

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 217

Well I will start this month with an 'Are you not stating the obvious?' and 'I wonder how much it cost to have this report done when apparently finances are being pinched'. Have a read of this and see what you think.....

Northern says trials of a different style of train driving show that fuel consumption could be cut by 7 per cent, potentially saving £3 million a year.

The train operator has been working with specialists from Chrome Angel Solutions and auticon, who have developed a model to calculate the best speed and braking patterns.

The output of the model is then used to help train drivers change their driving styles to use less fuel while keeping trains on time.

Northern says early tests between Whitby and Middlesbrough identified the potential 7 per cent saving in fuel consumption, with the added benefit of an equal reduction in CO2 emissions.

Northern pays around £50 million a year for diesel, and so in theory the state-owned operator could save £3 million or more annually, although the precise benefits are likely to vary on different routes.

The tests have now been extended to the routes between Darlington and Bishop Auckland and Darlington and Saltburn, Newcastle and Hexham, Nunthorpe and Kildale, and Seaham and Middlesborough. The original test route from Whitby stays in the trials, but has been extended from Middlesbrough to Newcastle.

Northern's strategic development director Rob Warnes said: 'Along with the rest of the rail industry, Northern is working towards phasing out diesel-only trains by 2040.

'However, with only 25 per cent of our network electrified, diesel trains remain integral to our operation and, as such, we want to make sure we operate them in the most fuel-efficient way.

'This has been a fascinating, year-long project and it's great to see the proof on concept realised so that we can now expand trials and build the case for implementation.'

And for those who have had to suffer the chaos brought about by Avanti and thought the end for them was nigh, think again.....

Avanti West Coast, owned by FirstGroup and Trenitalia, is unlikely to have its contract terminated early, according to reports. The operator has been in trouble over high levels of cancellations, and Transport for the North has called for the government to end the contract, claiming that its terms have been breached.

Mayors in the north of England have supported TfN, with Manchester Mayor Andy Burnham urging the transport secretary to take action. But legal advice since provided to Louise Haigh says Avanti is not in breach, according to the Financial Times.

First Rail managing director Steve Montgomery has defended his company's position, saying: 'FirstGroup has not done anything wrong.'

Unconfirmed reports allege that the company's current National Rail Contract had 'rewarded failure' and had been written in a way that would make it 'difficult' for the company to commit a breach on performance grounds. The Department for Transport has not commented on this. Avanti had been given two six-month contracts to provide an opportunity for recovery, and was then granted a National Rail Contract which started on October 15th 2023 with a minimum contract term of three years, so that the first termination date is October 18th 2026.

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

Andy

This Page

Class 57 310 heads through Winwick on September 14th.

Jeff Nicholls

Front Cover

Class 66 742 is seen on the manual loading line at Dove Holes quarry, having arrived with 6H03 11:39 Wellingborough to Peak Forest on September 16th.

Barry Longson



Class 37 425 and 37 421 top'n'tail a Derby RTC - Derby RTC test train working at Chester on September 24th. *Brian Battersby*

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These issues wouldn't be possible without contributions from:
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Charter Scene Railway Touring Company

The Waverley

Dismal weather on the S&C on September 8th as SR BoB Class No. 34067 ‘Tangmere’ is seen crossing Marshfield Viaduct with the northbound ‘Waverley’ railtour, 1Z67 from York to Carlisle. *Shep Woolley*

Charter Scene Intercity

Sugar Loaf & Stormy Push-Pull

Class 37 409 and 37 521 working the 1Z37 Crewe - Cardiff pass Kemps Eye on September 7th. *Carl Grocott*



Charter Scene Intercity

Sugar Loaf & Stormy Push-Pull

On September 7th, Class 37 521 and 37 409 top'n'tail the 1Z37 Crewe to Cardiff through Shrewsbury. *Richard Hargreaves*





Charter Scene Pathfinder Tours

The Cambrian Coast Express

Class 97 302 and 97 304 working the 1Z67 Swindon - Pwllheli are seen at Meole Brace on September 12th. *Carl Grocott*

Charter Scene Steam Dreams

The Welsh Dragon (Day 4 of 5)

Class 37 521 and 37 409 pass Kempseye with 1Z98 09:10 Holyhead - Cardiff Central on September 18th. *Keith Davies*



Charter Scene Hastings Diesels

The Glevum DEMU Railtour

Hastings Diesels DEMU No. 1001, made up to seven cars with a third power car, awaits departure from Cheltenham Spa with the return ‘Glevum DEMU’ 16:09 to Hastings via Gloucester on September 14th. *Chris Morrison*

Hastings Diesels

The Glevum DEMU Railtour

Hastings Diesels DEMU No. 1001, made up to seven cars with a third power car, arrives at Swindon with the Hastings to Gloucester tour on September 14th. *Colin Pidgeon*

Hastings Diesels DEMU No. 1001, passes the former Purton station site with a Hastings to Gloucester railtour on September 14th. *Ken Mumford*

Hastings Diesels DEMU No. 1001, made up to seven cars with a third power car, arrives at Swindon with the Hastings to Gloucester tour on September 14th. *Colin Pidgeon*







Charter Scene Railway Touring Company

The Mancunian

Black Five No. 44871 hammers through Bescot Stadium working 1Z64 07:26 Manchester Piccadilly to Kidderminster SVR 'The Mancunian' railtour on September 28th.
Derek Elston



Charter Scene Railway Touring Company

The Mancunian

With the early morning sun just catching Stockport viaduct, Black 5 No. 44871 is seen working the 07:25 Manchester Piccadilly to Kidderminster on September 28th. *Lee Stanford*



Charter Scene Railway Touring Company

The Mancunian

Black Five No. 44871 climbs Old Hill Bank with the 16:45 return ‘Mancunian’ from Kidderminster SVR to Manchester Victoria on September 28th. *Chris Morrison*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On September 14th, horrendous conditions at Greenholme with blustery winds and rain squalls as SR BoB Class No. 34067 ‘Tangmere’ heads the 1Z58 from Liverpool to Carlisle.
Shep Woolley



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

Drier and calmer conditions at Aisgill on September 14th as SR BoB Class No. 34067 ‘Tangmere’ approaches the summit and heads back to Liverpool Lime Street. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

On September 19th, originating at York, Ian Riley's Class 5 No. 44871 puts on the style as it works 'The Dalesman' 1Z42 through Langcliffe and onwards to Carlisle. *Shep Woolley*

Charter Scene West Coast Railways

The Dalesman

With the Pennines providing the background No. 44871 works the return ‘Dalesman’ 1Z44 over Crosby Garrett viaduct towards Kirkby Stephen and onwards to Hellifield and eventually back to York on September 19th.
Shep Woolley



West Coast Railways

The Dalesman

Black 5 No. 44871 is seen arriving at Carlisle having worked ‘The Dalesman’ from York on September 19th. *Michael Lynam*

Class 47 760 is seen on the rear of ‘The Dalesman’ at Carlisle on September 19th. *Michael Lynam*

Black 5 No. 44871 stands in the sun at Carlisle having worked ‘The Dalesman’ from York on September 19th. *Michael Lynam*







Charter Scene West Coast Railways

The Lune Rivers Trust

With rain bouncing off the brolly. Ian Riley's Class five No. 45212 works 'The Lune Rivers Trust' 1Z58 away from Arnside Viaduct towards the station and onwards to Carnforth on September 28th. *Shep Woolley*

Charter Scene Pathfinder Railtours

The Cambrian Coast Express

On September 5th, Class 67 007 arrives at Oakengates with the 1Z67 Bristol Temple Meads to Pwllheli. *Richard Hargreaves*

Midland Pullman

Cornish Riviera/ Bath Spa Pullman

Power cars Nos. 43046 and 43049 head along the Dawlish sea wall on August 31st with the 1Z43 Penzance - Bath. *Phil Martin*

On August 30th, power car No. 43046 passes Cockwood Harbour on the rear of the tour to Penzance. *Phil Martin*

On August 30th, power cars Nos. 43049 and 43046 pass Cockwood Harbour working the 1Z43 07:00 Dumfries - Penzance. *Phil Martin*







Charter Scene Midland Pullman

Cornish Riviera/Bath Spa Pullman

Power car No. 43046 'Geoff Drury 1930-1999' leads 1Z43 10:05 Penzance to Dumfries with 43049 'Neville Hill' on the rear through Tiverton Parkway on September 1st. *Derek Elston*



Charter Scene Midland Pullman

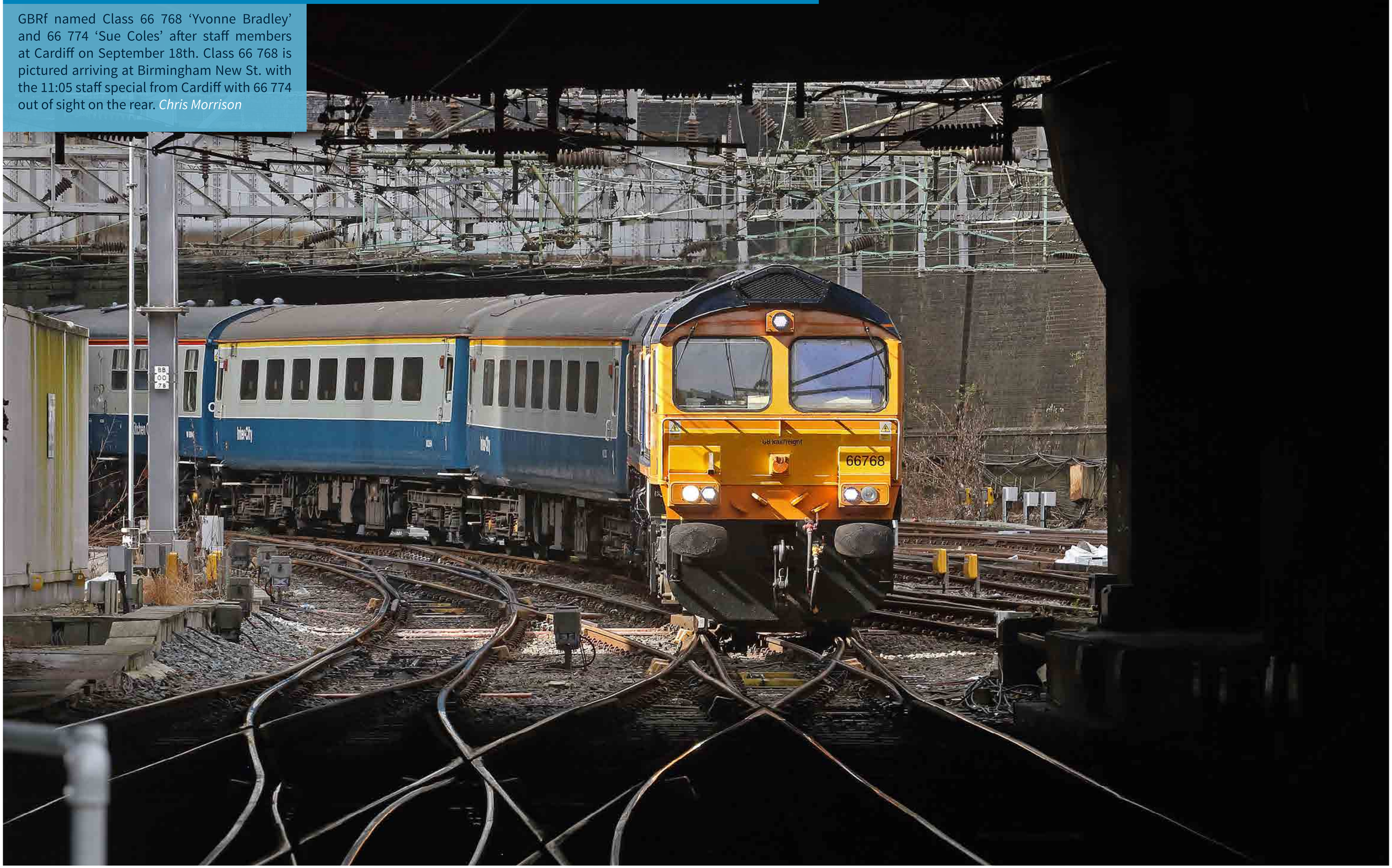
West Highland Pullman

On September 20th, power cars Nos. 43055 and 43050 'Loch Morar' head past Bradley with a Watford to Fort William charter. *John Sloane*

Charter Scene GBRf

GBRf Staff Charter

GBRf named Class 66 768 ‘Yvonne Bradley’ and 66 774 ‘Sue Coles’ after staff members at Cardiff on September 18th. Class 66 768 is pictured arriving at Birmingham New St. with the 11:05 staff special from Cardiff with 66 774 out of sight on the rear. *Chris Morrison*



Charter Scene West Midlands Trains/BLS

Class 323 Farewell 1994-2024

Class 323 221 in retro Centro livery and 323 222 formed the Class 323 Farewell Railtour on September 29th, seen waiting to depart Birmingham New St. on their way from Liverpool Lime Street to Coventry. *Chris Morrison*

Railway Touring Co.

The Royal Duchy

Black 5 No. 44871 passes Dawlish on September 1st working 1Z33 08:48 Bristol Temple Meads - Par. *Phil Martin*

Stanier Black 5 No. 44871 leads 1Z33, the 08:48 Bristol Temple Meads to Par 'The Royal Duchy' across Cockwood Harbour on September 1st. *Derek Elston*

Class 47 812 brings up the rear of the seasons final of 'The Royal Duchy' 1Z33 08:48 Bristol Temple Meads to Par on September 1st. *Derek Elston*





Charter Scene Vintage Trains

The Mayflower

On September 27th, a sight not seen at Dawlish for a good number of years is that of a pair of GWR 'Castles' on the sea wall as No. 7029 'Clun Castle' and 5043 'Earl of Mount Edgcumbe' head past Coastguards on 1Z20 Birmingham New Street - Plymouth. *Steve Thompson*

Branch Line Society

Merseyrail Class 507 Farewell Tour

Class 507 001 and 507 003 are seen at Ellesmere Port on September 15th with the Class 507 Wirral Farewell Tour. *Brian Battersby*

Class 507 001 and 507 003 are seen at Ellesmere Port on September 15th with the Class 507 Wirral Farewell Tour. *Brian Battersby*

Class 507 001 and 507 003 are seen at Hooton on September 15th with the Class 507 Wirral Farewell Tour. *Brian Battersby*







Saphos Trains

The English Riviera Express

Summer Saturday, August 3rd, and a steam charter along the sea wall as LNER B1 No. 61306 passes Coastguards on 1Z60 Wolverhampton - Kingswear. *Steve Thompson*

On August 3rd, No. 61306 passes through Dawlish on the return 1Z82 Kingswear - Wolverhampton charter. *Steve Thompson*

On August 3rd with LNER B1 No. 61306 leading, Class 47 805 is seen on the rear of 1Z60 Wolverhampton - Kingswear. *Steve Thompson*







Saphos Trains

The English Riviera Express

On August 10th, another visit to the south west by No. 61306, this time working 1Z49 High Wycombe - Kingswear, seen passing through Dawlish Station with Class 57 311 on the rear.
Steve Thompson

The return 1Z52 is seen passing the village of Powderham in the evening gloom.
Steve Thompson

On August 10th, another visit to the south west by No. 61306, this time working 1Z49 High Wycombe - Kingswear, seen passing through Dawlish Station with Class 57 311 on the rear.
Steve Thompson







Charter Scene Saphos Trains

The English Riviera Express

LNER B1 No. 61306 leads the 1Z52 Kingswear - High Wycombe away from Powderham on August 10th with Class 57 311 on the rear.
Steve Thompson



Charter Scene Saphos Trains

The Welsh Marches Express

Class 57 311 and 47 805 pass Kempseye with 1Z50 05:33 Bournemouth - Shrewsbury on September 4th. *Keith Davies*



Charter Scene Pathfinder Railtours

The Grampian Highlander

Class 50 007 and 50 049 roar through Standish with a Taunton to Aberdeen charter on August 24th. *John Sloane*



Charter Scene Intercity

The Central Scotland & Fife Push-Pull

Class 47 712 running as 47 709 ‘The Lord Provost’ hauls the ScotRail push and pull set on a Crewe to Glasgow Queen St. charter at high speed past Balshaw Lane Junction on October 5th. *John Sloane*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

In the early morning shadows of September 11th, LNER A4 No. 60007 ‘Sir Nigel Gresley’ forges past Standish at the head of a Crewe and Chester to Carlisle charter. *John Sloane*



Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

Catching late afternoon sun, A4 Pacific No. 60007 'Sir Nigel Gresley' cruises down the Ribble Valley with the return 'Settle and Carlisle Fellsman' on September 11th. *Gerald Nicholl*



Charter Scene Locomotive Services

Private Charter

LSL's Class 86 101 stands at Glasgow Central on September 13th with a private charter from London Euston. *Greig Gibson*

Charter Scene

ECS and Light Engine Moves

Midland Pullman liveried No. 43055 heads through Northampton with ECS working 5Z47 13:29 Southall Loco Services Ltd to Crewe H.S. on September 16th, with 43050 on the rear. *Derek Elston*



A very tatty and denamed Class 57 002 heading for a repaint at Arlington Fleet Services passes Northampton with 5Z44 the 08:15 Crewe H.S. to Eastleigh Arlington (Zg) on September 23rd. *Derek Elston*

GWR ‘Castles’ Nos. 7029 ‘Clun Castle’ and 5043 ‘Earl of Mount Edgecombe’ on 5Z20 Tyseley to St. Phillips Marsh, head through Swindon on September 26th. *Colin Pidgeon*





Charter Scene ECS and Light Engine Moves

West Coast's Class 33 207 and 33 029 power through Euxton on October 4th with an empty stock working from Carnforth to London Euston. *John Sloane*



Charter Scene ECS and Light Engine Moves

Inter City liveried Class 87 002 'Royal Sovereign' leads 3Z86 12:01 Crewe H.S. to London Euston through Northampton on September 13th.
Derek Elston

Charter Scene

ECS and Light Engine Moves

On October 5th, running as 5Z88 16:18 Kemble - Tyseley, solo Class 20 142 passes Kings Sutton with the empty stock of a private charter from London Paddington to Kemble which was headed by 47 773 on the rear. *Chris Morrison*



Black 5 No. 44932 passes Coppull Moor whilst running from Carnforth to Kidderminster on September 10th. *John Sloane*



Class 47 No. D1935 and Class 40 No. D213 pass Kempseye top'n'tail with 5Z50 13:15 Hereford Diesel Sidings - Crewe HS on September 1st. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

Black 5 No. 44871 heads north through Stafford on September 17th with a Southall - Carnforth move. *Brian Battersby*

In torrential rain, Jubilee No. 45596 'Bahamas' and Black 5 No. 44932 drift through Euxton on their way from Kidderminster to Carnforth on September 30th. 'Bahamas' would continue on from Carnforth to Keighley later in the day. *John Sloane*

On September 27th, Class 20 149 and 20 182 pass through Dawlish following 'The Mayflower' railtour as 0Z24 Plymouth - Bristol. The pair had been involved in turning the train at Plymouth. *Steve Thompson*







Charter Scene

ECS and Light Engine Moves

‘Blue Peter’ is seen at Moore with a Crewe - Preston test run on September 2nd. Class 37 No. D6851 is on the rear. *Mark Enderby*

On September 24th, Class 86 101 runs light engine through Northampton as 0Z86 11:17 Crewe H.S. to Bletchley Relief 1 to rescue the previous days failed 5Z45 (see below). *Derek Elston*

On September 24th, Class 86 101 leads a poorly 37 401 and 57 002 ‘Inter City Railway Society 50th Anniversary 1973-2023’ in the consist of 5Z45 14:51 Bletchley Relief 1 to Crewe H.S. through Northampton with power car No. 43058 ‘Loch Eil’ bringing up the rear. *Derek Elston*







Charter Scene

ECS and Light Engine Moves

On September 14th, Class 20 205 and 20007 head through Swindon taking a Chiltern Railways DVT back to Wembley after refurbishment in Bristol. *Colin Pidgeon*

On September 30th, Nos. 45596 and 44932 pass Moore working from the Severn Valley Railway to Carnforth. *Mark Enderby*

Black 5 No. 44932 speeds through Acton Bridge on September 10th with a Carnforth - SVR Kidderminster move. *Brian Battersby*







Avanti West Coast

Avanti West Coast's 'Flying Scouseman' reaches major milestone

An Avanti West Coast train named 'Flying Scouseman' has reached a major milestone by passing two million miles in service on the West Coast Main Line.

The train, which was named by the readers of the Liverpool Echo in the summer of 2017, achieved the landmark shortly after departure from Liverpool Lime Street on its way to London Euston in September. Part of the 'hardest working fleet in the UK', 'Flying Scouseman' needed another 20 miles when it left Liverpool to hit the two million mark.

It was achieved on the approach to Crewe, as the train sped its way down to London, enjoying half an hour in the capital before heading to Glasgow on the 09:30 service. After a short break, the train was back to London, before returning home to Liverpool to complete its 16 hour day, and a further 1190 miles under its belt.

The first two million miles has seen 'Flying Scouseman' undertake 8,887 services, travelling the length and breadth of the West Coast Main Line with 4,216 visits to London.

Other popular destinations include:

Destination	Visits
Liverpool	671
Manchester	1625
Edinburgh	200
Glasgow	786
Blackpool	65
Birmingham	1996

Stacy Thundercliffe, Head of Fleet and Engineering at Avanti West Coast said: "The 'Flying Scouseman' has proudly been flying the flag for Liverpool, and travelled the equivalent of more than eight times to the moon and back.

"The Pendolino is an iconic train, and 'Flying Scouseman' is now better than before, offering customers a much-improved travel experience following its refurbishment."

The 56 strong Pendolino fleet has recently undergone a major £117m upgrade, helping to transform the onboard customer experience with benefits including:

25,000 new, ergonomic Standard Class seats;
Conversion of one First Class carriage on each of the 35 eleven-carriage Pendolinos to provide more than 2,000 extra Standard Class seats;
The introduction of a new onboard shop;
Improved lighting;
Refurbished First Class and Standard Premium seats;
Greater use of technology with customer-friendly passenger information screens;
Additional luggage space in Standard Class;
Power points at every seat;
Refurbished toilets; and
New carpets throughout using sustainable British wool.

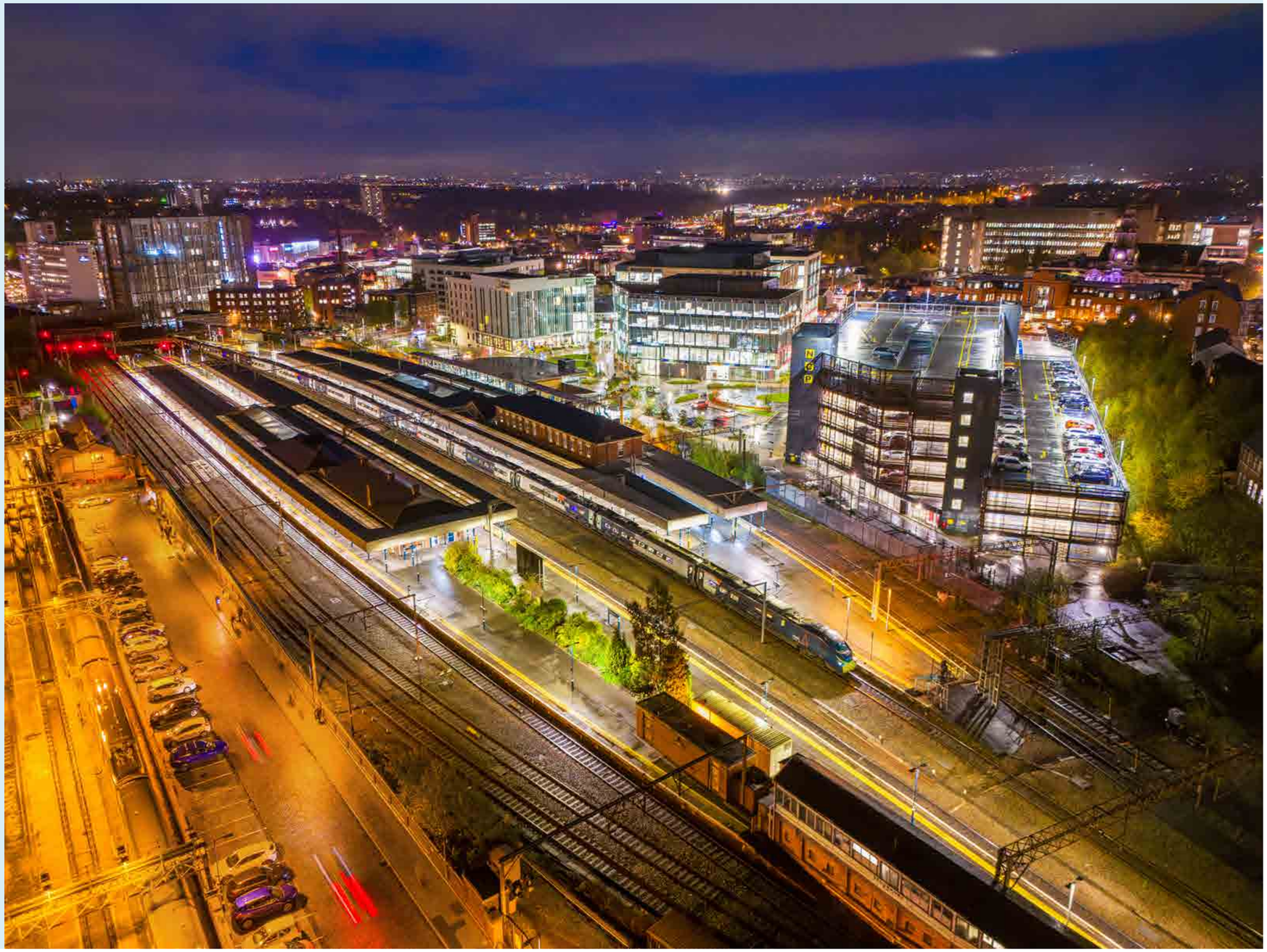


Photo: Avanti Pendolino 390 148 working a Manchester Piccadilly to London Euston service is seen at Stockport. ©Tom McAtee.

Avanti West Coast

Avanti Avero Class 805 013 hurtles through Coppull on a mileage accumulation/training run from Northampton to Lancaster on September 10th. *John Sloane*

Pendolino Class 390 104 speeds past Bradley with a Glasgow to London Euston service on September 20th. *John Sloane*

Class 805 002 is seen at Stafford on September 17th with a Northampton - Lancaster test run. *Brian Battersby*







Avanti West Coast

Class 805 005 and 805 004 call at Stafford on September 17th with a Chester - London Euston service. *Brian Battersby*

Avanti West Coast's Crewe station hosts event to honour Pete Waterman

Avanti West Coast has hosted an event which saw a Freightliner locomotive named after record producer and rail enthusiast Pete Waterman in recognition of his contribution to the railway industry. The loco naming, which took place at Avanti West Coast's Crewe Station, was arranged as a collaborative celebration by the Railway Benefit Fund Charity, Avanti West Coast and Freightliner, where Pete was awarded the naming with a presentation from Tim Shoveller, CEO Freightliner Group. In the last five years Pete has held the role as president of the Railway Benefit Fund, a charity which provides support to current, former, and retired UK railway people and their families. In his time as in the role, Pete has raised donations of almost £2 million which goes towards sustaining the charity as well as providing much needed support to railway people and their families. In the region of 3,000 grants have been awarded, with over one-third of these grants specifically supporting the children of these families.

Andy Mellors, Managing Director for Avanti West Coast, said: "Pete is a passionate advocate for the railways and its people, so we're incredibly privileged to have hosted the naming ceremony at Crewe station in his honour. It's a fitting tribute to one of the railway's biggest supporters, someone who always goes out of his way to help others and promote all that is good about the industry."

Jo Kaye, CEO, from the Railway Benefit Fund, said: "Pete is a well-known railway devotee who passionately champions the railway industry and its workforce. He has been instrumental in making our fundraising events a success, always finding the time to engage with railway workers nationwide, actively supporting and promoting all range of media and hospitality events. This loco naming is a true acknowledgement of his contribution and a huge thank you from the charity and all the families we have been able to support as a result of his great work."

Tim Shoveller, CEO Freightliner Group, said: "I have known Pete throughout my railway career, he is a true railway supporter, always happy to give up his time and contribute to the benefit of the railways. His passion and love for the industry, people and even the model form is clear to see. In April this year, Pete and his Railnuts team set a Guinness World Record for the 'Largest Portable Model Railway', with an overall and official track length of 690.4 metres (2279 feet). It really is a pleasure and honour to be naming a Freightliner Locomotive in Pete's name."

Pete was formally recognised for his work in the music industry for which he was awarded an OBE in the 2005 Queen's New Year's Honours list. Loving the experience of travelling on trains, he wrote his first lyrics sat on Rugby station, which gave him his inspiration and his first job at age 14 was working for the British Railway. He continues to hold the role as Charity President for the Railway Benefit Fund and give up his time to raise awareness and benefit for the charity, the railway people and families it supports.



Avanti West Coast

Train bogie overhaul project reaches major milestone

The biggest overhaul of bogies belonging to the UK's hardest working train fleet has reached a major milestone with the initial phase of project completed.

The first part of the work to overhaul 1,148 bogies – a framework with wheels that sits underneath the train carriage – across Avanti West Coast's Pendolino fleet has been completed by the UK's leading train supplier, Alstom.

All 35, 11-carriage Pendolinos have had their sets of 22 bogies examined and reconditioned to give them a new lease of life after clocking up over 750,000 miles – the equivalent distance of travelling to the moon three times.

In just one year, 770 bogies have been revamped by Alstom's facility in Crewe – a centre of excellence for component repair and overhaul.

Each week the bogies and traction motors (an electric motor that generates the power to rotate the wheels of a train) are transported by road to Crewe, where they are disassembled, and their subcomponents refurbished to like-new condition.

The bogie frames are separated from the wheelsets and washed to remove excess dirt and oil, then stripped into component parts that are reconditioned before being painted and reassembled.

It is part of a wider programme of work on the Pendolinos – known as a heavy overhaul, which each week sees component parts including, pantographs, train control and information systems, batteries, and valves reconditioned or replaced. In one week, Alstom's teams in Crewe and Manchester will replace 24,456 individual fixings and 9,511 parts, as well as repair 249 items.

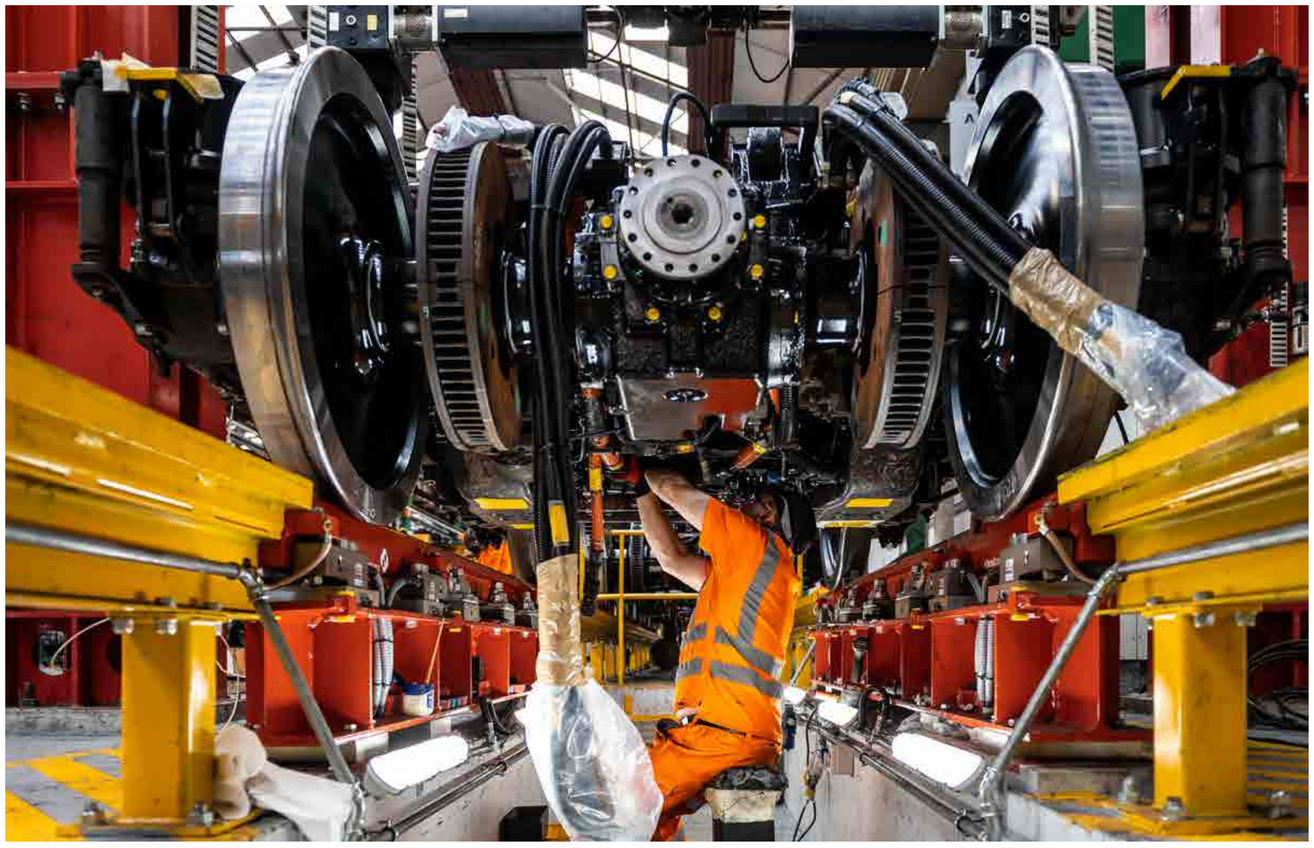
The heavy overhaul, which follows the award-winning £117 million investment programme to refurbish the Alstom-built Pendolino trains, is designed to ensure the fleet continues to provide a reliable service.

A team of 35 highly skilled workers employed full-time are dedicated to the project at Crewe – many of them have a family connection.

These include couple, Glenn Pearson and Karen Shaw, who work at the end of the Pendolino bogie production line. Glenn tests the bogies by simulating different scenarios they would experience on the West Coast Main Line. Karen, along with her son's partner, Danni Knott, then carries out a thorough pre-delivery inspection.

Glenn and Karen worked together previously maintaining Ambulance vehicles for 15 years. They joined the rail industry, along with Danni, to utilise their mechanical engineering, quality inspection, and electrical skills following a recruitment drive by Alstom.

Danni said: "Working on the railway was a massive step change. You don't realise the scale of the Pendolinos and their components until you work on them. Glenn, Karen, and I love our jobs and being at the end of the production line allows you to appreciate everything that has been done.



Elsewhere, partners Adam and Casey, who have a combined service of 17 years, work on a bogie production line for another fleet of trains. Adam is responsible for inspecting the assembled bogies. Casey, who works on the bogie final assembly section as a Team Leader, began an Apprenticeship with Alstom in 2017 – following in the footsteps of her grandad.

"My grandad worked at Crewe Works. He'd be over the moon to know I'm part of Crewe's railway heritage and playing a key role in maintaining the UK's trains," Casey said. "It's rewarding work. You feel a sense of pride when the bogies leave Crewe and it's exciting to know they will play a part in creating memories for people travelling by train," she added.

The latest phase of the project will see a set of 18 bogies belonging to the 21 nine-carriage Pendolinos transformed each week.

Pendolino 390 002 is the latest nine-carriage train to undergo its bogie overhaul. After operating as the 10:42 London Euston to Manchester Piccadilly on Sunday September 8th it arrived at Alstom's Manchester Traincare Centre at Longsight before its bogie sets were sent to Crewe less than 24 hours later.

Stacy Thundercliffe, Head of Fleet and Engineering at Avanti West Coast, said: "Our Pendolinos travel hundreds of thousands of miles every year, so it's critical their heavy maintenance is completed throughout the year to ensure they're safe and reliable for our customers.

"We're proud to be working with Alstom to overhaul the Pendolinos – especially with much of the work being done local to the West Coast Main Line. Crewe has a rich railway heritage and is a key hub on our route, so it's great the skills that have been passed down over the 180 years of Crewe Works are being utilised to carry out this latest investment in our fleet."

Peter Broadley, Managing Director, Services UK and Ireland at Alstom said: "We are thrilled to reach this important milestone in the overhaul of the Avanti West Coast Pendolino fleet's bogies. This project showcases the outstanding expertise and dedication of our team in Crewe.

"By ensuring these trains continue to perform at their best, we are not only preserving the legacy of Crewe as a centre of railway excellence but also contributing to a more reliable and efficient rail service for passengers across the UK. We look forward to continuing this vital work in partnership with Avanti West Coast."

Caledonian Sleeper

On October 2nd, Class 92 043 is seen on a London Euston to Polmadie ECS working at Moore. *Mark Enderby*



Chiltern Railways

Chiltern Railways' Hydrotreated Vegetable Oil (HVO) powered Class 68 014 heads the 12:02 London Marylebone to Birmingham Moor Street passing Hatton North Junction on October 5th. *Chris Morrison*

Colas Rail

On September 27th, Class 70 804 makes a spirited departure from the goods loop at Hellifield with the regular Carlisle to Chirk log train. *Lee Stanford*

On September 19th, Class 70 802 approaches Carlisle with a rake of China Clay tanks from Workington - Aberdeen. *Michael Lynam*

On August 20th, a dreary morning for a grubby Class 56, as 56 302 ambles through Scunthorpe station with 6D79 LOR - NH fuel tanks, the usual two in tow. *Steve Thompson*







Colas Rail

Class 66 847 is unusually paired with 56 090 on an empty Chirk to Carlisle working at Standish on August 24th. *John Sloane*

On September 4th, Class 56 094 passes Scunthorpe station with 6D79 LOR - NH with its usual couple of TEAs. *Steve Thompson*

A sure sign of the impending RHTT season is the influx of Colas 66s to the area and this one looks like the first of them. On September 25th, Class 66 848 works through Scunthorpe on 6D79 LOR - NH with 3 TEAs in tow.
Steve Thompson







Colas Rail

Class 37 405 pauses at Stafford on September 17th with a Longport - Crewe Basford Hall working. *Brian Battersby*

On September 19th, Class 70 804 passes through Leyland with a rake of empty log wagons from Chirk - Carlisle. *Michael Lynam*

Class 70 807 on 6M40 Westbury to Stud Farm heads through Swindon on September 26th. *Colin Pidgeon*







CrossCountry

Class 221 125 speeds towards the camera at Heaton Norris Junction on September 3rd, working the 09:45 Bournemouth to Manchester Piccadilly service. *Barry Longson*



Class 221 119 departs Stockport on September 28th, working the 09:30 Birmingham New Street to Manchester Piccadilly service. *Barry Longson*



Class 220 005 and 220 027 pass Teignmouth on September 3rd working 1V44 06:11 Leeds - Plymouth. *Phil Martin*



CrossCountry

Class 221 139 rushes through Heaton Chapel on September 6th working the 10:03 from Manchester Piccadilly to Bristol.
Lee Stanford

Class 220 026 works 1M45 10:49 Paignton to Manchester Piccadilly past Cockwood Harbour on September 1st. *Derek Elston*

The 11:03 Manchester Piccadilly to Bristol operated by Class 221 129 is seen arriving at a sunny Birmingham New Street on September 6th. *Lee Stanford*







CrossCountry

Class 221 119 passes Cockwood Harbour on August 30th working 1V54 08:07 Edinburgh - Plymouth. *Phil Martin*



DB Cargo

Looking like a model railway, Class 66 068 powers past Peak Forest signal box with 6F05 16:23 Tunstead to Lostock Works on a sunny September 16th. *Barry Longson*



Class 66 088 has charge of the Knowsley to Wilton binliner as it approaches Springs Branch on August 26th. *John Sloane*



Class 66 121 trundles through Northampton with 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings on September 16th. *Derek Elston*



DB Cargo

On September 13th, Class 66 028 sits with a loaded rake of single deck Cartis at Southampton Docks having run round its train and split the train in half for unloading. *Michael Lynam*

DB Cargo

On September 16th, Class 66 143 and 66 032 were both being used as shunting locomotives at Peak Forest. *Barry Longson*

DB Cargo

Class 66 651 is seen at Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on September 13th. *Keith Davies*

Shunting at Peak Forest is now undertaken by DB locos and on a sunny September 17th, a clean Class 66 032 was to be found bringing loaded wagons out of the terminal.
Lee Stanford

Class 66 655 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on September 17th. *Keith Davies*







DB Cargo

On August 21st, Class 66 097 hauling the 4L45 Wakefield - Felixstowe containers passes Tindall Bank LC, Haxey. *Steve Thompson*



Class 66 044 with a Stoke - Arpley move passes Moore on September 30th. *Mark Enderby*



Class 66 142 heads through a gloomy Acton Bridge on September 10th with a Knowsley - Wilton working. *Brian Battersby*



DB Cargo

In superb autumn light, Maritime liveried Class 66 005 approaches Marsden on September 17th working the 10:02 Tees Yard to Knowsley empty waste train. *Lee Stanford*

The New Biggin to Tees Yard 'Gypsum' train ran for the last time on September 27th using DB as an operator, subsequent trains will be operated by Freightliner. This service was also believed to be the last using 4 wheel MEA wagons and is seen shortly after passing Long Preston behind Class 66 103. *Lee Stanford*

Class 66 014 shunting 6M53 Swindon Stores to Toton is seen at Swindon on September 26th. *Colin Pidgeon*





DB Cargo

On a sunny September 18th, Class 66 199 leads 6H59 13:40 Ashburys to Dowlow Briggs through Davenport with 66 144 on the rear.
Barry Longson

Class 66 096 passes Hale hauling a Knowsley Freight Terminal - Wilton EfW working on September 25th. *Michael Lynam*

On August 19th, a freshly repainted class 66 passes through Scunthorpe station on 4R51 Drax - Immingham Biomass empties. The loco is Class 66 050 and it had been renamed 'Yorkshire Rose' as part of the 50-year celebrations for Drax power station. *Steve Thompson*







DB Cargo

Class 66 088 passes the well kept station at Orrell, with 6E26, the 01:50 Knowsley to Wilton Domestic and Industrial Waste Train, on August 21st. *Paul Senior*



Class 66 026 on 6B06 12:24 Newport Docks - Margam passes 67 014 on 1V42 12:30 from Manchester Piccadilly at Cardiff Central on September 23rd. *John Balaam*



Class 66 077 working 4R48 Drax - Immingham Biomass empties passes Scunthorpe on September 18th. *Steve Thompson*



DB Cargo

Class 66 020 operating 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. passes through Northampton on September 16th.
Derek Elston

Direct Rail Services

On September 27th, the 4M27 service from Mossend to Daventry was running some six hours late as it passed Balshaw Lane Junction with Class 68 004 in charge. *John Sloane*

Direct Rail Services

Despite there being a path in the system for some time the 08:44 Daventry to Trafford Park 'Tesco' train only ran for the first time on October 1st. Here we see it approaching Mauldeth Road being hauled by Class 88 006 which as well as bringing a Class not normally seen in the area is also a first for DRS to operate regularly in to Trafford Park. *Lee Stanford*

Class 66 426 passes through Carlisle on September 19th, working the daily 6K05 engineers train from Carlisle - Crewe via the S&C. *Michael Lynam*

Class 88 002 passes through Preston with a Coatbridge - Daventry intermodal on September 19th. *Michael Lynam*







Direct Rail Services

Class 68 008 catches a shaft of sunlight as it hurries past Standish at the head of 4M27 from Mossend to Daventry on September 17th.
John Sloane



Direct Rail Services (DRS) launches new rail freight service for Tesco supermarkets.

This new service becomes the tenth to be operated by DRS and the supermarket giant, and demonstrates the long-standing partnership between the two companies.

It runs from Tesco's main distribution centre in Daventry, Northamptonshire, on a 260-mile round trip to its regional distribution centre in Trafford Park in the Northwest.

The environmental benefits of rail freight are clear, it emits 76 per cent fewer CO_2 emissions when compared to road transport and this new service replaces the equivalent of thousands of lorries from the road, resulting in a saving of 6,000tCO_2e per year.

DRS, Nuclear Transport Solutions' rail division, is a key partner in intermodal rail transportation and uses its expertise to deliver safe, secure and reliable transport across the rail industry.

Gottfried Eymer, NTS's Rail Managing Director, said: "This new service is an excellent addition to the fantastic work we do with Tesco. Rail freight is ideally suited to transporting supermarket traffic and the environmental benefits are clear to see, every month we transport around 12,000 containers travelling thousands of miles safely, securely and reliably to ensure shelves are stocked all year round across Great Britain."

Ken Murphy, Tesco Group Chief Executive, said: "Tesco's distribution network is one of the most extensive in the UK and plays an important role in our efforts to become carbon neutral in our own operations by 2035. Switching from road to rail allows us to get products to our stores in a more sustainable way, by removing thousands of lorry journeys each year and reducing our carbon emissions."

Direct Rail Services

Class 57 304 ‘Pride of Cheshire’ runs through Northampton light engine running as 0K57, the 10:14 Wembley InterCity Depot to Crewe Gresty Bridge on September 13th. *Derek Elston*

Class 88 003 ‘Genesis’ working 4L48 13:37 Daventry DRS (Tesco’s) to Tilbury 2 Container Tml Fl. passes through Northampton on September 11th. *Derek Elston*

Class 68 004 works the 4S44 intermodal service from Daventry to Mossend on September 23rd as it passes Charnock Richard. *John Sloane*







Direct Rail Services

Class 88 002 has charge of the 4M27 intermodal from Mossend to Daventry as it approaches Bradley on September 20th. *John Sloane*

Direct Rail Services

Class 88 007 passes through Leyland with the Daventry - Coatbridge (Tesco's) intermodal on September 19th. *Michael Lynam*

Class 66 126 passes through Stafford on September 17th with a rake of ballast wagons. *Brian Battersby*

Class 88 005 passes through Carlisle working light engine from Middlesbrough - Carlisle on September 19th. *Michael Lynam*







East Midlands Railway

Class 170 534 and 170 516 pass at Duffield on August 23rd with Nottingham - Matlock services. *Allison Twycross*

On an overcast September 23rd, Class 158 864 and 158 785 form the 12:19 Liverpool Lime Street to Norwich service, seen passing the on platform signal box at Hazel Grove.
Barry Longson

Class 222 104 scurries through Wellingborough with 1D28, the 10:35 London St. Pancras International to Nottingham service on September 16th. *Derek Elston*







East Midlands Railway

Seen on the approach to Heaton Norris Junction, Class 158 854 and 158 866 form the 09:54 Norwich to Liverpool Lime Street service on September 3rd. *Barry Longson*



Class 222 104 departs Leicester on September 14th with a London St. Pancras - Nottingham service. *Richard Hargreaves*



On August 23rd, Class 170 416 calls at Duffield with a Nottingham - Matlock service. *Alison Twycross*



East Midlands Railway

Class 360 109 rolls to a stand at Wellingborough with 1H24 11:10 Corby to London St. Pancras International service on September 16th.
Derek Elston



Class 222 007 leans into the curve at Finedon Road working 1C29 09:00 Sheffield to London St. Pancras International on September 16th.
Derek Elston



Freightliner

On September 25th, Class 66 565 passes through Hale heading an empty bin train from Runcorn - Brindle Heath. *Michael Lynam*

Class 90 042 and 90 010 glide through Northampton with 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on September 16th. *Derek Elston*

There are not that many FL workings around Scunthorpe nowadays, ballast turns such as the one depicted being the most likely. On September 15th, Class 66 953 passes Scunthorpe on 6Y70 Wrawby Jct. - Up Decoy with a rake of JNAs containing a mixture of spoil and fresh stone from it's night's exertions. *Steve Thompson*







Freightliner

Class 66 616 heads through Stafford on September 17th with a Peak Forest working. *Brian Battersby*

Class 59 104 runs light engine through Swindon on September 5th as 0B12 Merehead to Wootton Bassett. *Ken Mumford*

The 6V40 09:12 Purfleet Foster Yeoman to Merehead Quarry Stone Empties was diverted vis Andover on September 17th and 18th.
On both days it was worked by Class 66 585 and the picture shows the train on the 18th. *David Lindsell*







Freightliner

Class 66 585 is seen hauling the diverted Purfleet Foster Yeoman to Merehead via Salisbury on September 17th near Grateley. *Michael Bennett*



Class 90 005 and 90 013 pass through Northampton with 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on September 24th. *Derek Elston*



The 4M25 service from Mossend to Daventry worked by Class 90 006 and 90 047 approaches Springs Branch on August 26th. *John Sloane*



Freightliner

Catching the light from the low sun, Class 90 016 leads sister 90 014 through Stafford on September 6th hauling the 11:13 Felixstowe to Ditton liner. *Lee Stanford*

Class 66 953 approaches Carlisle on September 19th with an engineers train from Tyne SS - Carlisle N.Y. *Michael Lynam*

Class 66 518 with the 4L33 Wentloog to London Gateway heads through Swindon on September 26th. *Colin Pidgeon*







Freightliner

Class 90 044 and 90 042 are seen at Coppull Hall with the 4M25 service from Mossend to Daventry on August 19th. *John Sloane*

Class 66 413 heads through Northampton working 4L44 06:15 Trafford Park F.L.T. to London Gateway on September 13th. *Derek Elston*

Class 90 008 and 90 015 work through Northampton with 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. on September 11th. *Derek Elston*







Freightliner

Class 90 011 and 90 048 ease into Northampton with 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on September 11th. *Derek Elston*

Class 66 550 hauling the 6Y43 Bescot to Moreton on Lugg heads through Telford on September 7th. *Richard Hargreaves*

Class 66 547 passes through Dawlish on September 2nd working 6Y60 19:15 Westbury - Penzance. *Phil Martin*







Freightliner

Class 70 007 working 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. heads through Northampton on September 13th.
Derek Elston



Class 90 048 and 90 045 pass Northampton with 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on September 24th. *Derek Elston*



Class 90 014 ‘Over the Rainbow’ and 90007 pass Church Branpton with 4M87 11:13 Felixstowe North F.L.T. to Ditton (O’Connor) liner on September 13th. *Derek Elston*

FREIGHTLINER LAUNCH MARKET FIRST ECO90 BOOKING SERVICE

Freightliner has announced the launch of their ECO90 booking service, offering customers the ability to move as little as one container, across any rail route, on a carbon reduced service utilising alternative fuels.

Freightliner are the first rail freight provider to offer a more sustainable solution at a single container level, giving customers, no matter their size or scale, complete flexibility and control to manage and reduce their own carbon emissions.

The ECO90 offer provides a carbon reduction of up to 90% when compared with the equivalent movement via diesel rail, while at the same time also contributing to cleaner quality air in local communities and helping to create more sustainable supply chains.

Tim Shoveller, Chief Executive Officer at Freightliner Group commented, “We are incredibly proud to be the first in the market to launch our ECO90 service, which gives customers complete flexibility when it comes to moving goods sustainability. We already know rail is the most sustainable form of freight transportation, reducing carbon emissions by up to 76% when compared to road, but we don’t want to just stop there. We want to give our customers the most sustainable options in the market and today we are doing just that by offering up to a 90% carbon saving on one single container rail movement with our ECO90 service.”

When customers book an ECO90 movement, the alternative fuels used will be backed by a product traceability certificate verifying the alternative fuel used is fully traceable and evidence of the materials used to make the fuel are from sustainable sources.

Utilising Freightliner’s marketing leading Omnia system, customers will also receive their own scope 3 carbon emissions report and certificate which can help to support their own carbon emissions reporting.

The launch of ECO90 booking forms part of Freightliner’s steadfast and long-term commitment to proactively reduce environmental impacts, become a net zero business, enhance ecosystems on Freightliner land as well as respond to climate-related risks and opportunities.

GBRf

Class 60 002 passes Long Preston on September 27th with the 12:54 Ribblehead to Tuebrook stone train. *Lee Stanford*



Class 47 749 ‘City of Truro’ is seen stabled at Asfordby on September 10th. *Derek Elston*



Class 66 751 passes Altrincham in charge of a Biomass train from Liverpool Docks - Drax Biomass working on September 25th. *Michael Lynam*



GBRf

Carrying the livery of the Ukraine flag, Class 66 708 is seen on the Hindlow branch on September 17th with the 15:48 loaded stone train for Hams Hall. *Lee Stanford*

On September 23rd, a touch of fog greeted 6D01 Belmont - Entrance C as it passed through Scunthorpe with 5 YEAs and an RDT set headed by Class 66 703, 66 790 and 66 717.
Steve Thompson

Class 66 720 passes Coppull on September 10th with an Avonmouth to Clitheroe empty cement working. *John Sloane*







GBRf

Recently converted Class 69 013, sits in the yard at EMD Longport on September 6th. At this time the loco had made a couple of test runs and was awaiting transfer to Eastleigh for painting. *Barry Longson*

Whist 6D74/6D75 Doncaster engineers services are often in the hands of the class 69s nowadays, class 66s still turn up, as did Class 66 797 on September 28th working 6D75 Entrance C - Belmont with a loaded RDT. *Steve Thompson*

On September 16th, a great beast emerges from the jungle, its eyes blazing as it seeks out its prey! Well, alright then, it's Class 66 729 at Dawes Lane on the North Lindsey Light Railway heading 6D05 waste train from Down Decoy to Roxby. *Steve Thompson*







GBRf

On September 3rd, Class 66 778 slows to cross the heavily used Heaton Norris Junction, just north of Stockport Viaduct, with 6E10 the 11:00 Liverpool BT to Drax loaded Biomass.
Barry Longson

How much longer before this view is obscured completely? The wilderness that was once West Yard at Scunthorpe, the last operational hump yard on BR, advances mercilessly towards the main running lines east of the station as Class 66 710 passes on September 18th with 6Z38 Down Decoy - Entrance C with a load of stone. *Steve Thompson*

On August 22nd, another visit by Class 69 012, seen here working 6D74 passing round the back of Scunthorpe station towards E Line.
Steve Thompson







GBRf

On September 29th, Class 66 750 and 66 703 top and tail an RDT set through Dawlish on 6G98 Newton Abbot - Westbury following overnight engineering work. *Steve Thompson*



An rare working on September 6th, saw Class 66 796 work 6O68 05:05 Prestwich BP Oil Terminal to Tonbridge West Yard, seen at Crewe waiting at a red signal. *Barry Longson*





Class 69 003 on 6D74 Up Decoy - Ent C with a rake of empty YKAs, passes Scunthorpe on September 18th. *Steve Thompson*

Class 66 713 slowly climbs towards Diggle Junction on September 12th with the loaded 07:26 Liverpool to Drax Biomass service. *Lee Stanford*



GBRf

Class 66 732 is seen arriving at Peak Forest with 4H61 10:25 Small Heath to Hindlow, on September 16th. *Barry Longson*

With the Bletchley - Bedford route closed due to flooding, Class 66 733 'Cambridge PSB' leads a diverted 6H10 10:20 Bletchley Cemex GBRf to Peak Forest Cemex GBRf through Northampton on September 24th. *Derek Elston*

On September 4th, Class 69 010 trundles through Scunthorpe on 6D74 Doncaster Belmont - Ent C with an empty RDT set. *Steve Thompson*







GBRf

Class 66 309 passes Bradley with a Clitheroe to Avonmouth cement train on September 20th.
John Sloane

The 12:18 London Gateway to Hams Hall passes Rugby on September 6th behind Class 66 754.
Lee Stanford

Class 66 749 passes Winwick on September 14th with a Liverpool - Drax Biomass working.
Jeff Nicholls







GBRf

Loaded Biomass trains are still being diverted via the Standedge route over the Pennines following the derailment at Audenshaw. On a typical autumn day, Class 66 729 is seen approaching Marsden on October 3rd working the 07:26 Liverpool to Drax. *Lee Stanford*

Class 66 753 crosses the layout at Balshaw Lane Junction on September 20th with a Ribblehead to Tuebrook stone working. *John Sloane*

The infrequent 05:05 Prestwick to Tonbridge West Yard restarts from a signal check at Rugby on September 6th behind unique liveried Class 66 796. *Lee Stanford*







GBRf

Running 31mins late, Class 47 727 leads 720 144 through Wellingborough as 5Q68, the 08:46 Derby Litchurch Lane to Willesden T.M.D. on September 16th. *Derek Elston*

In heavy rain, Class 66 711 ‘Sence’ speeds through Euxton on the slow line with the 4S57 working from Hams Hall to Mossend on September 30th. *John Sloane*

Class 66 711 ‘Sence’ runs through Charnock Richard cutting with the 4S57 intermodal from Hams Hall to Mossend on September 23rd. *John Sloane*





GBRf

Class 69 012, looking good dressed up as ‘Falcon 2’ working 6D75 to Up Decoy is seen approaching Scunthorpe station on August 21st. *Steve Thompson*

A passing cloud has just put Class 60 002 in shadow as it leaves Balshaw Lane Junction with a Ribblehead to Tuebrook stone train on September 27th. *John Sloane*

Class 60 002 is seen between Cherry Tree and Pleasington with a Ribblehead to Tuebrook stone train on October 4th. *John Sloane*







GBRf

Class 66 778 working the 6M42 Avonmouth - Penyffordd heads through sunny Wellington on September 6th. *Carl Grocott*

Class 66 797 approaches Balshaw Lane Junction with the Avonmouth to Clitheroe empty cement train on October 3rd. *John Sloane*

Class 66 759 'Chippy' bimbles through Bescot Stadium running early as 0G01, the 10:15 Hams Hall GBRf to Bescot Up Engineers Sidings on September 28th. *Derek Elston*







Class 66 312 passes Church Brampton working 4L68, the 13:57 Birch Coppice GBRf to London Gateway on September 13th. *Derek Elston*



GB RAILFREIGHT USHERS IN A NEW ERA OF SUSTAINABLE FREIGHT TRANSPORT BY UNVEILING ITS NEW HYBRID CLASS 99 LOCOMOTIVE

GB Railfreight (GBRf), one of the UK's largest transporters of consumer and business goods, has unveiled its new hybrid Class 99 locomotive at InnoTrans in Berlin on September 25th, signalling a significant leap forward in decarbonising the UK's rail freight industry.

The new Class 99s are expected to reduce emissions by up to 58% per journey compared to the industry norm (the Class 66s) and are being offered exclusively to GBRf customers as a new solution for the sustainable movement of goods across the UK.

These hybrid trains are the first heavy-haul freight locomotives capable of moving significant volume at mainline speeds on electrified and non-electrified sections of the rail network. The new trains will shorten journey times and drive efficiencies for customers across the UK's transport infrastructure.

The UK moves c.£30bn worth of goods by rail each year. GBRf's investment in the Class 99s aligns with the Government's mission to become a clean energy superpower and will help reduce the environmental impact of transporting goods. This will empower businesses and consumers to make greener purchasing decisions.

John Smith, Chief Executive Officer of GB Railfreight, said: "Rail freight has long been the cleanest, safest and most efficient way of transporting goods and the Class 99s are a game-changing moment for the UK rail freight industry. These locomotives offer our customers the chance to run faster, wholly sustainable, heavy-haul services across length and breadth of the country."

The Class 99 has been designed in collaboration with Beacon Rail and Stadler, who are manufacturing them at their Valencia factory.

The first locomotive is expected to arrive in the UK in Spring 2025 and the full fleet is due to be operational by the end of 2026.

Class 66 798 ‘Justine’ is seen at the head of 6M41, the 06:53 Dollands Moor (GBRf) to Daventry GBRf at Northampton on September 13th. *Derek Elston*

YORKSHIRE GOLD – DRAX CELEBRATES 50 YEARS WITH GOLDEN LOCOMOTIVE

To celebrate Drax Power Station’s 50th anniversary, GB Railfreight has given Drax a gold locomotive.

To recognise Drax’s key role in energy supply in the UK and to mark the long-term partnership between GBRf and Drax, Class 66 301 was named ‘Drax Power Station 50’

The locomotive hauled 25 biomass wagons, across the famous Victorian viaduct on the scenic Settle-Carlisle line towards Tyne Dock, where they were filled with the sustainable biomass pellets the power station uses to generate enough reliable, renewable electricity to power four million UK homes.

In partnership with GB Railfreight, Drax also commemorated its special anniversary with a series of charter trains that carried passengers around the Drax Power Station rail loop to raise money for charity.

The event raised over £30,000 for Martin House, a charity that provides hospice care for children and young people with life-limiting illnesses across West, North and East Yorkshire.



GBRf

A rare daylight loco-hauled working through Dawlish on August 7th, as Class 66 751 top and tailed with 66 781 on the weedkiller, 3Q98 Truro - Exeter Riverside. *Steve Thompson*

Class 66 711 with a Hams Hall - Mossend passes Moore on September 30th. *Mark Enderby*

Class 66 312 hauling the 4L29 Hams Hall - Felixtowe heads through Leicester on September 14th. *Richard Hargreaves*







Greater Anglia

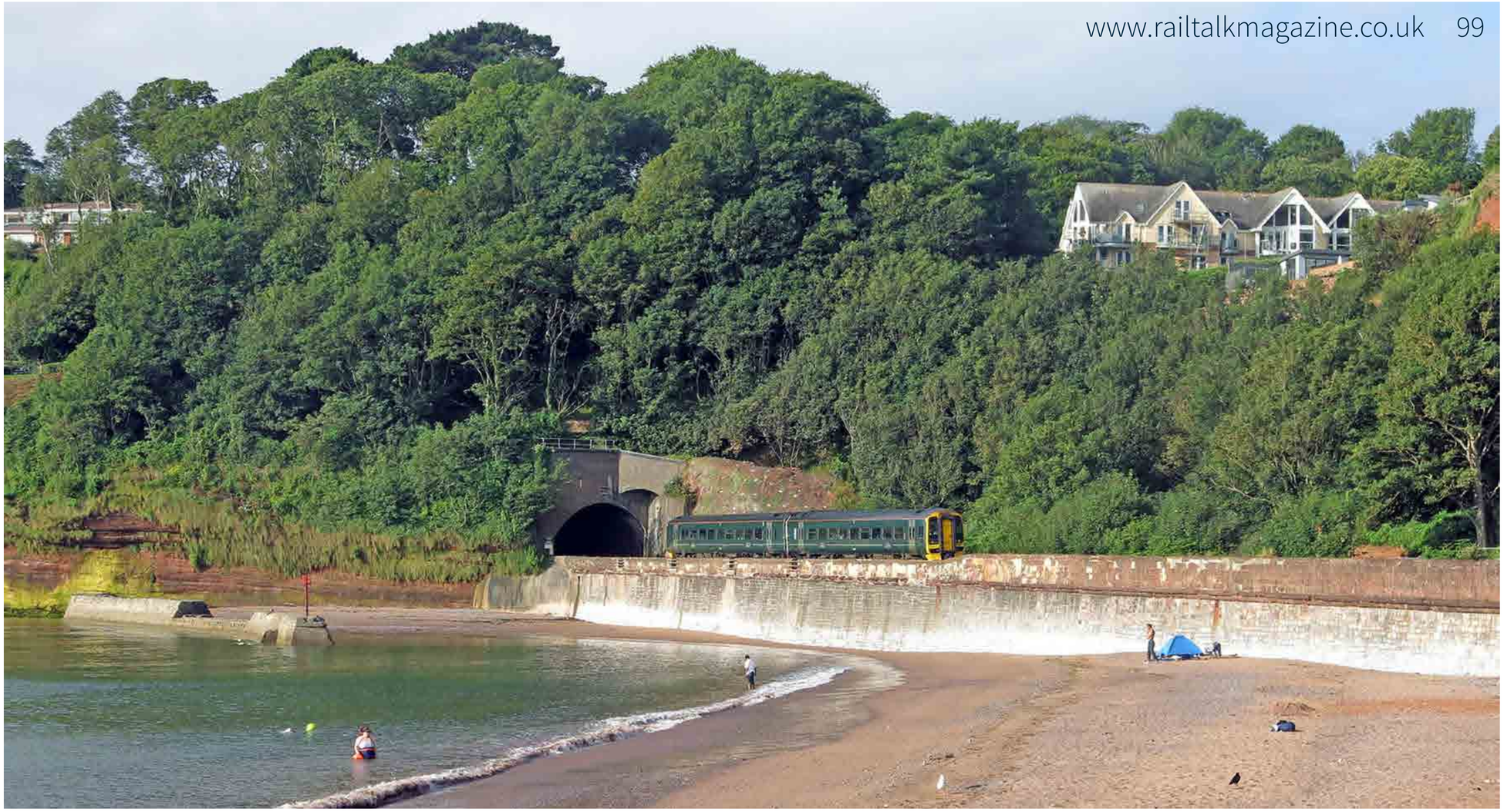
Abellio Greater Anglia Aventra unit Class 720 502 departs Northampton working as 5Q27, the 08:45 Wembley InterCity Depot to Rugby Udt Signal RN4184 on September 13th. *Derek Elston*

Great Western Railway

On August 3rd, Class 158 767 has just departed Dawlish on 2T08 Exmouth - Paignton and is seen approaching Coryton Tunnel. *Steve Thompson*

On August 6th, the last rays of the sun shine down on Class 802 007 and 802 010 as they arrives at Newton Abbott on 1C90 London Paddington - Penzance. *Steve Thompson*

FGW Blue liveried Class 150 219 coupled to green 150 261 is seen as it departs Dawlish on 2T26 Exmouth - Paignton service on August 3rd. *Steve Thompson*







Great Western Railway

On August 3rd, power cars Nos. 43198 and 43188 arrive at Dawlish on 2E10 Penzance - Exeter. *Steve Thompson*

On August 6th, power car No. 43097 leads the 2E26 Penzance - Exeter at Newton Abbott. *Steve Thompson*

Class 150 219 departs Dawlish on 2F16 Paignton - Exmouth on August 3rd. *Steve Thompson*







Great Western Railway

Power cars Nos. 43188 and 43198 depart Dawlish on August 3rd working 2C22 Exeter - Penzance. *Steve Thompson*

On August 8th, Class 165 129 calls at Dawlish whilst working 2T30 Exmouth - Paignton service. *Steve Thompson*

Class 158 958 working the 2F14 Paignton - Exmouth service arrives at Dawlish on August 3rd. *Steve Thompson*







Great Western Railway

Power car No. 43 156 stands at Dawlish on September 3rd working 2E26 18:15 Plymouth - Exeter. *Phil Martin*



Class 150 243 is seen at Dawlish on September 3rd working 2F33 19:44 Paignton - Exmouth. *Phil Martin*



Class 150 234 calls at Dawlish on August 9th working 2F18 Paignton - Exmouth service. *Steve Thompson*



Great Western Railway

Class 802 005 passes Cockwood Harbour on August 30th working 2C79 13:59 Cardiff Central - Penzance. *Phil Martin*

On August 30th, Class 802 012 and 802 022 pass Dawlish working 1C72 08:03 London Paddington - Penzance service. *Phil Martin*

Class 166 208 calls at Dawlish on September 4th working the 2F34 20:28 Paignton - Exmouth service. *Phil Martin*





Great Western Railway

Power car No. 43186 on the front of 1C74 London Paddington - Newquay is seen approaching St. Columb Road with 43198 on the rear on September 3rd. The pairing covering for the booked IET between Plymouth and Newquay. *Barry Beeston*

On September 28th, one of the two remaining blue-liveried 150/2s working for GWR, Class 150 219, basks in the sunshine at Exeter Central after arriving on 2R58 from Okehampton. It will soon depart on 5K10 to Exmouth Junction before its next west-bound working. *Steve Thompson*

Power car No. 43092 approaches Bodmin Parkway on September 28th with 2P26 15:48 Penzance - Plymouth service with 43098 on the rear. *Barry Beeston*







Great Western Railway

On September 1st, Class 150 232 and 150 234 rattle across Cockwood Harbour working a late running 2F08 10:57 Paignton to Exmouth service. *Derek Elston*



Power car No. 43187 is seen sat awaiting to depart Bodmin Parkway with 2P24 15:15 Penzance - Plymouth on September 28th with 43042 on the rear. *Barry Beeston*



On September 3rd, power car No. 43198 operating 1A94 Newquay - London Paddington, with 43186 on the rear, approaches Cosworth level crossing. *Barry Beeston*



Great Western Railway

Power car No. 43187 on the front of 2P27 18:50 Penzance - Plymouth with 43188 the rear, pass through Treleigh on August 30th. *Barry Beeston*

On September 28th, power car No. 43188 arrives into Bodmin Parkway with 2C28 16:40 Plymouth - Penzance with 43097 on the rear. *Barry Beeston*

Power car No. 43186 is seen sat awaiting time in Truro with 2C65 10:42 Plymouth - Penzance on September 4th with 43198 on the rear. *Barry Beeston*







Great Western Railway

Power car No. 43188 on the front of 2C10 06:28 Exeter St. Davids - Penzance passes the site of the old Probus Halt with 43187 on the rear on August 31st. *Barry Beeston*

Class 150 248 and 150 266 pass Teignmouth on September 3rd working 2T13 09:57 Exmouth - Paignton. *Phil Martin*

On September 5th, Class 387 168 and 387 151 are seen at Swindon working 1L13 Cardiff to London Paddington. *Ken Mumford*







L.N.E.R.

Comforting Cuisines: LNER Brings A New Flavour To Its Onboard Menus

LNER is proud to reveal its new onboard First Class menus, which offer a delicious range of warm and comforting dishes this Autumn, crafted by selected local food and drink suppliers along its route.

The new selections feature across all four complimentary First-Class menus, meaning customers travelling on a Dine, Dish, Deli or Brunch service can take their pick from a range of delicious choices.

Customers travelling on a Dine service will have the option of a variety of chef-prepared dishes. Early in the day, there is the return of our popular 'Frittata with posh baked beans' served with herby cannellini beans, or the lighter option of creamy porridge with banana and maple syrup. These are in addition to customers' firm breakfast favourites - the 'Full LNER' and the 'Full Veggie LNER'.

Dishes later in the day include 'Toulouse sausage and mash' with green beans and red wine jus, as well as a nutty 'pearl barley mushroom risotto' with caramelised roasted banana shallot.

For those who fancy something richer, there is also a classic lamb rogan josh with mini naan bread. Customers travelling in First on all services will have the choice of roast pulled chicken with a gravy stuffing mix served on a brioche roll, as well as vegan options. They include a Bombay potato salad and Coronation chickpea wrap, all of which can be followed by a mouth-watering salted caramel pot or piece of fresh fruit.

LNER champions local food and drink suppliers from across its route between London and the Scottish Highlands.

Richard Judge, Head of Customer Experience at LNER, said: "Just as the seasons are changing, we're delighted to launch our new onboard menus featuring hearty comfort dishes with warming flavours. As always, we're extremely proud that our menus showcase some of the brilliant, award-winning local suppliers we have across the route and in doing so continue to benefit the communities that we serve."



With Patience And Persistence: How 'Never Mind The Gap' Offered Opportunities At LNER

An on-train Customer Host has been describing how a work placement opened career opportunities with LNER. Patience Guildford secured her role after completing the 'Never Mind the Gap' programme, which is currently offering women opportunities to explore the rail industry. The partnership between train operators LNER, Northern and TransPennine Express, as well as Network Rail and Women in Rail, provides training and work placements for women looking to get their career 'on track' after a period out of work.

Patience, who is based in York, took part in the two-week programme earlier this year and was inspired to apply for a job as a customer experience host. She now works onboard trains serving customers on the East Coast Main Line.

Patience said: "My confidence has grown so much since I started the 'Never Mind the Gap' experience when I was at a low point in my life. I now feel I can help others with valuable skills such as writing CVs, job applications and interview preparation. I am proud of what I achieved and am delighted to be working at LNER."

Everyone who takes part in the 'Never Mind the Gap' programme has a mentor who is on hand to support them during and after the placement. Speaking about her mentor, Patience said: "My mentor was wonderful. She devoted lots of time to helping me, not just in getting back to work, but in so many ways. She helped me to believe in myself and she has never let me feel alone since. I couldn't have done this without her."

Patience's mentor, Kelly Griffin-Sapey, who works in LNER's People Team, said: "I firmly believe it is all about heart, listening, understanding and being there to support. Patience is an amazing person. Sometimes when you are applying for roles and not finding immediate success it can take its toll. I would say it is always important to remind people of their strengths, encourage them to stay positive and keeping trying until they succeed."

Although Patience's rail career is in its infancy, she is keen to progress and has set her sights on becoming a train driver.

"I would encourage any woman thinking of a career in the rail industry to just go for it. There is a job for everyone. 'Never Mind the Gap' creates the awareness of the opportunities in the rail industry and it was a platform to get started – it gave me my confidence back!"

The programme is expected to return again in the new year. Anyone interested in applying can contact wr@womeninrail.org. Further information about career opportunities at LNER can be found at lnerjobs.co.uk.

L.N.E.R.

LNER Introduces 'Our Planet':The Named Train Championing Sustainable Travel

LNER has named a train 'Our Planet' as part of its commitment to more sustainable travel. Produced by 3M, the livery has been applied using a partially bio-based material, the first train in the UK rail industry to do so. The launch of the new name and livery came on World Car Free Day, Sunday September 22nd, a timely reminder of LNER and the wider rail industry's key role in encouraging a low carbon economy.

Data shows LNER trains produce seven times less carbon dioxide emissions than driving and fifteen times less than flying.

LNER has reduced its carbon emissions by 47 per cent since the launch of its fleet of Azuma trains in 2019. It has also announced its intention to use some of the most environmentally sustainable products and materials available on the market to apply liveries to future trains, marking another key milestone in its commitment to becoming a net-zero business by 2045.

Posters highlighting some of the initiatives that support and promote LNER's ambitions of being Better for People, Places and Planet will feature inside the train. They share an insight into the work to minimise waste, increase circular systems and make every aspect of the business as efficient as possible.

Warrick Dent, Safety & Operations Director and Responsible Business Chair at LNER, said: "Rail is perfectly placed to be at the forefront of low carbon travel in the UK. With this opportunity ahead, we feel it's our responsibility to remind people of the positive impact they are making if they take the train over other, less environmentally friendly, modes of transport."

"LNER has made a commitment to embed sustainability, equality and just practices into everything we do, and we wanted to showcase this ethos by finding an alternative option to traditional train vinyls that are non-recyclable. We're so proud to be testing and trialling a partially bio-based product that could significantly improve the way our trains are maintained in the future. We welcome 'Our Planet' to our fleet."

Jamie Barker, Head of Rail at Stewart Signs, the company applying the livery, said: "Like LNER, we are committed to delivering innovative and sustainable solutions that minimise the impact on our industry and environment. We are proud to continue our long-standing relationship with LNER, working alongside them to deliver their amazing 'Our Planet' wrap. We will continue to support LNER in their drive to use the most sustainable materials available."

The new livery has been applied to unit 801 204 and will be found serving many destinations along the LNER's East Coast route.



Loram Rail

Class 37 418 ‘An Comunn Gadheatach’ working 5Z03 to Carlisle runs through Moore on September 22nd.
Mark Enderby

Loram Rail

Saloon No. 975025 'Caroline' and Class 37 418 working 5Z01 Chester - Derby head through Wellington on September 11th. *Carl Grocott*

Network Rail

On September 5th the 1Q23 Bristol (Kingsland Road) to Derby (Network Rail) is seen departing a wet Swindon with power cars Nos. 43274 and 43277. *Ken Mumford*



Power cars Nos. 43274 and 43277 working 1Q55 Derby to Derby pass Hartshill Park Oakengates on September 6th. *Richard Hargreaves*



Network Rail

Class 37 425 and 37 421 top'n'tail a Derby RTC - Derby RTC test train working at Chester on September 24th. *Brian Battersby*



Power cars Nos. 43301 and 43303 on 1Z23 Bristol Kingsland Road to Derby RTC heads through Swindon on October 3rd.
Ken Mumford

On September 28th, Class 37 607 top'n'tails DBSO No. 9702 on 3Z19 Landore TMD to Derby RTC test train, which was diverted via Swindon because of engineering work in the Gloucester area. *Colin Pidgeon*





Network Rail

With power cars No. 43303 on the rear and 43301 leading, the final north bound run of the day of 1Q02, the 10:17 Leicester L.I.P. to Leicester L.I.P. test train heads through Wellingborough on September 16th. *Derek Elston*



Class 66 846 and 66 791 top'n'tail the 3S59 Hereford to Swindon Transfer RHTT, seen passing through Swindon returning to base at Swindon Transfer after its first outing this season on October 3rd. *Ken Mumford*



Class 67 023 and 67 027 on 3S32 Cheltenham to Swindon Transfer RHTT head through Swindon on October 3rd running 90 mins early. *Ken Mumford*



Network Rail

Class 97 304 and 97 302 working the 6C77 Barmouth - Bescot passes Uffington on September 15th. *Carl Grocott*



Rail Operations Group/Europhoenix

On August 21st, Class 37 407 and 37 901 on 6Z50 North Blyth - Wembley, conveying 4 IKAs passes Tindall Bank LC, Haxey. *Steve Thompson*



Class 37 884 is seen at Kempseye with 7W78 11:44 Crewe South Yard - Landore TMD on September 3rd. *Keith Davies*



ROG operated Class 37 510 passes a dull Heaton Chapel on September 7th conveying two barrier coaches from Inverness to Derby RTC. *Lee Stanford*



Rail Operations Group/Europhoenix

Class 37 608 ‘Andromeda’ delivers the final pair of 3 car Class 730s through Northampton as 5Q74 11:26 Old Dalby to Willesden T.M.D. on September 11th. *Derek Elston*

On October 3rd, Class 37 800 approaches Swindon hauling Class 321 305 as 5Q72 Ilford EMU Depot to Sims Group Newport Docks. *Ken Mumford*

Running 20 minutes late, Class 37 608 ‘Andromeda’ passes Northampton on September 16th with 730 228 and 730 229 bound for storage as 5Q18 11:47 Wembley InterCity Depot to Gascoigne Wood Sidings. *Derek Elston*







Rail Operations Group/Europhoenix

On September 16th, Class 37 901 was used to take Thameslink unit No. 700 106 to Eastleigh Works from Three Bridges. It is seen approaching Eastleigh about 40 minutes late shortly after 18:00. *John Goodrich*



TransPennine Express

On September 12th, in connection with filming for an advertising campaign, Class 802 211 made its maiden voyage to Cleethorpes, running as 3Q11 Heaton - Cleethorpes. The next day, the unit is seen approaching Scunthorpe running as 3Q12 Cleethorpes - Heaton. *Steve Thompson*

TransPennine Express

Bi mode unit Class 802 203 is ready to depart Liverpool Lime Street, with the 16:54 to Newcastle on September 17th.
Barry Longson



Class 397 001 crosses Carr Mill Viaduct with 1S74 Liverpool Lime Street to Glasgow Central service on September 6th. *Brian Dobbs*





Seen passing under the footbridge at Hazel Grove on September 23rd, Class 185 135 was working the 12:19 from Liverpool Lime St. to Cleethorpes service. *Barry Longson*

TransPennine Express

Class 802 209 approaches Marsden on September 17th with a Newcastle to Liverpool service. *Lee Stanford*

Transport for Wales

On September 21st, Class 158 825 and 158 829 arrive at Shifnal. *Richard Hargreaves*



Class 175 114 and 175 111 working 5Q46 Landore (Swansea) to Ely (Papworth Sidings) head through Swindon on September 5th. *Ken Mumford*



DVT No. 82201 stands at Hereford leading the 1W19 12:49 Cardiff Central - Manchester Piccadilly service on September 23rd. *John Balaam*



Transport for Wales

Class 230 006 passes Penyffordd on September 29th with a Wrexham - Bidston test run. *Brian Battersby*

Class 175 101 and 175 116 head through Swindon on September 26th as 5Q46 Landore TMD to Ely Papworth Sidings. *Colin Pidgeon*

A few arrivals from a well-patronised Birmingham - Pwhelli service as Class 158 819 departs Fairbourne station on October 5th. *Jeff Nicholls*







Transport for Wales

Class 67 022 is seen passing Heaton Norris signal box on September 3rd, with the 14:30 Manchester Piccadilly to Cardiff service. *Barry Longson*



Class 67 015 passes Kempseye with 1V46 14:49 Wilmslow to Cardiff Central on September 17th. *Keith Davies*



Class 197 046 passes Kempseye with 1V94 08:05 Holyhead - Cardiff Central service on September 11th. *Keith Davies*



Transport for Wales

Seen from Barmouth Ferry station on the Fairbourne Railway, Class 158 824 heads across the iconic Barmouth Bridge with an afternoon Pwlhelli - Birmingham service on October 5th.. *Jeff Nicholls*

Transport for Wales

Class 197 018 passes Bayston Hill with 1V38 09:47 Wilmslow to Cardiff Central on September 17th. *Keith Davies*

Class 67022 passes Kempseye with 1V46 14:31 Manchester Piccadilly - Cardiff Central service on September 3rd. *Keith Davies*

Class 197 112 arrives into Stockport on September 28th, with the 06:50 Swansea to Manchester Piccadilly service.
Barry Longson







Units: DMUs and EMUs

Northern's Class 331 020 is seen crossing Carr Mill Viaduct just after a heavy downpour with 2C25 17:38 Wigan North Western to Liverpool Lime Street service on September 11th. *Brian Dobbs*

Units: DMUs and EMUs

Northern's Class 156 404 exits Upholland tunnel with 2G20 Headbolt Lane to Wigan Wallgate on September 6th. *Brian Dobbs*

A view of Springs Branch depot with Northern's Class 150 105 stabled awaiting its next duty on August 26th. *John Sloane*

Northern's Class 331 112 passes the site of the former Coppull Hall sidings with a Liverpool to Blackpool train on August 19th. *John Sloane*





Units: DMUs and EMUs

On September 21st, Merseyrail's Class 507 029 was used on trips between New Brighton and Liverpool Central after the failure of 777 033. Here it is waiting to form the 16:53 from New Brighton with the errant 777 behind it on the platform. *Chris Morrison*

Merseyrail's Class 507 029 calls at Capenhurst on September 17th with a Liverpool Central - Chester service. *Brian Battersby*

Merseyrail's Class 507 023 finds itself stabled out of use, at Southport on September 17th. *Barry Longson*





Units: DMUs and EMUs

Merseyrail's Class 777 146 departs Kirkdale working the 13:41 Headbolt Lane to Liverpool Central service on a bright September 17th. *Barry Longson*

With its operating days numbered, a single Class 325 009 passes Rugby on September 6th operating the 15:34 Daventry to Shieldmuir Mail Terminal. *Lee Stanford*

Northern's Class 331 104 approaches Springs Branch with a service from Wigan to Liverpool on August 26th. *John Sloane*







Units: DMUs and EMUs

On September 17th, Northern's bi-mode unit Class 769 431 departs Southport on diesel power working the 15:05 service to Manchester Oxford Road. On this day it will switch over to electric at Bolton, but in the near future it will be Wigan. *Barry Longson*

Northern's Class 150 225 arrives at Hale working a Chester - Manchester Piccadilly service via Stockport on September 25th. *Michael Lynam*

West Midlands' Class 323 221 and 323 216 are seen at Birmingham New Street with a service to Longbridge on September 14th.
Richard Hargreaves





Units: DMUs and EMUs

South Western Railway's Class 444 010 is seen approaching Eastleigh as the leading unit of 15:35 London Waterloo - Weymouth service on September 16th. *John Goodrich*

Units: DMUs and EMUs

Northern's Class 158 904 and 158 908 slow for their Smithy Bridge stop on August 29th, working a Leeds to Wigan Wallgate service. *Bryan Roberts*



West Midland's Class 730 022 departs Bescot Stadium with 2A11 08:48 Wolverhampton to Walsall service on September 28th. *Barry Longson*



Although the display states NOT IN SERVICE, Merseyrail's Class 777 051 is ready to work the 15:18 departure to Liverpool Central on September 17th. *Barry Longson*



Units: DMUs and EMUs

South Western Railway's Class 458 418 passes Swaythling in the autumn sun on September 13th with 11:19 Bournemouth Depot - Basingstoke test run. *John Goodrich*



Royal Mail units Class 325 014 and 325 011 pass through Carlisle on September 19th working from Shieldmuir - Willesden. *Michael Lynam*



West Midlands' Class 196 102 passes Malvern Wells down inner home signal on a Birmingham New Street to Hereford service on September 6th. *Neil Pugh*



Units: DMUs and EMUs

South Western Railway's Class 159 004 and 159 008 working the 13:20 London Waterloo to Exeter St. David's service passes Grateley on September 17th. *Michael Bennett*



LNW Class 350 409 arrives at Bescot Stadium with 2W20 10:37 Walsall to Wolverhampton service on September 28th. *Derek Elston*



In atrocious weather, former West Midlands' Class 323 216 and 323 215 head through Northampton for their decals to be removed at Wolverton Works as 5J70 08:54 Soho L.M.D. to Wolverton Centre Sidings on September 23rd. *Derek Elston*



Blackpool Trams

Tram No. 16, in the Coral Island livery, runs up the Talbot Road extention to Blackpool North station, with a service from Star Gate on September 17th. *Paul Senior*

Bolton Tramways No. 66 stands at North Pier on September 28th. *Phil Martin*

Balloon trams Nos. 700 and 723 and Brush Railcar No. 631 are seen at North Pier on September 29th. *Phil Martin*







Blackpool Trams

On a private charter, Balloon tram No. 700 passes Blackpool Tower on September 29th. *Phil Martin*

The 'Western Train' heads past Blackpool Tower with an Illuminations special on September 29th. *Phil Martin*

At Pleasure Beach on September 28th, Frigate No. F736 and the Western Train await departure with Illumination tours. *Phil Martin*







Blackpool Trams

Rebuilt Balloon No. 718 stands at Fleetwood Ferry on September 29th. *Phil Martin*

Illuminated Frigate No. F736 pauses at North Pier on September 27th. *Phil Martin*

Sunshine on September 29th enabled Boat Car No. 600 to have a spin out, seen here at Cabin. *Phil Martin*







National Rail

On September 29th, the Branch Line Society organised a farewell to the West Midlands Class 323 units railtour from Birmingham to Liverpool and return. The two units utilised were West Midlands liveried Class 323222 and retro liveried 323221 seen here approaching Acton Bridge. *Lee Stanford*



Ely station staff are raising funds for a guide dog puppy in memory of Greater Anglia veteran driver

Greater Anglia staff at Ely station are attempting to raise £2,500 to name a guide dog puppy after a former colleague who recently passed away. The team wish for the dog to be called “Denny”, in memory of driver Andrew Denny, who sadly passed away in June. Andrew was based at Ipswich and worked on the railway for 43 years.

With the blessing of Andrew’s family, Amanda, who is a customer service team member at Ely station, came up with the fundraising idea after she saw other guide dogs being trained at the station. Once qualified, many working guide dogs support their owners as they travel across the rail network and help them board or depart trains. The £2,500 raised will go towards Guide Dogs’ life-changing services for adults, children, and young people affected by sight loss. The team at Ely station have created competitions such as “Guess the Name”, where customers can pay £1 and guess the names of three current guide dogs. Winners will receive either family rail vouchers for a trip to London, vouchers for a meal in Ely, or a hamper full of doggy-related treats provided by local stores.

A fundraising bake sale also took place at the station on September 20th, alongside a children’s colouring competition. Donations can be given through a JustGiving page.

Amanda, who works at Ely station, said: “It is incredible to see guide dogs being trained around Ely station and getting used to the trains, and crowds of people. Over the years I have grown really close to the dogs and their trainers. To name a puppy Denny would be such a fantastic tribute to the memory of Andrew who so many of us knew and thought of so fondly. Come down to Ely and help us raise funds for such a great cause.”

Martin Moran, Greater Anglia’s Commercial and Customer Services Director, said:“Guide dogs give those with vision impairment such independence, and to raise funds to follow a puppy’s journey through training is such a lovely thing to do. Andrew Denny often passed through Ely while driving trains, and to name a puppy in his memory is a very touching act - he will always be in our thoughts.”

The project has already raised more than £1,150.

Fares Advice with RailUK

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

Railcard time restriction - delayed train, daft questions

Q: I remember back in NSE days spending a lot of time at in the ticket office/waiting room at Drayton and there was a sign taped to the glass of the seller window that said something along the lines of “Railcards are not valid on the 09:58 to Waterloo”

Nice, clear, simple, unambiguous. Except it did always make me wonder...

You have a ticket using a Railcard that you are entitled to use and it is valid on that route. The train is delayed by three minutes. Is your ticket now valid on this train? Working on the assumption that the ticket is valid, as you are travelling after 10... The train makes up the extra time somehow.

Someone checks your ticket when the train is back on time but was not present during the delayed bit. Let’s say the guard changed, or it is someone on the platform. They know that this train is scheduled to leave before railcards are valid (they don’t have knowledge of the full time table, but they know that tickets from X,Y,Z on this train are common problems). Would you be likely to have issues?

Let’s step back in time to NSE era (so nobody has a smartphone app they can use to check or get an email on the train with extra information). Would you have more trouble now since they may not have knowledge of the late running at the start of the journey?

I am aware that you could get a return from Fratton and start your journey at Havant because you needed to go further down the line afterwards - this would also give you a ticket that would trigger the sniff test.

And I suppose that opens up another question. Let’s say that Bob got on the 09:58 at Fratton, which was on time, with a railcard ticket. Boards the other end of the train to the guard.

By the time the guard gets to him, the train has made another stop.

“This ticket is from Fratton. This ticket can’t be used. Where did you get on?”

“Hilsea. After 10.”

I’m guessing that staff have a cunning plan for people like Bob?

And one last daft question. Let’s say the 09:58 got in at 09:58, but didn’t leave until 10:00 because Fred was stood with one foot on the platform and one on the train to deliberately delay the service. Fred would be a complete and utter [redacted] for doing that, and I could imagine a lot of annoyed customers. What would happen to Fred?

A: The answer depends on the Railcard used, since it comes down to the wording of the time restrictions in the Railcard terms and conditions.

Network Railcards aren’t valid before 10am on weekdays, and this is simply expressed as:

Network Railcard discounts apply for travel at or after 10.00 Monday to Friday

So the scheduled time of the train doesn’t matter - it’s the actual time of travel/departure that counts. So if there’s an 09:58 train you could take it if it were delayed to leave at 10:00 or later, but not if it’s on time.

Obviously if the 09:58 pulls into the station at 09:59, it would be the passenger’s risk if they chose to board. If the train ended up still leaving at 09:59 their ticket wouldn’t be valid.

In practical terms, it is of course possible that in both this situation - as well as that of “starting late” on a ticket - a member of staff might take issue with allegedly using the ticket before 10:00. However, provided the passenger gave an adequate explanation, I don’t think there is any right to penalise them.

Any penalty that is nonetheless incorrect applied could be appealed using any evidence the passenger might have. So if they are starting late, they might like to take a picture of themselves at the platform of the station down the line, for example. Or they might want to request CCTV from the train operator.

Ticket Advice for All

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

National Rail

Greater Anglia launches new Ranger tickets on two Essex rail routes

Train operator, Greater Anglia, has announced the introduction of new ‘Ranger’ tickets on two rail branch lines in Essex. Working alongside the Essex & South Suffolk Community Rail Partnership, Greater Anglia’s new ‘Ranger’ tickets are now available for the Manningtree and Ipswich to Harwich ‘Mayflower Line’ and the Colchester to Clacton-on-Sea / Walton-on-the-Naze ‘Sunshine Coast’ line. The great value tickets offer unlimited off-peak travel along either the Mayflower Line or Sunshine Coast Line for one day, with the option to hop on and off all day. The tickets are being introduced to encourage more people to travel by rail and are expected to be especially attractive to tourists and local people looking to save on travel costs. They are available as adult, child and family tickets.

The Mayflower Line Ranger costs £11 for an adult, £5.50 for a child and £22 for a family ticket.

The Sunshine Coast Line Ranger costs £12.50 for an adult, £6.25 for a child and £25 for a family ticket.

Railcards can be used with both Rangers to secure even greater discounts and normal refund rules apply.

Jayne Summer, Rail Engagement Manager for the Essex & South Suffolk Community Rail Partnership said: “We are delighted that Ranger tickets have arrived for these routes in Essex. They offer such great value and with so many wonderful destinations and attractions easily accessible by rail on both lines, we hope they will encourage people to leave the car at home and explore our wonderful county by train.”

Greater Anglia’s Customer and Community Engagement Manager, Alan Neville, said: “We are pleased to have worked in partnership with the Essex & South Suffolk Community Rail Partnership to introduce these new ticket products, which we hope will prove popular. “They offer a new, more flexible way to travel by train and work out at great value to benefit local people, day trippers and tourists alike. If they prove successful, this is something we could consider for other branch lines in Essex in the future.”

Class 50 049 is seen shunting stock at the Severn Valley on September 28th. *John Alsop*



Greater Anglia is Passenger Operator of the Year for the 2nd time in 3 years

Greater Anglia has been named Passenger Operator of the Year at the National Rail Awards 2024. It is the second time in three years the company has received the accolade, having won the award in 2022. Judges said they: “…quickly agreed on the strength of this entry from an operator that continues to improve its operation and customer service since completing the replacement of its entire fleet in 2023.”

Greater Anglia has been the most punctual operator in the UK since April 2023 with annual performance at 94.3% using both the long-standing public performance measure (which measures arrival at destination within 5 minutes) and the more demanding “Time to 3” metric (which measures arrivals of every train at every station it serves). Its best performing routes are even achieving annual performance of between 96.0% and 98.1%.

The company has transformed travel across its network, replacing its entire fleet, with brand new, state of the art, more comfortable trains, with Wi-Fi, plug points, USB points, air conditioning and improved accessibility. They also offer more seats, provide better reliability and service resilience, and have enabled additional services and quicker journey times to be introduced across its network – plus new, direct services, such as from Norwich to Stansted Airport.

At the annual awards event, Greater Anglia (GA) also won the Fleet Achievement of the Year award for its successful transition to a complete fleet of new trains (in one of the biggest fleet replacement projects delivered in the UK over the last 30 – 40 years, completed successfully despite added complications caused by the pandemic), while Cambridge won the Large Station of the Year award.

In addition, GA was highly commended in the Customer Service Excellence award for both its We’re All Ears customer feedback programme and for the customer-focused design and delivery of its Stadler-built intercity, Stansted Express, and regional train fleets. Meanwhile Bures and Norwich were finalists in the Small and Large Station of the Year awards, respectively.

Jamie Burles, Managing Director, Greater Anglia said: “Everyone at Greater Anglia is very proud to have won the Passenger Operator of the Year award for the second time in three years. Right across our company, colleagues are passionate about doing their best for the customers and communities we serve. With excellent performance, a commitment to customer service, high quality new trains, and effective partnerships with other rail industry organisations and wider stakeholders, we’re fully focused on maintaining our high standards.

It was also pleasing to see further recognition with our Fleet Achievement award, our Large Station award for Cambridge and commendations in Customer Excellence for our We’re All Ears customer feedback programme and, with Stadler, for the customer-focused features of our intercity, Stansted Express, and regional trains. They illustrate again our efforts and achievements in providing the best possible service for passengers across our network, day in, day out.”

“We’re also grateful to key partners, such as Network Rail, the Department for Transport, Stadler, Alstom, community rail partnerships, station adopters, other rail industry organisations and regional stakeholders who all play a key role in helping us provide a high-quality service. We will continue to work to keep up our high standards and keep on improving – always focused on delivering the best train service we can for customers, communities, and wider stakeholders across our region.”

Judges’ citations for GA’s other award wins were as follows:

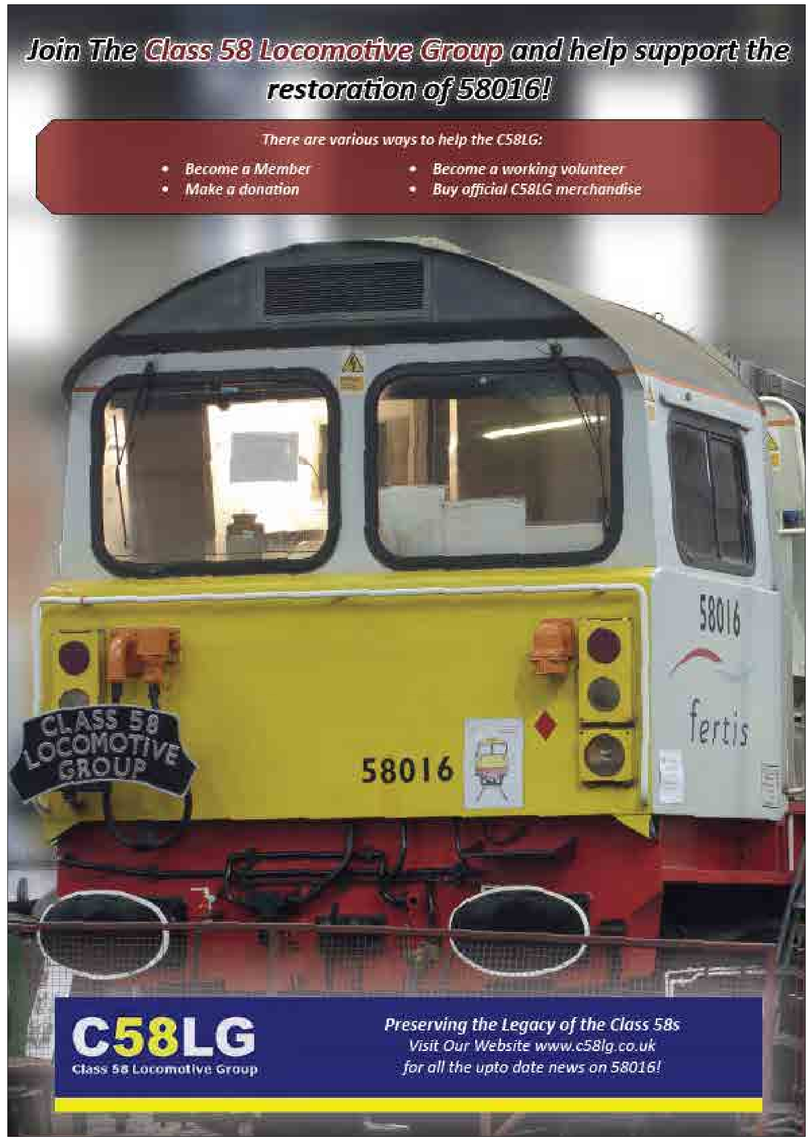
Fleet Achievement of the Year: “A ‘hands down winner’, owing to the strong focus on passenger benefits and close coordination between operations and engineering teams during the operator’s fleet replacement programme.”

Large Station of the Year – Cambridge: “This city station has improved even further since it last won the category back in 2017, adding a multi-storey cycle hub, more ticket gates and bigger ticket office. The judges felt it provided a modern welcome to the famous university city without compromising the historic atmosphere.”

In the last year, Greater Anglia has also won the Net Zero Pioneer award at the Spotlight Rail Awards for its progress in reducing its carbon emissions and operating a more sustainable railway, three Golden Whistles awards for its high standards of punctuality and reliability, and a Golden Spanner award for the excellent performance of its bi-mode trains.



On September 1st, Midland Pullman power car No. 43046 is seen on the front of 1Z43 10:05 Penzance - Dumfries approaching Burngullow with 43049 on the rear. *Barry Beeston*



Blind passenger helps Thameslink write audio guide to its trains

Thameslink has released an audio guide that describes its vast fleet of 115 trains, written with the help of a blind passenger from Redhill in Surrey.

Dave Smith sits on Thameslink's Accessibility Advisory Panel to help it improve services for disabled people.

He said: "I use these trains all the time but for someone else who is blind or partially sighted it can be incredibly daunting. When you can't see, it's difficult to understand your environment and what's around you.

"Anyone can log onto the Thameslink website and listen to this audio guide before setting off, helping them understand the train layout before they travel, helping reduce any anxieties. It describes such things as where they might find a toilet – and its layout – and where and how to contact the driver in an emergency. The guide gives them access to information that sighted travellers take for granted."

Millions of trips are made on Thameslink Class 700 trains every year. They connect stations north and south of the River Thames as far afield as Bedford, Brighton, Cambridge, Horsham, Gatwick Airport, London St Pancras, Peterborough, Sutton and Sevenoaks.
The guide is available on the Assisted Travel pages of the company's website www.thameslinkrailway.com and some of the features it describes include:
Accessible carriages that are always in the centre of the train, with wheelchair spaces and an accessible toilet, and level boarding at stations between London St Pancras and London Bridge.
Doors that open into a pocket in the train wall and make a bleeping noise before closing.
Handrails with good colour contrast to hold while getting on and off, and a central grab pole in the vestibule.
Seats two-by-two with wide corridors and open access between each carriage.
Large luggage racks.
Automated announcements throughout the journey
toilet layouts – where to find the washbasin, flush button, and lock lever.
Where to find the button to speak to the driver and how to sound the alarm.

Thameslink's Accessibility Engagement Manager Antony Merlyn, who wrote the guide with Dave's input, said: "Dave has a unique insight into the challenges for blind or partially sighted travelling by train. We hope this audio guide gives people the added confidence to travel with us and regain their independence."

More audio guides are set to follow. Govia Thameslink Railway, which runs Southern, Gatwick Express and Great Northern trains as well as those by Thameslink, has made a grant available to national sight loss charity Thomas Pocklington Trust to create audio guides for a further three train types as well as to trial audio guides of six stations – Eastbourne, Brighton, Sutton, Blackfriars, Stevenage and Luton Airport Parkway.

National Rail

On September 28th, Jubilee No. 45596 'Bahamas' is seen at Kidderminster having arrived on a charter from Manchester. *John Alsop*



Loco Fleet List Ten

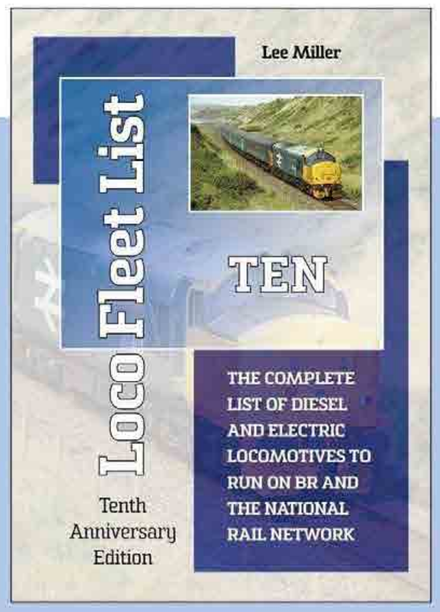
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Pioneering railway partnership celebrates first anniversary



The first official partnership between Network Rail and a heritage railway is celebrating 12 months of successes and achievements. Network Rail's Central route and the Severn Valley Railway (SVR) signed its unique partnership just over a year ago, providing an opportunity for each to benefit from the other's expertise, technology and facilities. The blossoming relationship has seen a host of benefits delivered that either save time or money or help to make on-the-job training safer by taking place on a heritage railway when trains aren't running.

One example of partnership working which took place earlier this year saw the past meet the present with a drone inspection of SVR's iconic Victoria bridge. Built in 1861, it is one of a small number of cast iron bridges remaining in the West Midlands still being used by trains and with it spanning the River Severn, routine structural assessments have traditionally been an expensive and lengthy process for the heritage railway. The partnership meant a state-of-the-art drone with a high-resolution camera could quickly and easily access the hard-to-reach parts of the structure, reducing the survey time to hours rather than days in a move which saved SVR nearly £10,000 in inspection costs – money which could then be spent in other areas. In return, engineers have used the heritage line as a test environment to further develop longer and more challenging drone flights ahead of potential future use on the main network and refreshed and upskilled engineers on semaphore signalling which is still in use on parts of the network in the Worcester area. To mark the anniversary, colleagues from Network Rail and SVR on October 1st joined forces to restore heritage carriages and plan future projects which will deliver even more benefits for both heritage and main line passengers.

Denise Wetton, Network Rail's Central route director, said: "As the first of its kind anywhere in the country, it's clear to see this partnership brings so many benefits to both the railway of the past and the present. I'm pleased we have been able to help such an important heritage railway which is loved by so many people. It's an important community asset which now plays a key role in allowing us to trial new technology and train our staff in a safe railway environment. I'm excited to see the relationship develop even further over the next 12 months."

Gus Dunster, Severn Valley Railway's managing director, said: "'When we set out on this partnership a year ago, we knew it was going to be a positive thing, but we didn't realise quite how beneficial it would turn out to be!
The Severn Valley Railway has seen huge benefits in terms of generously shared advice and expertise from Network Rail as well as significant donations of surplus track assets. In return, we've been proud to facilitate training and testing opportunities for them. It's a win-win situation which we look forward to continuing to develop going forward."

Over the last year, Network Rail has also provided volunteering days, building and roof surveys, and developed training facilities and equipment testing. king ahead to the next 12 months, Network Rail and SVR will further invest in the partnership by building a new shower block at Bridgnorth to be used by SVR volunteers and a new high-tech visual inspection train will be tested which Network Rail can then use to monitor track and infrastructure conditions in the region. The SVR was built between 1858 and 1862, and linked Hartlebury, near Droitwich Spa, with Shrewsbury. The Bewdley to Kidderminster section, or loop line, was constructed by the GWR, which ran many of the railways in the area, and opened in June 1878. The line was never financially successful and passenger services ended 1963. In 1965, plans started to preserve the railway, and since then the SVR has grown to become one of the leading heritage lines in Britain.



Swieltsky/SB Rail Nos. DR75015 and DR75014 are seen stabled at Leicester on September 14th.
Richard Hargreaves

Passengers are advised to plan ahead as engineering work takes place this Christmas

Rail passengers are being asked to plan ahead this autumn and Christmas as Network Rail carries out engineering work on the Western route, which runs from Paddington to Penzance

Services to London Paddington

Preparatory work for new signalling and track equipment - necessary to deliver trains to HS2's new Old Oak Common station near Paddington - means that no services will call at London Paddington between Friday December 27th and Sunday 29th inclusive.

Some services will instead be diverted to/from London Euston, with the majority of trains starting/stopping at Reading and Ealing Broadway. Passengers for London can change at Ealing Broadway and take a Transport for London service into the city, using either the District or Central lines.

Services to London Paddington will also be affected on Saturday November 16th and Sunday 17th because of railway improvement work between Southall and Paddington. On both days, there will be no Elizabeth line services operating between Ealing Broadway and Stratford/Abbey Wood, and no Elizabeth line or Heathrow Express services operating to Heathrow Airport. On Sunday November 17th, only Elizabeth line services will run between Reading and Ealing Broadway; GWR will operate a limited number of trains from the west into London Euston, which will not stop at either Reading or Ealing Broadway.

Services through Westbury

From Friday December 27th to Thursday January 23rd inclusive, the railway through Westbury, as well as between Westbury and Salisbury, Wiltshire, will be closed to enable track upgrades close to Westbury station and maintenance of the Sherrington viaduct. Trains will be diverted or replaced by buses.

Marcus Jones, Network Rail's Western route director, said: "Our festive upgrades are crucial to ensuring the railway continues to run reliably and safely.

"Continued investment into upgrading and improving the railway is evidence of our commitment to providing a railway fit for the 21st century.

"We appreciate there is never a good time to disrupt journeys but whenever possible we do this at times when fewer people are travelling, such as at Christmas, on bank holidays or at weekends.

"We thank passengers in advance for their patience and urge them to please check before they travel."

GWR Operations Director Richard Rowland said: "This is a really complex operation, and we have worked to make sure people get to where they want to.

"We will have an hourly service from the south-west of England – Cornwall, Devon – and an hourly service from South Wales which will go into Euston.

"We will then have several trains which will terminate at Reading, and people can connect there, and we will also have a number of trains that go through to Ealing Broadway for the more local journeys. They will be able to connect there on to the London Underground and into London that way.

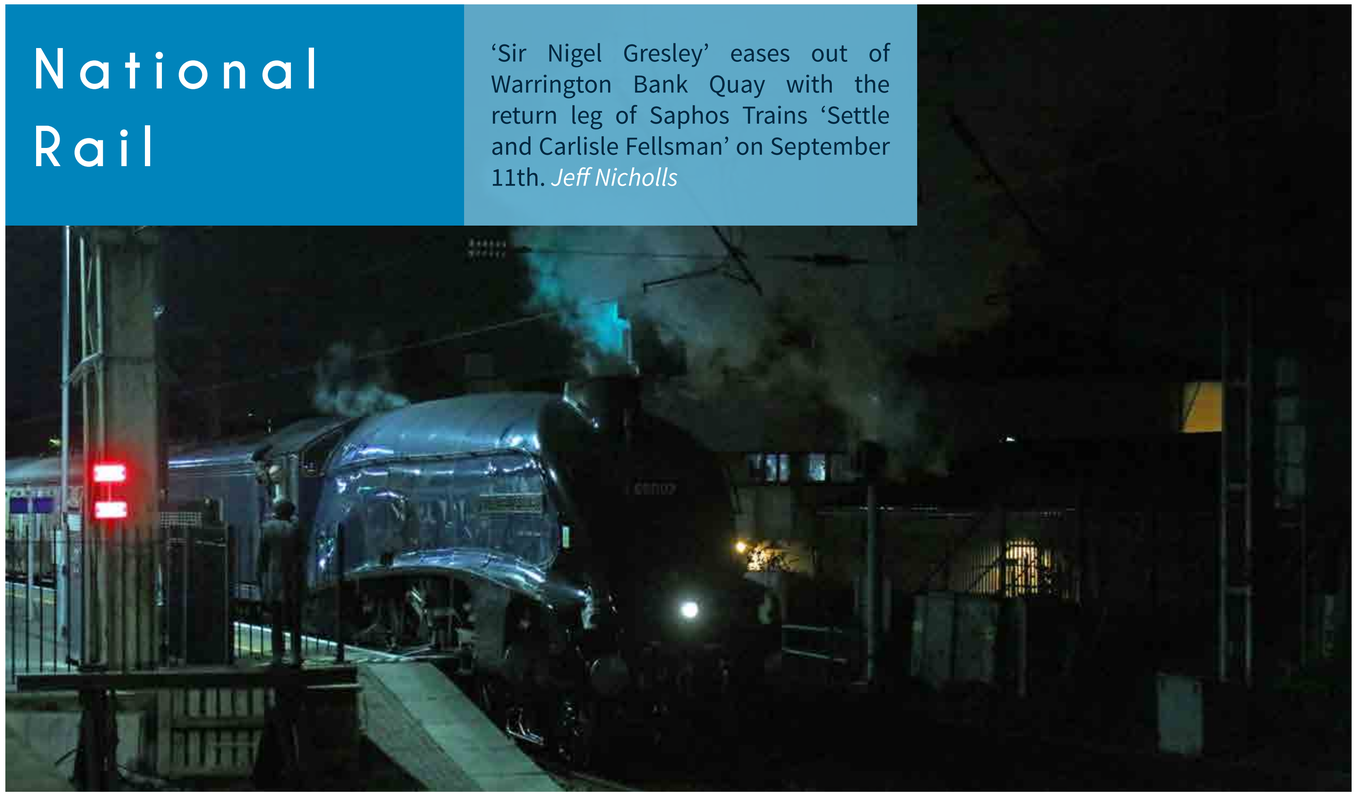
"One of the reasons we chose Euston was that it was a relatively quick journey in comparison to Paddington. It will just be 15 minutes extra. Euston is also already set up for intercity customers.

"We will be transporting a little bit of Great Western Railway to Euston to keep people moving. You will see a little bit of green there."

Passengers are advised to check their journeys with their train operator or National Rail Enquiries before travelling and to plan well in advance. More information can be found at www.GWR.com/Christmas

HS2 is Britain's new high speed, net zero carbon railway, with work well advanced on the new line from London to the West Midlands. For more information, visit the HS2 website.

National Rail



‘Sir Nigel Gresley’ eases out of Warrington Bank Quay with the return leg of Saphos Trains ‘Settle and Carlisle Fellsman’ on September 11th. *Jeff Nicholls*



ORR accepts Network Rail’s robust plan to improve train performance across Wales and Western



The Office of Rail and Road has accepted Network Rail’s detailed plan to improve train performance across Wales & Western England. This means that rail passengers, including those travelling on some of the UK’s busiest train services into and out of London Paddington, can look forward to more reliable journeys in future. The detailed improvement plan was submitted by Network Rail in response to the regulator’s investigation into performance on Wales & Western, which began in autumn 2023. The plan sees more than 50 practical activities, most of which will be delivered this year and next, which will deliver tangible improvements for passengers and freight users. The plan stretches all the way into 2029 and was developed with input from the relevant train operators and industry bodies, including passenger groups.

Improvements are already underway. Throughout 2024, Network Rail has been delivering a programme of significant investment in infrastructure renewals and accelerated maintenance, such as replacing sections of track that are most likely to cause service delays, that is already making a significant impact for passengers and freight – overall train performance in Wales & Western has been improving on average for around five months. The robust and evidenced plan accepted by the ORR sets out further activities that will deliver sustained, improved train service performance across Wales & Western. Four key themes underpin the plan – sufficient planning for cumulative change, understanding the factors that are driving delay, learning from incidents, and making sure our leadership, structure, culture and governance is right.

Rob Cairns, Regional Managing Director for Network Rail Wales & Western said: “We are determined to do everything we can to provide a more reliable railway for passengers and freight and are already underway with delivering our far-reaching performance improvement plan. There are encouraging signs that that this is having a positive impact across the region, but there is much more to do. Working closely with our industry partners, we will not rest until we consistently deliver train performance at the levels that passengers rightly expect. We’ve engaged openly and transparently with the ORR throughout their investigation and are pleased that they have now accepted our performance improvement plan.”

Network Rail’s Wales and Western region includes the routes out of London Paddington towards Heathrow, Oxford, Bristol and on towards Devon and Cornwall. It also includes the rail network in Wales.

National Rail

Class 91 117 is pan up as it passes Finedon Road in the consist of OHL test train 1Q02, the 10:17 Leicester L.I.P. to Leicester L.I.P. operated with Colas power cars Nos. 43303 and 43301 on September 16th. *Derek Elston*

Class 66 752 'The Hoosier State' working route learning turn 0Z66 09:15 Bescot Up Engineers Sidings to Willesden Up & Down Relief heads through Northampton on September 13th. *Derek Elston*

On September 13th, power cars Nos. 43055 and 43050 arrive at Leamington Spa with a Slough to Fort William charter. *Allison Twycross*





Network Rail retail sales track +10% growth as total sales reaches £225.9m

The latest quarterly figures (Q1 covering April to July 2024) released by Network Rail Property have revealed an increase in total retail sales* of +10% and +5% for like-for-like (LfL) sales across its retail portfolio of 19 managed stations throughout Great Britain.

During the same quarter, the British Retail Consortium (BRC) tracked a -1.1% decline in total sales and -1.4%% in LfL sales. The growth across the Network Rail portfolio highlights the strength and resilience of retail performance at Network Rail's destination stations.

Across all 19 stations, total retail sales in Q1 reached £225.9m, delivering an increase of over £25m compared to the previous quarter. Network Rail's annual retail sales for 2023/2024 surpassed £842m and were +2% ahead of 2019/20.

Strong sales performances were supported by the opening of 14 new stores and F&B outlets across Network Rail stations in Q1. Key new openings included Popeyes in their first foray into travel retail, the successful relocation of pre-loved fashion pop-up Good London at London Bridge and two Duck World pop-up spaces at London Victoria and London Liverpool Street.

Across all Network Rail destination stations, London Waterloo was the best performing station for the quarter with total sales up 39% compared to the previous year. Followed closely by Clapham Junction at +32% YOY. All five Network Rail regions experienced growth in total sales, with the largest rise coming from North West & Central (+14%)

Over the past 12 months London Waterloo has introduced a host of new and upgraded retail units including M&S, Brewdog and Monsoon Boutique. The M&S at Waterloo is the brand's largest station retail store in Britain and has been instrumental in Waterloo's strong total sales growth during the period.

Top five performing Network Rail stations for Q1 total sales growth

Station	Annual Total Sales Growth %
London Waterloo	+39%
Clapham Junction	+32%
Birmingham New Street	+22%
Liverpool Lime Street	+20%
Reading	+18%

On a LFL basis, Liverpool Lime Street was the best performing station for the second quarter in a row with 23% growth. Network Rail tracks sales performance across retail, F&B and grocery categories, with Q1 seeing the strongest LFL growth in the grocery category (+8%).

Top five performing Network Rail stations for Q1 LFL sales growth

Station	Annual LfL Sales Growth %
Liverpool Lime Street	+23%
Glasgow Central	+16%
Charing Cross	+15%
Reading	+14%
Bristol Temple Meads	+10%

Network Rail Property continue to diversify and improve the retail experience for customers. Continued sales growth underlines the success of Network Rail's retail strategy and ensuring stations are retail and leisure destinations within their own right. 30 new brands have been introduced to the portfolio over the last year, delivering a curated offer across its locations.

Income generated through retail is central to wider reinvestment from Network Rail into the transformation of the railway.

Hamish Kiernan, Commercial Director, Property at Network Rail, comments: "Retail at Network Rail's managed stations continues to go from strength to strength. Our latest sales figures indicate how travel retail remains a marketplace of resilience for the sector and brands. Throughout Great Britain we have seen positive performance across our retail portfolio, which we continue to support through new openings and investment from brands."

*Retail sales covers retail, F&B and grocery brand sales.



National Rail

First TRU electric trains complete test runs in North Yorkshire

The first electric trains have successfully completed test runs along the recently electrified section of railway between York and Church Fenton as part of the Transpennine Route Upgrade (TRU). The milestone follows the completion of upgrade work between Church Fenton and Colton Junction - where trains from Leeds join the East Coast Main Line towards York - in July, when the newly installed overhead line equipment was energised for the first time. This is one of the busiest stretches of railway in the north, with over 100 trains passing through each day. This is another step towards a cleaner, greener, fully electrified railway between York, Leeds and Manchester.

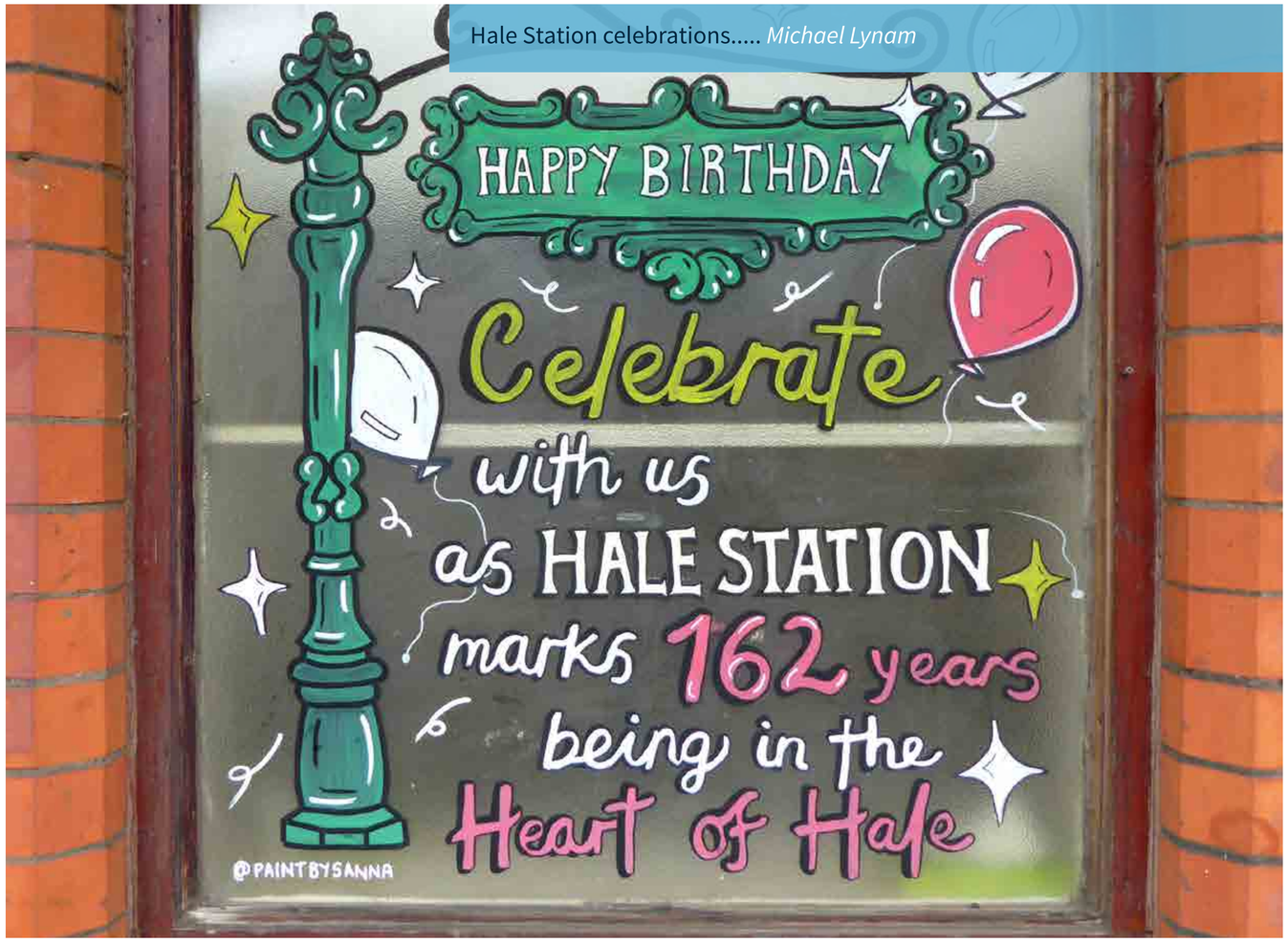
Adam Sellers, Senior Sponsor at TRU said: “This is a major achievement in our plans to bring cleaner, faster and better travel to the people of the North of England. The test trains successfully demonstrated that the new overhead equipment is operating as it should, ahead of the introduction of electric services in the future. People can see that TRU is very much in the delivery phase now and the benefits of all our teams’ hard work over the last three years is starting to show.”

The overhead line equipment (OLE), which carries 25,000 volts, will allow more environmentally friendly electric and bi-mode trains to run at speeds of up to 125mph - 30mph faster than they currently run - reducing journey times.

Chris Nutton, Major Projects & TRU Director at TransPennine Express, said: “It’s very exciting to see the electrification of the Transpennine main line come one step closer with this new major milestone, and a big step in bringing cleaner, faster, and better rail journeys to the North of England. I want to thank our colleagues from the TRU East Alliance, our Operations change teams, test operator - the Rail Operations Group and all others who’ve played a part in this fantastic achievement.”

The tests were undertaken using a TransPennine Express (TPE) Class 802 bi-mode train, which was operated by the Rail Operations Group, who were supporting TPE and the TRU East Alliance team to deliver these key tests in the early hours of the morning.

Hale Station celebrations..... *Michael Lynam*



Latest tactics revealed to stop railway metal thieves in their tracks

Covert crime-busting kit is being used to track down metal thieves who cause major delays to passengers and freight on the West Coast main line – Europe’s busiest mixed use railway.

Network Rail is stepping up its efforts to deter cable theft by deploying special ‘trespass beads’ which provide police with the ability to irrefutably link offenders to crime scenes.

Trespass beads are tiny pellets designed to break upon impact and are made up of SelectaDNA***, a unique UV based DNA solution which is a proven and credible way to place a criminal at a crime scene, without their knowledge.

A special solution released by the beads can be detected by trained sniffer dogs as well as seen under special police torches, so stolen metal can be found and those who illegally sell items onward can be caught.

This is just one of many deterrents deployed including drone and covert camera use, all to dissuade thieves from this disruptive but also unsafe activity. Not only does the theft impact train services as Network Rail replaces the cable to get passengers and freight moving again, but criminals are risking their lives.

Jennifer Hartnett, Network Rail’s route crime and security manager for West Coast South, said: “Cable theft is a timely and expensive problem for the railway and it causes huge disruption to our passengers and freight services.

“To prevent it, we’re working closely with our partners at the British Transport Police and using innovative tactics like our trespass beads to help bring thieves to justice. We urge anyone who sees something suspicious on or near the railway to contact the British Transport Police.”

For the financial year 2023/2024, there were 101 incidents across the national rail network, that caused trains to be delayed by 55,764 minutes at an estimated cost to the tax payer of £4 million.

However, the West Coast main line between London Euston and Crewe has seen a downward trend in cable theft due to tactics deployed. It does still remain an issue with cable theft on this route causing trains to be delayed by 823 minutes at an estimated cost to the tax payer of £175,000 for that same year.

Sergeant Malik Hussain for British Transport Police, said: “We are working closely with Network Rail to deter cable theft by using police tactics. By adopting a multi-agency approach it means we are putting ourselves in a stronger position to identify thieves and locate stolen metal.

“Our message to thieves is clear, we are aware of your activity and of the hotspots for this crime, you will be caught and brought to justice.”

Anyone witnessing suspicious behaviour on or around the railway should report it to British Transport Police by calling 0800 40 50 40 or texting 61016.

National Rail

On September 14th, Class 50 007 and 50 049 are seen at Leicester having run light from the SVR to collect Class 58 023 for the upcoming diesel gala. *Richard Hargreaves*

Swietelsky tamper No. DR75012 passes Northampton as 6Q60 10:48 Rugby C.S. to Watford London Concrete positioning move on September 23rd. *Derek Elston*

Colas Rail tamper No. DR75009 ambles through Northampton working as 6Q65 12:11 Rugby Depot Access Line to East Croydon Up Sidings on September 13th. *Derek Elston*







National Rail

Excitement builds for railway's 200th anniversary across the south of England

With just over 100 days to go until the start of a year-long celebration of 200 years of the modern railway in 2025, plans are being finalised to mark this historic milestone and explore rail's past, present and future role across the south of England. Railway 200 is a partner-led programme of activities and events across the UK, supported by the rail industry, the UK Government, Transport Scotland, Transport for Wales, the Northern Ireland Executive, rail and business bodies, civic and community groups and a wide range of other partners, including Visit Britain and the Museums Association. The 200th anniversary will kick-off with an evocative 'Whistle-Off' of vintage locomotives at 12 noon on January 1st 2025 at sites across the UK, spearheaded by the Heritage Railway Association.

Over the course of the year, other plans across Dorset, Hampshire, the Isle of Wight, Kent, Surrey and Sussex, include:
A rail festival in Sussex from June to August, organised by the Bluebell Railway, which aims to attract more than 80,000 people, including 18,000 schoolchildren learning about STEM-related careers in the railway.
The Watercress Line in Hampshire working with over 200 individuals and community groups to create a giant textile timeline of train travel, and inviting poets and other wordsmiths to submit work inspired by rail's 200th anniversary.
The Southeast Communities Rail Partnership producing 200 'blue plaques' to celebrate 200 people connected to its railway lines.
Community events from Swanage Railway in Dorset to coincide with its 140th birthday.
An August Bank Holiday show at the Isle of Wight Steam Railway.

Other highlights include planning a touring exhibition train, named 'Inspiration', to criss-cross Britain, creating a buzz at mainline stations, heritage railways and rail freight depots. The train is being developed in partnership with the National Railway Museum, part of the Science Museum Group. At least 400,000 people, including school groups and families, are expected to visit. The train's itinerary is being developed and will be confirmed early next year. Over three fun-filled days in August, train builder Alstom will host 'The Greatest Gathering' at its historic Litchurch Lane Works in Derby, showcasing the largest temporary assembly of trains and rail-related exhibits in a generation. There will also be a national Railway 200 seat sale in early 2025, offering heavily discounted train travel for great days out, as announced this month by the Secretary of State for Transport.

At an event in Darlington on September 19th, Jake Kelly, Managing Director of Network Rail Eastern, encouraged organisations and communities to embrace Railway 200, a once-in-a-generation opportunity to celebrate the railway's far-reaching impact on how we live our lives and how it's shaping a more sustainable future. This event announced the programme for a nine-month international festival across County Durham and Tees Valley from March to November next year, as part of Railway 200. Inspired by the opening of the Stockton and Darlington Railway (S&DR) on September 27th 1825 - a journey that gave birth to the modern railway - S&DR200 will present a series of free large-scale outdoor spectacles, events, exhibitions and new art commissions at world class venues. It will consist of different interactive exhibitions exploring the past, present and future of rail. As well as celebrating the anniversary, the train aims to inspire schoolchildren and others to consider a career in the rail, shining a spotlight on the diversity of roles available for people from all backgrounds. It has been supported by a £250,000 grant from The National Lottery Heritage Fund.

Elsewhere, other plans include:
The National Railway Museum's 50th birthday celebrations, including the summer re-opening of its refurbished and refreshed Station Hall, home to the Royal carriages – plus the Railway 200-themed Young Railway Photographer of the Year competition, now open for entries.
Railway 200-related activity, including a summer festival, at Locomotion museum in Shildon, on the route of the original Stockton and Darlington Railway.
The launch of a Railway 200 merchandise range for early next year, developed in partnership with the National Railway Museum.
A competition to choose the UK's favourite rail art, with Art UK .
A steam gala event in January by the Severn Valley Railway, attended by the largest gathering of representatives from heritage railways across the UK.
A Railway 200-themed Community Rail Week in May, from the Community Rail Network.
A Spring Steam Spectacular in early May on the West Somerset Railway.
During July to September, the Keighley & Worth Valley Railway, near Bradford (UK City of Culture in 2025), will host the Olivier award-winning theatre production of The Railway Children. It will be staged in the location where the classic film was shot. The production includes a steam train journey for the audience.
A celebration, in July, of the Heart of Wales Line by the Heart of Wales Community Rail Partnership.
BCIMO, a national innovation centre in Dudley, will be hosting a family day in May.
The Heart of England Community Rail Partnership will be working with local artists and schools to produce a celebratory banner.
The Scouts and Guides will create a special Railway 200 badge for worldwide use.
Museums will host a range of bicentenary-focused activities.
The North York Moors Railway will launch a new 200 Trail, packed with activities.
A celebration and awards ceremony in London in July to coincide with the 150th anniversary of the Railway Industry Association, representing rail's supply chain.
Commemorative events at: the National Trust cottage in Wylam, Northumberland, where rail pioneer George Stephenson was born; Holy Trinity Church, Chesterfield, where he is buried; and Stephenson College, Durham University, where he is honoured.

These, and other events across the UK, are being publicised on a new interactive map on the Railway 200 website (www.railway200.co.uk). Other activities include anniversary-related train namings, open days, heritage trails, rail staff and public events, commemorative books, exhibitions, competitions, school and public talks, steam shows, site visits, murals, quizzes and charity fundraising. As part of Railway 200, rail academics and historians across the UK have come together to lend their expertise in helping to tell rail's story, of how it transformed our economic, environmental, cultural and social landscape, and continues to do so. The nation is being encouraged to share rail stories and memories too.
Other plans being finalised include some with global profile and activities abroad, working with UNESCO, the British Council, Google, international rail retailers, overseas rail companies and other international organisations.

Speaking on behalf of Railway 200, Jake Kelly, Network Rail Eastern region managing director, said: "Railway 200's ambitious programme not only embraces the railway's historic roots, but also looks to future innovations and how the industry adapts to modern-day challenges to get people and goods to where they need to be. Whether you are a frequent traveller, simply live by the railway, or are an engineer of the future, all are invited to take part in this huge programme of events, to celebrate the 200th anniversary of an invention born in the North East which has gone on to transform communities across the globe."

Lord Hendy, Rail Minister, said: "Since the first passenger train entered service almost two hundred years ago, our railways have become integral to millions of lives, bringing communities closer together, opening up new opportunities for business and driving economic growth across the country. Railway 200 presents an exciting opportunity to unite the wider public in recognition of our rail network and the brilliant people who keep it running. I hope this year-long series of events and celebration encourages the next generation to consider a career in rail."

Niccy Hallifax, S&DR200 Festival Director, added: "We are thrilled that Railway 200 is taking as its inspiration the opening of the Stockton and Darlington Railway in 1825. This event changed history. We cannot wait to welcome visitors from all over the world to the S&DR200 Festival in the public spaces and new world-class visitor attractions of County Durham and Tees Valley. It will celebrate our pioneering industrial past and imagine what the possibilities are for the future with partners, communities, and participating artists. We are proud to be part of an exciting programme of Railway 200 events."

National Rail

Brick by brick: Stone and brickwork repairs helping restore iconic Ouse Valley Viaduct



Network Rail is undertaking critical repair work at Ouse Valley Viaduct in Sussex to help maintain this iconic and critical railway structure for another 180 years. The iconic Grade II listed viaduct, situated in Sussex between Balcombe and Haywards Heath, is undergoing work to restore and repair some of its stone and brickwork to enhance the overall life of the structure, maintain safe and reliable train services as well as ensure the safety of visitors below for years to come.

Ouse Valley Viaduct is a critical piece of infrastructure on the busy railway line that connects Brighton and London – known as the Brighton main line – with almost 17 million passenger journeys made across the viaduct every year, equating to 52,000 journeys on a typical weekday and 20 passenger trains plus a handful of freight trains every hour*. Arguably one of the country's most elegant pieces of railway infrastructure, Ouse Valley Viaduct was built between 1839 and 1842 using 11 million bricks, welcoming its first train on July 12th 1841. Standing at 29 metres tall, the Viaduct has 37 arches stretching 450 metres across the Ouse Valley and over the River Ouse. In recognition of Ouse Valley Viaduct's Grade II listed status, Network Rail has employed a conservation expert and is working closely with English Heritage and West Sussex County Council's conservation team to ensure the work is carried out sympathetically and in keeping with this 180-year-old structure.

In this first phase of work, Network Rail's team of engineers alongside specialist stone masons are repairing and restoring the stone and brickwork to the first eight arches using around 2,600 bricks and 40 tonnes of stone. The bricks have been bespoke made and sourced locally from a business in Haywards Heath while the stone is Richmont Crème – a French limestone which originates from a quarry 8km north of Poitier in western France.

These ongoing repairs are part of a wider long-term programme of work to repair and restore the viaduct with a range of other future work planned including re-casing, fracture repairs, repointing and pinning of masonry, stonework repairs to parapets and cornices, lead redressing and replacement and repairs to integral drainage downpipes.

Lucy McAuliffe, Network Rail Sussex route director, said: "It's really pleasing to see the ongoing progress by our teams to restore and repair Ouse Valley Viaduct to enhance the overall life of this structure. Ouse Valley Viaduct is a stunning piece of infrastructure and critical part of our railway in Sussex with 20 passenger trains and a number of freight services crossing every hour. Almost 17 million passenger journeys are made across the viaduct every year, equating to 52,000 journeys on a typical weekday.

"This work is part of a wider long-term programme to keep passenger and freight services moving over the viaduct safely and reliably for another 180 years, as well as ensure it is safe to welcome the considerable number of visitors each year."

Jenny Saunders, Customer Services Director for Govia Thameslink Railway, said: "Few parts of the country's rail infrastructure are as valuable and iconic as the Ouse Valley Viaduct, both for the number of passengers who rely on it and for its architectural importance, so it's exciting to see Network Rail carrying out this enormous restoration project with such sympathy and attention to detail. We're delighted that this much-admired structure will continue to serve our customers safely for generations to come."

New ticket office and first-class lounge to be created at Glasgow Central as part of £5m upgrade

Network Rail and Avanti West Coast will create a new ticket office and first-class lounge within Glasgow Central station this autumn. It's part of a £5m upgrade of the station, which will involve the current Avanti West Coast ticket office, on Gordon Street, being converted into two retail units.

Avanti West Coast will relocate to the new facility, which will be at Caledonian Chambers, next to platforms 1 and 2 later in the year. The new ticket office will include two welcome desks, more ticket machines and user-friendly information screens.

Work will also see the creation of a new step-free station reception which will significantly improve the experience for passengers using the facility.

Staff will be equipped with handheld devices to assist customer queries and will provide a more visible presence.

Some retail units on the concourse have been closed since the end of 2023 to allow for the remodelling work to take place.

Conor Mclaughlin, scheme project manager, Network Rail, said: "We are excited to be working in collaboration with Avanti West Coast to deliver an improved passenger experience as part of our wider property upgrade at Glasgow Central station.

"Not only will passengers benefit from Avanti West Coast relocating to a new and improved ticket office and first-class lounge, a new step-free station reception will also open.

"We would like to thank passengers for their patience as we carry out work to allow these exciting upgrades to happen."

Mark Green, Avanti West Coast Station Manager at Glasgow Central, said: "We're looking forward to working with Network Rail Scotland on this exciting joint project.

"The relocation of both the ticket office and first-class lounge means we'll be closer to our customers on platforms 1 and 2. The new facilities will also provide a better experience by improving accessibility, making it easier to buy tickets and find journey information.

"Our current ticket office and first-class lounge will continue to operate as normal, and will only transfer when the new premises are ready - ensuring continuity of service for our customers."

The £5m investment will see the layout of several existing retail units on the station concourse changing.
As part of the programme, existing tenants will relocate, new retail units will be created, and office accommodation will be refurbished.



National Rail

From Kent to Cornwall: Wye's old signal box gets the green light for a new lease of life



An historic railway signalbox that is over 130 years old has made a journey of over 300 miles from Kent to Cornwall so that it can be rebuilt and restored as part of a thriving heritage railway.

Network Rail has gifted the signal box, previously located at Wye station in Kent, to the Helston Railway, having enabled its transfer to Prospidnick in June this year.

The signal box was due to be demolished, but through months of negotiations by one of the Helston Railway's volunteers, Network Rail agreed to use their budget for demolishing the signal box towards its dismantling instead.

Helston Railway also received a significant grant from the Railway Heritage Trust to support the dismantling, relocation and rebuilding of the structure. The grant was supplemented by the Helston Railway.

Some 25 people were involved in the delicate operation to dismantle and remove the signal box, including many ex-offenders involved in the Brighter Futures in Rail project, who worked very well together as a strong team on what turned out to be a very hot day in June.

Terry Denyer, Regional Asset Manager for Buildings at Network Rail, said: "We were only too pleased to be able to support the Helston Railway when it became obvious that they could make better use of an otherwise redundant signal box on our network that would otherwise have been demolished.

"Our specialist contractor, Brighters, achieved the almost impossible in bringing out the historic roof structure in just two pieces, and the main structural floor section in one piece – which is quite an achievement for a structure of that age. They have really gone above and beyond for them to make this a success and have offered to go down and help Helston Railway signal box when they're ready to do so."

Colin Savage, Chairman, Helston Railway, said: "The intention is to site the signal box at Prospidnick using as many of the original materials as possible. The structure has received little investment over the past 30 years as it was no longer needed for the modern railway, so we expect the wooden upper structure will require some significant attention.

"We're excited not only to give our volunteers the opportunity to assist with the rebuilding of this signal box but also to have a new addition to our railway".

Tim Hedley-Jones, Director of the Railway Heritage Trust, said: "We are pleased to be supporting the Helston Railway with the re-location of this historic signal box. Rebuilding it on a heritage railway will allow it to be better appreciated by more people".

The contractor that dismantled the signal box, Brighters, has also provided Helston Railway with replacement windows and cladding, which exactly match the existing due to them being too rotten to salvage.
Work will begin on the rebuilding of the signal box in the coming months, with the ambition to complete it in 2025.

Saved from the scrapheap: Old track from Severn Tunnel gets new life in South Wales

Track that was removed from the Severn Tunnel during the recent renewal of the line will have a second life after moving to the Global Centre of Rail Excellence (GCRE) to be used as sidings.

Rather than sending the track from this year's renewal to the scrapheap, Network Rail has been able to recycle all four miles – with half going to the GCRE rail innovation facility being developed in Wales and the other half being broken down to be used by Network Rail's maintenance team. This is the second consignment of track from the Severn Tunnel being sent to GCRE's site near Onllwyn.



The latest delivery arrived on site during the summer and follows on from the two miles of track delivered to GCRE last year, which is already being utilised at the site.

The Severn Tunnel was closed for 16 days in July while engineers renewed the entire track in the Wales-bound direction in a £10m project that was delivered on time and on budget.

In previous years, those panels of track that were replaced would be scrapped, but they will now get a new lease of life elsewhere on the railway.

Brian Paynter, Network Rail project director, said: "We're delighted we've been able to recycle and find a new home for six miles of track from the Severn Tunnel over the past two summers. This is an innovative way for us to reduce our carbon footprint, improve sustainability and help the rail industry in the form of the Global Centre of Rail Excellence in South Wales. While this track can no longer be used for operation at high speed within the Severn Tunnel, it is perfect for use as sidings at GCRE, where it could potentially last forever with trains in effect sitting on the track rather than running on it. Our own maintenance team have also taken two miles of this track, and they will be recycling the sleepers by using them to replace life-expired or redundant sleepers on our less frequently used lines. There are many benefits to taking this approach – and it's fantastic that this track from one of our most iconic pieces of railway infrastructure will continue to be used."

Simon Jones, GCRE Ltd chief executive, said: "It's great news that we have been able to extend our partnership with Network Rail to secure additional recycled materials from the Severn Tunnel upgrade for reuse at the Global Centre of Rail Excellence. At our site, the two miles of panels will be given new life as part of the construction of the depot sidings area of our facility.

"Critically, this collaboration shows what can be achieved as part of an imaginative approach to the circular economy and to reducing carbon emissions. We see this collaboration with Network Rail as just the start of our work together as we look to construct the GCRE facility from as much recycled material as possible.

"The Global Centre of Rail Excellence will help to rebuild local prosperity, make transport better, pioneer a net-zero railway and renew an amazing place – and it's creative steps like these that help us show the positive impact GCRE can have."

GCRE is a major new facility for rail and mobility research, testing and innovation, currently being developed in South Wales. GCRE will be the UK's first net-zero in-operation facility.

The Nosh Report - World Cup of Stations

West Hampstead café battles it out to win World Cup of Stations 2024

Coffee Buzz goes head-to-head with railway station businesses across UK

Coffee Buzz at West Hampstead Thameslink in London is vying to be voted Britain's best railway station business. The World Cup of Stations is organised by the Rail Delivery Group on behalf of train companies, and celebrates the importance of rail and its role in supporting communities, businesses and the economy.

With 48 stations fighting for the title, this year's focus is on the businesses that make stations vital community hubs, driving local economies.

Coffee Buzz serves coffee sourced directly from a small farm in Brazil to their cosy coffee shop at West Hampstead Thameslink station, providing travelers with the 'buzz' for their journey.

Jenny Saunders, Customer Services Director at Govia Thameslink Railway, said: "Our station businesses are part of us and the communities we serve. We wish everyone of them shortlisted for this exciting contest all the very best!"

Jacqueline Starr, Chief Executive Officer of Rail Delivery Group, said: "Local businesses in stations up and down the country are proving to be at the very heart of the communities they serve, and we want to shine a light on the very best stations in England, Scotland and Wales. "All of the stations nominated are making a positive impact on their local community, and the variety of businesses at stations is a testament to the hard work and dedication of the staff, as well as the importance placed on supporting local businesses."

Martin McTague, National Chair at the Federation of Small Businesses, said: "Railway stations up and down the country are home to a huge range of small firms, serving their local community, regular commuters and day trippers on a daily basis. These businesses contribute such a lot to our local economies and are a great source of employment. "Not only do railway stations house an array of businesses, they are vital for providing visitors with easy access to local high streets, upping footfall and fostering trade. This competition is a great way to shine a light on the excellent and varied small firms based in and around transport hubs across the UK, showcasing the products and services they have to offer."

The contest begins as a new report from WPI Economics finds that travelling by rail contributes over £9bn each year to independent businesses and in the region of £23bn to high streets across the country.

Bowes Park café battles it out to win World Cup of Stations 2024

Leafy Bean café goes head-to-head with railway station businesses across UK

Leafy Bean café at Great Northern's Bowes Park station in north London is vying to be voted Britain's best railway station business. The World Cup of Stations is organised by the Rail Delivery Group on behalf of train companies, and celebrates the importance of rail and its role in supporting communities, businesses and the economy.

Leafy Bean, is a real hidden gem on the Great Northern network in Bowes Park, offering specialty coffee, bagels, and pastries. The venue also serves as a hub for events like pop-up food experiences, quiz nights, wine tastings, and cocktail evenings.

Owner Laura Monk said: "We have so many different community groups visiting Leafy Bean to use our meeting space and drink our coffee – we are really proud to be at the heart of the Bowes Park community as well as providing commuters with their morning coffee."

Local MP Bambos Charalambous said: "It is fantastic to hear that Bowes Park station has been nominated to take part in the World Cup of Stations. The station community have created a wonderful hub to send passengers on their way, and to welcome them home. Best of luck to Bowes Park station."

A new report from WPI Economics, commissioned by Rail Delivery Group, found that travelling by rail contributes over £9bn each year to independent businesses and in the region of £23bn to high streets across the country. The overwhelming majority of people (70%) say that having a train station helps their local businesses thrive.

Four in five passengers across the country support businesses in and around train stations and on local high streets when travelling by rail. That equates to an estimated 3.4m rail passengers shopping at local businesses each day.
The report also found that local high streets benefit more when people travel by rail than by other modes of transport, with rail passengers in the UK spending an average of £32 in the towns and cities they depart from.

Travelling by train also supports independent businesses: with people grabbing a coffee, getting a haircut, or purchasing a gift before they head out on their train journey, local businesses across the UK see an average of £7 spent by each rail passenger on every departure.





National Rail

Ivatt Class 2MT 2-6-2T No. 41241 is seen in the torrential rain at GWS Didcot on September 21st.
Colin Pidgeon



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10+ Price: £11.75 EACH

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10+ Price: £26.50 EACH
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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

City of the Dead - By Rail

Rookwood Cemetery (*officially named **Rookwood Necropolis***) is a heritage-listed cemetery in Rookwood, Sydney, Australia. It is the largest necropolis in the Southern Hemisphere and is the world's largest remaining operating cemetery from the Victorian era.

It is close to Lidcombe railway station about 17 kilometres (*11 miles*) west of the Sydney central business district. It was added to the New South Wales State Heritage Register on 2 April 1999.

Rookwood Cemetery was served by a rail spur from the main western suburban line near Lidcombe line from 1867 until 1948. Mortuary stations served each of the three sections of the necropolis [*this means 'City of the Dead'*], with a fo urth at the main junction and a fifth on Regent Street adjacent to Central station. The railway line [***The Rookwood Cemetery Line***] used to be part of the Sydney suburban network and construction began in November 1864 and from 1 January 1865, when trains began to run into the cemetery. Such trains stopped at prearranged stations on the journey from central Sydney to pick up mourners and coffins. Trains ran at 9.30 am and 3 pm. The trains that carried the mourners were known as *'unimproved Redferns'*.

The station consisted of two 100-ft platforms on either side of a single track - part of which was covered by the station building. On part of the main structure was a belfry on which was carved the date '1868' and from which a bell was rung to recall passengers in the cemetery grounds for the return journey. The great arch comprising the entrance was guarded by two stone angels.

Funeral trains were first shown in the public timetables of 1867, and were run with great decorum - *no speeding of whistling being permitted*!

There were two types of Hearse carriages used for the procession. One consisted of a four-wheeled van that carried up to 10 coffins on its upper and lower shelves. Each of these shelves was designed so it could open onto the platform. There were also eight-wheeled vans that could hold 30 coffins. Both of these vehicles were attached the back of the train for transporting to the cemetery. At the terminus inside the cemetery the coffins were unloaded using 'wheeled hand-propelled litters.

The rail line was used to convey funeral parties to Rookwood until 1948 when the expanded use of processions by road spelt the death knell of the line. Some time later fire destroyed the roof and the interior of the station, but the Gothic arches, Corinthian columns and delicately carved angels still retained much of their beauty.

The station was offered to the Joint Committee of Necropolis Trustees for the price of £1 but due to maintenance costs the offer was and the platforms within the cemetery were demolished. However, when tenders were finally called for its sale and demolition, Cemetery Station No. 1 [*at the head of the rail spur*]; this curious old railway station was bought by Reverend Buckle for £100 in 1951 (??), on behalf of the Church of England authorities from the New South Wales Railways, demolished, stone by stone, and re-erected as the Parish Church of All Saints at Ainslie, a suburb of Canberra in the Australian Capital Territory of Canberra about 200 miles away from Rockwood.

There is still [*there was at the beginning of 1960*?]an unstaffed halt named Rockwood on the main western line near the cemetery, but not many trains stop there. On the previous page are two views of the old station in Rockwood Cemetery; one taken around 1870 showing a funeral train at the cemetery with a class "6" 2-2-2 No. 7 introduced in 1856 for suburban traffic and the other showing the remains of the old station before demolition and re-erected in Canberra.

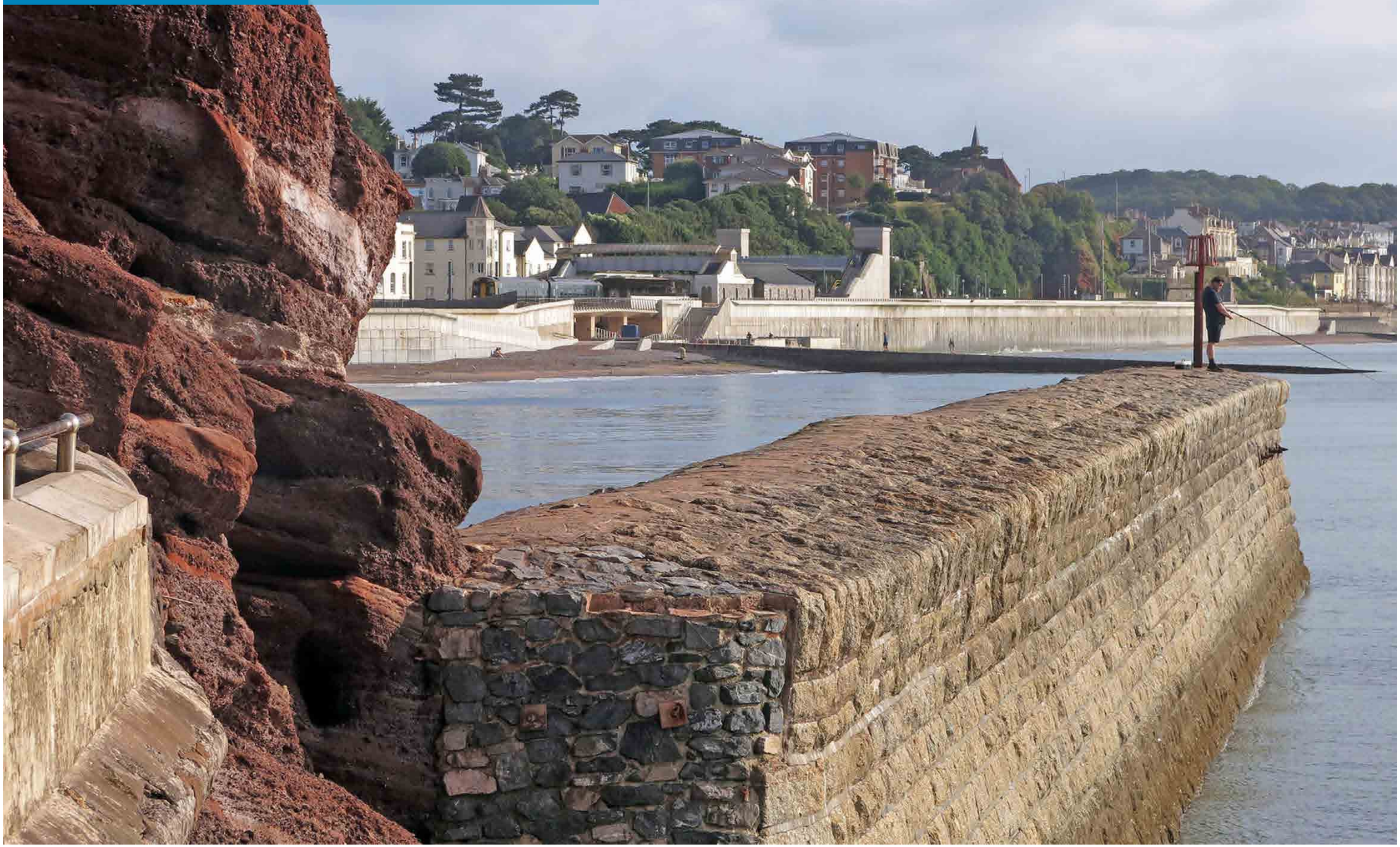
A Different View

Class 50 049 appears heading round the back of Leicester station on September 14th, running light engine with 50 007 to collect 58 023 for the SVR diesel gala.
Richard Hargreaves



A Different View

Grear Western's Class 158 767 is seen departing Dawlish on 2T08 Exmouth - Paignton service. *Steve Thompson*



A Different View

Southampton Docks as seen from the deck of P & O Britannia on August 30th, with DB's Class 66 150 departing South Docks with an empty rake of double deck car carriers. *Michael Lynam*

East Lancs Railway

On an extended stay at the East Lancs Railway, Class 26 007 slows for Summerseat station on September 13th. *Jeff Nicholls*

East Lancs Railway

Sporting matching grey liveries, but different sectors, Class 26 007 and 37 109 depart Summerseat on the first day of the Autumn diesel gala on September 13th. *Jeff Nicholls*

East Lancs Railway

Coal Sector livered Class 26 007 powers away from Irwell Vale halt, with the 10:55 Rawtenstall to Bury Bolton Street on August 11th. *Paul Senior*



No. 34092 ‘City of Wells’ crosses Summerseat Viaduct on September 28th with a service for Rawtenstall. *Lee Stanford*



Class 50 015 ‘Valiant’ crawls towards Summerseat with a Bury - Ramsbottom service on September 13th during the Autumn diesel gala. *Jeff Nicholls*



East Lancs Railway

Class 40 012 passes Townsend Fold crossing with 56 006 on the rear en route to Bury on September 14th. *Michael Lynam*

Class 56 006 departs Irwell Vale with a service to Rawtenstall on September 14th. *Michael Lynam*

Class 33 109 approaches Irwell Vale with a service to Bury Bolton Street on September 14th. *Michael Lynam*







East Lancs Railway

The Class 40 Preservation Society held a members event on the East Lancs Railway on September 28th. In good light No. D345 (40 145) with a short rake of maroon stock is seen approaching Summerseat with a service to Heywood.
Lee Stanford

Severn Valley Railway

LMS/L&Y Saddle Tank No. 11456 in its new LMS livery is seen at Bridgnorth MPD. *Richard Hargreaves*

LMS Mogul No. 13268 is seen being prepared for service at Bewdley. *Richard Hargreaves*

Douglas, a narrow gauge locomotive usually based at the Talyllyn Railway, has recently moved to the Engine House at Highley. No. 6, which is currently in RAF blue, is set to be on display until November. *Richard Hargreaves*







Severn Valley Railway

BR Standard No. 75069 is seen with the 20:25 Bridgnorth - Bewdley freight at Bridgnorth on September 20th. *Phil Martin*



LMS Fowler Class 3F 0-6-0T ‘Jinty’ No. 47383 is seen on display at Kidderminster.
Richard Hargreaves



Class 108 DMU Nos. 51941 and 52064 are seen at Highley on September 20th.
Richard Hargreaves



Severn Valley Railway

BR Standard No. 75069 descends Eardington Bank on September 19th with the 15:50 Bridgnorth - Kidderminster service.
Keith Davies

LMS Jubilee No. 45596 ‘Bahamas’ is seen at Eardington working the 15:10 Bridgnorth - Kidderminster service on September 19th.
Phil Martin

LMS Jubilee No. 45596 ‘Bahamas’ approaches Hampton Loade with a service to Kidderminster.
Richard Hargreaves







Severn Valley Railway

GWR Hall Class No. 4930 'Hagley Hall' is seen at Eardington on September 19th with a service to Bridgnorth. *Keith Davies*



Black 5 No. 44932 is seen at Eardington on September 19th. *Phil Martin*



Fairbourne Railway

On October 5th, ‘Russell’ runs round its train at Fairbourne station whilst Hunslet diesel ‘Gwril’ is parked in a siding. *Jeff Nicholls*

‘Russell’ couples up to its stock at Barmouth Ferry station on October 5th. *Jeff Nicholls*





South Devon Railway

On August 7th, 0-6-0PT No. 1369 prepares to depart from Buckfastleigh station with a train to Totnes. *Steve Thompson*

Kirklees Light Railway

During the lines gala on September 7th/8th, a shuttle service to Skelmanthorpe was operated, where ‘Zebedee’ and ‘Muffin’, the two visiting locos from the Lappa Valley Railway, are seen during the running round operation.
Bryan Roberts

‘Badger’ moves off the turntable at Clayton West shed. *Bryan Roberts*

Three of the home fleet brightening up a dull and damp Yorkshire day at Shelley, with ‘Fox’ and ‘Badger’ preparing to depart for Clayton West, while ‘Hawk’ takes a short break.
Bryan Roberts







West Somerset Railway

GWR Manor Class No. 7812 ‘Erlestoke Manor’ arrives at Crowcombe Heathfield on September 11th with the 12:20 Minehead - Bishops Lydeard service. *Phil Martin*

GWR Manor Class 4-6-0 No. 7828 ‘Odney Manor’ is seen at Stogumber with the 10:00 Minehead - Bishops Lydeard on September 11th. *Phil Martin*

Class 33 No. D6575 calls at Bishops Lydeard with the 10:00 from Minehead. *Phil Martin*







Ribble Steam Railway

Burrows Well Tank ‘The King’ is seen taking a demonstration freight to Strand Road on its first public working since a complete restoration. The loco hasn’t worked since the 1990s. and is one of only three survivors, the other two ‘Bellorophan’ and ‘Windle’ are not in working order. *Brian Dobbs*

Grant Richie No. 272 crosses the Marina Bridge with a service to Strand Road, during the lines Autumn gala. *Brian Dobbs*

Ribble Steam Railway

Furness Railway No. 20 is seen crossing Marine Bridge with service from Strand Road during the lines Autumn gala. *Brian Dobbs*



Borrows No. 48/1906 ‘The King’ and Andrew Barclay (works No.1969/1929) ‘J. N Derbyshire’ cross the swing bridge heading for Strand Road with Grant Richie No. 272/1894 on the rear on September 28th.
Michael Lynam



Ribble Steam Railway

Bagnall No. 2680/1942 ‘Courageous’ is seen on shed being prepared for service on September 28th. *Michael Lynam*

Grant Richie No. 272/1894 is seen on the rear of a service heading over the swing bridge on September 28th. *Michael Lynam*

Furness Railway No. 20 approaches the swing bridge with Andrew Barclay (works No. 1969/1929) ‘J. N Derbyshire’ on the rear. *Michael Lynam*







North Yorks Moors Railway

Wearing ‘The Cornishman’ headboard and train reporting number, GWR Hall Class No. 4953 ‘Pitchford Hall’ rolls downhill through a 10 MPH speed restriction in Dalby Forest on a very wet September 26th. *Jeff Nicholls*

Giving brake van rides at Levisham station during the Autumn steam gala, ‘Lucie’ trundles slowly through the platforms on September 26th. *Jeff Nicholls*

Shades of the Somerset and Dorset Railway on September 27th as Black 5 No. 44806 leads West Country Class No. 34028 ‘Eddystone’ past Beck Hole. *Jeff Nicholls*







North Yorks Moors Railway

GWR Hall Class No. 4953 ‘Pitchford Hall departs a sunny Goathland station on September 27th with a service bound for Pickering. *Jeff Nicholls*

Dartmouth Steam Railway

BR Class 4MT No. 75014 ‘Braveheart’ arrives at Kingswear on September 4th with a service from Paignton. *Phil Martin*

GWR 7800 Class No. 7827 ‘Lydham Manor’ waits departure time at Kingswear on September 4th. *Phil Martin*

GWR 2-8-0T No. 5239 ‘Goliath’ passes Goodrington Sands on September 2nd. *Derek Elston*







Dartmouth Steam Railway

On August 9th, GWR No. 7827 'Lydham Manor' passes Paignton south as it departs on a service to Kingswear. *Steve Thompson*



Brecon Mountain Railway

Brecon Mountain Railway No. 2 is seen at Pant, waiting to work the 11:00 to Torpantau on September 24th.
John Balaam

Keighley & Worth Valley Railway

At the Autumn steam gala, Coal Tank No. 1054 and visiting Terrier ‘Fenchurch’ catch the morning light as they head away from Damems, towards Keighley on October 5th. *Ben Bucki*

At the Autumn steam gala, on October 5th, visiting Terrier ‘Fenchurch’ awaits the right-away from Damems, as it pilots the KWVR’s No. 41241 on a morning service for Oxenhope. *Ben Bucki*

On October 5th, ‘Bahamas’ heads away from Damems, towards Keighley, with a return morning goods train. *Ben Bucki*







Embsay and Bolton Abbey Railway

With the hills of the Yorkshire Dales as a backdrop, Eastern Rail Services Class 31 452 passes Skilbeck, with the 10:20 service during the diesel gala on August 31st. *Paul Senior*

Embsay and Bolton Abbey Railway

BR Green Class 20 No. D8110 powers out of Holywell Loop, with the 16:00 Bolton Abbey to Embsay service during the diesel gala on August 31st. *Paul Senior*

GWS Didcot

GWR 2-6-0 No. 5322, Ivatt Class 2MT No. 41312, Class 2MT 2-6-2T No 41241, GWR 4073 Castle Class No. 5051 ‘Earl Bathurst’ and GWR 4073 Castle Class No. 4079 ‘Pendennis Castle’ line up outside the shed at Didcot on September 22nd. *Colin Pidgeon*



LMS Ivatt Class 2MT No. 41312 is seen working services at Didcot on September 23rd. *Colin Pidgeon*

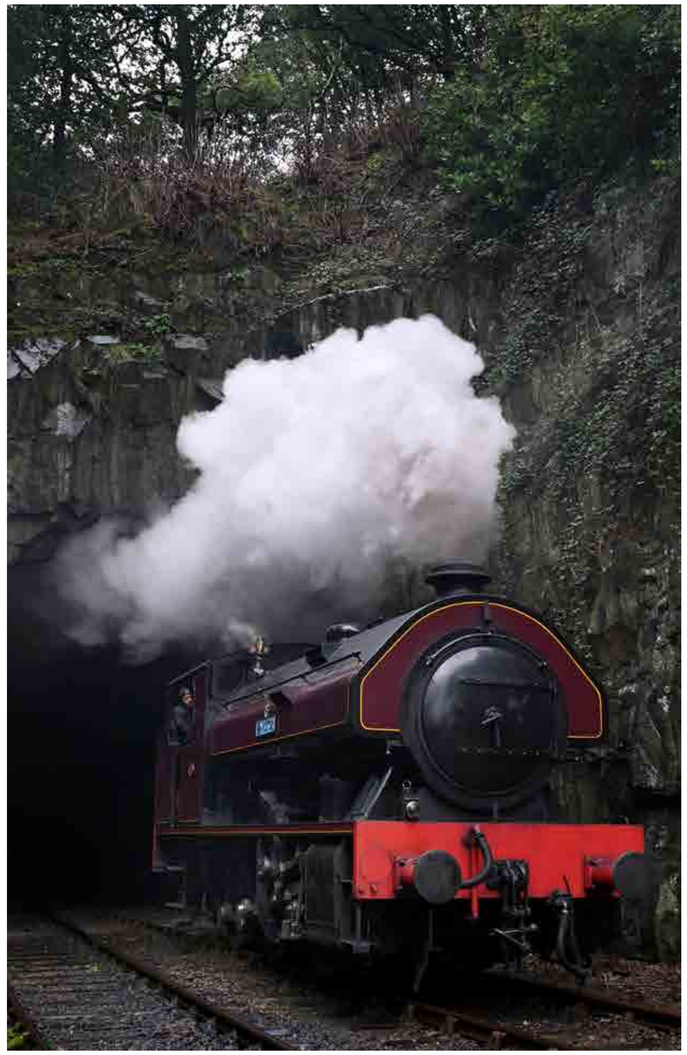


GWR 2-6-0 No. 5322 is seen outside the shed at Didcot. Notice that the tender bears the letters R.O.D. The loco represents the livery of locos sent to France during the Great War. *Colin Pidgeon*



Lakeside and Haverthwaite

Bagnall No. 2996 ‘Victor’ runs-round a morning passenger service at Haverthwaite Station, on September 14th. *Ben Bucki*



Bagnall No. 2996 ‘Victor’ runs-round a morning passenger service at Haverthwaite Station, on September 14th. *Ben Bucki*

Bagnall No. 2996 ‘Victor’ prepares to haul a morning departure from Haverthwaite Station on September 14th. *Ben Bucki*





Ecclesbourne Valley Railway

Class 47 No. D1842 is seen standing in the sidings at Wirksworth on August 23rd.
Allison Twycross

Class 33 103 is seen stabled in the sidings at Wirksworth on August 23rd. *Allison Twycross*

‘The Duke’ complete with ‘The Derbyshire Countryman’ headboard is seen running round its train at Duffield on August 23rd.
Allison Twycross







Mid Hants Railway

LSWR S15 Class No. 506 (30506)is seen arriving at Ropley en route to Alresford on August 29th. *Michael Lynam*



R3 Class Pecket 0-4-0 ‘Kilmerston’ is seen stabled on Ropley Shed on August 29th. *Michael Lynam*



Southern Battle of Britain Class No. 34072 ‘257 Squadron’ is seen stabled on Ropley Shed on August 29th. *Michael Lynam*



From the Archives

Class 24 081 is seen at Llandudno Junction with a freight from Anglesey on June 21st 1979. *John Sloane*



From the Archives

Class 50 029 is seen at Bristol Bath Road depot on November 3rd 1978. *John Sloane*



BR Britannia Class Pacific No. 70045 ‘Lord Rowallan’ stabled on Springs Branch shed on February 15th 1968. *John Sloane*



Class 08s Nos. D3608 and D3610 are seen stabled at Cambridge on April 14th 1968. *John Sloane*



From the Archives

Northern's Class 144 003 departs Retford Low Level station, and passes the 1889 built Thrumpton signal box, with a Sheffield to Lincoln service on July 25th 2012. *Paul Senior*

A Northern lady driver climbs aboard large logo liveried Class 37 401 'Mary Queen of Scots', to work the 10:04 Preston to Barrow-in-Furness service on July 20th 2016. *Paul Senior*

LNER A4 No. 4498, heading to York, is seen here passing Ashton Moss South signal box in Autumn 1982. *Brian Hewertson*







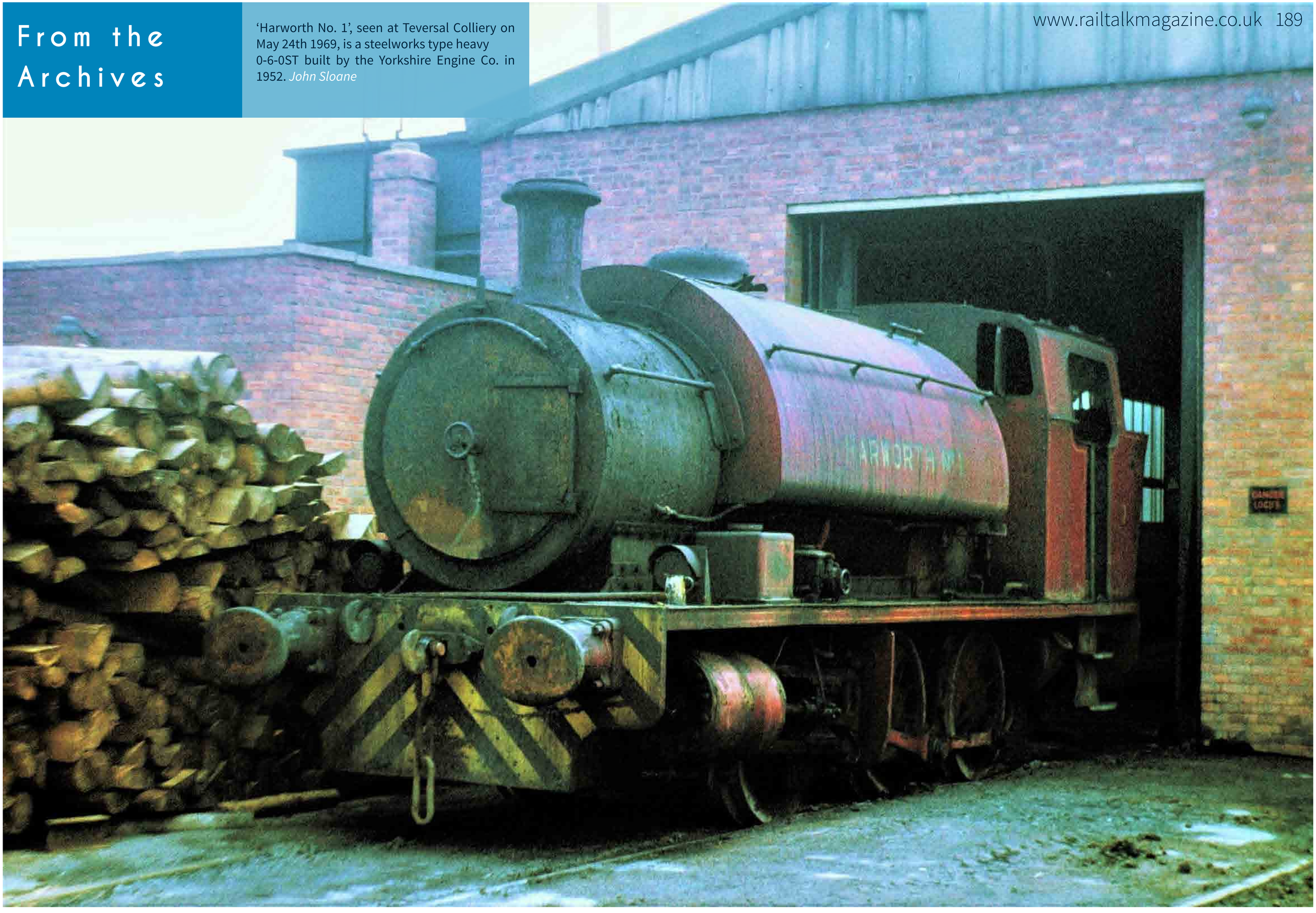
From the Archives

Despite first appearances, Corby Steelworks No. 24 seen at Corby on April 18th 1970 isn't a standard Austerity type but is one of the earlier Hunslet locos of the early 1940's that were the basis of the Austerity design. *John Sloane*



From the Archives

‘Harworth No. 1’, seen at Teversal Colliery on May 24th 1969, is a steelworks type heavy 0-6-0ST built by the Yorkshire Engine Co. in 1952. *John Sloane*



From the Archives

EX LNWR 0-8-0 ‘Super D’ No. 49395 stands at Ramsbottom with a goods train from Bury to Rawtenstall on November 10th 2011. This loco is now a static exhibit at the NRM Shildon. *Brian Dobbs*



From the Archives

Black 5 No. 44971 simmers outside Patricroft shed on March 25th 1968. *John Sloane*

Class 44 004 and 44 002 are seen stabled outside Toton diesel depot on April 29th 1978. *John Sloane*

Class 55 Deltic No. 9010 'The Kings Own Scottish Borderer' arrives at York with a London King's Cross bound service on March 27th 1968. *John Sloane*





