



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 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 192

Well what a month, a monster postbag, record temperatures, various strikes and such variety on the UK rail network, it certainly isn't boring at the moment.

In the news this month... Transport for London has reached an agreement with the Government for funding until 2024.

Commissioner Andy Byford said: "After weeks of negotiation, we have reached agreement with Government on a funding settlement until March 31st 2024. This agreement, which was hard won, means that we can now get on with the job of supporting London's recovery from the pandemic – to the benefit of the whole country. There is no UK recovery without a London recovery, and no London recovery without a properly funded transport network. The agreement with Government means that across the funding period, TfL expects to receive further base funding of around £1.2bn from Government until March 2024 and gives TfL ongoing revenue support should passenger numbers not recover at the rate budgeted, which is crucial at this time of ongoing economic uncertainty. It helps us avoid large-scale cuts to services, and means that we will commit £3.6bn to capital investment over the period, with around £200m of new capital funding from Government beyond previously budgeted sources like business rates, which were devolved

to the Mayor in 2017. The agreement also allows us to increase our asset renewal programme to help ensure our network remains reliable, and means we can restore our 'Healthy Streets' programme, making our roads safer, and more attractive for those walking and cycling. The support offered by Government left an unfunded gap in our budget, which we have been working hard to identify how we will fill. This work has made good progress and we are confident that we will achieve an outcome that allows us to balance our budget and maintain our minimum cash balance. We will need to progress with our plans to further modernise our organisation and make ourselves even more efficient, and we will still face a series of tough choices in the future, but London will move away from the managed decline of the transport network. We are grateful for the support of both the Mayor and the Government as we now set out to continue serving the capital and investing in safe and reliable services for the millions of people who need them."

Also this month, and once again to all those who say train travel isn't recovering, figures published by The Department for Transport (DfT) show that national rail passenger numbers have reached a post-pandemic milestone, with 95% of pre-Covid levels being recorded on August 10th. This came in a run of seven straight

days, from Saturday August 6th to Friday August 12th, where 93-95% of pre-Covid passenger levels were hit every single day of the week.

Darren Caplan, chief executive of the Railway Industry Association (RIA), said: "Given all the industrial action of recent weeks, and that the month of August is the traditional summer season when many go on holiday, it is astonishing that we are now getting 95% of pre-Covid passenger levels reached on the national rail network, and in a week where over 93% was recorded every single day of the week. This welcome milestone has been hit less than six months since pandemic restrictions started being relaxed, and is a clear vote of confidence in UK rail. One must assume it is only a matter of time before we are back to 100% of pre-Covid levels. Given this, RIA and our members once again urge the Treasury and policy-makers and influencers not to base 30-year programmes and forecasts for the future of rail on the abnormal period of the pandemic, but instead to plan increased investment for the growth in capacity we are going to need in the years ahead."

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 37 424 and 66 304 working the 6Z24 Crewe Coal Sidings to Eastleigh with four wagons in tow pass Worting Junction on August 8th. *Michael Bennett*

### Front Cover

Deltic super power as Class 55 009 and 55 019 turn on the power at Hayles Abbey Halt, with the 18:00 Toddington to Cheltenham service, during the 40th Anniversary Deltic day on August 19th. *Paul Senior*





Class 66 796 working the 6K22 Penmaenmawr - Tuebrook is seen approaching Llandudno Junction. *David Wood*

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# Charter Scene West Coast Railways

## *The Dalesman*

On August 11th, No. 46115 'Scots Guardsman' passes Helwith Bridge with the 1Z62 York - Carlisle, as GBRf's Class 66 753 waits for loading to be finished. *Jeff Nicholls*



# Charter Scene West Coast Railways

## *The Dalesman*

On August 11th, much reduced water flow in the beck as No. 46115 'Scots Guardsman' works 'The Dalesman' north over Arten Gill Viaduct.  
*Shep Woolley*



# Charter Scene West Coast Railways

## *The Dalesman*

On August 11th, 'Scots Guardsman' works away from Garsdale with the return 'Dalesman'  
*Shep Woolley*



# West Coast Railways

## *The Dalesman*

▶ ‘Scots Guardsman’ waits at Hellifield to take over the 1Z62 running from York - Carlisle, for the remainder of the journey on August 11th.

*Michael Lynam*

▶ West Coast’s Class 37 706 with 37 676 on the rear, arrive at Hellifield with ‘The Dalesman’ 1Z62 running from York - Carlisle on August 11th.

*Michael Lynam*

▶ No. 46115 ‘Scots Guardsman’ passes Pleasington with a returning ‘Dalesman’ charter from Carlisle to Lancaster on August 23rd.

*John Sloane*



# Railway Touring Co.

## *The Cotswold Venturer*

On August 27th, Jubilee No. 45596 'Bahamas' gently accelerates past platform 3 at Swindon as it makes for Gloucester. Probably because of the hot weather with the added fire risk, the Class 33 was giving some help at the rear.

*Ken Mumford*

On August 27th, Jubilee No. 45596 'Bahamas' gently accelerates past platform 3 at Swindon as it makes for Gloucester. Probably because of the hot weather with the added fire risk, the Class 33 was giving some help at the rear.

*Ken Mumford*





# Charter Scene Railway Touring Company

## *The Cotswold Venturer*

LMS 'Jubilee' No. 45996 'Bahamas' speeds past Ashchurch with the 16:33 return Railway Touring Company 'Cotswold Venturer' from Worcester Shrub Hill to London Paddington on August 27th. *Chris Morrison*



# Charter Scene Railway Touring Company

## The Royal Duchy

On July 31st, LMS No. 6233 'Duchess of Sutherland' rounds the curve at Dawlish Warren with the 1Z34 Bristol Temple Meads - Plymouth - Par. *Richard Hargreaves*



# Railway Touring Co.

## *The Royal Duchy*

Showing little sign of life and with Class 47 772 doing all the work on the rear, No. 6233 'Duchess of Sutherland' heads 1Z34 Bristol - Par through Dawlish on July 31st. *Steve Thompson*

The 1Z37 Par - Bristol return charter passes through Dawlish on July 31st again with Class 47 772 seemingly doing all the work from the rear. *Steve Thompson*

Class 47 772 is seen on the rear of 1Z37 Par - Bristol Temple Meads as it heads along the sea wall at Dawlish on July 31st. *Richard Hargreaves*



# Charter Scene Statesman Rail

## Cornish Riviera Statesman

Class 47 805 and 47 501 pass Dawlish on July 23rd working the return 1Z46 Penzance - Derby charter. *Richard Hargreaves*



# Saphos Trains

## English Riviera Express

▶ 'Britannia' leads Class 47 614 round the curve heading towards Dawlish Warren with the 1Z61 return charter to Kettering on July 30th.

*Richard Hargreaves*

▶ On August 3rd, Class 47 593 and 47 614 pass Dawlish working the 1Z71 Paignton - Nottingham return charter. *Steve Thompson*

▶ Class 47 593 is seen on the rear of 1Z61 Kingswear - Norton Fitzwarren - Kettering as it passes Dawlish Warren on July 30th.

*Richard Hargreaves*



# Charter Scene Saphos Trains

## *English Riviera Express*

On July 30th, the 1Z60 Kettering to Kingswear passes through Dawlish. Due to the weather, of course, diesel power had to be to the fore and this one had Class 47 593 top and tailing with 47 614 (or 47 853, whichever you prefer). 'Britannia' was on the front, more for show than anything, but at least the crew put on something of a show with a bit of steam and plenty of whistle! It is seen passing one of the more aesthetically satisfying results of the work being carried out at Dawlish, at Coastguards Bridge, where a pleasant viewing area has been created, incorporating portions of the original sea wall as seats, a nice touch!

*Steve Thompson*



# Charter Scene Saphos Trains

*English Riviera Express*

Class 47 614 and 47 501 top'n'tail the 1Z60 Wolverhampton - Kingswear past Besford on August 6th. *Carl Grocott*



# Charter Scene Saphos Trains

## *English Riviera Express*

The highlight of the day on August 6th was the appearance (for the second consecutive Saturday) of No. 70000 'Britannia', albeit with Class 47 501 doing most of the work because of the perceived fire risk. At least the footplate crew managed once again to put on a bit of a show as the train, 1Z60 Wolverhampton - Kingswear, runs along the sea wall past Langstone Rock and then through Dawlish, the view from the top of Lea Mount giving an almost bird's eye view. *Steve Thompson*





# Charter Scene

## Vintage Trains

*The Shakespeare Express*

Class 20 189 and 20 142 pass Wilmcote station with the 14:07 Birmingham Snow Hill to Stratford-upon-Avon 'Shakespeare Express' on August 14th. *Chris Morrison*



# Pathfinder Tours

## *The Dorset Coast Explorer*

▶ Class 33 025 and 33 029 working the 1Z33 Burton on Trent - Weymouth pass Besford on August 6th. *Carl Grocott*

▶ Class 33 025 and 33 029 stand at Weymouth after arriving with Pathfinder's 'The Dorset Coast Explorer' railtour from Burton on Trent on August 6th. *Mark Pichowicz*

▶ On August 6th, Class 33 025 and 33 029 double head the 1Z33 Burton on Trent to Weymouth past Marston footbridge. *Ken Mumford*



# Charter Scene Pathfinder Tours

## *The Dorset Coast Explorer*

West Coast Railways Class 33 025 and 33 029 arrive at Stourbridge Junction with the return 'Dorset Coast Explorer' from Weymouth to Burton on Trent on August 6th. *Chris Morrison*



# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

On August 27th, a southerner at the summit as SR MN Class No. 35018 'British India Line' speeds through Shap with the northbound CME to Carlisle. *Shep Woolley*



# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

With threatening skies all around, a fortunate splash of sunshine lights up Birkett as 'British India Line' works the return 'Cumbrian Mountain Express' back to Crewe on August 27th. *Shep Woolley*



# Railway Touring Co.

## *The Cumbrian Mountain Express*

▶ SR 4-6-2 No. 35018 'British India Line' crosses Whalley Viaduct with the steam hauled section return excursion from Carlisle via the S&C to Blackburn on August 27th. *Brian Dobbs*

▶ Heritage Class 86 No. E3137/86 259 'Les Ross/ Peter Pan' passes Winwick Quay with 'The Cumbrian Mountain Express' on August 6th. *Paul Senior*

▶ On August 6th, Class 86 259 departs Crewe heads back to London Euston from Carlisle as 1A87. *Tom Blanpain*



# Charter Scene Railway Touring Company

*The Cumbrian Mountain Express*

SR MN Class 4-6-2 No. 35018 'British India Line' threads the Ribble Valley on the steam section of a returning excursion from Carlisle to London Euston on August 6th. *Brian Dobbs*



# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

On August 6th, 'British India Line' working the return 'Cumbrian Mountain Express' heads over an interesting culvert approaching Birkett Tunnel. *Shep Woolley*





# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

With the backdrop of a dramatic sky over Pen-y-Ghent, 'Merchant Navy' Class Pacific No. 35018 'British India Line' eases the returning 'Cumbrian Mountain Express' down the S&C on August 28th. *Gerald Nicholl*



# Charter Scene West Coast Railways

## *Pendle Dalesman*

On August 23rd, 'Scots Guardsman' working the northbound 'Pendle Dalesman' heads through Langcliffe and onwards to Carlisle.

*Shep Woolley*



# Charter Scene West Coast Railways

## *Pendle Dalesman*

Under threatening skies, No. 46115 'Scots Guardsman' works the return 'Pendle Dalesman' over Crosby Garrett Viaduct back to Lancaster, August 23rd. *Shep Woolley*



# Charter Scene Railway Touring Company

*The Dorset Coast Express*

Jubilee No. 45596 hauling the Weymouth to London Victoria tour is seen near Grateley on September 1st. Class 33 025 was on the rear.

*Michael Bennett*



# Charter Scene Northern Belle

## Northern Belle

On August 17th, SR BoB Class No. 34067 'Tangmere' heads the 'Northern Belle' up Meal Bank towards Grayrigg and on to Carlisle.  
*Shep Woolley*



*Shep*

# Charter Scene Northern Belle

## *Northern Belle*

On August 17th, to the haunting sound of the whistle, 'Tangmere' works the return 'Northern Belle' slowly through Garsdale, remembering the passing of Michael Middleton two years ago. *Shep Woolley*



# Charter Scene Northern Belle

## Northern Belle

'Battle of Britain' Class Pacific No. 34067 'Tangmere' heads the Carlisle bound 'Northern Belle' past Mealbank on August 17th.  
*Gerald Nicholl*



# Charter Scene

## Vintage Trains

*Plymouth*

BR blue Class 50 050 (D400) 'Fearless' passes Tyseley with Vintage Trains' 06:59 Dorridge - Plymouth trip on August 24th.  
*Chris Morrison*





# Charter Scene Intercity

## *The Scarborough Spa Ramble*

Class 20 096 and 20 107 pass Clayton on August 29th with 1Z19 Crewe to Scarborough 'Scarborough Spa Ramble'. Class 47 828 was on the rear. *Steve Chapman*



# Statesman Rail

*Settle to Carlisle  
Coastal Statesman*

▶ Class 47 614 leads a Cardiff to Appleby Statesman charter into Leyland on August 27th. Class 47 501 was on the rear of the train.

*John Sloane*

▶ Class 47 501 is seen on the rear of the tour as it heads north through Leyland on August 27th.

*John Sloane*

▶ Class 47 853 running as 47 614 departs from Crewe on August 27th with the 05:50 'Statesman Rail' from Cardiff to Appleby. *Lee Stanford*



## Settle & Carlisle Fellsman

▶ Going like the clappers, No. 46100 'Royal Scot' roars through Winwick on August 24th with the Crewe - Carlisle via Chester 'Fellsman'. Class 47 593 was on the rear giving a bit of help but the Scot sounded superb. *Jeff Nicholls*

▶ With Class 66 783 at Arcow Quarry on August 24th, No. 46100 'Royal Scot' steams past with 1Z19 Crewe to Carlisle 'Settle and Carlisle Fellsman'. *Steve Chapman*

▶ Class 47 593 is seen on the rear of the tour as it heads back to Crewe past Euxton on August 24th. *John Sloane*



Recreating a daily scene from 50 years ago sees Class 50 049 and 50 007 arrive at Crewe on a rake of (almost) all blue and grey stock as they head the GBRf Staff special from Warrington to Paignton on August 27th. *Lee Stanford*



Class 50 049 and 50 007 pass Hatherley, on the outskirts of Cheltenham with a staff charter from Warrington to Paignton on August 27th.  
*Chris Morrison*



# Charter Scene Railway Touring Company

## *The Waverley*

On August 7th, LMS Royal Scot Class No. 46115 'Scots Guardsman' heads the northbound 'Waverley' through Dent. *Shep Woolley*



# Charter Scene Railway Touring Company

*The Waverley*

LMS 4-6-0 No. 46115 'Scots Guardsman' climbs to Ribbleshead with the northbound 'Waverley' tour on August 7th. *Gerald Nicholl*



# Charter Scene Midland Pullman

*Yorkshire Coast & Jorvik Pullman*

With ex works power car No. 43047 bringing up the rear, the Midland Pullman HST set speeds through Doncaster on August 27th with a return Scarborough to Eastleigh charter. *Paul Senior*





# Branch Line Society

## *The Garston Growler*

West Coast's Class 37 516 and 37 676 emerge from Stafford engineers sidings with the Branch Line Society 'Garston Growler' tour of rare track on September 3rd. *Chris Morrison*

Having successfully navigated the greenery on the line out of 'The Hole' at Warrington, Class 37 516 and 37 676 open up on the next leg of 'The Garston Growler' to Preston on September 3rd. *Jeff Nicholls*

Having successfully navigated the greenery on the line out of 'The Hole' at Warrington, Class 37 516 and 37 676 open up on the next leg of 'The Garston Growler' to Preston on September 3rd. *Jeff Nicholls*



# Charter Scene Saphos Trains

*Welsh Marches Express*

Class 47 614 leads the 1Z66 Shrewsbury - Birmingham International via Bristol past Bayston Hill on August 10th. *Carl Grocott*



# Charter Scene Saphos Trains

*Welsh Marches Express*

Class 47 614 passes Kempsey with 1Z66 15:46  
Shrewsbury to Birmingham International on  
August 10th. *Keith Davies*



# Charter Scene

## ECS and Light Engine Moves

West Coast's Class 37 676 and 37 706 pass Bradley with a Carnforth to Crewe ECS working on August 26th. *John Sloane*

Class 47 501 and 47 614 working the 5Z62 Oxley DGL - Crewe pass Walcot on August 7th. *Carl Grocott*

West Coast's Class 37 706 is seen stabled at Hellifield on August 11th, awaiting the return of 'The Dalesman' charter. *Jeff Nicholls*



# Charter Scene ECS and Light Engine Movements

Class 33025 and 33029 run light engine as 0M43  
10:43 Southall Wcr to Burton Wetmore sidings  
passing Husborne Crawley on the Bletchley to  
Bedford line on August 5th. *Derek Elston*



# Charter Scene ECS and Light Engine Movements

Class 50007 and 50049 working the 5Z17 Burton Wetmore - Crewe pass Slindon on August 26th.  
*Carl Grocott*



# Charter Scene

## ECS and Light Engine Moves

On August 28th, having been booked to leave at 12:31 with empty stock for Burton Wetmore Sidings, Class 50 049 and 50 007 sulk inside the terminal some half hour later with their engines still switched off. *Jeff Nicholls*

Class 37 521 (D6817) passes Slindon with 5Z21 14:49 Worksop Down Reception - Crewe H.S. on August 4th. *Keith Davies*

Class 50 049 'Defiance' and 50 007 'Hercules' working 5Z22 from Warrington Royal Mail to Burton Nemesis depot with a ten coach ECS working from a GBRf staff tour to Paignton are seen at Burton on August 28th. *Stuart Hillis*



# Charter Scene

## ECS and Light Engine Moves

▶ Class 47 746 passes Kempseye with 5Z25 11:02 Carnforth - Landore TMD ECS working on August 31st. *Keith Davies*

▶ Class 47 501 and 47 614 pass Duncote Mill with 5Z62 13:00 Oxley Down Goods Loop - Crewe H.S. on August 7th. *Keith Davies*

▶ A return to traffic for Black 5 No. 44932 working 5M50 tender first through Starricks Farm during its test run to Hellifield from Carnforth. *Shep Woolley*





# Charter Scene ECS and Light Engine Movements

On August 10th, a welcome back after overhaul to Black 5 No. 44932, seen crossing the River Lune at Arkholme, heading back to Carnforth, running two hours late due to points problems at Hellifield. *Shep Woolley*



# Avanti West Coast

Climate Change liveried Class 390 121 negotiates the S bend at Rugeley Trent Valley on August 8th, working south on the 13:55 Manchester Piccadilly to London Euston service. *Barry Longson*



## Avanti West Coast opens new round of funding to bring community projects to life

Regions across Avanti West Coast's route are set to benefit from a new round of funding designed to improve stations and create a difference in local communities. The inter-city operator's Customer and Communities Investment Scheme (CCIS) is open for applications for projects which address regeneration challenges and tackle social needs across the regions served by Avanti West Coast. The money will be awarded to the successful bidders over a one-year period. This latest investment by Avanti West Coast follows the delivery of community and charitable initiatives across its network last year, funded by the previous round of the CCIS. Customers, stakeholders, and community groups are encouraged to submit proposals for initiatives which can bring positive change to communities local to the West Coast Main Line – running between London, Scotland and North Wales.

Submissions could range from schemes aimed at better integrated journeys to and from stations using sustainable transport modes, to a community project

that supports good mental wellbeing or connecting young people with opportunities (education, jobs, skills). Applications should consider the United Nations' Sustainable Development Goals – a blueprint to achieve a better and more sustainable future for all. This plan helped shape Avanti West Coast's thinking behind the CCIS, to create inclusive, prosperous and connected communities by addressing areas such as poverty, inequality, and climate change. One beneficiary of the CCIS was international charity, Railway Children, who work with street children in India, East Africa and the UK. They secured funding in July 2021 to employ two full-time workers in the West Midlands who have been able to offer support to 182 referrals of young people identified by British Transport Police as being vulnerable on the rail network.\*

Speaking of how the CCIS has enabled Railway Children to create a difference, the charity's UK Programme Director, Jacqui Highfield, said: "The funding we have

received from Avanti West Coast's Customer and Communities Investment Scheme has enabled us to launch our fourth Safeguarding on Transport Programme, this time based in the West Midlands. "After Covid-19 we could not have imagined being able to take this huge step forward due to the impact of the pandemic on us as a charity. When we found out we had been successful in receiving funding and were able to start reaching and protecting vulnerable people in the West Midlands it was a brilliant, exciting opportunity. Without the support from Avanti West Coast, we would not have been able to have done this. Thank you!"

Richard Scott, Partnerships and Strategy Director at West Coast Partnership, said: "Since launching our Customer and Communities Investment Scheme we've been able to work in partnership with more local groups and organisations to make positive changes in the regions we serve. We're keen to build on this, so we're delighted to open another round of funding for this scheme.

At Avanti West Coast we connect people and places to opportunity and this fund will help benefit communities across our route, which is especially important as society faces challenging times. "We hope the success of previous projects will inspire others to submit their ideas. We would love our customers, stakeholders and community groups to bid for a share of the funding, so we can support initiatives that matter to them and make a difference to our stations, as well as the regions we serve."

Rail Minister, Wendy Morton, said: "Our railway offers more than just a service to travel on. It connects people and places, builds up local communities and provides opportunities for growth. As we continue striving towards creating a transport network which is safe and accessible for all, Avanti's Customer and Communities Investment Scheme is just one of the brilliant ways our railway is going above and beyond the realms of travel, to tackle regeneration challenges and social needs across the UK."

# Avanti West Coast

▶ Class 221 113 working the 1D90 16:10 London Euston - Bangor passes Slindon on August 11th. *Phil Martin*

▶ Climate Change livered Class 390 121 races past Bradley north of Wigan, with the 06:52 Edinburgh to London Euston service on August 9th. *Paul Senior*

▶ Class 390 050 passes Slindon on the slow line whilst working the 1F16 12:07 London Euston - Liverpool Lime Street on August 11th. *Phil Martin*



# Avanti West Coast

▶ Class 390 124 departs from Crewe on August 20th with an afternoon London Euston - Liverpool service. To the left of the train is the Crewe Heritage Centre where the miniature railway and Advance Passenger Train Class 370 003 can be seen. *John Goodrich*

▶ Class 390 154 slowly approaches Balshaw Lane Junction with a London Euston - Glasgow service on August 29th. *John Sloane*

▶ Class 390 127 heads past Slindon on August 4th with 1569 13:30 London Euston - Glasgow Central service. *Keith Davies*





## Legendary railway pioneer honoured with statue at London Marylebone station

On August 30th, a nine-foot bronze statue and plinth of railway pioneer Adrian Shooter CBE was unveiled at London Marylebone station. Adrian Shooter, who started his career with British Rail in 1970, is considered one of the leading architects of the modern railway, and the tribute recognises his huge contributions and accomplishments to passenger and freight services. Shooter is a fellow of the Royal Academy of Engineering, the Institution of Mechanical Engineers and of the Chartered Institute of Transport. He has worked at and led maintenance depots throughout the country, managed London St. Pancras station and held various senior positions within the industry. Adrian is especially famed as the founder of Chiltern Railways and the Chairman of DB Regio UK, which later became known as Arriva Rail.

More recently he has been chairman of Vivarail, a company which is leading the way with battery powered trains, having introduced the UK's first diesel/battery hybrids for TfW in North Wales. Now working on several battery train projects including, with GWR, introducing a regular timetabled battery train service in West

London later this year. He is also chairman of SLC Rail which has built on the Chiltern track record of building privately funded rail infrastructure. The statue, which was crowdfunded by current industry leaders and close associates of Adrian was unveiled in front of 100 guests with a keynote speech by ex-Transport Secretary The Rt Hon Lord McLoughlin CH PC and a thank you from Adrian himself.

Adrian Shooter CBE commented: "I feel very honoured to be recognised by the industry in this way. However, I accept this honour only on the condition that it recognises the amazing efforts of the hundreds of railway men and women who I have worked with. All I ever did was create the vision, hire the very best people and then help them to do their best. They, not me, were the people who delighted our passengers. They had to work in all weathers and run a safe railway wherever the problems. Some of them relieved me of the tedium of negotiating and implementing the many over complicated legal agreements we have been saddled with. It has been a very real pleasure to see so many people grow in

confidence and help create a bigger and much better railway supported by private sector investment. Today, however, is about the future. A group of us are preparing a proposition which we will present to the new Prime Minister next week. It will note that the railway has a very large contribution to make in terms creating wealth for the nation and go on to say that the private sector has a very significant ability to make this happen. We will set out what needs to be done. A vital component being having management locally delighting customers and managing costs and revenues."

In addition to the statue unveiling, Chiltern Railways arranged for Adrian's favourite train to be on site and named as 'Adrian Shooter CBE'. The diesel train number 168 001 was the first train purchased by Chiltern as a private sector operator, and also the first train ordered by any of the private sector railway operators after railway privatisation in the mid-1990s, Adrian's family helped with the unveiling of the train named after him.

Richard Allan, current Managing Director of Chiltern Railways, said: "It was a great privilege and honour to host today's special event at Marylebone station. Adrian remains well-known and extremely well thought of within Chiltern; the statue and train naming are a fitting tribute to Adrian and his many achievements over a long and distinguished career."

Private and personal contributions were raised from more than 40 organisations and individuals to fund the production of the statue, made by Industrial Heritage Stronghold. In addition, thousands of pounds were raised for the Motor Neurone Disease Association a life shortening and currently incurable condition affecting the communication between the brain, nerves and muscles and affecting a person's movement and mobility. Alongside personal contributions, corporate donations were offered from Angel Trains, Central Japan Railway Company, Chiltern Railways, Denton UK & Middle East LLP, Eversheds Sutherland, Eversholt Rail, Landmark Hotel, Key Publishing, Network Rail, Porterbrook and SLC Rail.

# Colas Rail

▶ Class 56 090 arrives into Stafford on August 11th, in charge of the 10:15 Longport to Basford Hall. *Barry Longson*

▶ On a sunny August 31st, Class 56 090 stands in Crewe station with the 13:27 Basford Hall to Longport. *Lee Stanford*

▶ Class 70 813 pulls out of Bamber Bridge with the Preston Dock to Lindsey train on August 11th. *John Sloane*



# Colas Rail

▶ Class 56 078 passes Gobowen, Oswetry Jct. on August 4th with the 6C37 10:30 Chirk - Carlisle empties. *Phil Martin*

▶ Class 66 848 is seen at Apsley Bridge on August 8th with the diverted 6V27 working between Eastleigh and Hinksey sidings. *David Lindell*

▶ Class 56 090 passes Bradley with a Hellifield to Chirk log train on August 19th. *John Sloane*



# Colas Rail

▶ Class 70 807 passes Attenborough nature reserve with 6E46 04:39 Kingsbury to Lindsey empty fuel tankson August 10th. *Mark Pichowicz*

▶ Class 70 811 passes Coton Hill with the 6J37 09:55 Chirk - Carlisle empty timber working on August 7th. *Phil Martin*

▶ On August 4th, Class 56 078 passes Slindon with 6K38 10:15 Longport - Crewe Basford Hall. *Keith Davies*





# Colas Rail

▶ Class 56 078 is seen at Hencote on August 8th with the 6C93 18:45 Bescot - Dee Marsh Jct. engineers. *Phil Martin*

▶ Class 56 090 climbs Hencote Bank with 6C95 18:45 Bescot Up Engineers Sidings - Dee Marsh Jct. on August 3rd. *Keith Davies*

▶ Class 70 807 negotiates Brocklesby Junction with the 04:39 Kingsbury Oil Sidings - Lindsey Oil Refinery on August 11th. *Nick Clemson*



# Colas Rail

▶ Class 70 811 with the 6Z70 Arpley - Kingmoor clay tanks passes Winwick on August 4th.  
*Mark Enderby*

▶ On August 31st, rescheduled from its normal mid-morning slot to tea time, the Neville Hill tanks provided the welcome sight of Class 56 113 on 6Z79 LOR - NL with a load comprising 5 TEAs seen heading through Scunthorpe.  
*Steve Thompson*

▶ Class 70 813 passes Melton Ross with 6E32 10:05 Colas Ribble Rail - Lindsey OR on August 11th.  
*Nick Clemson*



# Colas Rail

▶ Class 56 090 trundles into Stafford running 67 mins late with 6K38 10:15 Longport to Crewe Basford Hall S.S.M. ballast working on August 8th. *Derek Elston*

▶ Class 70 803 stands outside Eastleigh Works on August 1st. *John Sloane*

▶ Class 56 090 on 6Z33 Hellifield to Chirk passes Moore on August 19th. *Mark Enderby*



# Colas Rail

Class 56 302 'Peco the Railway Modeller' is pictured stabled unusually at the north end of Doncaster station on August 27th, due to engineering work. *Paul Senior*



## SRSA COMPLETE CHEPSTOW VIADUCT WITH CARBON-POSITIVE APPROACH

The South Rail Systems Alliance (SRSA) have recently completed the overhaul of track passing over Chepstow Viaduct using carbon-friendly sleepers. With the construction programme planned over two weeks, the Bristol division was tasked with replacing 502m of life-expired track. Situated across the River Wye in the Welsh borough of Gwent, Chepstow Viaduct is a Grade II listed structure as it was designed by legendary engineer, Isambard Kingdom Brunel in 1852.

This included the installation of carbon-friendly Fibre Reinforced Polymer (FRP) sleepers, similar to the sleepers installed at Sherrington Viaduct in the Wessex region in 2021. These sleepers are lighter, provide a circular economy (meaning they have a 50-year life expectancy) and produce significantly less carbon to manufacture

compared to the concrete and timber equivalents.

With the viaduct located over a river in extremely restrictive working conditions, a safety boat was drafted in across all shifts to ensure our site staff remained safe.

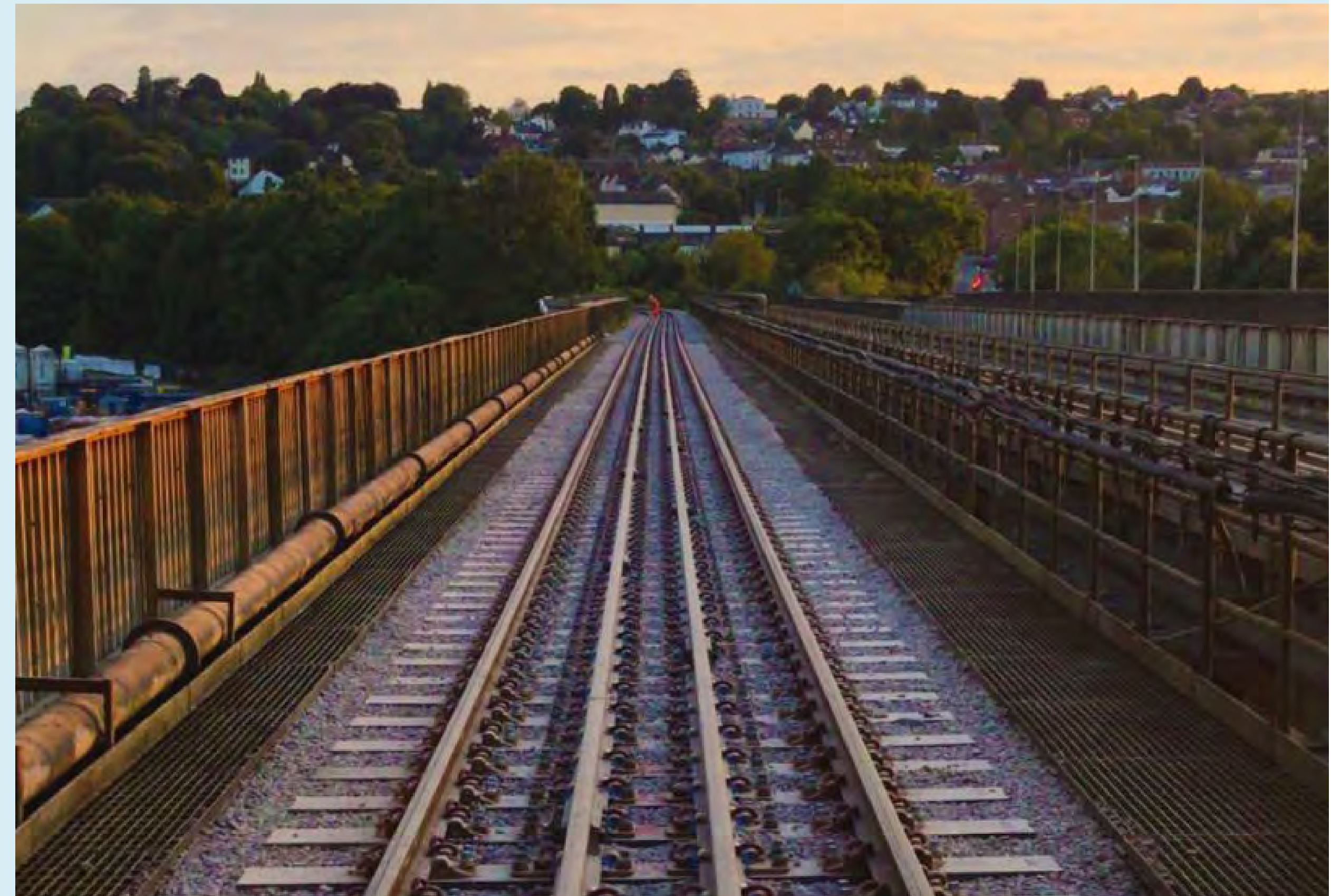
Other safety mitigations in place included hydration stations and fire preventative measures such as extinguishers available across the site due to the programme of works taking place over the summer heatwave.

The team also had to protect a medium pressure gas main running throughout the site to ensure that the gas supply remained undisturbed for the local community.

Using our trusted supply chain we enlisted the help of 7 Road Rail Vehicles, 2 engineering trains and 2 Tampers to use throughout the programme.

Due to the limited dead load capacity of the structure, the SRSA design team increased the shallow ballast depth to a compliant layer to enable mechanical maintenance post renewal, thus reducing boots-on-ballast time for future maintenance.

The 14-day blockade was completed successfully, on budget and without incident. The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.



On August 4th, power cars Nos. 43301 and 43285 pass Dawlish Warren with a 5Z43 Laura to Laira route learner. *Richard Hargreaves*

CrossCountry Voyagers were regular visitors to Crewe over the August Bank Holiday weekend owing to engineering work on their normal route via Macclesfield. Class 222 007 with sister 220 003 are seen passing Crewe on August 27th, unusually on the down fast line, working the 08:27 Manchester Piccadilly to Reading. *Lee Stanford*

Doyen of the Class 220 001 is seen arriving at Wilmslow on August 29th with the diverted 16:27 Manchester Piccadilly to Bournemouth service. *Lee Stanford*



On August 11th, power cars Nos. 43184 (with 43303 on rear) pass Elford in the evening sun working 1E63 15:27 Plymouth to Leeds service. *Mark Pichowicz*

Headed by Class 220034, the 11:45 Bournemouth to Manchester Piccadilly service speeds north at Slindon on August 20th. *Paul Senior*

On August 2nd, power cars Nos. 43285 and 43301 work back to back through Dawlish as 5Z43 Laira - Westbury - Bristol and return route learner. *Steve Thompson*



# CrossCountry

On August 5th, power car No. 43184 is seen at Dawlish Warren on the rear of a Leeds - Plymouth service.

*Richard Hargreaves*

On August 4th, the 1E63 Plymouth - Leeds provided the celebrated power car Nos. 43184, looking smart in it's InterCity125 livery, leading No. 43303, seen here on the rear passing through Teignmouth station.

*Steve Thompson*

On August 4th, power cars Nos. 43239 and 43304 pass alongside Marine Parade, Dawlish working the 1S51 Plymouth - Edinburgh.

*Steve Thompson*



# CrossCountry

▶ On August 5th, it's the turn of power car No. 43184 to lead 43303 on 1S51 Plymouth - Edinburgh, seen passing Dawlish.  
*Steve Thompson*

▶ Power cars Nos. 43366 and 43208 work the 07:01 Edinburgh to Plymouth past Clayton on August 29th. *Steve Chapman*

▶ Rolling through Teignmouth on August 4th are power cars Nos. 43321 and 43378 working 1V50 Edinburgh - Plymouth. *Steve Thompson*





# Cross Country

A CrossCountry HST headed by power car No. 43301 working the 1V52 07:01 Edinburgh - Plymouth is seen departing Cheltenham at Hatherley on August 27th.  
*Chris Morrison*



# DB Cargo

On August 8th, Class 66 099 has charge of an almost empty 12:19 Tilbury to Trafford Park (there were 4 containers at the rear, still out of sight) seen passing Rugeley Trent Valley.

*Barry Longson*

Class 66 167 on a late running fresh air 4M25 Mossend - Daventry passes Winwick on August 4th.

*Mark Enderby*

Class 66 009 with the 6E64 02:00 Ripple Lane West - Immingham Pad No. 1 passes Brocklesby Junction on August 11th.

*Nick Clemson*



# DB Cargo

▶ Class 90 027 and 90 037 pass Rugeley Trent Valley working light engine, on the 13:32 Crewe ETMD to DB Cargo fan A+B Wembley on August 8th. *Barry Longson*

▶ Class 66047 head through Brocklesby Junction with 6K22 09:42 Santon - Immingham BSC Ore empties, one of three sets of hoppers working on the circuit on August 11th. *Nick Clemson*

▶ Class 66 167 with the 6M48 10:34 Southampton - Halewood passes Slindon on August 11th. *Phil Martin*



# DB Cargo

▶ Class 66 015, still in full EWS livery, with 4R49  
08:15 Drax PS - Immingham Biomass empties  
passes Brocklesby Junction on August 11th.  
*Nick Clemson*

▶ Class 66 099 hauling the 4M85 12:30 Tilbury -  
Trafford Park passes Slindon on August 11th.  
*Phil Martin*

▶ Class 66 137 on 6E16 Knowsley - Wilton bins  
passes Winwick on August 4th.  
*Mark Enderby*



# DB Cargo

On August 8th, Class 66 116 heads the 13:15 Trafford Park to London Gateway through Rugeley Trent Valley. Of note is the locomotive still retains its full EWS branding. *Barry Longson*

Class 90 029 and 90 021 pass Mill Meece on August 11th working the 4N25 07:03 Mossend - Daventry. *Phil Martin*

Diamond Jubilee liveried Class 67 007 was captured passing Chesterfield on a rather mundane duty on August 2nd taking Class 66 108 from Doncaster Belmont Yard to Toton MPD. *Lee Stanford*



On August 11th, Class 66 121 with 6H63 10:13  
Immingham Biomass LP - Drax PS passes Melton  
Ross Lime Works, unchecked vegetation is gradually  
taking over this location. *Nick Clemson*





## Drax Group backs DB Cargo UK's 'Freight Belongs on Rail' campaign

The UK's leading producer of renewable energy has thrown its full weight behind DB Cargo UK's 'Freight Belongs on Rail' campaign. Drax Group, which operates sustainable biomass, hydro-electric and pumped hydro storage assets across four sites in England and Scotland, has called for more capacity on the network and for rail freight to be given a higher priority when allocating train paths.

Drax Power Station near Selby, North Yorkshire, has invested heavily in rail freight, importing around 7.5 million tonnes of sustainable biomass pellets each year. DB Cargo UK currently operates around 60 trains per week – around 3,000 trains every year – into the site, carrying biomass pellets predominantly from Associated British Ports' site at Immingham.

Plant Director Bruce Heppenstall said rail freight was a much safer and sustainable method of transporting the pellets than road, taking some 192,000 HGVs off the UK's already congested road network each year.

"We firmly believe that freight belongs on rail, and the more product that can be transported by rail the better. It is safer, more predictable and reliable than road," he said.

"Anything that can be done to stretch the capacity of the network would be welcomed by Drax Group," he added.

DB Cargo UK's Chief Sales Officer Roger Neary said: "Drax Group produces 6% of the UK's total energy needs and 17% of its renewable electricity needs.

"Every train that we operate in to Drax Power Station carries enough product to power a city the size of York for a day. It's a vast operation and one we're very proud to be a part of," he added.

"Rail freight is already a well-established and important part of Drax's supply chain, which is growing year-by-year. What we need now is for Government to truly recognise the value of rail freight by setting a target for modal shift that will drive further investment in the industry," said Roger.



# DB Cargo

▶ Class 66 021 on 6K27 Carlisle New Yard to Crewe Basford Hall passes Winwick on August 9th.  
*Brian Dobbs*

▶ Class 66 175 with 4C73 11:11 Scunthorpe BSC - Immingham Bulk Terminal empties passes New Barnetby level crossing on August 11th.  
*Nick Clemson*

▶ Black and orange Class 90 020 leads Malcolm liveried 90 021 on the up fast at Stafford, working 4M25 07:03 Mossend to Daventry on August 11th.  
*Barry Longson*





# DB Cargo

▶ Class 60 062 and 92 037 pass Slindon on August 11th working the 0Z23 12:31 Wembley - Crewe.  
*Phil Martin*

▶ Class 66 136 with 6K23 11:42 Santon FOT - Immingham BSC Ore Terminal empties passes New Barnetby level crossing on August 11th.  
*Nick Clemson*

▶ On August 4th, Class 66 104 passes Dawlish Warren with an Exeter Riverside Yard bound china clay working.  
*Richard Hargreaves*



# DB Cargo

▶ On August 22nd, Class 66 017 negotiates the rollercoaster on the approach to Malden Manor, working the 6Y08 aggregates empties from Tolworth back to Cliffe Brett Marine.  
*Ian Callander*

▶ Class 66 015 with the 6H65 12:15 Immingham Biomass LP - Drax PS passes New Barnetby on August 11th. *Nick Clemson*

▶ Class 66 144 approaches its destination working 4M34 01:11 Felixstowe Central DBC to East Midlands Gateway on August 11th.  
*Mark Pichowicz*



# DB Cargo

▶ A young lady was in charge of the signal box at Rainford Junction on August 12th as Class 66 095 approaches for the token change with the 10:48 Knowsley to Willton loaded refuse train. *Paul Senior*

▶ On August 30th, Class 60 062, in its latest 'Steel on Steel' livery, leads 66 176 on 6Z77 Immingham SS - Masborough with 30 IHA/BYA in tow, seen approaching Frodingham Junction at Scunthorpe. *Steve Thompson*

▶ Class 60044 working the 6H02 Arpley - Tunstead passes Daresbury on August 30th. *Mark Enderby*



# DB Cargo

▶ Steel on Steel liveried Class 60 062 approaches Disley on August 9th working the 16:34 Tunstead to Lostock Works. *Lee Stanford*

▶ Now named 'Resourceful', Class 66 035 gains the 'up' road as it exits Tolworth Sidings with the 6Y08 Tolworth - Cliffe aggregates empties, on August 4th. *Ian Callender*

▶ Class 66 150 working very hard past Standish with the Seaforth to Mossend on July 28th. *John Sloane*



# DB Cargo

Class 90 024 and 90 037 passes Bradley hauling 4M25 Mossend to Daventry on August 19th.

*John Sloane*

Class 66 025 hauling the 6F07 Peak Forest - Dallam passes Moore on August 19th.

*Mark Enderby*

Class 66 002 working the 6C03 Northolt Sidings to Severnside bins, which you could smell as it approached from the east!, passes through Swindon on August 16th. *Ken Mumford*



# DB Cargo

▶ Class 66 013 approaches Great Rocks Junction on August 9th with the 11:50 Toton to Dowlow Briggs sidings. *Lee Stanford*

▶ Class 60 024 with 6M00 14:30 Humber OR - Kingsbury is seen near Melton Ross on August 11th. *Nick Clemson*

▶ On August 3rd, Class 90 029 and 90 039 pass through Warrington Bank Quay working the 4M25 07:03 Mossend to Daventry. *Kevin McCormick*



# DB Cargo

Class 66 124 working the 6V05 Round Oak - Margam passes Besford on August 6th.

*Carl Grocott*

Class 66 174 passes St. Cross with a Southampton to Birch Coppice service on August 2nd.

*John Sloane*

Class 66 001 powers through St. Denys with a Southampton Western Docks to Wakefield service on August 8th.

*John Sloane*



# DB Cargo

With no DB markings in sight, Class 66013 in full EWS livery, starts the climb through Davenport in charge of the 11:53 Ashburys SS to Dowlow Briggs empty box wagons, on August 10th.

*Barry Longson*

On September 1st, Class 60 074 is seen passing through Scunthorpe on 6E10 Wolverhampton ST - Immingham SS, conveying a short rake of BYA coil-carriers. *Steve Thompson*

Class 66 009 departs Parbold on its way back to Knottingley with the return of the route learner from Southport on August 29th. *John Sloane*





# DB Cargo

▶ Class 60 062 with an Arpley - Tunstead working passes Moore on August 10th. *Mark Enderby*

▶ On August 11th, Class 66 221 passes through Hellifield with a rake of empty gypsum box wagons from New Biggin - Tees Docks, as 6E97. *Michael Lynam*

▶ On August 4th, Class 66 104 hauling 9 JIAs loaded with china clay heads through Teignmouth working 6C53 St. Blazey - Exeter Riverside. *Steve Thompson*



# DB Cargo

▶ Class 90 020 and 90 021 'Donald Malcolm' await the road at Stafford working 4M25 07:03 Mossend Euroterminal to Daventry International Railfreight Recep Rfd on August 9th. *Derek Elston*

▶ Class 60 015 leads the 6D11 Lackenby to Scunthorpe steel empties through Church Fenton on August 29th. *Steve Chapman*

▶ An unusual visitor passing through Northampton is Class 60 062 running light engine as 0Z60 08:04 Arpley Sidings to DB Cargo Fan A and B Sidings on August 11th. *Derek Elston*



# DC Rail Freight

▶ Class 60 028 crosses Carr Mill Viaduct with 6D85 Ravenhead Sidings to Chaddesden Sidings empties on August 7th. *Brian Dobbs*

▶ Class 56 091 'Driver Wayne Gaskell - The Godfather' works 4Z47 06:59 Burton on Trent West Yard Maurice Hill to Wembley Receptions 1-7 through Northampton on August 2nd. *Derek Elston*

▶ On September 1st, Class 60 046 with 6Z52 Oxford (Banbury Road Sidings) to Machen Quarry - passes through Swindon at speed. *Ken Mumford*



# DC Rail Freight

▶ Class 56 091 crosses Carr Mill Viaduct with 6D85 Ravenhead Sidings to Chaddesden sand empties on August 17th. *Brian Dobbs*

▶ On August 25th, Class 60 055 hauling 16 JNAs on 6Z56 Barnetby - Chaddesden, also a training run, route-learning. This had started life as 6Z55 Chaddesden - Barnetby, via Nottingham and Lincoln. A rare bird in these parts!.  
*Steve Thompson*



# DC Rail Freight

On August 6th, Class 60 028 running as 6Z90 Chaddesden Sidings to Ravenhead Sidings approaches Crewe in the evening sun.

*Tom Blanpain*

Class 60 028 accelerates the 6Z71 empty working gently through the never-used platform at Chessington South, as it starts its return journey to Willesden, running 1 hour down, on August 8th.

*Ian Callender*

On August 29th, Class 60 055 passes through St. Helens Central with 6Z19 Ravenhead Sidings to Chaddesden Sidings sand empties.

*Brian Dobbs*



# Direct Rail Services

On hire to DRS and now fully painted into their livery, Class 66 031 is seen in charge of the 13:57 Mountsorrel to Basford Hall, passing Rugeley TV on August 8th. *Barry Longson*

A busy scene at Peak Forest on August 26th sees (L-R) Class 66 432 on shunting duties, GBRf 66 703 having its train loaded whilst 37 716 waits in the headshunt for its next task. *Lee Stanford*

Class 68 004 passes Arcow on August 24th with 6K05 Carlisle to Crewe departmental. *Steve Chapman*



# Direct Rail Services

▶ Class 37 422 sits in platform 7 at Doncaster having arrived on the 08:38 York Parcels Siding - Doncaster - York Parcels Siding, driver training run on August 9th. *Barry Longson*

▶ Class 88 002 is seen at Slindon with 4S44 12:16 Daventry IRFT - Mossend Down Yard on August 4th. *Keith Davies*

▶ Class 88 007 approaches Balshaw Lane Junction with 4Z44 on strike day August 29th. *John Sloane*



# Direct Rail Services

▶ Class 88 004 working the 4Z75 Daventry - Mossend passes Moore on August 19th.  
*Mark Enderby*

▶ Class 37 424 'Avro Vulcan XH558' hauling 37 716 and 66 304 departs Stafford with 0Z25, the 10:30 Eastleigh Arlington (Zg) to Crewe Gresty Bridge on August 9th. *Derek Elston*

▶ Class 88 005 hauling the 4S44 Daventry - Mossend passes through Warrington Bank Quay on August 8th. *Mark Enderby*





# Direct Rail Services

On August 11th, the approximately 3-monthy 16:00 Winfrith - Crewe nuclear wasteran topped and tailed by Class 68 007 and 68 002. The top and tail formation is used as the train proceeds from Winfrith to Dorchester to reverse, seen here passing Horseshoe Bridge, St. Denys just over 45 minutes late at 18:30. *John Goodrich*

A quiet Sunday afternoon at Winwick sees a DRS convoy of Class 68 017, 66 424, 57 002 and 68015 heading from Crewe to Carlisle on August 28th. *Jeff Nicholls*

Class 66 425 passes Mill Meece on August 11th working the 6G94 10:25 Crewe - Bescot. *Phil Martin*



# Direct Rail Services

▶ Class 88 010, keeping it cool on a 32c day, as it passes Slindon on August 11th working the 4S44 12:16 Daventry - Mossend. *Phil Martin*

▶ Class 88 002 'Prometheus' eases past the DIRFT site having just departed with 4S44 12:16 Daventry International Raifreight Reception Fl to Mossend Down Yard on August 2nd. *Derek Elston*

▶ Class 88 005 'Minerva' approaches it's final destination passing Barby Nortoft with 4M27 05:46 Mossend Down Yard to Daventry International Raifreight Reception Fl on August 2nd. *Derek Elston*



# Direct Rail Services

▶ Class 88 004 'Pandora' speeds past Bradley, north of Wigan with the 4M27 05:46 Mossend Down Yard to Daventry intermodal on August 9th. *Paul Senior*

▶ Class 66 421 working the 6U77 13:57 Mountsorrel - Crewe passes Slindon on August 11th. *Phil Martin*

▶ 'Thunderbird' Class 57 309 is seen at Crewe on August 6th. *Tom Blanpain*



# Direct Rail Services

▶ Class 66 425 still looks smart after its naming at the Gresty Bridge open day in July. Seen here passing Stafford on August 11th with a well loaded 12:22 Basford Hall to Bescot engineers train. *Barry Longson*

▶ Class 68 002 and 68 005 pass Slindon with 6M56 13:29 Berkeley CEBG - Crewe Coal Sidings on August 4th. *Keith Davies*

▶ On August 20th, the strike by members of the RMT union resulted in freight traffic at Crewe being routed through the station rather than the Independent Lines. Class 88 010 in its newly applied Refrigerated Rail livery passes Crewe Heritage Centre with the late running 09:26 Mossend - Daventry intermodal service. *John Goodrich*



# Direct Rail Services

▶ Class 66 433 passes Helwith Bridge on August 11th with an engineers train. *Jeff Nicholls*

▶ Class 66 429 leads an off route 4E49 11:28 Daventry DRS (Tesco) to Doncaster iPort into Stafford caused by a water main burst in the Bescot area on August 9th. *Derek Elston*

▶ Class 88 009 passes Slindon with 6X45 Dagenham Docks - Garston Car Terminal on August 4th. *Keith Davies*



# East Midlands Railway

▶ Class 158 852 with the 2L59 07:42 Leicester - Grimsby Town service passes Brocklesby Junction, still in full Stagecoach livery apart from the EMR Regional branding on August 11th. *Nick Clemson*

▶ Class 170 515 in EMR livery with 2L70 14:38 Grimsby Town - Leicester is seen near Melton Ross on August 11th. *Nick Clemson*

▶ Class 156 916 (ex 156 416) with the 11:19 Cleethorpes - Nottingham Eastcroft ECS is seen near New Barnet level crossing on August 11th. Due to an incompatible public comms system, this unit does not feature in EMR long term plans. *Nick Clemson*



# East Midlands Railway

7 car Meridian Class 222 004 is seen at Chesterfield on August 1st, working the late running 15:37 Sheffield to London St. Pancras service.

*Barry Longson*

Class 158 863 and sister 158 812 approach Disley tunnel on August 9th working the 12:57 Norwich to Liverpool Lime Street. *Lee Stanford*

Class 156 406 with the 5F87 08:04 Nottingham Eastcroft - Cleethorpes ECS passes Brocklesby Junction on August 11th. *Nick Clemson*



# East Midlands Railway

▶ Class 158 866 passes New Barnetby level crossing with 2L63 09:44 Leicester - Grimsby Town service on August 11th. *Nick Clemson*

▶ Class 158 865 and 156 470 arrive at Stockport on August 13th, working the 06:52 Norwich to Liverpool Lime St. service. *Barry Longson*

▶ On August 22nd, the 07:42 Liverpool - Norwich service was terminated at Nottingham. Seen here at Nottingham with Class 158 773 as the leading unit in East Midlands Railway livery carrying a pride rainbow. *John Goodrich*





# Freightliner

Class 66 618 with 66 602 DIT pass New Mills South Junction on August 9th with the 14:42 Bredbury Tilcon to Tunstead sidings.

*Lee Stanford*

Class 66 953 departs Eastleigh with a Crewe to Southampton working on August 1st.

*John Sloane*

Class 90 015 and 90 046 pass Slindon with the 4M87 11:15 Felixstowe North FLT - Trafford Park Euro Terminal on August 4th. *Keith Davies*



# Freightliner

▶ Class 66 566 crests the rise at the northern approach to Tolworth Station, as it approaches its final destination, with the loaded 7002 Acton T.C. - Tolworth Day Aggs. on August 3rd.  
*Ian Callender*

▶ Class 66 558 crosses the River Itchen between Bitterne and St. Denys hauling a Chichester to Merehead empty stone train on August 2nd.  
*John Sloane*

▶ Class 59 203 is seen near Crofton with the 6C74 empties to Whatley on August 30th.  
*Michael Bennett*



# Freightliner

▶ Class 70 008 approaches St. Cross with a Southampton to Lawley St. liner on August 2nd. *John Sloane*

▶ Class 66 546 catches the sun as it approaches St. Denys with a Crewe to Southampton service on August 2nd. *John Sloane*

▶ Class 66 590 leads an empty rake of container flats through Stafford as 4L90 13:41 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. on August 9th. *Derek Elston*



# Freightliner

▶ Class 59 204 passes through Bedwyn with stone empties to Merehead on August 30th.  
*Michael Bennett*

▶ Class 66 585 passes Sllindon with the 4F23 16:45 Hams Hall Parsec - Seaforth CT on August 11th. *Keith Davies*

▶ On September 2nd, Class 70 014 working the 4M99 Southampton to Crewe, running 55 mins late passes through Worting. *Michael Bennett*



▶ Class 70 011 with the 4M61 12:24 Southampton - Trafford Park passes Slindon on August 11th.  
*Phil Martin*

▶ Aggregate Industries liveried Class 59 004 'Paul A Hammond' brakes its loaded rake of HOA hoppers as it slows to enter the yard at the head of the 7002 Acton T.C. - Tolworth Day Aggs. on August 4th.  
*Ian Callender*

▶ Class 66 953 working 0G98 Donnington to Crewe passes Trench Crossing on August 25th.  
*Richard Hargreaves*



# Freightliner

▶ Class 66 555 runs on the up fast at Rugeley Trent Valley in charge of the 13:35 Ditton to Felixstowe North liner, on a very warm August 8th. *Barry Longson*

▶ Class 66 594 passes Reading with a lightly loaded 09:31 Crewe Basford Hall to Southampton liner on August 23rd. *Barry Longson*

▶ Class 66 528 with the 4M50 09:14 Southampton - Garston liner passes Slindon on August 11th. *Phil Martin*



# Freightliner

▶ Powerhaul liveried Class 66 528 passes Rugeley TV on a very short 15:13 Toton North Yard to Crewe Basford Hall engineers train, on August 8th. *Barry Longson*

▶ Class 66 532 with the 4M88 09:32 Felixstowe - Ditton liner passes Slindon on August 11th. *Phil Martin*

▶ Class 59 203 draws to a halt on the UML [Up Main Line] at Swindon on August 16th with 6B12 Merehead Quarry to (Royal) Wootton Bassett. After a short pause it heads east about a quarter of a mile where the loco will run around its train. *Ken Mumford*



# Freightliner

▶ Class 66 568 leads 66 571 and 66 569 with the 6K50 15:13 Toton - Crewe engineers passing Slindon on August 11th. *Phil Martin*

▶ Class 90 014 and 90 044 with the 4L90 13:41 Crewe - Felixstowe pass Mill Meece on August 11th. *Phil Martin*

▶ Class 66 541 working the 6V32 Tilbury to Trostre passes through Swindon on August 16th. *Ken Mumford*





# Freightliner

▶ The 6C58 Didcot Milton Sidings to Whatley, hauled by Class 66 512 passes Crofton on August 30th. *Michael Bennett*

▶ Class 70 014 passes Slindon with 4M61 12:24 Southampton MCT - Trafford Park Euro Terminal on August 4th. *Keith Davies*

▶ Class 66 502 is seen at Slindon with 4M58 09:14 Southampton MCT - Garston FLT on August 4th. *Keith Davies*



# Freightliner

On August 11th, Class 66 614 passes Slindon working the 6H50 13:20 Willesden Up & Down Relief - Guide Bridge. *Phil Martin*

Class 59 005 with the 7V64 Wembley Reception to Merehead is seen near Bedwyn on August 30th. *Michael Bennett*

Class 90 004 hauling an empty 4M63 09:12 Felixstowe - Trafford Park passes Slindon on August 11th. *Phil Martin*



# Freightliner

Class 90 004 sports the latest Freightliner livery, with 90 049 carrying the Powerhaul livery as the pair haul a Trafford Park - Felixtowe liner near Chelmsford on August 29th. *Charlie Robbins*



# Freightliner

▶ Class 66 616 with the 6Z93 09:55 Tunstead - Northampton Castle Yard passes Mill Meece on August 11th. *Phil Martin*

▶ Class 66 615 passes Bennerley Viaduct working 6M84 Dagenham - Hope cement empties on August 3rd. *Mark Pichowicz*

▶ Class 59 206 and 66 558 double head the 14:09 Wembley to Whatley Quarry through Reading on August 23rd. *Barry Longson*





▶ Class 66 753 winds its way past Helwith Bridge with a rake of hoppers on August 11th.  
*Jeff Nicholls*

▶ The Mountfield to Southampton gypsum empties are seen running two hours late passing Worting Junction on August 11th after Class 69 005 failed at Nuhead, rescue loco was 66 716. *Michael Bennett*

▶ Class 66 731 with the 4S57 10:25 Hams Hall - Mossend Euroterminal passes Slindon on August 11th. *Phil Martin*



GBRf

On August 8th, the Mountfield to Southampton gypsum empties passes Pot Bridge with Class 69 005 leading 69 002.  
*Michael Bennett*



▶ Class 66 735 rolls through St. Denys with an Eastleigh to Westbury engineers train on August 2nd. *John Sloane*

▶ On August 2nd, Class 66 722 has Colas classmates 66 847 and 66 846 DIT as they approach Chesterfield in harsh early afternoon light conditions with the 13:02 Toton North Yard to Doncaster Decoy. *Lee Stanford*

▶ Class 66 782 is seen near Bamber Bridge with the 6M90 05:55 Gloucester - Clitheroe on August 6th. *John Balaam*





With the Ukrainian flag prominent, Class 66 708 climbs through Standish with a Hyde North to Carlisle engineers working which included a number of point carriers and which had 66 791 at the rear on August 14th. *John Sloane*

Class 66 735 departs St. Denys with an Eastleigh to Westbury engineers service on August 2nd. *John Sloane*

Class 66 709 approaches St. Denys with a Southampton to Trafford Park service on August 2nd. *John Sloane*



▶ Class 66 771 arrives at journeys end at a sunny Peak Forest on August 9th with empty hoppers from Bletchley. *Lee Stanford*

▶ Class 66 719 'Metro-Land' passes through Manchester Piccadilly with 4M18 09:46 Wembley - Trafford Park on August 22nd. *John Balaam*

▶ On August 11th, a very clean Class 66 799 powers through Stafford in charge of the 08:29 Hindlow to Birmingham Small Heath loaded stone. *Barry Longson*



▶ A lengthy 10:22 Tilbury to Troste Works coasts through a sunny Reading on August 23rd behind Class 66 750. *Lee Stanford*

▶ Class 66 772 is unusually routed on the fast line as it passes Rugeley Trent Valley on August 8th, while in charge of the 12:58 East Midlands Gateway to Seaforth. *Barry Longson*

▶ Class 69 004 stands in Eastleigh Yard on August 2nd. *John Sloane*



On August 11th, Class 66 799 passes Mill Meece working the 6G92 08:29 Hindlow - Small Heath Lafarge. *Phil Martin*

On August 9th, Class 66 788 was entrusted with the 08:20 Middleton Towers to Monk Bretton sand train, seen here at Doncaster. *Barry Longson*

Class 66 740 'Sarah' passes Farington Jct. with 4S57 10:58 Hams Hall - Mossend on August 25th. *John Balaam*



▶ Class 66 781 approaches Palmers Green with a Rotherham to Tilbury intermodal on July 30th. *John Sloane*

▶ Class 66 709 approaches St. Denys with a Southampton Western Docks to Trafford Park service on August 1st. *John Sloane*

▶ Class 66 766 passes St. Denys with a short working from Eastleigh to Westbury on August 1st. *John Sloane*



Class 66 704 is seen on the approach to Doncaster on August 9th, while in charge of the 04:10 Renwick Road to Scunthorpe Roxby loaded waste service. *Barry Longson*

Class 66 738 with the 4L18 14:18 Trafford Park - Felixstowe passes Mill Meece on August 11th. *Phil Martin*

The reopening of Penmaenmawr Quarry has seen freight return to the North Wales Coast and on August 30th, Class 66 769 is seen approaching Chester with the 11:49 from Penmaenmawr to Tuebrook sidings. *Lee Stanford*



▶ Class 60 047 working the 6E09 LBT - Drax Biomass passes Daresbury on August 30th.  
*Mark Enderby*

▶ Class 60 002 is photographed at Sherburn in Elmet on August 29th while working 6H70 Tyne Dock to Drax Biomass. *Steve Chapman*

▶ On August 24th, Class 66 785 shunts its wagons into the 3 roads at Arcow Quarry. The wagons will form 6E77 stone departure to Hunslet.  
*Steve Chapman*



▶ The 6X01 Scunthorpe to Eastleigh Yard with Class 66 769, 67 023 and 66 715 passes through Worting on September 2nd. The Class 67 is believed to be heading for a repaint.

*Michael Bennett*

▶ Class 66 708 passes Slindon on August 4th with 6H33 14:51 Banbury Reservoir Tarmac - Hindlow. *Keith Davies*

▶ Class 66 759 working the Penmaenmawr - Tuebrookstone train passes Winwick on August 4th. *Mark Enderby*





▶ Class 66 709 passes Kempseye with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on August 24th. *Keith Davies*

▶ Class 66 709 passes Coton Hill on August 11th with the 6V75 09:24 Dee Marsh - Margam empty steel. *Phil Martin*

▶ On August 11th, Class 66 772 passes Slindon working the 4F62 12:58 East Midlands Gateway - Seaforth. *Phil Martin*



▶ Class 47 749 (with 47 727 on the rear) bring Greater Anglia EMU Class 720 583 into Derby on August 1st, working the 12:42 Old Dalby to Litchurch Lane. *Barry Longson*

▶ Class 66 750 is seen on Hencote Bank with 6M86 10:22 Margam TC - Dee Marsh Reception Sidings on August 19th. *Keith Davies*

▶ Class 66 742 passes Duncote Mill with 6M42 09:24 Avonmouth Hanson Sidings - Penyffordd Cement on August 10th. *Keith Davies*



▶ Class 66 783 approaches Bleasby in the evening sun with 6M75 16:50 Immingham H.I.T. to Ratcliffe power station on August 9th.

*Mark Pichowicz*

▶ Class 69 005 runs through St. Denys with the Mountfield to Southampton train on August 1st. *John Sloane*

▶ Class 69 004 stands in Eastleigh Yard on August 2nd. *John Sloane*



Class 66 736 working the 4077 Donnington to Kineton passes through Wellington on August 25th. *Richard Hargreaves*

Class 92 032 passes Bradley on a move from Edinburgh to London Euston on August 19th. *John Sloane*

A surprise on September 2nd was the appearance of Colas-liveried Class 67 023 on 6001 Scunthorpe Trent Yard - Eastleigh loaded Rail Delivery Train. Sandwiched between 66 759 and 66 715, it is seen trundling along the Outward Line at Scunthorpe, having departed nearly 80 minutes early. *Steve Thompson*



▶ Class 66 783 with the 4E57 11:03 Ratcliffe PS - Immingham HIT empties is seen near Melton Ross on August 11th. *Nick Clemson*

▶ Still carrying the old Colas livery, Class 60 047 'Faithful' coasts through Winwick Quay with the Sunday's Doncaster Decoy to Liverpool Edge Hill Sidings empty Biomass on August 21st. *Paul Senior*

▶ Class 66 771 'Amanda' working Tinsley to Coton Hill with empty stone hoppers is seen at Burton on August 30th. *Stuart Hillis*



▶ Class 47 727 and 47 749 top'n'tail Greater Anglia EMU Class 720 583 into Derby on August 1st, working the 12:42 Old Dalby to Litchurch Lane. *Barry Longson*

▶ Class 66 772 'Maria' working 6H10 10:35 Bletchley Cemex GBRf to Peak Forest Cemex empties approaches Harrowden Junction on August 5th. *Derek Elston*

▶ Class 66 726 storms through Flint with a late-running stone train from Penmaenmawr to Tuebrook on August 23rd. *Jeff Nicholls*



▶ Class 66 768 with the 4R79 10:05 Doncaster Down Decoy - Immingham HIT passes New Barnet level crossing on August 11th.

*Nick Clemson*

▶ Passing Ashburys on August 18th is Class 60 076 with the 10:20 Liverpool to Drax which was diverted to run via Manchester owing to industrial action. *Lee Stanford*

▶ Cemex liveried Class 66 780 put in an appearance on the Biomass circuit on August 18th and was recorded passing Fairfield working the 09:30 Drax to Liverpool which was diverted via Manchester Piccadilly as a result of industrial action. *Lee Stanford*



▶ Class 66 768 with the 6M81 13:45 Immingham HIT - Ratcliffe PS is seen near Melton Ross on August 11th. *Nick Clemson*

▶ Class 47 727 'Casteal Dhun Eideann' - 'City of Edinburgh' approaches Northampton running 50mins early with 5Q97, the 10:44 Northampton EMD to Cricklewood South Sidings with Class 360 110 in tow on August 2nd. *Derek Elston*

▶ Class 60 056, under GBRf ownership, but still carrying the orange, yellow, and black Colas livery, leaves the WCML at Haydock Branch Junction, with the 09:10 Tuebrook to Ashton in Makerfield stone on August 10th. *Paul Senior*





# Grand Central

LNERIEP Class 801 204 slows for a red signal on the Down Fast, as Grand Central's Class 180 114 arrives into Doncaster's platform 3, with the 14:57 ECS from Crofton Depot on August 9th. *Barry Longson*



# Greater Anglia

▶ Aventura unit Class 720 515 pulls into the down platform of the 1844 grade 2 listed station at Ingatestone with an Ipswich service on July 5th. *Charlie Robbins*

▶ Two Greater Anglia Stadler units, Class 755 405 and 755337, wait to depart from Great Yarmouth on August 6th, with services to Norwich via Reedham and Acle respectively. *Lee Stanford*

▶ Class 755 337 approaches its Acle stop and passes the now closed platform located signal box with a service from Norwich to Great Yarmouth on August 6th. *Lee Stanford*



# Great Western Railway

▶ Power cars Nos. 43156 and 43092 prepare to work 2T41 Worcester Foregate Street to Bristol Temple Meads having arrived as 2E38 from Bristol Temple Meads on September 4th.  
*Tom Blanpain*

▶ Class 150 263 and 150 246 depart Teignmouth on August 4th working 2F27 Paignton - Exmouth service.  
*Steve Thompson*

▶ On August 4th, Class 150 243 leads an unseen 150216 out of Kennaway Tunnel on the approach to Dawlish on 2F10 Paignton - Exmouth. To the left, the legendary "Peak" numbers chalked on the wall are fading somewhat, perhaps it's time to place a preservation order on them.  
*Steve Thompson*



# Great Western Railway

▶ Class 387 170 and 387 160 arrive at Reading on August 23rd, working the 12:58 London Paddington to Didcot Parkway service. *Barry Longson*

▶ Class 166 210 heads through Dawlish on August 4th working 2T28 Exmouth - Paignton. *Steve Thompson*

▶ Sometimes you just have to wonder why? A defaced Class 802 010 departs from Reading on August 23rd working the 13:53 Cardiff to London Paddington. *Lee Stanford*



# Great Western Railway

▶ On August 5th, power car No. 43004 is seen approaching Dawlish Warren with a Penzance - Cardiff Central working. *Richard Hargreaves*

▶ On July 26th, Class 150 219 stands at Dawlish Warren with a service to Paignton. *Richard Hargreaves*

▶ On August 5th, power cars Nos. 43040 and 43198 arrive into Exeter St. Davids with a service from Cardiff. *Richard Hargreaves*



# Great Western Railway

▶ On August 5th, Class 166 202 approaches Dawlish Warren with a service to Exmouth.  
*Richard Hargreaves*

▶ Class 158 760 approaches St. Denys with a service to Brighton on August 1st. *John Sloane*

▶ On July 26th, Class 158 798 catches the evening sunshine as it departs Dawlish with a service to Paignton. *Richard Hargreaves*



# Great Western Railway

▶ On August 5th, emerging from the eastern end of Parson's Tunnel and passing the worksite for the 'avalanche shelter' project, power cars Nos. 43016 and 43160 power a 'Castle' HST set towards Dawlish on 2U10 Penzance - Cardiff. *Steve Thompson*

▶ Class 166 216 heads away from St. Denys with a service to Cardiff on August 1st. *John Sloane*

▶ On August 4th, power car No. 43093 trails 43154 on 1G77 Penzance - Gloucester. Within days of this photo being taken, the nameplates were changed to one of the attractive 'Castle' ones. The 'legends' vinyls, I'm told, remain so all is not lost!. *Steve Thompson*



# Great Western Railway

▶ Still to be named, power car No. 43088 leads 43162 into Dawlish on 2M72 Plymouth - Bristol, August 6th. *Steve Thompson*

▶ The 'Castle' HSTs are very nice to see and, soaking up the late afternoon sunshine on August 6th, are power cars Nos. 43010 and 43029 departing Dawlish with the 2C81 Cardiff - Penzance service. *Steve Thompson*

▶ On August 6th, Class 150 232 and 150 265 head west away from Dawlish on 2T14 Exmouth - Paignton service. *Steve Thompson*





# Hull Trains

▶ Class 802 304 departs Doncaster with the 15:31 Hull to London King's Cross service on August 27th. *Paul Senior*

▶ Paragon Class 802 304 awaits departure time at Doncaster on August 9th, while working the 09:48 King's Cross to Hull service. *Barry Longson*



# L.N.E.R.

Still in ex Virgin livery, Class 91 124 arrives at Doncaster on August 9th, working the 14:03 London King's Cross to Leeds service.

*Barry Longson*

Class 91 101 is on the rear of the 11:15 Leeds to London King's Cross service as it passes through Adwick on August 29th. *Steve Chapman*

With the Frenchgate shopping center in Doncaster as a backdrop, LNER Azuma Class 800 128 passes non stop, with the 12:56 Edinburgh to London King's Cross service on August 27th. *Paul Senior*



# L.N.E.R.

Having been smartend up, Class 91 110 is seen at Doncaster with a recent bird strike stuck in the front grill, working the 10:03 London King's Cross to Leeds service on August 9th.

*Barry Longson*

Class 91 111 'For the Fallen' speeds past the park and ride station at Adwick, in the suburbs of Doncaster, with the 08:05 London King's Cross to Leeds service on August 27th.

*Paul Senior*

Class 91 107 pushes the 12:02 York to London King's Cross past Joan Croft Junction on August 29th. *Steve Chapman*



# Loram Rail Operations

On September 1st, Class 37 418 propelled saloon 975 025 'Caroline', through Scunthorpe returning to York as 2Z02 after a tour of North Lincolnshire. *Steve Thompson*



▶ Class 803 005 speeds through Doncaster working the 09:11 Edinburgh to London King's Cross service on August 9th. *Barry Longson*

▶ Class 803 001 works the 09:11 Edinburgh to London King's Cross past Joan Croft Junction on August 29th. *Steve Chapman*

▶ Class 803 003 passes non stop through Doncaster, with a Edinburgh to London King's Cross service on August 27th. *Paul Senior*



# Network Rail

▶ Class 950 001 passes Kempseye with 2Q08  
09:35 Cardiff Taff Vale Sidings - Coleham ISU  
on August 10th. *Keith Davies*

▶ Class 950 001 on a Reading to Westbury test  
train passes Great Bedwyn on August 30th.  
*Michael Bennett*

▶ Colas HST power cars Nos. 43274 and 43299  
pass Grateley on August 25th with a test train  
working. *Michael Bennett*



▶ Class 97 304 and 97 303 running as 0Z97 Derby to Coleham pass through Wellington on August 25th. *Richard Hargreaves*

▶ Network Rails infrastructure monitoring Class 950 001 passes Chesterfield on August 2nd working the 09:00 Derby RTC to Derby RTC via Newark and Retford. *Lee Stanford*

▶ On July 29th, power cars Nos. 43290 and 43251 depart Dawlish Warren with a test train heading to Plymouth. *Richard Hargreaves*



# Network Rail

▶ Power car No. 43251 is seen on the rear of 1Q15 06:48 Derby to Swansea at Cardiff Central on August 2nd. No. 43290 is on the front.

*Kevin McCormick*

▶ On August 19th at Oakenshaw Junction, Class 97 302 (working Colas operated 0Z11 08:48 Doncaster Carriage Holding Sidings to Derby RTC) gets the feather for the Up Goods Loop at Calder Bridge Junction. *Tim Saunders*

▶ Colas HST power cars Nos. 43251 and 43257 are seen at Morecambe on August 12th with a test train working. *Colin Kennington*





# Network Rail

▶ Class 73 965 and 73 963 cross the River Itchen between Bitterne and St. Denys with a test train from Guildford and Portsmouth on August 2nd. *John Sloane*

▶ Power car No. 43299 heads the 1Q13 Darlington to York NMT through Church Fenton on August 29th. No. 43290 was on the rear. *Steve Chapman*



# Rail Operations Group

▶ Class 37611 and 37800 top'n'tail West Midlands' Class 196 113 as they pass through Wellington on August 22nd running as 5Q66 Donnington to Tyseley. *Richard Hargreaves*

▶ Class 37 601 working 0Z37 Derby to Westbury heads through Swindon on August 11th. *Ken Mumford*

▶ Class 37 884 hauling 455 907 passes Swindon on August 5th running as 5Q86 Wimbledon Park CSD to Newport Docks. This was the first unit from South West Trains to Newport Docks by rail. *Colin Pidgeon*



# Rail Operations Group

▶ Class 37 884 passes through Dalry on August 29th with a 5Q06 09:07 Kilmarnock Bonnyton Depot - Yoker C.S. with a refurbished 318 258.  
*Kevin McCormick*

▶ On August 4th, Class 37 884 works an Ilford EMU Depot - Newport Docks (Sims) scrap train conveying Class 322 481 and 321 901.  
*Andrew Jenkins*

▶ Class 37 611 'Pegasus' and 37 601 'Perseus' top'n'tail four barrier coaches running as 5M57 10:31 Wembley Receptions 1-7 to Derby R.T.C.(Network Rail) as they growl through Northampton on August 11th. *Derek Elston*



# Rail Operations Group

On August 22nd, Class 37 800 and 37 611 working the 5M62 Derby to Donnington are seen at Trench Crossing. Class 37 800's cabside seems to have gained a Soho LMD sticker. *Richard Hargreaves*



# TransPennine Express

▶ Class 68 032 'Destroyer' departs platform 3 at Doncaster, working ECS towards Belmont Yard for stabling on August 9th. *Barry Longson*

▶ Class 68 022 passes Standish with a Warrington to Carlisle proving run on August 16th. *John Sloane*

▶ Scunthorpe still sees Class 68/Mk5 training runs and here is Class 68 024 propelling set TP08 away from the station on 5B78 Manchester Piccadilly - Cleethorpes. *Steve Thompson*



# TransPennine Express

▶ Class 185 112 and 185 146 pass Davenport on August 10th, working the 12:18 Manchester Piccadilly to Cleethorpes service. *Barry Longson*

▶ On August 31st, the training set of Class 68 020 and TP08 stock working 5A23 Cleethorpes - Doncaster Belmont Yard passes through Scunthorpe heading to bed down for the night. *Steve Thompson*

▶ Class 68 027 is seen on the rear of the 15:34 Scarborough to Manchester Victoria on August 29th just after passing through Church Fenton. *Steve Chapman*



# TransPennine Express

▶ Class 68 019 passes Slindon on August 11th working the 5N39 14:05 Wolverton - Longsight.  
*Phil Martin*

▶ Class 68 019 'Brutus' and 68 033 'The Poppy' top'n'tail set TP09 through Northampton running as 5H70 09:58 Longsight T.M.D. (D) to Wolverton Centre Sidings on August 11th.  
*Derek Elston*

▶ Class 68 019 'Brutus' hauls a TPE Mk5 set of coaches through Stafford on August 11th, on the 14:05 Wolverton Works to Longsight TMD.  
*Barry Longson*



# TransPennine Express

▶ Class 185 112 and 185 141 pass Melton Ross Lime Works with 1B68 08:18 Manchester Piccadilly - Cleethorpes service on August 11th.

*Nick Clemson*

▶ Class 68 024 with the 5B81 13:24 Cleethorpes - Doncaster ECS approaches Melton Ross road bridge on August 11th. *Nick Clemson*

▶ Class 185 112 with the 1B79 12:24 Cleethorpes - Manchester Piccadilly approaches New Barnetby level crossing on August 11th.

*Nick Clemson*





# TransPennine Express

Class 68 024 pushes the 5B70 10:37 Doncaster - Cleethorpes ECS past New Barnetby level crossing on August 11th. *Nick Clemson*



# TransPennine Express

▶ Class 68 029 'Centaur' arrives at Stockport with the legend 'Not In Service' displayed, while working the 09:36 Cleethorpes to Manchester Piccadilly driver training run on August 13th.

*Barry Longson*

▶ Class 68 034 hurries passed Barby Nortoft working 5H70 11:01 Crewe South Yard to Wolverton Centre Sidings with TPE Nova set 13 in tow on August 2nd. *Derek Elston*

▶ On August 8th, Class 68 022 and 68 025 depart Walton Old on a training trip along the north Wales coast. *Mark Enderby*



# Transport for Wales

▶ Class 230 006 and 230 007 are seen stabled at Birkenhead North on August 5th.  
*Jeff Nicholls*

▶ DVT No. 82229 trails the 11:33 Holyhead-Cardiff as it departs from Flint on August 23rd. Class 67 008 was at the head, the heat haze from the loco rolling back over the coaches.  
*Jeff Nicholls*

▶ Class 175 112 passes Class 67 013 in Hereford station on August 17th. *Neil Pugh*



# Transport for Wales

▶ Sunday afternoon siesta time at Chester on September 4th, for Class 150 258, 197 107 and 197 003. *Jeff Nicholls*

▶ Class 175 011 departs from Chester with the 12:27 Crewe - Holyhead service on September 4th. *Jeff Nicholls*

▶ Class 197 010 trails an unidentified class member away from a stop at Flint on a late-running training run from Llandudno Junction to Chester on August 23rd. *Jeff Nicholls*



# Transport for Wales

▶ An abundance of TfW new units are seen stored at Telford RFT on September 3rd.  
*Richard Hargreaves*

▶ Class 67 008 rolls into Flint station with the 11:33 Holyhead - Cardiff service on August 23rd.  
*Jeff Nicholls*

▶ Class 150 252 passes Queens Road Bridge, Llandudno Junction with 14:59 Blaenau Ffestiniog - Llandudno Junction service on August 21st.  
*John Goodrich*



# Transport for Wales

▶ Class 175 116 passes Kempseye with the 1V46 15:09 Crewe - Milford Haven service on August 10th. *Keith Davies*

▶ Class 67 008 climbs Hencote Bank with the 1V38 16:34 Holyhead - Cardiff Central service on August 4th. *Keith Davies*

▶ Class 175 103 runs into Wilmslow with 1V39, 10:31 Manchester Piccadilly to Shrewsbury service on August 27th. *Derek Elston*



# Transport for Wales

▶ Class 67 012 is seen on Hencote Bank on August 8th working the 1V98 16:36 Holyhead - Cardiff Central service. *Phil Martin*

▶ Class 231 009 working mileage accumulation runs, 3Q53 10:33 from Cardiff Central to Swindon is seen at Swindon on August 23rd. *Ken Mumford*

▶ Class 67 013 passes Gobowen, Oswestry Jct. on August 4th working the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*



# Transport for Wales

TfW liveried Class 153 362 is seen stabled at Chester on August 3rd. *Kevin McCormick*

Class 67 013 stands at Chester on August 1st working 1V91 05:33 from Holyhead to Cardiff Central. *Kevin McCormick*

Class 175 001 is seen stabled at Chester on August 1st awaiting its next turn. *Kevin McCormick*





# Transport for Wales

▶ Class 67 025 climbs Hencote Bank on August 8th with the 1W96 17:14 Cardiff Central - Holyhead service. *Phil Martin*

▶ Class 158 825 and 158 836 pass Coton Hill on August 11th with the 1I18 07:26 Holyhead - Birmingham International service. *Phil Martin*

▶ Class 231 007 working 3Q63 Newport to Swindon [although the destination box said GLOUCESTER] via Bristol Parkway and Little Somerford is seen at Swindon working a mileage accumulation run on August 16th. *Ken Mumford*



# Transport for Wales

Northgate locks in Chester witness the passage of Class 67 012, still carrying long gone 'Wrexham and Shropshire' livery as it works the 11:33 Holyhead to Cardiff on August 30th.

*Lee Stanford*

Hired in from Northern to cover for damaged units sees a very full Class 150 270 arrive at Crewe on August 29th with the 13:31 Transport for Wales service from Manchester Piccadilly to Tenby.

*Lee Stanford*

Old meets new at Chester on August 30th as Class 197 001 heads into the stabling sidings and Merseyrail 508 108 waits to depart with the 15:31 to Liverpool.

*Lee Stanford*



# Units: DMUs and EMUs

Now in its last months of service, Merseyrail's Class 507 013, looking very clean, waits for its next duty, in the far bay at Southport on August 13th. *Paul Senior*

Northern's Class 331 026 is at the head of a 6-car train as it calls at Heaton Chapel on August 25th with 13:28 Blackpool North - Hazel Grove service. *John Goodrich*

The 14:42 Leeds - Chester Northern service rides high above Todmorden as it slows for its stop on August 17th. *Jeff Nicholls*



# Units: DMUs and EMUs

South Western Railway's Class 444 045 and 444 014 working the 1W69 London Waterloo to Weymouth service pass by Pot Bridge on August 8th. *Michael Bennett*

Crossrail EMU Class 345 020 arrives into Reading with the 15:11 from London Paddington on August 23rd. *Barry Longson*

Merseyrail's Class 508 111 in 'Beatles Story' livery waits in the rubbish-strewn 'terminus' to depart with the 14:19 Ellesmere Port - Ellesmere Port via Liverpool service on September 4th. The line beyond goes to Helsby where it joins the Chester - Warrington line. *Jeff Nicholls*



# Units: DMUs and EMUs

London NorthWestern's Class 230 003 approaches Ridgmont with 2S15 12:01 Bletchley to Bedford service on August 5th.

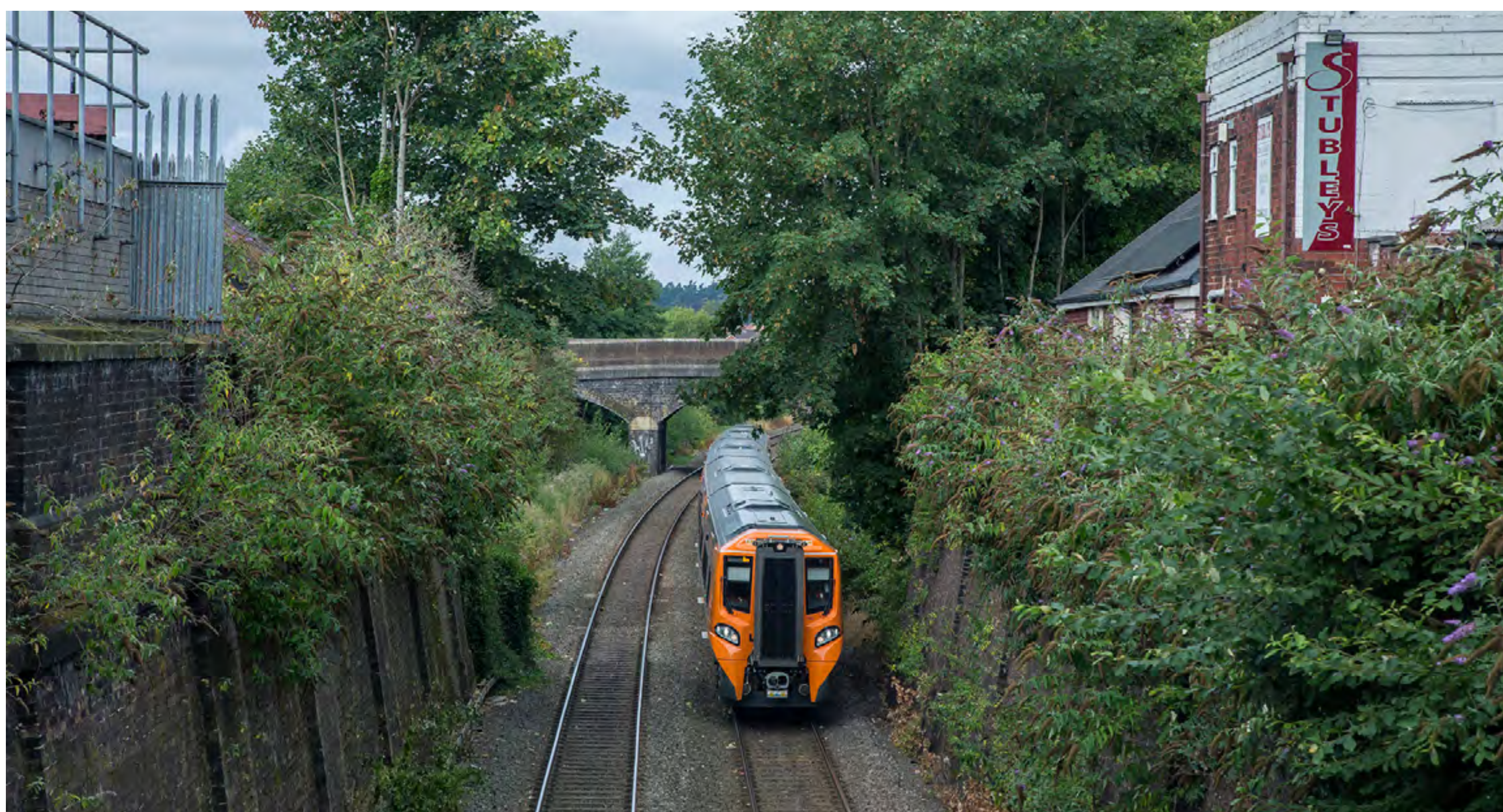
*Derek Elston*

Northern's Bi-Mode Class 769 448 coasts in to Appley Bridge, with the 13:15 Southport to Alderley Edge service on a hot August 13th.

*Paul Senior*

West Midlands' Class 196 105 working the 5Q61 Shrewsbury to Tyseley passes through Wellington on August 22nd.

*Richard Hargreaves*



# Units: DMUs and EMUs

Merseyrail's Class 507 033 is seen at Southport on August 5th waiting departure time with a service to Liverpool. *Jeff Nicholls*

Great Northern's Class 717 014 nears Palmers Green with a service to London King's Cross on July 30th. *John Sloane*

South Manchester electric services are normally formed of either two class 331s or a single class 319 / 769 or 323 units. On Saturday August 11th, Northern paired up Class 323 237 with 323 233, seen here crossing Stockport viaduct with the 15:47 Manchester Piccadilly to Stoke on Trent service. *Barry Longson*



# Units: DMUs and EMUs

Great Northern's Class 717 013 arrives at Palmers Green with a working from Stevenage to London King's Cross on July 30th.

*John Sloane*

South Western Railway's Class 450 109 passes St. Denys with a Portsmouth to Southampton service on August 1st. *John Sloane*

Royal Mail's Class 325 003 leads the 1M44 southbound mail from Shieldmuir to Warrington passing Winwick on August 9th. *Brian Dobbs*



# Units: DMUs and EMUs

▶ Northern's Class 331 024 leads a 6-car Blackpool to Liverpool Lime Street service into St. Helens Central on August 13th. *Brian Dobbs*

▶ Merseyrail's Class 508 126 calls at Birkdale on August 5th. *Jeff Nicholls*

▶ LNWR's London Midland liveried Class 350 241 arrives at Crewe with 15:04 Liverpool - Birmingham service on August 19th. *John Goodrich*





# Units: DMUs and EMUs

▶ Northern's Class 769 442 arrives at Ashton-under-Lyne with the 11:31 Southport to Stalybridge service. This section of line, between Miles Platting Bank and Stalybridge, should have been electrified in 2018, but on August 5th, the only evidence around the station was the odd mast foundation.

*Barry Longson*

▶ Merseyrail's Class 777 018 is seen in the headshunt at Sandhills on July 21st.

*David Wood*

▶ Merseyrail's Class 507 019 departs Birkenhead Central on August 21st with 10:19 Chester - Liverpool Central - Chester service.

*John Goodrich*



# Units: DMUs and EMUs

Merseyrail's Class 508 127 arrives at Birkdale on August 5th with a service to Liverpool.  
*Jeff Nicholls*

South Western Railway's Class 158 882 working the 1L66 Salisbury to Basingstoke service arrives at Grateley under stormy skies on September 1st.  
*Michael Bennett*

A busy Merseyrail Class 507 023 has just arrived at Chester on 2C15 09:45 Chester - Liverpool Central - Chester service on August 3rd.  
*Kevin McCormick*



# Units: DMUs and EMUs

▶ Making a rare visit to Preston, Northern's Heaton based and RAF livered Class 156 480 departs with the 15:22 service to Carlisle on September 1st. *Paul Senior*

▶ South Western Railway's Class 450 110 speeds through St. Denys with a train to Southampton on August 1st. *John Sloane*

▶ South Western Railway's Class 444 037 leads a Weymouth service past St. Denys on August 1st. *John Sloane*



# Scotrail

▶ A pair of Scotrail HSTs are seen at Aberdeen on August 12th with power cars Nos. 43176 on the left and the erstwhile 43179 'Pride of Laira' on the right. *Lee Stanford*

▶ Class 334 034 is seen at a rainy Dumbarton Central arriving with 2H57 16:21 Edinburgh to Helensburgh Central on August 22nd. *Kevin McCormick*

▶ Class 381 268 arrives at Garscadden working the 2L11 08:33 from Larkhall to Dalmeir service. *Kevin McCormick*





# Manchester Metrolink

▶ A busy time at Crumpsall as tram No. 3079 arrives with a service to Manchester Piccadilly and in the background Nos. 3010 and 3007 stand with an Altrincham bound working.

*Lee Stanford*

▶ August saw trams Nos. 3144 and 3145 commissioned and enter traffic on Manchester Metrolink. Here the most recent to carry passengers, No. 3145 is seen at Media City, ready to depart with a service to Ashton on August 30th.

*Barry Longson*

▶ The little used bay platform at Crumpsall was brought into use for trams on the Altrincham to Bury service owing to an engineering blockade at Whitefield. Tram No. 3008 is seen in the bay platform before departing for Altrincham on August 16th.

*Lee Stanford*



# Great Orme Tramway

The mid-August heatwave bought the crowds out to Llandudno, and whilst many flocked to the beach, a fair number headed up to the summit of the Great Orme, by either the cable cars or the tramway. With the sun beating down in the afternoon of August 13th, car No. 7 is seen on the cable-worked section, with the busy cable cars alongside. *Ben Bucki*



# Great Orme Tramway

On August 13th, cars Nos. 6 and 7 cross at the half-way loop on the cable-worked upper section of the line, viewed from the adjacent cable cars. *Ben Bucki*

Car No. 6 rumbles over the level crossing as it descends the cable-worked section with a service from the summit. *Ben Bucki*

With the sun beating down in the afternoon, car No. 6 climbs the last stretch of the cable-worked section to the summit station. *Ben Bucki*





Network Rail's MPV Nos. DR98955 and DR98905 working 3Z17 Kings Norton to Kings Norton pass through Wellington on August 25th.  
Richard Hargreaves



## Greater Anglia using new software to reduce delays caused by train faults

Greater Anglia is using a new hi-tech software tool which helps get trains fixed quickly if faults occur during journeys to reduce delays to customers. The software – a decision support tool - is used by technicians in the company's control centre in Romford if a driver rings in to say there is a fault on their train and describes the problem. The technicians use the intuitive software to click through to a set of questions relating to the symptoms of the problem that is being described to them. The software then identifies, in an easy step-by-step way, the actions to get the train on the move again. A countdown timer within the software automatically starts running – counting down from ten minutes to zero, giving a clear indication of when further action needs to begin, such as isolating systems to get the train on the move again. The software, developed by IQM Software, receives information from both Greater Anglia and the Stadler team who look after the company's Intercity, Stansted Express and regional bi-mode trains, about any new issues or faults which develop to get services on the move even quicker in the future.

Martin Beable, Greater Anglia's engineering director, said: "This software has been key in ensuring that if issues do occur on our trains, the myriad key actions and steps that

need to be taken can be completed as quickly as possible to try and get the train on the move. We've worked with our Stadler colleagues in ensuring all the relevant information is captured after each incident and that is put into the decision support tool, so it's as effective and useful as possible. Soon we'll be introducing it for our Alstom-built commuter fleet of new trains too. We are proud that our team have been able to use this tool to help reduce our delays per technical incident to levels that most train operators only aspire to achieve. Our new trains are improving our punctuality and reliability. They travel between 120,000 to 200,000 miles a year and like any machine with moving parts they do sometimes develop faults, but this software is helping us to keep delays to customers to a minimum."

Thibaut Decré, IQM Software's head of strategy, said: "It has been great to work with Greater Anglia in their effort to double down on improving essential software to their operation, including our system: TEAM. Working with a team with such a clear vision and quick decision making allows us to quickly achieve great results, and we're looking forward to remaining a strategic partner for Greater Anglia's digital strategy." All of the company's old trains will be removed from service by summer 2023.

## Fares Advice with RailUK

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

### Ticket routed \*via XXX\* - mandatory route or permitted option?

Q: Looking to head down from Manchester to London in a few weeks to take in a Saturday matinee, then onwards to Reading overnight.

If I were to buy an off-peak return from Manchester to Reading via London, and break my journey on the outbound, would this be a \*mandatory\* routing on the return also, or is the "via London" just opening up that (more expensive) option as a route choice?

So would I be able to return direct on a XC service from Reading to Manchester the following day?

I've had a similar thought on Manchester to Edinburgh in the past - is the more expensive "via York" ticket mandatory to travel both ways via York, or is the (cheaper) route via Carlisle still an option with that ticket depending on service times etc?

A: If there is a cheaper fare with another route, you are entitled to travel on that alternative route without paying anything extra - this is because the NRCOT sets out the 'consequences' for travelling on a route not permitted by your ticket - namely that you must pay the difference to the cheapest valid fare for the route you've travelled. If that difference is negative then there is nothing to pay and so it's de facto valid.

In practice, this means that you will generally be better off buying the cheaper fare and then obtaining a change of route excess for the leg of your journey where you take the more expensive route.

In this particular instance, one of the permitted routes between Manchester and London is to travel via Reading. Therefore, if you are prepared to stick to XC for the way back, you would be better off buying a Manchester to London return and using the return portion via Reading. This would cost less than buying a 'not via London' return to Reading and obtaining a change of route excess for the outward portion - even once you account for the value of the cross-London transfer you would have included for free with the +via London portion.

### Removal of Anytime returns in favour of Day returns - rip off?

Q: I regularly travel from Bristol Temple Meads to my parents just north of Cardiff for a weekend, travelling on the Friday and returning on the Sunday. The last time I did this trip at the end of April (and every time I have done this journey over the last few years) I was able to buy an Anytime Return ticket which cost £25. Looking for this weekend now, that is no longer available.

The Trainline tries to sell me a return from Bristol to Cardiff and a single from there up the valleys and another single back down to Cardiff for £34.10. GWR try to sell me two advance tickets for £34.80. Or I could buy an anytime return from Bath Spa instead costing £34.50 and just start / end at Bristol instead. Am I seriously expected to now have to pay a third more for the same journey??

A: It does look like the Anytime Return has been abolished on that flow as from September 3rd. It's rather bizarre, seeing as an Anytime Return is still available to Cardiff and even as far as Taffs Well.

There are many journeys of intermediate length which should have both day and period returns, peak and off-peak. Having any of this combination missing will unduly disadvantage someone, and is therefore a rip-off.

It seems a bit unfriendly to restrict tickets to Bristol Airport (which includes a bus from Bristol Temple Meads) like this.

### Ticket Advice for All

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

# National Rail

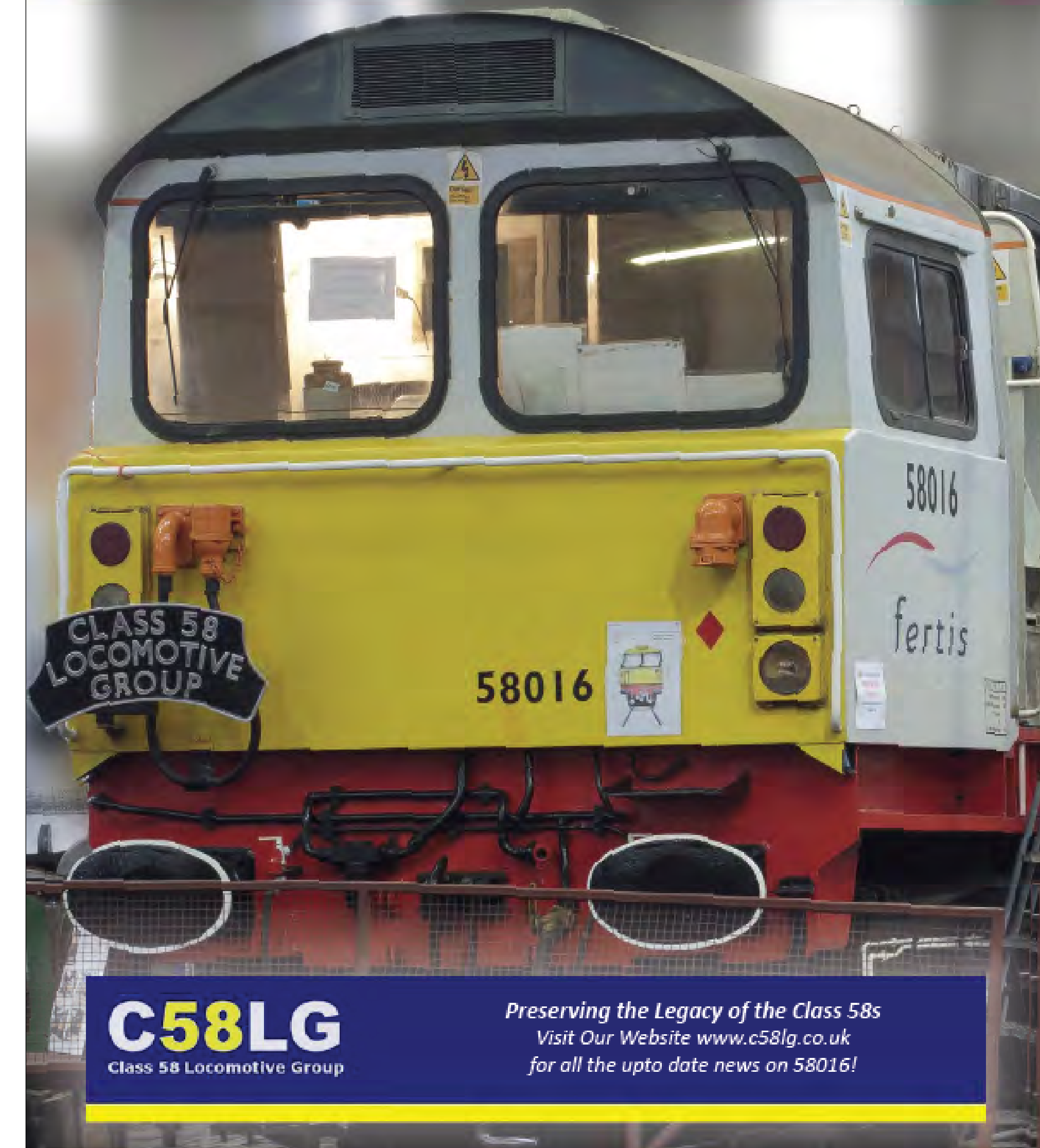
Royal Mail's Class 325 013 and 325 011 pass Northampton almost an hour early working 1M41 05:34 Shieldmuir Mail Terminal to Willesden PRDC on August 11th. *Derek Elston*



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

There are various ways to help the C58LG:

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



**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!

## Frinton station roof and canopies restored with help from Railway Heritage Trust

Frinton-on-Sea rail station has received a makeover thanks to restoration work carried out by Greater Anglia.

The train operator has invested £200,000 in the scheme with a further £50,000 of funding being provided by the Railway Heritage Trust to give the Victorian structure a new lease of life.

The works included the repair and restoration of the roof and canopy, the installation of new decorative 'dagger boards' to the canopy and repainting of the support structures in heritage colours, in line with the station's designation as a 'heritage station'. Old guttering and downpipes have also been replaced.

Greater Anglia's Asset Management Director, Simone Bailey, said, "We are very grateful to the Railway Heritage Trust for their help and support in restoring Frinton-on-Sea station, to conserve its unique features for future generations to enjoy and to improve and protect the building, making it fit for use in the 21st Century. I would like to thank customers and the Frinton community for their patience while this work was carried out."

Tim Hedley-Jones, Executive Director of the Railway Heritage Trust, said, "We are very pleased to have supported Greater Anglia with a grant to help with the restoration work undertaken."

"We are especially pleased with the reinstatement of dagger boards to the canopy at this historic Victorian station. This project demonstrated excellent co-operation between Greater Anglia and the Railway Heritage Trust, but we are also grateful to The Frinton and Walton Heritage Trust for providing historic photographs."

Right: New dagger boards to the station canopy and fresh paintwork in heritage colours. © Greater Anglia



# Barrow Hill 150+2 Event

The building of the 11th Baby Deltic carries on apace and despite the amount of work still to do what now looks like a complete loco was displayed at the 150+2 celebration with No. D5910 having pride of place on the roundhouse turntable on August 26th. *Lee Stanford*



In sunny conditions, Class 50 008 and jubilee liveried 67 007 are seen at Barrow Hill. *Lee Stanford*

Restored to original condition AL3 (later Class 83) E3035 stands outside at Barrow Hill on August 26th. *Lee Stanford*



Looking resplendent now it is back in InterCity livery, Class 89 001 'Avocet' shares yard space with 91 117 at Barrow Hill on August 26th. *Lee Stanford*



# National Rail

Carrying Northern livery but EMR branding sees Class 156 422 depart from Crewe on August 27th working the 09:11 to Newark Castle. *Lee Stanford*



# GTR donate 1,000th abandoned bike for new life in South London



With a vanload delivered to Community Cycleworks in Southwark, South London, Govia Thameslink Railway (GTR) have now donated over 1,000 bikes abandoned at stations to charity recycling schemes.

GTR have been making donations for two years, since the Covid pandemic prevented the auction sales of the bikes. The train operator began to look for organisations who could make use of the hundreds of bikes, many in surprisingly good condition, left at stations each year.

They currently make regular donations by the vanload to six charity partners, based across the rail network from Huntingdon to the south coast. The charities all run bike recycling schemes and promote cycling as a sustainable way to travel and a healthy activity.

The company also worked with local authorities and NHS Trusts to donate bikes to NHS workers during lockdown.

GTR has now delivered 85 bikes to Community Cycleworks since the partnership was set up in April 2021. Working with Southwark schools and youth clubs, the charity runs 'Build a Bike' courses in which local children learn to refurbish a donated bike over a four-lesson programme. The participants then get to keep the bike they fixed, for themselves or a family member. Cycleworks also lead rides for children to build cycling skills, which along with their new maintenance and repair skills make them more confident and safer cyclists.

Chris Fowler, Customer Services Director for Southern, said: "It's fantastic to be working with Community Cycleworks and our other partners to promote healthy, green transport by extending the life of previously unwanted bikes. Cycleworks are making these bikes roadworthy and safe for young, deserving new owners, at the same time giving them the skills to make the best long-term use of them. By encouraging young people to cycle and look after their bikes we're creating lasting benefits for their future."

Stewart Vanns, Founder/Director of Community Cycleworks, said: "We are grateful to GTR for supporting more people into cycling with the donation of bikes. Before our partnership, our flow of donations was 'patchy'. Now we have a regular delivery from GTR we are able to provide a more timely service to people that sign up for our 'Build a Bike' scheme.

"These bikes go to local people, families, or children, who may otherwise struggle to afford a bike. Once riding, people then have access to our support services and drop-in Bike Fix to help them maintain and repair their bikes in the future.

"Thanks too to Vistry Partnership, our other partner who kindly covers the mechanics' worktime."

Pictured (left to right): Hayley Whitehorn, Community Cycleworks Workshop Manager; Kevin Bell, GTR Facilities team; Johnny Marcher, Community Cycleworks volunteer. ©GTR

# 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.

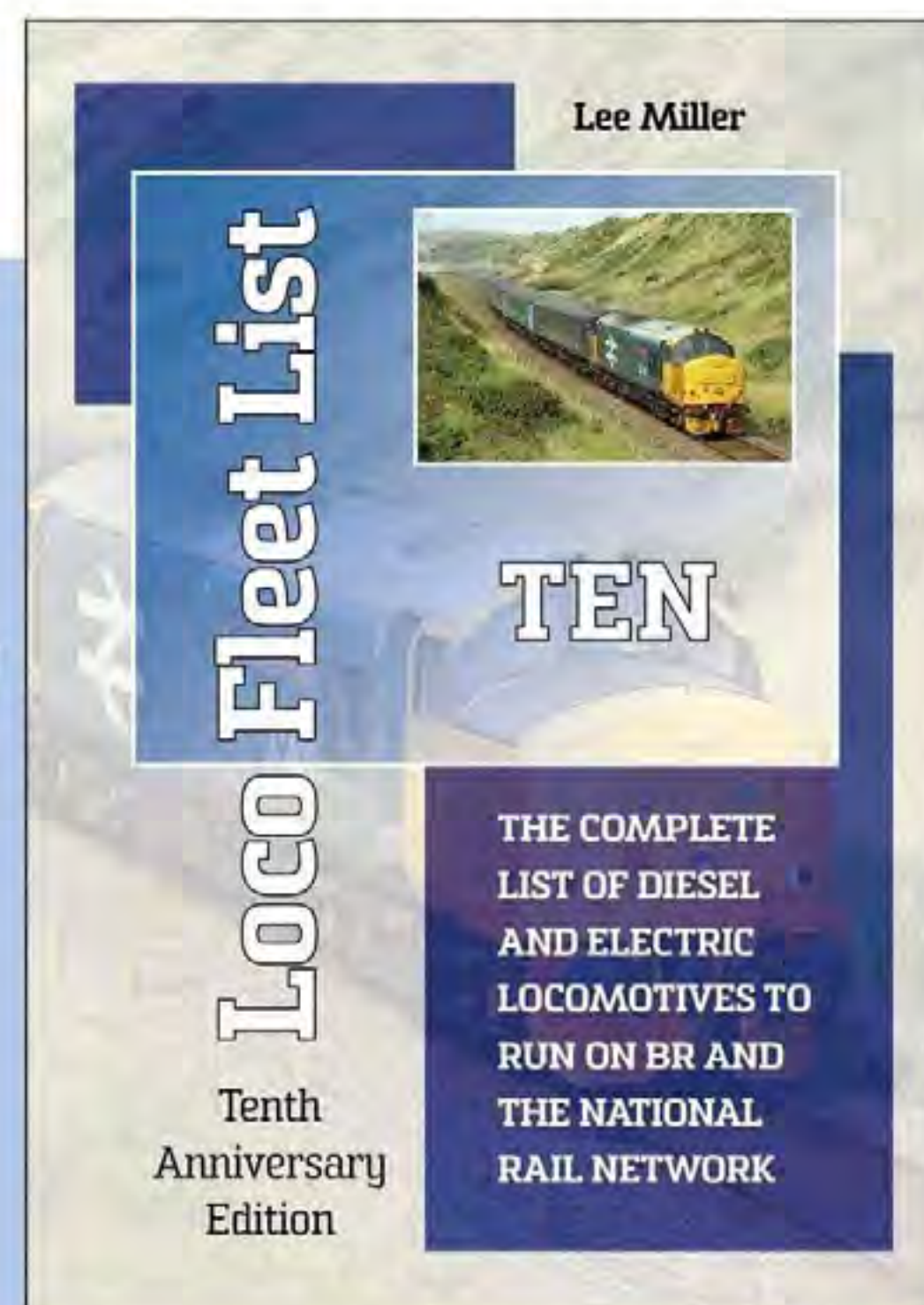
## Features:

- 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](http://www.locofleetshop.co.uk) Email: [lee@locofleetshop.co.uk](mailto: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



Class 73 965 and 73 964 working a Derby - Crewe test train pass Shotton High Level. *David Wood*



Class 31 No. 97 205 (31 163) is seen enroute to Nemesis Rail at Burton on Trent from Chinnor for repairs. *John Alsop*



## Redundant GTR computers to transform students' lives in Malawi

Govia Thameslink Railway (GTR) are donating 600 redundant computers to The Turing Trust, the IT recycling and education charity.

The donation and refurbishment of the mini desktop computers will enable thousands of children to learn computing skills, while saving over 160 tonnes of carbon emissions that would otherwise have been created by the manufacture of new computers.

Whilst GTR are replacing the outdated desktops because they no longer support the latest software that the company needs to use, they are potentially invaluable for organisations such as charities and schools who cannot afford the IT equipment they need.

The train operator delivered the first batch of 70 desktops to the Trust's workshop in August. GTR's IT team first removed all data and reinstalled the original operating system. The Trust will now wipe the donated equipment securely to UK Government standards, before undertaking any refurbishment and repairs needed, and then ship the fully working equipment to recipients in need.

Most of GTR's donation is expected to be passed on to schools in Malawi, where The Turing Trust has been working since 2016. Just six years ago, only three per cent of Malawian schools had even a single computer. Now, thanks to the Trust's programme, over 80 per cent of schools in the north of the country have the technology for children to learn computing skills.

Some of the donation will go to support communities in the UK. GTR were keen to link up with the Trust again since they worked together last November. With the Trust's help, the company donated 80 old Android tablets to a charity helping homeless and excluded people gain the computing skills to create CVs and apply for jobs.

James Turing, Founder of the Trust, said: "We're delighted to receive this fantastic donation from Govia Thameslink Railway which will help us to do so much in the coming months. Thanks to their donation, 10,800 students will be able to learn vital IT skills.

"Beyond this the environmental impact from their donation will offset 168 tonnes of CO2 emissions, which is the equivalent of planting 420 trees, or offsetting the annual carbon footprint of 17 Britons. The embodied energy savings created are also enough to power 41 UK homes for a year as well. Thank you so much

to the whole team at Govia Thameslink Railway for making all of this possible!"

Aidan Shanahan, GTR's Head of IT, said: "We're delighted to be able to work with The Turing Trust to make such a life-changing difference for so many people, by giving old equipment a second life. The demand for refurbished

computers is so high that the 600 units we're donating is a drop in the ocean, so we encourage other organisations with redundant kit to work with the Trust so it can be re-used securely with such lasting and valuable impact."



# National Rail

Colas Track Machine No. DR73920 working 6J81 Bristol (Kingsland Road) to Didcot Fuelling Point heads through Swindon on August 23rd.  
*Ken Mumford*



## Long, hot summer means major changes to trains on the West of England line in Dorset and Wiltshire as dried-out soil takes its toll on tracks



Major changes to train services on the West of England main line west of Salisbury have had to be made after a 4-mile long speed restriction was put in place between Gillingham and Tisbury, in Dorset and Wiltshire. The South of England has endured its driest July since 1936, as well as the hottest temperatures ever recorded, and the impact has now been felt on the railway. Sections of railway built on clay-based soil, including those around Gillingham, have dried out so badly that they have shrunk, leaving the track on top uneven and dangerous to run trains at full speed. It is likely that the speed restriction will remain in place until October, as engineers must wait for the soil to regain some of its moisture before a repair can be carried out.

Network Rail's Head of Track Engineering for Southern Region, Colum Cavanagh, said: "We call this problem Soil Moisture Deficit and although we encounter issues with it most summers, this year has been absolutely unprecedented. We came into the hot season with our track in the best condition it's ever been in, and yet now – late August – the soils around Gillingham have dried so badly the track is only able to take trains running at 40mph, down from 80mph.

Normally we would take a piece of kit called a tamper in and sort the track out, a bit like shaking a duvet and getting it flat again. This year the problem is so bad that the soil is still shrinking and it's going to be some weeks until it has stabilised enough for us to do the work to bring line speeds back up to

normal. We're very grateful for everyone's patience as we know the changes to trains must be frustrating, but the changes are there to keep everyone safe."

Train services have had to be amended as the line is single – so no trains can pass each other – and trains are taking double the normal length of time to run between Gillingham and Tisbury.

Claire Mann, SWR's Managing Director said: "After two weeks of delays and short-notice changes to our services, this decision to introduce a revised timetable will allow us to run a resilient service and at least provide certainty to our customers in the West of England. I am sorry to all those whose journeys will be affected as we wait for weather conditions to improve so Network Rail can safely remove the speed restriction."

Mr Cavanagh added: "Based upon a recent reconstruction of a clay embankment at Edenbridge in Kent, if we were to rebuild all 6,000 of our clay embankments with modern materials, it could cost anywhere between £15bn to £20bn and take decades to complete. We need to manage with what we've got and should summers like this one become the norm, we will need to change the way we work to reflect that. Unfortunately, the people who built the railway to Gillingham in 1859 didn't realise the impact they would have on us 160 years later building their railways on clay soil."

### SOUTHERN COUNTIES RAILWAY SOCIETY

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



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)

## Art work on display at Southend Victoria rail station helps to highlight town's museum

Posters created by students at Southend Adult Community College are on display at Southend Victoria rail station to highlight the summer exhibition at the nearby Southend Central Museum.

Twenty-five students from college's Digital Photography and Advanced Sculpture and Pottery courses were given a guided tour of the museum which inspired them to create their own art works.

They teamed up with the Essex and South Suffolk Community Rail Partnership to transform their work into posters to help promote the museum and attract visitors who arrive in Southend by rail.

Catherine Gaywood, Community Rail Partnership Officer, said, "The posters look great at the rail station and are a great advert for the skills the students have acquired on their courses and will also raise awareness of the fantastic museum which is only a two-minute walk from the rail station. A trip to the museum is a fun experience for all the family and it's so easy to reach by train which means you can leave the car behind and get there in a more relaxed and environmentally friendly way."

The museum's summer exhibition is 'Wunderkammer – Southend's Cabinet of Curiosities', an immersive exhibition highlighting the stories of early collectors including one of the earliest female collectors, Isabella d'Este,

and also features objects from the collection of Charles Nicholson, who was born in Hadleigh. It is at the museum until 3 October 2022.

Southend Central Museum also houses a permanent exhibition called 'The Princely Burial', displaying artefacts from the amazing discovery at Prittlewell in 2003 of a burial chamber that turned out to be the earliest dated Anglo-Saxon princely burial in England.

## Network Rail delivers multi-million-pound package of improvements along East Coast Main Line and Northern City Line over the August Bank Holiday

Over the August Bank Holiday, Network Rail delivered a package of improvements worth over £2.8m to bring better, more reliable journeys for passengers between Hitchin and London terminals. Progress was made on the East Coast Digital Programme, with 56 new cabinets installed to house the equipment needed to support a digital railway in the future. The once-in-a-generation programme will eventually see traditional signals removed from the side of the track and replaced with innovative digital signalling technology.

Installing this important infrastructure now will set the route up for an advanced new operating system, which will allow for continuous in-cab communication with train drivers by 2025 on the East Coast Main Line.

Toufic Machnouk, Network Rail's Industry Partnership Director for Digital Railway, said: "Working with our partners to deliver this brilliant progress over the bank holiday takes us closer to running a more resilient, greener, future-proofed railway for passengers. The East Coast Digital Programme will transform the way that trains move along the East Coast Main Line using digital trail control technology. We are using industry-wide expertise and innovation to install, test and eventually operate a better railway for people. I'd like to thank passengers for their support and patience while we delivered this work."

The redundant footbridge and ticket office at New Southgate station were also successfully removed over the weekend, completing the transition to a relocated ticket office for Great Northern passengers. On the Northern City Line near Drayton Park, teams repaired and renewed over 300 metres of overhead line equipment to boost reliability, reduce the need for future maintenance and help more trains to run on time.

Great Northern and Thameslink Customer Services Director, Jenny Saunders said: "The work Network Rail is doing will help create the railway of the future, providing more reliable services for our passengers and, on the East Coast Main Line, the potential for more frequent services in the future.

"More testing will be taking place on the Northern City Line on September 4th and 18th, as well as October 9th so please check how your service may be affected by visiting National Rail Enquiries' online journey planner. We're really grateful for your patience."

Work on the East Coast Digital Programme will continue on Sunday September 4th and 18th, as well as on Sunday October 9th. This will mean no services will be able to run on the Northern City Line on these dates. Trains which usually run to and from Moorgate will be diverted into King's Cross



# National Rail

Plenty of trackwork going on at Kemble on August 17th. *Ken Mumford*

On the East Lancs, Lancashire & Yorkshire No. 51456 prepares to run round its train at Rawtenstall on August 8th. *Michael Lynam*

Blackpool Balloon tram No. 717 approaches the North Pier tram stop on August 11th. *John Balaam*





# National Rail

On the Great Orme Tramway, Car No. 4 climbs the last leg of the lower section with a service from Llandudno, August 13th. *Ben Bucki*



## Welsh slate on the move as a second revenue-generating freight route opens up in North Wales

Welsh slate aggregate is being transported to Luton via rail freight for the first time ever, thanks to a joint initiative between Network Rail, construction materials company Breedon, and the Welsh Government. The Llandudno Junction freight yard, which hadn't been used for several years, was brought back to life following extensive work at the site. Vegetation removal, track repairs and refurbishment of the points – which allow trains to swap between tracks – have enabled trains to enter and leave the yard.

The first freight train to leave Llandudno Junction freight yard departed in July, carrying 22 wagons filled with slate aggregate from local quarries for the journey to Luton in south-east England. Each freight train removes approximately 76 lorries from the roads, reducing carbon emissions and congestions while making the air we breathe cleaner.

The Welsh Government has provided match funding to Breedon Group for the enhancements at Llandudno Junction freight sidings via the Freight Facilities Grant scheme. The scheme is available to encourage modal shift where there are environmental benefits from removing HGVs from roads across Wales – up to 250,000 tonnes of slate waste aggregates is expected to be moved by rail each year from the site

Jess Lippett, senior regional freight manager at Network Rail said: “Rail freight is a vital part of our infrastructure,

providing a fast, green, safe and efficient way of transporting goods. We've worked closely with our partners at Breedon and in Welsh Government to get Llandudno Junction open for business, ensuring that we can carry slate aggregates by rail and therefore reducing the number of lorries on the road and cutting carbon emissions. The recent slate loading represents the second revenue-earning freight flow to commence on the North Wales coast-line in recent months – showing how we can work together to have a positive impact on the environment and the economy.”

Andy Roberts, General Manager at Breedon's Welsh Slate Business said “Breedon are delighted to have worked with Welsh Government to develop a high quality freight facility in North Wales. This will allow slate aggregate to be delivered across the UK in a sustainable manner and remove truck movements from the A55.”

John Smith, chief executive officer at GB Railfreight said: “We're delighted to be transporting Welsh slate from Llandudno. It is encouraging to see the Government and the private sector come together to enable a service that will transport key construction materials, create employment opportunities and drive local growth. This new service will demonstrate the commercial, environmental and safety benefits of transporting goods by rail freight.”



# Final phase restoration of Barmouth Viaduct to be split, reducing passenger disruption as it benefits from additional repairs

Network Rail has confirmed the Grade II\* listed viaduct will be open for busy October half term and Christmas period - with extra work planned to secure the vital rail link's future for generations to come. The final stage of refurbishment - originally planned to take place in one go this autumn - will be split across the next two years, to reduce the impact on rail services, the community and local economy. As well as upgrading the metallic elements of the Grade II\* listed bridge and laying new track, the additional repairs will include strengthening work to the north abutments and further upgrades of some of the timber elements. These repairs weren't part of the original restoration plan but engineers working on the 154-year-old bridge during phases one and two found it to be in a much worse condition than originally anticipated. The work to refurbish the iconic railway structure is the biggest and most ambitious in its history.

Nick Millington, interim route director for Network Rail Wales and the Borders said: "We know how important

Barmouth Viaduct is for passengers and communities along the Cambrian Coast and this once-in-a-lifetime restoration will protect it for future generations. Undertaking additional repairs on top of upgrading the metallic elements will ensure this vital rail link will remain safe for passengers, the local community and tourists for many years to come. We've carefully planned our work to avoid the busy summer season when tourism in Barmouth and the local area is at its height. We've also decided to take two shorter closures of the line this autumn, which means we can reopen the railway for the school half term and the Christmas period."

This autumn, the railway will be closed between Machynlleth and Pwllheli for five weeks from 8pm on Sunday September 11th to Saturday October 15th. It will then reopen for four weeks, including half term, and then close from 8pm on Sunday November 13th and reopen in time for the Christmas period on Saturday December 10th. Dates for working on the viaduct during 2023 are still being finalised.

Network Rail will be taking advantage of the autumn closure to deliver further major upgrades elsewhere along the Cambrian Line including laying new track at Felga Fach and Pwllheli Station.

As well as the works at Barmouth, repairs will also be undertaken to seven other viaducts on the line; Dovey, Artro, Traeth Mawr, Leri and Cottage viaducts.

Colin Lea, Transport for Wales' Planning and Performance Director, said: "We're pleased to see Network Rail are safeguarding the future of the iconic viaduct at Barmouth and the wider Cambrian Coast route through substantial track and bridge works all along the line this Autumn. This investment sits alongside our own in transforming services throughout Wales and Borders, including brand new trains for the Cambrian Coast in the years to come.

"Services will be disrupted while the work takes place but, working closely with Network Rail, we have been able to agree to reopen the line for four weeks from

mid-November - which was not possible during last Autumn's works. High quality replacement bus services will operate in place of trains and it's important to check before you travel. You can do this on the Tfw website [www.tfw.wales](http://www.tfw.wales), our social media channels or on the Tfw app."

Network Rail and contractors, Alun Griffiths, are working hard to maintain the viaduct's magnificent appearance by replacing the timber and metallic elements on a like-for-like basis.

Network Rail has been working closely with Cadw, Gwynedd County Council, Transport for Wales and others over several years to develop plans to upgrade the bridge.

Photo: Barmouth Viaduct. © Dominic Vacher



# National Rail

Network tamper No. DR73116 is seen at Rugeley Trent Valley on August 8th, working an STP 08:15 Rugby North TC via Crewe and return. It completed 2 round trips in 8 hours. *Barry Longson*



## Turn back Tyne: Multi-million-pound scheme to protect railway in North East from river erosion gets underway

A major investment to protect the railway from erosion by the River Tyne and allow a popular footpath to reopen has begun in August. River erosion has caused a section of Keelman's Way Footpath in Wylam, which runs next to the railway, to collapse meaning it's had to close for safety reasons. To prevent further deterioration which could impact on the rail route between Wylam and Clara Vale, Network Rail are carrying out work to install a defence against erosion.

The £3.1 million project will see rock armour installed, as well as reinstating a slope on the embankment. This will protect the railway from erosion and make sure that services can run reliably and safely for years to come. The scheme will also mean that this section of the popular walking route can reopen once more.

Teams from Network Rail have begun work to install a compound on site, with the bulk of the work set to begin in late August. The work will not cause any disruption to train services, and the

project is expected to complete in February 2023.

Jonny Ham, Lead Portfolio Manager for Network Rail, said: "This important investment will protect the railway between Wylam and Clara Vale, making sure it can keep trains running safely and reliably for future years. We're pleased to be working with local stakeholders and environmental experts to deliver this intricate project. The work will also mean this section of Keelman's Way Footpath can reopen, which we know will be well used by the community."

Liz Twist, MP for Blaydon, said: "The Keelman's Way footpath and the railway line are really important links for my constituents in Clara Vale, Crawcrook and beyond. Getting the project to this stage has been a great example of collaborative working between local ward Councillors, Network Rail, Gateshead Council, the Environment Agency and many other people and organisations. I would like to thank the Network Rail team for their work on resolving this issue."

Class 67 007 is seen stabled at Kidderminster on September 3rd, during the Severn Valley Railway's 'Purple' event. *Richard Hargreaves*



# Eastleigh Works

On August 2nd, Eastleigh Works yard contained Class 08 567, 442 412, 73 133, 319 377, an unidentified Class 37 and three HST power cars. *John Sloane*

Arlington Fleet Services RH shunter No. 01508 is seen at work on August 2nd in the works yard. *John Sloane*

Class 08 567 shunts 442 412 in Eastleigh Works yard on August 2nd. *John Sloane*



The Gloucester and Warwickshire's Baguley Drewry Inspection Car is pictured in the sidings, at Winchombe August 19th. *Paul Senior*



Network Rail stoneblower No. DR80208 passes through Northampton running as 6U28 09:10 Walsall Tamper Sidings to Ashford Crane Depot on August 11th. *Derek Elston*



## Network Rail completes £1.8m improvement programme on Mallaig Line

Network Rail has completed a £1.8 million programme of work that will improve the resilience of the railway on the Mallaig line at Lochailort in the West Highlands. Starting in February of this year, the work delivered by Network Rail and supply chain partner QTS followed on from previous activity undertaken at this location in the summer of 2020 – when severe weather caused flash floods that washed away 80 metres of railway.

The initial phase of the improvement work involved installing a new concrete drainage tunnel, or culvert, next to the existing Allt na Criche bridge that carries the Allt na Criche burn under the railway.

Engineers removed 800 tonnes of material from the existing railway embankment in preparation of the new culvert being installed. The majority of material removed was then recycled on site for other elements of work.

Installation of the 63.3 tonne culvert took place in the spring during a 78-hour period of continuous working. Four, precast culvert sections were installed in ten lifts using a 250-tonne crane to complete the task. The area was then backfilled with 450 tonnes of stone around the culvert to raise it back to track level.

The railway embankment was then reinstated before 40 metres of new rail was laid on 200 tonnes of new ballast.

A new Terramesh bund 112 metres in length, up to 2.3 metres in height and 5.3 metres wide at the base was then created to help to protect the railway and surrounding land from future flooding events.

Jeremy Spence, Network Rail's programme manager for the work, said: "Our work on the Mallaig line at Lochailort was a significant undertaking, given the sheer size of the culvert and the scale of the excavation involved. The successful delivery of the work and the significant benefits this project delivers will help tackle severe weather incidents that are increasingly frequently presenting challenges to the railway industry. By protecting the railway from extreme weather events, we also mitigate the risk of the impact of this for passengers, freight customers and lineside neighbours. I would like to thank our contractor QTS as well as the local community for their patience and support while we delivered this critical improvement to Scotland's Railway".

Andy Steel, QTS operations director, said: "The work carried out at Lochailort over the last five months has hugely improved the resilience of Scotland's Railway for years to come. Our team undertook some important work during this period, including the installation of a structure that will help manage waterflow to safeguard the integrity of the railway during heavy rainfall. We appreciate the patience of the lineside neighbours and the travelling public during this works."



# National Rail

Colas Rail's Matisa track machine No. DR75407 working the 6J84 West Ealing Plasser Siding to Coleham via the Welsh Marches line passes through Swindon on September 1st. *Ken Mumford*



## Rainhill Trials Museum set to Close

The Rainhill Trials Museum, which is the only place to commemorate the Rainhill Locomotive trials of 1829 and the birthplace of the modern railway network, is to close on October 31st 2022.

St Helens Council have decided to close a number of public libraries, amongst them Rainhill, which provides access to the Museum. This is part of a cost saving and levelling up exercise, the funds being allocated to those areas deemed to be less well-off.

As well as availability to the public, it provide a valuable service to local schools as part of the Local History curriculum.

Anyone interested should therefore visit before October 31st, as the future of the Ex BR coach, in which it is contained, and the exhibits is completely unknown.

The Rainhill Railway & Heritage Society said there had been no contact from the council about this before the consultation on the library services was announced. The society says it is "vital" that the exhibition to the Rainhill Trials remains in the village due to the historical significance of the Trials and Stephenson's Rocket.

Chris Trigwell, chairman of the Rainhill Railway and Heritage Society, said: "That exhibition is the only one relating entirely to the Rainhill Trials, there is nothing else anywhere in the country. We think it's absolutely vital that some significant memorial to the Trials remains in Rainhill.

It's an important educational facility, whether it's a seven-year-old from St. Ann's School across the road or a school party from the rest of England.

"One of the objectives is the education of the public on the significance of the Rainhill Trials and what it led to worldwide."

The success of Stephenson's Rocket at the Rainhill Trials in 1829 set the pattern for the development of the steam locomotive and the worldwide railway network for the next 150 years.

## Network Rail signs solar power agreement with EDF Renewables UK in milestone step towards a cleaner and greener railway

In another stride towards a greener, more sustainable railway for Britain, Network Rail has signed an agreement with EDF Renewables UK which will see enough solar energy to power 20,000 homes used in offices, depots and railway stations across the country. The contract will mean 49.9 MW of renewable energy capacity is available – and will cover around 15% of Network Rail's annual consumption of non-traction energy – provided from EDF Renewables UK's Bloy's Grove solar farm between Swainsthorpe and Mulbarton in Norfolk, which received planning consent in June this year. This builds upon the existing traction supply partnership between Network Rail and the wider EDF Group in the UK. This agreement is in line with Network Rail's commitment to sourcing 100% of non-traction energy from renewable sources by 2030 as part of its Environmental Sustainability Strategy.

Jo Lewington, Network Rail's chief environment and sustainability officer, said: "Rail is already in a strong position in terms of its green credentials, but it's crucial that we do everything we can as a business to improve air quality, minimise our use of fossil fuels, and transition to an industry powered by green, renewable, low-carbon energy. Our vision is to serve the nation with the cleanest, greenest form of public transport and this agreement marks another important step towards achieving our aims."

Matthieu Hue, CEO of EDF Renewables UK, said: "We are very pleased to be working with Network Rail to help them on their journey to decarbonisation. This project shows the ability of EDF Renewables UK to provide diverse

solutions for customers in terms of low-cost renewable electricity. This also demonstrates our ability to develop competitive and affordable renewable power projects in the UK as well as underpinning the importance of all renewable technologies in de-carbonising the UK electricity system to reach the country's net zero targets by 2050."

Rail Minister Wendy Morton said: "Our railway has long been the backbone of travel across the UK and, as one of the greenest forms of transport, it is set to play a central role in slashing emissions and helping us achieve our world-leading decarbonisation goals. This first of its kind agreement is a huge moment not just for Network Rail but the rail industry as a whole, setting in motion a journey which will see Britain's favourite transport become even greener, cleaner and more sustainable."

EDF Renewables UK will now work closely with the local community and the council to plan the next steps towards construction and operation of the solar farm. The company will build, own and operate the solar farm for the lifetime of the project, and is offering a £20,000 per year community benefit fund which starts when the site is operational. There will also be significant biodiversity improvements on site, including a community orchard and the team will liaise with

local residents on these matters.

Network Rail's 30-year Environmental Sustainability Strategy sets out the actions and timelines required to deliver the company's four key priorities: providing a low-emission railway, a reliable railway service that is resilient to climate change, improved biodiversity of plants and wildlife and minimal waste and sustainable use of materials.



## New Costa Coffee store opens at Ipswich rail station

A new Costa Coffee store has officially opened at Ipswich rail station, creating seven new jobs for the local community. Coffee fans can enter the new store from either the front of the station or from platform 2 and enjoy a handcrafted drink while sitting in or as a takeaway option. Those looking for a bite to eat can choose from a range of food options available including toasties, sandwiches, or items from the sweet counter.

Costa Coffee has invested in a range of innovative new digital features to provide a seamless customer experience. Digital menu boards make browsing the menu easier than ever, and the Click & Collect service on the Costa Club app means people can save time by ordering in advance and collecting on-the-go.

The store is part of a £3m package of improvements at the station which last year saw the ticket office relocated, extra ticket machines installed and the relocation and refurbishment of the customer toilets on platform 2. The station was also rewired to provide modern, sustainable lighting and power.

Simone Bailey, Greater Anglia's Asset Management Director, said, "I'm delighted that the Costa Coffee store has opened, improving customer service and the ambience of the station. As passengers return to the railway, it's important that we continue to invest in upgrades that will improve their journey and maintain rail as an attractive travel option by providing excellent facilities and service to our customers."

Nadine Greens, Costa Area Manager for Ipswich & North Essex said: "We're thrilled to have officially opened our Costa Coffee store at Ipswich Station allowing our on-the-go customers to easily and conveniently grab their favourite Costa coffee and a delicious savoury or sweet snack before continuing with their journey."

Four years ago, Greater Anglia invested £2 million in a host of improvements including a complete refurbishment of the existing foyer and ticket hall to create more space during busy periods, the creation of a large airport-style waiting room as well as more comfortable seats with plug points for charging electronic devices. Additional ticket machines were installed and more shops and retail outlets including Greggs opened at the station. The station forecourt was revamped, in partnership with Suffolk County Council and Ipswich Borough Council with a much-improved layout, including better walking routes for pedestrians, improved bus interchange facilities and better segregation of access between taxis and drop off/meet and greet facilities.

The Costa Coffee store in Ipswich Station is open from 6am to 6pm Monday to Friday, 7am to 6pm on Saturday and 8am to 5pm on Sundays.

Photo Right: The new Costa at Ipswich station.

© Greater Anglia



## New coffee shop opens at Cambridge rail station

Photo Above: The new AMT Coffee shop with area manager, Alex Furness, and Barrista, Sophie Fiori.  
©Greater Anglia.

A new coffee shop has opened on platforms 7 and 8 at Cambridge rail station. Rail passengers using the island platforms can now enjoy a range of drinks and snacks from the AMT Coffee kiosk while they wait for trains. The opening of the shop follows work by Greater Anglia last year to construct a new waiting shelter to improve passenger comfort. The new waiting room, which is next door to the AMT kiosk, benefits from energy efficient heating and air-conditioning, new seating, automatic doors to provide easy access for disabled people and people with pushchairs and luggage, a train departure summary screen and charging points for laptops and mobile phones.

Simone Bailey, Greater Anglia's Asset Management Director, said, "I'm delighted to see the new coffee shop up and running. This will be a great benefit to passengers on platforms 7 and 8 as they wait for trains. We are committed to investing in upgrades that provide excellent facilities and service to our customers, improve their journeys and maintain rail as an attractive travel option."

Platforms 7 and 8 and the new connecting footbridge and lifts were built in 2011 to accommodate longer trains between Cambridge and London Liverpool Street.

The addition of these platforms meant that trains could arrive and depart in either direction, freeing up vital capacity on the existing platforms and ensuring that Cambridge could accommodate additional rail services in the future. Platform 7 is for Greater Northern trains to London Kings' Cross and platform 8 serves Greater Anglia trains to London Liverpool Street and Cross Country trains to Stansted Airport.



# National Rail

On September 2nd, a pair of Rail Adventure power cars are seen at Fareham with a test working from Eastleigh. *David Mead*



## Did you Know - Ken Mumford

Some more of the nations oddities this month:

Knight Rider?

### The 'Knight' Series

It was March 1908 that this series of Churchward designed 'Star' 4-6-0s appeared from Swindon Works.

The first of this series [4011 'Knight of the Garter'] was the first locomotive to be fitted with a Swindon designed superheater, whilst the whole of this series were built with new bogies incorporating some French ideas that Churchward learnt from the French locomotives used earlier on the GWR - this was fitted to other classes they entered Swindon Works.

It is understood that the 'grandeur'

NUMBER	NAME
4011	Knight of the Garter
4012	Knight of the Thistle
4013	Knight of St. Patrick
4014	Knight of the Bath
4015	Knight of St. John
4016	Knight of the Golden Fleece
4017	Knight of the Black Eagle*
4018	Knight of the Grand Cross
4019	Knight Templar
4020	Knight Commander

\* Renamed *Knight of Leige* in 1914

of some of the names carried by this series was not really appreciated by everyone at the Works; thus some, for a time, had disrespectful nicknames. For example, No. 4014 was known as 'Friday Night!'

Back in the day, Beyer Peacock were a busy works

Number of types of locomotives built by Beyer Peacock	
Number	Type
4753	Tender Engines
1735	Tank Engines (4 formed into back to back in pairs, articulated)
1115	Garrett Engines
6	Meyer-type Engines
198	Tramway Engines
1	Combined Tram Engine and Coach
8	Steam Railcoaches
7	Crane Tanks
6	Shop Engines
23	Rack Engines
1	Experimental Ljungstrom Turbine Condensing Locomotive
<b>Total built between 1854 and 1966 = 7853</b>	



## Clubs and Societies Apparel

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



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



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



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



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



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



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



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

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





# A Different View

Freightliner's Class 66 558 crests the rise on the approach to Tolworth Station, dragging 1600 tons of aggregates up the incline from Malden Manor, on August 15th forming the 6002 Acton - Tolworth service. *Ian Callender*

Class 66 848 is seen just after breasting the summit of Enham Bank just west of Andover on August 8th with the diverted 6V27 working between Eastleigh and Hinksey sidings. *David Lindsell*

Steam loco No. 46223 'Princess Alice' appears to have shrunk when seen at Hellifield on August 11th. *Jeff Nicholls*



# A Different View

Sunset at Dawlish Warren on August 5th.  
*Richard Hargreaves*



Preserved  
Railways

# Model Railway Weekend at the Spa Valley Railway



Trains will be running all weekend and ticket prices will include walking round the model railway layouts at Tunbridge Wells West station as well as the chance to visit the Engine Shed and yard area.

The popular Queen Mary Brake Van rides will also take place throughout the weekend at Tunbridge Wells West and visitors with Model Railway Exhibition tickets will be able to enjoy rides from the yard area down to one of the sidings.

Come along to the Spa Valley Railway in Tunbridge Wells on September 24th and 25th to enjoy railways, large and small!

The popular Model Railway Weekend, which was successfully launched last year, is the perfect opportunity to come and see model railways in a variety of different scales. See some amazing layouts at Tunbridge Wells West, Groombridge and Eridge and visit the trade stands.

The main train layouts will be on display inside the engine shed at Tunbridge Wells West and access will be possible from 10:00 to 17:00 on both Saturday and Sunday.

Entry tickets can be purchased on the day or online from [www.spavalleyrailway.co.uk](http://www.spavalleyrailway.co.uk)

Adult All Day Travel + Tunbridge Wells West Model Railways - £15.00

Senior (60+) All Day Travel + Tunbridge Wells West Model Railways - £14.00

Child (2-15yrs) All Day Travel + Tunbridge Wells West Model Railways - £7.50

Family (2A+2C) All Day Travel + Tunbridge Wells West Model Railways - £38.00

All HRA passes, Virgin Vouchers, reciprocal travel arrangements and other local discount to travel schemes will continue to be accepted throughout this event.

## ABERDONIAN OPERATING AGREEMENT FOR TORNADO WITH DB



The A1 Steam Locomotive Trust (A1SLT) and DB Cargo UK Ltd are pleased to announce a three-year agreement to operate steam hauled charter trains in the U.K.

Commencing in 2023, and to run for an initial three-year period with options for further extensions, the agreement will see DB Cargo UK operate 'The Aberdonian' charter services to Aberdeen from Edinburgh and Glasgow. These trains will use new build A1 class steam locomotive No. 60163 Tornado. The agreement also allows for other charter train operations between the partners across the network from Cornwall to the north of Scotland.

Additionally, in the near future, upon completion, the brand new P2 class locomotive No. 2007 Prince of Wales will also feature, and the agreement covers the initial testing and commissioning of this new steam locomotive.

Commenting on the new agreement, A1SLT Chairman, Steve Davies MBE, said 'We are pleased to reach agreement with DB Cargo UK to operate 'The Aberdonian' trains for the next three years. This agreement protects our core operation, whilst also allowing flexibility with other routes and operators. It also recognises the key activity that will follow completion of P2, Prince of Wales, in around two years' time'

Richard Corser, DB Cargo UK Account Manager Special Trains welcomed the agreement and said 'DB Cargo UK are pleased to continue our relationship with A1SLT and will be undertaking significant training to ensure the success of this agreement. We successfully helped test and commission Tornado in 2008 and

look forward to undertaking the same tasks for new build steam locomotive Prince of Wales.'

The A1 Steam Locomotive Trust, a registered charity, built Peppercorn class A1 Pacific No. 60163 Tornado, named after the RAF aircraft, at its Darlington Locomotive Works. After 18 years of construction and fundraising the £3 million locomotive was completed in August 2008. Tornado is fully equipped for today's main line railway, delighting thousands of passengers on day trips each year. In 2013, a new project was launched to build a Gresley class P2 Mikado No. 2007 Prince of Wales, which is now nearing completion.

The Aberdonian series of trains launched in 2019, starting from Edinburgh. There initial tours were met with success and 'The Clyde Aberdonian' trains between Glasgow and Aberdeen began in 2021.

# SYGNETS YOUTH GROUP APPEALS FOR ADULT VOLUNTEERS AS IT CELEBRATES 25 YEARS OF HELPING YOUNGSTERS THRIVE



A youth group that has inspired generations of children to find and develop their skills – some becoming adult Swanage Railway volunteers running the trains – is appealing for more volunteer leaders to come forward and help as the Sygnets celebrates its 25th anniversary. It was in the summer of 1997 that the Sygnets youth group was formed and since then hundreds of boys and girls aged 13 to 18 have enjoyed the friendship, challenge and enjoyment of experiencing a range of roles and activities around the heritage railway.

Combining a varied and enjoyable mix of formal and informal learning opportunities and activities, there are occasional working parties and visits to other heritage

railways as well as fund-raising events and an annual social event.

Meeting once a month on a Saturday – with socialising together, often at a barbecue, being an important aspect of the youth group – the Sygnets has seven volunteer adult helpers who encourage, inspire and mentor 15 youngsters.

Swanage Railway Trust chairman Gavin Johns said: “The Swanage Railway has depended on several generations of volunteers to develop over the past 50 years and we still depend on volunteers now and will do into the future as we give the public the chance to travel and experience

Britain’s steam railways as they were in the 1950s.

Encouraging and developing a heritage railway interest in young people is a key part of ensuring the Swanage Railway’s future and our Sygnets Group is a vital part in introducing young people to railways and encouraging their practical interests for the future,” added Gavin who is a volunteer signalman on the heritage railway.

Now a 30-year old Sygnets volunteer leader, Ben Ford – who lives in Poole – started with the youth group as a keen eleven year old in 2003. The information technology engineer said: “It has been a privilege to have been part of the Sygnets for almost 20 years and even more so to now lead it. It’s incredible to see how far the group has come since its inception in

1997. It’s really gratifying that many of our Sygnets have gone on to main line railway and engineering careers as a result of having their interests nurtured from a young age.

The Sygnets is a vibrant and enjoyable community - a place to build friendships and share a passion for the same interests – with all activities carefully risk-assessed. “While the Sygnets support the Swanage Railway with a steady flow of future volunteers, and teach the children the skills they need to do so, the relationships built in the Sygnets are equally as important and show in the number of former Sygnets who volunteer for the Swanage Railway as adults,” explained Ben.

While the Sygnets have gone from strength to strength over the past 25 years, there is a waiting list of children who want to become involved in the Swanage Railway because more adult volunteer leaders are needed to cope with demand.

As well as railway topics, learning and experience opportunities include gaining skills that are useful outside the Swanage Railway, such as first aid, and moving and handling as well as life skills around communication, team working and building self-confidence.

Sygnets adult leader Aidan Wright from Swanage – who was with the youth group as a child and is now an engineer in the electricity industry – explained: “We try to ensure that each Sygnets meeting includes an opportunity to ride on the Swanage Railway and learn about all aspects of safely operating and restoring the heritage railway.

“At the age of 16, members of the Sygnets are encouraged to move into volunteering with one of the Swanage Railway’s varied departments while still being mentored and supported, through the Sygnets group, until they are 18 years old.

“With an ever-ageing volunteer workforce, the Sygnets provides the Swanage Railway with a stream of knowledgeable and enthusiastic young volunteers while the skills learned in Sygnets are often transferable to the world of work with a steady flow of ex-Sygnets enjoying successful careers on the national rail network or in the wider engineering industry,” he added.

Anyone wanting to volunteer as a Sygnets leader – or register their child on the youth group’s waiting list – should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email [iwanttovolunteer@swanagerailway.co.uk](mailto:iwanttovolunteer@swanagerailway.co.uk).

Photo: Corfe Castle and a 1950s heritage diesel train sporting a special Sygnets 25th anniversary headboard. ©Andrew P.M. Wright.

# CLOSE TO CELEBRATING ITS CENTENARY, ICONIC RECORD-BREAKING STEAM LOCO 'FLYING SCOTSMAN' TO VISIT SWANAGE



Close to celebrating its centenary, record-breaking 'Flying Scotsman' – the most famous and iconic steam locomotive in the world – is to visit the Swanage Railway in Dorset's Isle of Purbeck for almost three weeks during October, 2022.

Owned by the National Railway Museum in York, the iconic 97-tonne A3 class locomotive – completed in 1923 by the London and North Eastern Railway (L.N.E.R.) – will be on the popular Purbeck heritage line for 19 days from October 19th until November 6th.

During a test run in 1934, the Nigel Gresley-designed 'Flying Scotsman' was the first steam locomotive in the

United Kingdom to haul a train at 100 miles an hour. Coupled behind No. 60103 'Flying Scotsman' will be a late 1940s Devon Belle Pullman observation carriage – known as Car 14 – that dedicated Swanage Railway volunteers rescued from San Francisco in the U.S.A. during 2007 where it was a static bar.

It was between 1969 and 1972 that 'Flying Scotsman' ran with the Devon Belle Car 14 in the United States of America during a tour of the country aimed at promoting British exports. Sadly, the company running the tour went bankrupt with 'Flying Scotsman' being returned home but the Pullman observation carriage remained in the USA.

The Swanage Railway's volunteer commercial director Marcus Aldrick said: "The trustees, directors, staff and dedicated volunteers of the Swanage Railway are delighted that the Railway has been successful in its bid to again host 'Flying Scotsman' which celebrates its centenary during February, 2023.

"We are extremely grateful to the National Railway Museum for again giving the Swanage Railway the opportunity to host such an historic event to operate and display the world famous 'Flying Scotsman' which is such a charismatic icon and turns 100 years old on February 24th 2023.

"It will be marvellous to admire No.60103 hauling the unique Devon Belle Pullman observation carriage – known as Car 14 – because they operated as a pair across the USA between 1969 and 1972," explained Marcus who is a volunteer porter on the popular Purbeck heritage line.

Fresh from a major engineering overhaul, 'Flying Scotsman' will be hauling passenger trains from Swanage to Corfe Castle and Norden for five days – from Saturday October 22nd to Wednesday, October 26th, inclusive – with ticket-only access to stations for the public.

The iconic steam locomotive will be on static display at Swanage station on Thursday October 20th and Friday October 21st and again from Thursday October 27th to Sunday November 6th, inclusive, with ticket-only

access to visit the fascinating footplate of the iconic steam locomotive.

Swanage Railway Trust trustee and Swanage Railway Company chairman Robert Patterson explained: "With uniformed attendants serving champagne and canapés to passengers on board the Devon Belle Pullman observation carriage, Car 14 will be coupled directly behind 'Flying Scotsman' when it hauls trains on the Swanage Railway.

"That will give Pullman passengers a rare chance to enjoy the delights of travelling in style behind, and watching, the world's most famous steam locomotive as it travels through the beautiful Purbeck countryside and past the historic ruins of Corfe Castle.

"'Flying Scotsman' visited the Swanage Railway in March, 2019, and the reaction from the public seeing and hearing the charismatic leviathan of steam at work was amazing and proved that the iconic locomotive still has a special place in people's hearts," added Bob who is also a volunteer station porter on the Swanage Railway. Costing £7,944 to build, 'Flying Scotsman' was named after the prestigious London to Edinburgh express train service that the locomotive helped to operate – the journey time being eight hours.

In 1924, 'Flying Scotsman' appeared at the British Empire Exhibition in London and in 1963 British Railways withdrew the locomotive from service. Purchased by the National Railway Museum in 2004, 'Flying Scotsman' was restored thanks to a £4.2 million, ten-year project funded by the National Heritage Memorial Fund and the Heritage Lottery Fund as well as from public donations.

To find out more about 'Flying Scotsman's visit go on-line to [swanagerailway.co.uk](http://swanagerailway.co.uk). Information about the locomotive's history and restoration is available thanks to the National Railway Museum at [flyingscotsman.org.uk](http://flyingscotsman.org.uk)

The Swanage Railway welcomes new volunteers who should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email [iwanttovolunteer@swanagerailway.co.uk](mailto:iwanttovolunteer@swanagerailway.co.uk).

Photo: ©Andrew P.M. Wright

# South Devon Railway

On August 1st, Great Western 2-6-2T No. 5526 is seen at Ashburton Junction.

*Richard Hargreaves*



# High Legh Miniature Railway

Set in the rural heart of Cheshire, High Legh Miniature Railway is a 7 ¼ inch (18.4cm) gauge railway running in the grounds of High Legh Garden Centre.

First opened in 2009, and then extended in 2011, this 900 yard circular track takes in the beautiful natural surroundings with lots of hidden treasures to try and spot along the way!

There is the option to hop off at the children's play and picnic area, before then catching the train back to the station.

The trains and track are built and maintained completely by volunteers who put in 1000's of hours to ensure a wonderful experience for both young and old!. *Colin Kennington*

Londonerry and Lough Swilly 2-8-0 No. 12  
*Mark Enderby*



# Peak Rail

At the Mixed Traffic event on August 12th, Class 47 No. D1501 arrives at Rowsley Yard with a freight. *Bryan Roberts*

At Matlock on August 12th, 2-6-2T No. 5553 is seen ready to depart with a service to Rowsley. *Bryan Roberts*

On a very warm August 12th, CEGB No.15, an 0-4-0ST (RSH 7063), prepares to depart Rowsley for a gentle run to Matlock. *Bryan Roberts*





Three green liveried locomotives on one train - Class 25 No. D7659, Class 44 No. D8 'Pennyghent' and Class 47 No. D1501 stand at Peak Rail's Rowsley South station on August 14th ready to take out the next train to Matlock. *Neil Scarlett*



# North Norfolk Railway

▶ The North Norfolk Railways Class 101 DMU stands at Weybourne on August 7th in an almost timeless branch line scene.

*Lee Stanford*

▶ Class 37 No. D6732 looks on at Weybourne depot as former S & D favourite No. 53809 is serviced after its days work.

*Lee Stanford*

▶ Fowler 7F No. 53809 is seen running round the North Norfolk Railways suburban coaching set after arriving at Sheringham on August 7th with a service from Holt.

*Lee Stanford*



# North Norfolk Railway

Standard Class 4 No. 76084 waits to depart from Sheringham on August 7th with the 15:00 service to Holt. *Lee Stanford*



# Mid Hants Railway

▶ Southern Region West Country Class No. 34007 'Wadebridge' had just had its cladding panels removed at Ropley on August 2nd.

*John Sloane*

▶ Class 20 No. D8188 arrives at Ropley with a service from Alton on August 2nd. *John Sloane*

▶ Schools Class No. 30925 'Cheltenham' arrives at Ropley with a service to Alton on August 2nd.

*John Sloane*



# Dartmouth Steam Railway

On August 3rd, GWR 4200 Class 2-8-0T No. 4277 working a Dartmouth - Paignton service approaches Goodrington. *Richard Hargreaves*

BR Standard Class 4 No. 75014 is seen departing Goodrington on August 3rd with a service to Dartmouth. *Richard Hargreaves*



# Battlefield Railway

Class 33 008 is seen at Shackerstone on August 21st. *Derek Elston*

Caledonian Railway 0-4-4T No. 419 (BR55189) runs into Shackerston station whilst on hire from the Bo'ness & Kinneil Railway on August 21st. *Derek Elston*

English Electric Type 1 No. D8110 is seen on shed at Shackerstone on August 21st. *Derek Elston*



# Keith And Dufftown Railway

Keith Town is the northern terminus of the Keith and Dufftown Railway and on August 14th their Class 108 DMU waits to depart with the 14:30 to Dufftown. *Lee Stanford*



# Keith And Dufftown Railway

Prototype Pacer Class 140 001 was to be found outside the shed at Dufftown on August 14th, restoration of this unit is underway and hopefully it will return to service at a future date. *Lee Stanford*





# Isle of Wight Steam Railway

BR Ivatt Class 2MT 2-6-2T No. 41313 is seen at Haven Street on August 3rd. *John Sloane*

BR Ivatt Class 2MT 2-6-2T No. 41298 is seen at Haven Street on August 3rd. *John Sloane*

'O2' Class W24 'Calbourne' and Class 03 No. D2059 are seen at Haven Street on August 3rd. *John Sloane*



# Vale of Rheidol

▶ GWR No. 8 (formerly 'Llywelyn') is pictured at the platform at Devils Bridge Station with a late-afternoon train on August 30th. *Ben Bucki*

▶▶ A popular feature at the station continues to be the Driver Experience rides, where Hunslet tank 'Margaret' operates along an isolated track beyond the main station, and it is seen during a break between runs late in the afternoon on August 30th. *Ben Bucki*

▶ Only recently introduced into revenue-earning service, the Hanomag Garratt 'Drakensburg' is seen running-round at Devils Bridge Station, before taking a mid-afternoon service back to Aberystwyth. *Ben Bucki*



# Swanage Railway

▶ Class 50 026 'Indomitable' is seen parked at Swanage station on August 4th. *John Sloane*

▶ Southern 2-6-0 'U' Class No. 31806 waits to depart Swanage on August 4th. *John Sloane*

▶ On August 8th, Class 33 111 departs Norden with a train to Swanage. *John Sloane*



# Swanage Railway

With Poole Harbour in the distance, SR BoB Class No. 34072 '257 Squadron' heads towards Corfe Castle with a train to Swanage on August 6th. *John Sloane*

Class 33 No. D6515 departs from Swanage with a service to Norden on August 7th. *John Sloane*

Class 33 No. D6515 is seen between Corfe Castle and Harmons Cross on August 8th, heading to Swanage. *John Sloane*



# Caledonian Railway

▶ A busy time at Bridge of Dun on August 13th sees Class 08 shunter No. 3059 and BRCW pair Nos. D5314 and D5370. *Lee Stanford*

▶ BRCW Type 2 (later to become a Class 26) No. D5314 arrives at Brechin station on August 13th. *Lee Stanford*

▶ Class 27 No. D5370 showing a typical Scottish headcode of the time as it stands beneath the restored footbridge from Dunblane waiting to depart with a service to Brechin on August 13th. *Lee Stanford*



# Ffestiniog Railway

▶ A sunny August 29th saw the crowds out on the Ffestiniog Railway, with an intensive timetable in operation around Tan Y Bwlch station. In the mid-afternoon, Double Fairlie 'David Lloyd George' arrives with a 'Mountain Spirit' service from Porthmadog, whilst older classmate 'Merddin Emrys' waits with a 'Woodland Wonderer' train back to the coast.

*Amy Bucki*

▶ At Tan Y Bwlch station on August 29th, a 'Woodland Wanderer' service double-headed by 'Prince' and 'Welsh Pony' has just arrived, and the England tank locomotives take on water at the tower at the end of the platform.

*Amy Bucki*

▶ On August 29th, 'Merddin Emrys' is seen waiting in the platform at Tan Y Bwlch with the empty stock that will form a return 'Woodland Wanderer' service to Porthmadog.

*Amy Bucki*



# Ffestiniog Railway

On the Ffestiniog Railway, a bank holiday treat for enthusiasts saw their somewhat-neglected loco 'Mountaineer' out on public display at Harbour Station. As part of a fund-raising effort to begin restoration of the loco to traffic, the Alco (which has been in long-term store at Glan-Y-Pwll sheds near Blaenau Ffestiniog for several years) was due to be dragged across The Cob to Boston Lodge engine sheds by a team from the FR later in the day.

*Amy Bucki*



# Ribble Steam Railway

On August 27th, 'Courageous' is seen taking a train towards Strand Road. *John Balaam*





# Severn Valley Railway

▶ Class 50035 is seen at Eardington on August 13th working the 15:55 Bridgnorth - Kidderminster service. *Phil Martin*

▶ Class 40 106 working the 15:26 Kidderminster - Bridgnorth service is seen at Eardington on August 13th. *Phil Martin*

▶ Class 20 048 passes Hayebridge on August 13th working the 16:50 Kidderminster - Bridgnorth service. *Phil Martin*



# Severn Valley Railway

▶ On August 13th, Class 52 No. D1062 is seen at Eardington working the 14:26 Kidderminster - Bridgnorth service. *Phil Martin*

▶ On August 27th, a look inside the 'new' Bridgnorth shed following an upgrade and re-cladding. *Richard Hargreaves*

▶ Class 52 No. D1015 'Western Champion' is seen at Bridgnorth on August 27th. *Richard Hargreaves*



# Severn Valley Railway

On August 27th, Class 46 No. D182 departs  
Bridgnorth with a service to Kidderminster.

*Richard Hargreaves*



# East Lancs Railway

Class 09 024 is seen shunting a couple  
of parcel vans at Bury Bolton Street  
station on August 8th. *Michael Lynam*



# Apedale Valley Light Railway

On August 21st, 'Stanhope' built by Kerr Stuart in 1917 (works No. 2395) waits its next turn of duty at Silverdale station. *Michael Lynam*

On display only (due to expiry of its boiler certificate) 'Joffre' built by Kerr Stuart in 1916 (works No. 3014) is seen stabled at Silverdale station. *Michael Lynam*

Visiting loco 'Peter Pan' built by Kerr Stuart in 1922 (works No. 4256) departs Silverdale station on August 21st. *Michael Lynam*



# Gloucestershire & Warwickshire

▶ Class 24 081 (5081) departs Toddington on July 29th. *Neil Pugh*

▶ Class 20 137 heads towards towards Hayles Abbey Halt on July 29th. *Neil Pugh*

▶ Class 55 009 'Alycidon' stands at Winchome, with the 11:15 Cheltenham to Broadway service, as 55 019 'Royal Highland Fusilier' arrives for the token change, with the 11:15 Toddington to Cheltenham Service, during the Deltic 40th Anniversary day on August 19th. *Paul Senior*



# From the Archives

▶ Class 33 050 departs Salisbury in the mid eighties with a Cardiff to Portsmouth Harbour service. *Michael Bennett*

▶ Class 27 107 and 27 040 stand outside Eastfield depot building on March 14th 1977. *John Sloane*

▶ Class 50 001 departs Yeovil Junction with a Exeter - London Waterloo service in the late eighties. *Michael Bennett*



# From the Archives

▶ The driver leans out for his picture as he opens up Class 55 No. D9020 'Nimbus' with a down service at York on March 27th 1968.  
*John Sloane*

▶ Class 50 037 is seen near Maidenhead with an Oxford to London Paddington express, running flat out at 100mph in the eighties.  
*Michael Bennett*

▶ Class 50 002 is seen near Overton with a London Waterloo to Exeter service in 1985.  
*Michael Bennett*





# From the Archives

▶ Class 40 No. D244 climbs up to Standish Junction with a northbound coal train which has avoided Wigan by taking the Whalley loop line on May 17th 1968. *John Sloane*

▶ Class 47 334 on a engineers train passes through Twyford on the GW main line (before electrification) in the eighties. *Michael Bennett*

▶ Class 58 029 on a MGR from Didcot to the midlands passes Oxford in the mid eighties. *Michael Bennett*



# From the Archives

▶ Black 5 No. 45390 runs light into Carnforth shed on the last day of BR steam, August 4th 1968.  
*John Sloane*

▶ Class 50 044 'Exeter' passes Cogload Junction with a London Paddington to Penzance train in the early eighties. *Michael Bennett*

▶ Class 47 500 'GREAT WESTERN' with a London Paddington to Paignton service passes through Bedwyn in the eighties. *Michael Bennett*



# From the Archives

Class 33 057 and 33 053 haul a cement working through Clapham Junction.

*Michael Bennett*

Class 86 235 is seen at Crewe in 1979 on service from London Euston. *Brian Hewertson*

Class 82 006 is seen with a parcels working at Crewe in 1978. *Brian Hewertson*



# From the Archives

SR DMU Class 205 031 stands at platform 6 at Salisbury working a service to Portsmouth in the mid eighties. *Michael Bennett*

A semi-derelict Class 24 006 is seen at Glasgow Eastfield depot in 1979. *Brian Hewertson*

Class 50 042 is seen on banking duties at Exeter St. Davids with the Meldon to Tonbridge stone train. A Class 33 was on the front about to climb the bank up to Exeter Central. *Michael Bennett*



# From the Archives

▶ Class 45 145 is seen on Bristol Bath Road shed in the eighties. *Michael Bennett*

▶ A dirty looking Class 50 035 'ARK ROYAL' arrives at Salisbury on an Exeter - London Waterloo service in 1986. *Michael Bennett*

▶ Class 86 009 is seen stabled at Longsight depot in 1979. *Brian Hewertson*



# From the Archives

▶ Class 47 406 'Railriders' works the 09:06 Liverpool to Newcastle through Marsh Lane cutting, Leeds, on February 20th 1988.

*Neil Scarlett*

▶ Class 37 402 stands at Chester on August 1st 1996 with a Crewe - Holyhead service.

*Dennis Rowland*

▶ Class 37 071 passes through Chester on August 1st 1996 with a ballast working.

*Dennis Rowland*



# From the Archives

▶ A shot of the northbound Corby tube works to Lackenby steel mill empty steel coils 'Tubeliner' train approaching Aldwarke Junction, Rotherham, in 1987, powered by the usual Thornaby based Class 37 locos. *Neil Scarlett*

▶ On March 18th 1989, a Royal Mail liveried DMU is captured in Doncaster station. *Jeff Nicholls*

