to York (Holgate). *Lee Stanford*







Colas Rail

A rather weathered Class 70 813 powers through Swindon hauling a load of wagons from Westbury on September 22nd. *Tom Blanpain*

Colas Rail

On October 14th, a bit of a surprise with Class 56 090 working 6C88 Colton Jct. - Trent Yard with a part-loaded RDT, seen passing through a bit of a gloomy Scunthorpe. *Steve Thompson*

Class 56 302 is seen on the approach to Cardiff on October 22nd, working the 14:58 Port Talbot to Crewe Basford Hall light engine movement. *Barry Longson*

Class 70 811 is seen stabled at Eastleigh on October 20th. *John Sloane*







Colas Rail

Class 70 807 passes Acton Bridge with the Mountsorrel to Carlisle stone train on October 4th. *John Sloane*

CrossCountry

CrossCountry Voyagers Class 220 007 and 220 024 approach Leamington Spa from the Coventry line on October 6th, while working the 12:27 Manchester to Bournemouth service. *Barry Longson*

Power car No. 43208, assisted by an out of shot 43308, arrive at their final destination of Plymouth with 1V50, the 06:06 from Edinburgh on October 6th. *Derek Elston*

Power car No. 43239 departs Plymouth on the rear of the 1E63 15:27 to Leeds on October 5th. *Derek Elston*







CrossCountry

Class 220 033 heading for Bournemouth passes through St. Denys on October 20th. *John Sloane*



Class 220 006 and 220 010 arrive at their destination of Plymouth with the 1V52 07:01 from Edinburgh on October 6th.
Derek Elston

Class 220 011 with a service to Manchester Piccadilly charges through Eastleigh on October 20th. *John Sloane*





DB Cargo

On October 10th, displaying plenty of effort to get up the bank into Scunthorpe station, Class 60 017 heads the 6E68 Kingsbury - HOR discharged fuel tanks.
Steve Thompson

DB Cargo

Class 66 136 powers past Rugeley Trent Valley on October 1st with the 13:15 Trafford Park to London Gateway containers. *Barry Longson*

Class 66 199 passes Heck Ings on October 12th, returning to Immingham with 4R54 Biomass empties from Drax. *Steve Chapman*

Class 66 188 passes over North Doncaster Chord on October 15th while working 4R53 Drax to Immingham Biomass empties. *Steve Chapman*







DB Cargo

Class 60 040 seems to have been welded to the Arpley - Tunstead stone empties for months now. Unusually towing a very dead and very dirty 66 011 it is seen passing Moore on October 13th. *Jeff Nicholls*



Class 66 181 passes Bayston Hill on October 30th with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

As darkness fell on October 13th, Class 60 066 passes through Scunthorpe on 6E08 Wolverhampton Steel Terminal - Immingham SS coil empties. *Steve Thompson*





DB Cargo

On October 22nd, Class 66 087 passes Knabbs Bridge working 6C75 coal from HIT at Immingham to Scunthorpe CHP. *Steve Thompson*



Class 66 185 heads past Crow Nest Junction on October 12th with a bin train. *Jeff Nicholls*



Class 66 077 on the Southampton to Wakefield intermodal service has just been passed by 66 505 on a service from Crewe as it approaches Eastleigh on September 19th. *John Sloane*



DB Cargo

Running a couple of hours late on October 22nd, Class 66 054 passes Knabbs Bridge on 6G82 Scunthorpe Entrance C - Immingham SS, conveying steel slabs. *Steve Thompson*

Class 90 024 passes Bradley with 4M25 Mossend to Daventry on September 20th.
John Sloane

On October 30th, Class 60 040 comes off the stabling point at Peak Forrest to run light engine to Tunstead Sidings. *Michael Lynam*







DB Cargo

Running 43 minutes late, Class 60 019 approaches Cardiff Central on the down main line on a sunny October 22nd with the 05:00 Roberston to Westerleigh loaded tankers. *Lee Stanford*

DB Cargo



Class 66 136 sweeps past Eastleigh with an almost empty Trafford Park to Southampton intermodal on October 19th. *John Sloane*

DB Cargo UK launches major new campaign to encourage modal shift from road to rail.

'Freight belongs on rail!' is the message DB Cargo UK plans to take to the heart of Government as part of a major new campaign launched.

The UK's largest rail freight company is teaming up with some of Britain's biggest businesses to lobby the UK Government to set a legally-binding target for future modal shift – the switching of transportation from road to rail – and encourage other businesses to follow their lead.

The campaign was launched to rail industry stakeholders at the official opening of DB Cargo UK's new £7m rail freight terminal in Cricklewood, North London, which is supporting some of the country's biggest infrastructure projects like HS2 and the ongoing regeneration of Brent Cross.

Every year the new terminal will handle the import and export of 1.5 million tonnes of aggregates and construction spoil that would otherwise by transported by road. With the average train carrying the equivalent of 76 HGVs and generating around 75% less harmful carbon emissions, the company claims it is a shining example of why the Government should redouble its efforts to encourage greater use of rail freight.

DB Cargo UK CEO Andrea Rossi said: "Freight belongs on rail. The more goods and materials we can get off the road and onto rail will reduce congestion, significantly cut carbon emissions and improve air quality – some of the UK's Government's key objectives in its drive to achieve net zero carbon emissions by 2050. With the recent publication of the Williams-Schapps Plan for Rail and the well-documented challenges currently being faced by road hauliers, there has never been a better time for Government to promote rail freight as the way forward.

Setting down in legislation a legally-binding target for UK modal shift, like has already been done in Scotland, will provide the confidence and certainty needed to unlock sustained investment in rail freight going forward. It will also drive greater ownership and accountability, as well as encouraging greater collaboration and innovation - behaviours we have already seen from rail freight operators and their customers following the UK Government's publication of its target for decarbonisation," he added. As part of DB Cargo UK's 'Freight belongs on rail' campaign, the company is asking its existing customers, including some of Britain's biggest businesses, to lobby Prime Minister Boris Johnson urging him to act.

"Some of Britain's best known construction companies, supermarkets, steel manufacturers and car makers are already enjoying the economic and environmental benefits of using rail freight and we will be working closely with them in the months to come to carry the message to other businesses who would benefit from changing their existing transport strategies," said Mr Rossi.

"It will, however, take a collaborative effort by all stakeholders involved – Government, regulators, the rail companies, industry bodies and customers - to deliver the policies and reforms necessary to unlock rail freight's true potential," he added.

Andy Bagnall, Director General at the Rail Delivery Group, said: "Moving more freight by rail helps businesses deliver, frees up space on congested roads and prevents unnecessary carbon emissions, supporting a clean, green economic recovery from the pandemic. Now is the time for government to build on these benefits – an ambitious rail freight growth target will unleash further private sector investment to improve connectivity and deliver economic and environmentally-friendly benefits," he added.

DB Cargo

Class 60 019 with the 6B33 Theale to Robeston empties passes through Woodborough on October 13th. *Michael Bennett*

Class 66 050 ‘EWS Energy’ eases through Northampton with the 6O71 14:47 Daventry International Raifreight Reception Rfd to Dollands Moor Sidings on October 15th. *Derek Elston*

On October 22nd, Class 66 076 passes Knabbs Bridge on 4R50 Drax - Immingham empty Biomass. *Steve Thompson*







DB Cargo

Class 60 040 working the 6H02 Arpley - Tunstead passes Moore on October 27th. *Mark Enderby*

Class 66 077 creeps towards Eastleigh station hauling the Southampton to Wakefield intermodal on October 19th. *John Sloane*

On October 22nd, Class 66 200 passes Knabbs Bridge on 6K23 Santon FOT - Immingham BT iron ore tipplers. *Steve Thompson*







DB Cargo

On October 22nd, Class 66 161 passes through Cardiff Central with a heavy load of steel, on the 09:15 Round Oak to Margam TC. *Barry Longson*

Class 66 143 passes Acton Bridge on October 4th heading a lengthy Dollands Moor to Ditton service. *John Sloane*

Class 90 019 and 90 026 pass Acton Bridge with 4M25 Mossend to Daventry on October 4th. *John Sloane*







DB Cargo

Class 66 101 passes Upper Holloway with a Mossend to Dagenham working on October 15th. *John Sloane*

Class 66 101 heads the Knowsley to Wilton binliner through Acton Bridge on October 4th. *John Sloane*

Class 66 156 is seen at Coppull on October 6th working the Seaforth to Mossend intermodal service. *John Sloane*







DB Cargo

Class 66 115 rounds the curve at the west end of Cardiff Central on October 22nd, in charge of the 12:53 Margam TC to Llanwern sidings. *Barry Longson*



Class 90 019, 90 026 and 90 037 pass Bradley on October 12th with a Carlise to Crewe light engine move. *John Sloane*



Class 66 113 heads south through Stafford on October 20th. *Richard Hargreaves*



DB Cargo

On October 9th, Class 60 019 hauling Theale Puma to Margam T.C. is seen being diverted via the Golden Valley line (Kemble direction from Swindon). *Tom Blanpain*

DB Cargo

More engineering works between Andover and Woking on October 23rd. Trains were run between Eastleigh and Eastleigh via Woking and Laverstock. Whilst more of the up line at Wyke, east of Andover, was being relaid.

Two trains were seen involved, Class 66 035 ‘Resourceful’ plus 20 wagons of track and spent ballast was seen at Andover and 66 156 plus 14 wagons of sleepers with 66 149 on the rear was seen at the Wyke relaying site along with six road-railers. *David Lindsell*







DB Cargo

Class 60 054 on the 6B33 Theale to Robeston oil empties passes Little Bedwyn on October 28th. *Michael Bennett*



Class 66 152 approaches Shrewsbury on October 20th with a Dee Marsh - Margam steel working.
Richard Hargreaves



Class 66 156 is seen stabled at Eastleigh on October 20th. *John Sloane*



DC Rail Freight

Class 60 029 working the 6Z19 Ravenhead - Chaddesden sand empties passes Moore on October 27th. *Mark Enderby*

DC Rail Freight

Class 60 029 working Ravenhead - Chaddesden Sidings empty sand wagons passes Winwick on October 27th. *Alan Rigby*

Class 60 046 is seen at Standish with a Chaddesden to Carlisle working on September 20th. *John Sloane*

Class 60 028 approaches Coppull with a special Willesden to Carlisle working on October 6th. *John Sloane*







Direct Rail Services

On October 13th, Class 68 033 and 88 003 top and tail 6Z60 Kingmoor Yard - Immingham Nordic Terminal, conveying a single flask through Scunthorpe. *Steve Thompson*

On October 13th, Class 68 001 and 68 004 head through Warrington Bank Quay with the Daventry bound 4M27. *Mark Enderby*

With a thunderous roar, Class 68 018 and 68 006 power north through Winwick on the afternoon Daventry - Mossend working on October 22nd. Usually a Class 88 working, the current energy crisis has seen 68s take over some workings from their bi-modal relatives. *Jeff Nicholls*







Direct Rail Services

Class 88 007 and 66 122 pass Winwick running light engine on October 22nd. *Jeff Nicholls*

On October 21st, Class 68 034 and 68 007 pass through Stafford working south with a Mossend - Daventry intermodal. *Michael Lynam*

Class 68 002 and 68 006 are substitutes for a Class 88 on the 4M44 Daventry to Mossend at Euxton Balshaw Lane on October 26th. *John Sloane*







Direct Rail Services

Class 68 016 leads 66 428 and 66 305 on the 6K05 engineers train from Carlisle to Crewe as they pass through Leyland on October 4th. *John Sloane*

Nuclear Transport Solutions' (NTS) rail division has named a locomotive: The Poppy

Nuclear Transport Solutions' (NTS) rail division has named a locomotive The Poppy in honour of the Royal British Legion's Centenary year, Remembrance Day and all of those in our armed forces. Direct Rail Services (DRS) is proud to support the Royal British Legion and many of DRS's employees are former forces personnel. Locomotive 68 033 was named in a ceremony at London Euston on October 30th with veterans from across the country attending to mark the ceremony. NTS has also recently received the coveted Armed Forces Covenant Employer Recognition Scheme Gold Award, the highest badge of honour available, for their support of people who serve, veterans and their families. DRS has made six 00-gauge models of The Poppy available for auction and the train's headboard is going to be auctioned to raise money for the Royal British Legion through a sealed bidding system.

Seth Kybird NTS CEO, said: "We're hugely proud of all of our former services colleagues and the wealth of knowledge and experience they bring to NTS. Everyone feels passionately about supporting our armed forces and helping to raise vital funds for such a fantastic charity as the Royal British Legion. Many of my colleagues take time off during the appeal to volunteer for the appeal and ensure we all remember the sacrifices made for the freedoms we all enjoy."

DRS Driver David Poynter added: "I'm really proud of everyone who's worked to get this locomotive named, it means a lot to me, just to say 'thank you' to everyone who serves and has served over the years. It's a great privilege to be the first person the drive The Poppy and I hope it will keep the message of Remembrance Day in people's minds long after November 11th."

Jane Ayres, Royal British Legion Community Fundraising Manager for London said: "We're delighted to see the naming of this locomotive in the Royal British Legion's Centenary year. Since the poppy was first worn as an act of remembrance 100 years ago, it has become a symbol of support for our armed forces past and present. We are grateful to NTS and their employees for their continued dedication to our annual Poppy Appeal, as we continue our vital work in supporting the armed forces community because this year every poppy counts."



Direct Rail Services

Class 68 033 and 88 003 are heading light engine to Heysham Harbour on 0C51 ex Sellafield as they pass Silverdale on October 15th. *Kevin McCormick*



Class 88 004 passes through Stafford on October 21st with a car train from Dagenham - Garston. *Michael Lynam*



Class 66 430 and 66 302 working a Mossend Down Yard - Daventry intermodal pass Winwick on October 27th. *Michael Bennett*



Direct Rail Services

Both Freightliner and DRS have cut down on their use of electric locos due to cost, this has resulted in the latter using pairs of Class 66s or 68s on their intermodal services. On October 21st, Class 68 018 and 68 006 speed north through Winwick working the 12:16 Daventry to Mossend. *Lee Stanford*

Class 68 011 hauls 37 419 'Carl Haviland 'and 37423'Spirit of the Lakes' through Northampton working 0Z19 10:16 Crewe Gresty Bridge (DRS) to Willesden Brent running 45 minutes late on October 25th. *Derek Elston*

Class 88 001 passes Farington Curve Junction with 4S43 Daventry - Mossend on October 9th. *John Sloane*







Direct Rail Services

A strange combination of locos on the Seaton PS Flasks on November 2nd as Class 68 016 and 68 022 top'n'tail with 68 002 working the 6E44 Kingmoor - Seaton PS, seen passing Steelworks Footbridge, Hartlepool.
Michael J Alderdice

Direct Rail Services

On October 30th, Class 88 001 and 88 006 double head the 12:05 Daventry to Mossend through a sunny Stafford. *Barry Longson*



Class 37 059 leads 37 069 through Stafford at speed, working the 10:10 Willesden Brent to Crewe Gresty Bridge on October 30th. *Barry Longson*

Class 66 425 passes through Upper Holloway with a Purfleet to Daventry working on October 15th. *John Sloane*





Direct Rail Services

On October 30th, a very clean Class 37 716 is seen at Peak Forest having recently arrived to undertake shunting duties. *Michael Lynam*

Class 66 430 and 66 302 working the 4M27 pass Moore on October 27th. Back to the old days of Class 66 power for this train! *Mark Enderby*

Class 66 429 trundles through Northampton running 40 minutes late on October 15th working the 13:51 Daventry DRS (Tesco) to Tilbury R.C.T. *Derek Elston*







East Midlands Railway

Class 222 010 passes Harrowden Junction on October 22nd with 1D23 09:35 London St. Pancras International to Nottingham service.
Derek Elston



Reduced to 4 car formation, Class 180 110 passes Harrowden Junction with the 1B25 08:50 Nottingham to London St. Pancras International service on October 22nd.
Derek Elston



Class 360 118 leads the 1Y07 07:45 London St. Pancras International to Corby service passing Harrowden Junction on October 16th.
Derek Elston



East Midlands Railway

Class 158 783 working 2L63 Leicester - Grimsby Town passes Knabbs Bridge on October 22nd. *Steve Thompson*

Class 180 113 passes Harrowden Junction with 1D18 08:35 London St. Pancras International to Nottingham service on October 22nd. *Derek Elston*

Class 156 411 and 158 866 approach Derby on October 9th with a terminating service from Matlock. *Richard Hargreaves*







Freightliner

Class 66 566 on the 6V18 Allington to Whatley empties passes through Woodborough on October 13th. *Michael Bennett*



On October 10th, Class 70 014, 70 004 and 70 016 are seen stabled at Leeds Midland Road depot. *Michael Lynam*



On October 6th, Class 66 526 heads through Swindon. *Ken Mumford*



Freightliner

On October 10th, Class 66 957 approaches Scunthorpe on 6Y30 Humber Road Jct. - Up Decoy after a night of reballasting. *Steve Thompson*

Class 66 599 working Seaforth CT FL Terminal - Hams Hall Parsec liner passes Winwick on October 27th. *Alan Rigby*

Class 66 528 and 59 206 on the 7C77 Acton to Merehead empties passes through little Bedwyn on October 28th. *Michael Bennett*







Freightliner

Making a change from the endless stream of container trains, Heavy Haul Class 66 607 heads the 12:18 Wembley to Tunstead hoppers through Rugeley Trent Valley on October 1st.
Barry Longson

The weekly fuel tanks from Ipswich SS to LOR provided a bit of colour on October 12th with Class 66 413 ambling along E line at Scunthorpe with its load of 3 TDAs on 6E50.
Steve Thompson

On October 19th, Class 66 414 arrives at Telford Railfreight Terminal to collect Class 197 102 and take to Crewe for commissioning.
Richard Hargreaves







Freightliner

On October 1st, Class 66 560 is seen at Rugeley Trent Valley with the 15:13 Toton North Yard to Crewe Basford Hall engineers train. *Barry Longson*

Freightliner

Class 70 006 rounds the curve at the south end of Leamington Spa station on October 6th, while working the 12:56 Southampton to Trafford Park liner. *Barry Longson*

Class 59 205, one of only two of these still in former DB red livery, is seen passing through Little Bedwyn with 7C77 Merehead to Theale on October 28th. *Michael Bennett*

Class 59 104 working the 6Z18 Appleford to Whatley empties passes through Little Bedwyn on October 28th. *Michael Bennett*







Freightliner

Class 59 103 with the 7C77 Acton to Merehead empties passes through Woodborough on October 13th. *Michael Bennett*



Class 66 525 passes through Little Bedwyn with the Banbury Road empties on October 28th. *Michael Bennett*



On October 30th, Class 66 501 'Japan 2001' has just departed Swindon East Loop and is picking up speed as it heads west with the 6B91 12:34 Hayes & Harlington Tarmac Sidings to East Usk Yard. *Ken Mumford*



Freightliner

On October 22nd, Class 66 606 slows for a signal check at a sunny Cardiff Central while working the 10:21 East Usk Yard to Port Talbot Grange Sidings. *Barry Longson*

Class 59 203 passes through Andover with the Woking stone empties on October 13th. *Michael Bennett*

Class 66 599 working the 4G99 Seaforth to Hams Hall heads through Warrington Bank Quay on October 26th. *Mark Enderby*







Freightliner

Class 66 590 looks to have a lighter than normal load on the 09:46 Felixstowe North to Crewe Basford Hall, seen approaching Stafford on October 30th. *Barry Longson*

On October 10th, Class 66 541 and 66 419 top'n'tail an engineers train alongside Midland Road depot. *Michael Lynam*

Class 66 555 passes Daisy Dell footbridge, Andover on October 30th working a Crewe Basford Hall to Southampton Maritime liner. *David Lindsell*







Freightliner

Class 59 002 ‘Alan J Day’ heads the 10:38 Whatley Quarry - Churchyard Sidings aggregate train through Thatcham on October 21st. *Chris Morrison*



Class 66 514 and 59 103 head the 7C77 1242 Acton - Merehead aggregate empties approacing Hungerford on October 21st. *Chris Morrison*



Running over 90 minutes early, Class 70 016 is seen shortly after passing Winwick Junction on October 21st with the 11:04 Hardendale to Tunstead Sidings. *Lee Stanford*



Freightliner

Class 70 002 approaches Gatley under adverse signals on October 21st working the 15:15 Trafford Park to Southampton container service. *Lee Stanford*



Class 66 555 passes Willesden Junction with a Felixtowe to Lawley St. liner on October 15th. *John Sloane*



Class 59 202 is seen at Willesden Junction on October 15th hauling an Acton to Purley stone train. *John Sloane*



Freightliner

Class 66 599 hauling the 4G99 Seaforth - Hams Hall passes Moore on October 27th.
Mark Enderby

Class 90 006 is seen passing Rugeley Trent Valley on October 1st, enroute from Wolverton Works (with a fresh coat of paint) to Crewe Basford Hall. Within days of this image, the loco was stored due to rising electricity costs.
Barry Longson

Class 59 002 and 59 202 working the 7C77 Acton to Merehead empties passes Bedwyn on November 4th. *Michael Bennett*







Freightliner

Class 59 103 rounds Crofton Curve with the Whatley to Dagenham stone on November 4th. *Michael Bennett*



Low autumn sun catches Class 70 016 as it approaches Heaton Norris Junction on October 30th working the 15:30 Runcorn to Bredbury empty waste train. *Lee Stanford*



On October 10th, Class 59 005 is still on its temporary bogies at Midland Road, having been on site since November 2020. *Michael Lynam*



Freightliner

Catching the low autumn light sees Class 66 590 at Gatley working the 15:01 Crewe Basford Hall to Trafford Park on October 21st. *Lee Stanford*



Class 66 524 rounds Crofton Curve with the 0Z42 Hanwell Bridge Loop - Merehead light engine move. *Michael Bennett*



On October 21st, Class 66 585 pulls out of Swindon east loop with a working from Banbury to Bristol. *Ken Mumford*



Freightliner

With the power on, Class 66 605 passes Wilson's Farm Crossing on October 7th with the 13:20 Willesden Up & Down Relief to Tunstead sidings, running 40 minutes late. *Derek Elston*

Class 66 532 leads the 4L99 09:52 Lawley Street to Felixstowe through Northampton on October 25th. *Derek Elston*

On October 7th, Class 66 555 powers past Wilson's Farm Crossing working 4M58 09:14 Southampton M.C.T. to Garston F.L.T.
Derek Elston







Freightliner

On October 21st, Class 47 830 tows 86 622 from Basford Hall to Crewe Heritage Centre. The Class 86 going on long term loan as an exhibit. *Michael Lynam*

On October 21st, Class 59 202 heads through Swindon with a working to Wootton Bassett. *Ken Mumford*

Class 66 590 passes through Stafford on October 21st with a Felixstowe - Crewe Basford Hall liner. *Michael Lynam*







Freightliner

Class 70007 slows for a crew change at Eastleigh station whilst working a Southampton to Trafford Park liner on October 20th.
John Sloane



Class 66 613 leads the 05:22 Tunstead Sidings to West Thurrock Sidings Fhh past Harrowden Junction on October 22nd. *Derek Elston*



Class 66 619 is seen on Battlefield Bank with 6M36 07:00 Morton on Lugg - Crewe Basford Hall on October 29th. *Keith Davies*



Freightliner

Class 70 008 is dwarfed by its surroundings as it marshals a train at Southampton Maritime container terminal on October 20th. *John Sloane*

Freightliner

Class 66 564 passes Willesden Junction with a London Gateway to Garston liner on October 15th. *John Sloane*

Class 66 534 crosses Gospel Oak Junction with a Garston to London Gateway liner on October 15th. *John Sloane*

Class 59 203 passes through Upper Holloway with a Purfleet to Acton working on October 15th. *John Sloane*







Freightliner

Class 66 559 passes a busy Eastleigh Yard as it heads a Lawley St. to Southampton liner on October 20th. *John Sloane*

Class 66 511 and 66 549 head a Crewe to Southampton liner through St. Denys on October 20th. *John Sloane*

Class 70 008 shunts container flats at Southampton Maritime on October 20th. *John Sloane*







GBRf

Class 66 782 is seen at Gospel Oak with a Tilbury to Trostre working on October 15th. *John Sloane*

GB Railfreight name new locomotive to celebrate major Bescot LDC upgrade

GB Railfreight (GBRf) and Network Rail have named a Class 66 locomotive to celebrate the completion of major upgrade works to Bescot Local Distribution Centre (LDC).

The Class 66 locomotive No. 66 795 has been named ‘Bescot LDC’ and was unveiled to an audience of GBRf and Network Rail colleagues at the West Midlands-based facility.

In July, GBRf announced it completed major upgrade projects funded by Network Rail worth over £1.5 million aimed at improving vital LDCs in Bescot and Eastleigh.

As part of the major upgrade project for Bescot LDC, GBRf completed a series of works to repair and renew underinvested and unsafe track at the site. This included the removal of abandoned buildings, lighting upgrade works, installation of Armco crash barriers, new safe walking routes and safety steps, and the reinstatement of derelict siding 1 by using recycled rail and sleepers.

John Smith, CEO of GB Railfreight, said:“This naming cements our strong partnership with Network Rail to modernise this important facility. As rail activity grows across the West Midlands, Bescot LDC will play a crucial role in maintaining and renewing the area’s infrastructure. I’d like to thank the GBRf Project team who have completed an outstanding job.”



GBRf

Class 66 791 heads the 09:15 Tunstead to Northampton Castle Yard through Rugeley Trent Valley on October 1st, with a substantial amount of limestone dust visible on the rear cab. *Barry Longson*



GBRf

Class 66 758 and its load make a colourful sight rounding the S bend at Rugeley Trent Valley on October 1st, while in charge of the 12:58 East Midlands Gateway to Seaforth. *Barry Longson*

On November 1st, Class 60 026 working Liverpool Bulk Terminal - Drax loaded Biomass passes Winwick. This loco has been in Toton for repairs after catching fire about 13 months ago. *Alan Rigby*

Ex Works Class 66 795 passes Newcastle Central, on September 18th, with a ballast train from Tyne Yard, to Alnmouth, for overnight work on the ECML. *Paul Senior*







GBRf

Class 59 003 propels its engineering train from Westbury into Eastleigh Yard on October 20th. *John Sloane*

Class 66 793 working the 6S94, its second load of fuel to Prestwick, passes Moore on October 27th. *Mark Enderby*

Class 60 087 passes Winwick with a Biomass working on October 22nd. *Jeff Nicholls*







GBRf

On October 11th, with the works in Andover Yard complete and the existing run-round loop retained, Class 66 728 ‘Institution of Railway Operatives’ arrived light from Eastleigh heading to Ludgershall and later took one VGA No. 210516 to Kineton, seen here departing Andover. *David Lindsell*

Class 66 757 passes Winwick on October 27th working Clitheroe Cement - Avonmouth Hanson Sidings loaded cement tanks
Alan Rigby

Network Rail have kindly built a new access point to the Monk Bretton branch just south of the site of Walton station which gives a new viewpoint. On October 21st, Class 66 746 in Belmond Royal Scotsman livery heads the 6E86 08:20 Middleton Towers to Monk Bretton sand train along the branch. *Tim Saunders*







GBRf

On October 6th, Class 66 772 has charge of a well loaded 11:50 Southampton to East Midlands Gateway, seen passing Leamington Spa. *Barry Longson*

On October 22nd, Class 66 781 on 4R79 Doncaster Down Decoy - HIT coal empties passes Knabbs Bridge. *Steve Thompson*

On October 30th, Class 66 761 with 20 loaded stone wagons forming the Eastleigh to St. Denys via Woking engineers, passes Daisy Dell footbridge, Andover. *David Lindsell*







GBRf

No. 92 80 1266 030-6 soon to reappear as 66 799 is dragged through Northampton by 66 727 en route to being repainted as 0A66 12:05 Longport to Wembley InterCity Depot on October 15th. *Derek Elston*

‘Over and under’ as Class 66 775 on the high level line at Willesden is working a Ferme Park to Tonbridge whilst 66 773 passes underneath at the former site of the main line platforms hauling the Felixtowe to Hams Hall intermodal on October 15th. *John Sloane*

Class 59 003 passes through St. Denys with an Eastleigh to Westbury engineers train on October 20th. *John Sloane*







GBRf

Class 66 706 has charge of a well loaded 14:18 Trafford Park to Felixstowe North on October 1st, seen passing through Rugeley Trent Valley. *Barry Longson*

Class 66 794 working Tuebrook Sidings - Ashton in Makerfield Ks is seen crossing Carr Mill Viaduct on October 28th. *Alan Rigby*

Class 66 793 working Wembley Receptions 1-7 - Prestwick BP Oil passes Winwick on October 27th. *Alan Rigby*







GBRf

Class 66 710 heads the 10:18 Scunthorpe Trent to Eastleigh Yard engineers train through Leamington Spa on October 6th.
Barry Longson

Class 66 750 catches the sun as it passes St. Denys with the Mountfield to Southampton gypsum working on October 20th. *John Sloane*

Class 60 021 is seen at Heaton Lodge Junction on October 30th with the 07:30 Liverpool Biomass Terminal to Drax which was diverted via the Standedge route owing to engineering work around Summit Tunnel on the Calder Valley route. *Lee Stanford*







GBRf

Class 66 720 is seen towing 69003 from Longport FD to Tuebrook Sidings passing Earlestown on October 29th. *Alan Rigby*

On October 20th, Class 66 701 passes through Hellifield with a rake of empty cement tanks from Carlisle - Clitheroe. *Michael Lynam*

Making a welcome return to traffic after being out of service for just over a year following fire damage is unique liveried Class 60 026. The loco was recorded passing Reddish South with the regular Sundays 12:03 Doncaster Down Decoy to Liverpool Biomass terminal on October 31st. *Lee Stanford*







GBRf

The week closure of the Calder Valley route from October 23rd for work at Summit tunnel has seen the Biomass workings diverted to run over the Standedge route. In soft autumn sunshine Class 60 087 is seen approaching Marsden working the 09:54 Drax to Liverpool on October 25th. *Lee Stanford*

Class 60 096 was caught in some sunshine as it heads past Marsden with the 08:07 Liverpool Biomass Terminal to Drax on October 25th. *Lee Stanford*

Class 66 713 passes Mexborough on October 15th with 4O34 Southampton to Doncaster iPort intermodal. *Steve Chapman*







GBRf

Class 66 757 approaches Acton Bridge with 6E10 Liverpool Bulk Terminal to Drax Biomass working on October 4th. *John Sloane*

Class 47 749 'City of Truro' approaches Eastleigh hauling brand new 701 034 on delivery from Derby Litchurch Lane Works to Eastleigh Depot on October 19th. *John Sloane*

Having been towed from Longport to Tuebrook the previous day, Class 69 003 is tucked inside 60 076 on 6E17 from Liverpool to Drax as it joins the WCML at Winwick on October 30th. *Jeff Nicholls*







GBRf

Royal Scotsman liveried Class 66 746 slowly passes through Bury St. Edmonds on October 28th hauling a Doncaster Railport - Felixtowe intermodal in the last embers of the sunshine of the day. *Charlie Robbins*



Unique liveried Class 66 747 ‘Made in Sheffield’ passes Doncaster on the down fast working the 04:10 Renwick Road Biffa to Scunthorpe Roxby Gullet on October 26th. *Lee Stanford*



Class 66 773 ‘Pride of GB Railfreight’ ambles through Northampton a few minutes early with the 4M23 10:36 Felixstowe North GBRf to Hams Hall GBRf on October 15th. *Derek Elston*



GBRf

Running in the path of the Wembley - Irvine china clay train, Class 66 793 passes Moore on October 13th with a Wembley - Prestwick BP Oil special, carrying aviation fuel.
Jeff Nicholls

On October 30th, Class 60 076 leads 69 003 past Plumley with the 6E17 Liverpool - Drax Biomass. *Mark Enderby*





GBRf

Class 60 095 approaches Drax Branch Junction at Heck Ings on October 12th with 6H70 Tyne Dock to Drax. *Steve Chapman*

Class 66 702 passes Hambleton West Junction on October 12th whilst working 6D50 Hull to Rylstone stone empties. *Steve Chapman*

Class 66 797 trundles along the down slow at Harrowden Junction with 4H73 09:07 Wellingborough Up Tc GBRf to Tunstead Sidings GBRf on October 22nd. *Derek Elston*







GBRf

Class 66 747 ‘Made in Sheffield’ crosses the River Nene at Peterborough with the late running 08:00 Birch Coppice to Felixstowe on a sunny October 9th. *Lee Stanford*



On October 13th, Class 66 793 hauling the Wembley - Prestwick fuel tanks passes through Warrington Bank Quay. *Mark Enderby*



On October 19th, Class 66 748 stands at Eastleigh VQ at the head of a ballast train. *John Sloane*



GBRf

Class 60 002 is pictured at Heck Ings on October 12th with 6M09 Drax to Liverpool Biomass empties. *Steve Chapman*



Class 66 779 ‘Evening Star’ runs light through Upper Holloway on October 15th.
John Sloane



Class 66 715 is seen between Northam and St. Denys with a Southampton to Trafford Park working on October 20th. *John Sloane*



GBRf

A very mucky Class 66 791 arrives at its destination with 6B92 09:20 Tunstead Sidings GBRf to Northampton Castle Yard GBRf with its load of aggregates on October 15th.
Derek Elston

Class 73 201 'Broadlands' with 73 212 'Fiona' on the rear working 3W90 08:50 Tonbridge West Yard GBRf to Tonbridge West Yard GBRf RHTT circuit approaches East Croydon on October 19th. *Derek Elston*

Class 47 727 'Edinburgh Castle/Caistel Dhu Eideann' passes Stratford with 360 112 in tow as 5Q97 10:37 Northampton EMD to Cricklewood Depot on October 19th. *Derek Elston*







Grand Central

A Grand Central Class 180 is seen at Burn on October 12th while working the 11:27 London King's Cross to Sunderland. *Steve Chapman*



Great Western Railway

Power car No. 43027 heads a 'Castle' set on the 17:18 Taunton - Cardiff, while 220 007 forms a truncated version of the 16:27 Plymouth - Leeds, running between Taunton and Birmingham only due to crewing issues at Bristol Temple Meads. *Chris Morrison*

Great Western Railway

On October 13th, Class 387 166 stands at Swindon with a terminating service. *Ken Mumford*

On October 20th, this IET was unveiled with the 'We Mean Green' livery at London Paddington, here it is seen at Swindon on October 21st, heading to Bristol. *Ken Mumford*

Class 166 203 arrives at Bristol Temple Meads on October 30th. *Richard Hargreaves*







Great Western Railway

Class 802 001 and 802 019 are seen passing Woodborough on October 13th with the 1A86 Plymouth to London Paddington service. *Michael Bennett*

Class 165 109 working the 2T16 Bedwyn to Newbury service passes Little Bedwyn on October 28th. *Michael Bennett*

On October 13th, Class 165 131 stands at Swindon with a service to Cheltenham. *Ken Mumford*







Great Western Railway

GWR Castle HST Nos. 43158 and 43088 arrive into Cardiff Central's platform 2 on October 22nd with the 10:50 terminating service from Penzance. *Barry Longson*



Power cars Nos. 43122 and 43192 arrive at Bristol Temple Meads on October 30th. *Richard Hargreaves*



Class 165 109 working the 2T19 Newbury to Bedwyn service passes Little Bedwyn on October 28th. *Michael Bennett*



Great Western Railway

At Swindon on October 30th, a Class 80X on the left waiting to depart platform 3 on diesel power for next stop at Kemble, whilst waiting to depart platform 4 is Class 800 307 heading for Bristol, its next stop at Chippenham. *Ken Mumford*



Class 802 011 working the 1A78 Plymouth to London Paddington is seen near Crofton on November 4th. *Michael Bennett*



On November 4th, Class 802 105 and 802 101 working the 1C75 London Paddington to Plymouth service rounds Crofton Curve. *Michael Bennett*



Great Western Railway

Class 165 123 makes for an unusual sight running 27 minutes early at Northampton as it passes ECS as the 09:40 Reading Traincare Depot to Wolverton Centre Sidings on October 25th. *Derek Elston*

Castle HST power car No. 43170 is seen at Cardiff shortly after arriving with the 05:40 from Penzance as Class 66 115 passes with the 09:45 Newport Docks to Margam. *Lee Stanford*

Class 150 232 arrives into Par with 2N03 09:17 from Newquay on October 6th. *Derek Elston*







Great Western Railway

Class 165 133 passes Maritime depot as it heads towards Southampton on a service from the Bristol direction on October 20th. *John Sloane*

Power car No. 43192 ‘Trematon Castle’ leads the 2P12 12:17 Penzance to Plymouth service into Par with 43122 on the rear on October 6th. *Derek Elston*

Power cars Nos. 43027 and 43010 depart Plymouth with 2C34, the 16:28 Exeter St. Davids to Penzance service on October 5th. *Derek Elston*





Great Western Railway

On October 28th, Class 802 003 and 802 009 working the 1A84 Penzance to London Paddington service pass through Little Bedwyn. *Michael Bennett*

On October 5th, with the day drawing to a close Class 150 247 is seen stabled at Plymouth. *Derek Elston*

Power car No. 43122 stands at Par having arrived with 2C06 08:46 Plymouth to Penzance with 43192 ‘Trematon Castle’ on the rear on October 6th. *Derek Elston*







Hull Trains

Class 802 303 passes Wressle on October 12th with what should have been the 10:48 London King's Cross to Hull service, that had started that day from Doncaster.
Steve Chapman

L.N.E.R.

Class 801 204 approaches Joan Croft Junction on October 15th with the 12:00 service from Edinburgh to London King's Cross.
Steve Chapman



LNER RAISES MORE THAN £300,000 FOR CHARITY IN PIONEERING PARTNERSHIP

London North Eastern Railway (LNER) is proud to reach a fundraising milestone as it marks the third anniversary of its pioneering partnership with suicide prevention charity, Campaign Against Living Miserably (CALM), with more than £300,000 raised.

LNER customers and staff have united to raise £313,000 towards CALM's life-saving work to prevent suicide through a combination of fundraising events, along with the Delay Repay Donation Scheme and LNER Perks loyalty rewards, which enable customers to donate either their compensation or loyalty credits to the charity. Nameplates from the retired InterCity 125 fleet raised more than £50,000 at auction and proceeds from the sale of exclusive LNER merchandise, including specially designed face masks and the Cooking for CALM Cookbook, have also raised funds.

Ahead of World Mental Health Day, the Executive Director team at LNER has raised further funds by taking part in the CALM Lost Hours Walk at two locations on the LNER route, Peterborough and Leeds.

The partnership marked its third anniversary on World Mental Health Day, October 10th. Since the start of the pandemic, the CALM helpline has received a record number of calls and chats around topics such as isolation, anxiety, health or relationship concerns and financial stress. Suicide remains the single biggest killer in men under 45 in the UK.

David Horne, Managing Director at LNER said: "I am proud to see our people, customers and communities we serve help us raise these vital funds for our partner charity which provides help and support for people when they most need it. A call could turn someone's life around. I would like to thank everyone who has donated their time or money to supporting the cause and our vital fundraising will continue."

In addition to the money raised, more than 100 LNER colleagues are trained as CALM warriors to support those struggling with their mental health.

Simon Gunning, CEO, CALM, said: "I would like to thank everyone at LNER for their incredible support. The last year has presented us with so many unique challenges that will have far reaching implications for our mental health and wellbeing for years to come. Our helpline alone experienced record demand for calls and chats and thanks to our longstanding partnership with LNER, who have been absolutely amazing in raising vital funds and awareness for suicide prevention, we continue to be there for people who need us, no matter what they're going through."

L.N.E.R.

On October 9th, Class 801 101 working the 15:15 Leeds to London King's Cross approaches Peterborough unusually formed of a 5 coach set. *Lee Stanford*

Class 801 210 passes Ryther on October 12th with the 09:00 London King's Cross to Edinburgh service. *Steve Chapman*

Azuma Class 800 104 approaches Peterborough on October 9th working the 09:17 Edinburgh to London King's Cross service. *Lee Stanford*







L.N.E.R.

Class 801 216 hurries past Ryther on October 12th with the 09:00 London King's Cross to Edinburgh service. *Steve Chapman*

Class 801 220 rushes past Burn on October 12th with the 10:30 London King's Cross to Edinburgh service. *Steve Chapman*

Class 800 109 passes Burn with the 10:00 London King's Cross to Aberdeen service on October 12th. *Steve Chapman*







Lumo

A new operator to the ECML is the strangely named 'LUMO' and on its second day of public operation on October 26th a well loaded Class 803 001 hurries through Doncaster working the 10:47 London King's Cross to Edinburgh service. *Lee Stanford*



Class 803 003 is pictured at Burn on October 12th with 5E82 Edinburgh to London King's Cross training run. *Steve Chapman*



On hire from Hull Trains Class 802 304 works 5S94 London King's Cross to Edinburgh training run past Burn on October 12th in preparation for the start of Lumo services. *Steve Chapman*



Network Rail

Looking clean in the early stages of the RHTT season, Class 66 731 and 66 706 are seen at Rugeley Trent Valley working the 12:03 Kings Norton to London Euston diagram on October 1st. *Barry Longson*



Class 37 401, top and tailing with 37 402, hammers through Wressle on October 12th on the 3J51 York to York RHTT circuit.
Steve Chapman



Class 56 078 and 56 096 pass Hadnall with 3S71 21:21 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard on October 30th. *Keith Davies*



Network Rail

On October 22nd, Class 66 426 and 66 423 working on 3S14 RHTT from Grimsby Town to York Works are seen passing Knabbs Bridge. *Steve Thompson*

Network Rail

Class 37 116 (with DBSO No. 9702 on the rear) passes through Cark in Cartmel on October 15th leading the 3Q88 on it's return from Sellafield to Carnforth, before it then ran down the WCML to Carlisle. *Kevin McCormick*



Network Rail

On October 13th, the RHTT locos are looking a bit grubby, as Class 66 426 and 66 434 pass through Sunny Scunny on 3J13 York Works - Grimsby Town, a slight variation on the normal schedule. *Steve Thompson*

Class 66 846 and 66 850 pass through Swindon on October 19th working 3S59 Swindon (Transfer Yard) to Swindon (Transfer Yard). *Colin Pidgeon*

Network Rail MPV No. DR98954 leads an RHTT working past Plumley on October 14th. *Jeff Nicholls*







Network Rail

On October 19th, the 3S33 Cheltenham (Lansdown Loop) to Swindon (Transfer Yard) heads through Swindon with Class 67 023 top'n'tail 67 027. *Colin Pidgeon*



Network Rail MPV No. DR98962 leads an RHTT working past Crow Nest Junction on October 12th. *Jeff Nicholls*

On October 12th, having reversed at Selby, Class 37 402 and 37 401 return through Wressle on the next leg of 3J51 York to York RHTT. *Steve Chapman*





Network Rail

Class 56 096 and 56 094 pass Steel Heath with 3S71 21:20 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard on October 15th. *Keith Davies*

On October 15th, Class 37 401 and 37 402 approach Joan Croft Junction on the 3J51 York to York RHTT circuit. *Steve Chapman*

Class 66 116 and 66 098 depart Plymouth with 3S12, the 08:50 Westbury to St Blazey LIP on October 5th. *Derek Elston*







Network Rail

Class 97 304 is seen at Upper Battlefield with 6C72 14:05 Crewe Basford Hall - Sutton Bridge Jct. on October 24th. *Keith Davies*



Class 66 718 leads the Broxborne to Willesden leaf clearance train with 66 721 on the rear as they cross Camden Road Junction on October 15th. *John Sloane*

Class 66 721 is seen at the rear of the Willesden to Broxborne RHTT as it passes through Camden Road station and attempts to spray the waiting passengers on October 15th. *John Sloane*





Network Rail

Class 37 116 and 37 219 approach Bamber Bridge with a Blackpool North to Derby test train on October 8th. *John Sloane*



Class 56 096 and 56 094 pass Hadnall with 3S71 21:20 Shrewsbury Coleham Yard - Shrewsbury Coleham Yard on October 5th. *Keith Davies*

Class 37 610 heads a Derby to Carlisle test train working through Charnock Richard which had 37 219 on the rear on October 26th.
John Sloane





Network Rail

Power cars Nos. 43274 and 43272 pass through Shrewsbury with 1Q20 07:50 Crewe CS - Derby RTC (Network Rail) on October 8th.
Keith Davies

Class 66 111 and 66 121 pass Harrowden Junction with the 3J92 23:20 Toton T.M.D. to West Hampstead Thameslink on October 22nd.
Derek Elston

Class 66 795 and 66 704 top and tail the 10:30 Kings Norton RHTT on October 30th, seen in platform 6 at Stafford, roughly halfway through their 13 hour diagram. *Barry Longson*







Rail Operations Group

On October 21st, Class 37 510 passes through Stafford with a rake of barrier coaches heading from Crewe to Derby. *Michael Lynam*

Class 37 601 hauling Crossrail Class 345 stock passes through Gospel Oak on a movement from Old Oak to Gidea Park on October 15th. *John Sloane*

On October 29th, Class 37 601 passes through Blackrod hauling TPE coaching stock from Polmadie to Gascoigne Wood. *John Sloane*







Rail Operations Group

On October 7th, Class 37 884 heads through Swindon with 5Q79 Crewe South Yard to Newport Docks (Sims Metals) with 365 519 and 365 527 in tow.
Colin Pidgeon

Class 57 312 approaches Wilson's Farm Crossing with 769 923 in tow running as 5Q70 09:11 Loughborough Brush to Wolverton Centre Sidings on October 7th.
Derek Elston

On October 28th, Class 37 510 is seen at Stalybridge with a rake of TPE Mk 5 stock heading from Longsight to Gascoigne Wood. *Robert Dixon*







Rail Operations Group

The frequent movement of TransPennine Nova stock from Longsight to Gascoigne Wood sidings and return are now undertaken by ROG and with a friendly wave from the second man Class 37 611 is seen shortly after passing Marsden on October 25th working the 11:30 Longsight to Gascoigne Wood sidings. *Lee Stanford*

Rail Operations Group

On October 27th, Class 57 310 hauling units 315 834 and 315 818 head through the centre road at Swindon with 5Q76 Ilford EMD to Newport Docks Sims. *Colin Pidgeon*



TransPennine Express

Class 185 107 and 185 101 pass Knabbs Bridge on October 22nd working the 1B77 Cleethorpes - Manchester Piccadilly service. *Steve Thompson*



On October 9th, a pair of TransPennine Class 185s pass Colton Jct. heading north working a Manchester Airport - Redcar Central service. *Michael Lynam*



A Class 397 races through Coppull on a Liverpool Lime St. to Glasgow working on October 6th. *John Sloane*



TransPennine Express

A TPE empty stock working from Manchester Victoria to Liverpool Lime St. is propelled through Earlestown by Class 68 022 on October 3rd. *John Sloane*



A Class 397 passes Farington Curve Junction with a Manchester Airport to Edinburgh service on October 9th. *John Sloane*



A Class 397 heads past Euxton Balshaw Lane with a service to Liverpool Lime St. on October 26th. *John Sloane*



TransPennine Express

Nearing journeys end Class 397 001 speeds through Gatley on October 21st with the 12:12 Edinburgh to Manchester Airport service.
Lee Stanford



Class 185 113 passes Earlestown on its way to Liverpool Lime St. on October 3rd.
John Sloane

Class 68 030 propels a Carlisle to Longsight test working away from Coppull on October 6th.
John Sloane





Transport for Wales

Class 67 008 is seen at Shrewsbury on October 22nd, awaiting departure time with the 17:17 Cardiff Central to Holyhead service.
Barry Longson



Class 175 107 passes Sutton park with the 1V38 Manchester Piccadilly - Carmarthen service on October 22nd. *Keith Davies*



Class 153 922, 153 373 and 153 948 pass Steel Heath with 1V44 13:31 Manchester Piccadilly - Carmarthan service on October 15th.
Keith Davies



Transport for Wales

Class 67 008 arrives at Shrewsbury with 1W93 11:00 Cardiff Central - Holyhead service on October 8th. *Keith Davies*



Still carrying the livery of its former operator, Transport for Wales Class 175 114 is seen shortly after passing Winwick Junction with the 12:35 Manchester Airport to Chester service on October 21st. *Lee Stanford*



Class 153 369 and 153 906 are seen at Crewe on October 16th working a service to Chester. *Richard Hargreaves*



Transport for Wales

Shortly after arriving at Cardiff on October 22nd, with the 05:35 from Holyhead, Class 67 014 is seen propelling the empty stock to Cardiff Canton for servicing before returning to Holyhead. *Lee Stanford*



Away from its normal operating area is Transport for Wales operated Class 158 839 which is seen passing Reddish South on October 28th working as the 10:55 Doncaster West Yard to Shrewsbury Abbey Foregate sidings after receiving attention at Doncaster. *Lee Stanford*



Class 175 112 arrives at Shrewsbury on October 8th with 1W56 09:00 Carmarthan - Manchester Piccadilly service. *Keith Davies*



Units: DMUs and EMUs

Northern Nocturnal, as Class 319 375 calls at Wigan NorthWestern, with the 18:35 Liverpool Lime Street to Blackpool North service on October 9th. *Paul Senior*

Still in unbranded white, Northern operated Class 319 372 stands at Stockport on October 22nd working the 06:01 Manchester Piccadilly to Crewe service. *Lee Stanford*

London NorthWestern's Class 350 405 leads a service to Birmingham past Willesden Junction on October 15th. *John Sloane*







Units: DMUs and EMUs

On October 21st, South Western Railway's No. 5717 pauses at Clapham Junction working the 11:24 London Waterloo - Dorking service. *John Goodrich*



London Overground's Class 378 216 approaches Camden Road with a service to Stratford on October 15th. *John Sloane*



A London Overground service to London Euston arrives at Willesden Junction low level on October 15th. *John Sloane*



Units: DMUs and EMUs

Still in the original London Midland livery, Class 350 238 leads a classmate on the 12:05 Liverpool Lime Street to Birmingham New Street service, seen at Stafford on October 30th. *Barry Longson*

Northern's Class 150 201 approaches Hambleton West Junction with the 10:17 Halifax to Hull service on October 12th. *Steve Chapman*

SWR Class 458 533 departs Clapham Junction on October 21st working the 11:39 Reading - London Waterloo service. *John Goodrich*







Units: DMUs and EMUs

South Western Railway's Class 456 008 arrives at Barnes on October 21st with the 12:27 London Waterloo - Kingston - Richmond - London Waterloo service. *John Goodrich*



South Western Railway's Class 444 032 calls at Eastleigh with a London Waterloo to Portsmouth service on October 17th.
John Sloane



Northern's Class 155 342 is seen at Wressle on October 12th with the 13:45 York to Bridlington service. *Steve Chapman*



Units: DMUs and EMUs

Nothern's Class 170 477 departs Filey on November 6th forming the 13:00 Scarborough - Sheffield service. The grade 2 listed station designed by G.T. Andrews opened in 1846.
Chris Morrison



Northern's Class 170 478 is pictured at Mexborough on October 15th while working the 08:56 Sheffield to Scarborough.
Steve Chapman



South Western Railway's Class 455 721 arrives at Wandsworth Town with the 13:33 London Waterloo - Richmond - Kingston - London Waterloo service on October 21st.
John Goodrich



Units: DMUs and EMUs

West Midlands Railway Class 172 220 comes out of the shadows and into the sun at Birmingham Moor Street, while on the 12:06 Worcester to Whitlocks End service on October 6th.
Barry Longson

SWR's Class 455 849 passes Wandsworth Town on October 21st working the 13:58 London Waterloo - Windsor service. *John Goodrich*

With the autumn colours starting to show, Northern hybrid unit Class 769 434, runs down the slow line, heading for the servicing sidings, at Wigan Springs Branch on October 23rd.
Paul Senior







Units: DMUs and EMUs

London Overground's Class 378 206 stands at Clapham Junction on October 21st awaiting departure as the 15:46 service to Stratford. *John Goodrich*

Northern's Class 195 018 and 195 020 working a Warrington Bank Quay - Leeds service pass Winwick on October 27th. This service should have started at Chester but the inbound service was running late so was cancelled at Warrington. *Alan Rigby*

South Western Railway's Class 158 887 and 159 001 on a Salisbury to Basingstoke service passes Daisy Dell footbridge, Andover on October 30th. *David Lindsell*







Units: DMUs and EMUs

On October 6th, West Midlands Railway's Class 172 221 and 172 212 head into Birmingham Moor Street, while working the 13:09 Dorridge to Worcester Foregate Street service. *Barry Longson*

On October 21st, Class 378 206 in revised TfL livery is passed by 378 154 in the original TfL livery departing on 15:45 to Dalston Junction. *John Goodrich*

SWR's Class 450 042 is about to depart Eastleigh on the rear of a service to Portsmouth on October 20th. *John Sloane*







Units: DMUs and EMUs

Orion Rail Group electric units Class 319 373 and 769 001 are seen at Stafford on October 7th on a test run from Crewe South Yard - Stafford and return. *Michael Lynam*



Northern's Class 195 018 approaches Church Fenton with the 08:18 Leeds to York service on October 12th. *Steve Chapman*



Southern's Class 377 454 nears St. Denys with a Southampton to London Victoria service on October 20th. *John Sloane*



Units: DMUs and EMUs

On October 21st, West Midlands Trains new Bombardier Aventra Class 730 001 passes through Stafford on test runs from Crewe - Nuneaton and back. *Michael Lynam*



On October 7th, Northern's Class 150 205 passes Wilson's Farm Crossing running as 5Z79, the 11:04 Neville Hill T&R.S.M.D to Wolverton Centre Sidings on its way for an overhaul. *Derek Elston*



South Western Railway's Class 444 026 races through St. Denys with the 14:35 London Waterloo to Poole service on October 20th. *John Sloane*



Units: DMUs and EMUs



London North Western's Class 350 232 heads south at Acton Bridge working a Liverpool Lime St. to Birmingham New St. service on October 4th. *John Sloane*

London Overground/TfL Rail Class 710 265 calls at Upper Holloway on a train from Barking to Gospel Oak on October 15th. *John Sloane*

Great Northern's Class 717 022 approaches Palmers Green with a Hertford loop service from Moorgate on October 15th. *John Sloane*





Units: DMUs and EMUs

South Western Railway's Class 158 887 departs St. Denys with a service to Romsey on October 20th. *John Sloane*

South Western Railway's Class 450 016 nears St. Denys on October 20th with an ECS working from Northam to London Waterloo.
John Sloane

South Western Railway's Class 450 095 approaches St. Denys with a Southampton to Portsmouth working on October 20th.
John Sloane







Going Underground

Central Line 1992 stock (car No. 91019 leading) is seen at Woodford with a West Ruislip service on October 19th. *John Balaam*

A Bakerloo line train for Elephant and Castle arrives at Willesden Junction low level on October 15th with car No. 3236 leading. *John Sloane*

A Bakerloo line service to Stonebridge Park departs Willesden Junction low level with car No. 3544 leading as Class 66 419 approaches with a Felixtowe to Ditton liner on October 15th. *John Sloane*







Going Underground

A Bakerloo line emerges from the Harlesden dive under near Willesden Junction low level station on October 15th with car No. 3231 leading. *John Sloane*

Central Line 1992 stock (car No. 91013 leading) leaves the sidings at Woodford with a service to Hainault on October 19th. *John Balaam*

Central Line 1992 stock (car No. 91347 leading) is seen at Buckhurst Hill with a West Ruislip service on October 19th. *John Balaam*







Manchester Metrolink

As of Mid-October, the highest numbered M5000 tram in revenue earning service on Metrolink was No. 3130, seen departing Manchester Victoria bound for East Didsbury on the 16th. *Barry Longson*

Tyne and Wear Metro

Tyne and Wear Metro unit No. 4011, calls at the up market Newcastle suburb station at Ilford Road, with a service for St. James, on September 18th. *Paul Senior*

National Rail



No. 6233 passes Kingsbury on October 21st running with support coach and LMS saloon coach heading from Butterley - Tyseley. *John Alsop*

Environmental savings as Greater Anglia makes more rail tickets available digitally

Rail travel in East Anglia is set to be even greener after Greater Anglia has made more ticket types available on digital devices. Previously, walk-up tickets which could be bought on the day of travel, were only available digitally as a barcode m-ticket which customers could buy via the Greater Anglia app, or they had to be collected at ticket machines or ticket offices using a unique code.

Now, due to customer demand, Greater Anglia has made these tickets available as an e-ticket, which means customers can either print them at home or show on their mobile phones independent of the Greater Anglia app – although they can still be loaded onto the Greater Anglia app.

This provides customers with more flexibility of how they wish to present their ticket for travel.

E-tickets include a QR code which customers can automatically scan at the ticket barrier – eliminating the need to get out a paper ticket and insert and remove it from the ticket barrier.

Super Off-peak, Off-peak, Single, Anytime Return and Anytime Day Return tickets are now all available as e-tickets, which will save paper and enable passengers to move through the barriers quicker.

Customers will also save time by not needing to collect tickets from the ticket office or machines at the station.

Martin Moran, Greater Anglia's Commercial, Customer Services and Train Presentation Director, said: "We know customers want their journeys to be as quick and seamless as possible, which is why we've made more tickets available digitally. This will help reduce the amount of paper waste, meaning rail passengers' journeys are greener than ever before. Sustainability is so important to us at Greater Anglia and we're doing all we can to reduce our impact on the environment."

Fares Advice with RailUK

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

Passengers not routinely offered cheaper LNWR/WMT only ticket

Q: Why are passengers at booking office windows not routinely being offered a choice including cheaper "West Midlands/London NW Railway only" tickets for example between Euston and Crewe?

Even when I specify a ticket such as a super off peak return LNWR only with senior railcard (£22.80) most booking offices have great difficulty finding it. The software in use by for example Greater Anglia, Southeastern and Transport for Wales doesn't present these tickets up front and it's only by filtering out Avanti or by limiting a search to West Midlands Trains that these fares appear. Surely these tickets should be in the unfiltered list? But they are not. :(

Selling a more expensive ticket than necessary is what I would describe as mis-selling. So many passengers are presumably being overcharged by a wide margin.

The LNWR stopping service to Crewe is typically only about 30 minutes slower than a faster expensive and very likely unnecessary option valid on any train including Avanti but the price escalates up as far as £187.55

Ticketing apps show the cheaper tickets up front. :) So what's going on with booking office software that hides them?

The median time taken to find the cheaper LNWR ticket is over 5 minutes and then only with my insistence that it's possible, ongoing encouragement and tips about filtering.

Booking office personnel have invariably tried their best but their software systems and data seem sub-optimal and misleading.

A: This would appear to come down to ticket issuing systems being based on an itinerary and the fastest services appearing on screen. Most passengers want to make their journey using the quickest possible route and that is how journey planners are designed.

An example of a recent experience:

Me: "I'd like a period return CREWE-EUSTON with senior railcard travelling on 12:33 outward please"

Booking office clerk: "That will be £56.75"

Me: "You can do better than that I think :). Are you telling me your software doesn't show you the best fares?"

Clerk: "That is the best fare :)"

Me: "Who sets the software up to say what the price is?"

Clerk: "This is the country wide software"

Me: "That's just the way it is, you don't control it?"

Clerk "No. Why what have you seen?"

Me: "If you go on the 12:33 you can get a super off peak return for £22:80 :)"

Clerk: "I haven't got it..."

Me: "Ummm... Your colleague found it eventually, previously when I was here :)"

Clerk shows me the main screen then the detailed list next screen... scrolling down finds £29.70.

Me: "£29.70? That's off peak."

Scrolls down further...

Clerk: "£22:80 super off peak"

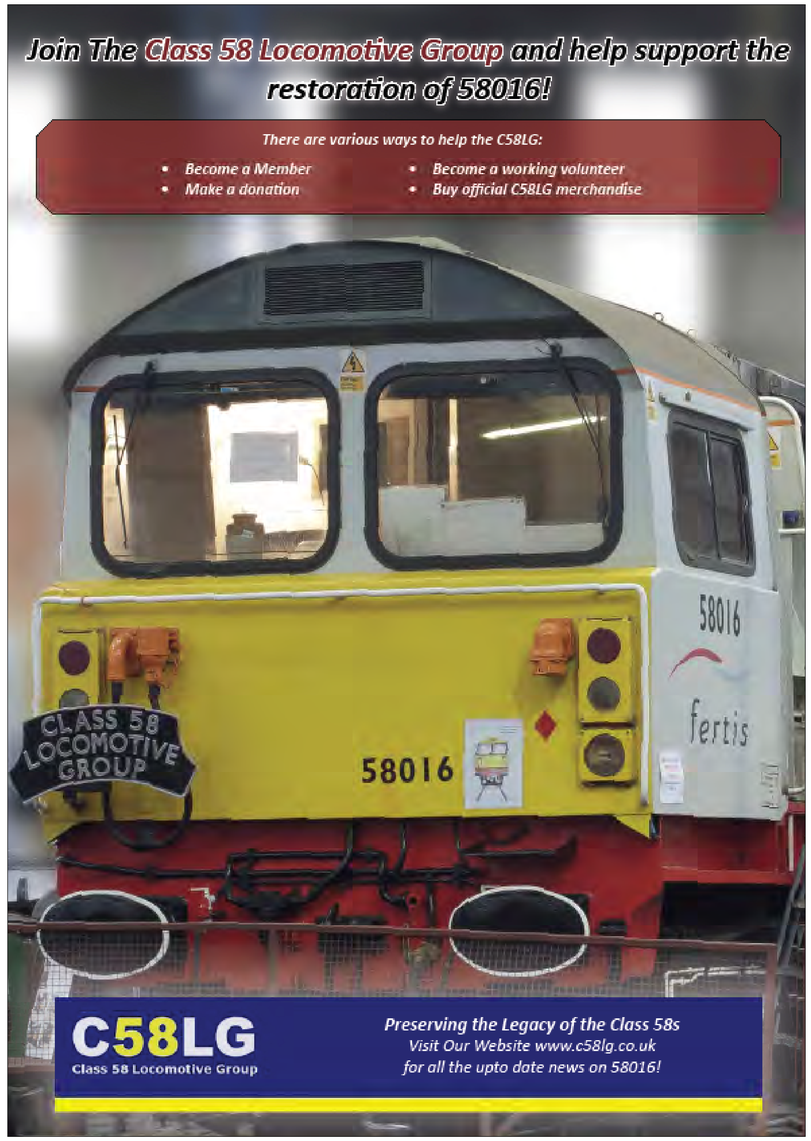
This is not untypical of the sort of experience you get at many ticket offices. The rail industry needs to be careful as not offering the cheapest fare is a breach of the rules of impartial retailing as well as being a breach of consumer law. There are already a couple of class action claims against train companies, and there is definitely scope for more.

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!

On October 9th, Class 20 007 and 20 205 are seen at Derby with a light engine movement from York NRM. *Richard Hargreaves*





Emergency alarms causes 17 hours of rail delays

Rail passengers activating emergency alarms on Greater Anglia trains have caused over 17 hours of delays in just six months. The train company is reminding passengers that activating the emergency alarm delays trains for all passengers – and it's not the best way to get help.

From April 1st to September 4th 2021 there were 89 incidents of passengers activating the emergency alarm, causing 1,032 minutes of delays and nine cancellations. Most incidents were classed as "malicious" although 13 per cent were from customers who wanted some help.

Anyone who is caught activating the emergency alarm maliciously could be fined up to £1,000.

When an emergency alarm is activated, the driver of the train must stop the train and in some instances walk back to the carriage to find out what is happening and reset the alarm – causing hold-ups for passengers on board the stopped train and trains behind it.

Martin Moran, Greater Anglia commercial, customer service and train presentation director said: "Activating the emergency alarm delays the train for everyone on board. Other passengers might be trying to get to work, school, funerals, hospital appointments, go on a date, or pick up their children from school or childcare. The emergency alarm is just for urgent situations, such as a fire on board. Otherwise there are better and quicker ways to get help such as asking for help at the next station or tweeting @greateranglia which is staffed 24/7. We want all of our trains to be on time because it's important our customers can rely on getting to their destinations on time."

Anyone who needs help on the train can:
• Speak to the conductor
• Tweet @greateranglia
• Ring Greater Anglia on 0345 600 7245 (option 0)
• Get off at the next station and either speak to a member of staff or use the help point or assistance button on the ticket machine to get help.

Greater Anglia and the East of England Ambulance Service NHS Trust work together to go to the aid of sick passengers as quickly as possible. Passengers are advised not to activate the emergency alarm but to wait until the next station where the ill passenger can be taken off the train and treated and medical help will arrive more quickly.

If someone becomes ill on a train and it's a life-threatening emergency, passengers should dial 999 for an ambulance. Passengers should also alert any staff on board or contact Greater Anglia via Twitter.

Anyone who spots someone activating the emergency alarm maliciously is asked to text British Transport Police on 61016.

Barrow Hill

On October 30th, EMR Regional unit Class 156 909 is seen stored at Barrow Hill. *Michael Lynam*



A gleaming Class 89 001 ‘AVOCET’ awaits repairs on October 30th. *Michael Lynam*



Class 03 066 is the current active shunter at the depot, seen on turntable in the round house. *Michael Lynam*



Class 81 002, 83 012 and 85 006 are seen on display in the round house. *Michael Lynam*





Recently up for sale, DRS Class 20 301 and 20 304 stand in the yard. *Michael Lynam*

A bit on the faded side, Class 45 060 ‘Sherwood Forester’ is seen stored in the yard. *Michael Lynam*



National Rail

On October 22nd, Class 67 021 worked a private charter of the 12 coach British Pullman from London Victoria and return via Southampton and stopping at Whitchurch for a leg stretch.
David Lindsell



Loco Fleet List Ten

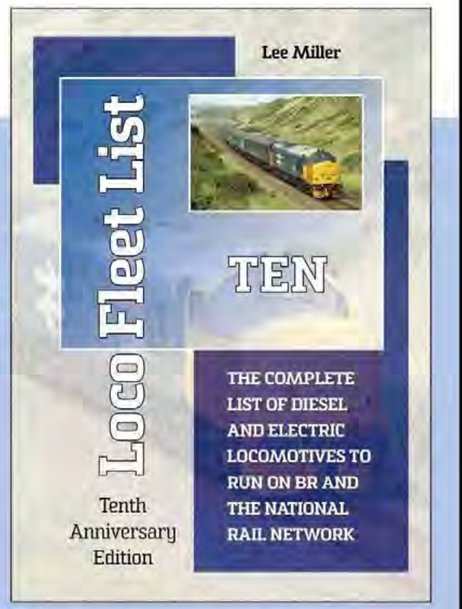
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Train operator and communities come together to plan a positive future for rural branch lines

Ensuring a thriving future for East Anglia's rural rail branch lines was the focus at Greater Anglia's annual community rail conference, building on the successes of recent years. Community Rail Partnerships, station adopters, local authorities and other organisations from across East Anglia came together with Greater Anglia to discuss how to ensure a bright future for the region's local rail branch lines, building on the transformational benefits brought by Greater Anglia's new trains.

They also heard how Greater Anglia's team of 280 station adopters – volunteers who help to look after their local rail station – continued, even through lockdowns, to improve their local environment, making stations more welcoming ready for the return of passengers.

Adopters have continued to develop station gardens that not only boost wildlife, but human wellbeing too, helping stations to become an even more valuable part of their communities.

Discussions focused on how to help community rail lines recover beyond the pandemic and how to maximise the positive impact of the new trains.

They also covered how community rail partnerships can help strengthen further their links with local communities, involving schools, colleges and local authorities to help bring about positive changes locally, and how to improve diversity and inclusion.

East Anglia's six Community Rail Partnerships (CRPs), Station Adoption community volunteers, local authorities, Transport Focus and the Community Rail Network - which represents CRPs and promotes community rail at a national level - attended the conference.

Jonathan Denby, Greater Anglia's Head of Corporate Affairs, said, "Community Rail Partnerships and our station adopters have continued to undertake excellent work throughout the pandemic, with recent initiatives including guides to encourage people to use the railway to access the countryside for walks and numerous biodiversity projects.

Community rail initiatives help to bring railways closer to the communities they serve, encouraging more people to take the train and supporting local communities by making it easier for residents to travel for work, learning, shopping or leisure and for visitors or tourists to get around, with significant benefits for the local economy.

Most community rail lines saw significant growth in passenger numbers in the years just before the pandemic and the new, high quality, longer trains being introduced, and already in place on many routes, provide a fantastic opportunity to encourage more people to take the train.

Indeed, train travel on our community rail routes has already been recovering strongly, as travel restrictions eased and many people holidayed in East Anglia this summer.

We'll continue to build on our strong track record of partnership working, which has seen community rail lines become more and more popular with customers, as train services and stations have become more integrated with local communities' needs, and most routes have benefitted from more frequent services, all year round."

He added: "A huge thanks to all involved for making the conference such a positive, effective event. We were able to build on our shared desire to ensure our local lines continue to thrive. Key priorities for the next year will include winning even more people to back to train travel, maximising the transformational benefits of the new trains and continuing the sustainable development of our routes in line with local needs."

To date in Norfolk, Suffolk, Essex and Cambridgeshire, partnership working has helped to boost tourism and local economies; increase passenger numbers and improve health and well-being, through a whole range of initiatives including the production of local area guides, guided walks, special event trains, volunteering initiatives, community art projects, wildlife initiatives, partnership projects to deliver service improvements and station upgrades and wider community involvement schemes.

Rail operator on the hunt for 250 new apprentices

The number of apprenticeships on offer across rail firms Southern, Thameslink, Great Northern and Gatwick Express will increase by a quarter in 2022, with 250 programmes available across departments, including engineering, customer services, train driving and administration.

The rail operator's apprenticeship programme is open to people of all ages and backgrounds. Parent company Govia Thameslink Railway (GTR) is seeking to reach as diverse a range of potential applicants as possible, and is working with partners including, Not Going To Uni, Socially Recruited, RMP Enterprise, The Association for BME Engineers and Springpod to attract interest from around the country to work across the Southern, Gatwick Express, Thameslink and Great Northern routes.

David Jackson, Apprenticeship Specialist at Govia Thameslink Railway, said, "As passenger numbers increase and the country gets back on track, we're delighted to be able to offer even more fantastic apprenticeship opportunities to work in the innovative rail industry. Glowing testimonials from our successful apprentices – from this year's cohort as well as those who joined the railway as an apprentice and have since worked their way through the ranks – shows just how many doors a scheme like this can open."

The rail company is currently on target to hire 200 apprentices before the end of 2021, with some schemes already open for applications. Anyone considering applying for an apprenticeship with GTR should go to: https://gtrailwaycareers.com/jobs/apprenticeships/

Engineering Apprentice Development Manager, Tom Jerome, has been training apprentices since 2003 but joined the railway as an apprentice himself. "I started my engineering apprenticeship in 1993 at the age of 18. I was really interested in electrical and mechanical modifications; updating on-board systems and components so joined that team after my apprenticeship. "Later, I stepped up to team leader and started to oversee projects. I have always been interested in training and development so later applied to become an Engineering Trainer which also involved managing the Engineering Apprenticeship scheme. In 2015 the opportunity to manage the engineering apprentice programme came up; I jumped at the chance to extend this and support the next generation of railway engineers."

Sydney Granger, 21, knew she didn't want to go to university when she left school and was pleasantly surprised by all the options available. "I'm now one year into the Level 3 Apprenticeship and working full time at the Hornsey depot. I love the practical element to the course because it really helps expand my knowledge of units, tools and equipment that I'll be using every day. I want people my age to realise that university isn't the only option, there are so many possibilities when it comes to apprenticeships and I would love others to seriously consider it."

Yvonne Baiden, 51, is currently in her second year of a Level 3 Rail Engineering Technician Apprenticeship. She says, "I'm a full-time mum to three children, as well as being a grandparent. I don't get much time to myself but I'm not letting that stop me working towards my career goals. Doing an apprenticeship at my age isn't without its challenges, but I think if you get the chance to learn new skills you should just go for it! I would love to see more women realise the potential of engineering. It may seem like a man's world but there's so much opportunity, especially when it comes to engineering jobs in rail."
Applications for 2022 Engineering Apprenticeships are now open. Those interested have until 28thNovember to apply





Network Rail MPV No. DR98912 heads a leaf fall working through Leyland on October 28th.
John Sloane

Rail partnership brings exciting new activity trail to Beds and Herts

To promote the train line from Bedford to St Albans and encourage children to learn about their surroundings, Thameslink has partnered with Mini Map-Makers and Beds & Herts Community Rail Partnership to launch a new, interactive trail in time for half term.

Launched on Tuesday October 26th at the restored St. Albans South Signal Box Museum, the new 'Symbol Spot' trail provides children and families with an activity booklet with things to look for and collect at all eight stations; from Bedford to St Albans. With symbols to search for, such as letters, numbers, shapes and signs – the fun trail is suitable for all children over the age of five.

Symbol Spot encourages families to learn more about the local area by travelling by train to each station, where children can collect a total of eight plaque rubbings for their booklets. Each plaque has been uniquely designed to reflect the history and culture of each area. Children that collect all the plaque rubbings in the Symbol Spot trail will receive a certificate and special coin.

Jenny Saunders, Customer Service Director for Thameslink, said: "This is a brilliant way to get kids outdoors and exploring this half term. After a year and a half of restrictions and lockdowns, we're pleased to be welcoming our communities back to the railway, whilst supporting local economies. The trail launched on October 26th and doesn't have an end date – so we'd love lots of families to come and get involved and make the most of our £2 train tickets for kids*!"

Alice Gadney, Cartographer and Director, Mini Map-Makers, added: "I have immensely enjoyed developing the second Community Railway Symbol Spot on the Beds to Herts line with the amazing team at the Community Rail Partnership and at St Albans Signal Box. The evolving network of kind, friendly and incredibly helpful people have helped me create an exciting project that helps children learn about their rich doorstep history. I look forward to hearing their stories!"

Andy Buckley, Line Officer for the Beds & Herts Community Rail Partnership, added: "I'm delighted to announce the launch of Symbol Spot on the Bedford to St Albans City line - this creates exciting opportunities for families to have days out together on a train playing 'eye-spy', spotting from the train and at stations. Families will learn about rail safety and the history of our line and the countryside through which it passes. I am very pleased that the Beds & Herts CRP has been able to work with so many partners to bring this rail-based activity to our route and we look forward to welcoming families to the Symbol Spot trail. Adults and families can ask for a Symbol Spot pack at Thameslink stations between Bedford and St Albans City when purchasing child train tickets.

That's what I call... enterTRAINment!



This autumn, the rail company that operates Thameslink and Great Northern services, is putting local theatres centre-stage with an exciting new partnership that promises to thoroughly entertrain. Teaming up with top regional theatres across its network, the company is offering customers the chance to claim exclusive discounts on spectacular shows in October and November.

With theatres finally being able to pull up the curtains after more than a year of closure, the rail operator is taking the opportunity to support the arts community and highlight smaller, more independent venues that will really benefit from some extra support.

Working with selected theatres – from Portsmouth, Chichester and Brighton, to Croydon, St Albans and Cambridge – the #entertrainment campaign offers limited-edition discounts on top shows for those who travel by train with Thameslink and Great Northern, as well as sister brand Southern.

Jenny Saunders, Customer Services Director for Thameslink and Great Northern, said: "It's great to be partnering with The Maltings Theatre and ADC Cambridge to encourage our customers to hop on a train and see a show. The pandemic has been tough on all industries, but the arts has especially suffered so we're really pleased we can team up for this fantastic partnership that celebrates the return of live entertainment!"

Daniel Zeichner, MP for Cambridge added: "Here in Cambridge, we have great theatres right on our doorstep. The last year has been difficult for many in the performing arts community, but I have no doubt that the thrill and excitement of live performance will draw people back again. Theatre is a vital part of what makes Cambridge an attractive vibrant city, which is why continued support is essential."

Adam Nichols, Artistic Director of OVO at The Maltings Theatre, said: "We're really excited to be part of this campaign, which is going to be a wonderful way to let people know what's on at their local theatres and how easy it is to buy tickets – with a discount! We've got some fantastic productions lined up for our autumn season and we're very much looking forward to welcoming audiences to The Maltings Theatre which is situated in the heart of St. Albans."

Jamie Rycroft, Theatre Manager at the ADC Theatre in Cambridge, said: "We are delighted to be partnering with Thameslink and Great Northern to offer some fantastic ticket discounts for our jam-packed Autumn season at the ADC Theatre and Corpus Playroom. Highlights include a week of Caryl Churchill plays presented in October across both of our venues in the heart of Cambridge, as well as a unique devised production hitting the ADC stage in November: The Old Bailey Alumni Network. Why not accompany your visit with a trip to the ADC Bar which serves a delicious selection of beers, wines, spirits and snacks before, during and after the show."

The #entertrainment partnership will be live from October until December. Each theatre has individual terms and conditions which will be hosted on their own websites. A valid rail ticket must be shown upon arrival at the theatre.

National Rail

GBRf's Class 08 703 stands at the new Willesden HS2 Logistics Centre on October 15th. *John Sloane*



A view of the various Eastleigh Works shunters on October 19th, from left to right they are German Kof No. 323.539 'Cheviot', RH 46617/61, 08 507, 07 007 and 08 567. *John Sloane*



Class 08 683 propels wagons into Eastleigh Yard on October 20th. *John Sloane*



National Rail



Vintage Trains' 'The Bristolian' Derby to Bristol sees No. 6233 heading past Kingsbury on October 30th.
John Alsop



Network Rail completes longest civilian BVLOS drone flight over dry land



Network Rail's air operations team have successfully flown a drone Beyond Visual Line of Sight (BVLOS) for 25 kilometres over dry land – believed to be the furthest such civilian drone flight in Britain.

The proof-of-concept flight – which took place on October 27th from Bicester along the East West Railway – is the culmination of 18 months of work. It is a significant step forward in terms of how drones can be used to inspect the railway safely, quickly and cost-effectively.

Drones and helicopters have long been used by Network Rail to identify faults on the railway, helping to predict and prevent failures to reduce disruption for passengers, while also representing a safer form of maintenance by limiting the number of manual inspections that need to be carried out by foot.

Until now, drones were only ever flown above the railway when they were in clear sight of the operator, and usually only for four or five kilometres at a time. While this can still be a helpful tool to inspect Britain's rail infrastructure, it requires the team involved to set up multiple times at different locations. The ability to fly Beyond Visual Line of Sight enables the air operations team to inspect the railway over a much larger area while saving valuable time and costs.

Rikke Carmichael, Network Rail's head of air operations, said: "While flying Beyond Visual Line of Sight will ultimately provide us with much greater capability, it is worth emphasising that this was a proof-of-concept flight, and that a shift to using BVLOS as business as usual will take some time.

"Nonetheless, this was an important milestone and I'd like to thank my team for all their hard work on this project over the last couple of years. We'll now turn our attention to agreeing a strategy for using drones both VLOS and BVLOS, after which we will want to engage with industry for the next exciting phase of BVLOS becoming another routine service the Air Ops team provides the business."

A Network Rail helicopter also flew alongside the drone to test whether or not the two could work together, and whether their respective systems recognised each other. It was proved that they did work effectively together. Data captured by the helicopter will be used to create a 'digital twin' of the railway that was flown over.

National Rail

Class 37 601 passes slowly through Camden Road with hauling Class 345 024 from Gidea Park to Old Oak on October 15th. *John Sloane*

Hanson liveried Class 59 104 passes through Upper Holloway with an Acton to Dagenham stone train on October 15th. *John Sloane*

Class 66 755 and 66 798 top and tail the Schwerbau High Performance Milling train stabled at Eastleigh on October 17th.
John Sloane







National Rail

Free and fast WiFi for Birmingham New Street station passengers

Passengers at Birmingham New Street station can now get free and unlimited WiFi that is fast enough to support video calls and streaming.

Network Rail's upgraded service uses the latest technology so passengers can connect multiple devices without having to create an account to log in.

It's certified as 'Friendly WiFi' which means it complies with the Government's safe filtering standards for the public and is child friendly. The free connection has been introduced after feedback from railway passengers.

Steven Ireland, head of stations and security for Network Rail's Central route, said: "Customers have told us that to enhance and improve things for them and free WiFi was a must - so, we've provided it. I'd urge anyone to take advantage of the new reliable and secure service when travelling through the station. So, we're delighted to introduce free and fast Wi-Fi at Birmingham New Street station. The new Wi-Fi will allow customers to remain connected with friends and family as we return to the railway, looking forward to Christmas and the Commonwealth Games next year."

The WiFi has launched in time to welcome passengers back to the railway after coronavirus lockdown measures.

The new, unlimited WiFi service is being rolled out across Network Rail managed stations nationwide, with plans for the 19 biggest stations to be connected by the end of 2021.



Plaque unveiled at London King's Cross to commemorate remarkable career of Britain's first black train driver

A plaque dedicated to Wilston Samuel Jackson, Britain's first black train driver, was unveiled at London King's Cross station on October 25th to mark his outstanding contribution to the rail industry and encourage more people from Black, Asian and minority ethnic backgrounds to consider a career on the railway.

Born in the Jamaican parish of Portland on May 17th 1927, Wilston moved to London in 1952, joining Britain's efforts to rebuild following the devastation of the Second World War. He quickly took a job as a cleaner on the railway, learning how to look after trains by keeping the pipes clean and free from soot, and keeping them running by tending the fire to power the steam engines.

Having worked his way up to be a 'passed cleaner' – a fireman in all but name – Wilston would shovel 10 to 12 tonnes of coal a day in hot and filthy conditions. After long shifts, he would return home to study for his locomotive driver exams. He was not the first black man or woman to aspire to be a train driver, but racism was rife at the time, and there were many accounts of applications and promotions being blocked because of an individual's skin colour or background.

10 years after he moved to Britain, Wilston passed his exams to become the country's first black train driver. This was a moment of celebration for Wilston and his young family, however on his first day, some of his white colleagues were furious at news of his promotion from fireman to driver, and agreed to forbid any white man to work under him. When the allotted fireman told Wilston he would not work for him, Wilston's line manager intervened and told the fireman to go home as he no longer had a job. Faced with the sack, the fireman changed his mind and asked if he could stay, to which Wilston replied: "I don't have a problem with you, it is you who has a problem with me. If you do your job well, we'll get along fine."

Wilston had a long and successful career on the railway, and also provided tuition to others – including his own brother – to help them pass their driving exams. In 1964, he broke both legs when his train crashed into the back of a stationary goods train near Finsbury Park, after a signalman mistakenly gave a green light. Wilston shouted to his fireman to 'jump' – saving him – but there was not enough time for Wilston to escape and he had to be cut out of the wreckage. After a long recovery, he returned to the railway in 1966 and went on to drive some of the famous trains and locomotives, including the Flying Scotsman and The Elizabethan. He later emigrated with his family to Zambia where he taught the locals how to drive trains.

Sadly, Wilston passed away on 15 September 2018, aged 91.

Polly Jackson, Wilston's youngest daughter, said: "My father dedicated much of his life to the railway. He was never late or missed a day, and he was so proud of his work, despite the many challenges he faced. Today was a fitting tribute to his life and career."

Molly Jackson, Wilston's eldest daughter, added: "Today is a proud day for our family. It was fantastic to be at the unveiling event to see the industry he gave so much to, recognise his achievements and give a little something back to him."

According to figures from ASLEF – the train driver's union – just 10% of train drivers in England, Scotland and Wales are from Black, Asian and minority ethnic backgrounds. At Network Rail, the infrastructure manager which employs signallers, operatives and engineers among others, employees from those backgrounds currently make up 9.38% of the overall workforce – up from 8.8% the previous year.

Unveiled during Black History Month, it is hoped that the plaque commemorating Wilston's career will encourage more people from Black, Asian and minority ethnic backgrounds to follow in his footsteps and consider joining the railway.

Andrew Haines, Network Rail chief executive, said: "I have been fascinated to learn about Wilston's life and career. He was a real trailblazer for our industry and we owe him a huge debt of gratitude for his incredible service, made even more remarkable by the many obstacles he had to overcome.

"This plaque is a fitting tribute to his career, and I hope it helps to inspire the next generation of train drivers and railway workers from minority ethnic backgrounds, because despite some progress we know they remain under-represented in our industry."

Mick Whelan, ASLEF General Secretary said: "We are incredibly proud to have had Wilston as one of our own, a dedicated driver with an illustrious and ground-breaking career. This blue plaque is fitting recognition of that.
Nearly 60 years after Wilston earned his key, just 10% of train drivers in England, Scotland and Wales come from an ethnic minority. ASLEF continues to campaign for change across the sector and for a driving grade that represents 21st century Britain."

Victa Rail

October 22nd, was launch day for Victa Rail's container flow from Immingham to Doncaster iPort. After a press launch, which made local TV, 4Z13 set off, but only to Barnetby where the locos ran round and returned the train to Immingham, seen here having just set off on the return behind Class 20 205 and 20 007, a rare move in itself. It is believed the containers were empty, so we await the first run proper.
Steve Thompson

On October 20th, Class 20 205 and 20 007 head through Scunthorpe working 0Z20 Derby RTC - Immingham Nordic Terminal for the loading of containers onto IXA wagons, which had arrived a few days before behind DCRs Class 60 055.
Steve Thompson







National Rail



On October 21st, Class 66 713 departs Kingsbury working the 4L07 to Felixtowe. *John Alsop*



At the Ribble Steam Railway, Hawthorne Leslie 0-6-0ST 'Linda' works No. 3931 of 1938, crosses the swing bridge on the entrance to Preston Dock Basin. *Ken Abram*

Technology helps Transport for Wales and Network Rail prepare for autumn challenges

Transport for Wales and Network Rail are utilising the latest technology this autumn to prepare for a growing number of storms and bad weather caused by climate change. Autumn is traditionally a very challenging time for the rail industry and in 2020 storms Ellen, Francis and Alex caused widespread disruption and included the wettest day on record since 1891.

Storms can have a serious impact on rail passenger services and replacement road transport, so TfW and NR have been working collaboratively to prepare for the challenges and minimise the risk to services.

Lee Waters MS, Deputy Minister for Climate Change, commented: "Climate Change is having a very real impact on the weather as we've seen with the unprecedented storms of the last few years, so I am pleased that TfW working with Network Rail are taking these measures, using the most up to date technology, to deal with the impact of severe weather on our rail network as we head into the autumn."

Actions taken include:

Identifying high-risk sites using Automated Intelligent Video Review (AIVR) footage on the front of trains and creating robust de-vegetation plans for each area.

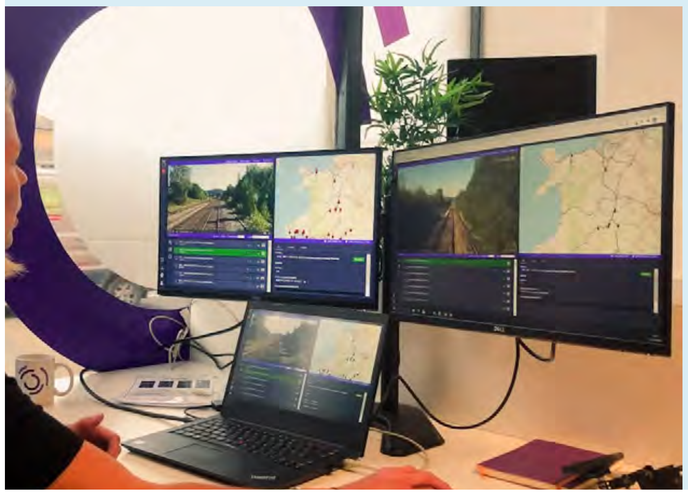
Creating a dedicated autumn control desk with double the resource of autumn 2020 and bigger frontline response teams working every day to identify and respond to issues quickly.

Use of railhead treatment trains to blast away vegetation debris from tracks and the application of traction gel in sites where vegetation can cause low wheel-rail friction levels. This year there will be 57 Traction Gel Applicators in use.

Contingency plans to mitigate service disruption in the event of a reduction in available train carriages.

Removal of class 142 and 143 'Pacers' from service which were the most vulnerable rolling stock in TfW's fleet to adhesion related issues.

Transport for Wales Director for Planning and Performance, Colin Lea, said: "The autumn season presents significant challenges to the rail industry, and we work hard throughout the year preparing. Working within COVID guidelines and closely with Network Rail and CVL maintenance colleagues, we have cleared concerning lineside vegetation, arranged Rail Treatment Train runs and removed the old pacer trains, which were our most vulnerable trains when it came to adhesion-related issues at this time of year. Our staff will continue to work around the clock over the autumn period, and beyond, in some very testing environments to keep our customers on the move, with their safety at the heart of everything we do."



Bill Kelly, route director at Network Rail Wales and Borders said: "Preparing for autumn is at the heart of our partnership with Transport for Wales. We work together throughout the year, managing vegetation in high risk areas and deploying innovative technology to treat the tracks. This year, we've also doubled the size of our Autumn Control Team to improve our response to incidents. With climate change increasingly affecting the transport network, from the Conwy Valley to Severn Estuary, we're investing in schemes across Wales and Borders to build a more resilient railway."

Major track improvements underway in latest stage of Transpennine Route Upgrade

Work is now underway on a major project to renew the track between York and Church Fenton as part of the Transpennine Route Upgrade. The Transpennine Route Upgrade is a transformative, multi-billion pound railway programme that will improve connectivity in the North and support economic growth. It will bring faster, more frequent, more reliable services between York, Leeds, Huddersfield and Manchester. This phase of work will continue until Christmas 2021. It involves replacing the track on all four lines on the East Coast Main Line between York and Colton Junction, as well as both lines between Colton Junction and Church Fenton, to enable the route's line speed to be increased to 125mph.

The work is being carried out by the Transpennine Route Upgrade East Alliance (TRU East), involving Network Rail, VolkerRail, J. Murphy & Sons and Siemens. The Alliance is delivering the infrastructure improvements on the Eastern part of the route between York and Leeds. These upgrades will deliver a high-performing, reliable railway for passengers with more trains and improved journey times. The Alliance have carefully planned the project to keep disruption to passenger and freight services to a minimum, with the work will taking place over midweek nights.

The Alliance has started to prefabricate each 60ft-long section of new track at its new logistics hub at Gascoigne Wood, which opened in October. The new hub, which is just three miles from Church Fenton, includes a 400m rail head, running off the main network to allow engineering trains in and out of the facility. Each new prefabricated track panel will be delivered pre-installed with signalling bonds, bolt holes and fish plates to join the new sections, which will reduce installation time on-site, enable faster progress, and give greater security around jointing systems.

Over Christmas 2020, the Alliance carried out work between York and Colton Junction to install 69 overhead line equipment foundation piles, a 65-metre-wide under-track crossing beneath the six tracks at Colton Junction, and adjusted 47 overhead line head-span structures. This work will enable the alignment of track and overhead line equipment to be completed through this section over Christmas 2021.

Between Colton Junction and Church Fenton, the Alliance also undertook one 54-hour and three 29-hour line possessions during July 2021 to enable the lines through this section to be re-aligned into their final position.



Freightliner's Class 66 587 was an exhibit at the Multimodal show at the NEC on October 19th. *John Alsop*

Inverness Airport Station build is underway

Work is now underway to create the new Inverness Airport station with the start of construction of the platforms at Dalcross. The plans for the new £14m facility will see the construction of a two-platform station on the Aberdeen-Inverness line with step-free access, via a footbridge with lifts, on the site adjacent to Inverness airport.

The station will have 64 car parking spaces with 10 electric charging facilities, four disabled spaces and cycle parking. There will be a new access road to the station for motorists and access to both platforms for pedestrians and cyclists.

Hitrans has significantly upgraded the existing active travel path between the new station and the airport terminal and two buses an hour will initially link the station and the airport.

Work from now until the end of December will see the creation of embankments, and the start of construction work on the new platforms, including the concrete lift shafts and footbridge foundations.

The development also comes with the advantage of closing the level crossing at Petty which will improve the safety of the line and the operation of the new station, which is due for completion in December 2022.

Graeme Dey, Minister for Transport, said: "It is great to see work getting underway on what will be an exciting development both for Inverness Airport and for the surrounding communities. The start of work on-site is a significant step towards delivery of this sustainable travel interchange, which has been made possible by a £14 million Scottish Government investment as part of our commitment to a fairer, greener Scotland. By making Inverness Airport more accessible for passengers and staff alike, we can deliver improved travel links to the growing Inverness Airport Business Park and the new town of Tornagrain. This is particularly important as we continue to pursue a green recovery from the Covid-19 pandemic."

Alex Hynes, managing director of Scotland's Railway, said: "Scotland's Railway has a great record of opening new stations and new lines, which help to drive further investment in communities and create new opportunities for local people. The construction of the new Inverness Airport station will help enhance the area by giving travellers another route to the airport and will open-up transport links and improve connectivity. We are committed to working alongside the Scottish Government to open up our railway to as many communities as possible across Scotland and look forward to welcoming this new station onto the network. This is an exciting project that has the potential to transform travel options to the airport - and getting on-site to start the build is a significant milestone in the progression of the project. We will work with our partners to deliver this new station as quickly as possible for our customers and the wider community."



Councillor Trish Robertson, Highland Councils Strategic Chair, said: "The Council has provided over £100K towards the cost of this project, which will deliver significant benefits to the Inverness community, improving access to the airport and making the area more attractive for inward investment and housing growth, which will both support local communities and the economy. I look forward to seeing the works progress rapidly."

National Rail

Government restores the Dartmoor Line as services resume for first time in half a century



For the first time in nearly 50 years, regular passenger services on the Dartmoor Line, connecting Okehampton to Exeter will launch on Saturday November 20th, marking the first reopening under the Government's Restoring Your Railway programme which is exploring ways to return old lines and stations to service across the country.

The route will connect Exeter St Davids, Crediton and Okehampton providing a launchpad for visitors to explore Dartmoor and regional links for local commuters. Around half of services, including at peak times, will also carry on to Exeter Central. The reopening of the route is expected to boost local businesses, the tourism sector, and provide greater access to education and work for thousands of people who live locally.

The Department and its partners have accelerated the reopening of the railway, delivering passenger services in only 9 months from the original funding being approved to entry into service, and saving money at the same time. As the Government continues its overhaul of the railways following the Williams-Shapps Plan for Rail, more lines and stations will be re-opened. To make this possible, Network Rail's team of engineers has worked tirelessly to deliver a huge programme of work to physically reopen the line in just 9 months, including laying 11 miles of new track and installing 24,000 concrete sleepers and 29,000 tonnes of ballast in record time. Repairs have also been made to 21 structures along the route including 4 bridges and a range of works including vegetation clearance, earth and drainage works and fencing are ongoing in preparation for the return of regular services. More work will be carried out over the winter including further work on the station buildings to enable the restoration of the café and other facilities.

Transport Secretary Grant Shapps said: "The project, funded by over £40million from the Department for Transport, is part of the wider campaign to reverse catastrophic cuts to the rail network primarily led by the Beeching axe. The work has been a successful collaboration between the DfT, Network Rail, GWR, Devon County Council, Devon and Cornwall Rail Partnership, and local campaigners and MPs."

Mike Gallop, Network Rail's Western route and strategic operations director, said: "We're delighted that we've reopened this much needed railway line for passenger services in just 9 months and ahead of schedule. Our team has worked incredibly hard alongside our project partners GWR, Devon County Council, Devon and Cornwall Rail Partnership and the local community to ensure this railway is ready to open. We can't wait to welcome passengers back to the Dartmoor Line after an absence of nearly 50 years, linking passengers to Exeter and services to the rest of the country."

Mark Hopwood, GWR Managing Director, said: "This has been a key aspiration for the community and the rail industry for some time and today is a significant day for everyone who has been involved. Their support and advocacy over the years has helped deliver a fantastic new service for customers, which we hope will grow from strength to strength."

Richard Burningham, Manager of the Devon & Cornwall Rail Partnership, said: "What a day Saturday November 20th will be – the day Okehampton fully re-joins the national rail network. All of a sudden, a large area of west Devon and north and east Cornwall will be 30 miles nearer the railway than it is today. It's going to make a big, very positive difference to many people's lives."

Mel Stride, MP for Central Devon, said: "I am thrilled that after a decade of campaigning, a regular passenger service between Okehampton and Exeter has become a reality. I am very proud that our Central Devon constituency is the first in the UK to have a service, lost to the Beeching Cuts, restored by the Government. It has been a huge amount of hard work by so many people, and a local issue on which I have spent a great deal of time – but it has absolutely been worth it. It will provide thousands of my constituents with a rail service on their doorstep, will be a huge economic boost as we bounce back from the impact of Covid-19 and will reduce carbon emissions by taking cars off the A30. I can't wait to book my first ticket!"

East Coast Digital Programme selects Atkins and Thales as key partners for Heritage rail vehicles Pathfinder Project

Atkins, a member of the SNC-Lavalin Group, and Thales have been appointed by Network Rail to deliver an industry-first pathfinder project for Heritage Rail Projects as part of the East Coast Digital Programme.

The pathfinder will carry out design and trial fitment of the technology to determine if it is a viable technical and commercial option for heritage vehicles.

The option of retro-fitting the technology would enable heritage steam and diesel vehicles to continue operating on mainline infrastructure in radio-based train control. In a world first, the pathfinder project will see European Train Control System (ETCS) in-cab signalling equipment, supplied and installed by Thales, trial fitted on Tornado and designed for a Black 5 steam locomotive, as well as a Class 55 Deltic diesel locomotive which was built over 40 years ago.

These vehicles have been selected because they are best placed to support the project. Tornado is a large modern build with established designs and power, and the Black 5 and Deltic are representative of other vehicle types.

ETCS is the signalling and control component of European Rail Traffic Management System (ERTMS), which will replace traditional lineside signals with in-cab radio-based signalling, initially on the East Coast Main Line.

Having previously undertaken a feasibility study on behalf of Network Rail and the ECDP, Atkins will now complete the on-board design, with Thales conducting the trial installation of ETCS before carrying out intensive testing.

ETCS is a core part of ECDP and will transform the rail network by deploying modern train control technology to improve performance, reduce delays, enhance safety and reduce costs.

Toufic Machnouk, Network Rail's Director, Industry Partnership Digital, said: "This is an important world first pathfinder project which is also immensely technically challenging. The technology blends steam technology with modern electronics; by trying it out and then taking stock of the results, we will know if it is a technically and commercially viable option for heritage and charter operators. Establishing the pathfinder project and the work required to fit the vehicles with the technology is an example of exceptional industry collaboration."

Phil Paisley, Atkins project manager, said: "This is an exciting project to be part of. Thanks to the skilled and committed Network Rail, Atkins and Thales teams, we're now able to fit these trains with the equipment needed so that they can continue to be enjoyed by the public."

Mark Newill, Project Manager at Thales in the UK, added: "Supplying and installing our ETCS equipment onto heritage and charter units for this pathfinder project allows Thales to demonstrate the robustness and versatility of our ETCS equipment. Whilst heritage and charter units each come with their own unique challenges, we are excited to be working in partnership with the East Coast Digital Programme and the vehicle owners to ensure these locomotives can be enjoyed by future generations.''

National Rail

On October 21st, three Royal Mail EMU sets pass through Stafford with Class 325 005 leading, working from Warrington Royal Mail Depot - Willesden.
Michael Lynam



Polos, starting from £14.00 each, minimal order of 3.
10+ Price: £11.75 EACH

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Merchant Navy Class locos

Lyme Regis Branch Locos was the original intention to name what became Bulleid's 'Merchant Navy' class locomotives after British land, sea and air victories of WW2.

However, by 1941, such victories had been few and of uncertain authenticity and thus this idea was not pursued; yet a trial rectangular wooden nameplate had been made which had the name 'The Plate' to commemorate the win over the German battleship 'Graf Spee' by the Royal Navy's cruisers 'Exeter,' 'Ajax' and 'Achilles.'
United Kingdom and Commonwealth capital cities were considered but these were rejected by those who were choosing suitable names.

Finally, the Chairman of the Union Castle Line, suggested using the names of shipping companies whose vessels regularly called, in peacetime, at the port of Southampton.

The first of these mixed-traffic pacific's was called 'Channel Packet' after the cross- channel fleet owned by the Southern Railway at Eastleigh Locomotive Works on March 10th 1941 by the then Minister of Transport - Lt-Col. J. T. C. Moore- Brabazon.

During April and May 1941, No. 21C1 (as Bulleid impressed, insisted and adopted using this European system which described the wheel arrangement of steam locomotives denoting the number of coupled wheels and where [and number] of carrying axles with the final number being the locomotive's running number), this first 'Merchant Navy' locomotive was tested on various Western Section trains (e.g. freight and semi-passenger ones) and in-between such duties there were several visits to Eastleigh Works for adjustments, minor modifications plus the fitting of larger sandboxes and an improved designed regulator.

There were also problems with the leading tender axle boxes running hot and welding on the tender not adequate enough to withstand the surge of water when only partly full. In addition the drawgear and handbrake mechanism needed attention.

Thus, as a temporary measure, in May 1941 21C1's initial tender was swapped with the tender which was awaiting the completion of the second locomotive.

4th June 1941 saw 21C1 starting to earn its keep from Salisbury; it was joined by 21C2 'Union Castle' on 16th June 1941 - this latter locomotive being named at Victoria and later hauled a 4-coach guest special to Earlswood via the Quarry Line, then retiring to Redhill for turning and servicing before the special retuned to Charing Cross later that day.

A Different View

L&Y Aspinall 0-6-0ST No. 51446 heads over the river at Summerseat with a goods working on October 15th. *Jeff Nicholls*



Viewed through a spiders web at Wansford on October 10th, Peak No. D4 'Great Gable' waits to depart with the 11:10 to Yarwell.
Lee Stanford



An Ex LSWR passenger luggage van No. 1353 is seen in use as a holiday let at St. Germans station on October 6th. *Derek Elston*



A Different View

GWR lower quadrant signal PR5 still in use at Par. *Derek Elston*



Looks like Class 66 791 got a bit too close to the limestone loading, seen in Northampton's Castle Yard. *Derek Elston*



Grade II listed former Great Western Railway signal box, located on Par railway station, was opened in 1879 and built to the first GWR standard design. *Derek Elston*



Preserved Railways

Testing of new design of Alternator



The A1 Steam Locomotive Trust have been testing their newly designed and built axle driven alternator.

Rob Morland (the head of electricals) and his team designed and built the new system. It uses a 180A 28v truck/bus alternator fitted into a very solid steel casing to replace the Stones Altonum alternators we presently use which came out of early British Railways Mark 2 coaches (early 1960s).

The latter are becoming very hard to come by and usually require complete (and very expensive) overhaul. Also their regulators use 1960s transistors which are equally hard to find. We have fitted a 2.5:1 toothed belt drive system within the casing to get the alternator running at the required speeds from the axle pulleys on coaches or in our case the tenders on Peppercorn class A1 No. 60163 Tornado and Gresley class P2 No. 2007 Prince of Wales.

We have built at test ring to check output, temperatures and endurance running, however we also need to conduct EMC (Electro Magnetic Compatibility) tests. As the test ring comprises a squirrel cage induction motor with an electronic speed controller, it is likely to produce a significant amount of electrical noise in its own right.

With this in mind it occurred to us that a suitable drive system for when EMC testing would be a medium sized traction engine - no electrical interference and it can test from the lowest to the highest speeds – using a large flat belt of the sort used for operating saw tables etc.

We are using 1920 Leeds built 7NHP Fowler steam road engine Providence owned by Howard & Barry Stafford of Houghton-le-Spring - the engine comes complete with belt and is a 2 cylinder compound with a governor which makes it ideal for the task. They kindly donated their time and we supplied the coal.

Our contractor Eurofins of York conducted the EMC tests on the morning of Thursday 21st October.

Our new design of alternator will eventually be fitted on No. 60163 Tornado, No. 2007 Prince of Wales, our proposed Gresley class V4 and their support coaches.

All very Titfield Thunderbolt – or is it Iron Maiden?

This is another step on the way to the completion of No. 2007 Prince of Wales and another way in which the Trust is constantly finding new ways to ensure we can continue to operate steam on the modern main line railway by fitting all of the necessary electronic systems to our locomotives and provide the increasing amount of electrical power for them.

Photo: EMC (Electro Magnetic Compatibility) test at Darlington Locomotive Works of The A1 Steam Locomotive Trust's newly designed and built axle driven alternator © Mark Allatt/ A1SLT.



Steam into the New Year with the Spa Valley Railway

There's something very wonderful about seeing a steam locomotive steaming through the winter countryside. So why not come along to the Spa Valley Railway after Christmas and into the New Year to enjoy a memorable journey on one of the 'New Year Special Trains'.

Join the train at Tunbridge Wells West or Eridge and sit inside the comfortable heated carriages as Steam Locomotive Hunslet Austerity No. 2890 known as 'Douglas' takes everyone on a journey through the crisp winter landscape of the High Weald countryside on 28, 29 and 30 December 2021 before the mighty 'Sir Keith Park' Bullied Pacific locomotive takes over on December 31st 2021 and also on 1st and 2nd January 2022.

Children should look out for the uniformed station master who love to see the children wave as the trains arrive and depart at the stations along the line.

Trains will operate to the standard Green timetable between Tunbridge Wells West and Eridge calling at Groombridge along the way. High Rocks station will be closed.

Train Fares:

Adult - £12

Senior (60+) - £11

Child (2-15yrs) - £6

Family (2A+2C) - £30

To book visit www.spavalleyrailway.co.uk

Spa Valley Railway, West Station, Nevill Terrace, Royal Tunbridge Wells, Kent, TN2 5QY.



Preserved Railways

SWANAGE RAILWAY VOLUNTEERS TO STAGE CHRISTMAS 'STEAM AND LIGHTS' TRAINS AFTER LAST YEAR'S SOLD OUT SUCCESS



Evocative Christmas 'Steam and Lights' trains – featuring more operating days together with refreshed lineside and station lighting displays – are to be operated by dedicated Swanage Railway volunteers during December after the sold out success of last year's festive services.

Operating on 17 selected days, with two evening trains a day from Swanage at 5.15pm and 7.15pm, the service replaces the traditional 'Santa Specials' – for the second year running – which cannot operate because of the measures that need to be taken to counter the spread of Covid-19.

The festive pre-booked 'Steam and Lights' service – running on selected days between Sunday November 27th and Friday December 31st 2021, inclusive – will see trains covered in brightly coloured lights steam through the Isle of Purbeck in the dark of the evening.

Last year's festive 'Steam and Lights' train services, in the run up to Christmas, were a sold out success with extra trains having to be operated to cope with public demand.

There will also be refreshed lighting displays at stations, as well as at other locations along the five and a half mile heritage line, as the steam train runs from Swanage to Corfe Castle and Norden on the festive one-hour return trip.

The interiors of the cosy steam-heated carriages will also be festively decorated for the one-hour round trip which will see on-board music synchronised to lineside lighting displays passing the carriage windows.

Before passengers board the 'Steam and Lights' train at Swanage station for their magical journey, there will be a dramatic switch-on of the train lights at the platform.

Swanage station will only be open to 'Steam and Lights' train passengers while Herston Halt, Harman's Cross, Corfe Castle and Norden stations will be closed to the public.

The Swanage Railway's volunteer passenger services director Trevor Parsons said: "We are very excited to be running a second year of festive 'Steam and Lights' trains in the run-up to Christmas because the service is very special and out of this world – colourful, evocative and dramatic. We are looking forward to it tremendously.

"Last year's festive 'Steam and Lights' train services, in the run up to Christmas, were a sold out success with extra trains having to be operated to cope with public demand.
The need to keep our passengers and staff safe against the threat of Covid-19 means that we are asking our passengers to wear face coverings when on the station platform and on the festive trains."

With the help of an experienced and reputable company specialising in synchronised lighting and music, we have been working very hard to design a special festive train service that will make wonderful and magical memories for children and adults in the run-up to Christmas," added Trevor.

The special 'Steam and Lights' trains operate on the last weekend of December, on the first two weekends of December and then daily between Saturday December 18th and Thursday December 23rd 2021, inclusive, as well as daily between Monday December 27th and Friday December 31st 2021, inclusive.

The 'Steam and Lights' trains must be booked in advance and can only be joined at Swanage station where the brightly lit festive trains start and end their journeys.

Swanage station shop will be open when the 'Steam and Lights' trains are running – as well as a kiosk at Swanage station serving hot drinks and light snacks – subject to volunteer availability,

There will be no catering on the special festive trains because of the need to keep passengers and staff safe against the threat of Covid-19.

There are no toilets on the trains, but there are toilets on the platform at Swanage station, and pets are now allowed on the 'Steam and Lights' trains.

The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

'Steam and Lights' train tickets are £85 for a table of up to four people – and £50 for a table of two people – with children aged under three being free if they sit on an adult lap and do not occupy a seat. Visit www.swanagerailway.co.uk/events for details.

Photo: Swanage Railway steam & lights December 2020. ©Andrew PM Wright

Keighley and Worth Valley Railway

Having been forced by Covid to cancel the event in 2020, the Keighley and Worth Valley Railway held another of their popular Beer and Music Festivals for 2021 during mid-October. The weekend saw the welcome return of Black 5 No. 45212, which had spent the summer working 'Jacobite' excursions in Scotland and is seen waiting for the right-away from Keighley with its first Oxenhope-bound service of the weekend on October 15th. *Ben Bucki*

Having visited for the Mixed Traffic Gala in September (and operated again on October 10th), Class 27 001 had another welcome outing on the diesel diagrams on October 15th. The loco is seen at Damems with the second train of the day from Keighley. *Ben Bucki*

S160 Class No. 5820 'Big Jim' worked one of the steam diagrams on October 15th, and the US Army Transport Corps loco is seen at Damems with a Keighley-bound train from Oxenhope. *Ben Bucki*







Keighley and Worth Valley Railway

A treat for enthusiasts and travellers on October 17th was the return of 'Bahamas' to the branch. No. 45596, owned by the Bahamas Locomotives Trust and based at Ingrow station on the KWVR, has spent much of the summer working railtours on the mainline. Having hauled an excursion to York on Saturday, the loco returned light-engine to Keighley on the evening, and was rostered for Worth Valley trains on the Sunday alongside fellow mainline machine Black 5 No. 45212 (itself just returned from working Jacobite trains in Scotland). The ex-LMS loco is seen at Oakworth, waiting for the right-away with an afternoon service for Oxenhope. *Ben Bucki*

Keighley and Worth Valley Railway

Black 5 No. 45212 is seen waiting for the right-away from Keighley with its Oxenhope bound service on October 15th. *Ben Bucki*

Class 27 001 is seen lifting the first Oxenhope bound train of the day out of Keighley on October 15th. *Ben Bucki*

Exbury Garden Railway

On October 19th, ‘Rosemary’ is seen ready to depart Exbury Central station. *John Sloane*

‘Rosemary’ is an 0-6-2 built by the Exmoor Steam Railway is seen prior to departure on October 19th. *John Sloane*

4wd ‘Eddie’ stands outside the shed at Exbury on October 19th. *John Sloane*







Bluebell Railway

On October 8th, SR Schools Class No. 30925 is seen near Horsted Keynes with the 11:45 service from Sheffield Park to East Grinstead.
David Lindsell

West Lancs Light Railway

For something a little different. Pumpkin Special at The West Lancs Light Railway on October 24th. On static display was No. 8 'Joffre' a Kerr Stuart 0-6-0T+WT (works No. 2405) and former WW1 French Artillery Railways loco. *Michael Lynam*



No. 38 Hudswell Clarke 0-4-0DMF built 1949 (works No. DM750) is seen suitable dressed for the event. *Michael Lynam*

No. 3 'Irish Mail' a Hunslet 0-4-0ST (works No. 823) was built in 1903 and is a former Dinorwic Slate Quarry loco in N. Wales. *Michael Lynam*





East Lancs Railway

L&Y Aspinall Class 23 0-6-0ST No. 51456 pilots L&Y Class 27 0-6-0 No. 52322 creating an impressive amount of exhaust as they depart from Burrs Country Park Halt with the first passenger train of the day, the 09:30 Bury to Rawtenstall *Ken Abram*





Aspinall Class 23 0-6-0ST No. 752 (running as British Railways No 51456) passes Burrs Common with the 11:10 Bury to Ramsbottom freight working. It is being banked by GWR 56XX Class 0-6-2T No. 5643. *Ken Abram*



Ivatt No. 41312 visiting from the Mid Hants Railway is seen crossing Summerseat viaduct on October 15th working the 09:50 Heywood to Rawtenstall service. *Lee Stanford*



BR Standard 4MT 2-6-4T No. 80097 passes Burrs with the 09:20 demonstration parcels train from Bury to Ramsbottom. *Ken Abram*

East Lancs Railway

GWR Manor Class 4-6-0 No. 7820 'Dinmore Manor' making a spirited climb from Bury as it passes Burrs with the 08:45 empty coaching stock move to Rawtenstall at the start of the day. *Ken Abram*

East Lancs Railway

Great Western Railway 0-6-2T No. 5643 heads over the river at Summerseat on October 16th with a goods working. *Jeff Nicholls*

GWR 4-6-0 Manor Class No. 7820 ‘Dinmore Manor’ heads away from Summerseat towards Ramsbottom with a Rawtenstall service on October 16th. *Jeff Nicholls*

Great Western Railway 0-6-2T No. 5643 heads over the river at Summerseat on October 16th with a local parcels service to Bury.
Jeff Nicholls





East Lancs Railway

L&Y Aspinall Class 23 0-6-0ST No. 51456 and L&Y Class 27 0-6-0 No. 52322 top'n'tail a freight as they pull out of the sidings at Ramsbottom with a train for Bury. *Michael Lynam*



On October 17th, BR Ivatt No. 41312 passes Townsend Fold level crossing en route to Rawtenstall. *Michael Lynam*



BR Ivatt No. 41312 and BR Standard 4MT 2-6-4T No. 80097 depart Summerseat with a service to Heywood. *Michael Lynam*



East Lancs Railway

L & Y pairing of No. 51456 and A Class No. 53232 cross Summerseat viaduct on 15/10/2021 with a mixed freight for Ramsbottom. *Lee Stanford*

The rare sight of a double headed service out of Heywood sees visiting Ivatt No. 41312 piloting Southern West Country Class No. 34092 'City of Wells' with the 15:50 to Rawtenstall on October 16th. *Lee Stanford*

On October 16th, GWR No. 7820 'Dinmore Manor' departs Irwell Vale with a service to Rawtenstall. *Michael Lynam*





East Lancs Railway

Visiting from the Gloucestershire Warwickshire Railway, BR-built Manor No. 7820 ‘Dinmore Manor’ bustles past Townsend Fold during the ELR Autumn Steam Gala on October 17th. *Gerald Nicholl*

Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 is seen at Ramsbottom with a goods working on October 15th. *Jeff Nicholls*

LMS Ivatt Class 2 2-6-2T No. 41312 is seen working a passenger service on the outskirts of Bury on October 16th. *Jeff Nicholls*







Nene Valley Railway

Peak No. D4 ‘Great Gable’ waits to depart from Wansford with the 11:10 to Yarwell on October 9th. *Lee Stanford*

Nene Valley Railway

With a mirror like image in the River Nene immaculate Class 46 No. D182 arrives at Wansford on October 9th working the 11:35 service from Peterborough. *Lee Stanford*

Lakeside and Haverthwaite

On October 21st, Bagnall No. 2682 'Princess' is seen at Newby Bridge. *Mark Enderby*



Ribble Steam Railway

The unique in preservation Grant Ritchie 0-4-0ST works No. 272 of 1894 ‘Kinglassie Colliery No. 21’ pilots Bagnall 0-6-0ST ‘Courageous’ works No. 2680 of 1942 onto the Riverside straight. *Ken Abram*

Severn Valley Railway

Class 14 No. D9551 and Class 17 No. D8568 are seen on Eardington with a service to Kidderminster on October 1st. *Keith Davies*



Western Class 52 No. D1062 heads towards Bridgnorth at Eardington on October 1st with a service from Kidderminster. *Phil Martin*



Class 50 034 (50 007) is seen on Eardington Bank with the 17:20 Bridgnorth - Kidderminster service on October 1st. *Keith Davies*



Severn Valley Railway

The line had rostered Class 40 106 'Atlantic Conveyor' for the diesel diagram during the last weekend of October. The loco is seen arriving with a train of GWR stock at Hampton Loade with a shuttle service from Bridgnorth to Country Park Halt. *Ben Bucki*

On September 30th, Class 31 466 is seen at Bridgnorth. *Richard Hargreaves*

On October 1st, Class 24 No. 5081, visiting the line, arrives at Kidderminster.
Richard Hargreaves







Severn Valley Railway

Class 52 ‘Westerns’ No. D1062 and D1015 top’n’tail a Kidderminster - Bridgnorth service up Eardington Bank on October 3rd.
Carl Grocott

Severn Valley Railway

On October 2nd, Class 40 106 stands at Kidderminster preparing to depart for the depot after arriving on the rear of the last service of the day. *Tom Blanpain*



Class 24 081 working a Bridgnorth - Kidderminster service is seen on Eardington Bank on October 3rd. *Carl Grocott*



On October 3rd, Class 31 466 with a Kidderminster - Bridgnorth service climbs Eardington Bank. *Carl Grocott*



Severn Valley Railway

On October 31st, having arrived at Bridgnorth with a morning train from Kidderminster, Mogul No. 43106 has its tender replenished before coupling back onto its stock. *Ben Bucki*

On October 1st, Class 52 Nos. D1015 and D1062 are seen at Kidderminster. *Richard Hargreaves*

Class 52 No. D1015 'Western Champion' descends Eardington bank on October 1st with a service to Kidderminster. *Phil Martin*







Severn Valley Railway

Class 50 035 working a Bridgnorth - Kidderminster service heads over Victoria Bridge on October 1st. *Carl Grocott*

Class 50 007 with a Bridgnorth - Kidderminster service is seen on Eardington Bank on October 3rd. *Carl Grocott*

On October 1st, Class 40 106 descends Eardington Bank working a Bridgnorth - Kidderminster service. *Keith Davies*







Severn Valley Railway

An immaculate Class 31 466 crosses Victoria Bridge on October 1st working a Bridgnorth - Kidderminster service. *Carl Grocott*

Severn Valley Railway

Class 31 466 is seen stabled for the night at Kidderminster on October 2nd. *Tom Blanpain*

On October 1st, Class 17 ‘Clayton’ No. D8568 approaches Kidderminster. *Richard Hargreaves*

Class 50007 and 50035 are seen at Kidderminster on October 1st. *Richard Hargreaves*







Great Central Railway

On October 9th, the lines Class 101/117 DMU Nos. 50266, 59506 and 50203 heads towards Quorn and Woodhouse station.
Richard Hargreaves

Class 20 No. D8098 approaches Quorn and Woodhouse on October 9th. *Richard Hargreaves*

On a wet October 2nd, BR Class 9F No. 92134 approaches Quorn and Woodhouse with a service to Leicester North. *Richard Hargreaves*







Great Central Railway

On October 2nd, BR Standard Class 2MT 2-6-0 No. 78018 and LMS Class 2 2-6-0 No. 46521 are seen at Quorn and Woodhouse with a service to Loughborough. *Richard Hargreaves*

Hudswell Clarke 0-6-0 No. 68067 (works No. 1752) is seen at Quorn and Woodhouse on October 2nd. *Richard Hargreaves*

GWR Collett 2884 Class No. 3802 is seen at Loughborough on October 2nd with a rake of mineral wagons. *Richard Hargreaves*







GWS Didcot

On October 25th, 0-6-0 Terrier No. 2678 from the Kent & East Sussex railway is seen hauling a train on Didcot's branch line.
Colin Pidgeon

Llangollen Railway

The Llangollen Railway held what was something of a mini diesel gala on the final weekend of October, where the non-availability of their GWR 28xx steam loco meant the rostering of the Railfreight-livery Class 31 271 on the Suburban stock. A DMU was running alongside this service, but as a treat for diesel fans a shuttle service was laid on for passengers to get to and from the scenic Berwyn Station throughout the day.

Shunter No. 13265 was doing the honours with a variety of unusual stock; an ex Thomas the Tank Engine open coach (converted from a wagon), a Toad brake van, and the converted ex-LNER/Derwent Valley 4-wheeler.

The trains are seen at Llangollen, with the rain-swollen River Dee alongside, and at Berwyn during October 30th. *Ben Bucki*







Ffestiniog Railway

Poor weather and heavy rain throughout Snowdonia saw heavy loadings on the lines 'Woodland Wanderer' services during the half-term holiday, as families sought indoor activities. The Lynton and Barnstaple replica loco 'Lyd' is seen at Tanybwlch on October 26th having arrived with a mid-day service from Porthmadog. *Ben Bucki*

Llanberis Lake Railway

A wet, blustery start to the day on October 29th saw flooded roads and rivers bursting their banks across Snowdonia, and whilst some lines like the Welsh Highland were disrupted, the Llanberis were happily able to operate through the poor weather during the morning, before it cleared in the afternoon. Quarry Hunslet 'Elidir' waits for the right-away from Gilfach Ddu with a morning train to Llanberis. *Ben Bucki*

From the Archives

Class 31 207 heads an engineering train of four wheeled wagons through the site of Kenyon Junction (closed in 1964) on March 8th 1985. *Jeff Nicholls*

Class 73 108 is seen stabled at Hither Green shed on October 26th 1987. *John Sloane*

Class 141 110 arrives at Leeds City station on September 19th 1986. *John Sloane*







From the Archives

BR Class 46 015 passes Dawlish on September 13th 1980. *John Sloane*



Class 55 015 ‘Tulyar’ and brand-new 56 104 stand outside Doncaster Works on February 13th 1982. *Jeff Nicholls*



Class 08 251 is seen outside Thornaby depot on June 16th 1976. *Mark Enderby*



From the Archives

Deltic No. D9002 ‘KOYLI’ turns on the power as it departs Horsted Keynes on the Bluebell Railway, during the Deltic Fest, on October 8th 2017. *Paul Senior*



LMS Jubilee Class No. 5690 ‘Leander’ is seen in Olive Mount cutting with a Manchester to Liverpool Sunday excursion on June 29th 1980. *John Sloane*



Class 40 033 carries the painted name ‘Empress of England’ at Crewe TMD on February 13th 1983. *John Sloane*



From the Archives

Class 50 002 'Superb' stands at Exeter St. Davids on the evening of September 13th 1980. *John Sloane*

Class 55 002 'KOYLI' is seen at York North Yard on March 11th 1981. *John Sloane*

Class 03 170 is seen as Newcastle station pilot on June 5th 1978. *Mark Enderby*





