



Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 193

What a month for heritage traction on the UK network! With the sad death of HM the Queen, both LSL and West Coast provided additional services to London Euston featuring heritage electric locos. Following on from that we had the long awaited return to traffic of ‘Royal Scots Grey’ and combined with the influx of Class 37s and 56s on RHTT services, then it really has been an excellent September.

Inthenewsthismonth...GreatWestern Railway has responded to a change in customer travel habits by launching a new Long Weekender ticket offering savings of more than 60% to leisure travellers. While changes in work patterns have seen commuter journeys fall when compared with pre-pandemic levels, GWR has seen significant growth opportunities in leisure travel. Sundays have become particularly busy, so, to free up services on that day, customers using the Long Weekender will depart at any time on a Friday or Saturday, and return at any time on a Monday. Available to book exclusively on GWR.com, the Long Weekender will initially trial on routes from London Paddington to the wider Bristol area and South Wales. The ticket provides full flexibility and offers savings of more than 60% compared to peak

GWR Interim Sales & Marketing Director Lee Edworthy said: “Changing customer patterns have

provided a clear opportunity for us to expand our leisure offering, particularly on a Monday. We’ve been working closely with destination management organisations like Visit Bristol, Visit Bath and Visit Cardiff to help promote the Long Weekender and they are really supportive of this ticket. This offers great savings if you’re heading for rest in the West, either staying at a hotel or B&B, or visiting friends and family. And if you need to catch up on those work emails on the way home on Monday, you can do so from the comfort of the train.”

If the trial of the Long Weekender proves successful, it will be extended to other parts of the network.

In other news.... An application has been made by Grand Union Trains (GUT) for the right to operate a new intercity train service between Carmarthen and London Paddington. The Office of Rail and Road (ORR) is currently considering the application, which is for five return services each day and includes a commitment to build a new ‘parkway’ station at Felindre, north of Swansea. In February last year, the ORR rejected a proposal by Grand Union to operate a Cardiff to Paddington service. It is planned to operate services with new bi-mode trains that can operate from electric or diesel power. Journey times between Carmarthen, Llanelli, Cardiff and London will be reduced

by around 20 minutes. The proposal envisages significant investment to deliver the service, which is being made possible by Grand Union’s link-up with Serena Industrial Partners. Serena is a European independent investment company that is committed to developing sustainable infrastructures in the UK. Carriages for the new service will feature high-quality design, with improved onboard comfort including bigger seats, more legroom, and increased luggage space, and every service will have a buffet car. The project promoters have proposed that Spanish railway operator Renfe becomes a strategic partner in the project to take advantage of its over 80 years of experience in Spanish railways. Proposals for the new service include; five return services each day between Carmarthen and London Paddington; a new parkway station to be built at Felindre, next to the M4 north of Swansea; upgraded facilities and improved access at Severn Tunnel Junction station; reduced journey times; high-quality offering with improved on-board comfort; over 125 new jobs created, the majority in Wales.

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

To the disappointment of the many waiting enthusiasts who were expecting Class 40 No. D345, 47 746 ‘Chris Fudge’ comes into view at Hellifield on September 8th leading ‘The Dalesman’ towards the Goods Loop, where it will be removed in favour of ‘British India Line’.

Jeff Nicholls

Front Cover

Class 90 002 with matching Inter-City Mk3s, looks the business on the approach to Rugeley TV on September 16th. It was providing one of the extra services from London to Manchester during the nations period of mourning for Queen Elizabeth 2nd. [Barry Longson](#)





On September 14th, power cars Nos. 43010 and 43088 working the 1G77 15:50 Penzance - Gloucester pass Cockwood Harbour. *Phil Martin*

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With Thanks

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Charter Scene Saphos Trains

The Bristol Forty

Class 40 No. D213 (40 013) 'Andania' eases through Cheltenham with the 'The Bristol Forty' from Warrington to Bristol Temple Meads on September 13th. *Chris Morrison*



West Coast Railways

The Dalesman

On September 8th, Class 37 676 stands at Hellifield on the rear of 1Z82 York - Carlisle with Class 47 746 on the front. *Michael Lynam*

Having taken over from Class 47 746, SR MN Class No. 35018 'British India Line' departs Hellifield with the 1Z82 York to Carlisle on September 8th. *Michael Lynam*

Class 37 676 draws into its stop at Leyland with a Chester to Carlisle charter on September 20th with 47 812 on the rear of the train. *John Sloane*



Charter Scene West Coast Railways

The Dalesman

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Class 47 812 leads the Chester to Carlisle charter towards Farington Curve Junction on September 20th with 37 676 at the rear.

John Sloane



Charter Scene West Coast Railways

The Dalesman

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SR 'Merchant Navy' Class No. 35018 'British India Line' blasts up the gradient away from Helwith Bridge with the northbound WCRC 'Dalesman' on September 8th. *Gerald Nicholl*



Charter Scene West Coast Railways

The Lune Rivers Trust

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Royal Scot Class No. 46115 'Scots Guardsman' works 'The Lune Rivers Trust' away from Clapham heading to Hellifield and then onwards to York. *Shep Woolley*



Steam Dreams

The Lakes Express (Day 1 of 4)

▶ 'Britannia' blasts up the bank through Standish with 1Z62/1Z63 London Victoria to Oxenholme via the S&C and the Carlisle avoider on September 27th. It had taken over the train from 'Braunton' at Crewe. *John Sloane*

▶ 'Braunton' working Steam Dreams 1Z62 08:00 London Victoria to Crewe passes through Northampton on September 27th. *Derek Elston*

▶ Having taken over from 'Braunton' at Crewe, No. 70000 'Britannia' speeds through Acton Bridge on September 27th with the 1Z62/1Z63 London Victoria - Crewe - Oxenholme. *Brian Battersby*



Charter Scene Steam Dreams

The Lakes Express (Day 4 of 4)

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West Country Class No. 34046 'Braunton' waits patiently at platform 6 at Crewe before departing with the 15:05 Chester to London Victoria on September 30th. *Lee Stanford*



Charter Scene West Coast Railways

Pendle Dalesman

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On September 27th, SRMN Class No. 35018 'British India Line' approaches Ribbleshead with the northbound 'Pendle Dalesman' from Lancaster to Carlisle. *Shep Woolley*



Charter Scene West Coast Railways

Pendle Dalesman

On September 27th, the returning 'Pendle Dalesman' meets the northbound 'Lakes Express' at Dent Station with much whistling and fanfare. *Shep Woolley*



Branch Line Society

The Garston Growler

West Coast's Class 37 676 with 37 516 (masquerading as 37 555) on the rear, pass Charnock Richard on September 3rd with the 1Z32 Preston - Crewe via various branches.

Michael Lynam

West Coast's Class 37 676 with 37 516 (masquerading as 37 555) on the rear, pass Buckshaw Parkway on September 3rd with the 1Z32 Preston - Crewe. *Michael Lynam*

West Coast's Class 37 676 with 37 516 on the rear, pass Charnock Richard on September 3rd with the 1Z32 Preston - Crewe via various branch lines. *Michael Lynam*



Branch Line Society

The Ribble Ranger

On September 4th, West Coast's Class 37 676 passes through Rishton heading for Colne working the Branch Line Society 1Z36 'The Ribble Ranger' from Blackpool to Hellifield with 37 516 on the rear. *Michael Lynam*

On September 4th, West Coast's Class 37 676 passes through Rishton heading for Colne working the Branch Line Society 1Z36 'The Ribble Ranger' from Blackpool to Hellifield with 37 516 on the rear. *Michael Lynam*



Charter Scene Belmond

S&C Anniversary Railtour

An unusual steam working heading south on the Settle and Carlisle in the morning: LMS 4-6-0 No. 46115 'Scots Guardsman' eases through Long Preston with the 'S&C Anniversary Railtour' to York on September 17th.

Gerald Nicholl



Charter Scene Belmond

S&C Anniversary Railtour

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A beautiful chilly morning on September 17th, sees No. 46115 'Scots Guardsman' heading the 'S&C Anniversary Railtour' away from Ribbleshead to Hellifield and onwards to York.
Shep Woolley



Charter Scene Railway Touring Company

The Waverley

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On a misty day in the Dales, 'Merchant Navy' Class No. 35018 'British India Line' heads north towards Carlisle with 'The Waverley' on September 4th. *Gerald Nicholl*



Charter Scene Railway Touring Company

The Waverley

On September 4th, 'British India Line' approaches Horton in Ribblesdale station with the final 'Waverley' of the season heading northbound to Carlisle. *Shep Woolley*



Charter Scene Railway Touring Company

The Waverley

In fading light SR MN No. 35018 'British India Line' working the return 'Waverley' heads through Garsdale station on September 4th. *Shep Woolley*



Charter Scene Northern Belle

Northern Belle

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On September 7th, accelerating away from Grayrigg loop WC BoB Class No. 34067 'Tangmere' works the 'Northern Belle' through Beckfoot heading to Carlisle. *Shep Woolley*



Charter Scene Northern Belle

Northern Belle

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On September 7th, 'Tangmere' working the return leg of the 'Northern Belle' heads towards Ais Gill summit and Leeds. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Class 86 259 approaches Hest Bank hauling 1286 London Euston - Carlisle charter on September 24th. *Michael Lynam*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

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With the towers of the now redundant Fiddlers Ferry power station in the background, Class 86 259 'Les Ross/Peter Pan' speeds past Red Bank, with 'The Cumbrian Coast Express' on September 24th. *Paul Senior*

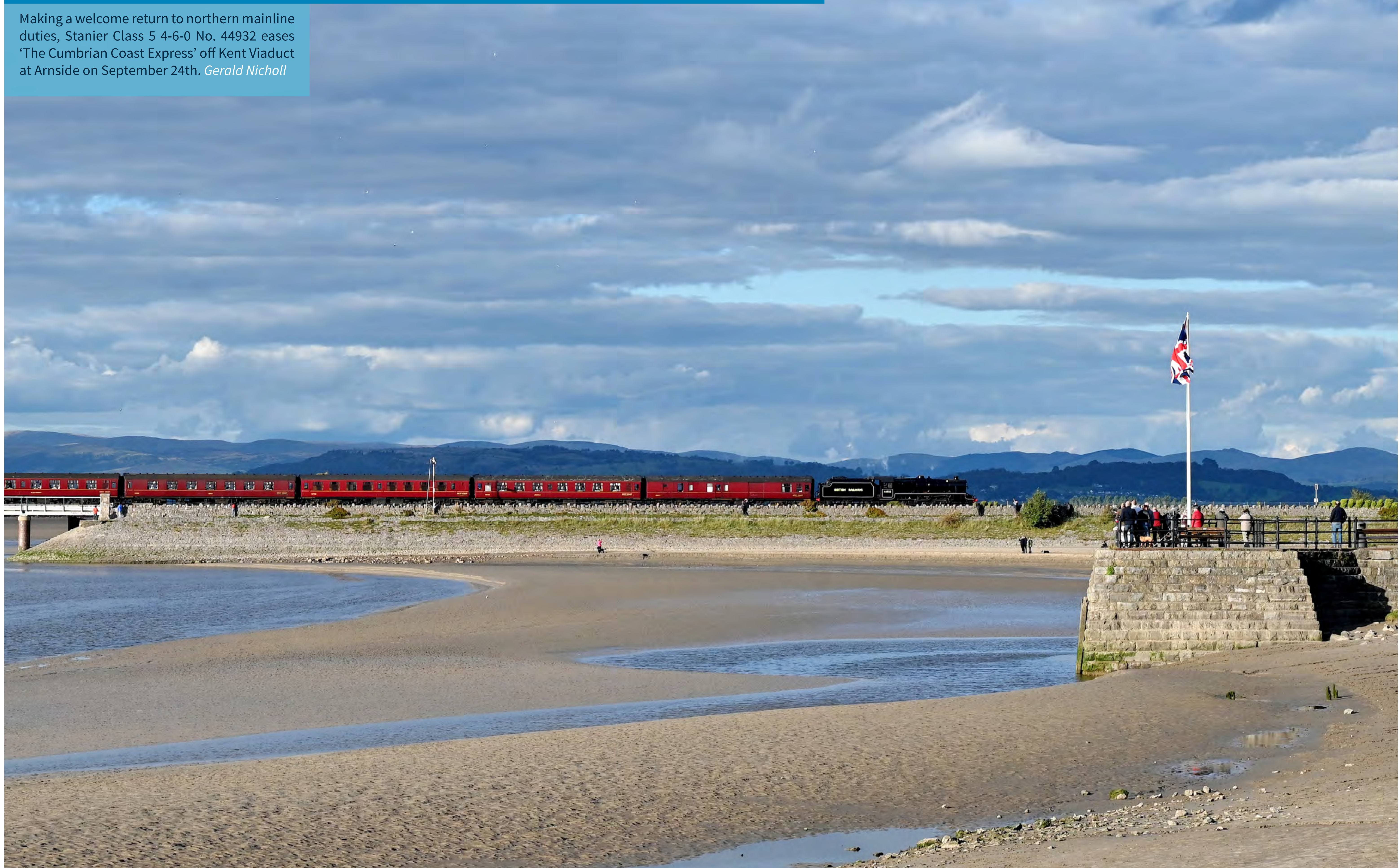


Charter Scene Railway Touring Company

The Cumbrian Coast Express

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Making a welcome return to northern mainline duties, Stanier Class 5 4-6-0 No. 44932 eases 'The Cumbrian Coast Express' off Kent Viaduct at Arnside on September 24th. *Gerald Nicholl*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

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On September 24th, with the beautiful Coniston Fells as a backdrop, No. 44932 negotiates the sharp bend approaching Kirkby in Furness station. *Shep Woolley*



Charter Scene Intercity

The Ayrliner

Class 86 101 races through Coppull at the head of a charter from Crewe to Stranraer on September 21st with 47 828 on the rear.

John Sloane



Charter Scene Midland Pullman

Cornish Coastal Pullman

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On August 13th, power cars Nos. 43047 and 43046 working 1Z12 Eastleigh - Penzance provided the spectacle of the Blue Pullman set along the sea wall. *Steve Thompson*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

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On September 24th, with my own personal cloud creating havoc with light, WC Battle of Britain Class No. 34067 'Tangmere' works the 'Northern Belle' 1Z80 through Greenholme towards Shap and on to Carlisle. *Shep Woolley*



Northern Belle

Settle & Carlisle Steam Special

Class 57 314, with 47 815 at the rear, work the 1Z80 Telford to Carlisle charter past Balshaw Lane Junction on September 24th.

John Sloane

West Coast's Class 57 314, with 47 815 on the rear, passes Hest Bank working the 1Z80 Telford - Carlisle on September 24th. *Michael Lynam*

WC Battle of Britain Class No. 34067 'Tangmere' storms through Blackburn with a return excursion from Carlisle to Telford on September 24th. *John Sloane*



Charter Scene Saphos Trains

English Riviera Express

On September 3rd, 'Britannia' heads west through Teignmouth station working the Taunton to Kingswear and return section of a Crewe to Kingswear charter with Class 47 614 on the rear. *Ken Mumford*



Charter Scene Railway Touring Company

The Royal Duchy

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'Duchess of Sutherland' passes Langstone Rock on September 11th working 1Z34 08:12
Bristol - Par. *Phil Martin*



Charter Scene Intercity

The Deltic Delight

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Class 55 No. D9000 'Royal Scots Grey' working 1Z56 Newcastle - Wolverhampton calls at Stafford on September 24th. *Carl Grocott*



Charter Scene Intercity

The Deltic Delight

Class 55 No. D9000 'Royal Scots Grey' passes northbound at Winwick with 1Z55 Wolverhampton to Carlisle on September 24th.
Brian Dobbs



The Deltic Delight

▶ Making a splendid sight in the morning sunshine, No. D9000 takes the slow line at Golborne with 'The Deltic Delight' railtour on September 24th. *Jeff Nicholls*

▶ On its first railtour after overhaul, Deltic No. D9000 'Royal Scots Grey', coasts through Newton le Willows, near its birthplace at Vulcan Foundry, with the return 16:04 Newcastle to Wolverhampton on September 24th.

Paul Senior

▶ In rapidly declining daylight, Class 55 No. D9000 'Royal Scots Grey' rumbles through a deserted Walsden station with the return leg of 'The Deltic Delight' excursion from Newcastle on September 24th. *Gerald Nicholl*



Intercity

The Deltic Delight

▶ Resplendent No. D9000 'Royal Scots Grey' powers the 1Z55 Wolverhampton to Newcastle charter through Winwick Junction on Saturday September 24th. *Neil Scarlett*

▶ 'Royal Scots Grey' approaches Balshaw Lane Junction with a Wolverhampton to Newcastle charter on September 24th. *John Sloane*

▶ On September 24th, 'Royal Scots Grey' passes through Newton-le-Willows station, the former home of Vulcan Foundry, where the locomotive was built. This was the returning excursion from Newcastle to Wolverhampton. *Brian Dobbs*



Charter Scene

Pathfinder Tours

The Cumbrian Fells Express

'Tangmere' romps up to Hoghton summit with a returning Carlisle to Milton Keynes charter on September 3rd with Class 57 313 on the rear.

John Sloane



Charter Scene Intercity

The Friday Charter

Following problems with the DVT, Class 90 001 'Royal Scot' was used to haul the final LSL Friday Charter to London Euston on September 30th and is seen reflecting in the wet platform waiting to depart from Crewe in a heavy downpour. *Lee Stanford*



Charter Scene Belmond British Pullman

Royal Scotsman

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Class 66 743 brings up the rear whilst 66 746 leads the 'Royal Scotsman' landcruise south through Winwick on its way from Dundee to Chester on September 28th. *Jeff Nicholls*



Charter Scene Belmond British Pullman

Royal Scotsman

The 'Royal Scotsman' train with Class 66 746 at the front and 66 743 at the rear passes Charnock Richard on its journey from Dundee to Chester on September 28th. *John Sloane*



Charter Scene Belmond British Pullman

Royal Scotsman

Class 66 746 and 66 743 pass through Helsby on September 28th with the annual tour heading to Chester. *Brian Battersby*



Charter Scene

Avanti

Avanti Extra London Services

Class 86 259 (E3137) 'Peter Pan/Les Ross' heads south at Winwick with 1286 Lancaster to London Euston on September 18th.

Brian Dobbs



Avanti Extra London Services

Class 86 259 (E3137) 'Peter Pan/Les Ross' passes Acton Bridge on September 18th with a Lancaster to London Euston service.

Brian Battersby

Class 90 002 passes Heaton Chapel on a dull September 15th with the 06:15 ECS from Crewe to Manchester Piccadilly. *Lee Stanford*

Class 86 401 passes through Acton Bridge on September 19th with a Lancaster to London Euston additional Avanti service.

Brian Battersby



Charter Scene

Avanti

Avanti Extra London Services

Class 90 002 with DVT No. 82139 on the rear passes Slindon working 1Z94 London Euston - Manchester Piccadilly on September 19th.
Carl Grocott



Avanti Extra London Services

Intercity liveried DVT No. 82139 leads 1Z93 09:00 Manchester Piccadilly to London Euston with Class 90 002 'Wolf of Badenoch' propelling as it passes Blisworth on September 16th.

Derek Elston

The 12:33 London Euston to Manchester Piccadilly relief service approaches Heaton Norris Junction on September 16th behind Class 90 002. *Lee Stanford*

With union jacks on the inside of the cab door windows, Class 86 259 (E3137) 'Peter Pan/Les Ross' is given the right of way at Wigan North Western, with the 10:22 Lancaster to London Euston additional service, for the Queens Lying in State on September 18th. *Paul Senior*



Avanti Extra London Services

Class 86 401 approaches Bradley with a Royal funeral relief from Lancaster to London Euston on September 17th. *John Sloane*

Class 86 401 approaches Wigan North Western with a Lancaster to London Euston Royal funeral relief service on September 19th. *John Sloane*

Class 86 259 (E3137) 'Peter Pan/Les Ross' sweeps through Euxton hauling a Royal funeral relief service from Lancaster to London Euston on September 18th. *John Sloane*



Charter Scene

Avanti

Avanti Extra London Services

Class 86 259 (E3137) 'Peter Pan/Les Ross' calls at Stafford with the 17:51 London Euston - Warrington additional service on September 17th. *Chris Morrison*



Charter Scene

Avanti

Avanti Extra London Services

Class 86 401 working 1Z87 London Euston - Lancaster calls at Stafford on September 18th.
Carl Grocott



Charter Scene

Vintage Trains

The Mersey Explorer

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On September 10th, GWR Castle Class No. 7029 'Clun Castle' basks in the sun in the Up Goods Loop at Warrington Bank Quay while its tender and water carrier are topped up from a road tanker behind the fence. An hour later, the loco and its train, complete with 47 773, returned to Liverpool Lime Street via some rather complicated manoeuvres. *Jeff Nicholls*



Charter Scene

Vintage Trains

The Mersey Explorer

GWR Castle Class No. 7029 'Clun Castle' gets away from Bordesley Junction with the 16:00 return Liverpool Lime St. - Tyseley 'Merseyside Explorer' on September 10th. *Chris Morrison*



Charter Scene Belmond

Belmond British Pullman

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On September 14th, 'Duchess of Sutherland' calls at Swindon whilst working from London Victoria to Bristol Temple Meads. *Ken Mumford*



Charter Scene Belmond

Belmond British Pullman

Class 67 007 with the 1Z84 Andover to London Victoria charter passes Whitchurch on September 21st. *Michael Bennett*



Charter Scene Belmond

Belmond British Pullman

On September 14th, 'Duchess of Sutherland' passes Marston footbridge near Swindon heading back to London Victoria from Bristol Temple Meads. *Ken Mumford*



Charter Scene

ECS and Light Engine Moves

▶ West Coast's Class 57 012 has a rake of blue and grey Mk2s in tow as it powers through the S bend at Rugeley TV on September 16th. The stock was to be used on extra services to London, due to the ongoing problems with Avanti unable to provide a full service at the moment. *Barry Longson*

▶ On September 8th, West Coast's Class 47 746 is seen stabled at Hellifield. *Michael Lynam*

▶ Class 47813 working 0Z34 07:35 Bristol - Plymouth passes Langstone Rock on September 11th. *Phil Martin*



Charter Scene ECS and Light Engine Movements

Once a common sight, before the introduction of the Pendolino's, DVT No. 82139 sits at Manchester Piccadilly ready to be propelled back to Crewe with the 13:55 empty stock movement on September 17th. *Barry Longson*



Charter Scene

ECS and Light Engine Moves

▶ LNER A4 No. 4498 'Sir Nigel Gresley' heads through Waverton on September 19th with a Crewe to Crewe test run. *Brian Battersby*

▶ West Coast's Class 47 815 on the rear of a Carnforth to Swansea ECS working passes Charnock Richard on August 31st. *John Sloane*

▶ Class 66 009 on a Southport to Knottingley route learner passes Class 47 746 working a Carnforth to Swansea ECS (with 47 815 on the rear) at Charnock Richard on August 31st. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ An immaculate Class 5 No. 44932 speeds 5Z84 through Beckfoot off to Carlisle to await its stock for 1Z87 'Cumbrian Coast Express'. Carnforth are to be congratulated for the superb job getting this engine back on the mainline. *Shep Woolley*

▶ LSL's 'Midland Pullman' passes Hest Bank on September 9th working 5Z39 Crewe to Dundee. Power cars were Nos. 43047 and 43046. *Colin Kennington*

▶ Class 47 828 and 47 614 approach Bradley with a Carnforth to Chester empty stock working on September 30th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

Class 67 007 with a Newbury to Salisbury ECS working passes Bedwyn on September 21st.

Michael Bennett

West Country Pacific No. 34046 'Braunton' passes through Northampton working 5Z47 09:05 Crewe H.S. to Southall Loco Services Ltd on September 16th. *Derek Elston*

West Coast's Class 57 012 passes Coppull whilst bringing the stock for the relief Royal Funeral services from Burton to Carnforth on September 16th. *John Sloane*



Avanti West Coast

Class 390 118 leans into the curve at Blisworth working a late running 1M06 06:30 Glasgow Central to London Euston service on September 16th. *Derek Elston*



Avanti West Coast announces increase in services

Avanti West Coast is increasing its services as the first stage in a recovery plan to step up the timetable on its network. The intercity operator will be adding around 70 extra services a week on its busiest route between London and Manchester, compared with the current timetable. Introducing these additional services will provide around 40,000 extra seats a week on the West Coast Main Line. There will also be additional services on the London – Birmingham route.

There will then be a further increase of the timetable in December which will see three trains an hour on the London to Manchester route, an additional service to the West Midlands taking services to / from Birmingham to at least half-hourly, and the return of direct services to North Wales.

These extra trains follow an intensive analysis of the number of additional services that can be provided in a reliable and sustainable fashion. They also take account

of the significant number of drivers who will be entering passenger service following recruitment and training – nearly 100 between April and December this year. The services are being targeted at the busiest routes and times and are not dependent on overtime working.

Until early December, up to ten extra trains a day, over and above the existing timetable, will run between Manchester and London on both weekdays and weekends. These services will begin to be introduced on September 27th, from when Avanti West Coast will run an additional ten trains on Tuesdays, Thursdays and Sundays and six additional trains on Wednesdays.

At the same time, on the Birmingham route, Avanti West Coast will introduce four additional trains a day (two in each direction) on Tuesdays, Wednesdays, Thursdays and Sundays.

Tickets for these services will be available for purchase

over the coming days. The remaining additional services will be introduced as soon as possible.

Following this, in mid-December, Avanti West Coast will continue its recovery with a significant step up of the timetable. Further additional services will be added to Manchester, Birmingham and North Wales as well as maintaining regular services to Liverpool and Scotland. Overall, there will be more than 260 services a day on weekdays, compared with around 180 a day before December and 245 in May 2022.

Barry Milsom, Executive Director of Operations and Safety for Avanti West Coast, said: “We know we’re not delivering the service our customers rightly expect and we apologise for the enormous frustration and inconvenience this is causing. The decision to reduce our timetable in August was not taken lightly but our customers and communities deserve a dependable train service, so we’ve been working hard to rebuild our

timetable in a resilient and sustainable way.

Resolving this situation required a robust plan that allows us to gradually increase services without being reliant on traincrew overtime. We are now in a position to start delivering this incremental increase in services, followed by a further increase in December. We’ll continue to review our timetable beyond December with our industry partners.

We’re working with our people, their union representatives, and industry partners to match the resources we have to demand, so we can deliver reliable services across our network to all our customers and communities. We would like to thank our customers for their patience and understanding during this period.”

Avanti West Coast

▶ A London Euston bound Pendolino passes Bradley on September 8th. *John Sloane*

▶ Class 390 042 passes Balshaw Lane Junction with a London Euston service on September 16th. *John Sloane*



Caledonian Sleeper

Class 92 033 passes Acton Bridge on September 18th with a Polmadie to Wembley ECS.

Brian Battersby

Heading north on September 18th, Class 92 045 passes Acton Bridge with a Wembley to Polmadie ECS. *Brian Battersby*

Class 92 032 heads through Charnock Richard with a Polmadie to Wembley sleeper positioning move on September 18th. *John Sloane*



Chiltern Railways

Class 68 014 and 68 013 sit at London Marylebone station on September 27th. Class 68 014 will haul the 10:10 1R91 service to Birmingham Moor Street, while 68 013 will follow on two hours later, working the 12:10 1R93 service. *Ian Callander*



Class 70 810 passes through Lincoln Central on September 3rd with the Lindsey - Kingsbury tanks on a rather gloomy morning.

Charlie Robbins

On September 26th, Class 70 814 and 70 810 headed east through Scunthorpe on 0251 Toton North Yard - Barnetby Down Sidings.

Steve Thompson

On September 6th, Class 70 803 and 70 808 pass Bradley with a Hellfield to Chirk log train. Class 70 803 was rescuing 70 808 which had failed at Hellfield the previous day whilst coming from Ribbleshead. *John Sloane*





Colas Rail

Class 56 113 heads away from Balshaw Lane Junction hauling a Hellifield to Chirk log train on September 16th. *John Sloane*

Class 70 812 and 70 817 pass Cockwood on September 14th working 6C42 19:26 Westbury - Westbury. *Phil Martin*

Class 66 846 and classmate pass through Swindon on September 2nd heading for the Transfer Yard. *Ken Mumford*





FREIGHTLINER SAFETY IMPROVEMENT PLAN

While the South Rail Systems Alliance (SRSA) continues to deliver their comprehensive programme of work throughout the UK, the Anglia division have been heavily involved in making the railways safer through implementing changes as part of the Freightliner Safety Improvement Plan (FSIP).

The FSIP programme started in November 2021, with the team enhancing the safety measures across four sites:

Harlow Mill
Chelmsford
Parkeston
Bow Midland

The main purpose of the programme is to improve shunter and train driver safety in high traffic areas, coupled with injuries caused by slips, trips and fall being

the most frequent type of accidents for drivers and shunters. These improvement works completed by the SRSA will make steps to actively reduce the potential for injuries to occur on site.

To summarise, the team completed the following works:

Harlow Mill

Installed 150m of debris netting on site to prevent waste landing on the tracks. Cleared a large amount of scrapped materials, to create a new footpath between the access gate to site, reducing the risk of slips, trips and falls. De-vegetation works carried out to ensure staff have a safe area to walk when travelling throughout the sidings. Installed four sets of footboards to handpoint areas across the sidings to reduce the risk of slips, trips and falls. Reinstated a compound that was previously overgrown and could not access site.

Chelmsford

Installed 137m of ballast boarding to prevent the bordering aggregate yard from encroaching the track limits. Tidied 180m of type 1 from site – in order for the boarding to be installed. Converted two sets of handpoints to RACOR design (safer and easier to use system compared to traditional standard). Installed two sets of footboards to handpoint areas across the sidings to reduce the risk of slips, trips and falls

Parkeston

Installed a 480m drivers walkway covering the most used areas of the track there for shunters and groundstaff. Added 390m of 2.3m tall palisade fence to protect site from unauthorised access. Converted a set of handpoints to RACOR design. Installed two sets of footboards to handpoint areas across the sidings to reduce the risk of slips, trips and falls.

Fitted cateyes across driver's walkway to provide a visual aid for staff working in poor lighting conditions.

Bow Midland

Installed approximately 500m of high traffic/high visibility driver's walkway. Total of eight handpoints converted to RACOR design. Removed redundant scrap from site to reduce risk of slips, trips and falls. Ground levelling works completed to reduce risk of slips trips and falls.

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.

CrossCountry

Power car No. 43207 leads the 06:11 Leeds to Plymouth through Dawlish Warren on September 22nd. *Lee Stanford*

Power cars Nos. 43184 and 43321 pass Cockwood Harbour on September 1st working 0Z84 15:00 Laira - Neville Hill. *Phil Martin*

On September 28th, Class 221 124 departs Stafford with the 11:27 Manchester Piccadilly to Bournemouth service, while to the left, a sister unit heads north. *Barry Longson*



▶ Power cars Nos. 43357 and 43239 pass Cockwood Harbour on September 16th working 1E63 15:26 Plymouth - Leeds.

Phil Martin

▶ On August 9th, celebrity power car No. 43184 leads 43303 through Dawlish on 1S51 Plymouth - Edinburgh.

Steve Thompson

▶ On August 7th, at South Brent, between Totnes and Ivybridge, once the junction for the branch to Kingsbridge. Passing through the former station site is 1S55 Plymouth - Edinburgh, worked by power car No. 43184, looking very evocative in its InterCity 125 livery, with No. 43303 on the rear.

Steve Thompson





Power cars Nos. 43207 and 43321 pass Cockwood on September 8th working the 1E63 15:26 Plymouth - Leeds service. *Phil Martin*

Class 221 139 working the 1V56 07:48 Glasgow Central - Plymouth service passes Cockwood Harbour on September 2nd. *Phil Martin*

On September 2nd, power cars Nos. 43321 and 43184 pass Cockwood working the 1V60 08:20 Aberdeen - Plymouth service. *Phil Martin*



DB Cargo

A busy scene on September 5th has five DB locos in view at Peak Forest. To the left Class 66 089 has arrived from Wembley, while facing the camera, 60 020 is waiting to depart with the 12:59 Dowlow Briggs to Ashburys. Next is 60 044 on the fuelling point, while in the far sidings are 66 024 and 66 012. *Barry Longson*



DB Cargo

▶ Class 66 009 passes Parbold working a return Southport to Knottingley route learner in advance of RHTT services on September 1st.

John Sloane

▶ Class 66 027 arrives into Crewe with five refurbished car carriers, working the 15:22 Stoke Marcroft Engineering to Warrington Arpley on August 31st. *Barry Longson*

▶ Class 66 117 makes a contrasting sight with its blue consist, as preparations continue for the RHTT season and is seen passing Doncaster with the 12:52 York Engineers Yard to Decoy Down Yard on September 23rd. *Barry Longson*



DB Cargo

On September 5th, Class 66 089 arrives with the Mondays only, 06:32 DB Cargo fan A+B (Wembley) to Peak Forest Cemex.

Barry Longson

Class 60 044 passes through Acton Bridge on September 19th with an Arpley to Tunstead working.

Brian Battersby

Unusually headed by a Class 66 in place of the normal pair of 90s, Class 66 177 heads south through a sunny Winwick on September 28th with 4M25 from Mossend to Daventry.

Jeff Nicholls



DB Cargo

▶ Class 66 074 approaches Bamford on September 5th with 6Z58 Dowlow to Toton stone.
Steve Chapman

▶ Class 90 029 and 90 035 pass Coppull with the 4M25 service from Mossend to Daventry on September 9th. *John Sloane*

▶ Class 66 124 approaches Balshaw Lane Junction with the Seaforth to Mossend intermodal on September 16th. *John Sloane*



DB Cargo

On September 16th, Class 90 034 and 90 029 lead the 07:03 Mossend Yard to Daventry on the up fast at Rugeley Trent Valley.

Barry Longson

On September 8th, Class 66 172 passes Cockwood working the 6C53 12:14 Parkandillack - Exeter. *Phil Martin*

On September 12th, Class 66 125 zig-zags its way out of the Tolworth aggregates facility, at the head of the empties running back to Cliffe. *Ian Callander*



DB Cargo

▶ Class 66 152 passes Cockwood on September 6th working the 6W55 17:16 Westbury - Westbury. *Phil Martin*

▶ Class 66 160 passes through Wigan North Western on September 19th with a Mossend to Seaforth working. *John Sloane*

▶ Class 66 136 is seen at Southease on September 14th with 6013 Crawley to Newhaven Marine empty box wagons. *Steve Chapman*



DB Cargo

▶ Class 66 185 accelerates towards the Knollmead bridge as it starts its return run to Cliffe Brett Marine with the 6Y08 empties from Tolworth on September 26th. *Ian Callander*

▶ A light engine move from Crewe to Toton on September 15th sees Class 67 005 and 66 137 passing through Stafford. *Lee Stanford*

▶ Class 66 061 trundles into Acton Yard working 6Z13 10:30 Hoo Junction Up Yard to Acton T.C. on September 28th. *Derek Elston*



DB Cargo

Class 66 047 'Maritime Intermodal Two' has a clear path through Stafford on September 28th working the 14:05 Arpley to Bescot Down Yard. *Barry Longson*

Class 66 099 is seen passing Acton Yard on September 28th with 6Z77 12:21 Hayes & Harlington Tarmac Sidings to Hither Green Down Reception. *Derek Elston*

Class 66 102 passes Kempseye on September 13th with 6Z57 13:48 Arpley Sidings - Alexandra Dock Jct. *Keith Davies*



DC Rail Freight

Prepare to eat sand! as Class 60 055 approaches Rugeley Trent Valley with the 6M89 Middleton Towers - Ravenhead on September 17th.

Chris Morrison

Class 60 028 eases slowly into Northampton with 6Z47 07:49 Chaddesden Sidings to Wembley Receptions 1-7 empty wagons on September 20th. *Derek Elston*

Class 60 055 'Thomas Barnardo' leads the 6Z47 07:49 Chaddesden Sidings to Wembley Receptions 1-7 through Northampton on September 27th. *Derek Elston*



Direct Rail Services

DBred Class 66 124 departs Peak Forest working the 12:59 Dowlow Briggs to Ashburys, while on the right Class 66 432 and 66 703 complete a busy scene on a sunny September 1st.

Barry Longson

Class 68 017 passes Bradley on September 8th hauling a test train vehicle from Motherwell to Derby.

John Sloane

Class 88 006 approaches Farington Curve Junction with the 4M27 service from Mossend to Daventry on September 20th.

John Sloane



Direct Rail Services

Class 68 017 and 68 004 haul the 4S43 Tesco service from Daventry to Mossend past Standish on September 21st. *John Sloane*

Class 66 303 and 66 431 are seen working a Daventry to Mossend Tesco service near Balshaw Lane Junction on September 24th. *John Sloane*

Class 66 303 and 66 431 pass Hest Bank on September 24th working the 4S43 Daventry - Mossend intermodal. *Michael Lynam*



Direct Rail Services

Super Power for the flasks! As Class 68 002 leads 68 004, 68 009 and 68 018 departing Warrington by the lower route past Walton Old Junction with nuclear flasks for Crewe on September 10th. Only the first two locos were under power. *Jeff Nicholls*

Class 66 122 on long term hire and painted into DRS house colours, is seen at Stafford on September 28th working light engine from Basford Hall to Bescot Yard. *Barry Longson*

Class 37 716 rests between duties at Peak Forest on September 1st. *Barry Longson*



East Midlands Railway

Class 170 531 and 170 534 are seen at Derby on
September 10th. *Richard Hargreaves*



Freightliner

Class 66 602, 66 518 and 66 593 pass through Dawlish Warren on September 11th working the 6Y15 07:26 Par - Fairwater Yard. *Phil Martin*

Class 90 004 and 90 015 head through Leyland with a Crewe to Coatbridge service on September 20th. *John Sloane*

Class 59 002 'Alan J Day' eases past Acton Main Line station with 7C77 12:15 Wembley Receptions 1-7 to Merehead Quarry on September 28th. *Derek Elston*



Freightliner

Class 66 613 passes Charnock Richard hauling a Hardendale to Tunstead service on September 20th. *John Sloane*

Class 66 501 passes through Northampton with 4M41 09:30 Wembley Receptions 1-7 to Lawley Street F.L.T. on September 20th. *Derek Elston*

Class 66 620 and 66 617 head along the Dawlish sea wall on September 11th working 6Y16 08.45 Burngullow - Westbury engineers. *Phil Martin*



Freightliner

On September 1st, Class 66 515 working the 4G99 Seaforth - Hams Hall passes Daresbury. *Mark Enderby*

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Freightliner

Class 66 607 coasts through Winwick with the Hardendale to Tunstead stone train on September 7th. *Paul Senior*

Class 66 540 with the 6M20 Whatley to West Drayton passes Crofton on September 21st. *Michael Bennett*

On September 1st, Class 59 204 hauls 1600 tons of aggregates up the incline from Malden Manor towards Tolworth on service 6002 from Acton. *Ian Callander*



Freightliner

Class 66 613 is seen at Rugeley Trent Valley on September 16th, working the 09:55 Tunstead to Northampton Castle. *Barry Longson*

Class 66 536 working the 4L36 Wentloog to Felixtowe passes through Swindon on September 14th. *Ken Mumford*

Class 59 104 passes through Southease on September 14th with 7V00 Newhaven Days to Willesden empty box wagons. *Steve Chapman*



Freightliner

On August 14th, Class 66 518 leads 6Y15 Totnes - Fairwater Yard, comprising a High Output Ballast Cleaner set. The substantial length of these trains means that the trailing loco, 66 593, is still in the tunnel. *Steve Thompson*



Freightliner

West Burton power station has started taking in coal again and on September 26th, Class 66 592 is seen top'n'tailed with 66 613 on 6Z40 HIT - Doncaster Down Decoy conveying 21 loaded HYA. *Steve Thompson*

Class 59 104 'Village of Great Elm' eases forward with 6069 12:35 Acton T.C. to Crawley F.Y.(Flhh) as it prepares to depart Acton Yard on September 28th. *Derek Elston*

Class 66 541 heads through Swindon on September 14th working 6A60 Whatley Quarry to Oxford [Banbury Road]. *Ken Mumford*



Freightliner

Class 66 601 approaches the joint L.N.W.R.-G.W. signal box dated 1875 hauling the Westbury Tarmac - Crewe Gresty Lane tanks, seen near Leominster on September 27th.

Charlie Robbins

Still in (de-branded) DB livery, but now operated by Freightliner, Class 59 201 brakes the 7002 from Acton to a halt at Tolworth Station on September 5th, awaiting permission to proceed into the aggregates facility. *Ian Callander*

Class 59 104 hauling the 7A17 Whatley to West Drayton is seen near Bedwyn on September 21st. *Michael Bennett*



Freightliner

▶ Class 66 508 working the 4L59 08:17 Crewe Basford Hall S.S.M. to London Gateway liner passes through Northampton on September 20th. *Derek Elston*

▶ Despite it's red tail lights being on, Class 66 556 eases up Acton Yard with an unidentified working on September 28th. *Derek Elston*

▶ Catching the late afternoon sun on September 9th, Class 66 560 rounds the curve into Malden Manor with its load of aggregates, as it approaches the end of its run from Acton. *Ian Callander*



Freightliner

Aggregate Industries-liveried Class 59 002 'Alan J Day' distorts the background with its exhaust haze as it cruises under the Knollmead bridge with the 6002 Acton - Tolworth loaded aggregates on September 22nd.

Ian Callander

Class 66 622 eases past Acton Yard with 6M91 the 11:10 Theale Lafarge Fhh to Hope (Earles Sidings) Fhh on September 28th. *Derek Elston*

Class 66 564 leads the 4M58 09:14 Southampton M.C.T. to Garston F.L.T. seen passing Acton Main Line on September 28th. *Derek Elston*



Freightliner

Class 66 502 on 4L36 Wentloog to Felixstowe
heads through Swindon on October 7th.
Colin Pidgeon



Class 66 747 passes Standish with a Hams Hall to Mossend intermodal on September 2nd.
John Sloane

Class 66 736 working 6G84 Kineton to Donnington Rail Freight Terminal is seen at its destination on October 6th.
Richard Hargreaves

Class 66 758 heads through a wet Waverton on September 19th with a Wellingborough to Llandudno Junction working.
Brian Battersby



Class 66 725 passes Long Preston on September 27th working the 6E69 Ribblehead VQ - Hunslet Tilcon. *Michael Lynam*

Class 66 780 'The Cemex Express' eases past Acton Yard working 6072 12:28 Colnbrook Lafarge GBRf to Tonbridge West Yard GBRf on September 28th. *Derek Elston*

Class 66 709 passes Kempseye with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on August 31st. *Keith Davies*



Class 56 081 passes Micheldever on a Leicester to Eastleigh working on September 15th.

Michael Bennett

Class 66 722 is seen at Kempsey on September 5th with the 6V75 09:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

Making what was believed to be its first appearance in the Peak District, Class 66 734 slows for a signal check, while working the 05:24 Bescot Down Yard to Tunstead sidings, on a bright September 5th. *Barry Longson*



Class 66 772 'Maria' passes Red Bank, Newton-le-Willows, with the 05:56 Gloucester North Yard to Clitheroe cement tanks, on September 24th. In the background is the now redundant Fiddlers Ferry power station. *Paul Senior*

Class 66 745 shunts the empties from the 11:39 Wellingborough to Peak Forest Cemex in weak autumn sun, on September 5th. *Barry Longson*

Class 60 056 wait in the loop at Hellifield with a Ribbleshead to Ashton in Makerfield stone train. *Eddie Emmott*



Class 66 788 arrives at Peak Forest with the 10:35 Small Heath to Hindlow on September 1st, while in the background 66 703 awaits loading. *Barry Longson*

Class 66 751 passes Duncote Mill with 6M05 10:51 Tinsley Yard to Coton Hill Yard on September 1st. *Keith Davies*

Class 66 750 passes Bayston Hill with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on September 13th. *Keith Davies*





GBRf

Green liveried Class 69 005 'Eastleigh' approaches Mount Pleasant Crossing, Southampton, on September 23rd with 12:20 Mountfield - Southampton Western Docks empty gypsum wagons. *John Goodrich*

Class 66 747 passes Charnock Richard hauling a Hams Hall to Mossend intermodal on September 8th. *John Sloane*

On September 9th, Class 66 702 hauls a well loaded 03:10 Felixstowe North to Trafford Park towards Manchester Piccadilly. *Barry Longson*



Class 66 772 heads northbound through Winwick with 6M90 Gloucester N.Y. to Clitheroe Castle Cement on September 24th.

Brian Dobbs

Class 66 745 has charge of the 08:29 Hindlow to Small Heath, seen at Stafford on September 28th. *Barry Longson*

Class 66 772 approaches Balshaw Lane Junction with a Gloucester to Clitheroe empty cement train on September 16th. *John Sloane*



GBRf

Class 66 734 speeds through Bamford on September 5th with 6H73 Bescot to Tunstead stone empties. *Steve Chapman*

Class 66 747 creeps along the slow line at Euxton as it works a Hams Hall to Mossend service on September 28th. *John Sloane*

Class 60 056 grinds past Standish as it hauls a Tuebrook to Ribblehead working on September 21st. *John Sloane*





Class 73 136, 73 964 and 73 965 work 0Y22 Tonbridge Yard to St. Leonards through Robertsbridge on September 12th.

Steve Chapman

Class 69 002 hauls 4Y19 Mountfield to Southampton gypsum empties through Robertsbridge on September 12th.

Steve Chapman

A line-up of Class 73s at Tonbridge Yard on September 10th. *Steve Chapman*



Class 47 727 'Casteal Dhun Eideannn' crawls through Northampton with 360 106 in tow as 5Q97 10:44 Northampton EMD to Cricklewood South Sidings on September 27th. *Derek Elston*

Class 66 726 approaches Southease on September 14th with 6Y26 Newhaven Marine to Woking sand. *Steve Chapman*

Class 69 006 and 73 107 approach Ford on September 13th while working 0Y69 Eastleigh to Tonbridge Yard. *Steve Chapman*



On September 26th, Class 66 763 and the Jubilee-liveried 66 734 working 6O01 Entrance C - Eastleigh pass through Scunthorpe with a loaded RDT set. *Steve Thompson*

Class 66 701 passes through Long Preston on September 27th working the 6M38 Arcow Quarry - Bredbury loaded aggregate hoppers. *Michael Lynam*

Class 66 723 passes Long Preston working the 6M31 empty aggregate hoppers from Hunslet - Arcow Quarry on September 27th. *Michael Lynam*



Grand Central

Class 180 105 speeds through Doncaster on September 23rd, working the 12:30 Sunderland to London King's Cross service.
Barry Longson



Greater Anglia

▶ New 5 car Greater Anglia EMU Class 720 109, speeds through Rugeley TV, working the 13:52 Rugby to Stafford proving run on September 16th. *Barry Longson*

▶ Class 720 109 heads through Northampton on a test run on September 16th. *Derek Elston*

▶ Greater Anglia's Class 720 582 with 5Q27 08:45 Wembley InterCity Depot to Rugby Udt Signal Rn4184 via Stafford is seen on its final test run on September 7th. *Derek Elston*



Great Western Railway

▶ The Class 166 Turbo units are now a common sight in Devon and on September 22nd, Class 166 218 is seen soon after leaving Dawlish Warren working the 10:57 Exmouth to Paignton service. *Lee Stanford*

▶ Power cars Nos. 43027 and 43187 working the 1G77 15:50 Penzance - Gloucester passes Cockwood Harbour on September 2nd. *Phil Martin*

▶ On September 2nd, power cars Nos. 43005 and 43029 pass Cockwood Harbour working the 2C79 14:01 Cardiff Central - Penzance service. *Phil Martin*



Great Western Railway

On September 7th, power cars Nos. 43122 and 43198 pass through Dawlish working the 2C69 09:00 Cardiff Central - Penzance.

Phil Martin

Power cars Nos. 43042 and 43172 approach Dawlish on September 6th working the 2C69 09:00 Cardiff Central - Penzance service.

Phil Martin

Class 150 238 and 150 244 pass Cockwood on September 15th working the 2F28 17:19 Paignton - Exmouth service. *Phil Martin*



Great Western Railway

Class 800 316 passes along the Dawlish sea wall on September 15th working 1A82 09:10 Penzance - London Paddington. *Phil Martin*

Power cars Nos. 43040 and 43093 pass Teignmouth on September 16th working the 2U14 07:40 Penzance - Cardiff Central service. *Phil Martin*

Class 150 265 passes Cockwood on September 2nd working the 2F30 18:18 Paignton - Exmouth. *Phil Martin*



Great Western Railway

Okehampton Station is a real jewel, it's survival is quite miraculous and its restoration is a joy to behold. On August 8th, the recently arrived Class 150 265 is seen waiting departure on 2R57 back to Exeter Central.
Steve Thompson



Great Western Railway

Class 150 243 and 150 234 head along the Dawlish sea wall on September 15th working the 2F14 10:23 Exmouth - Paignton service.

Phil Martin

Viewed from Lea Mount, the 2U10 Penzance - Cardiff approaches Dawlish alongside the first section of new sea wall to be completed with power car No. 43189 trailing 43156. I think it is a great pity that a more sympathetic design for the wall could not be achieved, instead of the stark edifice they produced. Perhaps it will look better when it weathers a bit. *Steve Thompson*

Class 802 005 and 802 017 pass Teignmouth on September 16th working the 1A78 07:10 Penzance - London Paddington service.

Phil Martin



Great Western Railway

▶ Power cars Nos. 43042 and 43172 pass Teignmouth on September 16th working the 2C67 08:00 Cardiff Central - Penzance service.

Phil Martin

▶ On September 4th, Class 166 206 departs Teignmouth with a Paignton to Exmouth service. *Ken Mumford*

▶ On October 2nd, Class 387 149 and 387 170 arrive at Swindon with a service to Bristol Parkway. *Ken Mumford*



Great Western Railway

▶ The 16:57 from Exmouth to Paignton formed of Class 150 256 and 150 247 passes the scenic location of Cockwood Harbour on September 20th. *Lee Stanford*

▶ Class 158 750 stands at Swindon on September 14th having arrived with a service from Westbury. *Ken Mumford*

▶ Class 802 307 passes Langstone Rock and approaches the famous sea wall section whilst working the 09:04 London Paddington to Plymouth on September 22nd. *Lee Stanford*



Great Western Railway

Due to a London Paddington-Plymouth IET running late, 2C73 Cardiff-Penzance ran facing road over the Up Main, which is reversible between Dawlish Warren and Teignmouth, to allow the IET to overtake. Seen here arriving at Dawlish, formed of power cars Nos. 43194 and 43022. The IET passed while station duties were being attended to and then it continued its journey westwards. *Steve Thompson*

On August 9th, nice early morning light falls on 'Castle' HST power cars Nos. 43009 and 43094 as it emerges from Parsons Tunnel on the approach to Dawlish with 2U10 Penzance - Cardiff. *Steve Thompson*

The use of 3 car Class 158's on local services into Devon is not an everyday sight but on September 21st, Class 158 959 was caught departing Dawlish Warren with the 16:23 from Exmouth to Paignton. *Lee Stanford*



L.N.E.R.

Class 91 107 awaits departure at Doncaster on September 23rd, while in charge of the 10:03 London King's Cross to Leeds service. *Barry Longson*



NEXT GENERATION OF RAILWAY WORKERS GET A HEAD START WITH LNER'S FOCUS ON TOMORROW'S TALENT

London North Eastern Railway's pioneering Tomorrow's Talent online work experience programme is set to return on October 24th, inspiring the next generation of rail industry employees about the world of work.

Tomorrow's Talent showcases the wide variety of career opportunities available in the rail industry with participants completing several online modules on topics such as the increasing use of innovative technology and sustainability. Applications to take part in the popular programme are now open.

Tomorrow's Talent has had a positive impact on more than 300 young people to date, with 86 per cent saying

they would recommend it to a friend. Most importantly, students were also asked how confident they felt about finding a job both before and after the programme, with a 23 per cent increase in students rating 'very confident'.

Following this success, LNER is once again inviting applications from young people along the East Coast route aged between 14 and 18 in Years 10-13 in England or S3 – S6 in Scotland.

David Horne, Managing Director at LNER, said: "We want to continue to do all that we can to support young people in developing their skills, regardless of where their career takes them.

"LNER's Tomorrow's Talent programme provides young people with a great opportunity to engage and hear from experts in a wide range of different roles, equipping them with important insight into the world of work as they begin to think about their future career journey."

Delivered in partnership with Springpod, experts in inspiring young people about the world of work, Tomorrow's Talent focuses on improving eight essential skills: problem solving, creativity, listening, speaking, staying positive, aiming high, leadership and teamwork.

Jay, who participated in the second Tomorrow's Talent programme, was one of many who developed an interest

in pursuing a career in the railways, saying: "Not only did I learn about LNER and the wider railway industry, I also developed a real passion for it. Every task pushed me to learn so much but was made easy by the quality information provided by the programme."

Tomorrow's Talent is part of LNER's Responsible Business Strategy, which is supporting aspiration in communities along the East Coast route, with projects benefitting more than 11,000 children and young people in 2022 and 2023.



Loram Rail Operations

On September 20th, a visitor down south as Network Rail's inspection saloon 'Caroline' is seen with Class 37 418 and 20 007 passing through Pitsea heading to the end of the line at Shoeburyness on the L.T.S.
Charlie Robbins



Loram Rail Operations

▶ Class 37418 and saloon 'Caroline' working 2Z04 13:26 Kingswear - Exeter approach Dawlish Warren on September 7th. *Phil Martin*

▶ BR large logo liveried Class 37 418 'An Comunn Gaidhealach' pushes Inspection Saloon Caroline past York Park and Ride with a Lincolnshire and Humberside bound working on September 1st. *Neil Scarlett*





Looking resplendent in a rare patch of sunlight Class 37 419 'Carl Haviland' passes York Park and Ride on a 6Z60 York Thrall Europa to Stowmarket RHTT move on September 1st.

Neil Scarlett

NMT power car No. 43274 passes through Acton Bridge on September 27th leading a Carlisle bound test train. *Brian Battersby*

Class 73 963 is on the rear (with 73 961 on the front) of 1Q70 Dollands Moor to Stewarts Lane at Tonbridge Yard on September 10th.

Steve Chapman





Network Rail

Class 37 116 eases through Shirley with the 1Q48 Derby to Derby via the West Midlands test train on October 4th. Class 37 421 was out of sight on the rear. *Chris Morrison*

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Network Rail

On October 2nd, Class 56 090 and 56 113 top'n'tail a RHTT working through Swindon heading along the Gloucester branch.

Ken Mumford

Class 37 421 and 37 116 top'n'tail the 1Z23 Bristol Kingsland Road to Derby RTC through Swindon on October 7th. *Colin Pidgeon*

Class 37 421 and 37 116 top'n'tail the 1Z23 Bristol Kingsland Road to Derby RTC through Swindon on October 7th. *Colin Pidgeon*



Rail Operations Group

Class 37 510 and 37 608 pass Battlefield with 5Q42 10:42 Donnington RFT to Crewe C.S. unit move on September 26th. *Keith Davies*

Class 37 884 passes Acton Bridge on September 18th with a Derby RTC to Kilmarnock light engine move. *Brian Battersby*

Class 37 884 heads away from Charnock Richard whilst working from Derby to Kilmarnock on September 18th. *John Sloane*



TransPennine Express

On September 26th, the TPE training set, in this case Class 68 033 hauling set TP12, approaches Scunthorpe Station on 5B73 Cleethorpes - Manchester Piccadilly. *Steve Thompson*

Class 68 024 eases a TPE set past Walton Junction on September 10th. *Jeff Nicholls*

Class 397 001 speeds through Balshaw Lane Jct. with a Glasgow to Manchester Airport service on September 9th. *John Sloane*



TransPennine Express

Class 802 204 unusually works an empty Carlisle to Liverpool Lime St. movement on September 28th, seen here passing Euxton. *John Sloane*



TransPennine Express

On September 27th, Class 68 033 'POPPY' prepares to depart Manchester Piccadilly with the 13:18 Cleethorpes training run. *Barry Longson*



Transport for Wales

Class 67 029 passes Kempseye with 5Z67 10:10 Landore TMD - Crewe C.S. on September 15th.
Keith Davies

With Class 67 013 on the rear, the 11:33 Holyhead to Cardiff passes the semaphore signals at Craven Arms. *Steve Chapman*

Class 66 514 slowly departs the goods line at Crewe with new TfW DMU Class 197 024 in tow on September 16th. The unit was being taken across to the carriage sidings.
Barry Longson



Transport for Wales

▶ In overcast conditions, Class 67 008 and Mk4 stock pass Mauldeth Road, with the 11:04 Manchester Piccadilly to Crewe CS test run on September 29th. *Barry Longson*

▶ Class 67 025 passes Condover on September 23rd with the 11:22 Cardiff to Holyhead service. *Steve Chapman*

▶ Class 67 029 and former GC stock head through Acton Bridge on October 4th with a TfW training run. *Brian Battersby*



Transport for Wales

On September 28th, Class 150 229 was rostered to work the 10:31 Manchester Piccadilly to Milford Haven service, seen here departing Crewe. *Barry Longson*

Class 175 011 passes Burgs Lane with 1V38 09:31 Manchester Piccadilly to Carmarthen service on September 23rd. *Keith Davies*

Class 150 231 is seen at Kempsey on September 5th with 1V38 09:31 Manchester Piccadilly - Carmarthen. *Keith Davies*



Units: DMUs and EMUs

There are not many working home and distant signals still operating on the same post but a pair are to be found at Parbold in Lancashire. On a sunny September 1st, Northern's Bi-mode Class 769 458 passes with both signals pulled off with the 12:16 Southport to Alderley Edge.

Lee Stanford

On the damp morning of September 8th, Northern's Class 158 752 departs Hellifield with the 09:20 Leeds - Carlisle service whilst No. 35018 'British India Line' simmers near the water crane waiting to pick up 'The Dalesman' charter. *Jeff Nicholls*

Northern's Class 195 120 passes Hoghton with a York to Blackpool North service on September 3rd. *John Sloane*



Units: DMUs and EMUs

On September 16th, new C2C EMUs Class 720 607 and 720 606 speed past Rugeley Trent Valley, working the 11:22 Northampton to Crewe test run. *Barry Longson*

Northern's Class 331 013 crosses Balshaw Lane Junction on a Blackpool to Liverpool working on September 9th. *John Sloane*

Northern's Class 195 123 passes Coppull on September 9th with a Manchester Airport to Barrow working. *John Sloane*



Units: DMUs and EMUs

▶ Built at BREL York Carriage Works in 1972, pioneer Merseyrail Electric Class 507 001 waits for its next duty stabled in the far bay at Southport on September 10th. *Paul Senior*

▶ Northern's Class 150 133 departs Blackburn with a Clitheroe to Rochdale working on September 24th. *John Sloane*

▶ Royal Mail's Class 325 002 brings up the rear of a southbound mail train passing through Coppull on September 21st. *John Sloane*



Units: DMUs and EMUs

▶ A pair of SouthEastern Class 395 'Javelin' units cross the Medway Viaduct on September 8th with 5J45 Ashford to London St. Pancras ECS.
Steve Chapman

▶ LNER's Class 350 370 and 350 372 have just passed Mill Lane, Northampton working 1W03 07:49 London Euston to Birmingham New Street service on September 7th. *Derek Elston*

▶ Class 345 027 prepares to depart Acton Main Line with 9T42 12:02 London Paddington to Heathrow Airport Terminal 5 service on September 28th. *Derek Elston*



Units: DMUs and EMUs

▶ Northern's Class 150 115 departs Manchester Piccadilly on September 9th with the 11:10 service to Rose Hill Marple. *Barry Longson*

▶ Thameslink's Class 700 039 passes 700 007 at Higham on September 9th while working the 13:28 Rainham to Luton service. *Steve Chapman*

▶ South Eastern's Class 375 630 and 375 625 pass Robertsbridge signal and crossing box with the 11:31 Hastings to London Charing Cross on September 12th. *Steve Chapman*



Units: DMUs and EMUs

▶ In a rare bit of sunshine, Southern's Class 377 443 crosses the River Arun as it slows for the stop at Ford on September 25th.

Lee Stanford

▶ Southern's Class 313 220 and 313 204 cross at Southease on September 14th while working Brighton to Seaford and vice-versa services.

Steve Chapman

▶ Southern's Class 313 201 awaits departure from Ford with the 13:55 Littlehampton to Portsmouth on September 13th.

Steve Chapman



Units: DMUs and EMUs

▶ Southern's Class 313 210 arrives at Lewes with the 15:25 Seaford to Brighton on September 16th. *Steve Chapman*

▶ Royal Mail EMU Class 325 001 slowly passes Stafford on September 28th working the 11:21 Crewe TMD(E) to Willesden parcels depot. *Barry Longson*

▶ Southern's Class 313 216 departs Lewes on September 16th with the 14:53 Seaford to Brighton service. *Steve Chapman*



Units: DMUs and EMUs

▶ C2C's Class 720 606 is seen at Northampton on September 20th with 5Q90 09:19 Wembley InterCity depot to Rugby which obviously encountered problems and was turned back at Northampton. *Derek Elston*

▶ New C2C Aventra units Class 720 607 and 720 605 working 5Q90 09:19 Wembley InterCity depot to Rugby are turned short at Northampton due to an unknown issue on September 27th. *Derek Elston*

▶ On September 27th, Northern's Class 150 001 turns back at Horrecksford Junction to return to Clitheroe to work a service to Rochdale. *Michael Lynam*



Units: DMUs and EMUs

▶ Northern's Class 158 905 and 158 816 pass through Long Preston on September 27th working a Carlisle - Leeds service.

Michael Lynam

▶ West Midland's Class 730 004 runs into Northampton with a test working, 5Q72 07:30 Oxley Car. M.D. to London Euston on September 20th. *Derek Elston*

▶ On September 3rd, Northern's Class 331 009 and 331 008 approach Buckshaw Parkway working a Hazel Grove - Blackpool North service.

Michael Lynam



Manchester Metrolink

On September 13th, tram No. 3102 with vinyls for the Hard Rock Cafe calls at Wharfside station with a working to Cornbrook. *Michael Lynam*

Tram No. 3104 working a Cornbrook - Trafford Centre service passes No. 3066 heading in the opposite direction at Wharfside station on September 13th. *Michael Lynam*

Tram No. 3135 approaches Castlefield on September 13th. *Michael Lynam*



Manchester Metrolink

Tram No. 3110 on the rear of a Shaw via Oldham service approaches Manchester Victoria, past the station clock, on September 13th. *Paul Senior*



Manchester Metrolink

▶ A busy scene at High Street, on the approach to Shude Hill Interchange, with trams Nos. 3041 and 3023 with a service for Bury on September 13th. *Paul Senior*

▶ Tram No. 3123, calls at Shude Hill Interchange, with a Manchester Airport via Market Street to Bury service on September 13th. *Paul Senior*

▶ The penultimate Manchester Metrolink tram, No. 3146, sits at Queens Road depot on September 29th. *Barry Longson*



Blackpool Trams

On September 24th, Balloon tram No. 700 heads back to Rigby Road depot. *Phil Martin*

Balloon Car No. 715 on its last weekend of service for a number of years due to upcoming overhaulpassesBlackpoolToweronSeptember 24th. *Phil Martin*

Brush Car No. 621 on a Fleetwood - Pleasure Beach service passes North Pier on September 24th. *Phil Martin*



Blackpool Trams

▶ Boat Car No. 227 calls at North Pier whilst working a service to Pleasure Beach on September 24th. *Phil Martin*

▶ Bolton No. 66 passes Balloon Car No. 700 at North Pier. *Phil Martin*

▶ Flexity tram No. 011 in an all over 'Mazuma' livery heads past North Pier on September 24th with a service to Starr Gate. *Phil Martin*



Isle of Man

Isle of Man Steam Railway 2-4-0T No. 13 'Kissack' is seen at Castletown on September 16th. *Mark Enderby*

Snaefell Mountain Railway's Car No. 1 was built in 1895 as the first of a batch of 6 cars, seen here still in operation at Snaefell Summit on September 17th. *Mark Enderby*

Groudle Glen Railway's Bagnall saddle tank 0-4-0 loco 'Otter' is seen in operation on September 18th. *Mark Enderby*







New history board welcomes visitors at St Margaret’s rail station

Do you know how the village of Stanstead Abbots got its name?

Now people visiting the area by rail can find out, thanks to the installation of a new history board at St Margaret’s rail station. The board, created by the Stanstead Abbotts Local History Society (SALHS), has been funded and produced by the New River Line Community Rail Partnership. The board offers an insight into some local historic features, as well as a map of the local area and villages near to the rail station.

It has been on display in the village of Stanstead Abbots for a number of years and was spotted by St Margaret’s rail station volunteer adopter, Robin Jewett, who thought that it would also make a good addition to the station.

As a result, a new, additional board was produced by the New River Line Community Rail Partnership to put on display at the station,

Katie Goldthorpe, New River Line Community Rail Officer, said, “We were delighted to help turn Robin’s suggestion into reality as it will provide some interesting information about the area to encourage people to explore, and provide them with food for thought while they wait for trains. The area has such a rich and fascinating history and this is a great way to put people in touch with it the minute they arrive by train, providing inspiration about what to see and do.”

Alan Neville, Greater Anglia’s Customer and Community Engagement Manager, said, “The board provides a great link between the rail station and the villages and is full of interesting information, which makes the station a great start to exploring the town.”

The New River Line Community Rail Partnership works with Greater Anglia, Hertfordshire County Council and other local organisations to help keep local branch lines thriving for the benefit of their communities.

Fares Advice with RailUK

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

Off Peak Validity

Q: I always thought that an Off-Peak ticket was valid on any train by any operator. However, my son is travelling on an Off-Peak ticket that clearly states on it: ‘Valid via Transpennine Express Only’ So is this another attempt to limit passengers rights, given that he isn’t well up on rail ticketing issues? The interpretation that most would have is that travel is on a TPE-only train - which isn’t an issue outbound, but will be on the return leg on Sunday as his booked TPE service is cancelled. If it is a flexible ticket, available any train/operator, why is the text stating valid on TPE only present- it’s clearly misleading - if it is valid on any operator, then it simply shouldn’t be present. Restriction TB does not limit train operators to be used, and he is travelling outside of the restricted times.

A: *The ticket is only valid on TPE operated services. It is a flexible ticket with some time restrictions but also restricted by operator. These, and similar, tickets have been around for many years, so are nothing new. It’s a way of offering cheaper tickets although some will argue that the saving is not always worthwhile.*

Unfortunately TOC (train operating company) specific tickets are sold for all ticket types - Off peak, Super off peak, Anytime and advance. They are sold at a discount to the Any Permitted (or non TOC specific) price. More unfortunately, unlike those with a geographical restriction, TOC specific restrictions cannot be exceeded away by the payment of a fee. They are a pain if bought accidentally but they have been on sale since privatisation.

This is probably one of the examples where it is worthwhile as the Off-Peak valid on any operator is £32.85 so the £10 saving is certainly worth it. Examples where it isn’t could be things like Redcar Central to Middlesbrough where the Any Permitted is £2.80 but the TPE only is £2.30 a grand total of a 50p saving... Get on a Northern train with that ticket and that’ll be another £2.80 please as the £2.30 you’ve already spent is now worthless as the industry won’t allow the ticket to be exceeded.

Southern rail letting you book for Christmas day!!!

Q: I have just been looking at what if any services Southern will run to Gatwick Airport on Boxing Day on their website as I wanted to find out what the first service on Boxing Day would be and they are letting you book tickets for Christmas Day. So do Southern know something that none of us know!!!!

I am sure its just its not been updated yet but will be a shock to overseas passengers who book tickets till they update booking site to then find out no trains even when they have paid for them.

A: *Could it be due to the reason that the 25th falls on a Sunday, and so the public holiday is moved to the 27th? It looks like Thameslink are also running.*

When I was covering customer service for several TOCs last Christmas, I recall seeing a complaint that someone had managed to purchase tickets for their entire family from London to Edinburgh on Boxing Day. Usually Trainline ended up being the culprit for these sorts of things. I’d have thought TOCs themselves would have been fairly proactive about blocking out dates where they’ve no intention to operate at all. Though I’m no great fan of Trainline, it’s very common for TOCs to wrongly blame them for “mis-selling” - when in fact they simply sell tickets based on the timetables that Network Rail publish on behalf of the TOCs, and any other retailer would and should do exactly the same. They simply attract the most issues because they are the biggest retailer. In this particular case, it’s down to GTR not yet having cancelled the relevant services on Christmas/Boxing Day. I suspect in a couple of weeks, once the engineering work alterations are processed for that week, you will find that the services all magically disappear. However, I do think that NR shoulder some of the blame here - December TT schedules should really exclude Christmas Day and Boxing Day by default, as it’s rare as hen’s teeth for anything to run on the latter, let alone the former.

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

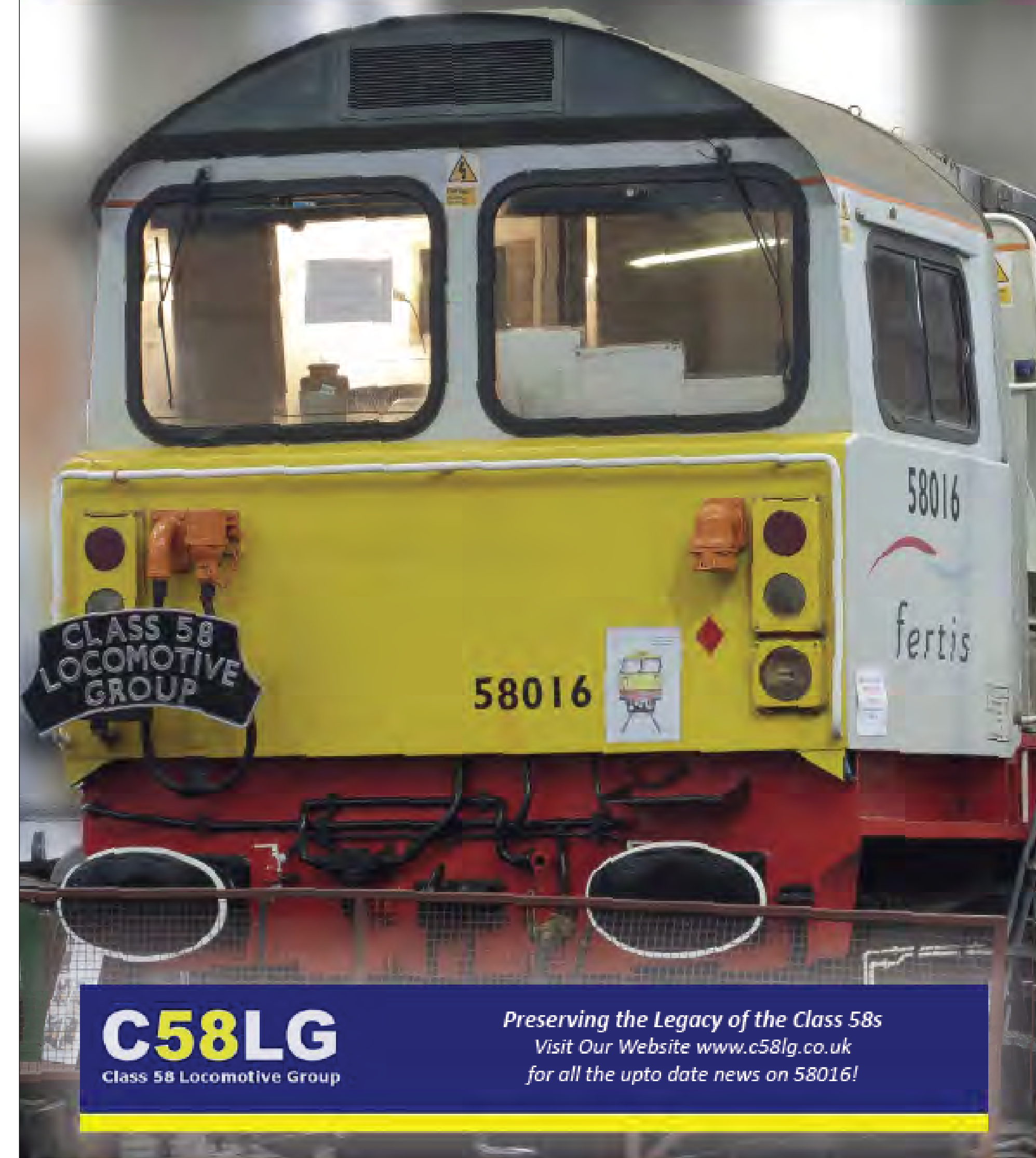
Hanson and Hall Class 50 008 'Thunderer' passes Burton Salmon with a Loughborough Brush to Gascoigne Wood Sidings working on September 1st.
Neil Scarlett



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
for all the upto date news on 58016!

Temporary hourly timetable introduced on Southminster line while Network Rail repair damage

Greater Anglia has drawn up a new temporary timetable to make services on the Southminster line more reliable, while emergency repairs are being carried out to track damaged as a result of this summer's extremely hot and dry weather.

Speed restrictions are currently in place on the Wickford to Southminster branch line, which Network Rail introduced after this summer's extreme dry weather dried out the clay underneath the track which can destabilise the track and cause worse damage and disruption.

Network Rail has been working every day since late August to repair the 16 miles of track, but the work, which is a complex operation, is not yet finished.

Now Greater Anglia and Network Rail have agreed a temporary timetable to make the service more reliable for passengers while the work continues.

An hourly service will operate between Southminster and Wickford from Monday 3 October until the works are complete and the normal timetable can resume. Details of the timetable can be found on the National Rail Journey Planner and on the Greater Anglia website.

Jamie Burles, Greater Anglia managing director said: "We're very sorry for the inconvenience caused to our Southminster line customers while this work is going on.

"We're working hard with Network Rail to get the line back to normal as soon as possible, but our first priority has to be safety.

"In the meantime, this temporary timetable should give customers a more consistent and reliable service."

Ellie Burrows, Network Rail's route director for Anglia, said: "I want to reassure passengers that we have a plan of work in place to return services to normal as soon as we can on the Southminster branch line. I am really sorry for the disruption this is causing and I'd like to thank passengers for their patience while we carry out these repairs."

National Rail

Two forms of motive power stand at the east end of Leeds station on September 14th. *Neil Scarlett*



Train company appeals to people on career breaks through new partnership



Continuing its mission to entice people of all backgrounds to consider a career in rail, Govia Thameslink Railway (GTR), is partnering with purpose-led consulting, coaching and networking organisation Women Returners for the first time. The new partnership aims to help GTR tap into the talent pool of women who have taken a career break and are looking to get back into employment. The two organisations have worked together to develop a bespoke programme that aims to recruit trainee train drivers for January 2023. Women Returners specialises in enabling all professionals who have taken a long career break to get back to fulfilling work in a supportive way. The experienced and high-calibre returner talent pool is made up of (mainly women) candidates who have taken a career break for childcare, eldercare or other reasons.

Successful candidates will benefit from a formal training programme, which includes a Level 3 apprenticeship. Full-time employment at GTR is given at the very start of the training period, with a starting salary of £32,080, rising to £63,196 once the individual is fully qualified. Tailored career support will be provided from Women Returners, not only for the recruitment and onboarding process, but three months into the training programme too.

Zoey Hudson, Head of Talent, Diversity and Inclusion at Govia

Thameslink Railway, said: “We’re passionate about having a diverse workforce and constantly challenge ourselves to look at new ways to attract talent. There could be a whole host of reasons why someone has chosen to take a career break and instead of focusing on a gap in a CV, we should be looking at the skills and life experience that person can bring to the business. We’re really excited to be working with Women Returners for the first time and can’t wait to support talented professionals back into work with a highly sought-after train driver role!”

Improving diversity among drivers is a priority for GTR; and it’s clear to see from the numbers that targeted recruitment and marketing is working. In 2021, there were 3,500 applications from females for trainee train driver roles, up from 800 just the year before. With a target of 50% of all new recruits being female, the train operator continues to explore partnerships that help reach relevant audiences.

Women Returners Deputy CEO, Hazel Little, commented: “Since 2014 Women Returners has partnered with over 150 leading organisations to create supported routes back to employment for career returners. This is our first trainee train driver returner programme - it’s fantastic to be working with GTR to get more diversity into the rail industry and to create this unique opportunity for the returner community.”

National Rail

No. 34067 ‘Tangmere’ passes Lostock Hall with 1Z87 14:22 Carlisle - Bristol on September 3rd. *John Balaam*



Safety improvements in Bath protect both the railway and a bit of history

Network Rail has completed essential safety improvement work to the iconic low balustrade wall at Sydney Gardens in Bath, including the installation of railings to prevent trespassers from being able to gain access to the track. The wall itself was designed by Isambard Kingdom Brunel as a feature of the railway line, which cut through Sydney Gardens in the 1840s. With its low profile, Network Rail worked to find a suitable solution to protect the railway line from trespassers while balancing the history and character of the structure. The wall, which runs along the western side of the railway on the approach to Bath Spa station, is part of a group of structures within Sydney Gardens that are covered by a Grade II* listing.

The work required Listed Building Consent and the close cooperation of Bath and North East Somerset Council’s conservation officers to ensure the architecture and surrounding area were treated sympathetically and with respect, owing to the area’s designation as a site of important historical interest. Historic England were also involved with the design and oversight, working to confirm that the safety measures would preserve both the character and appearance of the balustrade wall while maintaining the safety of the railway.

Sydney Gardens is on Historic England’s Register of Parks and Gardens of Special Historic Interest, reflecting the historical importance of the site, the only surviving example of a ‘pleasure garden’ in Bath and the largest outside of London. Pleasure gardens were popular in the 17th and 18th centuries as places of recreation and entertainment – Sydney Gardens, created in 1795, is said to have counted Jane Austen as a regular visitor.

While working in Sydney Gardens, Network Rail also carried out emergency repair work on Brunel’s only remaining cast iron footbridge. Vegetation that had been disturbing the masonry was removed and a specialist stonemason was contracted to work with the Bath stone, which was carefully repaired using hand tools before being put back into place.

Colin Field, Network Rail’s town planning and heritage manager said: “We’re pleased that we’ve been able to design and complete a solution that enhances the safety of the railway line and protects visitors to the Gardens, while maintaining the historic architecture of Brunel’s



balustrade wall. We’ve worked in close partnership with the council’s conservation officers and Historic England to realise this work, which included vegetation removal to improve the views across the park and keep passing trains safe from leaves and branches. Brunel intended for the railway to become a feature within the Gardens in its own right, and we’ve worked to respect that aspiration and stay true to his vision. Visitors will be able to safely enjoy the sight of trains travelling through the historic Gardens while the railway is protected from any trespassers, which is a win for everybody.”

Keith Rowe, Bath and North East Somerset Council’s Sydney Gardens project manager said: “The completion of the work to the railings through Sydney Gardens is extremely timely and has dovetailed nicely with the wider restoration of park. The National Lottery Heritage Fund, in partnership with Bath & North East Somerset Council have contributed over £3m to conserve and rejuvenate the former 18th century pleasure gardens. It is great to bring visitors back to the railway line and see the trains very close up. We are also very grateful to Network Rail for funding the new railway path as part of their work to reinstate the ground at the end of their works. It is all looking excellent and demonstrates the value of good partnership working.”

Simon Hickman, development advice team leader at Historic England said: “Brunel designed the Great Western Railway as it bisects Sydney Gardens as a place where the public could appreciate and enjoy the passage of his trains. We’re delighted to have worked with Network Rail designing a safe, but sympathetic, means of allowing Brunel’s vision to continue.”

Loco Fleet List Ten

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

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

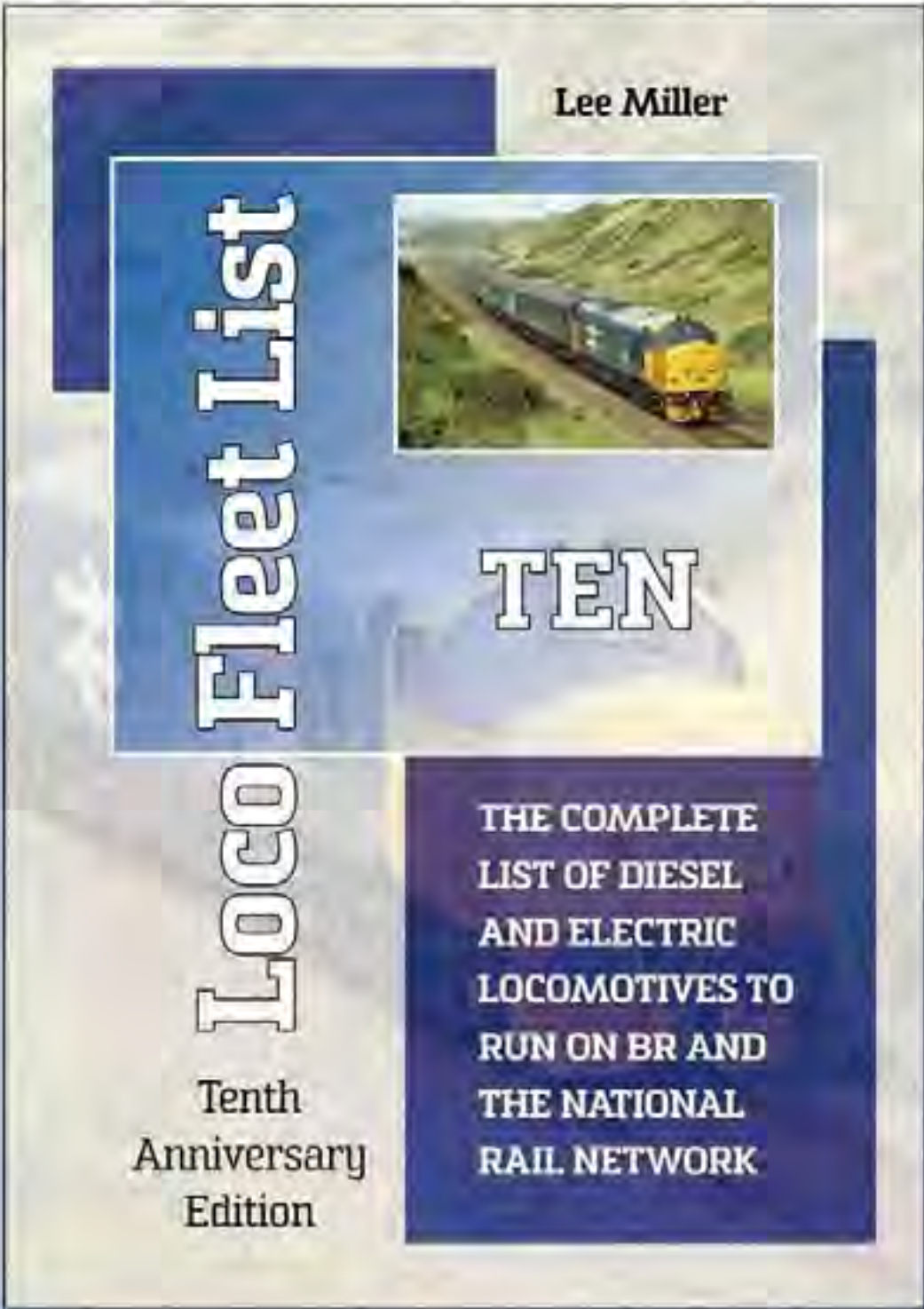
Features:

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

Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk Email: lee@locofleetshop.co.uk

This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book



Network Rail's No. DR98960 and DR98910 passes Wigan on a Springs Branch to Mossend working on September 19th. *John Sloane*



'Peter Pan' and coaches are ready for some passengers at the Alan Keef Open Day on September 24th. *Steve Chapman*



Platform removal clears way for double tracking at Cameron Bridge

Work to demolish the old station platforms at Cameron Bridge is now complete. Following the successful completion of the first mile in March, and significant progress on the second mile, the removal of the old platforms of the former Cameron Bridge station clears the way for the next stages of track work. The old platforms adjacent to the Diageo factory were 210 metres in length and made up from masonry and fill materials totalling approximately 5000 tonnes. Their removal was needed to clear the way for the double track railway which will reconnect Leven to the mainline rail network.

The demolished platform material will be retained onsite and fittingly, will be used as infill for the new Cameron bridge station platforms which is being built 200 metres to the east.

The size and scale of the work to remove the platforms and the plant and machinery now operating on the construction of the Rail link project offer further evidence of the dangers to those who are still using the railway corridor for leisure purposes.

The project team is keen to reiterate the message that local people should not now be using the area for their own safety to avoid coming into contact with engineering trains, railway plant and machinery delivering the work.

Joe Mulvenna, Project Manager for the Levenmouth Rail Link Project said: "The platform demolitions offer further evidence of the progress now being made on the delivery of the project. Work is ongoing all across the route and activity is set to ramp-up even further in the coming months and so we are asking people who have previously used the area to walk dogs, for leisure or for exercise to please find an alternative.

Increased work activity means more vehicle movements and the first-mile section is now a live railway and so very dangerous. Our priority is safety, both of the local people and for those working hard to deliver the project, and the best way to promote safety is by now asking local people not to continue to use the railway corridor."



National Rail

Colas track machine No. DR73924 passes through Dawlish on September 6th working 6J39 10:17 Newton Abbot - Bristol Kingsland Road. *Phil Martin*



Network Rail and housing charity Shelter expand pioneering rough sleeping pilots into Charing Cross and Victoria stations

Some of Network Rail's busiest London stations have teamed up with housing and homelessness charity Shelter to help people sleeping rough.

Network Rail and housing charity Shelter are teaming up again to help tackle rough sleeping on the rail network. Following the success of the partnership's rough sleeping pilots in Birmingham New Street and Manchester Piccadilly station, two more outreach services have been launched at London Charing Cross and London Victoria station.

Network Rail station staff are working alongside Shelter to connect and refer people they encounter sleeping rough with expert services to provide them with tailored help and support. That includes help to access key services such as: registering with a GP, mental health support, setting up a bank account or helping to find suitable accommodation.

Each person that uses the service will be allocated a key worker, who will support them in their journey to move away from sleeping rough.

Many people have been living on the streets for a long time, and the interventions by outreach colleagues in the stations are a first step in the process to securing permanent accommodation and life-changing support.

Hannah Lawrence, Network Rail's interim station manager at London Victoria station, said: "We're really pleased to be a part of this vital service that will help people find a route out of homelessness."

"Our day-to-day jobs mostly focus on helping passengers, but we also look out for people who are vulnerable and seek refuge in and outside our stations. By training our teams and partnering with experts at Shelter, we hope to be able to make a real difference and reduce the number of people sleeping rough in London."

Connie Cullen, head of community services at Shelter, said: "We know from experience the difference it can make, to have someone reach out when you've nowhere else to turn. That first "hello"

can change someone's life forever. Anyone can become homeless, and everyone has a different story, which is why we tailor our approach to each person, putting their needs at the heart of our support.

"The pilots in Birmingham and Manchester showed us what's possible when we all come together. We're delighted to continue this work and to partner with others in the sector, to help people find a way off the streets, ensuring no-one faces homelessness alone."

Shelter will also be working alongside local charities, The Passage at London Victoria station and The Connection at St Martin's at London Charing Cross station, who will be using their specialist experience in Westminster to provide extra support.

Jenny Travassos, director of services and new development at The Passage, said: "The Passage has been supporting people who are homeless in and around Westminster for over 40 years. We're really pleased to be working collaboratively with Shelter, Network Rail and other partners to expand our specialist Outreach Service and ensure that many more people receive the help that they need. With our Resource Centre being located just a few minutes from Victoria Station, we are well-placed to offer a rapid response to those sleeping rough and provide practical solutions that help people to find sustainable routes away from homelessness."

Tilly Scott, street engagement team manager at The Connection at St. Martin's, said: "We are really pleased to be working with Shelter and Network Rail to provide much-needed support for people sleeping rough in Charing Cross station. Our teams are local experts and it's great to have this joined-up approach enabling us to do this vital work together."

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

National Rail

On September 10th, the Poppleton Community Railway Nursery, near York, held one of their Heritage Open Days. The former British Rail plant nursery is under volunteer operation these days, and the narrow gauge railway is a prominent part of the site and still fully operational. During the open day, both locomotives were on prominent display, including stalwart Lister Auto-truck 'Loweco' (formerly of the Abbey Light Railway in Leeds), which operated occasional short demonstration freight trains on a length of line near the site entrance. *Ben Bucki*



Work to preserve and improve the Island Line's historic Ryde Pier to begin in autumn

Network Rail and South Western Railway (SWR) are set to begin a complex programme of vital maintenance and improvements on Ryde Pier, to keep trains on the Isle of Wight running long into the future. In a line closure between Ryde Esplanade and Ryde Pier Head, beginning on Sunday October 30th and ending in Spring 2023, Network Rail engineers will strengthen the pier and extend its life by up to 60 years. SWR will also be carrying out work at the same time, making efficient use of the closure.

In stark contrast to today's modern design and construction methods, the railway structure of the pier was built between 1878 and 1880 by Victorian engineers. After nearly 150 years of harsh environmental conditions, which have caused parts of the structure to deteriorate, it now needs major refurbishment and repairs.

Mark Killick, Network Rail's Wessex Route Director, said: "We're pleased to finally start work on Ryde Pier, which after 142 years of service needs a lot of maintenance to support SWR's Island Line services going forward.

"Planning this work has been very challenging as we've had to work around other improvements to the Island Line whilst trying to understand the condition of the structure. Our engineers now have a very complex programme of work to deliver, made more difficult by the pier's different construction methods and the seasons they'll be working in.

"Our aim is to have everything finished in the Spring of next year and we're grateful to customers for their patience during what we know will be a disruptive closure."

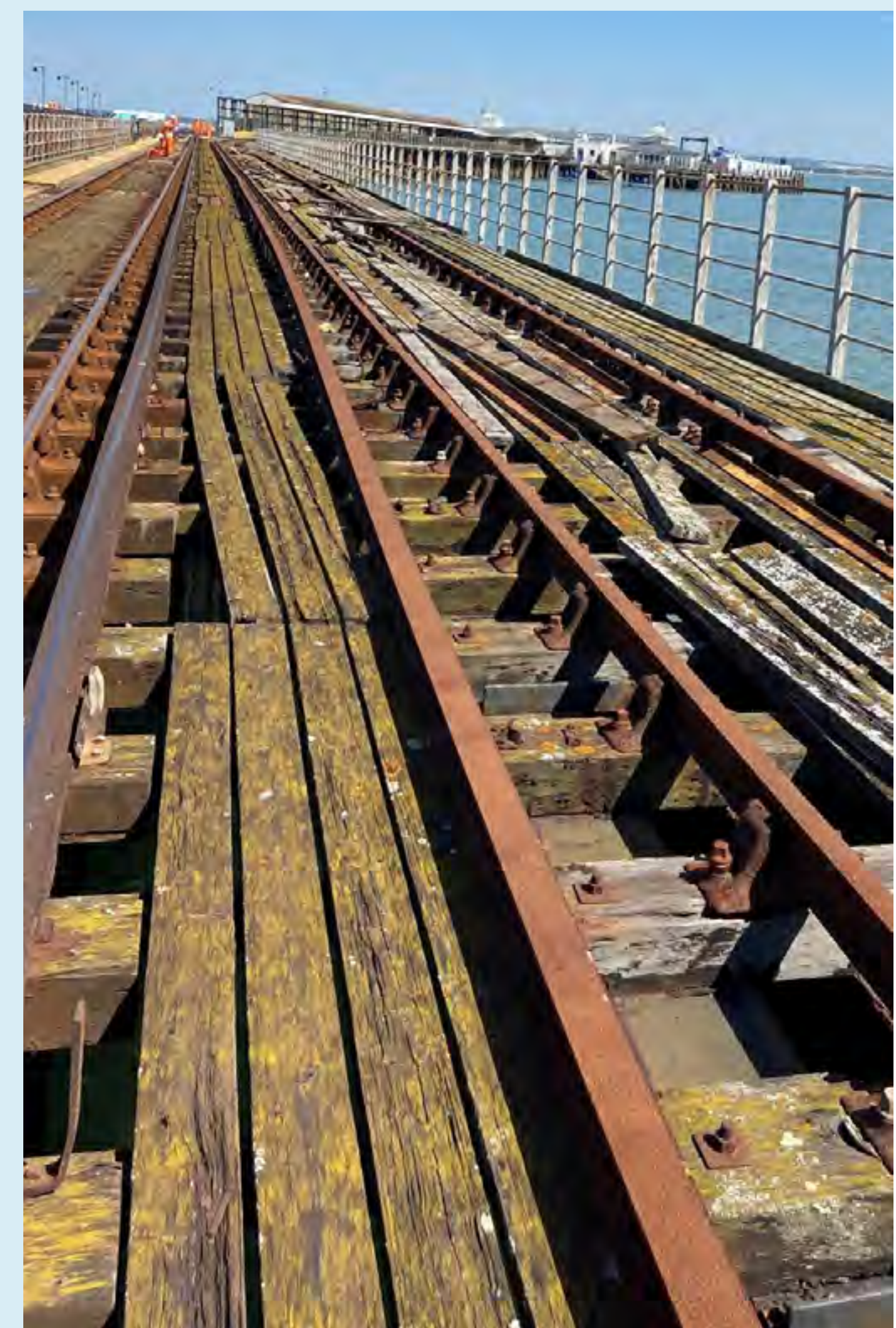
Claire Mann, SWR's Managing Director, said: "During our improvement programme in 2021, which allowed us to introduce the first new trains on the Island Line for more than 30 years, engineers surveyed Ryde Pier and discovered major work was needed to continue to run trains.

"We've worked closely with Network Rail to ensure the repairs needed can be carried out whilst causing the least amount of disruption possible,

as we know this is an important link from the Island to ferry services bound for the mainland. "We're sorry for the inconvenience that this closure will cause, however we are making the most of the opportunity available to us by carrying out work that will give our customers smoother and more reliable journeys."

SWR will operate a shuttle bus service between Ryde Pier Head and Ryde Esplanade during the closure. Full details will be announced in the coming weeks.

The 686-metre-long pier is split into six 'zones' which were built using several different forms of construction. There have also been both major and emergency repairs in the last 60 years. As a result, engineers will have to use a variety of methods to repair the pier, with a combination of both partial replacements and full refurbishments of the metal and timber structure.



Weathering the storm: flood devastated stretch of mid-Wales railway more resilient than ever with new 10,000 tonne ‘rock armour’ defence

A multi-million-pound resilience project has been successfully delivered on the Cambrian Line, making passengers’ journeys more reliable in future.

A trio of storms in February 2022 forced the railway between Welshpool and Newtown to close for six weeks while engineers from Network Rail and AmcoGiffen worked around the clock to fix over a dozen washouts caused by unprecedented levels of flood water.

To minimise future delays and disruption, Network Rail quickly got to work installing 10,000 tonnes of rock armour along the bank of a-half-mile stretch of the Cambrian Railway line. The tried and tested extreme weather-buffer had already proved to be a huge success to reduce flooding in other parts of Wales - on the Conwy Valley and near Abergavenny.

Rock armour prevents the ballast – the bed of stones beneath the sleepers - from washing away during extreme storms. It has proven effective in other parts

of the railway, such as the flood-prone section of the Conwy Valley railway and near Abergavenny. It means the recovery of the railway following a harsh storm can take days, rather than weeks or months.

The railway remained open to full service during the resilience upgrades at Welshpool - which involved the installation of locally sourced stone from Cefn Mawr quarry, in Flintshire. A total of 198 engineers were on site for the duration of the project and clocked in just over 31,000 working hours.

Network Rail is returning, this autumn, to plant short hedgerows in the gaps along the railway boundary, which not only help in slowing flood waters in future, but also provide a continuation to nature’s corridors in the area.

Nick Millington, interim route director at Network Rail Wales and Borders, said: “It’s hard to remember how devastating those February storms were, after the

record-breaking temperatures this summer, but we’re always planning ahead to the next extreme weather event, making sure we are prioritising investments that will make our railway more resilient.

“The Cambrian Line is a hugely important rail link for the communities it serves, and I am delighted it’s now better protected from the impacts of climate change so we can continue to provide a safe and reliable railway for many years to come.”

Chris Howchin, programme manager at Network Rail Wales and Borders said: “I would like to say a huge thank you to our teams at Network Rail and AmcoGiffen who’ve worked tirelessly in recent months not only to repair the line, but to make it more resilient, which will help prevent long delays and disruption for passengers in future. I would like to thank passengers and the communities we serve along the line for their patience as this significant investment was delivered.”

Colin Lea, Transport for Wales’ Planning and Performance Director, said: “We welcome this investment by Network Rail in making the Cambrian Line safer and more resilient. The work to prevent damage and disruption from flooding will help secure the future of this important route, which provides a vital link for communities in North and Mid Wales. We would like to thank the teams who have been working around the clock on site over recent weeks in difficult conditions.”

Andy Crowley, Operations Director, AmcoGiffen, said: “We’re glad we were able to quickly and safely repair the damage caused by the storms in February and, crucially, take further steps to prevent another washout over the coming winter. The work we’ve just completed at Welshpool means customers will experience better journeys, at a time when reliable public transport is needed more than ever.”



National Rail

With all services cancelled as a mark of respect for the Queen, four Pacers are parked up outside Leyburn on the Wensleydale Railway on September 11th. *Colin Kennington*



Successful completion of ETCS testing for Class 43

Another milestone has been achieved in the Government funded East Coast Digital Programme (ECDP) with the successful completion of testing with digital signalling for Class 43 power cars forming part of Network Rail's New Measurement Train.

European Train Control System (ETCS) in cab signalling technology enables a more reliable service with reduced delays, improved safety and reduced costs and emissions through the removal of lineside infrastructure. The successful testing programme at Network Rail's recently upgraded Rail Innovation and Development Centre (RIDC) now enables commissioning of the relevant Class 43 power cars into ETCS Level-NTC (National Train Control) level. Using the RIDC facilities, recently upgraded for ETCS testing, enables progression to Level-NTC without the need for any passenger disruption through track possessions.

Porterbrook, the lead ROSCO for the Class 43 under the National Joint ROSCO Programme (NJRP), managed the project on behalf of the rail industry under instruction from Network Rail. Thales was awarded the contract to carry out the First in Class design and fitment project, and the completion of testing at RIDC marks the first time that the Thales On-Board System has been successfully fitted in the UK.

The train testing process at RIDC for the Class 43 involved several days of running and builds on an initial phase of lab testing to integrate and prove the technology. The physical testing at RIDC then proves that the component parts of the ETCS technology (train, trackside, radio block centre) and the train itself all work together in real life conditions.

With around 700 vehicles needing to be prepared for the East Coast Digital Programme, the First in Class (FiC) testing programme at RIDC over the next two years will involve around 20-25 classes of passenger and freight trains.

Toufic Machnouk, Network Rail's Director, Industry Partnership for Digital Railway, said: "The ability to test the first in class vehicles at RIDC is a corner stone for the delivery of ECDP and the further roll out of ETCS across the network. This allows the train to be tested and certified following the fitment of new safety critical control technology without disrupting the operational railway.



"The collaboration created on the Class 43 project is another example of how our partners are rising to the unique challenges with retrofitting vehicles. Over the next two years a variety of vehicle types will undergo ETCS testing as we continue with the upgrades and retrofitments that enable ECML south to migrate to ETCS operations."

Ben Ackroyd, Chief Operating Officer at Porterbrook said: "Porterbrook is delighted to see the power cars for the New Measurement Train fitted with ETCS completing final testing and commissioning at RIDC. This is a key part of the rollout of the Digital Railway, and we are pleased to play our part in supporting Network Rail on this project that will improve performance, enhance safety and reduce costs for the industry."

Tank Porteous, Programme Director at Thales said: "The successful testing of the Thales ETCS system with the trackside infrastructure at RIDC represents a major milestone for the Class 43 project and is the culmination of a brilliant collaborative effort from the team. Thales is pleased to be able to contribute towards the success of the East Coast Digital Programme as it transforms the railway to the benefit of its users."

Many other companies across the railway have supported the ETCS project, including Ricardo which carried out the integration design for all the Class 43 build types, Yellow Rail which carried out the installation work on behalf of Thales, and Loram UK which maintains the Class 43 fleet.

National Rail

On September 21st, Class 59 001 'Yeoman Endeavour' brings the 15:38 Woking to Merehead stone empties under Daisy Dell footbridge at Andover. *David Lindsell*



Class 55 No. D9000 'Royal Scots Grey' passes Daresbury with 1Z55 Wolverhampton to Carlisle on September 24th. *Mark Enderby*



Celebration as new lifts and footbridge at East Grinstead station in West Sussex steam into use, step-free access for everyone

Special guests from East Grinstead and across the railway industry joined together to celebrate the opening of a new footbridge and lifts on September 2nd, improving accessibility for passengers at their local station. As well as the completion of the £4.5m project, funded by the Government's Access for All scheme, a plaque was unveiled in memory of campaigner Eric Mackie MBE, who set up the East Grinstead Access Group and dedicated his life to improving access for people with mobility issues in his home town. Bluebell Railway locomotive number 65, dating from 1896, made a special appearance to mark the occasion, pulling into platform 2 to mark the first time it had run on main line tracks since 1963.

Katie Frost, Network Rail's Sussex route director, said: "We always want to do more to improve passenger experience and make our stations easily accessible for everyone. This investment means that more people can benefit from step-free access. Accessibility is so important and with the help of the funding from the Department for Transport we're able to upgrade our stations so that everyone can equally navigate their way round them in a safe and secure way. We'd like to give special thanks to the Bluebell Railway who kindly offered to bring out the magnificent steam train and 1953 vintage bus to the event."

This initiative is part of the Access for All scheme which is government funded to create an easily accessible route from the station entrance to the platform.

Rail Minister, Wendy Morton, said: "Our railways are for everyone, and this £4.5m of Government Access for All funding will not only upgrade East Grinstead station but improve accessibility and ensure easy, comfortable journeys for all."

Mims Davies, MP for Mid Sussex, said, "It's a joy to see the opening of the East Grinstead Access for All improvements, I was pleased to get the vital key investment of £4.645m from DfT building on the work from my predecessor, Sir Nicholas Soames and local campaign groups and Cllr Norman Webster on this important access improvement for the town and its visitors.

I am very pleased Network Rail have rightly fast tracked this key program of works, to provide quicker this much-needed step-free access for all rail passengers. This will be especially appreciated by those with restricted mobility, wheelchair users and parents with pushchairs who will rightly be much better served, and this is extremely welcome. I am delighted the Bluebell Railway joined us to make this a very positive event for the town, its residents, and businesses."

Anne Mackie, Eric Mackie's wife, said: "Eric was a passionate campaigner to improve accessibility in East Grinstead - he would've been thrilled to see his efforts pay off and the railway station made fully accessible thanks to the Access for All scheme."

Local resident, William Tregunno suffered from Muscular Dystrophy and the old structure posed extreme difficulties with someone with mobility impairment. His father, Tony, said: "The new lifts and accessibility improvements at East Grinstead station will literally transform the lives of people with reduced mobility, like our son, who sadly are often be defined by what they cannot do. Our family is beyond happy that the railway station is now fully accessible thanks to the Access for All scheme".

Roy Watts, Bluebell Railway's Vice President, said: "The Bluebell is delighted to be invited to be part of this important event and indeed unique occasion honouring a local resident. The Bluebell looks forward to welcoming more passengers by Southern especially as access has been made even easier by this new footbridge."

Chris Fowler, customer services director for Southern, said: "We're committed to making all our services easy to use for everyone, so on behalf of our East Grinstead customers I'm delighted that all platforms now have direct step-free access. I'd like to say a big thank-you to people in the local community whose support for this collaborative project has been crucial."



Step-free Selby: Upgraded footbridge and new lifts project set to begin

Passengers at Selby station, managed by TransPennine Express, will soon benefit from major accessibility improvements, as preparations are made to install brand-new lifts and strengthen the Grade II listed footbridge. Installation of the accessible lifts, as well as work to improve the bridge is set to be completed by June 2023. These crucial enhancements will be welcomed by passengers with limited mobility - as well as those with bicycles, pushchairs or heavy luggage - allowing for easier journeys to destinations such as Leeds, Doncaster, York and Hull. Currently, passengers requiring assistance can only access platforms 2 and 3 via a barrow crossing over the tracks when station staff are available. The scheme, which is being delivered as part of the Government's Access for All initiative, launched when a compound was constructed at the site. The main part of the work will begin in the coming weeks and will bring a much more modern station to the Yorkshire town, in line with the station's growth in passenger numbers over recent years.

Whilst this Access for All scheme is the first stage of work at Selby, the Transforming Cities Fund will deliver a package of improvements to the station and the surrounding area, with work due to begin towards the end of the year.

Richard Owens, Infrastructure Director for Network Rail's North and East Route, said: "It is great to see that these key accessibility improvements at Selby station are in the pipeline. The benefits will be felt by all passengers, but particularly by those with additional access needs who require access to platforms 2 and 3 when station staff are unavailable. Step-free access is vital for the future of our railway, and I hope it encourages more people to travel by train. I know that heritage is central to Selby station, so I'm pleased that we'll be strengthening the Grade II listed footbridge as part of the project."

Nigel Adams, Member of Parliament for Selby and Ainsty, said: "I am delighted that the essential preparatory work to provide lifts at Selby Station has been completed and building work will commence shortly. The new facilities will bring to an end the difficulties faced by passengers with heavy luggage, small children and pushchairs or a disability having to make special arrangements to cross the line to leave or join trains travelling towards Leeds.

"Having supported the application for funding to upgrade Selby station from the outset, I am delighted

that construction will now begin. The upgrade will be done sensitively and will incorporate the iconic footbridge. Selby station is one of the 73 stations that received funding in 2019 as part of the Access for All Programme."

Chris Nutton, Major Projects Director for TransPennine Express said: "We are thrilled that work to install brand new lifts as well as strengthening the existing footbridge at Selby station will soon begin. These changes will make a real difference to those using the railway, ensuring the station is inclusive for all our customers. I want to thank those using the station for their patience and understanding while this important work is carried out."

Cllr David Buckle, Selby District Council's Lead Executive Member for Communities and Economic Development, said: "Public transport is vital to our communities and improving access for everyone is a welcome development. This work comes ahead of the planned Selby Gateway scheme, which will see further improvements for rail and bus passengers, in addition to anyone using public spaces in that area."

Terry French, Secretary for Selby and District Rail Users Group, said: "The Group is delighted with the news that its long-standing campaign to have lifts installed at Selby Station will soon come to fruition. This is a major boost for the town - step-free access will only encourage people to use the train and be much easier and safer for everyone who needs to use the lifts."



National Rail

Class 67 023 'Stella' is seen running through platform 3 at Eastleigh forming the 0Z67 09:15 Eastleigh Works to Doncaster Down Decoy on a sunny September 24th. *David Lindsell*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

SALISBURY LOCOMOTIVE DEPOT (72B)					
Monday July 10th 1967 - the day after steam finished on BR [Southern Region]					
LOCO No.	Type & shed code	LOCO No.	Type & shed code	LOCO No.	Type & shed code
	USA 0-6-0T		BR 4MT 2-6-0		BR 4MT 4-6-0
30064	70D - Eastleigh	76005	70F - Bournemouth	75074	70D - Eastleigh
30067	70D - Eastleigh	76006	70F - Bournemouth	75075	70D - Eastleigh
30069	70D - Eastleigh	76011	70F - Bournemouth	75077	70D - Eastleigh
30071	70D - Eastleigh	76031	70C - Guildford	LOCO No. BR 3MT 2-6-2T	
30072	70C - Guildford	76064	70D -Eastleigh	82019	70A - Nine Elms
LOCO No. BR 4MT 2-6-4T		76066	70D -Eastleigh	82029	70A - Nine Elms
80015	70A - Nine Elms	76067	70F - Bournemouth	LOCO No. Ivatt 2MT 2-6-2T	
80016	70D - Eastleigh	LOCO No. BR 5MT 4-6-0		41312	70A - Nine Elms
80085	70A - Nine Elms	73029	70A - Nine Elms	41319	70A - Nine Elms
80133	70A - Nine Elms	73037	70A - Nine Elms		
80139	70D - Eastleigh	73043	70A - Nine Elms		
80140	70A - Nine Elms	73065	70A - Nine Elms		
80143	70A - Nine Elms	73085	70A - Nine Elms		
80146	70F - Bournemouth	73093	70C - Guildford		
80152	70D - Eastleigh	73118	70C - Guildford		
		73155	70C - Guildford		

BULLEID WEST COUNTRY LIGHT PACIFICS			BULLEID BATTLE OF BRITAIN LIGHT PACIFICS		
Loco No.	Loco Name	Shed Code	Loco No.	Loco Name	Shed Code
34001	Exeter	70A - Nine Elms	34060	25 Squadron	70D - Eastleigh
34013	Okehampton	70E - Salisbury	34087	145 Squadron	70D - Eastleigh
34018	Axminster	70A - Nine Elms	34089	602 Squadron	70E - Salisbury
34021	Dartmoor	70A - Nine Elms	34090	Sir Eustace Missenden	70D - Eastleigh
34024	Tamar Valley	70F - Bournemouth		Southern Railway	
34025	Whimble	70F - Bournemouth	Bulleid Merchant Navy Pacifics		
34034	Honiton	70A - Nine Elms			
34037	Clovelly	70D - Eastleigh	Loco No.	Loco Name	Shed Code
34040	Crewkerne	70F - Bournemouth	35007	Aberdeen Commonwealth	70A - Nine Elms
34100	Appledore	70E - Salisbury	35008	Orient Line	70A - Nine Elms
34102	Lapford	70D - Eastleigh	35013	Blue Funnel	70A - Nine Elms
34104	Bere Alston	70D - Eastleigh	35023	Holland-Afrika Line	70A - Nine Elms
34108	Wincanton	70E - Salisbury	35030	Elder Dempster Lines	70A - Nine Elms

NOTES	
[1] 34021 'Dartmoor' was the last loco to use Salisbury's turntable.	
[2] 34034 'Honiton' and 35023 'Holland-Afrika Line' and 34102 'Lapford' were the last to be towed away for scrap on March 30th 1968.	

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.



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



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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

▶ The beautifully restored Hampton Loade station on the Severn Valley Railway.

Richard Hargreaves

▶ To celebrate the return to traffic of GWR Hall No. 4930 'Hagley Hall' a special beer was commissioned.

John Alsop

▶ A view of the track bed and the 130 year old Victorian Viaduct on the approach to the long closed (1969) Manchester Central station. The area has become part of the 'Garden In The Sky' project created by the National Trust.

Michael Lynam



Chasewater Railway

▶ The line was supposed to operate a Steampunk themed event on September 18th but was forced to cancel it at short notice. However, they did manage to run a regular service, which was well patronised on a day when there was a large number of visitors in the area. The train was operated by Bagnall saddle tank 'Dunlop' No. 6 (works No. 2648/1940), and the loco is seen on the two-coach train arriving at the intermediate station of Chasewater Heaths. *Ben Bucki*

▶ RS&H/Bagnall 'Myfanwy' of 1962 is seen in the yard at Brownhills on September 18th. *Amy Bucki*

▶ Simplex 0-4-0PM No. 15099 (works number 2028 of 1920) is seen in the yard on September 18th. *Amy Bucki*



Welsh Highland Railway

On September 2nd, Garratt No. 130 digs into the climb through the woods at Nantmoor, just before entering the tunnels of the Glaslyn Pass with a train from Porthmadog .
Ben Bucki



On September 2nd, rebuilt Funkey diesel loco 'Vale of Ffestiniog' works light-engine into Beddgelert, having earlier taken an empty stock working to Porthmadog.
Ben Bucki



South Devon Railway

▶ GWR Pannier No. L92 stands at Buckfastleigh before departing with the 14:15 to Totnes on September 20th. *Lee Stanford*

▶ On September 20th, Class 04 No. D2246 is seen in the headshunt at Buckfastleigh as Pannier No. L92 waits to run round its train. *Lee Stanford*

▶ On August 7th, Great Western 0-6-0PT No. 6430 is seen arriving at Buckfastleigh on a charter special from Totnes. *Phil Martin*



Seaton Tramway

Several trams in operation on September 14th,
including Nos. 8,10,11,15 and 16. *Phil Martin*



Dartmouth Steam Railway

One of the oldest Class 08 shunters in preservation is No. D3014 which was found outside the depot at Paignton on September 21st with 37 275 sitting quietly inside.

Lee Stanford

Great Western 2-8-0 No. 3803 is now a resident at the railway and on September 21st it could be found at Kingswear awaiting its restoration to begin. *Lee Stanford*

On August 13th, recently returned to traffic, GWR 2-8-0T No. 4277 arrives at Paignton on a service from Kingswear, and very smart it looks too. *Steve Thompson*



Dartmouth Steam Railway

Great Western large tank No. 5239 departs
Kingswear on September 21st with the 15:30
to Paignton. *Lee Stanford*

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Severn Valley Railway

On September 29th, Class 50 033 on the 16:15 Bridgnorth - Kidderminster service passes under threatening skies at Eardington.

Keith Davies

Class 40 106 working the 10:50 Bridgnorth - Kidderminster service passes Eardington on September 29th. *Phil Martin*

Class 31 466 working the 15:10 Bridgnorth - Kidderminster service passes Eardington on September 29th. *Phil Martin*



Severn Valley Railway

On September 18th, GWR No. 2857 on the 16:25 Bridgnorth - Kidderminster service passes Eardington. *Phil Martin*

Hunslet No. 1873 'Jessie', descends Eardington Bank on September 18th with a Bridgnorth - Hampton Loade local service. *Phil Martin*

LMS Black 5 No. 45231 climbs Eardington Bank on September 18th working the 14:30 Kidderminster - Bridgnorth service. *Phil Martin*



Severn Valley Railway

On September 16th, Great Western Railway inspired Mogul No. 9351 approaches Hampton Loade with a service to Kidderminster.

Richard Hargreaves

On September 17th, GWR Pannier Tank loco No. 7714 approaches Arley station.

Richard Hargreaves

LMS Black 5 No. 45231 'The Sherwood Forester' arrives at Hampton Loade with a service to Bridgnorth. *Richard Hargreaves*



Severn Valley Railway

Great Western 'Hall' Class No. 4930 'Hagley Hall' is seen at Bridgnorth on September 16th.
Richard Hargreaves

Class 33108 is seen under repair at Kidderminster on September 17th.
Richard Hargreaves

GWR 4300 Class 2-6-0 Mogul No. 7325 is seen on display at Kidderminster station on September 17th.
Richard Hargreaves



Severn Valley Railway

On September 17th, GWR Pannier Tank loco No. 1501 is seen at Kidderminster.

Richard Hargreaves

GWR Churchward 2800 Class No. 2857 is seen at Hampton Loade on September 15th.

Richard Hargreaves

Hunslet No. 1873 'Jessie', visiting the line for the steam gala, approaches Hampton Loade on September 15th. *Richard Hargreaves*



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Severn Valley Railway

September 9th witnessed the launch of Great Western 'Hall' No. 4930 'Hagley Hall' back into traffic, the loco is seen at Kidderminster.

John Alsop

On September 29th, Class 55 009 working the 13:00 Bridgnorth - Kidderminster service passes Eardington. *Keith Davies*

On September 18th, No. 70 'Elizabeth II' (No. 34027 'Taw Valley') passes Eardington the day before the funeral of HRH Queen Elizabeth II working the 15:35 Kidderminster - Bridgnorth service. *Phil Martin*



Severn Valley Railway

▶ 'Western Champion' passes the Engine House at Highley on October 1st with a 'local' service.
Richard Hargreaves

▶ Class 56 081 and 20 048 run round their train at Bridgnorth on October 2nd. *Richard Hargreaves*

▶ Still carrying the D1040 number and the name 'Western Queen', Class 52 No. D1062 waits time at Arley on October 2nd. *Richard Hargreaves*



Severn Valley Railway

During the lines diesel gala, Class 56 098 is seen in Bridgnorth Yard on October 1st.

Brian Battersby

Class 52 No. D1015 'Western Champion' is seen at Highley on September 30th.

Richard Hargreaves

Class 40 106 approaches Highley on September 30th with a service to Bridgnorth.

Richard Hargreaves



Severn Valley Railway

Class 14 No. D9551 descends Eardington Bank with the 15:50 local Bridgnorth - Hampton Loade service on September 29th. *Keith Davies*

Class 46 No. D182 (46 045) climbs Eardington Bank with 14:30 Kidderminster - Bridgnorth service on September 29th. *Keith Davies*

Class 46 045 working the 11:55 Bridgnorth - Kidderminster service passes Eardington on September 29th. *Phil Martin*



Severn Valley Railway

Class 52 No. D1040 'Western Queen' departs Highley with a Bridgnorth - Kidderminster service on September 24th. *Carl Grocott*

Class 20 048 waits departure time at Kidderminster on September 14th. *Carl Grocott*

Class 50033 and 50035 top'n'tail at Kidderminster - Bridgnorth into Highley on September 24th. *Carl Grocott*



Ecclesbourne Valley Railway

On September 10th, the cab of Class 58 022 is seen outside the LMS 10000 works.

Richard Hargreaves

'Bubble' car No. W55034 is seen in Wirksworth station on September 10th. *Richard Hargreaves*

BR Standard 2-6-4 Class 4MT No. 80080 runs round its train at Wirksworth on September 10th. *Richard Hargreaves*



East Lancs Railway

▶ Class 26 007 heads towards Ramsbottom on September 16th. *Jeff Nicholls*

▶ Class 40 No. D345 blasts away from Irwell Vale with a service to Rawtenstall on September 16th. *Jeff Nicholls*

▶ Class 24 No. D5054 pulls out of the sidings at Ramsbottom on September 16th with a mixed goods working to Bury. *Jeff Nicholls*



East Lancs Railway

▶ Class 68 030 and 37 109 approach Ramsbottom with a service to Bury Bolton Street on September 16th. *Jeff Nicholls*

▶ Immaculate Class 40 No. D345 slowly passes Bury South with a service for Heywood on September 17th. *Lee Stanford*

▶ Class 26 007, which has enjoyed an extended visit to the ELR, is seen at Bury Bolton Street on September 15th shortly after arriving with a mixed train from Ramsbottom. *Lee Stanford*



East Lincs Railway

Cravens Class 105 DMU crosses Summerseat viaduct on September 16th with a service from Ramsbottom to Bury. *Lee Stanford*

Recreating the blue eras sees Class 25279 piloting Peak 45 108 with the leading coach in blue/grey cross Roch viaduct on September 16th working the 11:05 Rawtenstall to Heywood. *Lee Stanford*

Peak Class 45 108 arrives at Heywood on September 17th with the first service of the day from Rawtenstall. *Lee Stanford*



East Lancs Railway

BR Blue Warship No. D832 powers away from Irwell Vale halt with the 11:05 Rawtenstall to Bury during the diesel gala on September 17th. On the front is a white wreath, being carried in respect of the death of the Queen. *Paul Senior*

With Peel Tower visible on the hillside, Pacer Class 144 009 slows for the stop at Burrs Country Park halt with the 15:43 Rawtenstall to Bury during the diesel gala on September 17th. On the front is a single lamp, in respect of the death of the Queen. *Paul Senior*

Class 40 No. D345 makes a fine sight and sound, as it turns on the power departing Burrs Country Park Halt, with the 15:00 Bury to Rawtenstall service on September 17th. *Paul Senior*



East Lincs Railway

▶ ScotRail liveried Class 47 765, passes Little Burrs cutting, with the 15:35 Rawtenstall to Heywood service, during the diesel gala on September 17th. *Paul Senior*

▶ Class 25 279 and Class 24 No. D5054 approach Ramsbottom on September 16th with a Rawtenstall - Heywood service. *Carl Grocott*

▶ Class 26 007 approaches Ramsbottom on September 16th with a Rawtenstall - Heywood service. *Carl Grocott*



East Lancs Railway

▶ Class 68 030 'Black Douglas' approaches Townsend Fold crossing en route to Heywood on September 17th. *Michael Lynam*

▶ Class 144 009 waits to depart Bury with a service to Ramsbottom on September 17th. *Michael Lynam*

▶ On September 17th, Class 33 109 and 26 007 approach Irwell Vale with a service to Heywood. *Michael Lynam*



Great Central Railway

▶ LNER J27 Class No. 65894 eases through Loughborough on September 29th.

Richard Hargreaves

▶ British Railways Standard Class 5 No. 73156 is seen being prepared for service at Loughborough on September 29th.

Richard Hargreaves

▶ Class 37 No. D6700 and Class 45 No. D123 are seen stabled in the sidings at Loughborough on September 29th. *Richard Hargreaves*



East Somerset Railway

On August 14th, Great Western 2-6-2T No. 4555 is seen at Cranmore having arrived with a service from Mendip Vale. *Steve Thompson*

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From the Archives

Class 47 634 is seen near Dinton, Salisbury with an Exeter to London Waterloo service in 1990.
Michael Bennett

Class 37 516 stands in Andover Yard on March 30th 1998 with grain wagons. *Dennis Rowland*

Class 37 207, 37 040 and 37 203 are seen stabled at Cardiff Canton on January 6th 1993.
Dennis Rowland



From the Archives

▶ Stratford's silver roofed Class 47 163 departs Norwich with a service for London Liverpool St. on the evening of May 1st 1980. *John Sloane*

▶ Class 37 701 tops a failed 33 101 at Cardiff on January 6th 1993 on a rugby special. The Class 33 had expired at Newport. *Dennis Rowland*

▶ Class 25 071 and 25 125 pass through Leeds on October 27th 1979. *Brian Hewertson*



From the Archives

Class 37 024 on a York to Paignton summer Saturday relief passes Whiteball in the late eighties. *Michael Bennett*

Class 31 422 is seen at Bristol in 1979. *Brian Hewertson*

Midland Compound No. 1000 backs down to Carnforth station prior to working a special which was double headed with a diesel on account of the fire risk on June 17th 1980. *John Sloane*



From the Archives

Class 33 056 'THE BURMA STAR' passes through the old Tytherington station with a Cardiff to Portsmouth service in the late eighties.

Michael Bennett

LMS No. 6201 'Princess Elizabeth' works a Manchester to Liverpool special through Olive Mount Cutting on June 29th 1980.

John Sloane

Loadhaul liveried Class 56 107 approaches Barnetby on June 17th 1996.

Brian Hewertson



From the Archives

▶ Hampshire DEMU No. 1129 stands on Eastleigh Depot on July 13th 1980. *John Sloane*

▶ Class 58 047 and 58 039 are seen at Basingstoke on June 27th 1998 with 'The Worksop Wessex Wanderer' railtour. *Dennis Rowland*

▶ Class 37 154 passes through Basingstoke with a single wagon in tow on January 29th 1993. *Dennis Rowland*



From the Archives

▶ A bleak future ahead for Class 84 008 (left) and 81 015 (right) as they wait their appointment with the scrapman outside the Traction Motor Shop at Crewe Works, April 24th 1985.

Jeff Nicholls

▶ Class 20s and Class 40s dominate the scrapline at Crewe Works on January 16th 1983 during one of the weekly visits that were on offer in those far-off days! If you look closely there's also a split-headcode box Peak in the line up.

Jeff Nicholls

▶ NSE liveried Class 47 714 departs Exeter St. Davids with a West Country service in the late eighties. *Michael Bennett*



From the Archives

▶ Bearing its original number and name No. D224 'Lucania' at one end, Class 40 024 waits for its end with a handful of its classmates at Crewe Works on April 24th 1985. Scrapping will come in the following September. *Jeff Nicholls*

▶ Class 37 670 and 37 413 pass through Totnes with 6S55 09:10 Burngullow - Irvine on July 11th 1993. *Keith Davies*

▶ Fresh from the paint shops, Class 37 002 is on display at the Crewe Works open day on July 4th 1987. *Jeff Nicholls*



From the Archives

▶ Res liveried Class 47 830 passes Kempsey on August 3rd 1993 with 1V03 14:40 Bolton - Bristol TM parcels. *Keith Davies*

▶ 'Purple Ronnie' Class 57 601 heads towards Dawlish Warren with a Penzance - London Paddington working on July 1st 2000. *Keith Davies*

▶ Mainline liveried Class 58 009 is seen on Dainton Bank with 6V62 13:24 Fawley - Tavistock Junction on July 3rd 1998. *Keith Davies*

