



**Railtalk** Magazine

Issue 216  
September 2024  
ISSN 1756 - 5030

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## Submissions & Contributions

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

### Photographic Contributions

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

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

## Content

Pg	2 - Welcome
Pg	4 - Charter Scene
Pg	49 - Pictures
Pg	163 - News and Features
Pg	182 - Did you Know
Pg	183 - Different View
Pg	186 - Preserved/Industrial
Pg	207 - From the Archives

## Welcome to Issue 216

This month starts with the news that it's the beginning of the end for regular HST services in the UK with the news that the Scottish Government has announced that procurement will begin to replace its Intercity trains.....

*The procurement, which will be led by ScotRail on behalf of Transport Scotland, will seek a replacement for the High Speed Train (HST) fleet which operates on its InterCity routes between Glasgow, Edinburgh, Aberdeen, and Inverness.*

*Cabinet Secretary for Transport Fiona Hyslop said: "Resilient, reliable ScotRail services are key to encouraging more people to choose to travel by train rather than car, to cutting our transport emissions and to helping to move people around Scotland for work, leisure and learning. That is why we must build on our investment in Scotland's railway infrastructure by investing in the services and trains which connect our key cities.*

*"Over 4 million passenger journeys were made on InterCity trains in the last year. We want to maintain and where possible, increase that number choosing to go by train between Scotland's cities.*

*We want to replace the current Intercity fleet with trains which provide more comfort and accessibility for passengers on these routes.*

*This planned investment will ensure the reliability of our Intercity routes for the long-term, will reduce emissions from Intercity services and will support our efforts to decarbonise Scotland's railways."*

It's also the end for the Merseyrail Class 507s when customers, train enthusiasts and people from across the country get a special opportunity to say farewell to a retiring stock of trains which have served the Liverpool city region since 1978. Merseyrail's Class 507 fleet is being phased out following the introduction of a brand-new, state of the art train fleet.

*In order to make sure the much-loved old fleet is given a proper send-off, Merseyrail and the Branch Line Society will be hosting two farewell tours.*

*The first tour, called the Wirral Swan Song, will take place on Sunday September 15th on the Wirral line. Starting at Hooton at 9:20, the special service will call at all destinations on the Wirral line, ending back at Hooton at 18:00. Lunch and breaks throughout the day will be scheduled.*

*The second and final farewell tour will take place later in the year. Details will be announced nearer to the time.*

*Sally Ralston, Head of Community & Engagement at Merseyrail, said: "These trains are much-loved by people not just from within the Liverpool city*

*region, but across the whole of the UK. The proceeds of the ticket sales will benefit Merseyrail's current charity partners; Centre 56, Rescue Me Animal Sanctuary, Blackburne House and Parkinson's Wirral. Onboard, there will be an opportunity to purchase souvenirs for the special trip including window decals. A charity raffle will give people the chance to win some fantastic prizes and further support the charities."*

*The 507 fleet is currently leased from Angel Trains, which is also supporting the farewell tours.*

*David Jordan, chief operating officer at Angel Trains, said: "We are proud to have supported passengers travelling across Liverpool and beyond for the past 30 years and the role that our fleet has played in creating jobs and sustaining businesses within the region. We would like to thank all those at Merseyrail and Merseytravel, who have worked with us to keep this fleet delivering for passengers for as long as it has."*

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

Andy

### This Page

On August 14th, Colas power car No. 43251 is seen climbing away from Par with 5Z43 10:30 St. Blazey LIP - Derby RTC with 43257 on the rear. [Barry Beeston](#)

### Front Cover

Black 5 4-6-0 No. 44871 rolls off Ribbleshead Viaduct with the returning 'Cumbrian Mountain Express' on August 3rd. [Gerald Nicholl](#)





With the sun getting lower on August 11th, EMR's Class 158 857 and 158 852 are nicely illuminated as they slow for their booked stop at Stockport, while working the 17:51 Liverpool to Norwich service. *Barry Longson*

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Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

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Vivars Way, Canal Road, Selby  
North Yorkshire YO8 8BE

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## With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting these magazines together a joy when we see so many great photos.

These issues wouldn't be possible without contributions from:

Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Barry Beeston, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs,

Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Derek Hopkins, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh,

Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

# Charter Scene Railway Touring Company

## *The Waverley*

On August 18th, Battle of Britain Class No. 34067 'Tangmere' lays a smoke screen as it approaches Helwith Bridge with the northbound 'Waverley' from York to Carlisle. *Shep Woolley*



# Charter Scene Railway Touring Company

## *The Waverley*

With Great Knourberry Hill as a backdrop and for a change sunshine and lovely light, 'Tangmere' works the return 'Waverley' over Denthead Viaduct back to York on August 18th.  
*Shep Woolley*



# Charter Scene Railway Touring Company

## *The Waverley*

SR Pacific No. 34067 'Tangmere' heads north from Helwith Bridge with 'The Waverley' on August 18th. *Gerald Nicholl*



# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

On August 24th, Battle of Britain Class No. 34067 'Tangmere' makes a fine sight and sound as it departs Carnforth with the northbound 'Cumbrian Mountain Express' to Carlisle.  
*Shep Woolley*



# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

Class 86 259 heads a 'Cumbrian Mountain Express' charter through Charnock Richard cutting on August 3rd. *John Sloane*





# Charter Scene Railway Touring Company

*The Cumbrian Mountain Express*

West Coast's Class 47 802 departs from Stockport on August 24th working the 07:10 Crewe to Carlisle 'Cumbrian Mountain Express'.  
*Lee Stanford*



# Charter Scene Railway Touring Company

## *The Cumbrian Mountain Express*

Once again the photographers own personal cloud turns up at the wrong moment as 'Tangmere' approaches Aisgill summit with return leg of 'The Cumbrian Mountain Express' on August 24th. *Shep Woolley*



# Charter Scene Railway Touring Company

*The Cotswold Venturer*

SR No. 35028 working 1Z95 London Victoria - Worcester Shrub Hill heads through Kemble on August 24th. *Ken Mumford*



# Charter Scene Hastings Diesels

*By Routemaster to the Lost Village of Imber*

The 7 car Hastings Diesels Limited Unit No. 1001 is seen heading through Andover working the 08:08 Tonbridge to Warminster special for the Imber open day on August 17th.

*David Lindsell*



# Charter Scene Pathfinder Railtours

## *The Grampian Highlander*

Class 50 007 and 50 049 working the 1Z72  
Taunton - Aberdeen pass Acton Bridge on  
August 24th. *Mark Enderby*



# Charter Scene Pathfinder Railtours

## *The Grampian Highlander*

Class 50 007 and 50 049 wait time with 1Z50  
Inverness - Perth at Aviemore on August 25th.  
*Carl Grocott*



# Pathfinder Railtours

## *The Grampian Highlander*

▶ About two minutes after they were first heard, on August 24th, Class 50 007 and 50 049 come into view at Golborne with 'The Grampian Highlander' from Taunton to Aberdeen. The two 'Hoovers' had taken over the train at Gloucester. *Jeff Nicholls*

▶ Class 50 007 'Hercules' and 50 049 'Defiance' head through Preston with Pathfinders 1Z72 06:05 Taunton - Aberdeen 'Grampian Highlander' (day 1) on August 24th.

*Chris Morrison*

▶ On their first outing since being repainted into large logo blue Class 50 007 and 50 049 are seen on their old stomping ground near Acton Grange Junction on August 24th as they head north with 'The Grampian Highlander' from Taunton to Aberdeen. *Lee Stanford*



# Charter Scene Pathfinder Railtours

## *The Grampian Highlander*

On August 26th, Class 50 049 and 50 007 working the 1Z62 Leven to Taunton 'Grampian Highlander' tour returning past Uppermill with headboard 'Scots Streaker III'.

*Russell Clarke*

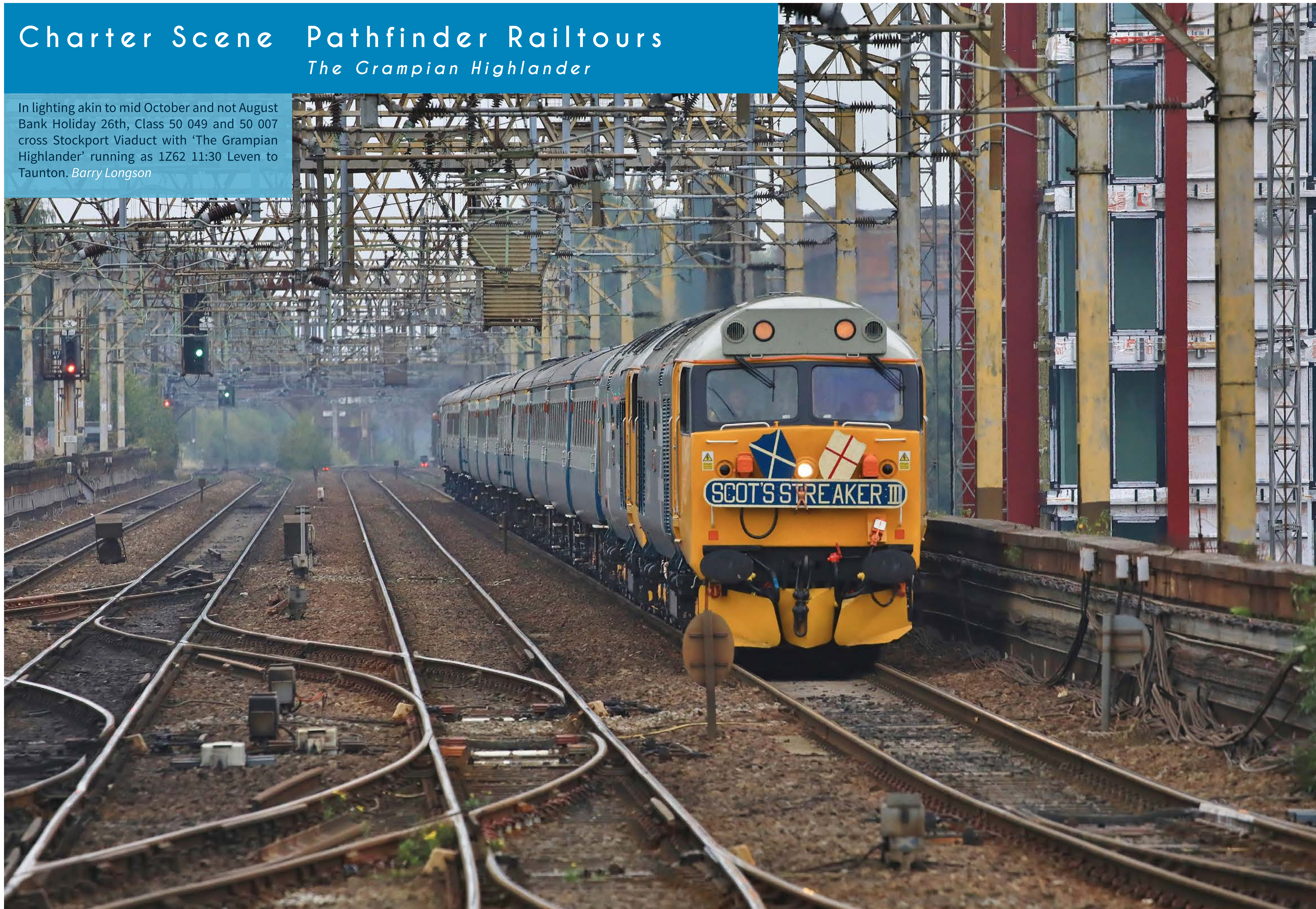




# Charter Scene Pathfinder Railtours

## *The Grampian Highlander*

In lighting akin to mid October and not August Bank Holiday 26th, Class 50 049 and 50 007 cross Stockport Viaduct with 'The Grampian Highlander' running as 1Z62 11:30 Leven to Taunton. *Barry Longson*



# Inter-City

## *The North West Wanderer*

▶ Class 50 050 (D400) storms past Standish with an Inter-City tour from Crewe to Carlisle on August 10th. *John Sloane*

▶ Class 45 118 approaches Bamber Bridge with the Carlisle to Preston leg of the tour on August 10th. *John Sloane*

▶ Class 45 118 is seen on the rear of the charter heading from Crewe to Carlisle as it pushes hard up the bank at Standish on August 10th. *John Sloane*



# Inter-City

## The North West Wanderer

On August 10th, Class 45 118 top'n'tail with 50 050 passes through Bamber Bridge working the 1Z60 Carlisle - Preston leg of 'The North West Wanderer' railtour. *Michael Lynam*

Class 40 No. D213 and 50 050 top'n'tail with 45 118, pass Pleasington working the 1Z62 Preston - Hellifield leg of 'The North West Wanderer' railtour on August 10th.

*Michael Lynam*

Class 40 No. D213 and 50 050 top'n'tail with 45 118, pass Pleasington working the 1Z62 Preston - Hellifield leg of 'The North West Wanderer' railtour on August 10th.

*Michael Lynam*



# Inter-City

## The North West Wanderer

▶ Class 50 050 (D400) is seen on the rear of the tour as it passes Skew Bridge on its way into Preston on August 10th. *John Sloane*

▶ Class 20 118, 20 132, 37 521 and 37 409 pass Winwick on their way to Preston for tour duties on August 10th. *John Sloane*

▶ Class 40 No. D213 and Class 50 No. D400 head out of Preston at Farington Curve Junction with the Preston - Hellifield - Preston leg of the tour on August 10th. Class 45 118 was at the rear of the train. *John Sloane*



# Inter-City

## *The North West Wanderer*

▶ Class 50 050 (D400) makes a thunderous noise as it sweeps through Golborne with 'The North West Wanderer' on August 10th. Class 45 118 tags along for the ride at the rear. *Jeff Nicholls*

▶ Class 20 118, 20 132, 37 521 and 37 409 pass Winwick on their way to Preston for tour duties on August 10th. *Jeff Nicholls*

▶ Class 40 No. D213 and 50 050 pass Lancaster with the 1Z63 16:30 Hellifield - Preston mini tour on August 10th. *Chris Morrison*



# Charter Scene Saphos Trains

## *The English Riviera Express*

On August 3rd, LNER B1 No. 61306 'Mayflower' heads through Dawlish Warren working 1Z62 Kingswear to Wolverhampton return charter.  
*Richard Hargreaves*



# Charter Scene Statesman Rail

## *Statesman Tour*

Class 47 593 and 47 805 cross the layout at Balshaw Lane Junction with a return charter from Appleby to Crewe on August 14th.

*John Sloane*



# Statesman Rail

## Cornish Riviera Statesman

▶ Class 47 810 and 47 712 round the curve at Dawlish Warren working 1Z47 Derby to Penzance on July 31st. *Richard Hargreaves*

▼ Class 47 712 leads 47 810 with the return working on July 31st, 1Z48 Penzance to Derby. *Richard Hargreaves*





# Statesman Rail

## Cornish Riviera Statesman

On July 31st, Class 47 810 (D1924) and 47 712 approach Dawlish working 1Z47 Derby - Penzance. *Steve Thompson*

Class 47 712 leads the return working back through Dawlish. *Steve Thompson*

Class 47 810 (D1924) and 47 712 working 1Z47 Crewe - Penzance head along the Devon coast in lovely sunny weather. *Steve Thompson*



# Railway Touring Co.

## *The Royal Duchy*

▶ Black 5 No. 44871 working the 1Z33 Bristol to Par, speeds along the sea wall at Dawlish on July 28th. *Richard Hargreaves*

▶ Class 47 812 is seen on the rear of the return charter as it passes Dawlish. *Richard Hargreaves*

▶ No. 44871 leads the 1Z34 Par to Bristol return charter through Dawlish on July 28th. *Richard Hargreaves*



# Charter Scene Railway Touring Company

*The Royal Duchy*

On July 28th, Black 5 No. 44871 working 1Z33 Bristol - Par disappears round Shell Cove and into Parsons Tunnel. *Steve Thompson*



# Branch Line Society

## *The Cooling Tower Choppers*

▶ Class 20 132 and 20 118 lead 1Z20 'The Cooling Tower Choppers' from Doncaster Belmont to Sudforth Lane through Normanton Goose Hill on August 17th. Class 69 011 was on the rear. *Steve Chapman*

▶ Class 20 118 and 20 132 are seen on the rear of 1Z20 'The Cooling Tower Choppers' at Streethouse on August 17th. *Steve Chapman*

▶ Class 69 011 heads 1Z20 'The Cooling Tower Choppers' returning from Monk Bretton, at Streethouse on August 17th. *Steve Chapman*



# Charter Scene Pathfinder Railtours

## *The Jolly Whistler*

Class 40 No. D345 rounds the curve on the approach to Winwick with a charter from Burton and Birmingham to Skegness on July 27th. Class 37 706 was on the rear. *John Sloane*



# Charter Scene Pathfinder Railtours

## *The Jolly Whistler*

Class 40 No. D345 passes Beeston with the late running 1Z38 17:00 Skegness - Crewe railtour on July 27th. *Mark Pichowicz*



# Charter Scene

## Branch Line Society

*Cappagh Capital Campaigner*

Class 60 028 rounds the curve into Chessington North station on August 3rd at the head of the Branch Line Society's railtour from Derby to Hove, raising funds for Martin House Hospice. Arriving from Wembley Yard as 1Z50, this train was en route to the Cappagh Group's aggregates facility (which is currently receiving a major upgrade) at Chessington South, before returning to London Waterloo. *Ian Callander*



# Charter Scene

## Branch Line Society

*Cappagh Capital Campaigner*

On August 3rd, Class 60 055 'Thomas Barnado' eases across the almost-never-used points onto the equally-rarely used 'up' road just beyond Chessington South station, as it commences its run back to London Waterloo. This set, top'n'tailed with 60 028, had just visited the Cappagh Group's aggregates facility at Chessington South - the first passenger train to run on these metals since the former coal yard was re-opened as an aggregates facility in early 2022. *Ian Callander*





# Charter Scene Bishop Trains

## *Rail Excursion to Chester*

With a haze of exhaust above the leading power car No. 43089 leads 43159 across Chat Moss with a Newcastle - Chester special on August 3rd. *Jeff Nicholls*



# Charter Scene Midland Pullman

## West Highland Pullman

LSL short set HST with power cars Nos. 43059 and 43047 are seen departing Doncaster around 60 minutes late, with 1Z43 06:14 Shenfield to Fort William on August 16th. *Barry Longson*



# Charter Scene Saphos Trains

## *The Lakelander*

SR 4-6-2 No. 34046 'Braunton' passes through Arnside station just before sunset with 1Z46, a return excursion from Carlisle to Hereford on August 31st. *Brian Dobbs*



# Charter Scene Saphos Trains

## *The Lakelander*

Class 40 No. D213 leads the Hereford - Carlisle charter through Acton Bridge on August 31st.

*Mark Enderby*



# Charter Scene Saphos Trains

## *The Lakelander*

On August 31st, SR West Country Class No. 34046 'Braunton' working 'The Lakelander' railtour 1Z41 from Hereford to Carlisle is seen on the climb to Greyrigg. *Shep Woolley*



# Charter Scene Saphos Trains

## *The Lakelander*

On August 31st, SR West Country Class No. 34046 'Braunton' slowly negotiating the curves away from Parton with the return 'Lakelander' railtour 1Z46 from Carlisle back to cider country.  
*Shep Woolley*



# Charter Scene Northern Belle

## Northern Belle

On August 15th, Class 57 313 and 57 315 top'n'tail the Birmingham International to Weymouth 'Northern Belle' through Swindon.  
Colin Pidgeon



# Charter Scene Northern Belle

## *The Settle & Carlisle Steam Special*

Class 86 401 'Mons Meg' speeds through Winwick on July 27th at the head of a Coventry to Carlisle charter. *John Sloane*





# Steam Dreams

## Southend to Chester

▶ Steam Dreams 1Z46 06:26 Southend Central to Chester, running 30 minutes late, is seen passing Old Linslade behind No. 46100 'Royal Scot' on August 8th. *Derek Elston*

▶ 'Royal Scot' passes Old Linslade at the head of 1Z46 06:26 Southend Central to Chester on August 8th. *Derek Elston*

▶ Class 47 No. D1935 'Roger Hoskins MA 1925-2013' seen on the rear of 1Z46 06:26 Southend Central to Chester as it passes Old Linslade on August 8th. *Derek Elston*



# Charter Scene Saphos Trains

## *The Fellsman*

Under threatening skies LNER A4 Class No. 60007 'Sir Nigel Gresley' makes a fine sight as it approaches Salt Lake Cottages with the northbound 'Fellsman' 1Z71 from Blackpool to Carlisle, August 28th. *Shep Woolley*



# Charter Scene Saphos Trains

## *The Fellsman*

After recent rains the beck flows quickly as A4 Class No. 60007 'Sir Nigel Gresley' works the return 'Fellsman' 1Z72 over Artengill Viaduct and back to Blackpool. *Shep Woolley*



# Charter Scene

## Retro Railtours

*Retro High Speed Scot*

Retro Railtours utilised the '125 Groups' main line registered HST to operate a tour from Crewe to Edinburgh on August 24th, the set led by 'Project Rio' liveried power car No. 43159 is seen waiting time at Stockport. *Lee Stanford*



# Charter Scene ECS and Light Engine Moves

On August 31st, Southern Pacific No. 34046 'Braunton' smokes out Acton Bridge with a Crewe - Preston move. *Mark Enderby*



# Charter Scene

## ECS and Light Engine Moves

▶ Class 47 245 leads Class 40 No. D345 and 37 706 past Bradley on a move from Carnforth to Burton on July 26th. *John Sloane*

▶ On August 20th, powercar No. 43049 'Neville Hill' arrives at Peterborough at the head of the 'Blue Pullman' set, with 43046 'Geoff Drury 1930-1999' bringing up the rear, en route to Norwich in readiness for the following day's Norwich - Paignton tour. *Ian Callander*

▶ Class 86 401 'Mons Meg' passes Euxton with an empty stock working from London Euston to Carnforth on July 28th. *John Sloane*



# Charter Scene

## ECS and Light Engine Moves



Stanier Class 5 4-6-0 No. 44871 passes Hellfield on a positioning move to York on August 3rd, already sporting 'The Waverley' headboard for the excursion the following day. *Gerald Nicholl*



Locomotive Services Class 57 311 runs light engine through Northampton as 0Z47 09:44 Crewe H.S. to Southall Loco Services Ltd. on August 7th. *Derek Elston*



Peak Class 45 118 is seen at Crewe on August 9th, before heading to Chester for a test run in advance of the following days railtour activity. *Lee Stanford*



# Charter Scene

## ECS and Light Engine Moves

▶ No. 60532 'Blue Peter' with Class 20 118 and 20132 on the rear, are seen heading through Wellington on September 2nd working 5P55 Coton Hill to Crewe test run.

*Richard Hargreaves*

▼ The Midland Pullman running as 5Z76 Crewe to Neville Hill ECS passes Diggle on August 6th.

*Russell Clarke*





# Avanti West Coast

▶ Class 390 134 whisks past Winwick with a London Euston - Glasgow service on July 27th.  
*John Sloane*

▶ Class 390 104 with a Birmingham to Glasgow service passes Standish on August 10th.  
*John Sloane*

▶ Class 390 117 with a London Euston to Glasgow service passes Coppull Hall on August 2nd.  
*John Sloane*





## Station facilities brought to life in campaign to help people take care on rail journey

Lifts, stairs, and handrails have been brought to life as part of an ingenious campaign by Avanti West Coast to help customers navigate railway stations safely. Using posters and signage, the intercity operator has personified parts of station buildings through bespoke artwork to highlight how they improve safety. The designs, which include bespoke wraps on Stafford station's lifts, have been installed at stations across the west coast route to give these unsung features of the station a leading role in Avanti West Coast's new safety campaign – Take care. Get there.

It aims to raise awareness of the building's features often neglected by customers and where they can be found to make it easier for those who may be unfamiliar with the station.

Starring on brightly coloured posters and signage, the station's lifts, platforms, stairs and handrails have become icons of safety as part of the initiative. Each object in the poster has been designed to resemble a face, with two eyes and a mouth. They have also been given a voice to speak directly to customers.

Speech bubbles on the posters reveal handrails longing to be held and lifts feeling empty without customers and their luggage. This approach has been created with the help of behavioural science specialist, Richard Shotton - whose work focuses on applying findings from psychology and behavioural

science to help solve business problems - and is designed to positively influence how people move about railway stations safely.

Drawing on insight that pareidolia (the phenomenon where humans are hardwired to pick out patterns, especially faces from randomness) grabs attention, Richard and Avanti West Coast used illustrations of elements of the station building that have a similar appearance to eyes and a mouth for a suite of posters and largescale artwork.

They also took onboard research from George Loewenstein (Professor of Economics and Psychology) to use wording that incorporates a sense of positivity and light-heartedness around safety, so key messages are delivered in the most effective manner to customers.

The simple messaging and noticeable artwork have been designed to provoke an immediate reaction and improve visibility of safety features at Stafford – with Carlisle and Penrith set to welcome similar installations soon.

Mike Greenup, Marketing Director at Avanti West Coast, said: "We really wanted to create a safety campaign that will be noticed by our customers going through the station, so we have used valuable insights from behavioural science to create something we think is distinctive and memorable."

With 84 percent of rail users admitting they take their luggage when using the stairs, the Take care. Get there. campaign hopes to raise awareness of the lifts and their location so more people choose the step-free route when carrying bags and suitcases.

Dave Whitehouse, Director of Safety, Security and Environment at Avanti West Coast, said: "With the safety of our customers our top priority, we want to help them on their journey by drawing attention to the ordinary things that are available to assist them when travelling, and our Take care. Get there. campaign is designed to do just that. We recognise stations across our network are different and people may not be familiar with the environment around them, while others may sometimes become distracted. This campaign aims to get customers to take notice and make it easier to navigate their way. By bringing to life the unsung safety features of our stations, we hope it will encourage our customers to take care of themselves, so they can get where they need to safely."

Speaking about the Take care. Get there. campaign, Richard Shotton said: "Much safety messaging is ignored. These posters harness insights from behavioural science to avoid that fate. The touch of humour and the use of face-like images ensures that people notice and read the communications rather than turning away".

# Avanti West Coast

▶ Class 390 042 heading to Glasgow passes Winwick on August 10th. *John Sloane*

▶ Class 390 148 with a London Euston bound service passes Coppull Hall on August 2nd. *John Sloane*

▶ Class 390 115 with a London Euston to Glasgow service heads away from Leyland on August 1st. *John Sloane*



# Avanti West Coast

▶ A double departure at Preston on August 25th with Northern's Class 156 413 on the 17:23 service to Colne, and Avanti West Coast's 390 123 with the 14:52 Edinburgh to London Euston service. *Paul Senior*

▶ Class 221 102 and 221 101 head north at Old Linslade working 9G08 08:16 London Euston to Birmingham New Street service on August 8th. *Derek Elston*

▶ Class 390 114 working 1S48 09:30 London Euston to Glasgow Central passes Old Linslade on August 8th. *Derek Elston*





# Balfour Beatty

Balfour Beatty's Class 20 901 and 20 905 on August 20th, pass St. Cross, Winchester. After a short stop at Eastleigh the Class 20s returned heading for Woking Yard.  
*Dennis Rowland*



On hire Class 70 009 heads southbound at Winwick with 6J37, Carlisle New Yard to Chirk. Kronospan logs on August 30th.  
*Brian Dobbs*



# Colas Rail

▶ Class 56 051 and 56 090 thunder past Charnock Richard with a Carlisle to Chirk log train on August 14th. *John Sloane*

▶ In poor conditions on August 15th, Class 56 051 and 56 090 hammer downhill towards Bradley with the Carlisle to Chirk log train. *John Sloane*

▶ Colas double at Crewe as Class 66 847 'Terry Barker' with 56 090 dead in consist trundle through with 6C37 06:30 Chirk Kronospan to Carlisle empties on August 24th. *Derek Elston*





On August 6th, Class 70 809 is seen having run around its train at Crewe, while working 6K39 15:24 Bradwell to Basford Hall Yard.  
*Barry Longson*



## COLAS RAIL UK TAMPER NAMING TRIBUTE TO “GENTLE GIANT AND GENTLEMAN” BRIAN HILL

In early August, Colas Rail UK organised a special Tamper naming ceremony in tribute of colleague, Brian Hill.

With the ceremony held at Woking station, No. DR73931, 08-16/4X4C-100-RT Compact Tamper was unveiled with a special Brian Hill name plaque after he tragically passed away in 2023 from illness.

### Brian's Story

Brian joined the Colas Rail UK family in 2007 and was part of the Southern region team, working on the On Track Machine and Mobile Maintenance Train contracts, and before that, a valued employee at Balfour Beatty and then with AMEC Rail where he worked on the Multiple Purpose Vehicles, Tampers and Ballast Regulators.

Speaking at the ceremony, Head of Plant Operations, Tony Birrell said “Brian was an integral part of our team in the Southern region, he always tried to negotiate his shifts so he could stay on nights which he preferred,

offering his route conducting services on other machines, including the rail grinders.

“He is fondly remembered as a gentle giant and a gentleman”

Echoing Tony's thoughts, Assistant Regional Operations Manager, Zofia Klos said “Brian is still greatly missed by us all. We would like to thank our colleagues at Network Rail SCO (Southeast & Wessex) and South Western Railway for their help in making today possible.”

Photo: Brian's daughter, Neeka and grandson, Alfie unveil the plaque with the assistance of Tony Birrell, Head of Plant Operations. ©Colas Rail UK





## COLAS RAIL UK URBAN DIVISION START SOUTH YORKSHIRE SUPERTRAM SCHEDULE

Colas Rail UK's Urban division have recently commenced essential maintenance works as part of the South Yorkshire Supertram. Working for South Yorkshire Mayoral Combined Authority (SYMCA), they are utilising their light rail expertise to complete a programme of repairs relating to the encapsulating polymer product surrounding the rail and multiple repairs to the concrete track slab which also makes up the carriageway.

Work commenced earlier this year at Park Grange Road, where their team has been working to replace polymer encapsulation surrounding the steel rails over the 2km long work site. Repairs to the reinforced concrete track slab are also included – over 500 repairs have been identified. To minimise disruption to the tram service and highway users, works have been undertaken through a series of overnight possessions during non-operational tram hours.

Speaking about the start of the new scheme, Colas Rail UK Urban Managing Director, Iain Anderson said “We are extremely excited to have recently secured two multi-year renewal frameworks with SYMCA and to have commenced work in enhancing the Supertram infrastructure in the Sheffield area. We look forward to working alongside the client team to improve the robustness and operability of this important urban network.”

Photo: Colas' Urban division completing repair works during an overnight possession. ©Colas Rail UK



# Colas Rail

Power cars Nos. 43251 and 43257 are seen stabled in St. Blazey Yard for the night on August 13th before a collecting a carriage to be returned to Derby with a DB Class 66 in the background.  
*Barry Beeston*



# Colas Rail

▶ Class 66 847 and 56 090 pass Acton Bridge on August 24th with the Chirk - Carlisle log empties. *Mark Enderby*

▶ Very unusual to see a Colas 66 at this location, as Class 66 847 leads dead-in-tow 56 090 through Golborne with empty log carriers from Chirk to Carlisle on August 24th. *Jeff Nicholls*

▶ On August 14th, power car No. 43257 is seen powering on the rear of 5Z43 10:30 St. Blazey LIP - Derby RTC with 43251 leading. *Barry Beeston*



# CrossCountry

▶ Class 221 116 rounds the sharp curve at Cheadle Hulme on August 6th, while working the 06:15 Southampton to Manchester service.  
*Barry Longson*

▶ Class 220 004 working the 1E73 Plymouth - Leeds passes Dawlish on July 29th.  
*Steve Thompson*

▶ On August 30th, Class 220 002 is seen at Stockport working the 16:03 Manchester Piccadilly to Bristol Temple Meads service (which was later 59mins late and terminated at Bristol Parkway). *Barry Longson*



On August 2nd, Class 220 009 and 220 029 working the 1V44 Leeds - Plymouth service head along the sea wall at Dawlish.  
*Richard Hargreaves*



# DB Cargo

On August 20th, Class 66 168 slows to a stop for a red signal at Stafford, while in charge of 4L56 13:20 Trafford Park to London Gateway.

*Barry Longson*

Class 66 655 on 6V15 Boston Sleaford Sidings to Swindon is seen at Swindon on August 29th.

*Colin Pidgeon*

Class 66 028 with an Arpley - Tunstead working passes through Acton Bridge on August 31st.

*Mark Enderby*



DB  
Cargo

Class 66 175 working the 6V75 Dee Marsh -  
Margam passes Burgs Lane on August 31st.  
*Carl Grocott*





# DB Cargo

▶ Class 66 113, still carrying the 'NHS Delivering for our Key Workers' branding passes Pemberton foot crossing, with 6E26 10:51 Knowsley to Wilton Industrial and Domestic Waste train on August 20th. *Paul Senior*

▶ Class 66 070 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on August 30th. *Keith Davies*

▶ Class 66 003 passes through Altrincham on August 8th with a loaded bin train from Knowsley Freight Terminal - Wilton EfW. *Michael Lynam*



# DB Cargo

Slowly coming off Ashburys West curve, Class 66 079 is in top and tail mode with 66 005 out of sight, working 6H52 12:02 Dowlow to Ashburys Tarmac sidings. *Barry Longson*

Class 66 087, 66 651 and 66 025 on 6V75 09:31 Dee Marsh Reception Sidings - Margam TC pass Kempseye on August 27th. *Keith Davies*

On August 1st, Class 66 244 heads through Dawlish Warren with tanks heading to Exeter Riverside Yard. *Richard Hargreaves*



# DB Cargo

On a miserable September 2nd, Class 66 088 passes Middlesbrough with the 09:13 Lackenby to Tees Yard, this was an STP working so no doubt the wagons are for storage.

*Lee Stanford*

Class 66 651 passes Kempseye on August 16th with 6V75 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

A very smart Class 66 162 leads the 12:52 York to Doncaster Decoy through Doncaster on August 13th. *Lee Stanford*



# DB Cargo

▶ On August 21st, Class 66 607 passes through Settle with a rake of empty box wagons from New Biggin - Tees Docks. *Michael Lynam*

▶ Running over two hours down, Class 66 183 passes Old Linslade working 6X13 02:16 Dollands Moor Sidings to Toton North Yard car train on August 8th. *Derek Elston*

▶ Class 66 171 has just emerged from Up Holland tunnel with the Knowsley to Wilton binliner on August 16th. *John Sloane*



# DB Cargo

One of the last to carry the old EWS livery, Class 66 171 exits Up Holland tunnel, and heads into the colourful cutting, with 6E26 10:51 Knowsley to Wilton, Domestic and Industrial Waste train, on August 14th. *Paul Senior*

Class 66 092 on 0Z41 Westbury to Swindon via the B&H heads through Swindon on August 21st. *Colin Pidgeon*

Class 66 199 runs through Charnock Richard cutting with a Seaforth to Mossend intermodal on August 14th. *John Sloane*



The signalman waits to do the token change, at Rainford Junction with Class 66 652 working 6E26 10:51 Knowsley to Wilton Domestic and Industrial Waste train on August 7th. *Paul Senior*









# DC Rail Freight

Class 60 029 'Ben Nevis' draws to a stop at Chessington South station, awaiting its call-on into the aggregates facility situated just beyond the end of the branch-line. Although built with two platforms, the notional 'up' platform (on the left) never saw passenger service, and no method of passenger access to the platform was ever built. This was a result of the planned continuation of the line to Leatherhead never being completed, and Chessington South remaining as the terminus of what became a branch line. *Ian Callander*



# DC Rail Freight

▶ Class 60 055 approaches Winwick with a Middleton Towers to Ravenhead working on August 10th. *Jeff Nicholls*

▼ On a very windy day, and with a trail of sand, GBRf's Class 60 096 powers northbound at Winwick with 6M89 Middleton Towers to Ravenhead Sidings sand train on August 24th. *Brian Dobbs*



# DC Rail Freight

▶ On August 21st, Class 60 046 on 6Z52 Tytherington to Quainton Road heads through Swindon. *Colin Pidgeon*

▶ Class 60 055 'Thomas Barnardo' runs through Northampton light engine on August 7th as 0Z60 12:29 Willesden DC Rail Sidings to Chaddesden Sidings. *Derek Elston*

▶ On August 17th, Class 60 096 working the 6M89 Middleton Towers to Ravenhead passes through Stafford. *Richard Hargreaves*



# Direct Rail Services

Class 66 425 'Nigel J Kirchstein' is seen passing through Stirling on August 20th with an intermodal working. *Allison Twycross*



# Direct Rail Services

▶ A massive 'Tesco' service from Daventry to Mossend is headed by Class 88 002 as it passes Winwick on July 27th. *John Sloane*

▶ Class 66 031 passes Bayston Hill with 4V44 09:37 Daventry (Tesco's) - Wentloog FLT on August 22nd. *Keith Davies*

▶ Class 88 010 runs through Charnock Richard cutting with the northbound 'Tesco' service on August 3rd. *John Sloane*



# Direct Rail Services

▶ Class 66 428 approaches Craven Arms with the 10:43 Daventry - Wentloog 'Tesco' train on August 31st. *Chris Morrison*

▶ Class 68 005 makes light work of 4S44 the 12:16 Daventry to Coatbridge intermodal, seen passing Stafford on August 20th. *Barry Longson*

▶ Class 68 003 has charge of the 4M27 service from Mossend to Daventry on August 3rd as it passes through Charnock Richard cutting. *John Sloane*



# Direct Rail Services

▶ Class 68 004 passes Rugeley Trent Valley on August 30th with the 05:32 Coatbridge to Daventry. *Lee Stanford*

▶ Class 88 007 'Electra' passes through Northampton working 4L48 13:37 Daventry DRS (Tesco's) to Tilbury 2 Container Terminal on August 2nd. *Derek Elston*

▶ On August 24th, Class 66 428 passes Kempsey with 4V38 10:57 Daventry (Tesco's) - Wentloog FLT. *Keith Davies*



# Direct Rail Services

▶ The regular Daventry to Mossend intermodal passes through Acton Bridge on August 31st being hauled by Class 88 010. *Mark Enderby*

▶ Class 66 427 working 6G94 12:20 Basford Hall Yard (FI) to Bescot Up Engineers Sidings passes through Stafford on August 27th. *Derek Elston*

▶ Class 88 003 'Genesis' working 4L48 13:37 Daventry DRS (Tesco's) to Tilbury 2 Container Terminal heads through Northampton on August 7th. *Derek Elston*





# Direct Rail Services

Class 88 002 'Prometheus' passes Northampton with 4L4813:37 Daventry DRS (Tesco's) to Tilbury 2 Container Terminal Fl on August 20th.  
*Derek Elston*



# Direct Rail Services

On August 21st, Class 66 427 passes light engine through Hellifield working from Carlisle NY - Crewe Basford Hall. *Michael Lynam*

Class 68 004 'Rapid' grows its way through Stafford with 4M27, the 05:32 Coatbridge (DRS) to Daventry International Railfreight Reception Fl on August 27th. *Derek Elston*

Long term hire from DB, Class 66 031 working 4M07 10:02 Tilbury 2 Container Terminal Fl to Daventry DRS (Tesco's) passes through Northampton on August 2nd. *Derek Elston*



# East Midlands Railway

Meridian Class 222 010 departs Chesterfield on August 12th, with the 10:02 London St. Pancras to Sheffield service. *Barry Longson*

On August 30th, Class 158 813 is seen at Stockport working a Liverpool - Norwich service. *Mark Enderby*

Class 158 863 rushes through the attractive station at Wymondham on August 17th with 14:55 Norwich - Liverpool Lime St. service. *John Goodrich*



# East Midlands Railway

Class 158 889 passes the Grade 2 listed signal box at Thetford as it slows for the station stop on August 17th with 07:40 Sheffield - Norwich service. The unit was previously operated by South West Trains until May 2015. *John Goodrich*



▶ Class 66 520 leads 90 042 and 90 044 through Winwick on August 10th. *Jeff Nicholls*

▶ Class 90 012 paired with 90 011 are seen at Northampton working 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on August 7th. *Derek Elston*

▶ Class 66 607 trundles down the main at Stafford with 6B71 07:16 Tunstead Sidings to Northampton Castle Yard aggregates working on August 27th. *Derek Elston*



# Freightliner

Class 66 607 with a diverted 6B71 Tunstead - Northampton passes Moore on August 26th.  
*Mark Enderby*



Class 90 006 and 90 047 pass Moore on August 26th hauling the 4M25 Grangemouth - Daventry.  
*Mark Enderby*



# Freightliner

Class 59 202 is seen shortly after passing Skelton Junction on August 16th taking two former coal hoppers and 70 004 to Drax power station for the 50 year celebrations.

*Lee Stanford*

On August 15th, Class 66 558 passes through Stockport working from Guide Bridge - Crewe Basford Hall with two container wagons following their repair. *Michael Lynam*

Class 90 014 'Over The Rainbow' and 90 048 pass Old Linslade with 4L89 04:09 Basford Hall Yard (Fl) to Felixstowe North F.L.T. on August 8th. *Derek Elston*



On August 8th, Class 66 531 passes through Altrincham with an empty bin train from Brindle Heath. *Michael Lynam*

Class 66 617 crawls into Northampton on August 7th where it would be held with 6H50 13:14 Wembley Receptions 1-7 to Tunstead Sidings due to the failure earlier of 6R93 ahead. *Derek Elston*

Class 66 568, at the head of a not-quite-full liner, rolls through Peterborough station en route to Felixstowe on August 20th, while 66 414 sulks along dead-in-tow on the rear. *Ian Callander*





# Freightliner

Class 66 502 crosses the river at Manningtree with 13:12 Felixstowe North Terminal - Lawley Street on August 21st. This location is sometimes known as Cattawade which is a village further down the road. The location is within easy walking distance of Manningtree station. *John Goodrich*

Class 66 566 works south at Old Linslade with 4L52 05:37 Basford Hall Yard (Fl) to London Gateway Freightliner on August 8th. *Derek Elston*

On August 8th, Class 66 604 passes through Altrincham with an empty bin train from Runcorn - Northenden. *Michael Lynam*



# Freightliner

▶ Class 90 008 and 90 005 work through Northampton on August 20th with 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T.  
*Derek Elston*

▶ Class 66 515 passes Northampton with 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on August 2nd.  
*Derek Elston*

▶ Class 90 016 and 90 007 working 4M87 11:13 Felixstowe North F.L.T. to Ditton (O'Connor) liner passes through Northampton on August 23rd.  
*Derek Elston*



# Freightliner

▶ Class 66 502 hauling a Felixstowe - Garston liner passes Acton Bridge on August 24th.  
*Mark Enderby*

▶ On August 8th, Class 66 544 heads the 6M81 Machen to Lawley Street through Swindon.  
*Ken Mumford*

▶ Class 66 420 is seen at Swindon station on the UML with 4L23 Wentloog to London Gateway on August 8th. *Ken Mumford*



# Freightliner

▶ Running twenty one minutes early, the 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. passes Northampton behind Class 90 047 and 90 049 on August 7th. *Derek Elston*

▶ With Class 66 598 and 66 546 at the sharp end of 4L92 13:06 Ditton (O'Connor) to Felixstowe North F.L.T. they are seen heading through Northampton on August 5th. *Derek Elston*

▶ A work stained Class 66 617 working as 0H72 whilst running round 6H72 20:01 Northampton Castle Yard to Tunstead Sidings is seen at Northampton on August 5th. *Derek Elston*



# Freightliner

▶ Class 90 013 and 90 041 working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. head through Stafford on August 27th.

*Derek Elston*

▶ Class 90 008 and 90 005 work through Northampton with 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on August 22nd.

*Derek Elston*

▶ On August 9th, Class 66 598 working the 4L36 Wentloog to Felixstowe liner heads through Swindon. *Ken Mumford*



# Grand Central

Class 180 103 forms the 15:27 Grand Central service from Bradford Interchange to London King's Cross on August 17th as it passes through Streethouse. *Steve Chapman*



▶ With Class 66 739 in the distance returning with an empty rake of boxes to the Peaks from Banbury, a loaded working with 66 738 runs into the terminal at Small Heath on July 16th.

*Anton Kendall*

▶ Class 66 794 heads a special working of fuel tanks from Prestwick to Grain past Euxton on July 27th.

*John Sloane*

▶ Class 66 767 passes Winwick with a Liverpool to Drax Biomass service on July 27th.

*John Sloane*



▶ Class 66 734 heads the 6E09 LBT - Drax Biomass through Warrington Bank Quay on August 20th. *Mark Enderby*

▶ Class 66 703 is seen on the slow line at Euxton with a Hams Hall to Mossend intermodal on August 12th. *John Sloane*

▶ Class 60 047 grinds through Coppull Hall at the head of a Ribblehead to Tuebrook working on August 2nd. *John Sloane*





▶ Class 60 002 grinds towards Charnock Richard on August 16th at the head of a stone train from Ribbleshead to Tuebrook. *John Sloane*

▶ On August 22nd, Class 69 011 on 5Q85 Eastleigh TRSMD to Long Marston with Class 701 057 heads through Swindon. *Colin Pidgeon*

▶ On August 7th, Class 66 751 and 66 781 top'n'tail the 3Q98 Truro to Exeter St. Davids weedkiller train. *Richard Hargreaves*



▶ Class 66 767 heads south through Winwick on August 10th. *Jeff Nicholls*

▶ On a grey and dismal August 8th, recently repainted and as yet unnamed Class 66 301 passes Guide Bridge working the 11:25 Arcow to Bredbury. *Lee Stanford*

▶ Class 66 757 passes through Altrincham on August 8th with a Biomass train from Liverpool Docks - Drax P.S. *Michael Lynam*





▶ Class 66 757 'West Somerset Railway' heads southbound at Winwick with 6E26 Liverpool Biomass Terminal to Drax on August 24th.

*Brian Dobbs*

▶ On August 29th, Class 69 008 on 5Q87 Long Marston to Eastleigh TRSMD with SWR's Class 701 034 heads through Swindon on August 29th.

*Colin Pidgeon*

▶ Whilst Class 66 758 'The Pavior' sits awaiting its new crew, sister loco 66 752 'The Hoosier State' trundles through Peterborough station on August 20th.

*Ian Callander*



▶ Class 66 779 hauls an engineers train from Whitemoor through Helpston on the Stamford lines on July 13th. *Anton Kendall*

▶ Class 66 722 passes Bayston Hill with a Penyfford - Avonmouth Hanson Sidings cement train on August 11th. *Keith Davies*

▶ Class 66 748 approaches Navigation Road with an empty rake of box wagons from Small Heath - Hindlow on August 8th. *Michael Lynam*



On August 5th, Class 66 781 sits on the rear of 3Q98 in Truro Yard with 66 751 on the front, between weed spraying duties. *Barry Beeston*

A location soon to be lost to tree growth is Moore in Cheshire where Class 66 307 was captured on August 24th with the 10:30 Liverpool to Drax Biomass service. *Lee Stanford*

On August 21st, Class 66 726 passes Long Preston with a rake of empty cement tanks from Carlisle - Clitheroe. *Michael Lynam*



On August 14th, Class 66 309 runs past Rochdale with 6M37 11:25 Arcow Quarry to Pendleton loaded stone. *Barry Longson*

Class 69 013 behind 66 789 'British Rail 1948-1997' rush through Stafford after the 69's test run to Bescot Yard running as 0Z70, the 11:24 Bescot Up Engineers Sidings to Longport F.D. on August 27th. *Derek Elston*

On August 21st, Class 66 735 passes Settle with a rake of empty Aggregate wagons from Hunslet - Arcow Quarry. *Michael Lynam*



▶ Maroon liveried Class 69 009 is seen at Horseshoe Bridge, St. Denys, on a sunny August 13th, delivering SWR's Class 458 409 to Bournemouth Depot after refurbishment at Widnes. *John Goodrich*

▶ On August 16th, Class 69 007 slowly approaches Doncaster, working 6E85 08:15 Middleton Towers to Barnaby Dun glass works. *Barry Longson*

▶ Class 66 307 working the 6V84 Clitheroe to Avonmouth heads through Stafford on August 26th. *Richard Hargreaves*





▶ Class 66 710 passes Settle on August 21st working an aggregate train from Arcow Quarry - Pendleton. *Michael Lynam*

▶ Class 66 774 with the 6M05 Tinsley to Coton Hill heads through Wellington on September 3rd. *Richard Hargreaves*

▶ Class 66 773 'Pride of GB Railfreight' takes the slow line at Balshaw Lane whilst working a Gloucester to Clitheroe empty cement train on August 3rd. *John Sloane*





## GB RAILFREIGHT OPENS NEW MAINTENANCE FACILITY IN TONBRIDGE

GB Railfreight (GBRf), one of the UK's largest transporters of consumer and business goods, has opened a new maintenance facility in Tonbridge. The new site will bolster the efficiency of its locomotive maintenance regime was formally opened by GBRf's Chief Executive Officer, John Smith and Director General of the Rail Freight Group, Maggie Simpson OBE.

The facility, which cost around £2.5m and is larger than nine double-decker buses, was built by Cairn Cross and will provide a purpose-built hub to maintain GBRf's Class 73, 69 and 66 fleets. The building will be operated by various partners including EMD, Wabtec and St. Leonard's Railway Engineering.

The new maintenance facility will complement existing sites in Doncaster and Peterborough, significantly improving the operational efficiency of GBRf's locomotive fleet in the south east of England. Significant carbon savings will result from reduced journey length required for maintenance.

The increased capacity in GBRf's locomotive maintenance programme will build on the business's industry-leading reliability for customers, driving jobs, growth and investment across the UK.

Tonbridge is a strategically important site for GBRf, which provides rail head treatment services for Network Rail from the site. These services, which ensure the smooth running of the passenger trains by cleaning the tracks

of fallen leaves, snow and ice mean that commuters will benefit from safer, more reliable passenger rail services across the south east.

John Smith, Chief Executive Officer at GB Railfreight, said: "Our new facility at Tonbridge demonstrates our commitment to continued investment and innovation in the rail network. The Tonbridge site will lead to increased efficiency for our locomotive fleet, which will benefit our customers, and operation of rail head treatment services will improve passenger experiences and safety across the region."

Adam Southern, Delivery Director Track Treatment at Network Rail, said: "Tonbridge is a key location for Network Rail's autumn and winter services, helping the

Southern Region battle against poor adhesion due to leaf-fall and the effects of frost on the running lines. GB Railfreight's new Maintenance Hub will provide a greater level of resilience and reliability for the seasonal fleet, right where we need it."

Maggie Simpson OBE, Director General at the Rail Freight Group, said: "The rail freight sector is committed to growth – it's fantastic to see private freight operators like GB Railfreight investing in facilities such as the new maintenance hub at Tonbridge. These facilities will provide additional capacity, reliability and resilience for rail freight customers across the country."



## GB RAILFREIGHT ADDS NEW ELECTRIC SHUNTERS AS PART OF DECARBONISATION DRIVE

GB Railfreight (GBRf) has acquired four new electric Class 18 hybrid+ shunt locomotives to its growing fleet. These locomotives alongside other industry leading decarbonisation initiatives will contribute to GBRf's efforts to reduce the emissions of Great Britain's supply chains.

The new locomotives will be based across GBRf's sites and will be used to support supply chain operations (SCO) services for Network Rail. These services ensure that the materials and components that keep the railway safe and operational, are where they should be, when

they need to be. Ensuring that all rail users, whether passenger or freight are able to utilise a safe and efficient railway.

As a part of GBRf's decarbonisation strategy, the Class 18s are one of a number of initiatives aimed at reducing carbon emissions in the UK's supply chains. Other initiatives include GBRf ordering 30 brand new hybrid Class 99 locomotives that will enter service in 2025; moving all sites to use energy sourced only from renewable source; an electric vehicle incentivisation scheme for staff and switching their van fleet to electric

vehicles at the end of the current leasing agreement.

The Class 18s were manufactured by Clayton Equipment Ltd and are powered by an onboard battery, with charging through a three-phase electric supply or via a regenerative braking system. The Bo-Bo locomotive is also self-contained, with an onboard diesel engine which meets EU Stage V emissions standards.

David Golding, Asset Director – GB Railfreight, said: "The Class 18 hybrid+ shunt locomotives are another exciting step forward for GB Railfreight in modernising and

decarbonising our business. By utilising them on SCO services, we're making sure our partnership delivers a greener, more sustainable railway that works better for everyone."

Ross Theobald, Delivery Director, Supply Chain Services at Network Rail, said: "A greener supply chain helps us to operate more sustainably, with cleaner air for the people and wildlife that live nearby.

A shiny Class 66 305 'Embsay & Bolton Abbey Steam Railway' trundles through Northampton with 4L68 14:06 Birch Coppice GBRf to London Gateway GBRf on August 23rd. *Derek Elston*



## GB RAILFREIGHT TO EXTEND DP WORLD CONTRACT AT LONDON GATEWAY

GB Railfreight has agreed a new two-year contract extension with DP World to provide staff to prepare all freight trains departing from their London Gateway terminal. These staff provide a critical role in ensuring the safety and reliability of rail freight.

Every year, more than 5,000 train services depart and arrive at London Gateway, collectively removing around 150,000 HGV movements from the UK's road network. These services help to significantly reduce the carbon emissions from the UK's supply chains, as rail freight emits 76% less CO2 per tonne than moving goods by

road. In addition, by removing vehicles from our road network, rail freight improves road safety and decreases congestion benefiting us all.

London Gateway is one of the UK's largest and most important ports, last year 1.8m TEU was moved through the port – containing a huge range of consumable goods – from fridges to frozen food, water to wine, toys to tonic – rail freight moves a wide range of goods that are in all our homes and are significant drivers of our economy.

Julie Garn, Head of Intermodal at GB Railfreight, said:

“Extending our contract with DP World is a testament to the hard work and commitment of our staff at London Gateway – I’m delighted that we’ll be preparing all services departing for the next two years. We’ll continue to work with the team at the Port to look at opportunities to drive modal shift and maximise the societal benefits that rail freight offers.”

John Trenchard, Vice President UK Commercial & Supply Chain at DP World, said: “Connecting freight from our ports to the UK rail network is helping us deliver for our customers, enabling them to stay competitive in

a fast moving trading environment while increasing the sustainability of their supply chains. Our extended contract with GB Railfreight will help us to keep delivering and developing our freight train services from London Gateway over the next two years.”

▶ Class 66 753 hurries through Chesterfield with 4H73 05:51 Washwood Heath to Tunstead on August 12th. *Barry Longson*

▶ Class 66 761 'Wensleydale Railway Association 25 Years 1990-2015' working 6X77 13:58 Dagenham Dock Reception GBRf to Mossend Down Yard passes through Northampton on August 5th. *Derek Elston*

▶ Class 66 756 on 4Z18 Trafford Park to Marchwood MOD with empty flats passes through Deansgate on August 28th. *Russell Clarke*



▶ Class 66 305 moves across the down fast at Doncaster on August 16th, in charge of 6D21 14:02 Scunthorpe Roxby Gullet to Doncaster Down Decoy Yard. *Barry Longson*

▶ Clag monster Class 66 748 'West Burton 50' working 4M16 00:36 Southampton Western Docks to Ditton (O'Connor) heads through Stafford on August 27th. *Derek Elston*



# Grand Central

Every photographer needs some luck. Well here it was given twice in one shot. Class 221 143 working the 14:49 Bradford to London King's Cross was diverted from platform 1 over to 3. Then Class 180 114 on the 14:27 London King's Cross to Sunderland was running 29 minutes late, resulting in getting both types of GC traction together. *Barry Longson*



Stansted Express unit Class 745 104 is seen at Colchester on August 21st with 11:30 London Liverpool Street - Norwich whist 720 573 waits at Platform 4 with the 12:21 service to Colchester Town. The 11:30 from Liverpool Street is regularly worked by standard class only Class 745/1 units rather than Class 745/0. *John Goodrich*





# Greater Anglia

Class 755 422 arrives at Norwich in the early evening sun on August 16th with the 18:17 Great Yarmouth - Norwich service. *John Goodrich*



# Great Western Railway

On July 29th, Class 802 020 overtakes 166 212 working a Paignton to Exeter service at Dawlish Warren.  
*Richard Hargreaves*



# Great Western Railway

On August 7th, power car No. 43097 (with 43186 on the rear) is seen cruising across Goss Moor working 2N03 09:18 Newquay - Par during Boardmasters Festival. The HST providing additional capacity on the branch.  
*Barry Beeston*



# Great Western Railway

▶ Power car No. 43188 working 2C11 10:15 Plymouth - Penzance with 43198 on the rear are seen as they climb away from Lostwithiel passing through Milton on August 14th.

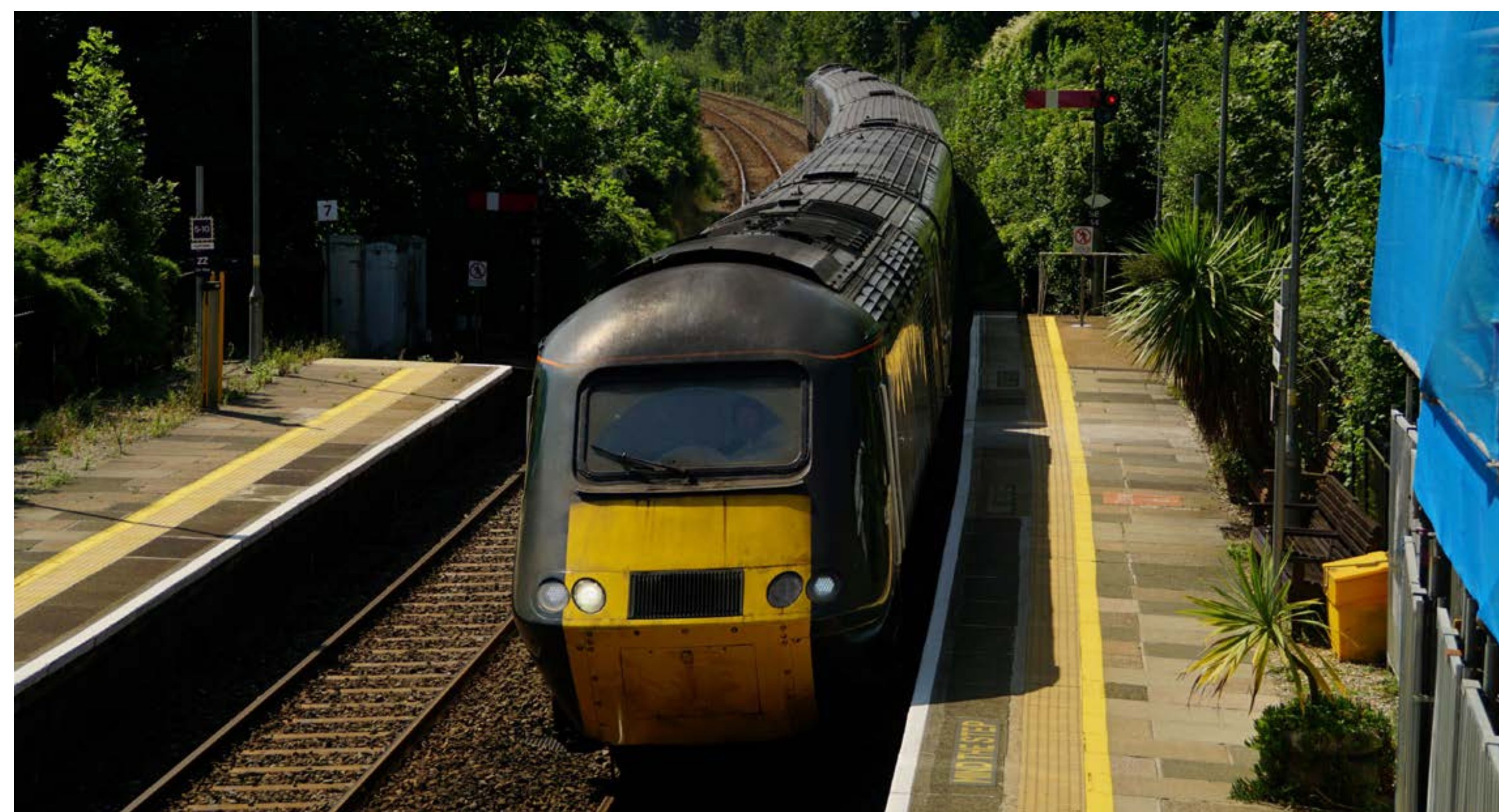
*Barry Beeston*

▶ Power car No. 43004, with 43042 on the rear, arrives into St. Erth with 2P16 13:15 Penzance - Plymouth on August 16th.

*Barry Beeston*

▶ Power car No. 43093, with 43189 on the rear, is seen powering through Scorrier whilst covering 2C36 18:30 Plymouth - Penzance due to unit shortage on August 20th.

*Barry Beeston*



# Great Western Railway

► Abusyscene at Horseshoe Bridge, St. Denys on August 13th as Class 165 137 leading the 14:23 Portsmouth Harbour - Cardiff is being chased by 66 775 on 14:50 Eastleigh Yard - Westbury. Travelling in the opposite direction, SWR's Class 444 008 is the rear unit on the 13:20 Weymouth - London Waterloo service.

*John Goodrich*

Class 802 113 starts its decent towards Par with 1C55 06:00 London Paddington - Penzance service on August 14th. *Barry Beeston*

▼ Class 802 109 is seen climbing away from Par with 1A82 09:10 Penzance - London Paddington service on August 14th. *Barry Beeston*



# Great Western Railway

▶ Power car No. 43097 leads the 2E26 18:15 Penzance to Exeter St. Davids, calling at Dawlish Warren on August 6th. *Richard Hargreaves*

▶ Power car No. 43198 leads the 2E10 Penzance to Exeter St. Davids into Dawlish Warren on August 3rd. *Richard Hargreaves*

▶ On July 30th, power car No. 43187 calls at Dawlish working the 2E26 18:15 Penzance to Exeter St. Davids. *Richard Hargreaves*



# Great Western Railway

▶ Class 150 243 is seen arriving into Truro with 2T82 15:15 Falmouth Docks - Truro on August 5th. *Barry Beeston*

▶ Class 802 005 arrives into Truro with 2P20 15:15 Penzance - Plymouth service on August 5th. *Barry Beeston*

▶ Power car No. 43189 powers towards Truro with 2P21 15:50 Penzance - Plymouth with 43093 on the rear on August 5th. *Barry Beeston*



# Great Western Railway

▶ On August 9th, Class 802 113 heads along the sea wall at Dawlish with a London Paddington - Plymouth service. *Richard Hargreaves*

▼ Class 150 219 rounds the curve at Dawlish Warren with an Exmouth to Paignton service on August 9th. *Richard Hargreaves*





# Great Western Railway

On August 9th, Class 150 232 working a service to Paignton, calls at Dawlish Warren.

*Richard Hargreaves*

Class 150 202 and 150 233 descend towards St. Ives from Carbis Bay working 2A29 14:48 St. Erth - St. Ives on August 16th. *Barry Beeston*

On August 1st, Class 150 219 and 150 238 are seen approaching Dawlish Warren with a Paignton to Exmouth service. *Richard Hargreaves*



# Great Western Railway

▶ Power cars Nos. 43156 and 43198 working 2C22 Exeter - Penzance are seen passing Shell Cove, approaching the recently constructed avalanche shelter the east end of Parsons Tunnel on July 27th. *Steve Thompson*

▶ Class 158 771 on 2T28 Exmouth - Paignton departs Dawlish on July 29th. *Steve Thompson*

▶ On Saturdays, there is an HST just after midday which forms 2C22 Exeter - Penzance. Power cars Nos. 43156 and 43198 are seen departing Dawlish with this working on July 27th. *Steve Thompson*



# Great Western Railway

▶ On July 31st, power car No. 43187 arrived at Dawlish at the head of 2E26 Penzance - Exeter, with 43186 on the rear. *Steve Thompson*

▶ On July 30th, Class 802 109 has become a bit of a celebrity since being named (at one end anyway) 'Shania Train', so it had to be photographed, passing Dawlish working 1A82 Penzance - London Paddington. The embellishments on the second vehicle are not connected with the naming, sadly it's just graffiti. *Steve Thompson*

▶ Class 802 019 and 802 015 working 1A74 Newquay - London Paddington pass Dawlish on July 29th. *Steve Thompson*



# Great Western Railway

On August 8th, Class 387 164 and 387 166 are on time at Swindon whilst working 1U23 London Paddington to Bristol Parkway.

*Ken Mumford*

On August 17th, Class 158 745 arrives at Swindon with 2M19 Westbury to Swindon service.

*Ken Mumford*

Class 387 160 and 387 163 arrive at Swindon on August 9th working 1L13 Cardiff to London Paddington. *Ken Mumford*



# Hull Trains

Hull Trains Paragon units Class 802 305 and 802 304 arrive at platform 3 at Doncaster on August 13th working the slightly delayed 15:08 from Hull to London King's Cross. *Steve Chapman*



# L.N.E.R.

▶ Class 91 107 arrives into Doncaster on August 16th with the 10:03 London King's Cross to Leeds service. *Barry Longson*

▶ A different view of Class 91 119 at Leeds on August 13th as it waits to head to Neville Hill depot following the cancellation of its booked service to London King's Cross. *Lee Stanford*

▶ Class 91 124 moves across from the down fast, to make its booked stop at Doncaster while in charge of the 14:03 London King's Cross to Leeds service on August 16th. *Barry Longson*



LNER still operate a handful of loco hauled services on the King's Cross to Leeds/York axis and on August 13th, Class 91 107 is seen approaching Doncaster with the 14:03 service from London King's Cross.  
*Lee Stanford*



## Train Operators Join Forces With Tech Startups To Shape The Future Of The Rail Industry

Southeastern, Northern, LNER and TransPennine Express joined forces as part of Future Labs to help accelerate ideas that address common and emerging issues for the sector. In the first scheme of its kind, the successful companies will receive unique insight and mentorship during a 12-week programme to bring their products and services to life.

They will have the opportunity to apply, test and demonstrate their ideas in a real-world environment, with access to industry data, as well as mentors and subject matter experts.

Richard Harrison, chief financial officer of DOHL, which has responsibility for the four operators involved in Future Labs, said: "Our railways are essential in connecting people across the country and play a vital role in supporting the UK's economy. Working together we can find innovative solutions to drive forward growth by making the best use of technology to improve train performance, accessibility and customer experience."

More than 100 companies applied to be part of Future Labs, each proposing innovative solutions and products which address four categories:

**Enhancing customer experience**  
**Improving performance and operational excellence**  
**Developing people and talent**  
**A wildcard category**

The finalists were selected by rail industry leaders following a pitch day in York. They are:

**Chata.ai's** solution enables organisations to harness their data through proactive self-service analytics, allowing users to access real-time insights by asking simple questions.

**Cleancore Intelligence** offers a solution for tracking cleaning compliance and footfall that removes manual record keeping by highlighting where cleaning is needed.

**1Huddle** is a recruitment, engagement and development platform that uses games to train up, onboard and attract talent. Games range from one to two minutes with high-impact games that can be played anytime, anywhere, on the go. Managers can build games quickly and staff can get rewarded.

**iqast** provides fully automatic forecasting solution with Artificial Intelligence and machine learning. It can be

adapted to a company's unique needs and can work independently, avoiding the need to integrate within the company's infrastructure.

**Cognition24** offer a mobile app designed for individuals with Autism, Attention Deficit Hyperactivity Disorder (ADHD), and other hidden disabilities. The technology gives real-time travel information in an accessible format before leaving home, at the station and onboard. It provides information such as finding the quietest coach and receiving announcement messages, even while wearing noise-cancelling headphones.

**Zing Data** has developed a platform offering Artificial Intelligence powered, business intelligence and visual data analytics solutions. It offers natural language querying that can figure out complex calculations and relationships automatically.

**Treeva** offers a solution which captures renewable energy from the turbulent airflow of passing transport. The modular design is easy to install and maintain on the side of roads or railways and makes use of readily available land and could power infrastructure to support net-zero transport systems.

**PotentialU** offers a solution designed to help frontline leaders get an understanding of the strengths and weaknesses of their team. It provides insights and helps leaders engage more effectively with their teams.

**Moonbility** is a digital twin company, specialising in predicting and simulating asset failures in the transport sector, helping companies to plan and mitigate any possible impacts.

Daniel Saunders, CEO of L Marks, which is running the Future Labs programme, said: "The energy at the Future Labs Pitch Day was electric! It has been fantastic to witness the engagement from LNER, Northern, Southeastern, and TransPennine Express over the past few months and during the day itself. I was incredibly impressed by the entrepreneurs behind the nine companies that have been selected to join the programme and I'm excited to see how Future Labs will fast track these innovations to shape the future of the rail industry."







▶ Carrying the Pride flag on its cab side, Class 803 003 heads through Doncaster on August 16th, with the 14:48 London King's Cross to Edinburgh Waverley service.

*Barry Longson*

▶ Class 803 002 speeds through Doncaster on August 16th, working the 10:45 London King's Cross to Edinburgh Waverley service.

*Barry Longson*



# Network Rail

▶ Class 37 254 leads 37 607 on the four weekly Network Rail working along the CLC line, seen in a short patch of sunlight at Glazebrook on August 1st. *Jeff Nicholls*

▶ Powercar No. 43274 powerstowards Burngullow Jct. with 1Q18 05:58 Reading Triangle Sidings - Paignton via Penzance on August 23rd, with 43272 on the rear. *Barry Beeston*

▶ On July 26th, power cars Nos. 43013 and 43062 pass through Dawlish working 1Q18 which originated from the depths of Cornwall, then having passed through Dawlish Warren, it reversed and headed west again to Paignton. *Steve Thompson*



# Network Rail

▶ Class 37 405 working the 6Z39 Bescot - Coleham RHTT move passes Wellington on August 29th. *Carl Grocott*

▶ Class 37 405 passes Walcot with 6Z39 11:45 Bescot Up Engineers Sidings - Coleham LMD on August 29th. *Keith Davies*

▶ On August 8th, the 1Q23 Bristol Kingsland Road to Derby calls at Swindon worked by Class 37 607 top 'n' tail with 37 116. *Ken Mumford*



On August 7th, Class 73 965 top and tailed with 73 962 with the 12:56 Woking to Woking SERCO via the world, is seen paused at Andover at 13:50 and after receiving attention from the driver, it departed for Marchwood at 13:55. Later it was declared a failure at Marchwood where it spent the night. The train returned direct to Woking Yard on August 8th. *David Lindsell*



# Network Rail

▶ Class 97 304 and 97 302 working 6C77 Barmouth - Bescot pass Walcot on August 18th.  
*Carl Grocott*

▼ A Network Rail track monitoring train led by HNRC owned Class 37 405 is seen recessed at Stockport on August 9th before heading to Chester. *Lee Stanford*



# Rail Operations Group/Europhoenix

▶ After suffering overheating issues, Class 37 608 'Andromeda' working 5Q72 14:47 Long Marston to Willesden T.M.D was rescued by 37 901 'Mirrlees Power' seen here at Northampton on August 5th. *Derek Elston*

▶ Class 37 407 'Blackpool Tower' and 37 901 'Mirrlees Pioneer' ease up to a red light at Northampton returning home light engine as 0Z17 11:31 Dollands Moor Sidings to Leicester L.I.P. on August 22nd. *Derek Elston*

▶ Class 37 608 'Andromeda' leads LNW units 730 210 and 730 211 through Northampton working 5Q94 07:47 Willesden T.M.D. to Long Marston, taking the units into storage on August 5th. *Derek Elston*



On July 24th, probably the working of the year through Scunthorpe and that was the movement of three former GWR Mk3s from the AFRPS at Scunthorpe to Yarmouth for what I understand was parts recovery, internal fittings and bogies, I believe, and disposal. To achieve this, a rake of Eastern Rail Services Mk3s was worked from Castle Donnington to Entrance C at Scunthorpe, for the purpose of acting as brake force runners. The three coaches from the AFRPS, having no operational brakes, were marshalled within the train, which then set off for Yarmouth. The loco, Class 37 901, recently restored to Railfreight livery and looking very smart is seen with 5L48 approaching Scunthorpe station from Ent C heading to Yarmouth. *Steve Thompson*





# Rail Operations Group/Europhoenix

▶ Class 37 884 'Cepheus' eases into Northampton with Class 730 215 and 730 227 on delivery as 5Q72 10:00 Derby Litchurch Lane to Wembley InterCity Depot on August 2nd. *Derek Elston*

▶ Class 37 510 'Orion' bursts into life as the power handle is pulled back and gets 5Q17 09:16 Wembley InterCity depot to Gascoigne Wood Sidings away from Northampton on August 12th. *Derek Elston*

▶ Class 37 608 'Andromeda' with West Midlands' 730 035 and 730 026 in tow head through Northampton running as 5Q74 10:38 Old Dalby to Willesden T.M.D. on August 23rd. *Derek Elston*





# TransPennine Express

▶ Is it just me or do the 185s have a slightly cross-eyed look? Running quite late on a Liverpool Lime St. - Cleethorpes service, Class 185 129 enters a patch of sunlight at Glazebrook on the CLC on August 1st. *Jeff Nicholls*

▶ On August 1st, Class 185 130 is seen approaching Ashburys station, working the 13:58 Manchester Piccadilly to Huddersfield local service. *Barry Longson*

▶ A Class 397 heading for Edinburgh passes Farington Curve Junction on August 10th. *John Sloane*



# Transport for Wales

▶ On 197 002 and another class member head past Winwick with a service for North Wales on August 10th. *John Sloane*

▶ Class 197 117 passes Winwick with a North Wales to Manchester Airport service on August 10th. *John Sloane*

▶ Still extolling the virtues of freight by rail, Class 67 013 pushes the 14:30 Manchester Piccadilly - Cardiff away from Stockport on August 17th. *Jeff Nicholls*



# Transport for Wales

▶ Class 67 025 hauling the 1V39 Manchester Piccadilly - Cardiff passes Burgs Lane on August 31st. *Carl Grocott*

▶ Class 197 118 is seen on Hencote Bank with 1V98 16:36 Holyhead - Cardiff Central on August 1st. *Keith Davies*

▶ Class 230 010 stands at Wrexham Central waiting to work 2F66 11:28 to Bidston on August 29th. *John Balaam*



# Transport for Wales

▶ Class 67 025 propels the 16:30 Manchester Piccadilly to Swansea, away from its booked stop at Stockport on August 20th.

*Barry Longson*

▶ Class 67 010 passes Harlescott with 1V50 16:30 Manchester Piccadilly - Cardiff Central on August 6th. *Keith Davies*

▶ Class 197 125 passes Kempseye with 1V40 11:30 Manchester Piccadilly - Carmarthen service on August 20th. *Keith Davies*



# Transport for Wales

▶ Class 67 008 is seen at Kempsey with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on August 30th. *Keith Davies*

▶ Class 67 013 passes Kempsey with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on August 16th. *Keith Davies*

▶ Class 230 010 arrives at Bidston with 2F60 09:58 from Wrexham Central on August 29th. *John Balaam*



# Transport for Wales

▶ Class 67 015 climbs Hencote Bank with 1W96  
17:16 Cardiff Central - Holyhead service on  
August 29th. *Keith Davies*

▶ DVT No. 82229 leads Class 67 017 at Kempseye  
on August 11th working 1V70 09:30 Manchester  
Piccadilly - Swansea service. *Keith Davies*

▶ Class 67 010 passes Kempseye with 1W46  
14:30 Manchester Piccadilly - Cardiff Central  
on August 20th. *Keith Davies*





# Transport for Wales

▶ Class 67 010 passes Kempseye with 1W55 08:49  
Cardiff Central - Manchester Piccadilly service  
on August 20th. *Keith Davies*

▶ Class 67 022 passes Bayston Hill with 1W57  
10:52 Cardiff Central - Manchester Piccadilly  
service on August 22nd. *Keith Davies*

▶ Class 153 921 and 153 329 stand at Shrewsbury  
ready to depart ECS as 5M08 15:51 Shrewsbury  
to Shrewsbury Abbey Foregate Carriage Sidings  
on August 24th. *Derek Elston*



# Transport for Wales

On a bright August 6th, Class 67 017 propels the 14:30 Manchester Piccadilly to Cardiff service away from Crewe. *Barry Longson*

In full black livery, the Transport for Wales operated 14:30 Manchester Piccadilly to Cardiff service approaches Levenshulme on a sunny September 3rd led by Class 67 022. *Lee Stanford*

Class 67 013 departs Crewe on August 17th with a service to Manchester Piccadilly. *Richard Hargreaves*



# Transport for Wales

▶ Class 67 012 climbs Hencote Bank with 1W96  
17:15 Cardiff Central - Holyhead on August 1st.  
*Keith Davies*

▶ Class 67 022 departs Crewe on August 24th with  
1V37 08:30 Manchester Piccadilly to Cardiff  
Central service. *Derek Elston*

▶ The driver of Class 197 115 awaits the tip from  
the guard with 1F99, the 14:43 to Liverpool  
Lime Street at Chester service on August 27th.  
*Derek Elston*



# Units: DMUs and EMUs

Northern's Class 150 103 and 150 127 cross Whalley Viaduct after a heavy downpour with 2N51 Rochdale to Clitheroe service on August 28th. *Brian Dobbs*



# Units: DMUs and EMUs

▶ South Western Railway's Class 458 506 passes Eastleigh on its way to Bournemouth Depot on August 9th as 09:15 from Wimbledon Depot. It departed for Widnes for refurbishing and reduction to a 4-coach unit the following week. *John Goodrich*

▶ Northern's Class 195 124 approaches Leyland with a service to Manchester Airport on August 1st. *John Sloane*

▶ London Northwestern's Class 730 227 stands at Northampton working mileage accumulation run 2Q91 07:46 Wembley InterCity depot to Crewe on August 7th. *Derek Elston*



# Units: DMUs and EMUs

▶ Northern's Class 156 447 with the 2C30 Carlisle to Lancaster is seen arriving at Arnside on August 31st. *Brian Dobbs*

▶ West Midlands' Class 196002 passes Walcot with 1J52 12:52 Birmingham New St. - Shrewsbury service on August 29th. *Keith Davies*

▶ Merseyrail's Class 777 049 calls at Liverpool Lime Street working 2Y09 09:42 Ellesmere Port - Ellesmere Port service on August 29th. *John Balaam*



# Units: DMUs and EMUs

Merseyrail's Class 507 018 and 507 003 pass Portland Street level crossing, Southport on August 24th. This was the last day of booked Class 507 workings for Merseyrail with the remaining six units on standby for unit failures until all the 777s have arrived in December. *Chris Morrison*



# Units: DMUs and EMUs

▶ Royal Mail's Class 325 005 leads a mail service from Shieldmuir to Warrington on August 2nd as it passes Coppull Hall. *John Sloane*

▶ Northern's Class 195 122 approaches Farington Curve Junction with a Blackpool to York service on August 10th. *John Sloane*

▶ Northern's Class 331 109 passes Balshaw Lane Junction on August 3rd with a Blackpool North bound service. *John Sloane*





# Units: DMUs and EMUs

▶ LNW Class 730 229 working mileage accumulation turn 2Q94 14:57 Crewe to Wembley InterCity depot is seen in the Northamptonshire countryside at Church Brampton on August 26th. *Derek Elston*

▶ Class 325 011 and 325 015 head away past Charnock Richard with a Willesden to Shieldmuir service on August 16th. *John Sloane*

▶ Class 325 005 and 325 012 hurry past Charnock Richard with a Shieldmuir to Willesden working on August 14th. *John Sloane*



# Units: DMUs and EMUs

▶ Royal Mail's Class 325 002 speeds down past Bradley leading a Shieldmuir to Daventry working on August 15th. *John Sloane*

▶ Northern still use the Derby built class 170 DMUs on services to the North East coast. Here Class 170 472 departs Doncaster on August 16th with the 12:01 Scarborough to Sheffield service. *Barry Longson*

▶ Northern's Class 195 010 passes Winwick with a Chester to Leeds service on August 10th. *John Sloane*



# Units: DMUs and EMUs

Great Northern's Class 387 111 calls at Ely on August 17th with 12:42 Kings Lynn - London King's Cross service. *John Goodrich*

Northern's Class 323 219, an ex West Midland's unit, is seen at Manchester Piccadilly having worked a service from Crewe via Stockport on August 15th. *Michael Lynam*

West Midlands' Class 730 016 and 730 012 pass Old Linslade working 2K15 09:09 London Euston to Bletchley which should have run to Milton Keynes Central but was terminated short on August 8th. *Derek Elston*



# Units: DMUs and EMUs

On August 23rd, South Western Railway's Class 444 015 waits to depart from London Waterloo with the 13:35 to Weymouth. The 9-car formation had 450 031 as the rear unit.

*John Goodrich*

On August 8th, Northern's Class 156 416 calls at Altrincham working a Chester - Manchester Piccadilly service via Stockport. *Michael Lynam*

With the route through New Mills Central being blocked, the local Northern stopping services to Sheffield continue to be diverted via Stockport. On August 14th, Northern's Class 195 103 approaches Stockport working the 14:48 service from Manchester Piccadilly.

*Lee Stanford*



# Units: DMUs and EMUs

▶ Northern's Class 150 119 trails 156 415 at Ashburys station while working the 14:18 Manchester Piccadilly to Marple service. *Barry Longson*

▶ Northern's Class 156 424 arrives at Bamber Bridge on August 10th working a Colne - Blackpool South service. *Michael Lynam*

▶ West Mid's celebrity Class 323 221 and 323 216 arrive at Four Oaks on a sunny August 30th with the 15:39 Lichfield to Bromsgrove service. *Lee Stanford*



# Units: DMUs and EMUs

Merseyrail's Class 777 008 prepares to depart Chester with the 13:15 service to Liverpool Central on August 6th. *Barry Longson*

Northern's Class 150 206 and 150 205 working the 16:40 Knottingley to Leeds service approach Streethouse on August 17th. *Steve Chapman*

Merseyrail's Class 777 041 departs Hooton on August 6th with the 13:22 Liverpool Central to Ellesmere Port service. *Barry Longson*



# Units: DMUs and EMUs

▶ The rear half of Northern's 13:17 Macclesfield - Manchester Piccadilly service was still in West Midlands livery at Stockport on August 17th. On the opposite platform, TfW's Class 197 122 prepares to depart with a Tenby service.

*Jeff Nicholls*

▶ Royal Mail's Class 325 009 leads an unidentified sister on 1M55 14:19 Shieldmuir to Daventry through Crewe on August 6th. *Barry Longson*

▶ London Northwestern's Class 350 104 is seen at Crewe on August 6th, still in Euro Vision livery, ready to work the 16:13 departure to London Euston. *Barry Longson*



# Units: DMUs and EMUs

On August 11th, Northern's Class 323 228 crosses Stockport viaduct with the 18:07 Manchester Piccadilly to Crewe service.  
*Barry Longson*

West Midlands' Class 196 102 is seen at Walcot with 2J16 12:26 Birmingham New St. - Shrewsbury service on August 29th.  
*Keith Davies*

With their days in the West Midlands now numbered it was good to see two pairs of 323's were still in service on August 30th. West Midlands' Class 323 240 with sister 323 215 are seen in the bay platform at Four Oaks waiting to depart with the 15:46 to Redditch.  
*Lee Stanford*





# Units: DMUs and EMUs

▶ Merseyrail's Class 507 016 with the 14:21 from Hunts Cross arrives at Southport as retro liveried 507 001 departs with the 15:42 to Hunts Cross on August 27th. *Paul Senior*

▶ The new order is seen at Four Oaks as West Midlands' Class 730 018 and 730 017 approach with the 15:09 Lichfield to Bromsgrove on August 30th. *Lee Stanford*

▶ The new order for West Midlands sees Class 730 003 at Lichfield City on a service to Bromsgrove on a sunny August 30th. *Lee Stanford*



# Units: DMUs and EMUs

On August 21st, Northern's Class 158 901 calls at Settle working a Leeds - Carlisle service.

*Michael Lynam*

Northern operated Class 323 219 approaches Levenshulme on September 3rd working the 15:06 Manchester Piccadilly to Crewe service.

*Lee Stanford*

Former West Midlands Class 323 207 arrives at Crewe on August 9th with a local service from Manchester Piccadilly. *Lee Stanford*



# Scotrail

▶ Class 158 723 is seen on the rear of a Scotrail service from Edinburgh to Inverness arriving into platform 2 at Stirling on August 20th. *Allison Twycross*

▶ Class 170 405 arrives into Stirling leading an Edinburgh to Inverness service at Stirling on August 20th. *Allison Twycross*

▶ Class 385 106 working a service from Edinburgh to Dunblane arrives into Stirling on August 20th. *Allison Twycross*



# Scotrail

▶ Power car No. 43130 is seen on the rear of a Glasgow Queen Street to Aberdeen service lead by 43036 at Stirling on August 20th.  
*Allison Twycross*

▶ Class 385 001 stands at platform 3 at Stirling with a Dunblane to Edinburgh service on August 20th.  
*Allison Twycross*

▶ Class 170 429 arrives at Stirling on August 20th with a Glasgow Queen Street to Inverness service.  
*Allison Twycross*







# Tyne and Wear Metro

Tyne and Wear Metro unit No. 4073 calls at Sunderland University station with a South Hylton to Airport service on June 19th.  
*Paul Senior*



# Manchester Metrolink

Metrolink trams No. 3137 on a service to the Etihad Campus and No. 3140 heading to East Didsbury, pass at St. Peter's Square on August 14th. *Barry Longson*







## Greater Anglia to give a peek behind the curtain with a brand-new video series and blog

Greater Anglia has launched a brand-new video and blog series that will give passengers a peek behind the curtain of one of the largest train operators in the country.

Within this new series, the company, which runs trains between London Liverpool Street and Cambridgeshire, Essex, Hertfordshire, Norfolk, and Suffolk, will shine a light on some of its employees and showcase how they are contributing to Greater Anglia's record-breaking punctuality and reliability.

The 'We Are Greater Anglia' video and blog series will focus on frontline roles such as drivers, conductors, revenue protection, and station staff. It will take viewers to depots where trains are cleaned and maintained overnight and take a look at other key locations while exploring many of the office-based roles across the organisation, such as timetable writing, finance, and public relations.

The first video and blog follows Karen, an On-Board Host in the Catering department, as she welcomes passengers to the café bar onboard an intercity service between Norwich and London Liverpool Street.

Commercial and Customer Service Director, Martin Moran, said: "All of our staff are highly trained in their own specialist areas and work tirelessly to ensure passengers can travel to their destination safely and on time. We are really proud of our staff and this brand-new video series will give passengers a peek behind the curtain of Greater Anglia and showcase the wide variety of roles within the organisation."

The video and blog series will sit on the Greater Anglia website, Facebook channel, and LinkedIn page. New posts will be released every two weeks.

## Fares Advice with RailUK

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

### No routing easements during Castleton Bridge closure...

**Q:** During the 3-week Castleton Bridge closure, there are obviously no through trains from Bradford or Halifax to Manchester. And at the weekend, there are also no trains from Bradford or Halifax to Huddersfield or Blackburn which rules out two alternative routes. So the only rail option is to travel via Leeds. So you would expect Northern to grant a temporary easement allowing Bradford/Halifax passengers to travel by this route using the "Via Hebden Bridge" fare. But they haven't. So instead of an off-peak CDR at £15.90, Bradford passengers have to pay £32.90 for an "Any permitted" off-peak SVR, valid via Leeds, for a journey which takes some 40 minutes longer.

Easements should also be allowed permitting midweek travel via Huddersfield for the via Hebden Bridge fare. Interestingly the cheapest fares for passengers to Liverpool allow travel via Huddersfield while those only travelling to Manchester must pay more to go that way. Bradford/Halifax to Liverpool via Preston should also be allowed if the Huddersfield line is closed.

Northern could also have done a deal to allow ticket holders to use the tram between Rochdale and Manchester, but they haven't.

**A:** No reason why they would, the RRB from Rochdale non-stop to Victoria is much faster than the tram would be.

### LNER Advance prices reduced after purchase...

**Q:** I thought the mantra was that, barring any sales or special offers, the sooner you booked an Advance fare, the better, because of the limited number of seats made available to each Advance fare bucket.

So, I'm puzzled and a tad annoyed that two first-class seats I booked in early August to travel from Kings Cross to York in mid-October are now available for roughly £10 each less than I paid.

Of course LNER don't operate a price promise guarantee that actually has any use in most situations where it would be useful, like this one. (Unless anyone knows differently?)

It's not just my train that has reduced in fare, but several others on the same day now have lower Advance 1st fares than three weeks ago. What is going on? Is it now a deliberate LNER policy to dynamically price so that Advance prices can go down if sales are being made at a lower rate than predicted? (And that is achieved presumably by adding extra inventory back to Advance fare buckets that had previously sold out.)

**A:** That's not how it works, it probably never has been, but with the time and effort the people responsible (and probably incited) for ticket pricing it's probably become more common that prices change with demand more now, in both directions. Yes, the mantra should be "buy early" because prices will go up with demand, but it's not guaranteed as you've seen. I suggest that if you were happy with the price you originally paid, then stop looking and be happy!

Do the majority of passengers on the LNER route buy direct from LNER? If so, LNER could be guilty of abusing a dominant market position, by appearing to use taxpayer funds to cross-subsidise their retail operations, with extensive advertising on trains and at stations instructing people to 'book direct', of which this idea of getting cheaper tickets further in advance is just part of a wider campaign of misleading information.

It looks as though LNER don't load the cheapest tiers into the advanced booking horizon. I don't know if that's true or not, and LNER would never admit it even if it were true, but it certainly seems plausible. Otherwise it can happen if people have advance tickets in their basket and then choose not to purchase them. The system holds the ticket whilst it is in their basket and, if they don't clear the basket before they close their browser/app, it will continue to be held for several hours afterwards. Beyond that, it's the same as everything in life. Once you've committed at a price point you agree with, don't go back and look again later. Disappointment usually ensues.

### 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!

## New digital calendars map out the big picture for train journey planning

Passengers planning Southern, Thameslink and Great Northern train journeys can now check on-line route maps for planned engineering work up to six weeks ahead of their day of travel.

Govia Thameslink Railway (GTR), which operates the three rail networks, has added an interactive calendar to the live route maps on each of their websites.

To use the brand-new calendar, website visitors simply enter the date of their trip. The live digital map shows at a glance which routes will be affected by rail improvement and maintenance work on that day, and where replacement buses will be running.

Passengers can fine-tune the calendar setting to a particular time of day, for instance to check whether late-night trains will be affected more or less than

daytime services, or what time in the morning lines will reopen after overnight closures.

The calendar is already proving hugely popular, with views of the maps having tripled during a four-week trial. The live maps will continue to highlight routes that are experiencing unplanned disruption at the time of viewing. With this latest enhancement, passengers can start checking well ahead with the latest advance information about upcoming planned service changes.

Eileen O'Neill, GTR's Customer Excellence Director, said: "We're always aiming to make travel information clearer, more convenient and more useable for our customers. This new calendar function makes it easier to get the big picture of where we know services will be affected, well in advance. We'll keep improving the information this provides and add more useful features to the maps as we develop them."

Loram railgrinder set Nos. DR79301-4 is seen in the yard at Andover station on August 17th. It had arrived from Rugby the previous day. *David Lindsell*



## Greater Anglia engineer celebrates 50 years on the railway

**A Greater Anglia engineer is celebrating 50 years on the railway.**

Steve Woodcock, who works as a Fleet Systems Engineer at Norwich's Crown Point depot, first joined the railway on July 29th 1974.

He first started work as an electrical and mechanical engineering apprentice learning about every type of locomotive and train type at depots around the country, along with gaining experience working on machinery.

His first promotion came in 1982 after he installed Norwich Crown Point depot's first computer system that tracked the maintenance of its plant and facilities by use of the Plant And Machinery Maintenance System (PAMMS), over the course of 18 months.

Since then, he has held a wide variety of positions and has been involved in a huge number of ground-breaking projects.

These included bringing the Norwich depot up to a British Standard of compliance in the 1990s and installing a new system in trains that enabled conductors to log faults

with carriages by using a data system and phone, with everything downloading back to the depot's control room overnight so it could be quickly fixed.

He has been involved with station and signal box planning works, rewiring, and developing train systems, while he also saved £40,000 a year in 1992 by ensuring that train cleaning fluids were used in the correct proportions, along with introducing the cleaning and recycling of fluid containers, cleaning cloths, and overalls.

Since 2007, Steve has been the administrator and developer of the vital Enterprise Asset Management (EAM) computer system, which is used to track a train's maintenance and repairs to let maintenance controllers know if a train is safe to return to, and operate in, passenger service.

He has even taught himself the JavaScript and SQL coding language and is preparing to take a professional course in Python so he can be more effective at his tasks.

Steve Woodcock said: "I joined the railway on July 29th 1974, and I've never looked back. The last 50 years on the railway have absolutely flown by. I am a very positive

thinker, never shying away from a challenge and this has set me up well for the work I undertake.

"Looking back on things now, I'm very proud of all the projects I've been involved with, from improving the depot back in the 1990s to dealing with contracts for train maintenance and setting up computer systems and their interfaces – these are some of my fondest memories.

I've met all sorts of people and I've had a huge number of different experiences from building offices to writing computer code and enjoyed pretty much all of it – and who can say that over the course of such a long career?"

Gemma Browne, Greater Anglia's Head of Fleet Performance and Planning, said: "I'd like to give a huge congratulations to Steve Woodcock, who has achieved an incredible milestone of 50 years with the railway. Steve is a lynchpin, and his vast experience in various roles over the past five decades greatly benefits our depots and the wider Greater Anglia teams. His unmatched enthusiasm for computers and coding continually drives improvements, demonstrating his unwavering commitment. Steve is an absolute star and a truly valued member of the Fleet Performance and Planning team, and Greater Anglia as a whole."

Steve, who loves spending time with his large family, travelling and fixing everything from electronics to cuckoo clocks, plans to retire in 2027.

Photo: Steve Woodcock at Norwich Crown Point depot. ©Greater Anglia



# National Rail

Class 40 No. D345 arrives at Manchester Victoria with 'The Jolly Whistler' railtour on July 27th. *Russell Clarke*



## Greater Anglia maintains excellent performance record

Figures released by Greater Anglia (GA) highlight continuing excellent punctuality results being delivered for customers across East Anglia.

Performance for the last 4-week period (ending July 20th) saw punctuality across the Greater Anglia network averaging an impressive 95.0% - using the long-standing public performance measure (PPM), which measures arrival times at destination stations for each service.

As a result, the GA moving annual average PPM figure is now at 94.3% - continuing the historically high results being delivered by the train operator for over four years.

Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree, Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, are averaging 94.4%, intercity services between Norwich, Ipswich, Colchester, Chelmsford and London are averaging 94.0%, West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely are averaging 92.8% and Stansted Express services are averaging 90.5%.

Exceptional annual results of 96.0% or over have been achieved on six routes:

- Norwich to Great Yarmouth: 98.2%
- Marks Tey to Sudbury: 98.1%
- Norwich to Sheringham: 96.9%
- Norwich to Lowestoft: 96.8%
- London to Southend Victoria: 96.3%
- London to Colchester/Clacton: 96.1%

The impressive results are also evident using the more challenging "Time to 3" performance measure - which measures the arrival within 3 minutes of every single train at every single station it serves. On this measure GA's annual performance is also 94.3%.

In addition, GA has been the best performing "on time" operator in the UK for the April to June 2024 period. It is the fifth quarter in a row that Greater Anglia has delivered the best national punctuality results.

Similarly, looking at annual performance over the last 12 months, Greater Anglia has delivered the best performance in the UK for on time at all stations (86.0%), "time to 3" at all stations (94.3%) and the public performance measure (94.3%), the joint lowest number of cancellations (1.6%) and is joint fourth for "time to 15" at all stations (99.3%).

Traditionally, annual PPM performance results across the Greater Anglia network have tended to average between 87% and 91%, with a previous highest annual result of 92.8% in June 2013. However, over the last four years, annual performance has consistently averaged over 93% all year round - fulfilling, ahead of schedule, a commitment made by GA, when it was awarded the contract to continue operating services in the region in 2016, to increase punctuality to 93% by 2025.

The higher performance levels are due to a combination of three main factors - sustained joint work by Greater Anglia and Network Rail to improve performance standards; the better performance provided by the new Greater Anglia trains, which have been being phased in over the last 5 years and now operate all Greater Anglia services; and work by Network Rail to improve rail infrastructure reliability.

Commenting on the ongoing positive performance results, Jamie Burles, Managing Director, Greater Anglia said: "We are very pleased to be maintaining consistently high levels of punctuality for our customers and stakeholders across East Anglia.

We are committed to keeping up these very high standards of performance, to complement the transformation in the journey experience brought by our new trains, with their greater comfort, better facilities (including plug/USB points and Wi-Fi), increased seating capacity and better accessibility."

## Loco Fleet List Ten

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

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

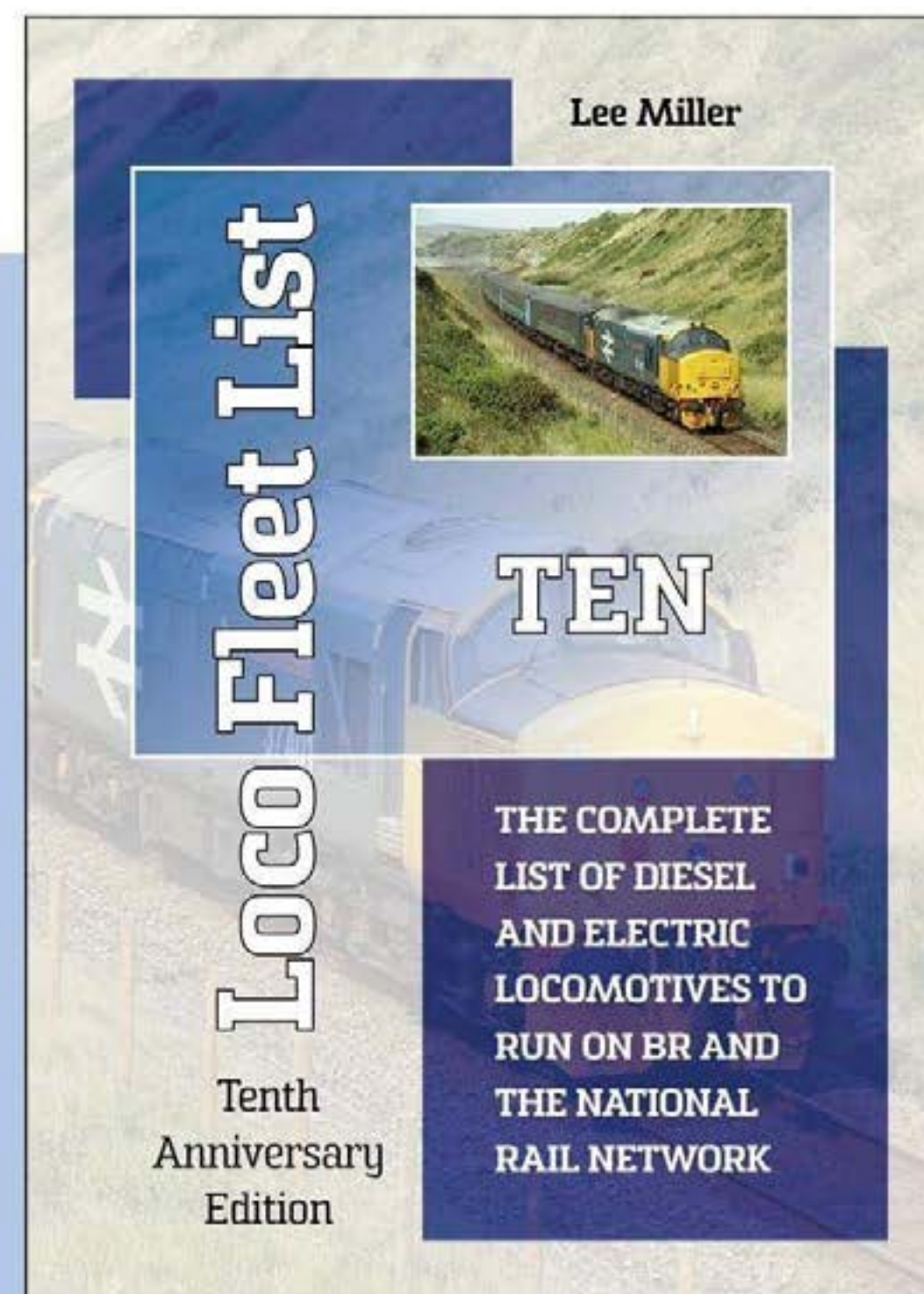
### Features:

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

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

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

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





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# Greater Anglia to deliver transformational £17m wheel lathe facility in Clacton

The train operator for the East of England, Greater Anglia, has announced that a £17m project is underway that will deliver a brand-new wheel lathe facility at the Clacton Rail Depot in Essex. Working alongside delivery partner Spencer Group, who have designed and will build the new facility, this will be the first time Greater Anglia has had its own permanent wheel lathe facility.

A wheel lathe allows the train operator to service its fleet on patch and will transform how trains are prepared ahead of service. Trains undergo daily wear and tear that can result in small flat spots on the wheels. To correct this, a wheel lathe is used to re-profile each wheel with precision. It begins by measuring the size of each wheel and then calculates how much metal to cut away. Once accurately calculated, the wheel is then re-profiled, and its roundness is restored. After the cutting process is complete, the lathe measures the wheels again to ensure their quality before the train returns to service. The new wheel lathe at the Clacton Rail Depot will allow for faster wheel maintenance than before, ensuring that any affected trains are out of service for a shorter period of time and therefore providing an even more reliable service for passengers.

Enabling works for the new 5,000 sq m (54,000 sq ft) development have been completed and physical construction of the housing building by specialist rail and civil teams will begin imminently. The new facility will be located on land once occupied by the old Clacton Steam Shed and the unused approach road area from the existing Shunting Spur. As part of the construction period, modifications to track, the locally operated points system, signalling, and overhead line equipment will also be undertaken.

On behalf of Greater Anglia, Spencer Group will also deliver a new welfare facility for maintenance staff, including utility services and connections, as well as a drivers' walkway and lighting facilities for preparation activities.

Andrew Goodrum, Greater Anglia Client & Programme Director, said: "The installation of the new wheel lathe at the Clacton Depot is the first time that Greater Anglia has had its own permanent wheel lathe facility.

"Not only will this £17m investment into Clacton improve the performance and reliability of services in the region, but it will also provide many new highly skilled jobs. Once complete in Summer 2025, trains will be able to be serviced much quicker than before, allowing them to return to passenger service faster."

This £17m project is a major investment into Clacton. Not only will the new facility help to better rail services, but it will also employ more than 9 highly skilled workers. These highly skilled workers will join an existing workforce of 87 based in Clacton. This includes, 42 drivers, 8 depot drivers, 27 conductors, 4 customer sales staff, and 6 cleaning staff.

Tony Wells, Spencer Group Pre-construction Project Director said: "We are delighted to be delivering this project for Greater Anglia to enhance the facilities at the busy Clacton depot. Working in areas with tight constraints is where Spencer Group thrives and our team is highly experienced in delivering high-quality results within complex working environments. We are working collaboratively with Greater Anglia as well as third party stakeholders to facilitate their needs and ensure the existing facilities are able to continue operating throughout the programme of works, with as little disruption as possible."

The wheel lathe facility will be used by the entire Greater Anglia fleet, including its class 745, class 720, and class 755 units.

The lathe itself has been produced by Hegenscheidt-MFD, a railway and automotive tools manufacturer based in Erkelenz, Germany. The facility is expected to open in Summer 2025 and has been supported by the Department for Transport.

# National Rail

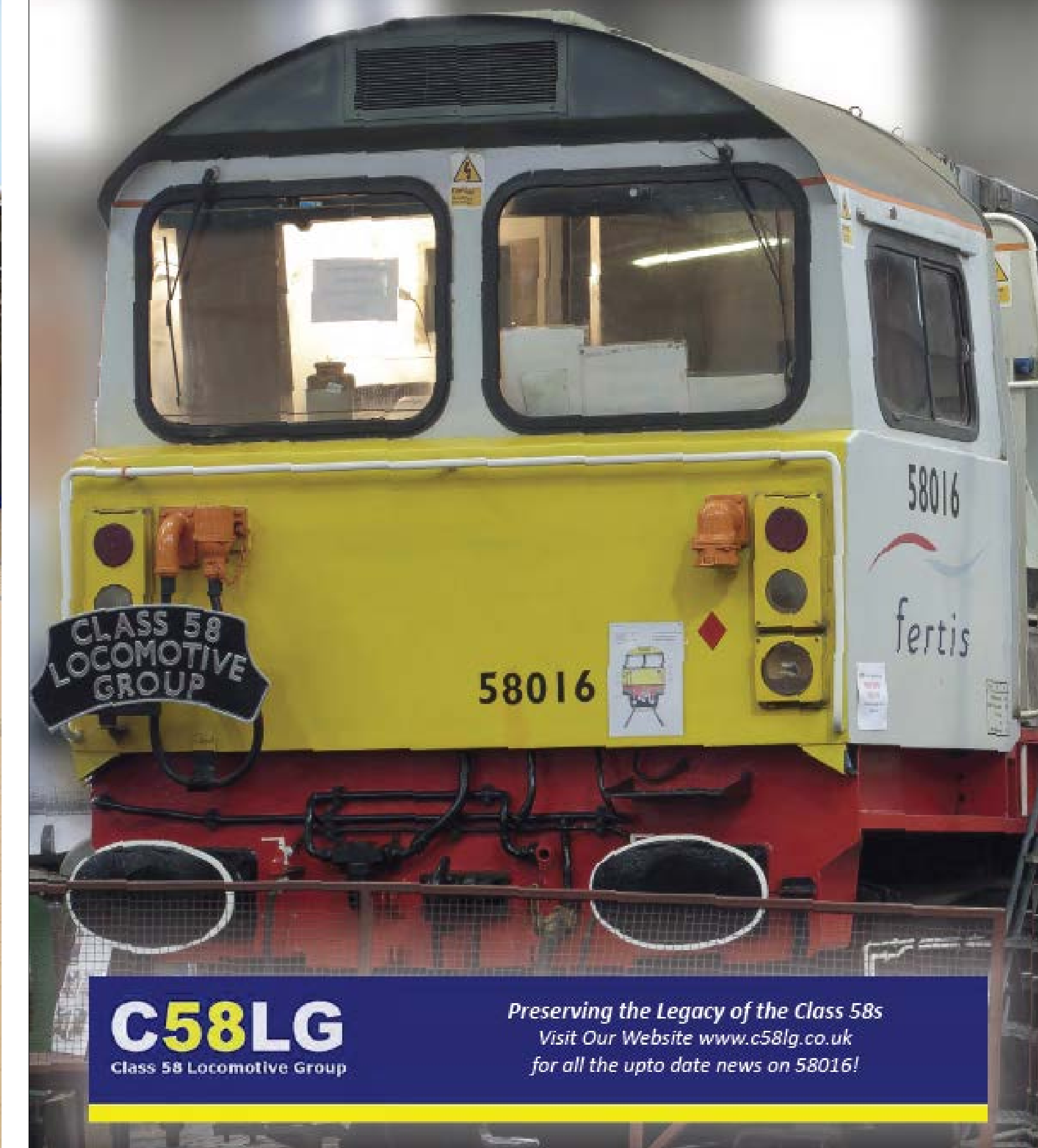
Network Rail's MPV No. DR98008 pauses at Derby while working 3Z07 13:36 Derby RTC to Derby RTC on August 12th. *Barry Longson*



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



## Railway reopened after major track work in Birmingham to improve journeys and prepare for HS2

The railway between Birmingham New Street and Coleshill Parkway has reopened after major track upgrades to improve journeys and in preparation for HS2 – Britain's new high-speed railway. Engineers worked around the clock during a carefully planned ten-day closure of the railway, which started on Saturday August 17th. The work involved relocating a railway signal and moving a section of track across a new bridge at Duddeston Mill Road built by HS2 and its contractor Balfour Beatty VINCI.

As well as providing passengers and freight services with smoother journeys in Duddeston, the changes to the track layout will allow HS2 to build a new viaduct which will carry high speed trains into Birmingham

Curzon Street station in the future.

In Washwood Heath, Network Rail engineers also replaced 450 metres of track and two 'crossovers' which are sections of track that enable trains to move from one line to another. A third crossover was relocated to help improve the flow of trains through the area. The vital upgrades will mean smoother and more reliable for passengers and freight services.

Patrick Cawley, director of 'On Network Works' for Network Rail and HS2, said: "Our major track upgrades in Duddeston not only pave the way for the next phase of HS2 work in Birmingham but will deliver benefits for passengers and freight services after the railway

reopened. I want to say a big thank you to CrossCountry passengers for their patience during the rail closure which also featured track improvements at Washwood Heath which will help enable smoother and more reliable journeys."

Steve Hopkinson, CrossCountry's service delivery director, said: "I want to thank passengers for their patience while this vital work was carried out which will deliver smoother and more reliable journeys for customers in the future."



# Passenger and freight trains complete dynamic digital signalling testing

Another step forward has been taken towards the introduction of digital in-cab signalling to the East Coast Main Line with the completion of dynamic ETCS (European Train Control System) testing for key trains in both the passenger and freight sector. Govia Thameslink Railway's Great Northern Class 387/1 Electrostar 387101 and DB Cargo's Class 66 loco 66039 have successfully completed their testing across a range of operational scenarios.

Each train is the First in Class (FiC) for their respective fleets – the Class 387 is part of the Electrostar family of commuter units widely used in South East England, and the Class 66 is Britain's principal freight fleet.

The dynamic testing, done at Network Rail's Rail Innovation and Development Centre (RIDC) in Melton, forms a vital stage in the preparations for these fleets operating with digital signalling as part of the East Coast Digital Programme (ECDP) and subsequent ETCS deployments.

The process has involved close collaborative working between Network Rail, Govia Thameslink Railway (GTR), Porterbrook, DB Cargo and their respective on-board equipment providers, Alstom (for Class 387) and Siemens Mobility (for Class 66). Both trains will now go through a process of accumulating fault-free running mileage as the next stage in the approvals process.

Ed Akers, Network Rail's Industry Partnership Director for ECDP, said: "This is significant progress with two strategically important fleets. Our partners have worked hard on both these projects to get to this point – those efforts will provide ongoing benefits with durable designs for key fleets. Preparing all the fleets is ECDP's biggest challenge, but the facilities at RIDC are helping us take big steps forward toward a digital future."

Aaron Meakin, GTR's Senior Programme Delivery Manager for ERTMS, said: "Completing dynamic testing is a huge achievement. The Class 387 will be the country's first major commuter fleet to have this technology retrofitted,

and we're looking forward to completing the work to the remaining 28 units at our depot in Hornsey, north London."

David Maddison, Digital and Integrated Systems Regional Director, Alstom, said: "We are proud to have provided the cutting-edge technology and expertise necessary to retrofit the Class 387 fleet, paving the way for a new era of safer, more efficient and sustainable rail travel. Working with partners across the industry, Alstom is committed to advancing the digital rail revolution, ensuring that passengers and freight operators alike benefit from enhanced performance and reliability."

Ben Ackroyd, Chief Operating Officer at Porterbrook, which owns the Class 387 Electrostar, said: "Porterbrook is pleased to be playing our part in supporting Network Rail and our industry partners with the delivery of the ECDP. Completing the dynamic testing of these FiC units is an important milestone that can be directly attributed to the hard work and close collaboration of all those

involved with this complex project."

Neil Ethell, Chief Operating Officer, DB Cargo UK, said: "The completion of 66039's dynamic testing at RIDC marks another significant milestone for freight and the programme. A lot of hard work has gone into getting us to this point, so I'd like to recognise and thank our colleagues at DB Cargo, Siemens, and RIDC for their dedication and professionalism during dynamic testing. We're incredibly proud to be undertaking the first in class fitment of a Class 66 and we're excited to see how it performs in the next phase of testing as it accumulates 5,000 miles of fault-free running as part of the approvals process."

Rob Morris, Joint CEO of Siemens Mobility said: "The successful completion of dynamic testing is a significant milestone in our journey to bringing innovative digital signalling to the East Coast Main Line and beyond. This achievement not only underscores the robustness and reliability of our technology but also highlights the exceptional collaboration among our industry partners."



# National Rail

Debranded Class 175 002 and 175 108 head into storage running as 5Q46 07:36 Landore T.M.D. to Ely Mlf Papworth Sidings passing Northampton on August 22nd. *Derek Elston*



Colas Rail Tamper No. DR73923 passes Northampton as 6J00 09:26 Bletchley CE Sidings to Stafford Arrival Sidings 1 & 2 on August 7th. *Derek Elston*



## Far from purr-fect: Network Rail unveils Scotland's worst trespassing criminals

New figures released by Network Rail reveal that animals trespassed on Scotland's Railway 239 times in the 12 months to March 31st. The animals range from cats to birds, cows, dogs, deer, a hedgehog and a goat. But by far the worst offender are people with more than 2,692 incidents – equivalent to seven every day.

Cats ranked as the next worst offenders with 67 incidents followed by deer (63 incidents), who tend to live in high numbers across rural, forested areas, which commonly run alongside the railway.

Moo-ving into next place were cows (31) followed by sheep (30).

Helen Hamlin, Network rail's operations chief, said: "Trespassing on the railway is a serious offence that causes delays to thousands of trains every year and can be very costly for people – causing death and life changing injuries due to the railways many hidden dangers.

"This summer, when we see trespass at its peak our message is clear whoever you are: child, adult, dog walker, holiday maker or beast – stay off the tracks."

Other dastardly villains included birds (13), swans (14), dogs (10), pigs (6), foxes (3), a goat (1) and a hedgehog (1).

Network Rail Scotland has a range of measures in place to help it manage and minimise animal incursions onto the railway, these include:

**Trialling the use of AI to detect deer on the railway.**

In May (2023), Network Rail and London North Eastern Railway (LNER) trialled a deer detection system using artificial intelligence (AI) along two key hotspots on the East Coast Main Line which runs from London King's Cross station to Edinburgh after high volumes of deer were found entering the railway boundary

Since then, the system has deterred just under 6,000 deer from accessing the railway, with plans for it to be rolled out further in the near future

The automated deer deterrent system (ADDs) uses sound and vision sensors to identify when a deer approaches the track and once it has, sets an alarm off that warns the deer away. The AI cameras then monitor its movement until it has been diverted to a safe distance away.

**Installing wildlife crossings.**

Deer leaps were first trialled in Scotland, in 2019, with the aim being to allow younger deer to get over the fences and reduce the number of potential accidents involving them if they get lost on the railway.

**Partnering with animal charities who provide specialist training.**

Experts at the Swan Sanctuary, provide mobile operations managers with special training where they are taught how to safely

remove swans from the railway and release them into the wild. This can be challenging as part of the network is powered by the third rail which carries 750 volts of electricity.

**Annually inspecting fencing and working closely with farmers who own land near the railway.**

Network Rail works closely with local communities and farmers who live alongside the railway to ensure that suitable fencing is installed and maintained along the railway boundary on an annual basis - further fence checks are also carried out if farmers bring more livestock to their land.



# National Rail

▶ Merseyrail's Class 507 018 and 507 003 depart Southport with the 15:27 to Hunts Cross on August 24th. *Chris Morrison*

▶ Class 59 001 climbs Eardington Bank during a Severn Valley Railway diesel gala on May 7th 1988. *Jeff Nicholls*

▶ On August 21st, power cars Nos. 43046 and 43049 on 1Z43 Norwich to Paignton 'Torbay Riviera Pullman' heads through Swindon. *Colin Pidgeon*





## Grade II listed Stroud station footbridge to be refurbished

Stroud station footbridge is set for renovation with Network Rail about to begin work in the Gloucestershire town. The programme to refurbish the Grade II listed bridge, built in 1914, began on August 27th and will be completed in spring next year. While the work takes place, sections of the car park on either side of the station will be out of use to allow Network Rail's contractor, SISK Rail, to operate safely.

Around 34 of the 150 spaces at the station will be suspended. Another car park, run by Stroud District Council, is available a short walk away off Cheapside. The footbridge span will be taken down and moved to the car park to be renovated. It will be grit blasted,

and its timber and steelwork repaired and then repainted. The staircase treads and timbers and the station building canopies will also be refurbished. To maintain access between the two platforms, a temporary bridge will be built at the south-east end of the station.

Network Rail portfolio manager John Charlton said: "Our work will carefully upgrade this historic station and ensure it remains safe for passengers. We're sorry for the disruption but this essential work will benefit Stroud for decades to come."

GWR station manager for the South Cotswolds area Ben Scott said:

"We are pleased to see that these station improvements are about to get underway to upgrade the facilities for our customers at Stroud. However, these renewal works will significantly reduce the number of parking spaces available in the station car park up until early 2025. Alternative parking is available a short walk from the station in the adjacent Stroud District Council car park off Cheapside. In addition, APCOA permit holders will also be able to use permits for Stroud at Kemble station instead in car park number three. We apologise for any inconvenience these temporary changes may cause, but this work is essential to maintain the station footbridge."



## Detailed new images show future vision for historic Darlington station

New photo-realistic pictures have been released to show what the inside of Darlington station will look like for passengers once its multi-million-pound revamp is complete. Work is well underway on the £140m project to transform rail travel across the North East through a major regeneration of the East Coast Main Line railway station. The huge project involves carefully blending the old with the new – with a fully accessible footbridge being built over tracks inside the Victorian station to take passengers through an opening in the historic roof over to two modern platforms, brand new concourse building and multi-storey car park.

Network Rail has unveiled the detailed architects' impressions to show how the new interior staircases, lifts and footbridge will fit in with their Grade II listed surroundings. The new visualisations, created by the project's design team AECOM, show how their designs respect the original station features and architecture, while making it fit for 21st century travel.

Luke Espin, Network Rail senior sponsor on the scheme, said: "While it's great that work at Darlington is really ramping up, sometimes it's hard to see beyond the hoardings and construction sites. These new images do exactly that and we're really excited to unveil them to passengers and local people so they can see what we're

all aiming towards in this £140m project to improve rail journeys for the future. We'd like to thank people for their continued patience while we carry out these transformational upgrades at Darlington. We'll continue to work closely with station operator LNER to make people's journeys as smooth as possible during construction."

Mark McIntosh, AECOM regional director for Architecture & Design, said: "Protecting and preserving Darlington station's heritage is a really important part of this regeneration project. The beauty of the station's original designs have been a constant source of inspiration for our designers. We look forward to these detailed images becoming a reality in the near future, as the project's phased delivery continues while minimising disruption to passengers."

The £140m upgrade to Darlington station is a partnership project between Network Rail, Tees Valley Combined Authority, station operator LNER, Darlington Borough Council and the Department for Transport.

Steve Wilson, LNER head of stations, said: "It's great to see these new images which demonstrate how the project will give Darlington a station it can be proud of. "The latest visualisations help bring things to life and

further demonstrate the scale of this exciting transformation."

Tees Valley Mayor Ben Houchen, said: "Darlington deserves a modern station to keep up with its rising status and we've led the way in making this project a reality. These latest images show a walkway which combines the best of the old and the new – and it will link the vibrant new entrance hall and two crucial new platforms to the wider station. We're helping to create thousands of new job opportunities in the town and across the wider region. This project really is vital to cut journey times, and to ensure we get more services both here and further afield to improve access to these well-paid jobs."

The major upgrades at Darlington station are being delivered across two main work sites: Work site one has seen Tees Valley Combined Authority (TVCA) invest £36m to build a new station concourse building and



multi-storey car park to the East of the Grade II listed station. This work is nearing completion ready to be handed over by TVCA's contractor Wilmott Dixon in the coming months to Network Rail which will then take on the fit out. Work site two involves a £98m investment by Network Rail and the Department for Transport to build two new platforms, new track, railway layout, and signalling systems to improve rail connectivity and performance across the North East, along with a fully accessible link bridge from the existing station building to the new Phase One concourse building.

# National Rail

▶ Class 66 797 hauling the 6Z72 Liverpool - Small Heath passes Moore on August 26th.  
*Mark Enderby*

▶ Class 88 004 with the 4M27 Mossend - Daventry passes Moore on August 26th. *Mark Enderby*



## Different Strokes helps Wayne win national Festival of Learning Award



Swapping the paint brush for a career in the rail and infrastructure sector has paid dividends for Wayne Hardman.

The Black Country-based trainee trainer's rapid rise through the ranks at NIS Group was recognised recently at the Festival of Learning in London when he picked up the Learning for Work Award.

This accolade, which is part of the flagship programme for celebrating lifelong learning, was given to him for the way he chose to change professions to get his life back on track after Covid-19 saw demand for his decorating services fall.

Wayne, who is now on course to become a fully qualified trainer by March 2025, is one of a 50-strong workforce employed by NIS Group.

The company is focused on supporting people into sustainable employment, offering 100 different courses to more than 5000 individuals every year, with 82% of interventions resulting in positive job outcomes in civil engineering, construction, infrastructure and rail.

"The pandemic took away most of my decorating work and I couldn't sit back and wait for things to change," explained Wayne.

"With this in mind, I enrolled on a six-week civils course at the City of Wolverhampton College's Bilston campus - a decision that was about to lead to a completely new career."

He continued: "Within a week or so I received a phone call from NIS Group offering me a job as a Site Co-ordinator after being impressed with my maths and my tenacity for taking on new challenges. This was just the opportunity I needed and, over the next year or so, I have enrolled on 10 different courses alongside my on-the-job learning.

"These included upskilling in construction, and qualifications in first aid, mental health, safeguarding and environmental management.

"I can now see a longer-term career here. It's brought my old personality back to life - I love talking to people, sharing ideas and helping. Restarting your working life is no small matter, and I'm looking forward to showing

my learners what you can achieve if you put your mind to it."

Davie Carns, CEO of NIS Group, added his support: "Our people are the heartbeat of what we do, and this is typified by personalities like Wayne, who are so committed, so passionate and so willing to tackle every challenge with enthusiasm.

"His Festival of Learning Award is a massive award and is so fitting - it also sums up how a person can turn a difficult situation on its head and now has a hugely rewarding career to look forward to. We can't wait to see where his next chapter takes him."

The award-winning continued with NIS Group securing its own title, winning the 'Engaging Adults in Learning' prize at the West Midlands Combined Authority's Adult Learner Awards.

Davie concluded: "We're passionate and proud of the work we've been doing. But it's great for our efforts as a team to be recognised externally. This award really is a reflection of the hard work of everybody. Let's make sure there's many more of these to come."

For further information, please visit [www.nisgroup.co.uk](http://www.nisgroup.co.uk) or follow the company on its social media channels.

Photo: (l-r) Davie Carns, Wayne Hardman and Matt Wright (all NIS Group)

## Awe-some works taking place to restore historic viaduct in the highlands



Network Rail has started a £3.5m project to refurbish Awe viaduct. The viaduct is a three-span wrought iron viaduct, completed in 1879, that carries the Crianlarich-Oban line over the River Awe south of Taynuilt.

During the 7-month project, engineers will replace the existing timber deck (which supports the track). They will remove the old paint, carry out repairs to the metallic parts of the structure and repaint to protect the metallic parts of the bridge from rusting.

The programme is designed to extend the lifespan of the viaduct as part of our commitment to running a safe and reliable railway.

Owen Ferry, project manager, Network Rail, said: "This significant investment not only improves the structure's look but will help extend its lifespan as work on this scale won't be required for at least another 25 years. The old paint will be removed by 'blasting' and a new three coat paint system applied - these works can be

carried out dayshift. However, some of the metal repairs can only be carried out when no trains are running, due to safety reasons. We appreciate the viaduct sits in a much-loved part of the world and we thank neighbours and visitors for their understanding while we complete these crucial works."

To ensure safe access for our teams and to help protect the environment including the river below, the structure will be scaffolded and encapsulated during the works.

The timber deck of the bridge will be replaced over two weekends in October - this work will require the railway to be shut for these two weekends as the track needs to be removed for the deck to be replaced.

Network Rail has written to those living near the viaduct and will continue to provide updates as the project progresses.

## Major investment to future-proof much-loved Cumbrian coast line

Network Rail is investing £4.5 million to safeguard the Cumbrian coast line against climate change by upgrading Eskmeals viaduct. The multi million pound project will see hardwood timber beams replaced with material which will double the life expectancy from 25 to 50 years, improving the structure of the track and making it more robust. At the end of their lifetime, they can be recycled or reused. They will improve disruption to passengers due to reduced maintenance needs in the long run. Climate change means that more intense storms, greater rain fall, and rising sea levels will put the viaduct under more pressure, so the work we're doing will stand it in good stead. 190 new fabricated beams, which are made out synthetic wood, will be brought in by rail to limit disruption and the current 160 timbers in place will be recycled. The work means the viaduct will be closed to trains for sixteen days between Friday September 6th and Monday 23th.

There will also be a three day closure at Barrow over overlapping the start of the work from Saturday September 7th to Tuesday 10th. To keep passengers on the move road transport will serve all intermediate stations between Millom and Sellafield/Whitehaven.

There will be an amended timetable between Barrow and Millom to reflect timings of the rail replacement service.

Jonny Rayson, Network Rail's works delivery manager, said: "This £4.5 million project to replace the timbers of Eskmeals viaduct will make journeys more reliable for years to come. Using synthetic materials instead of wood means there is an increased life expectancy, reduced maintenance costs for Network Rail and reduced disruption for passengers and freight operators."

Craig Harrop, regional director for Northern, said: "All investment in railway infrastructure is to be welcomed – particularly so when it supports the reliability of services in the long term. Rail replacement buses will help customers get where they want to be in the short term – and I'd like to thank them for their understanding whilst this important work takes place."



## Bridge replacement in Hackney: 16 days of intensive works completed on time

Network Rail is thanking passengers and the local community after it finished a key stage of a major project to replace a deteriorating bridge.

London Overground trains started running between Liverpool Street – Chingford again on Monday August 5th as planned after the bridge works closed the line for 16 consecutive days. There were also changes to Stansted Express and some Greater Anglia services. The project is to replace a 150-year-old bridge in Hackney that carries the junction of Downs Park Road and Bodney Road over the railway. The bridge was in very poor condition, with a full replacement needed to avoid an unplanned closure and keep passengers and road users moving in future.

Engineers began the 16 days by demolishing the old bridge, before starting to build the new one. Milestones during the project included:

- Installing special access to the site, lowering the overhead lines and protecting the track
- Demolishing the brick arches and parapet of the old bridge, and lifting away the metal girders

- Building the structure of the replacement bridge by lifting in concrete cill beams, infill beams and the new steel parapet
- Taking down the scaffolding and putting the overhead lines back up ready for trains to run

Although the railway under the bridge has now reopened, there is still lots of work to do, including:

- Relocating utility services
- Concreting the bridge deck
- Rebuilding the road and pavement, and putting back the street furniture

All work is expected to be completed, and Downs Park Road fully reopened, by early 2025. The project is being carried out by Network Rail's contractor, Murphy. In addition to the bridge replacement over

the 16 days, Network Rail engineers carried out maintenance at sites up and down the Chingford line. This included refurbishing critical sets of points, improving the condition of the track ballast, and testing and replacing signalling power supply cables. London Overground also undertook additional work at a number of stations, including repairs and refurbishment of the stairs at Clapton and repairs to station canopies to protect heritage features at Chingford, Clapton and Walthamstow Central.

Simon Milburn, Network Rail Anglia infrastructure director, said: "Thousands of people travel under and over this bridge every day by rail and road, and our project is vital to keeping their future journeys safe and reliable. We're sorry to have caused the disruption to people's journeys this summer but the replacement bridge will serve the community for generations to come."

Rory O'Neill, TfL's general manager for London Overground, said: "I would like

to thank customers for their patience while Network Rail completed these essential bridge replacement works. We understand closures such as these can cause inconvenience for some customers but they are vital to ensure we can continue to offer a safe and reliable service for many years to come."

Jamie Burles, Greater Anglia managing

director, said: "We would like to thank customers for their patience and understanding while this work was carried out. The bridge is very well used, and the essential works were very important to make it safe and fit for the future. Some follow-up works will also take place in September and customers are advised to check before they travel."



# National Rail

Class 66 076 weaves across several roads on the southern approach to Wimbledon station as it pilots the regular 6Y08 discharged aggregates from Tolworth back to Cliff Brett Marine.

Ian Callander



## Train services unaffected as seven-month vegetation clearance project begins on Borders Railway

A 30-mile stretch of the railway between Newcraighall and Tweedbank will be cleared of overgrown trees and vegetation. Train services will be unaffected as Network Rail begins managing trees within falling distance of the track on the Borders Railway from Monday September 2nd until March 31st next year. The team will also treat noxious and invasive non-native weeds within the railway corridor while clearing a three-metre strip from the outside rail to the boundary of all woody material.

This work is vital to keeping the line running safely and reliably for passengers.

Environmental surveys have already been completed and specialist ecologists have inspected the area for nesting birds and protected species to minimise the work's impact on wildlife and the wider environment.

Rochelle McAllister, scheme project manager, Network Rail Scotland, said: "Network Rail manages thousands of miles of trees and vegetation along the railway to ensure that everything which grows lineside is safe and does not cause delays to trains. Through the management of lineside trees and vegetation, Network Rail aims to protect the safety of the operational railway line. This keeps passengers safe and reduces risks for lineside

neighbours. Elements of this work are unavoidably at night for safety reasons; however, the teams are always mindful of the impact their work may have and will do what they can to minimise this. We want to thank neighbours in advance for their patience and understanding while the work is carried out."

Heritage, landscape and specimen trees will be considered on a case-by-case basis and will be retained where it is safe to do so. Those living closest to the line have been advised about the work by letter which includes a FAQs section which aims to address concerns they may have.

## The Nosh Report



### M&S Food reopens at Brighton station after transformation

Marks & Spencer and its travel retail partner, SSP Group, have officially reopened the refurbished M&S Food store at Brighton train station.

The M&S Brighton store team gathered at the store entrance on August 15th with special guest Percy Pig to cut the ribbon and declare the store officially reopen after a significant upgrade, which includes a brand new in-store bakery.

Located on the main concourse, the store also offers customers a wide range of Food on the Move sandwiches, salads, snacks and drinks alongside the bakery, which serves a selection of pastries and freshly baked bread, including the retailer's signature Collection Sourdough with each loaf taking more than 30 hours to make, and the exclusive M&S Yumnuts™.

For those looking to liven-up their picnic or train journey, the store also has an amazing range of seasonal treats, including Red Diamond strawberries and more. Customers can also find a variety of fruit and vegetables, Deli options and tasty selection of pizzas. There is also plenty of Summer go-to options, from must-try dips of the season such as Creamy Chicken Caesar to delicious picky bits down the deli

aisle. Click & Collect is also available in-store for those wanting to collect their online M&S orders.

Andy Webb, Commercial Director for SSP UK and Ireland, said: "It's fantastic to reopen our doors today offering an improved customer experience and expanded M&S range. The store has been transformed into a brighter, modern and more fun place to grab a lunch, snacks for the train or dinner on the go for our local customers and those visiting Brighton."

David Gornall, Commercial Director of Govia Thameslink Railway, who manage Brighton station, said: "We're delighted that Marks & Spencer is open again at Brighton. Their upgrade is great news for our customers, who can enjoy even more of the quality and choice that M&S offer. And it's great to see retail businesses investing in our stations after such a difficult period. As passenger numbers recover, station retail units are once more being seen as good opportunities for thriving trade. We're looking forward to a great variety of high-quality retail openings at stations across the network."

The store is located on the main concourse of Brighton Train Station, Terminus Road, Brighton, BN1 3XP. General opening times are Monday-Saturday 7am-12am and Sunday 8am-11pm.

# National Rail

Class 37 521 (D6817) and 37 409 arrive at Birmingham New St. with the 17:49 Cardiff - Crewe return 'Sugar Loaf and Stormy' railtour on September 7th.  
Chris Morrison



## Did you Know - Ken Mumford

Some more of the nations oddities this month:

### Slip Coaches

Slipping of coaches from trains in this country reached its peak in the first decade of the last century when there were 114 slips practised daily. They varied in size and purpose summarised as follows:-

THE TOWN SLIP	This was a service to a particular town which would otherwise not have an express service It was, of course, one way only.
THE RESIDENTIAL SLIP	Primarily intended for businessmen returning home from work. The best example was on the Lancashire & Yorkshire Railway, which provided a 'club' carriage, as well as an ordinary vehicle making it a two-carriage slip.
THE CONNECTING SLIP	To make a connection with other services - as at Westbury, for Weymouth OR Taunton for Minehead.
THE MARKET DAY SLIP	An excellent example of this type was the Manchester - St. Pancras express slipping at Loughborough [then an agricultural centre] to allow merchants to attend the Corn Market.
THE V.I.P. SLIP	This was provided by certain companies for particularly important people and under exceptional circumstances.

Free Travel!

**Passengers - free *BUT!***  
Passenger traffic on the Liskeard & Caradon Railway was never authorised though passengers were carried free and charged for the carrying of their hats, coats, umbrellas, and so on.

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 August 6th, Great Western's Class 150 249 calls at Dawlish Warren with a service to Paignton. 67n March 2nd.  
*Richard Hargreaves*



The imposing structure of London's Cannon Street station, seen from the London Eye on August 5th. They don't build them like that any more! *Jeff Nicholls*



# A Different View

Photos taken on August 21st of Chelfham Station situated on the former Lynton and Barnstaple Railway. This station has been restored to its original form and the viaduct has been acquired with a view in laying track and running trains through the station sometime in the future. Aspirations are to rebuild the line from a point north of Barnstaple to Lynton but there are numerous obstacles in the way including the Exmoor National Park planning restrictions, a reservoir and resident objections especially at Parracombe where the railway would operate through the village where many are objecting to the intrusion of a railway. Chelfham station is open to the public on Wednesdays and Sundays. *David Mead*







Wensleydale Railway held its first industrial diesel locomotive event between August 24th and 26th. The volunteer-led management board have hailed the Bank Holiday weekend event a success and plans are underway to repeat the event in 2025.

The railway operated its entire diesel shunter fleet and a total of 6 different diesel locomotives ran services between Scruton and Leyburn across the weekend. The 3-day event was well-attended and customer feedback positive.

Tim Williamson, Rolling Stock and Engineering Director at Wensleydale Railway said: “This was the first time we’ve held an industrial diesel locomotive event. Events like these are predominantly aimed at railway enthusiasts and we wanted to gauge visitor interest. From the feedback that we have received, visitors really enjoyed the event and we have already started planning next year’s event.”

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: “The event was a series of firsts for us. It was the first time that both our class 14 locomotive NCB No.38 (D9513) and Sentinel 0-6-0 shunter have operated services on our railway. It was also the first time that our resident class 37 locomotive has worked our passenger services since recent repairs and repainting work was carried out.”

He added: “The success of this event is down to the hard work of our volunteers and staff. They put in a huge amount of time and effort to make this event possible, and we are very grateful for their amazing support.”

Wensleydale Railway is currently working to restore passenger services from Leyburn to Redmire and has recently launched a fundraising appeal (<https://www.justgiving.com/campaign/redmirenextsteps>)

Photo: ©Nick Keegan

Preserved  
Railways

# THE GREAT CENTRAL RAILWAY'S WELCOMES SPECIAL GUEST LOCOMOTIVE TO ITS AUTUMN STEAM GALA



This year's Great Central Railway's famous Autumn Steam Gala will welcome a special guest locomotive when it runs between the October 3rd and 6th.

Great Western Railway Manor Class locomotive No. 7828 'Odney Manor' will travel to the Great Central Railway in Leicestershire from its home at the West Somerset Railway.

The guest - a first time visitor to the GCR - will join the home fleet of locomotives including two British Railways Standard Class 2s, a Standard Class 5, a powerful 8F locomotive and another Great Western Railway machine, No. 6990 "Witherslack Hall".

"We're delighted to welcome Odney Manor to the Great Central Railway," said GCR General Manager Malcolm Holmes. "Our friends at the West Somerset Railway will attest to how good she looks and performs on their seaside line. It will be quite the change to put her on our double track, hauling all sorts of trains."

Visitors will be able to see the clear contrasts in design practice between British Railways and the Great Western with the fleet in action. The event which runs over four days between October 3rd and 6th will feature a busy timetable of trains both passenger and freight to keep travellers delighted.

"At one recent gala we welcomed a visitor from Australia, who had timed his UK holiday around our event. We often receive visitors from the USA and we're thrilled to have a growing international reputation of our heritage line," concluded Malcolm.

Photo: No. 7828 'Odney Manor' ©Lee Robbins

# Great Central Railway

On August 11th, BR Standard 2MT No. 78019 passes Rabbit Bridge with a tank train during the GCR Railways at Work weekend. *Mark Pichowicz*



# Great Central Railway

On August 11th, Stanier Class 8F No. 48305 passes  
Kinchley Lane with a short mixed freight.  
*Mark Pichowicz*



# Great Central Railway

On August 11th, Class 37 No. D6700 passes Kinchley Lane with a demonstration freight during the GCR Railways at Work weekend. *Mark Pichowicz*



# North Yorks Moors Railway

Veteran Class 31 128 is a regular performer on the services to Whitby, it is also the sole Class 31 passed to operate on Network rail metals. On a sunny September 2nd, the loco is seen getting the 12:33 service to Pickering back underway having arrived at Whitby earlier in the day. *Lee Stanford*



# East Lancs Railway

The Willow Herb is in full bloom, as visiting coal sector liveried Class 26 007 makes a spirited start from Erwell Vale with the 10:00 Bury to Rawtenstall service on August 11th. *Paul Senior*



# East Lancs Railway

An unusually deserted Bury Bolton Street station on August 24th sees station pilot Class 08 164 coupled to the Dining service before taking the stock away to the depot.  
*Lee Stanford*





# East Lancs Railway

Two tone grey liveried Class 26 007 is on long term loan to the East Lancashire Railway and is seen at Rawtenstall on August 11th.  
*Lee Stanford*



# Bluebell Railway

O1 No. 65 was deputising for 'Fenchurch' working the vintage train on August 27th and is seen drawing the stock into Platform 1 at Sheffield Park prior to working its first trip of the day. *David Lindsell*



# Bluebell Railway

BR No. 32424 'Beachy Head', with the last train northbound on August 27th, is seen passing the West Hoathly station site having exited Sharpthorne tunnel in the background.

*David Lindsell*

Southern No. 34059 'Sir Archibald Sinclair' stands in Platform 1 at Sheffield Park having worked its last service of the day on August 27th, basking in the bright sunshine.

*David Lindsell*

Southern Pacific No. 34023 'Blackmore Vale' is seen in Sheffield Park yard partially stripped for assessment on August 27th. *David Lindsell*



# Ffestiniog Railway

▶ On the Ffestiniog Railway, new-build Double Fairlie 'James Spooner' heads into the sidings at Porthmadog Harbour to collect stock for an afternoon train on August 24th. *Ben Bucki*

▶ Double Fairlie 'Merddin Emrys' arrives at Tanybwllch with an afternoon 'Mountain Spirit' service for Blaenau Ffestiniog on August 27th. *Ben Bucki*

▶ A busy scene at Porthmadog Harbour on August 24th as Hunslet 'Linda' and Double Fairlie 'James Spooner' shunt the sidings, whilst Quarry Hunslet 'Hugh Napier' works cab-rides around the station. *Ben Bucki*



# Lynton and Barnstaple Railway

On August 21st, at Woody Bay, newly restored Bagnell No. 2819 is seen in operation which entered service a few days before. The loco was named 'SIR GEORGE NEWNES' in honour of the man who pioneered the building of the original Lynton and Barnstaple Railway and also the water powered lift between Lynton and Lynmouth. Plans are in hand to extend the current operation south of Woody Bay from the present terminus at Killerton Lane to Cricket Field Lane.

In a short ceremony the engine was named Sir George Newnes by his great-nephew Christopher Newnes, in honour of the driving force behind the original Lynton & Barnstaple Railway. The locomotive was then dedicated by the Reverend Miles Welborn, Rector of of the Lyn Valley Parishes, before taking the assembled VIPs, shareholders and visitors to Killington Lane. *David Mead*



# Chasewater Railway

▶ 'Myfanwy' RSH Bagnall 0-4-0 works No. 3211-8366 shunter is seen running round its train at Brownhills on August 10th. *Derek Elston*

▶ Simplex 0-4-0s W.J Owen & Sons Iron Founders of Norton Canes works No. 1930 (15097) 'Ubique' and works No. 2028, 15099 'Morris' are seen in the yard at Brownhills on August 10th. *Derek Elston*

▶ Wabtec liveried Class 08 472 seen tucked away behind the signal box at Brownhills on August 10th. *Derek Elston*



# West Lancashire Light Railway

▶ Hunslet 0-4-0ST 'Irish Mail' and Bagnall 0-4-0ST 'Sybil' are seen between workings at Becconsall on August 3rd. *Michael Lynam*

▶ Orenstein & Koppel of Germany 0-4-0 well tank No. 22 'Montalban' is seen arriving at Becconsall. *Michael Lynam*

▶ Bagnall 0-4-0ST 'Sybil' is seen arriving at Becconsall on August 3rd. *Michael Lynam*



# South Devon Railway

On July 31st, a visit to Buckfastleigh on the South Devon Railway revealed, amongst others, shunter No. D2271 and Class 33 002 in the shed yard. *Steve Thompson*

Single car DMU No. W55000 arrives at Buckfastleigh on July 31st with a working from Totnes. *Steve Thompson*

Single car DMU No. W55000 arrives at Buckfastleigh on July 31st with a working from Totnes. *Steve Thompson*





# Dartmouth Steam Railway

On July 29th, GWR 5205 Class 2-8-0T No. 5239 'Goliath' heads towards Goodrington with a Dartmouth - Paignton service.  
*Richard Hargreaves*



# Dartmouth Steam Railway

On July 29th, Great Western Railway 7800 Class No. 7827 'Lydham Manor' passes a very busy Goodrington Sands with a service to Dartmouth. *Richard Hargreaves*



## Bo'ness and Kinneil Railway

▶ No. P6687 (a 4w Diesel Electric Loco) built by Ruston and Hornsby is seen at Bo'ness on August 20th. *Allison Twycross*

▶ Former DVT No. 82113, now numbered 19001, with new livery as Edinburgh based Lenz Labs have taken over ownership of the engine from Artemis, seen in the yard on August 20th. *Allison Twycross*

▶ Class 37 403 'Isle of Mull' is seen standing inside the shed at Bo'ness on August 20th. *Allison Twycross*



# Bo'ness and Kinneil Railway

▶ Former DRS loco Class 37 261 is seen in the yard at Bo'ness on August 20th. *Allison Twycross*

▶ Caledonian Railway No. 419 is seen reversing onto stock for the 14:30 departure from Bo'ness on August 20th. *Allison Twycross*

▶ Former Class 314 No. 614 209, Scotland's Hydrogen train project, is seen in the yard at Bo'ness on August 20th. *Allison Twycross*



# Keighley & Worth Valley Railway

▶ The summer weekend vintage train diagrams offer a chance for haulage by one of the diesel locomotives on Saturday mornings. On August 10th, KWVR stalwart No. D0226 'Vulcan' hauls an Oxenhope bound train out of Keighley.  
*Ben Bucki*

▶ On August 10th, KWVR stalwart No. D0226 'Vulcan' hauls an Oxenhope bound train out of Keighley.  
*Ben Bucki*

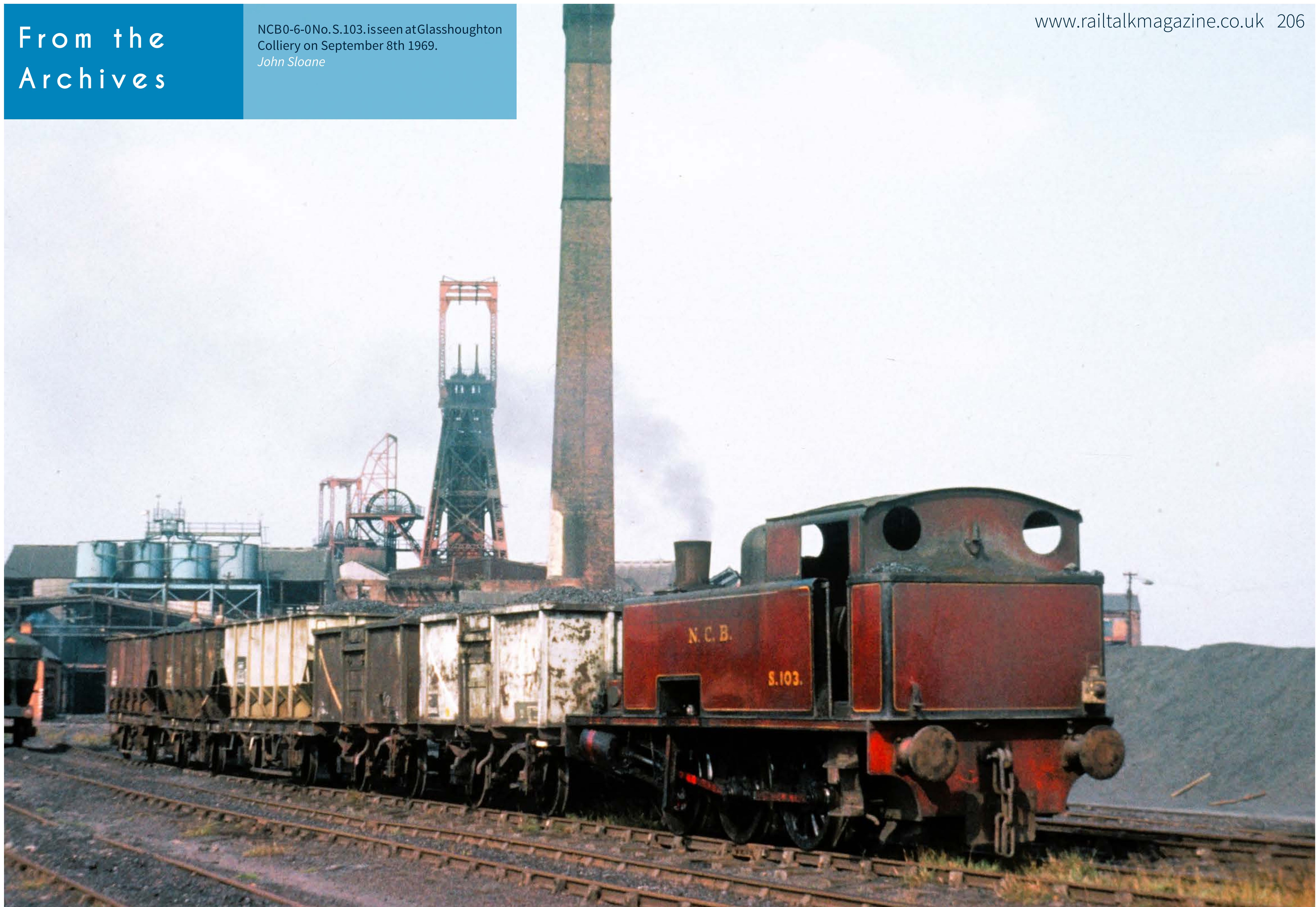
▶ On August 17th, long-term visitor Class 14 No. D9520 was rostered for the summer weekend vintage train diagram and the train is seen heading for Oxenhope near Haworth in the mid-morning.  
*Ben Bucki*



# From the Archives

NCB0-6-0 No. S.103 is seen at Glasshoughton Colliery on September 8th 1969.

*John Sloane*



# From the Archives

▶ EWS Class 92 034 and its consist, is dragged south on the slow line at Winwick by an unidentified Class 66 on December 3rd 2008.

*Brian Dobbs*

▶ Class 47 712 is seen at the rear of the Blue Pullman as it departs from Manchester Piccadilly on January 5th 2006. *John Sloane*

▶ Greater Manchester PTE liveried Class 142 014 approaches Manchester Piccadilly on September 20th 1986. *John Sloane*



# From the Archives

▶ Class 37 229 hauls a set of empty container flats past Floriston crossing on March 29th 2006. *John Sloane*

▶ LMS 4-6-2 No. 6202 'Princess Elizabeth' approaches St. Helens Central with a returning 'Cumbrian Mountain Express' railtour from Carlisle to Liverpool Lime Street on August 1st 2009. This route is now electrified. *Brian Dobbs*

▶ First Great Western HST power car No. 43129 awaits departure from Newport on March 1st 2006. *John Sloane*





# From the Archives

EWS liveried Class 37 418 rolls through Frodsham on June 23rd 2007 with a Holyhead to Arpley working. *John Sloane*



# From the Archives

On June 27th 2007, numerous Class 58s stand in store at Eastleigh TMD between infrastructure contracts in Europe. *John Sloane*



# From the Archives

LSWR 'Well Tank' No. 30587 and GWR 0-6-2T No. 5643 are seen at Bury Bolton Street station, East Lancs Railway on June 23rd 2007. *Brian Dobbs*



# From the Archives

▶ A Class 47 and a Class 31 are seen heading for the stabling point at London King's Cross in March 1979. *Brian Hewertson*

▶ Class 47 530 calls at Appleby on April 6th 1988. *Brian Hewertson*

▶ Class 47 468 and 37 063 are seen stabled at Carlisle on April 6th 1988. *Brian Hewertson*



# From the Archives

Class 91 007 and a full set in the James Bond 'Skyfall' livery, speeds past Colton Junction with the 08:05 London King's Cross to Edinburgh service on July 6th 2013. *Paul Senior*

