



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.

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Photographic Contributions

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

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

Welcome to Issue 203

Probably the biggest announcement this month, apart from sending HSTs to Mexico!, is that Northern trains has put out a request to tender for up to 450 new trains.

NTL, a Train Operating Company (TOC) that operates passenger rail services across the North of England, is undertaking this procurement process to appoint a single supplier to manufacture and supply rolling stock (and associated equipment) and to provide technical support and spares supply services across multiple phases within budget and to meet the overall objectives and priorities of NTL pursuant to a framework agreement. It is anticipated throughout the life of the framework agreement that NTL may procure, across multiple call-offs, up to 450 units comprising of multiple vehicles.

The call-off contracts will be entered into in respect of 'phases' of rolling stock orders, comprising of (i) a manufacture and supply agreement and (ii) a technical support and spares supply agreement)). The first call-off contracts will be entered into simultaneously with the framework agreement. The manufacturing requirements are for multi-mode multiple units, including options to order further units and/or additional centre-vehicles and/or a mix of multi-mode and electric multiple units.

In addition, the supplier will supply

spares and special tools to accompany the fleet, and (subject to the exercise of options) the supply of mock-ups and a cab simulator. Subsequent phases will be required to replace further trains in NTL's existing fleet over a period of time. For each phase, NTL will also separately procure an owning party to purchase each fleet of rolling stock and then lease the same to NTL. The owning party will also be party to each manufacture and supply agreement with the supplier. There may be different owning parties for each phase.

It is anticipated the successful Tenderer will offer:

a. the manufacture and supply of new rolling stock (being multi-mode multiple units) with a minimum design life of 35-year (from acceptance of the units) that meets NTL's train technical specification (inclusive of design, testing, obtaining relevant approvals, training, delivery and acceptance of the equipment and provision of warranties).

b. multi-mode multiple units that may be subject to in-life decarbonisation by the supplier being required to convert the units to become either (i) electric multiple units, or (ii) (following the installation of additional on-board battery capacity and associated infrastructure by the supplier) battery-electric multiple units. Such conversion will be triggered by NTL or

the owner. Future phases (other than the initial order under phase 1) may be built directly as electric multiple units or battery-electric multiple units.

c. technical support and spares supply services, including: technical support services (general technical advice; technical investigations; train failure investigation; maintaining an adequate supply of spares, special tools and parts at designated depots; maintenance, overhaul and repair of spares); supply of additional spares, special tools and parts; and additional services.

d. demonstrable delivery of social value.

NTL has chosen to run the procurement under competitive dialogue under Regulation 48 of the Utilities Contract Regulations 2016. The term of the framework agreement will be 8 years. Call-off contracts for manufacture and supply agreement and technical support and spares supply agreement entered into pursuant to the framework agreement will exceed the duration of the framework agreement.'

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

Andy

This Page

On July 15th, Class 50 042 is seen working on the Bodmin & Wenford Railway. [Barry Beeston](#)

Front Cover

On July 7th, Class 56 090 and 56 113 head southbound at Winwick with 6J37 Carlisle to Chirk logs.

[Brian Dobbs](#)





On July 18th, Class 56 081 passes Horseshoe Bridge, St. Denys running 30 minutes late with newly refurbished Class 458 417 on 14:35 Wembley - Bournemouth Depot. Class 458 417 is the former 5-car unit 458 517 reduced to a 4-car unit. *John Goodrich*

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Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On August 5th, with a fortunate break in the weather, SR MN Class No. 35018 speeds 'The Cumbrian Mountain Express' through Benson Hall on the climb to Grayrigg. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Expecting a crack of thunder at any minute on August 5th as No. 35018 'British India Line' works the return 'Cumbrian Mountain Express' off Crosby Garrett Viaduct and heading on to Preston. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

West Coast's Class 37 706 arrives at St. Helens Central with 1Z30 Crew to Carlisle via Liverpool Lime Street on July 15th. *Brian Dobbs*



Charter Scene Saphos Trains

The English Riviera Express

On August 5th, Class 40 No. D213 and 47 593 call at Swindon working the 1Z27 Northampton to Kingswear for Dartmouth. *Colin Pidgeon*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

On July 29th, with a fortunate break in the showery rain, Black 5 No. 45212 heads the 'Northern Belle' through Greenholme northbound towards Carlisle. *Shep Woolley*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

On July 29th, just before the heavens opened, Class 5 No. 45212 works the return 'Northern Belle' towards Birkett and the south.
Shep Woolley



Charter Scene Northern Belle

Settle & Carlisle Steam Special

Class 86 401 'Mons Meg' speeds past Standish on July 29th with a Coventry to Carlisle charter which had 57 314 at the rear. *John Sloane*



Charter Scene Northern Belle

Northern Belle

Soon to be failed at Hellifield reportedly with a hot box, Stanier Class 5 4-6-0 No. 45212 doesn't appear to be exerting itself leaving Settle with the Northern Belle service on July 29th.

Gerald Nicholl



Charter Scene West Coast Railways

The Dalesman

On July 25th, Jubilee Class No. 45627 'Sierra Leone' approaches Ribbleshead with the northbound 'Dalesman'. *Shep Woolley*



West Coast Railways

The Dalesman

▶ Speeding away from Oxenholme station, No. 45627 'Sierra Leone' heads south with the returning 'Dalesman' to Chester. *Shep Woolley*

▶ Going well through Garsdale station, No. 45627 'Sierra Leone' heads the return 'Dalesman' to Hellifield on July 13th. *Shep Woolley*

▶ Jubilee Class No. 45627 'Sierra Leone' heads the 'Dalesman' through Helwith Bridge heading onwards to Carlisle on July 4th. *Shep Woolley*



West Coast Railways

The Dalesman

▶ On July 13th, No. 45627 'Sierra Leone' works 'The Dalesman' away from Ribbleshead station heading to Carlisle. *Shep Woolley*

▼ On July 4th, No. 45627 'Sierra Leone' is seen heading the return 'Dalesman' towards Shap Village back to Chester. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

Class 37 706 leads a Carlisle to Chester charter with 47 245 at the rear as it passes Balshaw Lane Junction on July 4th. *John Sloane*



Charter Scene

Steam Dreams

Settle & Carlisle

LMS Black 5 No. 45231 'Sherwood Forester' storms through Wigan North Western, with the 1Z84 06:00 Colchester to Carlisle tour, on July 15th. *Paul Senior*



Settle & Carlisle

▶ On July 15th, Black 5 No. 45231 and Class 47828 pass Daresbury working 1Z45 Colchester - Carlisle. *Mark Enderby*

▼ On July 15th, Black 5 No. 45231 and Class 47828 pass Daresbury working 1Z45 Colchester - Carlisle. *Mark Enderby*



Charter Scene Steam Dreams

Settle & Carlisle

Black 5 No. 45231 'Sherwood Forester' heads northbound at Winwick with the Crewe to Carlisle section of a Steam Dreams excursion from Colchester on July 15th. *Brian Dobbs*



Railway Touring Co.

The White Rose

SR Merchant Navy Pacific No. 35018 'British India Line' stands at Peterborough with 1Z48, the Railway Touring Company's charter 'The White Rose', 07:23 London King's Cross to York on July 15th. *Derek Elston*

On July 15th, SR MN Class No. 35018 'British India Line' heads through Doncaster with a London King's Cross to York charter. *Richard Hargreaves*

WestCoast's Class 47802 approaches Doncaster on July 15th with the return 1Z49 York - London King's Cross. *Richard Hargreaves*



Charter Scene Railway Touring Company

The White Rose

On July 15th, SR MN Class No. 35018 'British India Line' heads through Doncaster with a London King's Cross to York charter, with Class 47 802 on the rear. *Steve Thompson*



Charter Scene West Coast Railways

The Pendle Dalesman

On July 11th, speeding through Kirkby Stephen 'Scots Guardsman' heads the return 'Pendle Dalesman' to Lancaster. *Shep Woolley*



Charter Scene West Coast Railways

The Pendle Dalesman

No. 46115 'Scots Guardsman' working the inaugural 2023 'Pendle Dalesman' is seen at Helwith Bridge heading to Carlisle.
Shep Woolley



Charter Scene West Coast Railways

The Pendle Dalesman

A TPE Class 397 overtakes 'Scots Guardsman' working a Lancaster to Carlisle charter as they approach Farington Curve Junction on July 11th. *John Sloane*



UK Railtours

The Worth Valley Spelunker

▶ Class 67 005 and 67 007 top'n'tail the 1Z53 London King's Cross - Skipton charter through Doncaster on July 15th. *Richard Hargreaves*

▶ Class 67 007 at Peterborough on the rear of the departing 1Z53 07:52 London King's Cross to Skipton on July 15th. *Derek Elston*

▶ Class 67 005 'Queens Messenger' stands at Peterborough at the head of the 1Z53 07:52 London King's Cross to Skipton on July 15th. *Derek Elston*



Charter Scene Saphos Trains

The Welsh Marches Express

LNER A4 No. 60007 is seen at Kempsey with 1Z52 15:48 Shrewsbury - High Wycombe on July 27th. *Keith Davies*



Charter Scene Saphos Trains

Welsh Marches Express

Class 47 No. D1935 passes Kempsey on July 13th with 1Z49 06:24 Slough - Shrewsbury.
Keith Davies



Charter Scene Saphos Trains

Welsh Marches Express

No. 46100 passes Kempseye with 1Z52 15:52
Shrewsbury - Slough return charter on July
13th. *Keith Davies*



Charter Scene GBRf Staff Charter

GBRf Staff Charter

Class 50 007 and 50 049 working the 1Z50 Ipswich to Paignton charter are seen passing Bedwyn on July 29th. *Michael Bennett*



Charter Scene Private Charter

The Pride of Planning

On July 17th, Class 90 039 an 67 005 top'n'tail the 1Z85 London Euston - Carlisle past Moore.
Mark Enderby



Private Charter

The Pride of Planning

▶ On July 17th, Class 90 039 an 67 005 top'n'tail the 1Z86 Carlisle - London Euston return working past Moore. *Mark Enderby*

▶ Class 67 005 'Queens Messenger' on the tail of 1Z85, the 07:29 to Carlisle passes Blisworth on July 17th. *Derek Elston*

▶ Class 90 039 hammers past Blisworth working 'The Pride of Planning' charter, 1Z85 07:29 London Euston to Carlisle which it would work to Preston. *Derek Elston*



Private Charter

The Pride of Planning

▶ Class 90 039 passes Euxton with the return of the charter marking the final DB Class 90 working on July 17th. 67 005 was at the rear of the train. *John Sloane*

▶ Class 67 005 is seen at Lostock Hall Junction with the Preston to Carlisle via the S&C leg of the DB Class 90 charter on July 17th. *John Sloane*

▶ Class 90 039 races through Leyland hauling the final DB Class 90 working, a charter from London Euston to Preston and the S&C with a return via Shap on July 17th. *John Sloane*



Power cars Nos. 43046 and 43055, running behind a late-running TfW service, take it easy through Flint station (or Y Fflint if you prefer) on July 1st. *Jeff Nicholls*



Power cars Nos. 43046 and 43059 pass Winwick in heavy rain on July 22nd working the 1Z90 Llandudno - Dundee. *Mark Enderby*



Charter Scene Private Charter

LSL Private Charter

LSL operated a private charter train from London Euston to Manchester Piccadilly on July 21st and as it nears journeys end the train led by Class 90 001 is viewed through an overbridge as it approaches Heaton Chapel.

Lee Stanford



Charter Scene Belmond British Pullman

Belmond British Pullman

Class 67 006 hauling the 1092 Bath to London Victoria passes Grateley on July 12th.

Michael Bennett



Charter Scene Railway Touring Company

The End of Southern Steam

On July 9th, the 1Z82 London Victoria to Yeovil races through Andover hauled by No. 35018 with Class 47 802 on the rear. *Michael Bennett*



Charter Scene Settle-Carlisle R.D.C.

The Settle-Carlisle Eden Express

Stanier Class 54-6-0 No. 44932 blasts unassisted up Stainforth Bank with the 'Eden Valley Settle & Carlisle' special on July 1st. *Gerald Nicholl*



Pathfinder Tours' 'The Well Dressed Queen and the Buxton Brush' charter was unusually routed via the LNWR route from Stockport to Buxton and on a dull July 8th, snowplough fitted Class 47 813 is seen approaching Disley in fine style. *Lee Stanford*



Charter Scene Statesman Rail

Dorset Coast Statesman

On July 29th, Class 47 No. D1935 passes through Swindon working 1Z93 Shrewsbury - Weymouth with Class 47 593 on the rear.
Ken Mumford



Charter Scene

Vintage Trains

The Shakespeare Express

GWR No. 7029 'Clun Castle' arrives at Tyseley with the 12:48 Stratford-upon-Avon to Birmingham Snow Hill 'Shakespeare Express' on July 23rd. *Chris Morrison*



Charter Scene Branch Line Society

The Merry Wherry

Class 50 008 'Thunderer' leads 1Z70, the 06:48 Derby to Lowestoft Branch line Society sponsored 'The Merry Wherry' railtour into Peterborough on July 15th with 50 007 'Hercules' on the tail. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

On July 6th, No. 35018 'British India Line' stands at Crewe having a water top-up whilst working 5Z80 Carnforth to Southall.

Richard Hargreaves



Charter Scene

ECS and Light Engine Moves

▶ On July 11th, Class 47 810 and 47 828 pass through Warrington Bank Quay working 5Z46 Crewe - Kilmarnock. *Mark Enderby*

▶ West Coast's Class 57 313 and 57 601 pass Kempsey on July 6th with 5Z58 11:09 Carnforth - Bristol East Depot. *Keith Davies*

▶ West Coast's Class 37 706 passes Standish whilst working an observation coach from Coleham to Carnforth on July 13th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ The empty stock of a private LSL charter was returned to Crewe for stabling on July 21st before the evenings return journey to London. Immaculate InterCity liveried Class 86 101 approaches Cheadle Hulme with the 10:33 ECS from Manchester to Crewe.

Lee Stanford

▶ Jubilee No. 45690 'Leander' is seen at Charnock Richard on a move from Carnforth to Crewe on July 15th. *John Sloane*

▶ SR MN Class No. 35018 'British India Line' is seen at Charnock Richard on a movement from Carnforth to Southall on July 6th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ West Coast's Class 47 813 and 47 815 pass Slindon on June 29th working a Carnforth - Burton Northern Belle ECS. *Phil Martin*

▶ Class 57 601 'Windsor Castle' passes Charnock Richard at the rear of a Carnforth to Bristol East Depot ECS on July 6th. *John Sloane*

▶ Class 57 313 'Scarborough Castle' heads the 5Z58 Carnforth to Bristol East Depot through Charnock Richard on July 6th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

On July 20th, Class 40 No. D345 is seen at Castleton taking Harry Needles 20 305 and 37 059 back to Worksop before heading to Butterley MRC to pick up 40 012 for the ELR.
Russell Clarke

Class 47 746 heads a Chester to Carnforth ECS past Coppull Hall on July 25th with 37 706 on the rear of the train.
John Sloane

Class 47 No. D1935 passes through a wet Charnock Richard on a move from Crewe to Carlisle on July 15th.
John Sloane



Charter Scene

ECS and Light Engine Moves

▶ BR Standard 4-6-2 No. 70000 'Britannia' approaches Northampton running as 5Z70 03:30 Crewe H.S. to Southall Loco Services Ltd. on July 17th. *Derek Elston*

▶ Class 86 401 'Mons Meg' and 57 314 are seen at Charnock Richard with an ECS from Carnforth to Rugby on July 28th. *John Sloane*

▶ West Country Pacific No. 34046 'Braunton' eases into Northampton running as 5Z46 the 15:11 Southall Loco Services Ltd to Crewe H.S. on July 12th. *Derek Elston*





Avanti West Coast champions sustainable business activity with Social Value Report

Avanti West Coast has published its annual Social Value Report showcasing its efforts towards making a positive impact to the environment and society in the regions it serves. The report outlines the social and environmental initiatives delivered by the intercity operator over 12 months that contribute towards its sustainability efforts, including its schools' engagement programme and work with local suppliers and charities.

Designed to help address social issues and create meaningful change in communities along the West Coast Main Line, these activities contributed a total operational, environmental and economic impact worth £212m during the 12-month period. Highlights from the report, which supports the train operator's sustainability strategy, Our Responsible Plan, included: Connecting young people to opportunities with the Feel Good Field Trips initiative; The creation of a mural featuring pioneering train driver, Karen

Harrison, at London Euston to inspire women to follow in her footsteps, as part of a recruitment campaign; Travel Companion – a dedicated channel offering instant accessibility help during journeys.

Additionally, Avanti West Coast appointed an Accessibility and Social Value Manager as part of its mission to be a sustainable business. The role aims to engage stakeholders and staff in creating positive impacts that go beyond providing a train service and help bring about social, economic and environmental development. The train operator's activities have enabled it to support local communities, foster innovation and growth, as well as reduce its environmental impact over 12 months. To further its commitment to social responsibility, Avanti West Coast will use the report to develop plans for future initiatives that help progress towards its sustainability goals.

This includes its target to create over £1bn worth of social value by 2031.

Melanie Hockenull, Head of Sustainability at Avanti West Coast, said: "We want to make a long-lasting impact in the communities we serve, so it's important our business activities contribute positively towards society and the environment along our route.

Our Social Value Report highlights the actions we're taking to drive change and we'll use it as a benchmark to push further improvements in our mission to be a responsible business. By being transparent about our progress, we hope to inspire our people, customers and communities to play a part in making a difference to the world we live in."

Avanti West Coast

▶ Pendolino Class 390 104 heads northbound at Winwick passing crop harvesting with 1S95 London Euston to Glasgow on July 7th.
Brian Dobbs

▶ Class 390 119 passes Slindon on June 29th working 1M14 13:35 Glasgow Central - London Euston service. *Phil Martin*

▶ Class 221 117 passes Slindon on July 17th, with a Manchester - Bournemouth service. *Phil Martin*



Avanti West Coast

▶ Class 221 107 and 221 113 speed past Slindon with 1A62 14:49 Holyhead - London Euston service on June 29th. *Keith Davies*

▶ New IEP bimode Class 805 001 is seen at Stafford running on diesel power, working 5Q33 15:52 Crewe to Oxley on July 18th. *Barry Longson*

▶ Class 805 001 and 805 003 depart Chester on July 26th with a test run. *Brian Battersby*



Avanti West Coast

▶ Class 390 127 passes Blisworth working 1R10 the 05:55 Manchester Piccadilly to London Euston service on July 17th. *Derek Elston*

▶ Class 221 110 passes Slindon on June 29th working 1D89 15:02 London Euston - Holyhead service. *Phil Martin*

▶ Class 390 137 working a service to London Euston heads southbound at Euxton on July 17th. *John Sloane*



Colas Rail

▶ Class 56 051 passes Condober on June 19th working 16:01 Baglan Bay - Chirk Kronospan loaded timber. *Phil Martin*

▶ Class 56 049 working the 6K89 Crewe to Longport is seen at Stafford on July 6th. *Richard Hargreaves*

▶ On July 14th, Class 66 846 and 70 801 working the 6V27 13:10 Eastleigh Yard to Hinksey Yard head through Andover. *David Lindsell*





SRSA RENEW NEWTOWN INFRASTRUCTURE

The South Rail Systems Alliance (SRSA) King's Norton division have recently added the finishing touches to a comprehensive multidisciplinary programme of works at Newtown Station, Wales. Spread across three weeks in six stages, the team have upgraded most of the railway infrastructure that encompass the station.

Stage 1 – Drainage

The team's work began at base level, installing multiple drainage components, including 450m 6ft drains, 85m of cess drainage with a total of 19 Catchpits along this network and 4 cross drains.

Stage 2 – First Turnout Installation

Wasting no time, they completed the installation of the Turnout point end located on 5003pts as part of the Up/Down single plainline track. To facilitate this, the team completed 190m of track renewals, a Turnout installed along with replacing the ballast.

Stage 3 – Up Loop Plainline Renewal

The third stage involved 505m of plain line track renewals for the Up Loop track network, with a minimum of 200mm Ballast to accommodate the upgrade.

Stage 4 – Down Loop Plainline and Down Bay Sidings Renewal

The following stage incorporated a larger scope of works, with the team installing: 80m CAT11 Plainline Renewal (Sidings) Min Ballast 200mm 440m CAT11 Plainline Renewal (Down Loop) Min Ballast 200mm 2 Turnout S&C Renewal with 300mm Ballast 1 New Fixed Buffer Stop 1 Serviceable Buffer Stop

Stage 5 – Further S&C installations on Up/Down Main Plainline

The penultimate stage was arranged on the installation of another point end, with a Turnout installed with a minimum of 300m ballast.

Other works included 60m of track renewals around the S&C panel.

Stage 6 – Tamp, Weld, Stress, Civils Works and Signalling & Telecommunications Commissioning

To complete the final stage and hand back to the client, the newly installed 1800m of track and 4 point ends were Tamped. Subsequently the track received 80 welds, stressed on 11 occasions, with the new joints Cold Bolt Expanded and torqued to ensure the track remains at peak performance.

Working on single line track, the team rallied our trusted supply chain, calling on McCulloch Group's Panel Lifters, A.P. Webb's Road Rail Vehicles and our Freight division to assist with escorting materials to and from site. All used materials from the scheme were donated to a local farm after receiving necessary approvals from our client. 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.

Colas Rail

▶ Class 70 805 passes Beeston sidings with the 6E46 04:39 Kingsbury to Lindsey empty tanks on July 7th. *Mark Pichowicz*

▶ Class 66 846 leads the 6V27 Eastleigh to Hinksey Yard via Andover in the pouring rain on July 14th. The working was routed through Palestine to turn the train. *Michael Bennett*

▶ Class 70 801 is seen at Mill Meece on June 29th working the 6K89 13:49 Crewe - Longport. *Phil Martin*



Colas Rail

▶ The 09:27 Crewe to Guide Bridge crane transfer is seen passing Audenshaw behind Class 70 811 on July 17th. *Lee Stanford*

▶ Class 56 051 and 56 094 pass through Helsby on July 19th working the 6J37 Chirk bound log train. *Mark Enderby*

▶ On July 12th, Class 56 051 and 56 097 pass Helsby working the 6J37 Carlisle - Chirk logs. *Mark Enderby*



Colas Rail

▶ Class 56 078 is seen on Hencote Bank with 6Z51 16:01 Baglan Bay - Chirk Kronospan on June 29th. *Keith Davies*

▶ Class 56 096 is seen near Bamber Bridge with a Preston Dock to Haverton Hill discharged bitumen train on July 5th. *John Sloane*

▶ Class 56 078 passes Kempseye with 6Z54 17:26 Chirk Kronospan - Baglan Bay empties on July 2nd. *Keith Davies*



Colas Rail

▶ Class 70 801 passes Battlefield on July 19th, working 6Z59 05:00 Exeter - Longport.
Keith Davies

▶ Class 70 810 heads past Mill Meece on July 13th working the 6K88 10:04 Longport - Crewe.
Phil Martin

▶ Class 70 810 passes Slindon on July 13th with the 6K89 13:49 Crewe - Longport. *Phil Martin*



Colas Rail

▶ Class 56 090 and 56 113 make a return to 6J37 12:52 Carlisle Yard to Chirk logs, passing Alder Lane Bridge, Winwick on July 7th.

Paul Senior

▶ Class 56 051 and 56 094 pass Coppull Moor with a Carlisle to Chirk log train on July 11th.

John Sloane

▶ On July 20th, Class 67 027 hauling 70 807 on 0Z67 Barnetby Sidings - Westbury is seen approaching Scunthorpe station. The GBRF liveried skip now back in use with Colas.

Steve Thompson



Colas Rail

▶ Class 70 811 is seen at Conover on July 21st with the 6Z59 04:45 Exeter - Longport.
Phil Martin

▶ Class 70 811 passes Kempsey with 6Z59 04:45 Exeter Riverside N.Y. - Longport LR on July 21st.
Keith Davies

▶ July 26th, and it's good to see the Colas 56s still putting in an appearance on tank jobs. Here is 56 049 working 6D79 Lindsey Oil Refinery- Neville Hill, approaching Scunthorpe station.
Steve Thompson



Colas Rail

▶ Class 56051 and 56094 pass Chester Racecourse on July 11th with a Carlisle to Chirk working. *Brian Battersby*

▶ Class 70 817 passes through Chester working a Penmaenmawr to Longport land recovery train. *Steve Stepney*

▶ Class 56 096 arrives at Chester on July 28th with an Aberystwyth - Chirk working. *Brian Battersby*



Colas Rail

▶ A Class 56 on the Neville Hill tanks is not a common occurrence nowadays, but the failure of a Class 70 on the Preston tanks the previous day led to Class 56 096 working 6D79 from Lindsey on July 13th. It is seen here approaching Scunthorpe station with its load of 4 TEAs.
Steve Thompson

▶ The Neville Hill tanks were worked back again by Class 56 096 on July 13th, 5 discharged TEAs making up 6D80 back to LOR, seen passing through Scunthorpe station via the Down Main, due to a Class 158 unit occupying the Up Platform.
Steve Thompson

▶ Class 56 049 is seen on Hencote Bank with 6Z51 16:01 Baglan Bay - Chirk Kronospan on July 12th.
Keith Davies



Colas Rail

▶ Class 56 090 and 56 113 pass Balshaw Lane Junction with the Carlisle to Chirk log train on July 7th. *John Sloane*

▶ Class 56 051 and 56 094 pass Euxton hauling the Carlisle to Chirk log train on July 10th. *John Sloane*

▶ Class 70 811 comes off the up slow line at Balshaw Lane Junction with a Ravenstruther to Longport working on July 7th. *John Sloane*



▶ Power car No. 43239 is seen skirting the River Exe at Painters Wood working 1V50 Edinburgh Waverley - Plymouth on July 6th. *Dave Harris*

▶ In soft evening light on July 7th, Class 220 033 slows for its Stafford stop working the 16:00 from Bristol to Manchester Piccadilly. *Lee Stanford*

▶ Power car No. 43239 departs Newton Abbot on a sunny July 6th with 06:06 Edinburgh - Plymouth service. *John Goodrich*



▶ Class 220 029 leads the 1V58 10:03 Edinburgh – Penzance service past Scorrier on July 7th.

Barry Beeston

▶ Class 220 002 departs Plymouth on July 11th with the 14:27 Plymouth - Edinburgh service.

John Goodrich

▶ On August 1st, power cars Nos. 43378 and 43366 sit at Birmingham New Street raring to go on the 1S51 Plymouth to Glasgow Central service.

Tom Blanpain







DB
Cargo

Class 66 172 exits the south side of up Holland Tunnel with the 10:48 Knowsley to Wilton, Domestic and Industrial Waste train on July 7th. *Paul Senior*



DB Cargo

▶ On July 13th, Class 66 014 passes Slindon with 6M48 10:22 Southampton Eastern Docks - Halewood. *Phil Martin*

▶ Class 66 002 passes Slindon on July 13th working the 6026 Ditton -Dollands Moor. *Phil Martin*

▶ Class 66 103 passes Slindon on June 29th working 4L56 13:20 Trafford Park - London Gateway intermodal. *Phil Martin*



DB Cargo

On June 29th, Class 66 206 is seen passing Slindon working the 6026 11:15 Ditton - Dollands Moor. *Phil Martin*

Class 66 059 and 66 199 pass Slindon on July 13th working light engine as 0Z94 Arpley - Bescot. *Phil Martin*

Class 66 057 and 66 004 pass Acton Bridge on July 25th with an Arpley to Crewe light engine move. *Brian Battersby*



DB Cargo

▶ Class 66 172 arrives at Rainford with 6E26 Knowsley to Wilton EfW on July 7th.
Brian Dobbs

▶ On July 13th, Class 66 102 passes Slindon working 4L56 13:20 Trafford Park - London Gateway. *Phil Martin*

▶ Class 66 023 passes Rainford with the Tees to Knowsley binliner on June 28th. *John Sloane*



Class 66 133 catches the early morning sun as it approaches its destination working a well loaded 4M34 01:11 Felixstowe to East Midlands Gateway on June 21st. *Mark Pichowicz*



DB Cargo

Ex works Class 66 125 crosses Carr Mill Viaduct with 4S38, Seaforth CT to Mossend on July 12th. *Brian Dobbs*

Class 66 047 heads away from Rainford with a Wilton bound working on July 5th. *John Sloane*

Class 66 125 hurries past Euxton on July 12th whilst hauling the Seaforth to Mossend intermodal. *John Sloane*



DB Cargo

On July 13th, we have not one but two Class 60s on 6D11 Lackenby - Ent C. as Class 60 015 and 60 017 are seen passing Frodingham Junction near to journey's end. *Steve Thompson*

On July 4th, Class 66 065 eases across the 'down' line as it exits the Tolworth aggregates facility at the head of the regular 6Y08 empties service to Cliffe. *Ian Callander*

On July 11th, Class 66 105 passes through platform 13 at Manchester Piccadilly with a container train from Trafford Park - London Gateway. *Michael Lynam*



DB Cargo

With the surrounding foliage now in full summer bloom, Class 66 192 starts its journey from Tolworth to Cliffe on a sunny July 8th, forming the not-quite-so-regular Saturday 6Y08 service. *Ian Callander*

On July 11th, Class 66 080 crosses the West Barnes Lane level crossing, between Motspur Park and Raynes Park, with the 6Y08 discharged aggregates service from Tolworth to Cliffe. *Ian Callander*

Class 66 206 passes Mill Meece with 6O26 11:15 Ditton Foundry Lane - Dollands Moor Sidings on June 29th. *Keith Davies*





Direct Rail Services

▶ Class 66 425 passes Stafford in pouring rain on July 18th working 4M27 05:37 Coatbridge to Daventry intermodal. *Barry Longson*

▶ Class 68 033 'The Poppy' passes through Grange-over-Sands with 6C51 12:27 Sellafield - Heysham power station on July 27th. *John Balaam*

▶ Class 66 425 hauling the 4M27 Coatbridge - Daventry passes Moore on July 17th. *Mark Enderby*



Direct Rail Services

▶ Class 68 004 working 4M27 05:30 Mossend - Daventry passes Mill Meece on July 13th. *Phil Martin*

▶ During the week ended July 23rd, the WCML via the Trent Valley was closed for engineering purposes and a 'Thunderbird' loco was out stationed at Stafford. On July 18th, Class 57 304 makes an unusual sight stabled in the south bay siding at Stafford. *Lee Stanford*

▶ Class 68 018 passes Charnock Richard with the 4S44 intermodal from Daventry to Mossend on July 5th. *John Sloane*



Direct Rail Services

On June 29th, Class 68 017 passes Slindon with the 4S44 12:16 Daventry - Coatbridge.
Phil Martin

Class 88 009 coasts past Farrington Curve Junction with a Daventry to Mossend 'Tesco' train on July 11th.
John Sloane

Class 68 006 is seen at Coppull Moor hauling a Carlisle to Crewe engineers train on July 11th.
John Sloane



Direct Rail Services

▶ Class 66 426 is seen at Standish hauling the 4M27 intermodal from Mossend to Daventry on July 29th. *John Sloane*

▶ Class 68 018 passes Charnock Richard with the 4S44 working from Daventry to Mossend on July 15th. *John Sloane*

▶ Class 66 434 is seen at Euxton with the 4M27 intermodal working from Mossend to Daventry on July 24th. *John Sloane*



Direct Rail Services

Class 88 010 is seen at Standish with a 'Tesco' train from Daventry to Mossend on July 29th.

John Sloane



East Midlands Railway

On July 13th, Class 158 864 calls at Manchester Oxford Road working a service to Liverpool Lime Street. *Mark Enderby*

Class 69008 leads 360119 through Northampton running as 5Z96 the 07:55 Kettering Stabling Sidings to Northampton EMD for maintenance on July 25th. *Derek Elston*

Class 170 531 sits at Peterborough on July 15th with a terminating service from Lincoln. *Derek Elston*



Freightliner

▶ Class 66 418 passes Slindon on June 29th working the 6K50 Toton - Crewe engineers.
Phil Martin

▶ Class 66 510 speeds through Chelford on July 7th, in charge of 4L96 16:20 Trafford Park to Felixstowe North liner.
Barry Longson

▶ Class 66 416 passes Slindon on July 13th with the 4M87 11:13 Felixstowe - Trafford Park liner.
Phil Martin



Freightliner

▶ A double take at Stafford on July 7th as Class 66 529 passes through the station working the 11:13 Felixstowe to Trafford Park FLT.

Lee Stanford

▶ Class 59 202 working the 6A24 Whatley to Appleford passes Hungerford on July 18th.

Michael Bennett

▶ Class 66 505 passes Slindon on June 29th working the 4M87 11:13 Felixstowe North - Trafford Park liner. *Phil Martin*



Freightliner

▶ The 6M20 Whatley to Churchyard Sidings passes Hungerford behind Class 66 503 on July 18th. *Michael Bennett*

▶ Class 66 556 is seen at Slindon on June 29th working the 4M88 09:32 Felixstowe - Ditton liner. *Phil Martin*

▶ Class 66 622 is seen at Mill Meece on June 29th working the 6Z93 09:55 Tunstead-Northampton Castle Yard. *Phil Martin*



On July 7th, Class 47 830 was used to work the appropriately headcoded 0Z47 14:31 Basford Hall to Guide Bridge to collect Class 66 613. The pair are seen on the return journey passing Chelford. *Barry Longson*



Freightliner

Grinding up the rise to Knollmead Bridge on July 10th with 1600 tons on the drawbar, Freightliner operated, Aggregate Industries liveried Class 59 004 'Paul A. Hammond' approaches Tolworth at the end of its 100-minute run from Acton T.C. *Ian Callander*

Class 70 001 passes Mill Meece on July 13th working the 4035 09:55 Crewe - Southampton liner. *Phil Martin*

Class 66 509 is seen at Slindon on July 13th working the 4L90 12:20 Trafford Park - Felixstowe North. *Phil Martin*



▶ Class 70 003 is seen at Slindon on June 29th with the 4M58 09:26 Southampton - Garston liner. *Phil Martin*

▶ The 7A77 Merehead to Theale passes through Little Bedwyn with Class 59 101 in charge on July 18th. *Michael Bennett*

▶ Class 66 591 working the 6V12 Woking to Merehead empties passes Grateley on July 12th. *Michael Bennett*



Freightliner

▶ Class 66 604 with the 6V18 Allington to Whatley passes through Little Bedwyn on July 18th.
Michael Bennett

▶ Class 90 016 and 90 011 are seen at Mill Meece on June 29th hauling the 4L90 10:20 Trafford Park - Felixtowe liner. *Phil Martin*

▶ On July 18th, Class 66413 has 68 028 DIT while working 6G94 12:22 Basford Hall Yard to Bescot Engineers Yard. *Barry Longson*



Freightliner

Surrounded by overhead catenary and buildings, Class 66 951 approaches Stratford on July 25th working the 09:49 Lawley Street to Felixstowe liner. *Lee Stanford*

Class 90 007 and 90 042 pass Balshaw Lane Junction with the 4M80 Mossend to Crewe working on July 4th. *John Sloane*

Class 66 515 passes Mill Meece with 4L92 13:04 Ditton O'Connor FLT - Felixstowe North on June 29th. *Keith Davies*



Freightliner

▶ You'd never believe this is close to the centre of London! Looking more like it's emerging from dense woodland, Class 66 619 'Derek W Johnson MBE' arcs into Lewisham station with the 6V18 Allington - Whatley service in tow on July 25th. *Ian Callander*

▶ On July 27th, Class 66 587 heads through Navigation Road working a bin train from Bredbury RTS - Runcorn Folly Lane. *Michael Lynam*

▶ Class 70 005 is seen on Battlefield Bank with 5Q97 10:02 Donnington RFT - Crewe C.S. on July 12th. *Keith Davies*



Freightliner

▶ Class 70 005 working the 4M65 Southampton to Crewe Basford Hall passes Palestine on August 1st. *Michael Bennett*

▶ Class 66 413 runs round its train at Crewe to take it into Basford Hall on July 19th. *Steve Stepney*

▶ Class 90 004 and 90 047 pass Coppull Hall with the evening Mossend to Crewe liner on July 25th. *John Sloane*



Freightliner

▶ Nearing the time for the Summer Solstice, Genesse and Wyoming livered Class 90 008 and 90 004 pass Alder Lane at Winwick in late evening sunshine, with the 16:36 Mossend to Crewe Basford Hall on June 19th. *Paul Senior*

▶ Class 59 201 with the Theale to Whatley empties passes Great Bedwyn on July 29th. *Michael Bennett*

▶ Class 70 003 passes through Northampton working 4035 09:55 Crewe Basford Hall S.S.M. to Southampton M.C.T. on July 11th. *Derek Elston*



Freightliner

▶ Class 90 012 and 90 016 power 4M63 09:12
Felixstowe North to Trafford Park through
Stafford on July 18th with 66 517 DIT.
Barry Longson

▶ Class 66 622 passes Heamies Farm with 6Z93
09:55 Tunstead - Northampton Castle Yard on
June 29th. *Keith Davies*



On July 17th, Class 69 008 and 56 081 top'n'tail the 5Z70 Leicester - Widnes through Acton Bridge. *Mark Enderby*

Class 66 713 passes Slindon on July 13th with the 4H33 Banbury - Hindlow. *Phil Martin*

On July 13th, Class 66 704 is seen passing Mill Meece working the 4H88 08:13 Hams Hall - Hindlow. *Phil Martin*





GB RAILFREIGHT HONOURS JOHN ELLIS WITH A SURPRISE LOCOMOTIVE NAMING

On Saturday July 15th, GB Railfreight celebrated a lifetime in the railway, by naming its Class 66 locomotives (No. 66785) John Ellis. A surprise naming event was put on at Moreton-in-Marsh station for John, who has worked over 60 years in the railway.

John's career began in 1962 as a graduate management trainee, since then he has held various senior roles for British Rail, Railtrack and GB Railways and ended his career as chairman of the Cotswold Line Promotion Group.

John has been a mentor and coach to many people, including our CEO John Smith who was at the naming, to pay tribute to John Ellis:

"John was a great coach and a great help to me in building up GB Railfreight. Without him and the guidance that he offered me back in the day, I don't think we would have developed this business." John Smith, CEO GB Railfreight.

The naming event was a tightly kept secret. On Saturday morning, John Ellis thought that he was being treated to a trip out with his daughters, but he was then very surprised to find his friends and former colleagues waiting for him, as his daughter's car rolled into Moreton-in-Marsh station car park.

"It's very rare for me to be at a loss for words. This is quite an overwhelming experience. I'm still looking around and seeing people I never ever thought would be here." said John Ellis.

The ceremony was organized by Great Western Railway and John was presented with a miniature version of the nameplate, a model of 66785 and a cake.



▶ Class 66 759 'Chippy' heads northbound at Winwick with 4F62, East Midlands Gateway to Seaforth on July 7th. *Brian Dobbs*

▶ Class 66 703 passes Slindon on June 29th with the 4H33 14:45 Banbury - Hindlow. *Phil Martin*

▶ On July 3rd, Class 66 779 arrives at Peak Forest with 4M03 Doncaster - Peak Forest. *Mark Enderby*



▶ Class 60 021 crosses Carr Mill Viaduct with 6F65 Ashton-in-Makerfield to Tuebrook Sidings on July 4th. *Brian Dobbs*

▶ Class 66 742 working a Hillhead - Hams Hall is seen at Harpur Hill on July 3rd. *Mark Enderby*

▶ On July 3rd, Class 66 755 working the 6G92 Hindlow - Small Heath is seen at Tunstead. *Mark Enderby*



▶ Class 66 731 with a Wellingborough - Hindlow working is seen at Harpur Hill on July 3rd.
Mark Enderby

▶ Class 60 002 working the 6E24 Liverpool - Drax Biomass passes Weaver Jct. on July 19th.
Mark Enderby

▶ Class 66 708 is seen getting loaded at Coton Hill on June 26th. *Phil Martin*



On July 19th, Class 69 008 and 56 081 working the 5F50 Willesden - Widnes pass Weaver Jct.
Mark Enderby



On July 11th, Class 60 047 heads through Warrington Bank Quay working the 6E09 Liverpool - Drax Biomass.
Mark Enderby



Class 66 763 passes Mill Meece on June 29th with 6L48 15:49 Garstan - Dagenham Dock.
Phil Martin



GBRf

One of the benefits of the long days and short nights..... Class 66 791 is seen at Gobowen at 06:40 on June 21st working the 6M76 Margam - Dee Marsh loaded steel. *Phil Martin*

Class 66 708, in the Glory to Ukraine livery, speeds through Wigan North Western with the 10:58 4S57 Hams Hall to Mossend intermodal on July 13th. *Paul Senior*

On July 22nd, Class 66 765 passes Winwick working the 6G72 Liverpool - Small Heath scrap empties. *Mark Enderby*





On July 16th, Class 66 756 passes Sharpstones Lane with the 6V41 14:14 Penyffordd - Avonmouth loaded cement. *Phil Martin*

Class 66 791 passes Kemp's Eye working the 6V75 09:30 Dee Marsh - Margam empty steel on July 19th. *Phil Martin*

Class 66 758 is seen at Mill Meece working the 6G99 06:45 Tunstead - Banbury. *Phil Martin*



▶ Class 66 756 passes Bayston Hill with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on July 9th. *Keith Davies*

▶ Class 66 708 passes through Acton Bridge on July 11th with a Hams Hall - Mossend intermodal. *Brian Battersby*

▶ Class 66 769 passes Stockport No. 1 signal box on a very overcast July 25th, working 4H88 08:13 Hams Hall to Hindlow empty box wagons. *Barry Longson*



Class 66 773 is seen on Battlefield Bank with 6M90 05:35 Pengam Sidings - Clitheroe Castle Cement on July 4th. *Keith Davies*

Wot, no load, guv? Originally pathed as 6Y42, Class 66 715 'Valour' runs light engine through Lewisham on July 25th, on its way from Hoo Junction Up Yard to Eastleigh East Yard, with its route identifier now changed to 0Y42, and clearly no civil engineer's load in tow. SouthEastern unit Class 466 031 sits at platform 2 with the delayed 2V74 Charing Cross - Hayes service. *Ian Callander*

Class 66 780 passes Acton Bridge on July 25th with a Hams Hall - Mossend working. *Brian Battersby*



GBRf

Class 60 021 'Penyghent' gingerly reverses its train of stone towards its destination of the Hanson plant at Ashton in Makerfield on July 4th. There is some evidence of work having been done to improve the condition of the track on this rickety stub of the rail network. *Jeff Nicholls*



▶ Class 60 047 heads southbound at Winwick on July 25th with the 6E24 Liverpool Biomass Terminal to Drax working. *Brian Dobbs*

▶ Class 60 021 'Penyghent' passes Lostock Hall Jct. on July 25th with 6F69 12:54 Ribblehead - Ashton-in-Makerfield. *John Balaam*

▶ Class 66 767 'Kings Cross PSB' attacks the rise out of Lewisham from a standing start on July 25th, having discharged its load of domestic & industrial waste at Cliffe Brett Marine, on its return trip to Willesden Euroterminal, forming the 6M33 service. *Ian Callander*



▶ Class 66 788 on 6M98 Rylstone to Leyland heads through Pleasington on the dull rainy evening of July 6th. *David Hollowood*

▶ Class 66 725 heads through Doncaster on July 11th working 4L64 sand hoppers to Down Decoy. *Steve Thompson*

▶ Class 66 705 passes Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on July 25th. *Keith Davies*



Class 66 715 approaches Palmers Green with a Tilbury to Wakefield service on June 29th.
John Sloane

Class 66 797 passes Kempseye on July 2nd with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings.
Keith Davies

Class 66 773 approaches Balshaw Lane Junction with a Pengam to Clitheroe empty cement train on July 4th.
John Sloane



Newly repainted Class 66 309 stands outside the Arlington works at Eastleigh on August 4th.
John Sloane

Class 66 791 passes Charnock Richard with a Donnington to Mossend working on July 5th.
John Sloane

Class 66 793 passes Euxton with a stone train from Ribbleshead to Tuebrook on July 12th.
John Sloane



Class 66 780 'The Cemex Express' passes Charnock Richard with a Hams Hall to Mossend intermodal on July 28th. *John Sloane*

Class 66 742 'Port of Immingham' runs through Palmers Green with a Masborough to London Gateway intermodal on August 1st. *John Sloane*

Class 66 776 passes St. Denys with a working from Eastleigh to Marchwood on August 4th. *John Sloane*



On June 27th, Class 60 047 passes through Manchester Victoria with a rake of empty Biomass wagons from Drax AES - Liverpool Biomass Terminal. *Michael Lynam*

Class 66 769 and 66 798 pass through Altrincham on July 27th working an Aggregate train from Hindlow - Small Heath. *Michael Lynam*

On July 11th, Class 66 702 passes through Sheffield with a rake of hoppers from Tinsley - Bardon Hill. *Michael Lynam*



Grand Central

Class 180 114 slows for its stop at Doncaster with the 15:30 Sunderland to London King's Cross service on June 10th. *Paul Senior*



Greater Anglia

Class 720 523 approaches Bethnal Green on July 25th
with a service from Liverpool Street to Hertford East.
Lee Stanford



Great Western Railway

▶ GWR Castle HST powercar No. 43154 'Compton Castle' is the leading power car on 10:50 Penzance - Cardiff as it enters Lostwithiel station on July 7th. *John Goodrich*

▶ Class 165 134 departs Newton Abbot on July 8th with the 14:57 Exmouth - Paignton service. *John Goodrich*

▶ GWR Castle HST powercar No. 43154 'Compton Castle' slows over the barrow crossing at Dawlish on June 25th with 2U10 Penzance - Cardiff service. *Dave Harris*



Great Western Railway

▶ Power car No. 43027 'Acton Castle' sweeps through the cutting at Langstone Rock working 2U14 Penzance - Cardiff on the morning of July 7th. *Dave Harris*

▶ Class 158 798 is seen ready to depart Barnstaple with 10:35 to Exeter Central on July 6th. *John Goodrich*

▶ Power car No. 43192 'Trematon Castle' departs Newton Abbot on July 8th with 13:00 Cardiff - Penzance service. *John Goodrich*



Great Western Railway

▶ Power car No. 43010 leads the 2C36 18:30 Plymouth – Penzance through Scorrier with 43189 powering on the rear on July 7th.

Barry Beeston

▶ Power car No. 43122 leading the 1A98 17:50 Penzance – London Paddington with 43027 on the rear passes through Menheniot on July 9th.

Barry Beeston

▶ An unidentified GWR 9 Car IET working 1A94 Newquay – London Paddington passing through Trerulefoot on July 11th. *Barry Beeston*



Great Western Railway

On July 11th, power car No. 43010 leads the 2C38 18:20 Exeter St. Davids – Penzance service passing through Trerulefoot with 43189 powering on the rear. *Barry Beeston*

On July 8th, power car No. 43155 leads the 2P95 19:30 Penzance – Plymouth arriving into Lostwithel with 43192 on the rear. *Barry Beeston*

Power car No. 43172 leads the 2C51 19:27 Plymouth – Penzance into Lostwithel with 43029 on the rear on July 8th. *Barry Beeston*





Great Western Railway

On July 5th, Class 802 103 departs Swindon working the 1L09 Swansea to London Paddington service. *Colin Pidgeon*

On July 4th, No. 815005 of set 800 005 was named 'Aneurin Bevan' at Newport station. The set is seen here later in the day at Swindon. *Colin Pidgeon*

The 1A85 Exeter St. David's to London Paddington service sees Class 800 023 racing through Little Bedwyn on July 18th. *Michael Bennett*



Great Western Railway

On July 6th, Class 800 301 passes Rockstone Bridge, Dawlish, with 14:36 London Paddington - Paignton service. *John Goodrich*

At mid-day on July 7th, Class 802 107 enters Lostwithiel passing the semaphore signal and station signal box with 08:03 London Paddington - Penzance service. *John Goodrich*

Blue livered Class 166 209 departs from Dawlish and passes Marine Parade with 14:57 Exmouth - Paignton service on July 6th. *John Goodrich*



Great Western Railway

On July 7th, power car No. 43188 'Newport Castle' leads the 14:18 Plymouth - Penzance into Par station with its lower quadrant signals. *John Goodrich*





LNER PROPOSES EVOLUTIONS AND ENHANCEMENTS AT ITS STATIONS

London North Eastern Railway (LNER) is proposing to evolve and further enhance its stations as part of wider industry reforms across the rail network.

Data shows buying habits are changing, with 87 per cent of tickets now purchased online, only 6 per cent are purchased at ticket offices and 7 per cent through ticket vending machines at LNER stations, as well as London King's Cross and Edinburgh Waverley, where LNER has retailing responsibilities.

In response to the trend, LNER is proposing to continue to move away from traditional retailing, further enriching the digital retailing experience. The plans would bring its people closer to customers, with more colleagues deployed across station concourses and platforms to assist customers wishing to purchase tickets or asking for help or information. Teams will have mobile devices enabling them to sell the vast majority of ticket types

and will also be there to assist customers using ticket vending machines.

LNER's plans include the retention of ticket offices at Edinburgh Waverley, Newcastle, York, Doncaster, Peterborough and London King's Cross, which will continue to offer the same range of products and opening times.

Under the proposals LNER plans to repurpose travel centres at Berwick-upon-Tweed, Darlington, Durham, Grantham, Newark Northgate, Retford, and Wakefield Westgate, with colleagues supporting customers on the stations and proposals to create a modern station retailing experience. LNER is responsible for ticket retailing and passenger assist at eleven stations, as well as Edinburgh Waverley and London King's Cross, all of which will continue to be staffed by LNER colleagues from the first to the last train and passenger assist will

remain.

LNER is continuing to invest in its stations as it welcomes record numbers of customers back to rail. In a UK first, a Family Lounge has been introduced at London King's Cross station and waiting rooms have been refurbished across the route. Further investment is planned to make rail even more accessible, giving people greater confidence to travel by train. LNER has also committed to multi-million-pound investments at Darlington, Doncaster and Peterborough.

David Horne, Managing Director at LNER, said: "Our customers' habits have changed, and we must plan for the needs of our future customers. We want everyone to enjoy an even better experience when travelling with LNER. Our proposals for each of our stations will bring our people closer to our customers, improve accessibility and make good use of the hand-held

technology and digital systems that we have pioneered in the rail industry. Our people will be crucial to the success of our plans, and that is why it is so important to empower our teams to respond to customer needs as we attract more people to rail – the most sustainable way to travel. I would encourage people to share their views on our proposals as part of the public consultation."

Independent passenger watchdog Transport Focus will facilitate the consultation.

L.N.E.R.

On July 11th, Class 91 110 is seen at London King's Cross after arriving on the rear of 1A09 from Leeds. *Steve Thompson*

Class 91 107 is seen at Doncaster on July 11th leading the 1D30 London King's Cross - Leeds service. *Steve Thompson*

DVT No. 82223 is seen on the blocks at London King's Cross on July 11th after arriving with a service from Leeds. *Steve Thompson*



L.N.E.R.

On July 15th, Class 91 106 stands at Doncaster working the 1D09 London King's Cross - Leeds service. *Steve Thompson*

Class 91 111 is seen departing Doncaster on July 15th, propelling 1Y84 York - London King's Cross service. *Steve Thompson*

Class 91 105 races away from Haringay with a service from Leeds to London King's Cross on August 1st. *John Sloane*



L.N.E.R.

▶ Class 91 127 approaches Haringay with an ECS working from London King's Cross to Bounds Green on August 1st. *John Sloane*

▶ Class 91 119 hammers through Peterborough on the main with 1D06 08:33 London King's Cross to Leeds service on July 15th. *Derek Elston*

▶ Class 802 201 runs into Peterborough working 1S08 08:30 London King's Cross to Edinburgh on July 15th. *Derek Elston*



L.N.E.R.

With the spire of St. Johns Church as a backdrop, Class 91 111 propels the 17:15 Leeds to London King's Cross service out of Doncaster on June 10th.
Paul Senior



▶ With storm clouds brewing in the background, Azuma Class 801 212 speeds past the Network Rail Yard at Retford with the 18:30 London King's Cross to Edinburgh service, on July 2nd.
Paul Senior

▶ Rainbow liveried Class 801 226 speeds through Doncaster on July 15th with a London King's Cross to Edinburgh service.
Richard Hargreaves

▶ Class 91 119 approaches Doncaster on July 15th with a London King's Cross to Leeds service.
Richard Hargreaves





Lumo

A Lumo service heads through Harringay towards London King's Cross on August 1st. *John Sloane*



Network Rail

Class 73 965 and 73 963 pass through Peak Forest on July 3rd with 1Q41 Derby - Derby test train working. *Mark Enderby*

Shortly after passing Heaton Norris Junction on a dull July 31st, the driver of HNRC owned Class 37 405 applies the power as it heads the 09:27 Crewe Basford Hall to Guide Bridge. *Lee Stanford*

On July 11th, Class 97 302 crosses Barmouth Bridge on 2Z66 08:14 Shrewsbury - Barmouth. *Phil Martin*



Network Rail

▶ Hired in from Harry Needle, Class 37 607 powers the Ferme Park - London Liverpool St. via Stanford-le-Hope monthly test train as it passes through East Tilbury on July 19th with Class 37 175 on the rear. *Charlie Robbins*

▼ On August 1st, power cars Nos. 43277 and 43290 are seen at Swindon working the 1Q15 Derby (Network Rail) to Landore T.M.D. test train. *Colin Pidgeon*



Rail Adventure

On August 2nd, power cars Nos. 43484 and 43480 with new Merseyrail units Nos. 777 011, 777 017 and 777 150 pass Moore in fading light with 6Q77 Wembley - Walton Old Junction running about 2 hours late with power cars Nos. 43465 and 43468 on the rear. *Mark Enderby*

On August 2nd, power cars Nos. 43484 and 43480 with new Merseyrail units Nos. 777 011, 777 017 and 777 150 pass Moore in fading light with 6Q77 Wembley - Walton Old Junction running about 2 hours late with power cars Nos. 43465 and 43468 on the rear. *Mark Enderby*

On August 2nd, power cars Nos. 43484 and 43480 with new Merseyrail units Nos. 777 011, 777 017 and 777 150 pass Moore in fading light with 6Q77 Wembley - Walton Old Junction running about 2 hours late with power cars Nos. 43465 and 43468 on the rear. *Mark Enderby*



TransPennine Express

▶ The 15:24 Cleethorpes - Liverpool Lime Street is very hit-and-miss between Class 68 or Class 185. On many days it either does not appear in the timetable or is cancelled. On July 12th, Class 68022 leads set TP08 through Glazebrook, heading towards its next stop at Birchwood.

Jeff Nicholls

▶ Class 185 147 and 185 145, wait to depart Doncaster, with a Cleethorpes to Liverpool Lime Street service on June 10th.

Paul Senior

▶ Class 397 005 calls at Bolton with the 13:09 Glasgow Central to Manchester Airport service on July 19th. *Paul Senior*



TransPennine Express

▶ Class 185 133 heads across Sankey Viaduct on July 6th. *Jeff Nicholls*

▶ On July 13th, Class 68 022 working the 1B75 Cleethorpes - Liverpool Lime Street service is seen at Manchester Oxford Road. *Mark Enderby*

▶ Class 397 005 passes Charnock Richard with a Glasgow to Liverpool Lime St. working on July 5th *John Sloane*



TransPennine Express

The now-closed Sankey - St. Helens Canal is crossed by Class 68 022 working the 15:24 Cleethorpes - Liverpool Lime Street service on July 13th. *Jeff Nicholls*



Transport for Wales

▶ Class 67 017 passes Kemp's Eye on July 19th working 1W5508:49 Cardiff Central - Manchester Piccadilly. *Phil Martin*

▶ Class 197 110 calls at Helsby working a Llandudno - Manchester service. *Mark Enderby*

▶ The 08:49 service from Cardiff to Manchester Piccadilly is seen arriving at Stockport behind Class 67 014 on July 11th. *Lee Stanford*



Transport for Wales

On July 16th, Class 197 110 crosses the River Weaver at Frodsham just before sunset with 1H91 Chester to Warrington Bank Quay service.
Brian Dobbs



Transport for Wales

▶ In lovely sunny conditions, Class 67 015 waits to depart from Stockport on July 5th working the 14:30 Manchester Piccadilly to Cardiff service.
Lee Stanford

▶ On July 7th, Class 197 008 runs ECS from Chester depot to the stabling point next to the station.
Barry Longson

▶ Class 67 014 heads the 14:53 Cardiff-Manchester service out of Ludlow Tunnel on August 5th.
Chris Morrison



Transport for Wales

Still in its former employers livery of grey/silver, Class 67012 slows on the approach to Stockport while working 1V46 14:30 Manchester Piccadilly to Cardiff Central on July 26th. *Barry Longson*

Class 197 019 approaches Chester on July 4th with the 13:02 Llandudno Junction to Manchester Airport service, the train was subsequently terminated at Manchester Piccadilly due to late running. *Lee Stanford*

Class 197 007 and 197 006 head out of Chester on July 11th with a service to Holyhead. *Brian Battersby*



Transport for Wales

In place of the usual pair of Class 158s, Class 150 280 and 150 217 work the 08:25 Manchester Airport - Holyhead through Winwick on July 12th. And yes, it did rain heavily not long after!.
Jeff Nicholls



Transport for Wales

▶ Class 67 010 passes Bayston Hill with 1V46
14:30 Manchester Piccadilly - Cardiff Central
on July 15th. *Keith Davies*

▶ Class 197 051 and 197 046 approach a wet
Chester on July 26th with a test run from Crewe
to Holyhead. *Brian Battersby*

▶ Class 197 009 and 197 015 pass Kemps Eye with
1V92 06:24 Holyhead - Cardiff Central on July
21st. *Keith Davies*



Transport for Wales

▶ Class 756 005 and 756 007 working the 3Q37 Swindon to Newport test run are seen at Swindon on July 5th. *Colin Pidgeon*

▶ On July 6th, Class 197 018 arrives at Chester working a Manchester Airport - Llandudno Junction service. *Michael Lyman*

▶ DVT No. 82229 leads Class 67 029 at Kemps Eye with 1W39 11:00 Chester - Cardiff Central on July 1st. *Keith Davies*



Transport for Wales

Class 150 255 passes Kemps Eye with the 1V38 09:30 Manchester Piccadilly - Carmarthen service. *Phil Martin*

Class 67 025 and DVT No. 82200 pass Kemps Eye with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on July 12th. *Keith Davies*

Class 158 836 stands at Barmouth station on July 11th with a Pwllheli - Machynlleth service. *Phil Martin*



Transport for Wales

▶ Class 158 835 passes Morfa Mawddach on July 11th with Machynlleth - Pwllheli.
Phil Martin

▶ Class 197 006 arrives at Helsby on July 12th with a Liverpool - Chester service.
Mark Enderby

▶ Class 67 010 with DVT No. 82201 passes Bayston Hill with 1V50 16:30 Manchester Piccadilly - Swansea on July 12th. *Keith Davies*



Units: DMUs and EMUs

South Western Railway's Class 159 020 working the 1L58 to Basingstoke passes Gillingham, Dorset on July 12th. *Michael Bennett*

SWR's Class 159 007 is the leading unit of the 6-car formation for the 18:25 Exeter St. Davids - London Waterloo service on July 9th. *John Goodrich*

LNWR's Class 350 104 still in its Eurovision livery passes Slindon on June 29th on the rear of 1U38 16:13 Crewe - London Euston service. *Phil Martin*



Units: DMUs and EMUs

On July 7th, Northern's Class 195 128 calls at Newton-le-Willows with a service to Leeds.
Mark Enderby

LNWR's Class 350 108 passes Slindon on June 29th on the rear of 1U40 17:13 Crewe - London Euston service.
Phil Martin

SWR's Class 159 021 working the 1L47 Basingstoke to Yeovil service passes Grateley on July 12th.
Michael Bennett



Units: DMUs and EMUs

West Midlands Railway's Class 730 004 and 730 041 pass Slindon on June 29th working 5Q09 Crewe - Nuneaton test run. *Phil Martin*

LNWR's Class 319 457 and 319 433 head south having just come off Kingsheath depot as 5T02, the 05:56 Northampton EMD to Tring on July 17th. *Derek Elston*

South Western Railway's Class 159 106 is the rear unit of the 6-car 18:25 Exeter St. Davids - London Waterloo service, seen as it departs Exeter on July 9th. *John Goodrich*



Units: DMUs and EMUs

▶ The clock is ticking on the old Merseyrail units but on July 4th, Class 508 124 was still providing sterling service as it departs from Chester with the 14:45 circular service to Chester via Liverpool. *Lee Stanford*

▶ SWR's Class 159 004 and 159 104 working the 1L56 Exeter to London Waterloo service pass Grateley on July 12th. *Michael Bennett*

▶ Southern's dual voltage Class 377 209 was an unusual visitor to Eastleigh on July 19th with 09:26 Southampton - Brighton. This is one of two morning services from Southampton to Brighton to travel via Eastleigh for route knowledge purposes. *John Goodrich*



Units: DMUs and EMUs

▶ LNWR's Class 350 117 passes Slindon working the 1U33 11:46 London Euston - Crewe on July 13th. *Phil Martin*

▶ Former East Midlands' Class 156 404, now with Northern, stands at Chester on July 26th working a service to Manchester. *Brian Battersby*

▶ A view showing the pace of growth in the Lewisham area; when the adjacent Docklands Light Railway arrived in 1999, virtually none of these tower blocks existed - now, every available square foot in the area is being developed. Meanwhile, on July 25th, South Eastern's Class 465 186 leading the 2F38 Sevenoaks - Charing Cross service, passes 465 027 bringing up the rear of the 2N68 Charing Cross - Dartford service, heading in the opposite direction. *Ian Callander*



Units: DMUs and EMUs

West Midlands' Class 323 210 arrives at the Cadbury decorated 'Bournville' station with a Cross City service to Bromsgrove on July 7th.
Lee Stanford

Making a rare daylight appearance 'Varamis Rail' operated Class 321 334 passes Stafford in a rain shower with an ECS working from Mossend to Birmingham International.
Lee Stanford

Dwarfed by the Westfield shopping centre, named London Overground unit Class 378 233 waits to depart from Stratford on July 25th with a service to Clapham Junction.
Lee Stanford



Units: DMUs and EMUs

On a bright July 7th, West Midlands' Class 323 240 departs from Four Oaks with the 16:09 Lichfield to Bromsgrove service. *Lee Stanford*

LNWR's Class 350 264 and 350 370 working the 1U02 07:08 Rugby to London Euston service hammer past Blisworth on July 17th. *Derek Elston*

Merseyrail's Class 508 127 and 507 005 are seen stabled at Shrewsbury on August 5th after a Birkenhead North - Newport Sims scrap move had problems with the coupling on Class 37 884 on August 3rd. *Chris Morrison*



Units: DMUs and EMUs

▶ A brief spell of sun illuminates Northern's Class 319 370, as it sits ready to work the 13:15 service from Liverpool Lime St. to Wigan North Western on July 7th. *Barry Longson*

▶ South Western Railway's 1T30 Portsmouth to London Waterloo with Class 444 045 and 444 018 pass Worting on July 18th. The service was terminated at Basingstoke because of a fatality at Woking. *Michael Bennett*

▶ Journeys end sees West Midlands Trains' Class 323 243 arrive at Four Oaks on July 7th with the 15:01 service from Redditch. *Lee Stanford*



Units: DMUs and EMUs

Northern's unbranded Class 319 383 is seen crossing Carr Mill Viaduct with 1F09 Blackpool North to Liverpool Lime Street service on July 28th. *Brian Dobbs*

WestMidland's Class 730004 and 730041 passes Slindon with 5Q09 17:33 Crewe - Nuneaton on June 29th. *Keith Davies*

Great Northern's Class 717 001 is seen between Bowes Park and Palmers Green with a service to Stevenage from Moorgate on June 29th. *John Sloane*



Units: DMUs and EMUs

▶ Platform 3 at Lichfield Trent Valley closed on July 14th for reconstruction and will not reopen until January 2024. The sight of Class 323 units at this location could therefore soon be a thing of the past as they are to be replaced by the yet to be introduced Class 730 units. On a sunny July 7th 323 203 and sister 323 218 stand at the soon to be closed platform having just arrived with the 15:29 from Bromsgrove. *Lee Stanford*

▶ Northern's Class 331 029 is seen at Chelford on July 7th working the 16:06 Manchester Piccadilly to Crewe service. *Barry Longson*

▶ Varmis Rail's Class 321 334 passes Balshaw Lane Junction on the Mossend to Birmingham International express parcels working on July 4th. *John Sloane*



Units: DMUs and EMUs

▶ A busy moment at Lewisham on the morning of July 25th, with a mixture of SouthEastern Class 465 and 466 units arriving and departing almost simultaneously. *Ian Callander*

▶ Northern's Class 150 119 and a Class 156 are seen at Rainford during a turnback move on July 5th. *John Sloane*

▶ Keeping the signalmen on their toes, the 2A23 SouthEastern service from Dartford to Cannon Street departs Lewisham on July 25th, as the 2L25 service, heading in the opposite direction, arrives. *Ian Callander*



Units: DMUs and EMUs

Merseyrail's Class 507 023, has just passed Portland Street crossing, in the suburb of Southport, with the 11:21 Hunts Cross to Southport service on July 26th. *Paul Senior*

Northern's Class 319 370 passes Coppull Hall with a Liverpool to Blackpool service on July 25th. *John Sloane*

Great Northern's Class 717 014 approaches Harringay with a service to Stevenage via the Hertford loop on August 1st. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 507 031 heads over the Leeds and Liverpool Canal at Stanley Locks with an Ormskirk - Liverpool Central service on June 24th. *Chris Morrison*

South Western Railway's Class 444 044 speeds through St. Denys leading a London Waterloo to Weymouth service on August 4th. *John Sloane*

Thameslink's Class 700 008 has emerged from Hornsey depot and waits in front of the Harringay flyover for the road to Finsbury Park on August 1st. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 777 009 arrives at Ormskirk with a train from Liverpool Central on August 15th. *Chris Morrison*

On August 1st, the 1L35 Basingstoke to Salisbury service is seen leaving Grateley operated by with SWR's Class 159 013. *Michael Bennett*

SWR's Class 158 884, 159 106 and 159 101 all in the old livery pass Palestine on August 1st working the 1L48 Exeter to London Waterloo service. *Michael Bennett*



Units: DMUs and EMUs

▶ On July 11th, Northern's Class 150 001, 150 215 and 150 277 are captured stabled on Sheffield servicing point. *Michael Lynam*

▶ On July 6th, Merseyrail's Class 508 125 and 777 018 pass at Kirkdale working services to Aintree and Liverpool Central respectively. *Michael Lynam*

▶ South Western Railway's Class 159 107 working the 1L39 Basingstoke to Gillingham (Dorset) service passes Grateley on August 1st. *Michael Bennett*



Units: DMUs and EMUs

▶ Northern's Class 195 016 calls at Worksop working a Leeds - Lincoln service on July 11th. *Michael Lynam*

▶ On July 11th, Northern's Class 769 448 is seen arriving at Bolton working a Manchester Oxford Road - Southport service. *Michael Lynam*

▶ Having just departed Kingsheath Depot, LNWR's Class 319 220 and 319 217 approach Northampton station ECS with 5B06 06:25 Northampton EMD to Bletchley on July 17th. *Derek Elston*



On July 3rd, LNER No. 60103 'Flying Scotsman' is seen leaving Perth and heading over the River Tay with the Edinburgh to Aberdeen leg of a Railway Touring Company day trip. *Richard Jones*



Isle of Man

On June 30th, No. 4 'Loch' is seen arriving at Castletown with 09:50 Douglas - Port Erin service. *John Balaam*

Horse tram No. 36 and 'Alec' stand at Derby Castle with the 13:10 to Villa Marina on June 30th. *John Balaam*

No. 11 'Maitland' stands at Port Soderick, working 15:50 Douglas - Port Erin service on June 26th. *John Balaam*



Isle of Man

▶ MNR No. 4 'Caledonia' arrives at Port Soderick with 16:00 Port Erin - Douglas service on June 26th. *John Balaam*

▶ Snafell Mountain Railway Car No. 4 is seen at Laxey after working the 12:20 from Snafell on June 28th. *John Balaam*

▶ Snafell Mountain Railway Car No. 2 stands in the clouds at Snafell on June 28th. *John Balaam*



Isle of Man

▶ Tram No. 9 stands at Laxey working 12:40 Douglas - Ramsey service on June 28th.
John Balaam

▶ Trams Nos. 7 and 40 are seen at Onchan working 12:40 Douglas - Ramsey on June 30th.
John Balaam

▶ Tram No. 22 is seen at Douglas working the 10:10 to Ramsey on June 28th. *John Balaam*



Manchester Metrolink

Old and new buildings dominate the view at Piccadilly Gardens, as tram Nos. 3026 and 3052 wait to depart with a service for Altrincham on July 19th. *Paul Senior*

Tram No. 3124 waits to depart Manchester Victoria, with the return 12:02 service to Manchester Airport, on July 19th. *Paul Senior*

Tram No. 3125 hurries down Cross Street towards Manchester Victoria with a service for Rochdale on July 19th. *Paul Senior*



A replacement Barmouth Bridge span is seen being built at Barmouth on July 11th.
Phil Martin



Event at Cambridge station showcases Greater Anglia's path to a greener Anglia

An 'Environmental Awareness Event' took place at Cambridge station recently to showcase train operator Greater Anglia's efforts to achieve zero waste to landfill and recycle more. The operator, and its waste contractor, Veolia, have been dealing with waste in an environmentally responsible way across its entire network in East Anglia. Every six months over 820 tonnes of waste are collected from Greater Anglia's trains, stations, depots, and offices. This can include anything from food waste, paper cups, newspapers and even metal, wood and rubber.

Greater Anglia has its own segregation centre, based in Essex, where a lot of waste is sorted and recycled if possible. In the last six months, Greater Anglia has diverted almost 100% of its waste from landfill sites. The operator recycles almost 60% of waste, with the rest being used for 'energy conversion' where the waste is incinerated to generate electricity. At Norwich, recycling figures are as high as 96.7% and at Cambridge, over 800kgs of food waste per month are composted or used in energy recovery. Because of this and other recycling efforts, no waste from Cambridge

station has been sent to landfill for the last two years. Veolia carefully manages the routes its skip lorries take to ensure they travel the shortest possible distance when collecting the waste. As a result, Greater Anglia has seen a reduction in carbon emissions of over 75 tonnes CO₂e. This is the equivalent of planting 257 trees or taking 28 cars off the road for a year.

Greater Anglia's Station Cleaning & Waste Manager, Krzysztof Drozd, said: "We are really pleased with the results so far. It is very challenging to collect and sort all the tonnes of waste from every train, 134 stations, 4 depots and numerous offices every day - and to sort it all to ensure nothing is being wasted or going to landfill unnecessarily. We know there is still more to do, but we are making good progress and helping the railway to become even more sustainable as we, alongside the rest of the rail industry, work towards achieving net zero by 2050. With our partner Veolia, we will continue to do everything we can to ensure we deal with our waste responsibly and with minimum environmental impact."

Fares Advice with RailUK

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

Is leaving the station during a three hour booked connection in an advance itinerary, a break of journey?

Q: I have found a very good value advance fare using Chiltern and connections (quite extensive connections at both ends in fact!). The origin is Coventry and the itinerary is via Birmingham International (BHI), Birmingham New Street, a short walk, Birmingham Moor Street, then Marylebone and onward. Trainsplit will allow me to buy this with a change at Birmingham International allowing 180 minutes extra time. If I did this, I would arrive on my booked train at ~9am, I would want to use this time to visit an expo at the NEC, and resume my next booked train at ~12pm.

Is this even a break of journey since I am using all the trains listed on my itinerary? Is it a break because I exit the station?

In practice what would gateline staff do (at any station, not just Avanti at BHI) if I turned up at 9am on a valid advance ticket, an onward connection at 12pm, backed up by an itinerary for the trains I was using, and "asked to use the station facilities". Or to stretch it slightly "pop to the supermarket down the road" or what I actually want to do "visit the NEC for three hours". I suppose the very much attached international exhibition complex at BHI might not quite qualify as "the station facilities"!

Would they force me to stay on the gateline side, or let me through but stop/penalise me when trying to resume my itinerary (which for what it's worth, I would call fair enough), or they let me out and back in again without issue?

Of course, on this particular itinerary, if I had wanted to visit Birmingham city centre, the itinerary with a three hour out of station interchange at BHM could never be against the break of journey rules as I have to leave a station and enter another anyway.

What I have actually done is booked the same ticket for the same price but with an origin of BHI, and for £3.20 will buy a COV-BHI single for the 9am journey. Just interested in whether I technically am required to have done this.

A: It would be an interesting case, and one I don't think the railway would like to pursue.

A TOC can't accuse a passenger of fraud/fare evasion where that TOC has offered and sold a ticket with a valid itinerary and the passenger has followed that itinerary. At no point has the passenger:

- Not been able to produce a valid ticket
- Started/finished short
- Demonstrated intent to avoid paying for their journey
- Falsely claimed a discount that they are not entitled to

I do not see how a prosecution would be possible under the Byelaws, ROR Act or Fraud Act. It's more that we are breaking the journey when we aren't meant to i.e. not using station facilities, as opposed to not following the itinerary.

The only thing stated in the terms and conditions listed on the NRE site about breaking your journey on advance tickets is this:

6.1 You may not start, break and resume, or end your journey at any intermediate station except to change to/from connecting trains as shown on the ticket(s) or other valid travel itinerary.

'Break' is not clearly defined here. getting off the train at a station somewhere on the route between your start and end stations before continuing your travel. Breaking your journey means you do not have to make the whole of your journey at the same time or, where allowed, on the same day.

It is defined on another page by NRE as: Getting off the train at a station somewhere on the route between your start and end stations before continuing your travel. Breaking your journey means you do not have to make the whole of your journey at the same time or, where allowed, on the same day.

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

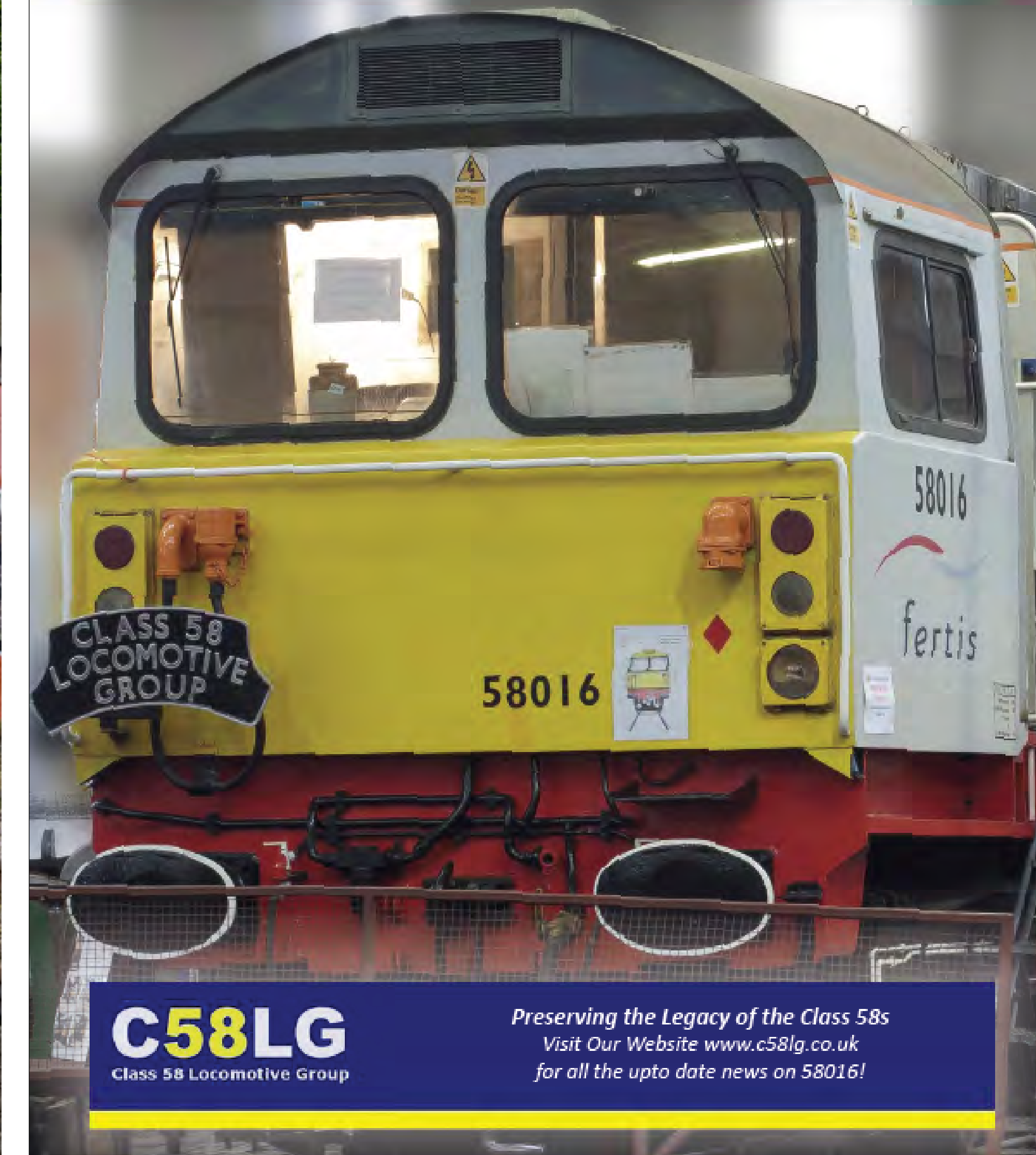
On July 18th, the 5Z42 Eastleigh to Crewe H.S. sees Class 142 003 passing through Worting. This is thought to be the first time a Class 142 unit has worked this way. *Michael Bennett*



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



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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!

Greater Anglia's Colchester depot upgraded with new train servicing facilities

As part of Greater Anglia's £1.4 billion fleet replacement programme, Colchester depot has now been upgraded with new train servicing facilities, that enable it to be used to help maintain the operator's new bi-mode trains. Two huge 40,000-litre fuel tanks, a 14-tonne sanding storage tower, a 10,000-litre AdBlue storage tank and a sand dispenser were all installed as part of the upgrade, along with new toilet emptying equipment. New fuel and toilet water system pumps, along with new walkways, have also been put in place as part of the improvements. The new equipment at the depot allows ten trains a day to be serviced at the Colchester site.

Eight Class 755 bi-mode trains will be cleaned, refuelled, have screen wash topped up, toilets emptied and water

refilled. Sanding equipment can also be topped up. Sand is used by all of the Greater Anglia fleet to make the brakes even more effective in slippery conditions by giving the trains extra grip.

Previously, seven trains a day used to go to temporary fuelling facilities either within Colchester station or to Ipswich or, in some cases even as far as Norwich's Crown Point depot when refilling of the specialist sanding equipment on-board was needed – all of which took extra time and used extra electricity and energy.

With the new facilities in place, those extra journeys are unnecessary, thereby also providing additional flexibility in service operations and increased resilience

in service provision. Two Class 720 electric commuter trains will also have their toilets emptied using the new equipment, along with a wash and clean, before going out into service the next day.

Andrew Goodrum, Greater Anglia's client and programme director, said: "The new facilities and equipment mean fewer miles will be run by our trains overnight after passenger service, as they can now be fuelled, cleaned and prepared ready for the following day at the Colchester depot. Our teams have worked tirelessly to bring this equipment into use and it will be great to see the positive difference these servicing facilities have on improving the travelling experience for our customers."

The upgrade is part of Greater Anglia's £1.4 billion investment in transforming train services in East Anglia, which have seen it improve infrastructure across its network, including new carriage washing machines and platform extensions, as well as introducing a complete fleet of new trains.

National Rail

Southern No. 926 'Repton' is seen running round its train on a wet day at Whitby, June 20th. *John Balaam*



Greater Anglia unveils special Pride livery train

Greater Anglia has unveiled a special train livery to celebrate Pride and the LGBT+ community. The livery, which has been applied to an Alstom-built Class 720 commuter train (No. 720 506), includes both the Pride and transgender flags adjacent to the driver's cab, on both ends and sides of the five-carriage train.

The train operates between London Liverpool Street and Cambridge, between London Liverpool Street and Clacton, Harwich and Ipswich, and on many other Greater Anglia routes across much of Essex and Hertfordshire. Launched at a special ceremony at London Liverpool Street station on Thursday July 27th, it also includes the word 'Pride', applied beneath the windows of the first and last carriages, in colours supporting the progress flag and representing visibility for marginalised LGBT+ people, as well as the wider values of diversity and inclusion.

The special livery, which was the idea of Lee Shaw, a train service manager at Greater Anglia (GA), and applied at the company's Ilford depot, will now provide a year-round reminder of GA's overall commitment to diversity and inclusion, and more specifically to LGBT+ staff and customers across its network.

Jamie Burles, Greater Anglia's managing director, said: "Many of our colleagues at Greater Anglia are members of the LGBT+ community, along with many of our customers too. It's important we show that they and everyone else is welcome on the railway, right across all the many destinations we serve on the GA network. We're pleased to celebrate our continuing commitment to diversity, inclusion and, in particular our LGBT+ colleagues and customers, with this livery showing that Pride is all year round. Suggested and developed by GA colleagues, it's a really positive and very visible initiative, on a train which will operate on many of our routes, helping to embed and symbolise our ongoing work to make Greater Anglia a welcoming place for all."

Two drivers who were directly involved in the event, by driving and accompanying the train from Ilford depot into the terminus for the unveiling, are supporters of the initiative.

Martin Burr, who drove the train from Ilford depot, is a diversity and inclusion representative for the depot and also gay himself, said: "I'm glad to be a part of it and take pride in being so. Ilford depot is one of the



most diverse workplaces. We have different cultures from all over the world and different orientations here, and we're reflecting the diversity in the depot by being part of the day. It's nice to show respect for people who are represented by this livery, as well as showing your understanding and acceptance. These sorts of trains catch your eye and it's just different from the day-to-day normal livery - it's extra special and I'm sure it'll make people feel respected and represented."

Jason Winstanley, a trainee driver who is non-binary and who was in the cab, said: "Hearing that Greater Anglia was putting a Pride livery on a train at pretty much the same time I was joining the company filled me with happiness. I love the idea that trains are out there with the Pride flag on and that the railway shows that it accepts and welcomes the LGBT+ community. When I manage to drive the Pride train in passenger service, it will be a special day."

The livery unveiling comes just weeks after station staff put up flags and bunting at a number of stations across the Greater Anglia network in celebration of Pride month in June. It is part of Greater Anglia's wider diversity and inclusion strategy, which sees the company working year-round to make itself a better and more inclusive place to work. A group for LGBT+ colleagues and their allies, called 'Affinity', was also set up earlier in the year.

The aim of the group, run by frontline and manager members of staff together, is to inspire action, education and connection, along with acting as a support community around the topic of sexuality and ensuring the company is as inclusive as possible.

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.

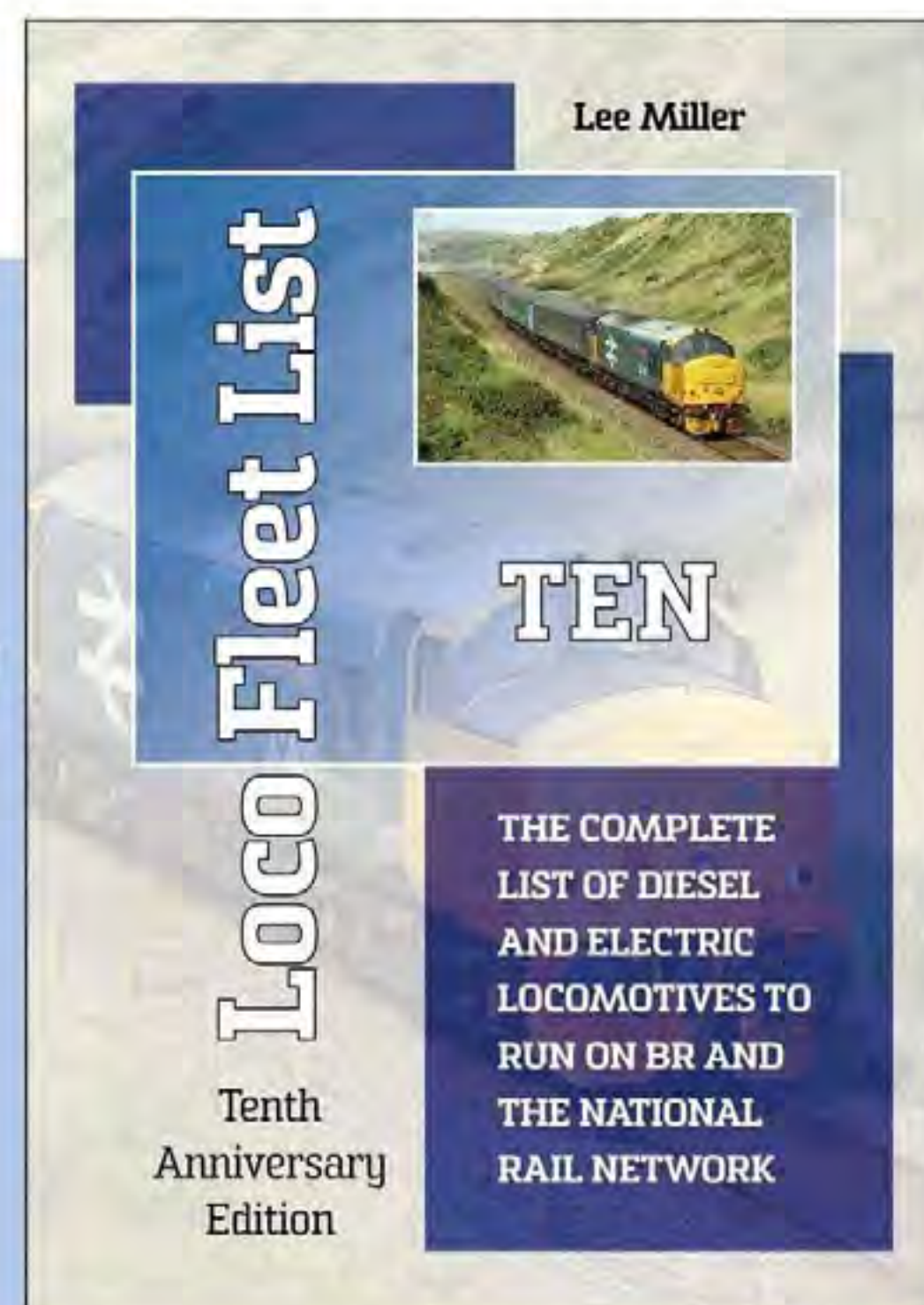
Features:

- 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



National Rail

Class 37 706 passes Hadnall with 5Z65 14:35
Carnforth Steamtown - Coleham Isu on July
9th. *Keith Davies*



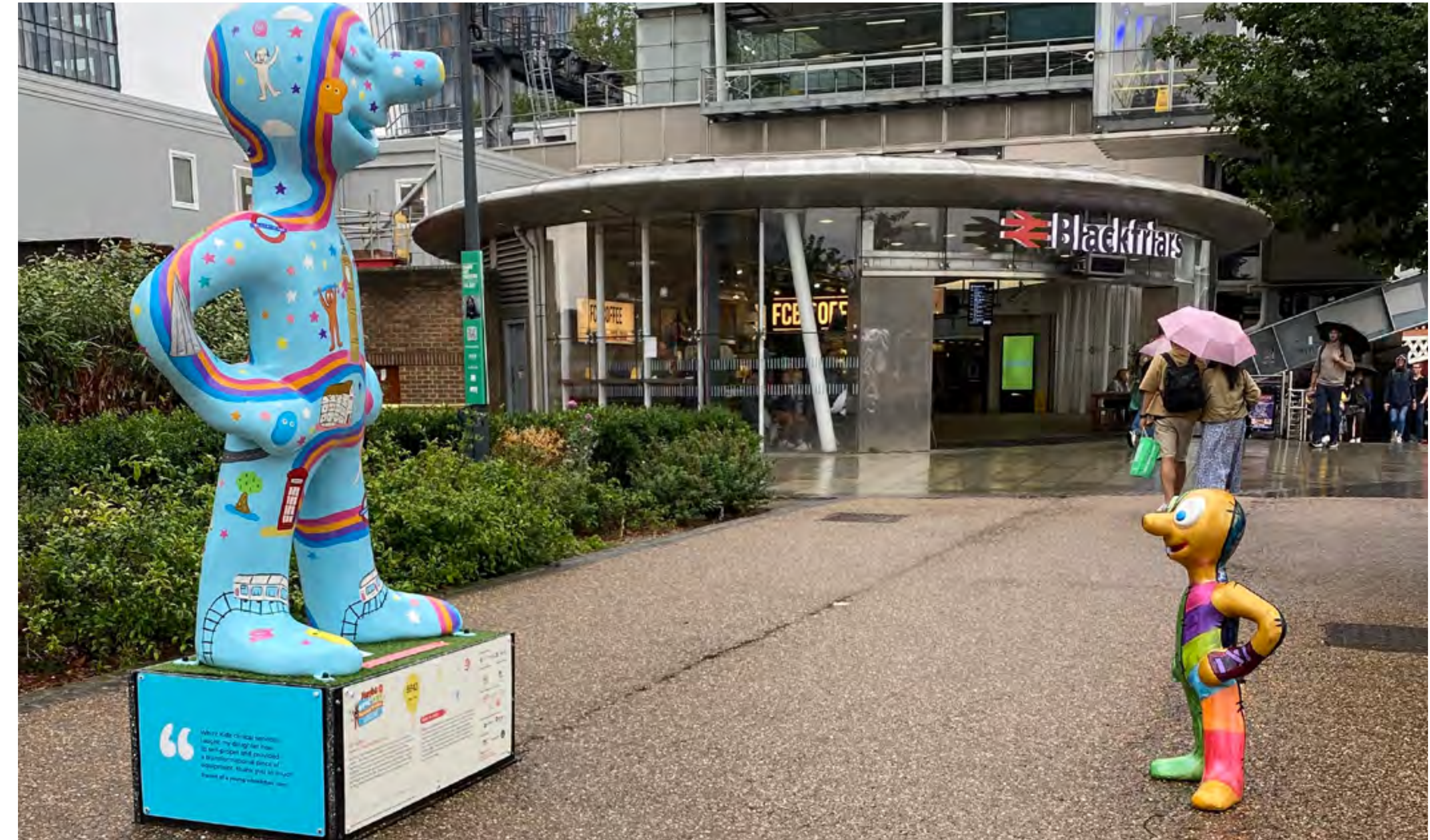
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Morph drops in to tell Brighton youngsters about his London trail



Morph, the cheeky children's clay character from BBC's *Take Hart of the 1970s*, has enjoyed a day trip to Brighton.

Aardman's pint-sized TV personality, who now has his own show on *Sky Kids*, took in the city's famous Palace Pier, beach and prom, saying hello to the seafront lifeguard team.

Morph came by train to tell city residents about 'Morph's Epic Art Adventure', London's first step-free family art trail. Thameslink is a proud sponsor, helping to raise money for Whizz Kidz, a charity supporting young wheelchair users, who are hosting the trail.

The free wheelchair-friendly trail is now open for the school summer holidays and features 56 giant six-foot Morph sculptures at locations along the Thames and in the heart of London. Each is individually painted by a wide variety of talented artists and celebrities.

The trail is easily accessible from Thameslink stations London Blackfriars, London Bridge, City Thameslink and Farringdon, which offer step-free access all the way from the train to the platform and onto street level, so it's ideal for people with

young children in pushchairs and wheelchair users. Thameslink's Partnerships Manager Jackie Bookal said: "Morph took the train to Brighton from Crawley, where he'd been painted by five children at one of Whizz Kidz's local activity clubs.

"After a whistle-stop tour of some of the Brighton's most iconic attractions, he took another Thameslink train to London Blackfriars to see his giant six-foot cousins on the South Bank of the Thames.

"Thameslink trains are built with accessibility in mind, and we have assistance in place to help you throughout your journey – just ask a member of staff or look at the assisted travel pages of our website. "There are lots of step-free attractions in London that Brighton residents can enjoy, including the SEA LIFE Centre, Shrek Adventures and St Paul's Cathedral that have great 2-for-1 deals for anyone with a rail ticket. That coupled with our 'Kids for £2' ticket and Advance fares means a family can travel to London very cheaply."

Photo: Hi big brother! Morph meets Thameslink's sculpture at London Blackfriars. ©TSGN

Class 60 029 with the 6M89 Middleton Towers - Ravenhead sand passes through a wet Winwick on July 22nd. *Mark Enderby*



The driver of Class 230 007 changes ends at Bidston for the run back to Wrexham on July 28th. *Steve Stepney*



Passengers urged to plan ahead of major rail track upgrades in Huddersfield

Transpennine Route Upgrade (TRU) is reminding passengers travelling along the rail line between Manchester, Huddersfield, Leeds and York to plan their journeys ahead of time, as track upgrades in Huddersfield are due to take place each weekend throughout September and October.

Over the two months, hundreds of engineers working on the multi-billion-pound scheme will replace approximately 650m of railway tracks. This work will enable trains to travel at higher speeds and improve the overall reliability of services passing through the area in the future, as the number of railway tracks will increase from two to four.

While the railway line through Huddersfield will be temporarily closed to facilitate the upgrades, passengers will be kept on the move through a combination of diversionary routes and rail replacement buses.

Gareth Hope, Sponsor for the Transpennine Route Upgrade said "Between September and October, we'll be renewing the railway tracks in Huddersfield each weekend. This work is a key aspect of our wider upgrades and will not only allow for trains to travel at higher speeds in the future, but also increase the reliability of services."

"We're committed to ensuring a smooth transition during the upgrades and passengers can rely on a mixture of diversionary routes and rail replacement buses to keep them moving."

"I'd like to take this opportunity to thank everyone for their patience and understanding while the work takes place and remind customer to check www.nationalrailenquiries.co.uk or their respective train operator's if travelling over this period".

Additionally in August, engineers will complete railway bridge upgrades in the Huddersfield area on August 13th, 19th, 20th. These upgrades will allow the number of railway lines to increase, by strengthening the bridge structures to support more weight.

Chris Nutton, Major Projects Director for TransPennine Express, said: "This vital work is key to the overall modernisation of the railway that will be taking place as part of the Transpennine Route Upgrade, which will help deliver a faster and more sustainable service for our customers who travel between Manchester, Huddersfield, Leeds and York.

"We'd like to thank our customers in advance for their patience while this work take place. To keep customers on the move, there will be some changes to our services, including diversions, and we advise our anyone to check carefully before travelling. We'll have extra staff on hand at stations to help customers who are travelling on days affected by this work."

The track upgrades are essential for achieving the TRU's vision of creating a cleaner, greener, and more reliable railway system, bringing improved connectivity and travel experiences to passengers traveling across the Pennines.

Tony Baxter, Regional Director at Northern, said: "Whilst this work is essential and will lay the foundations for the transformation of Huddersfield station, we appreciate that nobody likes the thought of disruption to their journeys. That's why we've worked hard to keep our customers on trains, with trains running as normal during these works between Sheffield, Barnsley and Lockwood, connecting with just a short bus journey between Lockwood and Huddersfield. I'd like to thank customers in advance for bearing with us whilst this work takes place."

TRU will enhance rail connectivity and improve travel experiences for passenger traveling between Manchester, Huddersfield, Leeds, and York, better connecting towns and cities through more frequent, faster trains, running on a cleaner, greener and more reliable railway.

Thanet Parkway station opens to rail customers

Kent's first new railway station in eight years, Thanet Parkway, has, on July 31st, opened to customers bringing the capital closer to the coast and opening up Thanet to new jobs and new business. The opening of Thanet Parkway will improve rail connectivity between East Kent, London and the wider south east region by providing access to regular high speed train services to St Pancras and additional peak services to Charing Cross and Cannon Street. The first train to arrive at Thanet Parkway station was the 04:58 which left on time and was due to arrive into London's St. Pancras at 06:25.

The station has a huge car park as befitting a parkway station and as a special introductory offer, customers can park for free at the station for a limited time. It's expected that in its first year of operation the station will attract over 100,000 customers. Located between Ramsgate and Minster, Thanet Parkway will boost the local and wider Kent economy by supporting connections to new housing and new business and job opportunities, particularly at surrounding business parks in Thanet and Dover, as well as supporting the area's leisure and tourism industry. The station has two 250 metre platforms that can accommodate spacious 12-car trains, offering high speed services to St Pancras International via Ashford International in as little as 70 minutes, as well as Mainline connections to London terminals and across Kent and Medway.

It also provides connections to a wide range of leisure destinations enabling customers to visit places such as Canterbury (17 mins), Margate (16 mins), Ashford International (32 mins) and Broadstairs (11 mins).

The station is fully accessible – from car park to platform – and there are a range of facilities at the station for the safety and comfort of customers during their journeys, including:

- Lifts and stairs to access the platforms
- Tactile paving and wayfinding tactiles
- CCTV
- Multiple passenger help points to provide remote assistance for those who need it.
- Ticket vending machines
- A defibrillator
- Waiting shelters and seating, and
- Hearing loops

As customers get used to using Thanet Parkway, it'll be staffed on weekdays between 08:00 and 16:00 for the next six weeks and we've committed to keeping staffing of the station under review. As well as that, customers will be able to contact staff at other times via numerous help points and staff will be able to travel to the station to help customers if that's needed. Acoustic barriers have also been installed to absorb any noise impact and provide privacy for lineside neighbours once train services start operating from the station. As well as rail connections for London and across Kent, Thanet Parkway provides the potential for an integrated transport hub in the future.

A new road provides access to the station from the A299 Hengist Way, with parking available for 293 vehicles, including 16 for Blue Badge holders, as well as several charging points for electric vehicles.

Pick up and drop off zones have also been set out, along with a station bus stop which will be served by an electric minibus shuttle to Discovery Park, which can be reached in just six minutes. There is cycling and pedestrian access to Cliffsend village with both bike racks and bike storage facilities available. The station has been landscaped to enhance the surrounding environment and achieve biodiversity net gain with new trees, shrubs, flowering grass and ivy plants.

To allow trains to call safely at the new station, Cliffsend and Sevenscore level crossings have been upgraded at the same time. At Cliffsend the current automatic half barriers are being replaced with full barriers with CCTV controlled from East Kent Signalling Centre in Gillingham. The station and level crossing works has been jointly funded by the Government's Department for Transport (DfT); South East Local Enterprise Partnership (SELEP); Government's Department for Levelling Up, Housing and Communities; Thanet District Council; and Kent County Council. The investment is part of Network Rail's Thanet Corridor Enhancements Programme which includes upgrades to Dibleys, Ships Meadow and Grove Ferry crossings to permit line speed increases between Ashford, Canterbury West and Ramsgate.

Steve White, Southeastern's managing director, said: "We are delighted to welcome another - fully accessible - station to our network offering sustainable travel options for customers: each customer who parks at this new station and takes our all-electric railway to London will reduce their CO2 emissions by approximately 11 kilos compared to driving.

Additionally, the station offers charging points for electric vehicles as well as ample parking for cycles, supporting aspirations for active travel. Return fares on our High Speed services start from under £40 and on our mainline services from under £30. With some railcards you can get a discount of up to 50% on the cost of your ticket including advanced fares.

Our friendly on-board colleagues will support everyone using this station and e-tickets and ticket machines will be available to allow customers to purchase their tickets before travelling. We are also thinking about the future and the potential Thanet Parkway has to drive economic development, by serving new and planned housing developments in the area. We are proud to have partnered with Kent County Council and Network Rail in delivering this project."

Discounts available include:

For a child aged 5 to 15, a discount of 50% applies to all Advance fares for children aged 5 to 15

If you have a 16-17 Saver Railcard, you can get 50% off adult Standard class Advance fares for people with 16-17 Saver Railcard

Any National Railcard entitles you to a 1/3 off Standard class Advance fares

If you have a 16-25, 26-30, Senior, Two Together, HM Forces, Veterans or Disabled Persons Railcard, customers can get 1/3 off First Class Advance fares



National Rail

Network Rail seals Postmark brand for its retail portfolio

Network Rail has welcomed independent greeting card retailer Postmark to five of its 20 managed stations across Britain.

Totalling over 3,755sq ft of retail space, Postmark has taken the opportunity to open stores for the first time within Network Rail's estate following the administration of Paperchase earlier this year. The first store to open was London King's Cross followed by London Bridge, London Waterloo, Birmingham New Street and London Victoria this summer.

The new leases were agreed in just two weeks, allowing the five destinations to continue to provide a premium stationery offer. To enable the stores to reopen in record time and minimise shop fitting wastage, the original store fixtures have initially been recycled.

The family run brand specialises in British designed products and first opened in Balham, south-west London in 2004. It has

since grown to six stores in London ahead of the recent openings with Network Rail, which marks its entry into the travel retail market. An award-winning retailer, its recent expansion and travel retail debut helped Postmark last week win the 'Best Greeting Card Retailer' 2023 and 'Best Small Multiple' 2023 in the "Retas" Greeting card retail awards.

Hamish Kiernan, Commercial Director, Property for Network Rail said: "There is still strong customer appetite for a premium card and stationery operator and Postmark has been an excellent addition to our retail mix. With Postmark making its debut in travel hubs, the opportunity to work with a successful independent brand ensures our destinations continue to deliver a refreshed and engaging offer for customers. This is an essential part of our retail strategy."

Network Rail own and manage 500,000sq ft of prime retail space within major city centre stations. Over 650 million customers per

annum visit its destination stations, which are home to over 145 brands, generating £60million in monthly sales.

Mark Janson-Smith, Director Postmark added: "Opening five retail units in six weeks was always going to be an ambitious plan, particularly given it was our first time working within a station environment, so we feel incredibly proud of our team and all the hard work they have put into achieving this goal.

"Throughout the process, from pitching to inducting our colleagues, the support and guidance we've received from the Network Rail team has been instrumental in achieving a successful launch and initial trading period. We have been pleased by the reaction from customers, especially in Birmingham, outside of our London home catchment."



Class 56 096 pulls away from Balshaw Lane Junction with a Hellfield to Chirk log train on July 24th.
John Sloane



Class 66 198 is seen stabled at Peterborough on July 15th.
Derek Elston



In a heavy downpour, No. 45596 'Bahamas' passes St. Cross near Winchester whilst hauling a Dorset Coast Express from London Victoria to Weymouth on August 2nd. Class 47 802 was at the rear of the train. *John Sloane*



Looking as it did when built in 1985, LSL owned Pacer Class 142 003 passes Stafford returning from Arlington Paint Services on 5Z42 Eastleigh to Crewe Holding Sidings on a wet July 18th. *Barry Longson*



Network Rail and British Transport Police double arrests of cable theft criminals as cost to taxpayer exceeds £1m in last six months

Stepped up security, drones and forensic marking agents have led to seven arrests since January 2023 as the rail industry cracks down on dangerous, disruptive and costly crime. The theft of metal, particularly cables, from the railway is a significant issue for the rail industry, which has cost taxpayers £1.1m in Wales and Borders route, since January 2023.

However, Network Rail's new and improved ways of tackling cable theft is making it easier to identify and catch criminals, seven arrests since January 2023 - double that of previous years with three arrests in 2020 followed by another three in 2021.

Network Rail has adopted new and improved ways of cracking down on cable theft on the railway, including:

- Funding British Transport Police officers ;
- Using overt and covert security cameras to alert that people are on the network and to support the police ;
- Incorporating drones to help with increasing patrols;
- Installing new ways of securing cables ;
- Using forensic marking agents to track thieves;
- Introducing cables which are harder to steal and easier to identify;
- Setting up a dedicated security team.

It's not just cables, however. The theft of metal is a big problem for the railway as thieves also target overhead power lines and even metal fences to sell for scrap. Network Rail is working with the wider industry and scrap metal dealers to prevent stolen cable being sold as part of the Scrap Metal Dealers Act 2013:

- Scrap metal dealers must be licensed, and local authorities;
- Have the power to refuse unsuitable applicants and revoke licenses ;
- Police have the power by court order to close unlicensed scrap yard;
- All sellers of metal must show verifiable ID which dealers must record and retain ;
- Cash trades for scrap metal are illegal without exception and subject to unlimited fines ;
- A public national register of scrap metal dealers has been created.

This will help make sure the sale of scrap metal is accounted for and all people trading scrap are doing so legitimately. Britain's rail network is designed to fail safe, which means that when a cable is cut trains are brought to a standstill. This protects passengers but can lead to lengthy, frustrating delays while the problem is found

and fixed safely. A large proportion of Network Rail's funding comes from the Government, so these thefts are, ultimately, costing taxpayers money.

Although the majority of thefts took place in South Wales, Network Rail is unable to provide specific locations due to pending trials, ongoing investigations and security.

Andy Armstrong, programme manager for route crime and security for Network Rail Wales & Borders, said: "This increase in arrests and convictions is a welcome half-way marker to 2023. Cable theft costs Network Rail millions of pounds each year. The total cost to the economy - taking into account the impact of freight delays to power stations and supermarkets, and on passengers whose journeys are disrupted - is even higher.

We are working with the BTP and wider industry to crack down on cable theft, as well as other metal theft. Our adoption of new technologies has already seen an increase in arrests and convictions, and we will continue to improve security and ensure that the railway can run safely, securely and reliably."

British Transport Police National Lead for Metal Crime, Superintendent Mark Cleland, said: "BTP are working closely with the rail industry, the waste industry and partners including the joint unit for waste crime and the national economic crime centre to target those who see an opportunity to make money from stealing metal.

"Metal crime is highly disruptive to the UK economy and the actions of those who steal metal can put their own lives and others lives at risk. BTP continue to run numerous operations targeting organised criminality ensuring we seek convictions and confiscate all assets to ensure no one can profit from this crime.

In the last two years alone, hundreds of arrests have been made and millions of pounds recovered from offenders with numerous multi-year convictions proving that any targeting of national infrastructure has severe implications to those who decide to test our ability to catch them."

On July 3rd, Class 60 074 working 6H02 Arpley - Tunstead, 66 185 with the 6M04 Dowlow - Toton and 66 125 on the fuelling point are seen at Peak Forest. *Mark Enderby*



Network Rail celebrates London Waterloo's 175th anniversary

Railway colleagues from Network Rail and South Western Railway (SWR) came together in a cross-industry event to celebrate London's busiest station. July 11th marked 175 years since London Waterloo station first opened its doors to the hustle and bustle of daily London life.

To mark the special occasion, 50 guests from across the rail industry including Rail Minister, Huw Merriman MP; Andrew Haines, Network Rail's Chief Executive; Peter Lord Hendy, Network Rail Chair and Claire Mann, SWR Managing Director, joined in with the celebrations at the station. Network Rail and SWR staff formed a joint choir to greet guests with a unique ensemble of some iconic 'Waterloo' songs including ABBA's Waterloo and The Kinks; Waterloo Sunset.

The day involved several speeches, a plaque unveiling and an exciting visit from one of SWR's brand-new Arterio trains which made its way to platform 19 for attendees to have a sneak preview. Prior to the event, a 'behind the scenes' tour was given to look at the secret passageways that lie beneath the station - deserted shooting ranges, an old snooker table and even a bathtub where railway workers would wash off after a long day on the railway were some of the hidden finds.

The history of London Waterloo station

Originally opening to customers on July 11th 1848 as 'Waterloo Bridge' it replaced the nearby Nine Elms station which had opened 10 years prior. Nowadays, London Waterloo is the country's busiest station with 24 platforms and is a key transport hub to the heart of the capital and the south west, helping leisure travellers, commuters and London lovers get across the city.

In recent months the station played a key role in supporting the Coronation of The King and The Queen Consort by welcoming the arrival of more than 5,000 Armed Forces personnel who had travelled to London by train before leading two processions accompanying Their Majesties to and from Westminster Abbey for the Coronation service.

During its 175-year history, Waterloo has undergone a lot of change and expansion. Through the remainder of the 19th century, Waterloo was extended to cope with the increase in demand and by 1885 when the 'north station' opened the platform numbers had already increased to 18 platforms.

In 1899, London & South Western Railway sought permission to completely rebuild and expand the station. Over the following 20 years, the big spacious concourse was formed which included a total of 21 platforms.

Waterloo remained largely unchanged until the early 1990s when the Eurostar temporarily opened and following on from that the first-floor balcony was created with escalators and lifts in July 2012 - to help reduce congestion and provide step-free access to its neighbouring Waterloo East station.

Mark Killick, Network Rail's Wessex route director, said: "I'm delighted to have come together with our rail industry partners to celebrate the 175th birthday of London Waterloo station which serves millions of customers and welcomes them to the heart of the capital on a yearly basis. The station holds a lot of history and is a key transport hub for many and will continue to be for years to come which is why it's important for us to carry out a series of refurbishments to continue improving the customer experience and futureproof it for generations to come."

Claire Mann, South Western Railway's managing director, said: "At South Western Railway we're proud to serve London Waterloo, Britain's busiest railway station and a place that many of our colleagues call home. We're pleased to mark this very special milestone alongside our industry colleagues today. It's a reminder that while so much has changed over the life of this wonderful station, the sense of camaraderie and friendship that the railway family feels for each other remains the same. While we're celebrating the first 175 years of Waterloo's history, we're also looking forward to serving our customers here for many more years to come."

Rail Minister Huw Merriman said: "For the past 175 years, Waterloo has been a stalwart for the people of London, bookending millions of great adventures and bearing witness to some of the most historic moments for Britain - from the early years of steam power trains to becoming a lifeline for soldiers, evacuees, and those seeking refuge in the World Wars. None of this would have been possible without the generations of fantastic staff who have worked to make this invaluable station what it is today and I look forward to it continuing to serve Britain's rail passengers for generations to come."

Class 66 704 working the 6J56 Peak Forest - Hope St. and 20 007 and 20 205 are seen at Peak Forest on July 3rd. *Mark Enderby*



Network Rail signs agreement with Swiss rail operator SBB to work together

Artificial Intelligence (AI) will be among the technologies that Network Rail and Swiss railway company SBB will be working on as part of an agreement signed by the companies on July 24th. The agreement, in the form of a Memorandum of Understanding (MoU), marks the first step by Network Rail to strengthen ties with international railway operators, sharing knowledge and best practice.

It is part of Network Rail's newly formed International Research & Development partnership programme (IRDPP), which aims to deliver and develop technology to improve safety and deliver a network fit for passengers and freight customers. It will initially look at AI technology for use in inspections of steel bridges and track, specifically switch and crosses, and light-rail remote condition monitoring.

Robert Ampomah, Network Rail's Chief Technology Officer said: "This partnership marks a major step for us as an organisation, partnering with the international rail community, to share experiences in operating a railway. Looking at what works and what doesn't, will, help us shape and develop innovative technology that will go towards modernising the railway.

"There has always been a history of information sharing with rail colleagues nationally and internationally but signing the MoU today with SBB solidifies our commitment to work more closely together."

Roland Mosner, SBB's Head of Technology, said: "It has been fundamental to us as an organisation to continue to look forward in terms of sharing best practices and advances in applied research and development.

"By jointly improving our operational excellence we strive for the best returns for our passengers and customers. The signing of the MoU with Network Rail (NR) is one giant step in keeping the momentum moving in the right direction. We welcome the opportunity to collaboratively work with Network Rail and to share the positive outcomes this will bring."

Projects developed as part of IRDPP will be jointly funded with the responsibility for resources, testing capabilities, and best practices shared between both parties - initially in the form of workshops both in person and online.

Leeds Station Capacity improvements hailed for world-leading sustainability credentials

Work to improve capacity at Leeds station, delivered as part of the Transpennine Route Upgrade, has been awarded an 'excellent' BREEAM rating.

The award was presented to the Transpennine Route Upgrade team on the recently-constructed Platform 0 at Leeds Station by Hilary Benn MP, on behalf of the BRE Group.

BREEAM Infrastructure, the world's leading sustainability assessment, rating and awards scheme for civil engineering, infrastructure, landscaping and public realm projects, recognised the sustainability of the project including the construction of platform 0 and reconstruction of platform 1, which increase capacity for more frequent, longer trains to run through the station.

The Transpennine Route Upgrade is building a greener, faster and better railway between Manchester and York, and recently released its plans to slash carbon emissions, generate thousands of jobs and deliver billions of pounds in social value to the North of England.

The programme's new sustainability strategy titled 'Our Guiding Compass' outlines how the largest rail infrastructure project in the North will save 6 million tonnes of CO₂e over a 60-year period after work is complete.

Design and construction teams worked together at Leeds to reduce materials and waste, resulting in a saving of over 144 tonnes of CO₂e. This included finding efficiencies through track upgrades, reducing the quantity

of materials used and pre-fabricating components off-site, reducing the impact on station users and nearby residents.

Leeds Central MP Hilary Benn said: "The awarding of excellent in BREEAM infrastructure for the work at Leeds station is testament to all the staff involved and to the sustainable ethos of the Transpennine Route Upgrade.

Rail travel is vital to the people of Leeds and this recognition shows how sustainability is being built into the future of rail travel across the North of England."

Neil Holm, Managing Director of Transpennine Route Upgrade said: "Sustainability is at the heart of the Transpennine Route Upgrade and the recognition

from BRE Global for our work at Leeds Station pays tribute to our ambitions. Leeds is a key station on the Transpennine Route Upgrade and to deliver this vital work while making major carbon savings, engaging the community and creating jobs sets a blueprint for the rest of our programme."

National Rail

A sight many thought would not be seen again but on a damp July 18th, and now owned by LSL, Class 142 003 restored to original Greater Manchester orange livery passes through Stafford on its way from Eastleigh to its new home at Crewe. *Lee Stanford*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

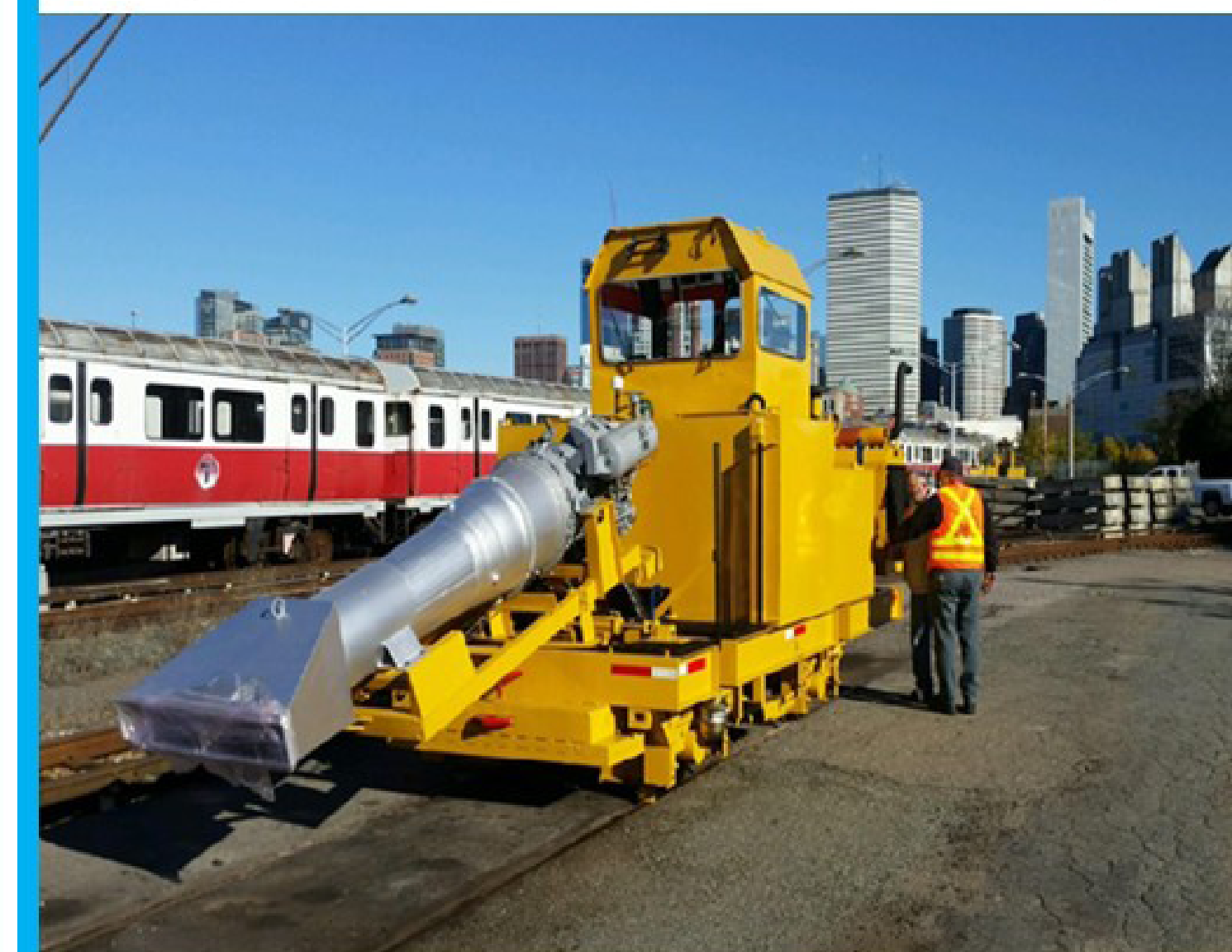
Can you believe this?



When the 13xxx 0-6-0 diesel-electric shunters were introduced to the Newport Dock area in the 1960s, it was the practice for trainee drivers to have 4 or 5 days to pass out. Some men icked up the new skills very easily, others did not. Some older ones were really afraid of the electrical bits and pieces in the cabs;. During wet weather, many were 'encouraged' to take off their wet clothes before entering the cab!

Snowzilla

Meet 'SNOWZILLA'



A powerful but homely creature, 'SNOWZILLA' sounds like 10,000 hair dryers running at once and resembles a cross between an aardvark and a tollbooth. It sits on railroad wheels, weighs 26,000 pounds, and measures 8 by 12 by 27 feet – though most of that length is taken up by its elongated snout. Its thirst for fuel is so great – it guzzles 900 gallons in a single run – that a tanker truck must follow it from station to station in the Boston, Massachusetts area.

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



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



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



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



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



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



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



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

Clubs and Societies Apparel

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

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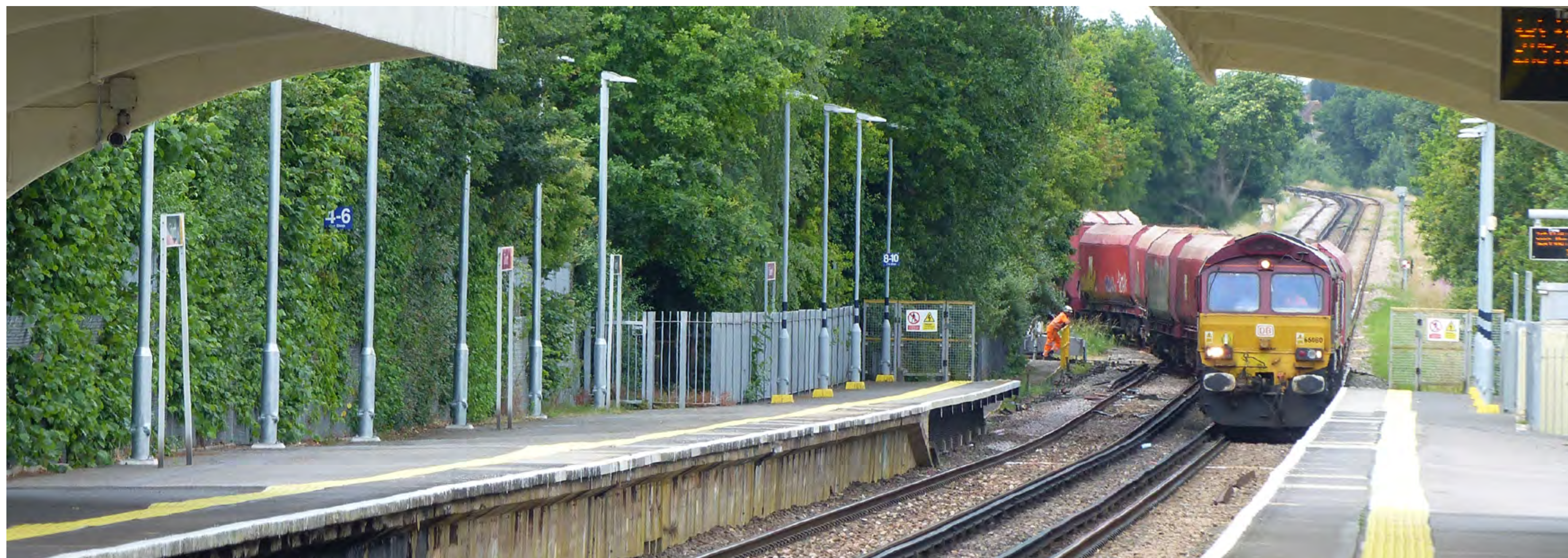


A Different View

▶ On July 19th, Class 56 051 approaches Helsby working the 6J37 Carlisle - Chirk logs. Class 56 094 was hidden behind the leading loco.
Mark Enderby

▶ The driver of Class 66 779 gets instruction from ground staff at Peak Forest on July 3rd.
Mark Enderby

▶ The pointsman keeps an eye on the empty hoppers as they follow DB Cargo's Class 66 080 out of the Tolworth Day Aggregates facility on June 27th, forming the regular 6Y08 return service to Cliffe Brett Marine.
Ian Callander



A Different View

After almost 24 hours of continuous rain, the single line through Reddish South which is the main freight artery to the east avoiding Manchester became blocked by flood water and this was the scene at 13:00 on July 24th where Network rail staff were in attendance with pumps to clear the floodwater. *Lee Stanford*



UNIQUE VICTORIAN STEAM LOCOMOTIVE STEAMS AND MOVES FOR FIRST TIME SINCE 1948 AT GLOUCESTERSHIRE RESTORATION BASE



A unique Victorian steam locomotive that has taken six years and £500,000 to restore to full working order has steamed – and moved under its own power – for the first time in 75 years at its restoration base in the Forest of Dean, Gloucestershire.

Built in 1893 to a design by renowned locomotive engineer William Adams – and one of the finest express passenger train locomotives of the Victorian era - London and South Western Railway T3 class No. 563 was saved from being cut up at a scrapyards so it could celebrate the centenary of London's Waterloo station in June, 1948.

After being donated to the Swanage Railway Trust by the National Railway Museum in 2017 – and following a challenging and meticulous restoration - the 81-tonne T3 passed its boiler exam at the Flour Mill locomotive restoration workshops on Wednesday, 12 July, 2023.

An elated 563 Locomotive Group chairman Nathan Au said: “There were a lot of emotions as the unique T3 steamed for the first time and moved under its own power - nostalgia and pride about the fund-raising and restoration journey as well as excitement and celebration.

“With the locomotive splendidly restored in its lined out 1890s Drummond passenger green livery, it was incredibly satisfying to watch No. 563 run back and forth on what was a special day and a very proud moment – the culmination of a huge amount of work by many people to make a unique project possible.

“It was very humbling to be among the first people to drive the T3 and I could feel the locomotive's potential power – it's as though the T3 wants to haul a passenger train again and I am really looking forward to No. 563 stretching its legs on the Swanage Railway,” added Nathan who is a volunteer driver on

the Swanage Railway. It is hoped the T3 will haul its first passenger train in 75 years on the Swanage Railway in the autumn of 2023 to mark the centenary of the Southern Railway and the 185th anniversary of the formation of the London and South Western Railway.

It is expected that No. 563 will be reunited with its restored tender – which carries the coal and water required by the locomotive - at Swanage during August, 2023, after which there will be extensive testing of the T3 as well as training of the footplate crews who will drive and fire the Victorian locomotive.

563 Locomotive Group treasurer Steve Doughty said: “I would like to thank the staff of the Flour Mill workshops for their outstanding restoration of the locomotive, Phil Anderson for the splendid museum quality livery that he applied to the T3 as well as all the supporters who have made No. 563's restoration possible through their donations.

“The testing and commissioning of the T3 on the Swanage Railway will be an exciting new learning experience for everyone involved because the Victorian locomotive has not run and hauled a train for 75 years. We need to discover how No. 563 behaves when being driven both on its own and with carriages in tow,” he added.

Dating from 1893, and the last survivor of its T3 class, London and South Western Railway No. 563 had travelled a total of more than 1.5 million miles when it was withdrawn from service by the Southern Railway Company in August, 1945 – the advent of the Second World War in 1939 extending the locomotive's working life.

Swanage Railway Trust chairman Gavin Johns said: “The T3 is a splendid direct link to the Swanage Railway's past – back to the early days of the London and South Western Railway in the 1880s and 1890s when holidaymakers first visited the Isle of Purbeck by train.

“The T3 steam locomotives hauled trains from London to Corfe Castle and Swanage from the 1890s to the 1930s so the restoration of No. 563 gives us the opportunity to show our visitors what the railway was like during Dorset's industrial and social development in the 19th century,” added Gavin who is also a volunteer signalman. To make a donation - or start a standing order - visit 563locomotivegroup.co.uk where you can also find out more about the T3's overhaul and fascinating history.

Photo: T3's first steaming and move under its own power at its restoration base at the Flour Mill workshops in the Forest of Dean, Gloucestershire.
©Nathan Au.

Preserved Railways

Unforgettable Family Adventures at Great Central Railway's August Event where Kids Go for a Quid!



The Great Central Railway, Leicestershire's own heritage railway, is thrilled to announce its school summer holiday event, "August Family Adventures."

Taking place from August 2nd to 28th this family-friendly event promises to deliver an exciting and memorable experience for families seeking a fantastic day out in Leicestershire.

August Trains operate Wednesday, Thursday, Saturday and Sunday, with Thursdays seeing us serve the branch line to Mountsorrel too!

This new event in our '50th Anniversary of Preservation' year is a celebration of our railway's rich heritage combined with family-oriented entertainment.

Said Simon Bracewell, Head of Marketing & Communications "We know that families are always looking for ways to spend quality time together in the school holidays, and without breaking the bank! We are delighted to be offering 'Kids for a Quid' throughout August to help families enjoy a day out for a little less. We are launching a brand-new Kids Activity Pack that every child will receive on the day. There is a railway quiz to complete as the train travels through the Leicestershire countryside, as well as puzzles and wagons and locos to colour in. Our cafes will have kids' meal offers and you can even eat onboard our steam train with kids' specials at the Griddle Car."

Families can start their adventure from any of our four stations (and from Mountsorrel too on Thursdays!) and visit all our stations with our great value day runabout tickets.

Adult Day Runabout tickets are from £20.00 when bought online (£22.00 at booking offices) and up to three 'Kids for a Quid' with every adult ticket.

Families can also call into our Souvenir Shop at Loughborough Central where they can choose a memento from our array of railway-themed memorabilia and gifts, plus our limited edition 50th Anniversary gifts.

This event has been thoughtfully curated to ensure that every family member has a memorable and enjoyable experience and that you get to spend special time together.

We look forward to welcoming visitors from all over to join us for an August Family Adventure.

Tickets and Booking Information: <https://www.gcrailway.co.uk/2023-events/august-family-adventures/>



COMING UP WITH THE GOODS

'Railways at Work' event showcases how trains took the strain before the lorry was king on August 19th - 20th.

The rattle of milk churns and the chatter of busy porters, plus cranes and trains will come back to life at the Great Central Railway on August 19th and 20th. The "Railways At Work" event will see dozens of railway re-enactors load and unload goods trains, shunt wagons and create a scene!

Simon Bracewell, Head of Marketing & Communications of the Great Central Railway said, "This is one of our most exciting weekends of the year. Before lorries prowled motorways, freight trains criss-crossed the country loading and unloading wagons, parcels and goods at every small country station. We've got an impressive fleet of award-winning wagons which moved everything you can imagine. Also on display will be more unusual vehicles like rail mounted cranes which we'll set to work lifting heavy loads.

During Railways At Work uniformed porters galore will be busy making sure the right goods get to the right destinations so you can experience 'special deliveries' 1950s style, long before anyone had heard of a warehouse sized fulfilment centre! Quorn and Woodhouse station will

probably be busier than it ever has been, so come and watch the show unfold."

Several steam and diesel locomotives will be in action over the weekend hauling the freight trains and the Great Central's regular service of heritage passenger trains too. Our summer 'Kids for a Quid' offer is also available throughout this event.

Full timetable details and fares can be found at <https://www.gcrailway.co.uk/special-events/railways-at-work-gala/>

STEP BACK IN TIME TO THE 1960's!

RAILWAYS AT WORK 2023 GALA

19th - 20th AUGUST

EXPERIENCE THE SIGHTS, SOUNDS AND ATMOSPHERE OF A BUSY MAINLINE RAILWAY IN THE 1960s IN THIS IMMERSIVE RE-CREATION!

INTENSIVE PASSENGER TIMETABLE • 3 GOODS TRAINS • RAIL CRANE LIFTING DEMONSTRATIONS • 1960's POLICE SHUNTING DEMONSTRATIONS • BRITISH RAILWAYS & COMMERCIAL ROAD VEHICLES • TURNTABLE DEMONSTRATIONS EXPRESS TRAINS • PERIOD RE-ENACTORS • VINTAGE BUS TOURS • 5 STEAM LOCOS • 3 DIESEL LOCOS & RAILCAR plus SATURDAY EVENING 1950s/60s DANCE

10% DISCOUNT ON TICKET AVAILABLE WHEN YOU BOOK IN ADVANCE ONLINE. BOOK NOW!

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Embsay and Bolton Abbey Railway

Lancashire and Yorkshire Railway Class 27 0-6-0 No. 52322 runs round its train at Bolton Abbey on July 20th. *Brian Battersby*

On July 20th, Class 142 094 is seen in the sidings at Bolton Abbey. *Brian Battersby*

Class 03 078 stands outside the shed at Embsay on July 20th. *Brian Battersby*



Bodmin and Wenford

On July 15th, Class 50042 is seen working the
15:45 Bodmin General – Bodmin Parkway.
Barry Beeston



Mid Hants Railway

Peckett 0-4-0ST No. 1788 'Kilmersdon' is seen ready to depart Alresford with the shuttle for Ropley on July 6th. *Gerald Nicholl*



Mid Hants Railway

A busy afternoon at Alresford on July 6th as LMS Ivatt Class 2MT 2-6-2T No. 41312 arrives with a service from Alton. *Gerald Nicholl*



East Somerset Railway

On July 9th, GWR Large Prairie 2-6-2T No. 4110 recently overhauled from ex Barry condition is seen in operation at Cranmore. The loco was purchased back in the 1970's and went through several societies via the West Somerset Railway until bought by the Paignton and Dartmouth who contracted the ESR to carry out a heavy general overhaul. *Peter Todd*



Statfold Barn Railway

Sena No. 16 (Fowler works No. 15513 of 1920)
is seen approaching Oak Tree Halt on June
10th. *Mark Pichowicz*





Llanberis Lake Railway

'Thomas Bach' waits at Gilfach Ddu station on the route of the 1842 Padarn Railway.
Ken Mumford



Keighley & Worth Valley Railway

The line started their seasonal Vintage Trains Days in late July, with older items of rolling stock operating on one of the two daily diagrams. The locomotives and coaches are drawn from the collection of the KWVR and the various groups based on the line, and on a rather wet July 23rd, the 'Coal Tank' No. 1054 (owned by the National Trust and cared for by the Bahamas Locomotive Association) brings a mid-afternoon train through Oakworth, en-route for Oxenhope. *Ben Bucki*



Keighley & Worth Valley Railway

During the lines diesel gala on June 25th, Class 37 403 'Isle of Mull' is seen beside the River Worth at Damems with a service to Keighley.
Ben Bucki

On June 24th, Class 47 712 'Lady Diana Spencer' pulls into the platform at Ingrow with a morning service for Oxenhope.
Ben Bucki

Rail Adventure's HST power cars Nos. 43468 and 43480 bring up the rear of a Keighley bound service beside the River Worth at Damems on June 25th.
Ben Bucki



Keighley & Worth Valley Railway

On June 24th, DRS's Class 37 401 'Mary Queen of Scots' ticks over at Ingrow (seen across the yard of the Bahamas Locomotive Society shed).
Ben Bucki

LSL's Scotrail Mk3 set is seen in the station at Keighley on June 24th. *Ben Bucki*

Class 37 401 'Mary Queen of Scots' ticks over at Keighley, after arriving with the visiting Scotrail push-pull coaching set. *Ben Bucki*



Severn Valley Railway

▶ 'Warship' No. D821 is seen at Eardington on June 17th working a Bridgnorth-Kidderminster service. *Phil Martin*

▶ Class 50035 and 31270 are seen at Kidderminster depot on June 25th. *Phil Martin*

▶ GWR Pannier Tank No. 7714 is seen at Sterns on July 1st. *Phil Martin*



Severn Valley Railway

▶ GWR Hall Class No. 4930 'Hagley Hall' is seen on Eardington working the 14:25 Bridgnorth - Kidderminster service. *Phil Martin*

▶ BR Standard 4MT No. 75069 climbs Eardington Bank on June 17th working a service to Bridgnorth. *Phil Martin*

▶ On July 15th, Class 33 108 climbs Eardington working the 15:30 Kidderminster - Bridgnorth service. *Phil Martin*



Great Central (North)

▶ In as withdrawn condition, at the Great Central Nottingham's Ruddington site on July 16th is Pacer unit Class 144 003. *Derek Elston*

▶ Sentinel 0-6-0DH No. 10262 is seen under restoration in the yard at Ruddington on July 16th. *Derek Elston*

▶ Ruston & Hornsby 0-4-0DE shunter works No. 449745(D2959) stands in the yard at Ruddington on July 16th. *Derek Elston*



Dean Forest Railway

▶ GWR 0-6-0T No. 9681 and Andrew Barclay 0-4-0T works No. 2221 are seen at Norchard on July 16th. *Michael Lynam*

▶ DMUs Nos. M51566, 59387 and M51914 are seen stabled alongside Nos. M56492 and E50619 at Norchard on July 16th. *Michael Lynam*

▶ Class 14 No. D9521 is seen undergoing maintenance during a visit on July 16th. *Michael Lynam*



Llangollen Railway

▶ BR Class 108 DMU Nos. M54504 and M51933 lead a service to Llangollen at Glyndyfrdwy on July 2nd. *Phil Martin*

▶ Class 31 271 arrives at Glyndyfrdwy on July 2nd with a service to Llangollen. *Phil Martin*

▶ Hudswell Clarke 0-6-0ST saddle tank loco No. 68067 (works No. 1752) is seen at Glyndyfrdwy on July 2nd. *Phil Martin*



East Lancs Railway

▶ Class 37 109 and 37 059 stand at Ramsbottom with the 15:00 Bury to Rawtenstall service during the lines diesel gala on July 1st.

Derek Elston

▶ Class 45 108 stands at Bury Bolton Street awaiting departure time with the 15:02 to Heywood on July 1st.

Derek Elston

▶ Class 20 305 is seen running nose end first at Irwell Vale with the 12:00 Bury to Rawtenstall service on July 1st.

Derek Elston



East Lancs Railway

On July 13th, Class 24 No. D5054 stands at Bury working a service to Rawtenstall.
Michael Lynam

Class 33 109 'Captain Bill Smith RNR' runs into Ramsbottom station and will now form the 15:43 shuttle to Bury Bolton Street during the diesel gala on July 1st. *Derek Elston*

Warship Class No. D821 'Greyhound' top'n'tailed with 50 015 'Valiant' approaches Irwell Vale with the 12:05 Rawtenstall to Bury during the lines diesel gala on July 1st. *Derek Elston*



East Lancs Railway

▶ In rain of monsoon proportions on the ELR, English Electric Class 40 No. D345 whistles along the Irwell Valley towards Bury on July 15th. *Gerald Nicholl*

▶ ‘Battle of Britain’ Class Pacific No. 34072 ‘257 Squadron’, runs the dining train non-stop through Irwell Vale on July 19th. *Gerald Nicholl*

▶ On July 13th, ‘Battle of Britain’ Class Pacific No. 34072 ‘257 Squadron’ arrives at Rawtenstall. *Michael Lynam*



East Lancs Railway

▶ LMS 0-6-0T 'Jinty' No. 47298 crosses Brooksbottom Viaduct with the 09:15 Bury to Rawtenstall service. *Brian Dobbs*

▶ Class 40 No. D345 stands at Ramsbottom on July 15th recreating a scene when parcels trains ran along the line but it is in fact working the 15:15 Heywood to Rawtenstall service. *Lee Stanford*

▶ 'Battle of Britain' Class Pacific No. 34072 '257 Squadron', visiting the ELR from Southern Railway metals departs Heywood with the lunchtime dining train on July 19th. *Gerald Nicholl*



Gloucestershire & Warwickshire

▶ English Electric type 3 locomotive Class 37 215 is seen in action during the lines diesel gala on July 7th. *Neil Pugh*

▶ Class 20137 is seen in action during the lines diesel gala on July 7th. *Neil Pugh*

▶ Sulzer Type 2 Class 25 D7659 is seen in action during the lines diesel gala on July 7th. *Neil Pugh*



Gloucestershire & Warwickshire

Class 37 215 is pictured at Hayles Abbey Halt during lines diesel gala on July 7th.

Neil Pugh



Gloucestershire & Warwickshire

▶ On July 16th, SRMN Class No. 35006 'Peninsular & Oriental S.N. Co.' stands outside the depot at Toddington. *Michael Lynam*

▼ Class 24 081 and Class 25 No, D7659 depart Toddington with a service to Cheltenham on July 16th. *Michael Lynam*



Gloucestershire & Warwickshire

On July 16th, BR Standard 2 2-6-0 No. 78019 waits to depart Toddington en route to Cheltenham. *Michael Lynam*

Class 37 No. D6948 is seen in the depot at Toddington on July 16th. *Michael Lynam*

An immaculate Class 47 105 is seen in action during the lines diesel gala on July 7th. *Neil Pugh*



From the Archives

▶ Class 86 234 arrives at Runcorn station on April 21st 1982 with a Liverpool Lime Street to London Euston service. *Brian Dobbs*

▶ 'Western' No. D1015 'Western Champion' stands at Newton Abbot on September 15th 1974. *John Sloane*

▶ BR Standard Class 5 No. 73069 stands patiently outside Carnforth shed on July 5th 1968. *John Sloane*



From the Archives

▶ Class 45 006 arrives at the St. Helens Shaw Street station (now rationalised and rebranded St. Helens Central), with a diverted Liverpool Lime Street to York service on June 19th 1983.

Brian Dobbs

▶ Class 31 No. D5825 marshals its train at Thoresby Colliery on December 22nd 1968.

John Sloane

▶ Exotic visitors to Sheffield as Class 33 042 leads 33 207 on a special in conjunction with an open day at Tinsley on September 29th 1990.

Jeff Nicholls



From the Archives

▶ Class 20 005, 20 100 and 20 147 are seen at Toton on April 9th 1898. *Brian Hewertson*

▶ On April 17th 1993, LMS 4-6-2 No. 46229 'Duchess of Hamilton' departs Skipton with a York to Carlisle excursion via the S&C. *Brian Dobbs*

▶ Network South East Class 50 024 and 50 050 head southbound at Baron Wood on the S&C with a returning excursion from Carlisle to London on April 22nd 1988. *Brian Dobbs*



From the Archives

▶ Northern's Class 142 024 makes a spirited departure from Darlington, with a Bishop Auckland to Saltburn service, on August 24th 2019. *Paul Senior*

▶ GWR 4-6-0 No. 6000 'King George V' approaches Croes Nywdd with an excursion from Hereford to Chester on August 31st 1983. *Brian Dobbs*

▶ Class 56 109, 58 044 and 58 045 are seen amongst others at Toton on April 9th 1989. *Brian Hewertson*



From the Archives

▶ Class 33 048 passes through Clapham Junction on July 23rd 1987. *Jeff Nicholls*

▶ LMS 2-6-0 No. 46441 arrives at the former St. Helens Shaw station, now rationalised and rebuilt as St. Helens Central, with a steam excursion from Liverpool Lime Street to Southport on March 19th 1995. *Brian Dobbs*

▶ A well worn Class 33 115 waits departure time at London Waterloo on July 23rd 1987. *Jeff Nicholls*



From the Archives

▶ NCB No. 2 (formerly Class 14 No. D9528) is seen at Ashington on March 23rd 1973. *John Sloane*

▶ Class 40 081 passes Kenyon with a Newcastle to Liverpool express on July 6th 1980. *John Sloane*

▶ Former "Blue Train", Class 303 043 departs Glasgow Central with a service to Gourock on September 18th 1984. *John Sloane*

