



**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.

## Content

Pg	2 - Welcome
Pg	4 - Charter Scene
Pg	27 - Pictures
Pg	122 - News and Features
Pg	136 - Did you Know
Pg	137 - Different View
Pg	141 - Preserved/Industrial
Pg	171 - From the Archives

### Photographic Contributions

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

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

## Welcome to Issue 218

In the new this month this TransPennine Express (TPE) whose customers are to see hundreds more seats on trains and services across the Pennines running every 15 minutes from this December, as the operator restores services while continuing to run a timetable customers can depend on.

They claim....Four express trains an hour will run between Manchester Victoria and Leeds, once again providing fast, frequent and reliable trains – as well as increased services across TPE’s network.

The change comes as train operators across the UK switch to a new timetable on December 15th.

Customers in Castleford, Normanton and Wakefield will also benefit from a new hourly service, seven days a week connecting them to Manchester and York as well as other stations along this route.

Across the TPE network, there will be an increase in seats for customers of 12 per cent – around 1300 more every day.

Other major changes include:

50 trains will run each way, every day, between Liverpool and Manchester stations (Monday to Saturday, with fewer services on Sundays). This means an increase to two services every hour between Liverpool and Manchester

Victoria. These trains will form a half-hourly express service calling only at one intermediate station (Newton-le-Willows and Lea Green alternately).

TPE will stop at Eaglescliffe for the first time, providing an hourly service.

Chester-le-Street will now receive hourly calls.

The majority of services operating between Liverpool and Cleethorpes will be six carriage trains, increasing the number of seats. This service also stops at Sheffield, Doncaster and Manchester.

More evening services connecting Manchester and Oxenholme, calling at Bolton, Preston and Lancaster.

Chris Jackson, Managing Director at TransPennine Express, said: “We’re pleased to be returning to our more historic timetable, bringing back and adding new services and additional seats which will make a real difference for our customers.

“We have seen great achievements across TPE in the past 12 months in particular, with cancellations reduced by 70% and, thanks to our customers old and new having confidence to travel with us, we have become the second fastest growing train company in the UK.

“We urge customers to check before

they travel in case there are any changes to their services.”

For more information about individual services, customers should use the ‘Check My Timetable’ feature on TPE’s website.

David Hoggarth, Head of Strategic Rail at Transport for the North said: “Following the difficult decision to temporarily step back services last year, this announcement by TransPennine Express to restore services and stabilise performance is a positive step forward. TfN will continue to work with all operators to improve reliability, re-build confidence and prepare the way for future enhancements, including the Transpennine Route Upgrade, in the North’s railway network, which is essential to help deliver sustainable, inclusive growth for our region.”

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

Andy



### This Page

Class 37 508 working the 0Z16 route learner, heads through Warrington Bank Quay lower level on October 23rd. [Mark Enderby](#)

### Front Cover

Stanier Class 54-6-0 No. 45212 catches the late afternoon sun easing Northern Belle’s return ‘Settle & Carlisle Steam Special’ over Dent head Viaduct on October 26th. [Gerald Nicholl](#)



Class 17 No. D8568 passes Dinney Farm with the 13:37 Bridgnorth - Hampton Loade shuttle during the SVR diesel gala on October 3rd. *Keith Davies*



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# Charter Scene Railway Touring Company

*The Hadrian*

Ian Riley's Class 5 No. 44871 working the northbound 'Hadrian' crosses over the River Ribble at Little Viaduct heading to Helwith Bridge and onwards to Carlisle. *Shep Woolley*





# Charter Scene Railway Touring Company

## *The Cumbrian Coast Express*

Class 86 259 'Les Ross/Peter Pan' speeds past Golbourne Junction with the late running London Euston to Carlisle, 'Cumbrian Coast Express' on October 5th. *Paul Senior*





# Charter Scene LSL Private Charter

*Private Charter*

Class 57 311 and 57 003 pass Battlefield with 1764 14:32 Crewe - Shrewsbury on October 12th. *Keith Davies*





# Charter Scene LSL Private Charter

## *Private Charter*

Class 57 003 is seen on the rear of 1Z65 Shrewsbury to Crewe private charter lead by 57 311 through Oakengates on October 12th.  
*Richard Hargreaves*





# Charter Scene Northern Belle

*The Settle & Carlisle Steam Special*

On October 19th, a disappointing lack of autumn colour as Black 5 No. 45212 works 1Z76 'Northern Belle' towards Greenholme, heading to Carlisle. *Shep Woolley*





# Charter Scene Northern Belle

## *The Settle & Carlisle Steam Special*

Drifting over Batty Moss Viaduct, No. 45212 works 1Z77 the return 'Northern Belle' towards Ribbleshead station, heading to Preston and eventually Coventry on October 19th.

*Shep Woolley*





With the penultimate steam 'Northern Belle' for this season, Black 5 No. 45212 puts on a fine sight and sound as it works 1Z59 north through Holme heading to Carlisle on October 26th.

*Shep Woolley*





# Charter Scene Northern Belle

## *The Settle & Carlisle Steam Special*

In the gathering gloom and the cold nipping at the fingers, No. 45212 works 1Z60 the return leg of the 'Northern Belle' away from Ribbleshead on October 26th, heading to Hellifield.

*Shep Woolley*





# Charter Scene Railway Touring Company

## *The Peaks Express*

RTC's 'The Peaks Express' ran on October 27th as 1Z60 09:45 Preston to Derby with LMS Black 5 No. 45212 seen here approaching Davenport with its whistle blowing for the waiting gallery. (Class 47 746 was on the rear). *Barry Longson*





# Charter Scene Railway Touring Company

## *The Peaks Express*

In bright autumn sunshine, Black 5 No. 45212 is seen passing New Mills South Junction on October 27th with the 'The Peaks Express' from Preston to Derby. *Lee Stanford*





# Charter Scene Railway Touring Company

## *The Peaks Express*

Having joined the Chat Moss route at Parkside Junction, just behind the train, No. 45212 accelerates uphill with Class 47 746 giving a healthy push at the rear. The special was 'The Peaks Express' from Preston to Derby on October 27th. *Jeff Nicholls*





# Charter Scene Railway Touring Company

*The Peaks Express*

Black 5 No. 45212 approaches Bradley with a Preston to Derby charter on October 27th.  
*John Sloane*





# Charter Scene

# Vintage Trains

## Private Charter

Class 47 773 (D1755) and 20 142 top'n'tail a private charter running as 1Z87 London Paddington to Kemble through Swindon on October 5th. *Colin Pidgeon*





# Charter Scene Belmond

*Belmond British Pullman*

On October 12th, Class 67 021 and 67 024 top'n'tail 1Z82 09:46 London Victoria to Bath through Andover. *David Lindsell*





# Charter Scene Midland Pullman

## *West Highland Pullman*

Blue Pullman power cars Nos. 43050 and 43049 pass Moore on October 25th working 1Z43 Exeter St. David's - Fort William. *Jeff Nicholls*





# Charter Scene Midland Pullman

*West Highland Pullman*

On October 20th, power cars Nos. 43049 and 43050 stands at Stalybridge working the 1Z46 Fort William to Stoke on Trent. *Robert Dixon*





## The Sefton Sparkler

Class 507 001 with 'The Sefton Sparkler' tour stands at Ormskirk on November 3rd.

*John Sloane*

On November 3rd, 'The Sefton Sparkler' tour of Merseyrail lines worked by Class 507 023 and 507 001 approaches Ormskirk. *John Sloane*

'The Sefton Sparkler' tour departs Ormskirk on November 3rd with Class 507 001 leading 507 023. *John Sloane*





# Charter Scene ECS and Light Engine Moves

West Coast's Class 86 401 leads 57 313 south through Winwick on October 18th. The Northern Belle empty stock was working from Carnforth to Rugby for the following day's Coventry - Carlisle special. *Jeff Nicholls*





# Charter Scene ECS and Light Engine Moves

West Coast's Class 47 826 heads northbound at Winwick with 5M43 Burton Wetmore Sidings to Carnforth Steamtown ECS on October 10th.  
*Brian Dobbs*





# Charter Scene

## ECS and Light Engine Moves

▶ Black 5 No. 44871 passes Kempseye with 5Z38 07:40 Carnforth Steamtown - St. Phillips Marsh HSTD on October 18th. *Keith Davies*

▶ LNER A4 No. 60007 'Sir Nigel Gresley' eases through Northampton with its support coach running as 5Z98 10:46 East Grinstead Sidings to Crewe H.S. on October 23rd. *Derek Elston*

▶ Class 86 401 and 57 313 working 5Z42 Carnforth to Coventry pass Winwick on October 18th. *Mark Enderby*





# Charter Scene

## ECS and Light Engine Moves

▶ Class 57 313 and 57 601 top'n'tail an empty stock working from Carnforth to Southall past Coppull on October 29th. *John Sloane*

▶ Class 37 685 escorts 40 145 through Leyland on its way to Carnforth from the ELR on October 8th. *John Sloane*

▶ Class 37 No. D6851 'Flopsie' (37 667) passes Coppull during a move from Crewe to Barrow on October 21st. *John Sloane*





# Charter Scene

## ECS and Light Engine Moves

West Coast Railways' Class 47 826 turns on the power at Wigan North Western with the 12:30 Burton Wetmore Sidings to Carnforth Steamtown ECS move on October 10th.

*Paul Senior*

With the last rays of the sun disappearing, Class 33 207 'Jim Martin' and 33 029 pass Northampton with ECS working 5Z86 11:23 Carnforth Steamtown to London Euston on October 4th. *Derek Elston*

West Coast's Class 37 685 and 40 145 pass light engine on a loco move from the ELR Castleton - Carnforth through Preston on October 8th.

*Michael Lynam*





# Charter Scene

## ECS and Light Engine Moves

▶ West Coast Railways' Class 47 802 passes Farington Curve Junction at the head of a stock move from Burton to Carnforth on October 13th. *John Sloane*

▶ Class 47 826 speeds through Charnock Richard cutting with a Burton to Carnforth stock transfer working on October 21st. *John Sloane*

▶ West Coast's Class 47 826 powers past Standish on October 10th with an empty stock transfer from Burton to Carnforth. *John Sloane*







## Unique artwork celebrating Crewe unveiled at station

An art installation that celebrates Crewe has been unveiled at the town's railway station as part of a community project to engage young people in the railway. Located on platform 12, the art installation features icons from organisations and industries associated with Crewe, including the railway, Bentley Motors, renowned ice cream van manufacturers, Whitby Morrison, and Mornflake.

The artwork is made up from repurposed waste materials including bottle tops, toy parts, buttons, pens, beads and tiles. It also features brightly coloured figures representing the town's community that have been installed on the platform. The unique art pieces have been created as part of a project by Central Cheshire Buddies Scheme – a charity that supports children and young people with disabilities, as well as sibling young carers.

Titled 'Train Buddies', the project aims to give disabled children and young carers experiences linked to the railway they would not ordinarily have access to. It will see three of the charity's activity groups take the train for days out on the West Coast Main Line by the end of

March 2025 - a total of 24 journeys. Over the summer the children enjoyed trips to Blackpool to visit Blackpool Tower, the circus and Sea Life. Avanti West Coast backed the initiative through its Customer and Communities Investment Fund, which supports activities that address social needs local to its route.

Over the last four months, the children got creative in workshops at Crewe station delivered by local artist, Sue Guildford of Junk Art Creations. Sue, who specialises in repurposing discarded materials for fun art pieces worked with the charity to design a series of installations that would act as a legacy to the Train Buddies initiative.

Taryn Banks, Avanti West Coast Station Manager at Crewe, said: "We've loved welcoming Sue and Cheshire Buddies to the station to give waste materials a new lease of life and are delighted with the results! The unique artwork provides a warm welcome to those travelling to and from the town by train and is a great celebration of Crewe.

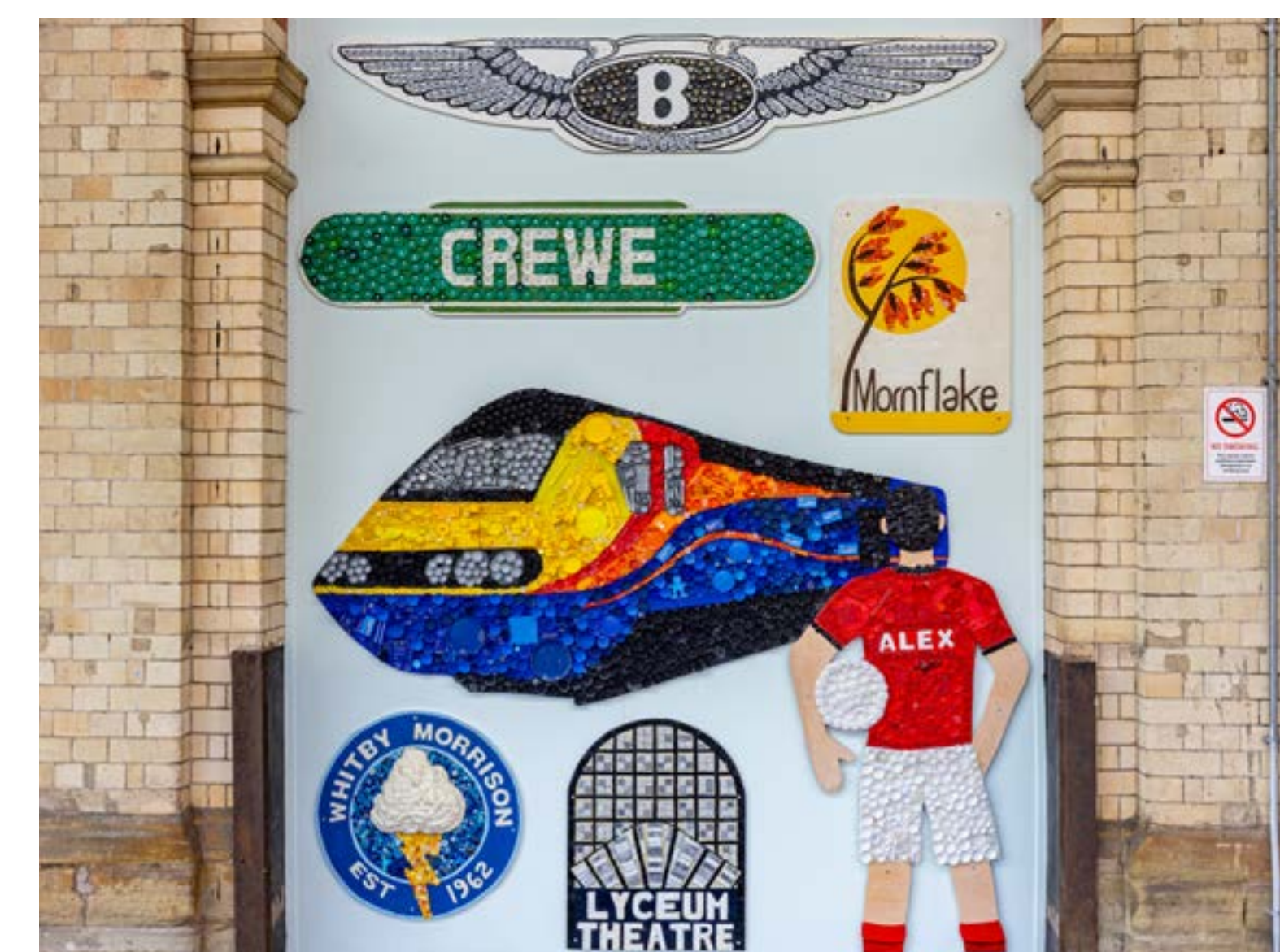
"Supporting projects that make a positive difference

to the people and places we serve is important to us at Avanti West Coast. So, we're proud to play our part in connecting disabled children and young carers to new experiences. We look forward to welcoming Cheshire Buddies for their next journey and hope they catch a glimpse of their brilliant artwork as they arrive or depart the station by train."

Stephanie Lawley of Cheshire Buddies said: "We're delighted to see the artwork in place at Crewe station. The children have worked on it for the past four months, so it's great to see it finished and in place. We're so proud of what the children have achieved with the support of Junk Art Creations. The artwork is a legacy of our Train Buddies initiative, and we hope it will be at the station for many years to come."

Reflecting on her involvement in the artwork, Sue Guildford said: "I love working with Cheshire Buddies and have completed many projects with them over the years. This project was the most challenging, fun and rewarding. My eldest son is learning disabled and has taken part in Cheshire Buddies activities, so working

with disabled children is important to me and partnering with Cheshire Buddies is a joy and privilege. It's great to be part of a legacy piece of artwork celebrating some of the iconic companies and industries associated with Crewe. It was a very proud moment to see my vision finally installed and on view for everyone to enjoy for many years to come."





# Avanti West Coast

▶ Class 805 013 paired with 805 009 stand at London Euston after arriving on 1A14 06:48 from Holyhead on October 8th. *Derek Elston*

▶ The new look of Avanti at Stafford on October 2nd, as Alstom's Class 390 141 heads to London Euston, whilst Hitachi's 805 004 works a service to Chester. *Michael Lynam*

▶ Class 390 119 heads north at Winwick on October 29th. *Jeff Nicholls*





# Avanti West Coast

Class 390 131 speeds past Euxton on a London Euston to Glasgow service on October 17th.

*John Sloane*

Class 390 123, heading to Edinburgh, passes Farington Curve Junction on October 13th.

*John Sloane*

Class 390 125 rushes into Leyland on October 28th.

*John Sloane*





# Avanti West Coast

▶ Class 805 012 heads southbound at Winwick with 3A92 Preston to London Euston ECS working on October 23rd. *Brian Dobbs*

▶ Avanti's 'Climate Change' branded Class 390 121 coasts past Winwick Quay, with 9S70 12:16 London Euston to Edinburgh service on October 5th. *Paul Senior*





# Avanti West Coast

On October 2nd, Class 221 009 and 221 002 call at Stafford working a Chester - London Euston service. *Michael Lynam*



## Girish drives into retirement after clocking up 50 years on railway

An Avanti West Coast driver has completed the last service of his working life marking the end of his 50-year career on the railway. Driver Trainer and Assessor, Girish Jani, 67, who lives in Wembley, took to the controls of a Pendolino train for one last time on a journey from Crewe to London Euston before his retirement. The starting location and destination of his final train journey as a driver were pertinent as they have been two key places in his railway career. He clocked up many decades of his service at Euston, while Crewe is one of Avanti West Coast's Driver Training Centres where he has been based for the last 18 months. Fondly known as 'Jani' by colleagues, Girish joined the railway in September 1974 aged 17 and nine months - when 'Love Me for a Reason' by The Osmonds was top of the UK's charts and Harold Wilson was Prime Minister. He followed in the footsteps of his brothers, with one working as a train driver at London Underground for over 35 years, while the other worked for British Rail for 22 years.

Straight after leaving school, Jani began his career as a secondman (a train driver's assistant) at Stonebridge Park – a freight depot in Wembley. He progressed to a driver. Back then there was very little technology, no mobile phones and safety rules did not require hi-vis jackets to be worn on tracks.

A few years later, Jani began driving passenger services based out of London Euston. There he progressed to a mentor, instructor, and Deputy Driver Team Manager. Jani then became a Driver Team Manager – a role he held for over 30 years, which involved supporting train drivers based out of Euston.

For the last 18 months, Jani has been training the next generation of Avanti West Coast drivers in his role as Driver Trainer and Assessor at centres including Polmadie, Carlisle, Crewe and London Euston. He has helped train drivers on Avanti's fleet, as well as imparting his knowledge and experience to trainees who are new to the role.

Outside of the railway, Jani is a magistrate in London – a role he has been doing for 18 years, as he wanted to support and work with the community to make a difference. He said his roles on the railway and as a magistrate require similar skills including taking on responsibility, attention to detail, and good communication. Throughout his five decades on the railway, Jani has made some fond memories – from driving different types of traction, to feeling part of the railway family and learning new skills.

Avanti West Coast colleagues from the Driver Training Centre gave Jani a send-off at Crewe station before they travelled as passengers on his last train to London. As the Pendolino Jani was driving pulled into Euston station, it was greeted with cheers and applause from colleagues past and present who had come to celebrate his achievement and say goodbye.

"The West Coast Main Line has been my home for over half a century. It is a unique railway, and its people have always been so kind to me. I've learned so much since my early days in freight and been able share experiences with some fantastic people, as well as drive the Pendolino train, which in my opinion is a brilliant machine!" said Jani.

Reflecting on his time on the railway, he said: "I feel truly proud and privileged to have clocked up 50 years' service. It only feels like yesterday I started on my railway journey. I will miss the people, driving trains and playing my part in supporting the next generation of train drivers - I look forward to travelling on their trains one day. I'm excited to start a new chapter where I'll get to look at my bucket list for travel, continue my magistrate duties and spend quality time with my family."

Craig Fletcher, Deputy Head of Drivers at Avanti West Coast, said: "Working with Jani was invaluable when I joined Euston depot. Jani's relations and the connections he built with people over the years is testament to his personable approach. He has a unique charisma and charm - sometimes playfully cheeky that makes him memorable and a valuable leader. As one of the longest serving Driver Managers at London Euston, Jani's motivation was the success of the driver function at the depot. He always had a willingness to go above and beyond for those he worked with."





# Caledonian Sleeper

On October 2nd, Class 92 034 passes through Stafford with empty stock from the overnight sleeper to Scotland, working from London Euston - Edinburgh. Services had been disrupted due to bad weather. *Michael Lynam*





The Preston Docks to Haverton Hill working is transferring to road haulage and on its penultimate day of operation on October 31st, Class 56 105 was captured descending Copy Pit in really dismal conditions. *Lee Stanford*









# Colas Rail

After suffering a stall due to leaves on the climb to Copy Pit, Class 56 105 was running some 200mins late as it approached Pleasington with the final bitumen working from Haverton Hill to Preston Docks on November 1st. *John Sloane*





# Colas Rail

▶ A filthy Class 56 302 runs light through Farington Curve Junction during a move from Carlisle to Shrewsbury Coleham on October 13th.

*John Sloane*

▶ Class 56 105 enters Bamber Bridge station with the penultimate working from Preston Dock to Haverton Hill on October 31st.

*John Sloane*

▶ Class 56 094 runs light engine through Walsall a few minutes behind schedule as 0F55 12:15 Bescot Up Engineers Sidings to Rectory Junction (Colwick Colas) move on October 30th.

*Derek Elston*





# Colas Rail

▶ Class 70 806 hauling the 6M40 Westbury to Stud Farm heads through Swindon on October 16th. *Colin Pidgeon*

▶ Ex Swedish Class 66 792 was hired in by Colas to work the Carlisle to Chirk log train which is seen approaching Euxton on October 17th. *John Sloane*





# DB Cargo

Class 66037 is dwarfed by Manchester's ever changing skyline, as it approaches Piccadilly station with 4L56 13:20 Trafford Park to London Gateway on October 18th. *Barry Longson*





# DB Cargo

▶ Class 66 070 runs past Mauldeth Road in a lucky patch of sun on October 3rd, hauling 4L56 13:20 Trafford Park to London Gateway intermodal.  
*Barry Longson*

▶ Class 66 099 passes through Altrincham working a bin train from Knowsley Freight Terminal - Wilton EfW on October 10th.  
*Michael Lynam*

▶ Class 66 168 passes Kempsey on October 31st with 4Z71 12:01 Arpley to Alexandra Dock Jct.  
*Keith Davies*





# DB Cargo

On a bright October 11th, Class 66 032 and 66 143 were on shunting duties at Peak Forest.  
*Barry Longson*

Class 66 070 on 6C03 Northolt to Severnside passes through Swindon on October 16th.  
*Colin Pidgeon*

Class 66 652 heads past Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on October 4th.  
*Keith Davies*





# DB Cargo

▶ Class 66 099 with the 'We Stand with Ukraine' branding exits Upholland Tunnel with 6E26 10:51 Knowsley to Wilton Domestic and Industrial Waste train on October 3rd.

*Paul Senior*

▶ Class 66 133 is seen past all the shrubs that are slowly obscuring the view of Acton Yard on October 23rd. *Barry Longson*

▶ On October 29th, Class 66 094 passes Stafford with the 11:15 Ditton Foundry to Dollands Moor. *Lee Stanford*





# DB Cargo

▶ Class 66 168 on the Arpley to Newport scrap  
Class 325 move passes Moore on October 31st.  
*Mark Enderby*

▶ Class 66 007 is seen stabled in the headshunt  
at Kirkdale depot on October 1st. *Derek Elston*

▶ Class 66 129 with Ince - Arpley scrap glass  
empties, passes a gloomy Moore on October  
31st. *Mark Enderby*





# DB Cargo

On an overcast October 2nd, Class 66 076 moves from slow to fast lines before negotiating Heaton Norris Junction, while in charge of 6E26 10:51 Knowsley to Wilton waste train.

*Barry Longson*

Class 66 070 leads the 4L56 13:20 Trafford Park Euro Terminal to London Gateway DB Cargo service through Northampton on October 4th.

*Derek Elston*

Class 66 244 speeds along the sea wall at Dawlish running light engine from St. Blazey to Exeter Riverside on October 22nd.

*Allison Twycross*









# DC Rail Freight

Class 60 028 passes through West Ealing with 6Z22  
10:34 Aylesbury North Loop to Wembley Receptions  
1-7 on October 8th. *Derek Elston*





# Direct Rail Services

Class 68 002 'Intrepid' with the 4S44 Daventry to Coatbridge heads north through Winwick on October 10th. *Brian Dobbs*





# Direct Rail Services

▶ On October 23rd, Class 66 421 heads south at Winwick with a Shap Summit Quarry to Basford Hall working. *Brian Dobbs*

▶ The recently introduced 'Tesco' service to Trafford Park in Manchester runs in an earlier path on Saturdays which is better suited for photography. On October 19th, Class 88 007 was allocated to the diagram and is seen approaching Mauldeth Road with the return service to Daventry. *Lee Stanford*

▶ Class 68 005 and 68 017 run light engine through Crewe on October 19th. *Richard Hargreaves*





# Direct Rail Services

DRS has won a new flow for Tesco into Manchester and on October 3rd, Class 88 006 is seen on the approach to Mauldeth Road, working 4H43 08:24 Daventry to Trafford Park. *Barry Longson*

Heading north at Winwick on October 18th, Class 68 025 brings up the rear of a special working from Kineton MOD to Carlisle Kingmoor. Class 68 024 was the leading loco. *Jeff Nicholls*

Class 88 002 passes through Stafford on October 2nd with an intermodal from Daventry - Coatbridge. *Michael Lynam*





# Direct Rail Services

▶ Taking a debranded Mark 5 ex-Transpennine set for a Longsight - Longsight via Crewe and Warrington 'Awayaday', debranded Class 68 023 pushes the set across Chat Moss on October 29th. *Jeff Nicholls*

▶ Class 66 425 'Nigel J Kirchstein 1957-2021' working 4M07 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) intermodal heads through Northampton on October 31st. *Derek Elston*

▶ Class 66 433 'Carlisle Power Signal Box 50th Anniversary 1973-2023' working 4E49, the 11:29 Daventry DRS (Tesco) to Doncaster iPort passes through Walsall on October 30th. *Derek Elston*





# Direct Rail Services

▶ Class 66 423 working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal FI heads through Northampton on October 3rd.

*Derek Elston*

▶ Class 88 006 powers past Coppull at the head of a Daventry to Mossend 'Tesco' train on October 19th. *John Sloane*

▶ Class 68 024 and 68 025 working 6Z31 Kineton - Carlisle head north at Winwick on October 18th. *Mark Enderby*





# Direct Rail Services

Class 68 002 passes Standish on October 10th at the head of the 4S44 intermodal from Daventry to Mossend. *John Sloane*





# Direct Rail Services

▶ Class 66 421 passes Charnock Richard with a Shap to Crewe stone working on October 21st. *John Sloane*

▶ Class 68 002 passes Coppull on October 19th with the 4M27 intermodal from Mossend to Daventry. *John Sloane*

▶ Class 66 433 'Carlisle Power Signal Box 50th Anniversary 1973-2023' passes Euxton on October 17th with a Daventry to Mossend intermodal. *John Sloane*





# East Midlands Railway

On October 2nd, Class 158 780 and 158 810 were entrusted to work the 12:45 Nottingham to Liverpool Lime Street service and are seen at Heaton Norris Junction. *Barry Longson*

Class 360 104 and 360 111 pass the GBRf Yard on the approach to Wellingborough with 1H18 the 09:39 Corby to London St. Pancras International service on October 22nd. *Derek Elston*

On October 19th, Class 170 416 arrives at Crewe with a service from Derby. *Richard Hargreaves*





▶ Class 66 419 on 6D14 stone empties from Ashburys to Llandudno Jct. passes Winwick on October 18th. *Mark Enderby*

▶ Class 66 587 in 'One' livery passes through Preston on October 8th with a rake of empty box wagons working from Guide Bridge - Shap. *Michael Lynam*

▶ Class 59 201 on 7B12 Merehead to Wootton Bassett is seen being overtaken on the lower level by 70 814 on 6Z98 Westbury to Bradwell Sidings at Swindon on October 14th. This photo shows the difference of track levels through the station. *Colin Pidgeon*





# Freightliner

Class 59 005 runs past Gospel Oak on October 23rd, working 6V40 09:12 Purfleet to Merehead empty hoppers. *Barry Longson*

October 26th, Class 70 015 with the 06:05 from Leeds to Southampton Maritime heads through Andover. *David Lindsell*

Class 66 532 passes Walcot with 6Y55 08:44 Bescot Up Engineers Sidings - Guide Bridge on October 27th. *Keith Davies*





# Freightliner

On October 22nd, Class 66 413 has a light load as it takes the North London line towards Barking with 4L33 10:00 Cardiff Wentloog to London Gateway. *Barry Longson*

Class 59 104 on 6C48 Appleford to Whatley passes through Swindon on October 16th. *Colin Pidgeon*

On November 5th, Class 70 020 and 70 005 head the 4090 Leeds - Southampton liner through Popham. *Dennis Rowland*





Class 70 004 and 66 538 working the 4027  
Basford Hall to Southampton Maritime liner  
pass East Grimstead on October 26th.  
*Michael Bennett*





# Freightliner

▶ Class 66 419 passes Coppull with a Guide Bridge to Shap working on October 29th.  
*John Sloane*

▶ Class 70 016 works through Northampton on October 3rd with 4038, the 09:52 Lawley Street F.L.T. to Southampton M.C.T. *Derek Elston*





# Freightliner

▶ Class 66 558 yings its way through Northampton with 4L46, the 11:48 Lawley Street F.L.T. to London Gateway liner on October 3rd.

*Derek Elston*

▶ Unique liveried Class 59 101 heads through Swindon. *Ken Mumford*

▶ Class 66 533 and 70 020 pass St. Cross (Winchester) on October 18th with a Leeds - Southampton liner. Class 70 020 in its new livery had failed and the Class 66 had led from Didcot after a run round. *Dennis Rowland*





▶ Class 66 607 heads through Moore on October 25th. *Jeff Nicholls*

▶ Class 66 605 working 6H50 13:14 Wembley Receptions 1-7 to Tunstead Sidings passes Northampton on October 3rd. *Derek Elston*

▶ On October 17th, Class 66 587 'As One We Can' leads 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. through Northampton. *Derek Elston*





# Freightliner

▶ Class 70015 with the 4090 LeedstoSouthampton liner passes East Grimstead on October 26th.  
*Michael Bennett*

▶ Class 66 615 leads the 6H50 13:14 Wembley Receptions 1-7 to Tunstead Sidings as it works through Northampton on October 23rd.  
*Derek Elston*

▶ Class 66 607 passes through Moore on October 25th.  
*Jeff Nicholls*





# Freightliner

▶ Freightliner took over the operation of the Southampton Western Docks - Mountfield gypsum trains from the beginning of October. In the early hours of October 3rd, a rake of empty wagons for the first loaded service arrived at Millbrook from York. Later that day, Class 66 508 is seen passing Millbrook taking them to Southampton Up Yard before returning the train to the docks. *John Goodrich*

▶ Class 66 540 working the 4L36 heads eastwards towards Felixstowe, through Swindon on October 31st. *Ken Mumford*

▶ Class 66 413 leads 70 016 on the 4049 Crewe - Southampton liner through Worting Jct. on October 15th. *Dennis Rowland*





# Freightliner

Some welcome autumn sun greets Class 66 597 as it approaches Willesden Junction Low Level on October 23rd with a service for London Gateway. *Lee Stanford*

On October 31st, Class 66 587 'As One We Can' is seen between shunts of 6B71 07:16 Tunstead Sidings (Fhh) to Northampton Castle Yard for unloading. *Derek Elston*

Class 66 415 emerges from Wimbledon station on October 24th with the 12:58 Hanwell Bridge loop to Tolworth. *Lee Stanford*







## FREIGHTLINER LAUNCH NEW TILBURY TO MANCHESTER SERVICE DRIVING MODAL SHIFT AND UTILISING NEWLY LAUNCHED RAIL FREIGHT INCENTIVE

On September 30th, Freightliner, along with several industry partners, celebrated the launch of the new Tilbury2 to Manchester Trafford Park intermodal rail freight service. This new service, transporting containers arriving from Europe, is particularly significant as it was made possible by the Access Charge Discount scheme, recently launched by Network Rail to support the launch of new services and encourage modal shift to rail.

“We are thrilled to see this new service up and running. The Access Charge Discount scheme is an important initiative to deliver modal shift and achieve industry growth targets. We are pleased that our new daily train for P&O Ferrymasters is the first service to use the new Access Charge Discount scheme, enabling us to deliver our customers’ goods more sustainably.” Tim Shoveller Freightliner CEO.

This service is delivering significant modal shift removing HGVs from some of Britain’s busiest motorways and cutting carbon emissions by 76% compared to road. The launch of the service was made possible by the new Network Rail Access Charge Discount scheme, which provides a period of time where charges are waived, to grow volumes and enable the service to become financially sustainable.

John Freyne, Director Intermodal at P&O Ferrymasters said, “We have successfully implemented numerous rail corridors across Europe in collaboration with our valued customers. We are pleased that the industry has worked collaboratively to make this new UK service a reality. We expect the roundtrip train to take around 10,000 trucks off busy UK roads annually, enabling us to remove thousands of tonnes of carbon emissions from

the supply chains of our customers. Adding a UK rail service to our extensive European Multimodal network has been a key goal for us, and we are delighted that the new Network Rail scheme has made this possible.”

The new scheme, announced by Network Rail, offers 6 months free track access charges to support the launch of a new rail services, helping to drive modal shift and incentivise businesses to use rail freight. This new Freightliner service will depart from Tilbury2, one of London’s major ports, to Manchester Trafford Park running 5 days a week – it is the first service to utilise Network Rail’s new scheme.

Paul Dale, Chief Operating Officer at Forth Ports, commented: “Green rail logistics is transforming our customers’ supply chains and this new service from our

rail terminal in Tilbury2 is a prime example. The partnership approach between Freightliner, P&O Ferrymasters and Forth Ports has created a tailored solution that will help drive sustainability up-and-down this important British supply chain.”

Jen Craft, MP for Thurrock, said: “Rail is central to the growth of the green economy and I’m pleased to see the proactive steps taken by Network Rail, Forth Ports and its partners to deliver this daily rail service carrying food and other essentials across the country.”

Freightliner, along with industry partners, are committed to using the development of Network Rail’s new discount scheme as a springboard for a policy framework that delivers growth and drives modal shift into the future.







▶ The Salford Hope Street to Peak Forest empty hoppers continues to be diverted following the line closure at Audenshaw and on October 19th, the service is seen passing Reddish North hauled by unique liveried Class 66 783.

*Lee Stanford*

▶ Class 92 020 'Billy Stirling' runs light engine through Northampton as 0Z14 12:30 Crewe T.M.D. (E) to Wembley InterCity Depot on October 3rd. *Derek Elston*

▶ The Liverpool to Drax loaded Biomass trains are diverted over the Standedge route owing to a line closure at Audenshaw. On a dull autumn morning Class 60 021 is seen shortly after passing Denton Junction working the 08:28 Tuebrook Sidings to Drax. *Lee Stanford*





▶ Class 60 021 heads south through Winwick on October 23rd with 6E10 Tuebrook Sidings to Drax Biomass. *Brian Dobbs*

▶ Class 66 301 with the 6M47 Marchwood MOD to Kineton MOD passes Swindon on the UML on time. *Colin Pidgeon*

▶ Making a welcome return to the North West, Class 60 026 has charge of 6E10 11:00 Liverpool BT to Drax AES and is seen at Heaton Norris Junction on October 3rd. *Barry Longson*





▶ Class 66 711 'Sence', in the Aggregate Industries livery speeds past Winwick Quay, with 4S57 the 11:43 Hams Hall to Mossend Intermodal, on October 5th. *Paul Senior*

▶ Class 66 735 heads past Plumley on October 25th. *Jeff Nicholls*

▶ With Class 69 006 DIT, on October 27th, 60 096 departs the western fringes of Chat Moss with the Sunday's only working from Doncaster to Tuebrook. *Jeff Nicholls*





Class 66 708 'Glory to Ukraine' has charge of 4H61 11:12 Small Heath to Hindlow empty box wagons, seen at Heaton Norris on October 14th. *Barry Longson*

Class 66 305 'Embassy & Bolton Abbey Steam Railway' working 6X43 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf heads through Northampton on October 3rd. *Derek Elston*

Following a period of hire to DCR, Class 60 096 now one of only two now carrying this livery found itself back with GBRf and is seen approaching Marsden on October 31st with a diverted Liverpool to Drax Biomass working. *Lee Stanford*





▶ Class 66 751 'Inspiration Delivered Hitachi Europe' powers past Alder Lane Winwick, with the 15:25 Liverpool Biomass Terminal to Drax power station on October 5th. *Paul Senior*

▶ Class 66 306 working an Aggregates train from Hindlow - Small Heath heads through Stafford on October 2nd. *Michael Lynam*

▶ Class 60 002 passes through Altrincham on October 2nd with a Biomass working from Liverpool Biomass Terminal - Drax AES. *Michael Lynam*





▶ Class 66 308 'Signalman Willie Taylor' eases up to a red signal at Northampton with 4M22 10:25 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf on October 3rd.

*Derek Elston*

▶ Class 66 708 'Glory to Ukraine' passes through Walsall 16mins late on October 30th with 4H61 the 10:35 Small Heath Lafarge GBRf to Tunstead Sidings empties. *Derek Elston*

▶ Class 66 702 passes Altrincham on October 10th with an aggregates train from Hindlow - Small Heath. *Michael Lynam*





GBRf

Class 66 718 'Peter Lord Hendy of Richmond Hill of Imber in the County of Wiltshire' leads 6055 14:40 Daventry GBRf to Dollands Moor Sidings through Northampton on October 3rd. *Derek Elston*





▶ Class 66711 passes through Stafford on October 2nd in charge of a container train from Hams Hall - Mossend. *Michael Lynam*

▶ On a dull autumn November 1st, unique liveried Class 60 026 passes through Stockport with a Liverpool to Drax Biomass working. *Lee Stanford*

▶ Class 47 739 working 5Q87 Long Marston to Wimbledon Depot with South Western Railway's Class 701052 heads through Swindon on October 23rd, running 53 minutes late due to a points failure at Worcester. *Colin Pidgeon*











## GB RAILFREIGHT ACHIEVES NEW HIGH IN GRESB SUSTAINABILITY SCORE

Decarbonising our national supply chains has long been a key pillar of GB Railfreight's business strategy. Central to this has been working with Global Real Estate Sustainability Benchmark (GRESB) to independently measure the business' progress in environmental, social, and governance (ESG) performance. GBRf have completed their assessment for 2024, and have been awarded 94/100 with a 4-star rating, placing them above both the peer group average of 86/100 and the total GRESB average of 86/100. This demonstrates continuous progress since their first submission in 2022, when they scored 72/100 with a 2-star rating demonstrating that the actions the business is taking are making a significant difference.

GRESB is a mission-driven organisation providing transparent ESG data to financial markets. Their assessments are guided by global sustainability goals, including the Paris Climate Agreement and the UN Sustainable Development Goals, making this a highly respected and rigorous benchmark for environmental and social responsibility.

Karl Goulding-Davis, Chief Financial Officer – GB Railfreight; said "This result from GRESB, demonstrates that the actions we are taking as a business are making a significant difference in our ambitions to be a truly sustainable organisation. Over the last 12 months, we've introduced initiatives including introducing lower

carbon traction to our rolling stock fleet, energy monitoring and taking the next steps on our path to ensuring all our depots are fully sustainable. It's fantastic to see this recognised in this industry leading result."

Alexia Savva, Head of Responsible Investment, Infracapital; said "We are pleased that GRESB has recognised GBRf's implementation of business relevant initiatives that aspire to generate environmental and social outcomes. Decarbonising the transport sector is critical to the delivery of national and global net-zero targets and GBRf continues to make strides in this space. We look forward to continuing to work with the business to enhance such outcomes going forward."

### What is GRESB?

GRESB is a mission-driven organisation providing transparent ESG data to financial markets. Their assessments are guided by global sustainability goals, including the Paris Climate Agreement and the UN Sustainable Development Goals, making this a highly respected and rigorous benchmark for environmental and social responsibility.

This improvement in their score highlights the commitment to sustainability across all aspects of their operations, and it's a positive step forward in meeting long-term ESG goals.



▶ Class 60 021 approaches Leyland with a Ribblehead to Tuebrook stone train on October 28th. *John Sloane*

▶ Class 66 713 powers past Coppull on October 29th with a Hams Hall to Mossend intermodal. *John Sloane*

▶ Class 66 705 wears a dirty face as it passes Euxton with the 4S57 service from Hams Hall to Mossend on October 21st. *John Sloane*





▶ Class 66 727 approaches Charnock Richard with an Avonmouth to Clitheroe empty cement train on October 8th. *John Sloane*

▶ Class 66 705 runs through Euxton at the head of 4S57 from Hams Hall to Mossend on October 17th. *John Sloane*

▶ Class 66 727 coasts past Bradley with the Clitheroe to Avonmouth cement train on October 9th. *John Sloane*





# Greater Anglia

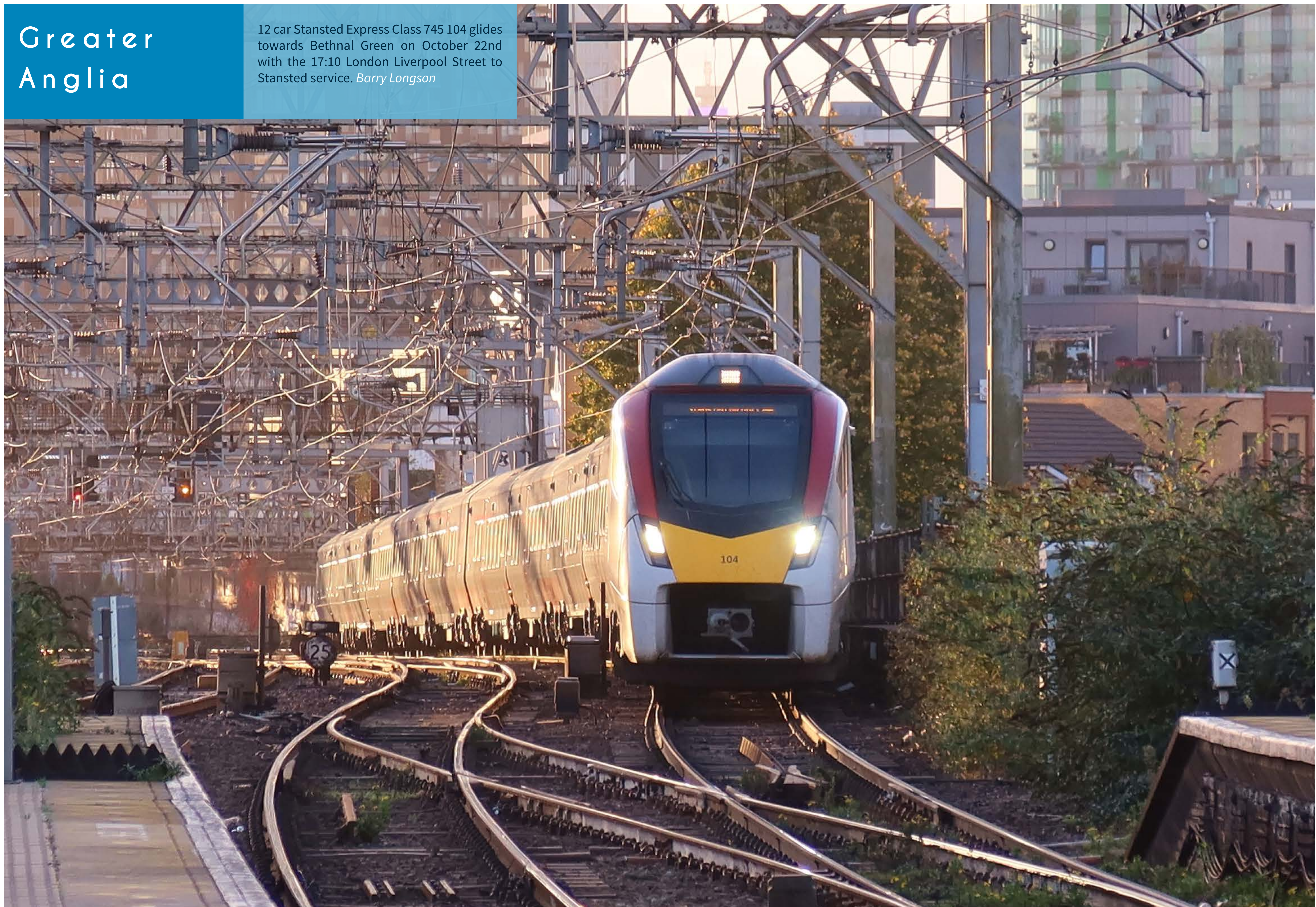
Class 720 580 runs through Bethnal Green nonstop on October 22nd, with the 15:58 Liverpool Street to Ely service. *Barry Longson*





# Greater Anglia

12 car Stansted Express Class 745 104 glides towards Bethnal Green on October 22nd with the 17:10 London Liverpool Street to Stansted service. *Barry Longson*





Power car No. 43042 is seen sat awaiting departure at Lostwithiel with 2E26 18:15 Penzance - Exeter St. Davids on October 28th with 43097 on the rear.  
*Barry Beeston*





# Great Western Railway

Power car No. 43189 starts to descend towards St. Germans whilst operating 2P17 13:50 Penzance - Plymouth with 43093 on the rear on October 29th.  
*Barry Beeston*





# Great Western Railway

Class 802 114 is seen crossing Malvern Common on a London Paddington to Hereford service on October 19th. *Neil Pugh*





# Great Western Railway

Class 230 001 'Viva Venturer' stands in the bay at West Ealing having arrived as 5Q46 11:11 from Greenford on October 8th.

*Derek Elston*





# Great Western Railway

▶ Class 802 008 and 802 015 starting to descend towards St. Germans whilst operating 1A92 14:15 Penzance - London Paddington on October 29th. *Barry Beeston*

▶ Power car No. 43092 sits awaiting departure at St. Austell in the fog with 2P08 08:50 Penzance - Plymouth with 43098 on the rear on October 16th. *Barry Beeston*

▶ Power car No. 43093 leading 2C11 10:15 Plymouth - Penzance with 43189 on the rear approach Burngullow Junction on October 15th. *Barry Beeston*





# Great Western Railway

▶ Power car No. 43004 departs St. Austell with 2P08 08:50 Penzance - Plymouth with 43187 on the rear, whilst Class 802 004 waits to depart with 2C07 05:55 Bristol Temple Meads - Penzance on October 24th. *Barry Beeston*

▶ Power car No. 43092 is seen climbing away from Liskeard with 2P17 13:50 Penzance - Plymouth with 43098 on the rear on October 15th. *Barry Beeston*

▶ Class 165 122 stands ahead of 230 001 'Viva Venturer' at West Ealing and will form 2G24 the 11:40 West Ealing to Greenford service on October 8th. *Derek Elston*





# Great Western Railway

▶ Power car No. 43189 descends through Menheniot with 2P15 12:40 Penzance - Plymouth with 43093 on the rear on October 15th. *Barry Beeston*

▶ Power car No. 43004 descends through Menheniot with 2P16 13:15 Penzance - Plymouth with 43187 on the rear on October 15th. *Barry Beeston*

▶ On October 28th, power car No. 43189 is seen sat awaiting departure at Par with 2P27 18:50 Penzance - Plymouth with 43093 on the rear. *Barry Beeston*





# Great Western Railway

▶ Class 387 155 and 387 166 forming 1L17 Cardiff Central to London Paddington service depart from Swindon on October 31st. *Ken Mumford*

▶ Class 802 010 and 802 019 with a London Paddington to Plymouth service head towards Dawlish on October 22nd. *Allison Twycross*

▶ Class 166 204 is seen standing at Eastleigh in the sun after a heavy shower on October 12th working the 12:30 Cardiff-Portsmouth Harbour service which was diverted via this route due to engineering work in the Southampton area. *John Goodrich*





# Great Western Railway

On October 26th, Class 158 765 and 158 768 working 1F18 Fratton to Cardiff pass East Grimstead with the branch to disused quarries on the right. *Michael Bennett*

Class 802 106 is now carrying promotion branding for the new Paddington Bear movie *Paddington in Peru* on three of the vehicles. Seen here at Swindon when it was working 1A21 Bristol Temple Meads to London Paddington on November 1st. *Colin Pidgeon*

On October 22nd, Class 166 212 with a Paignton to Exmouth service is seen heading along Dawlish sea wall. *Allison Twycross*





# LNER Launches Poppy Train 'Thank You' In Recognition Of Those Who Have Served

LNER is proud to name an Azuma train in recognition of those who have served and continue to serve. 'Thank You' is joining the fleet in time for Remembrance Day.

Wrapped in a poppy design, Azuma unit 800111 will travel the East Coast Main Line as a poignant reminder of those who gave their tomorrow for our today.

Pictured alongside LNER's special liveried InterCity 225 'For the Fallen' (Class 91 No. 91111) which is dedicated to those who lost their lives during World War One, 'Thank You' was welcomed into service by former military personnel who now work for LNER. Former Royal Navy Petty Officer Helen Firth and Royal Air Force Senior Aircraftman Will Warwick, were proud to officially launch the special named train at London King's Cross ahead of its journey to Aberdeen.

LNER has a proud and long-established relationship with the Armed Forces. The close relationship continues to the current day, with ex-service personnel working across every department of the train operator's business, from directors to frontline colleagues, cyber security and train drivers.

James Downey, Director of Business Services, and Executive sponsor of LNER's veterans' community, said: "As a signatory of the Armed Forces covenant, we feel it is incredibly important to show our debt of gratitude to those who have served and continue to do so. We are proud that Azuma 800111 will carry our message of thanks. We hope this special livery acts as a moving reminder to all who see 'Thank You' on our route."



## Work Starts at York Station to Create LNER's Latest Family Lounge

Families travelling to and from York station to destinations up and down the East Coast Main Line will soon have a dedicated space designed to keep children entertained and parents and carers relaxed.

Work has started to create a new LNER Family Lounge inside the station which will feature a children's play area based on York's historic walls, beach huts with tabletop games, wall games, soft flooring and crawl spaces, and specially commissioned murals focusing on York's famous landmarks and the city through the ages.

There will be plenty of space for parents and carers to sit back and relax with sofas, wooden bench seating, and coffee tables, as well as a comfortable space for breastfeeding.

Work is due to be completed in December 2024, allowing families travelling for the Christmas break to be able to explore the new space before their train departs or once

they arrive in York.

The station's new Family Lounge, which is open to passengers travelling with any operator, will become the second in the LNER portfolio. Each year, thousands of customers enjoy the UK rail network's first dedicated lounge for families at London King's Cross which opened in October 2022.

Colette Casey, LNER's Customer Experience Director, said: "As a parent, I'm delighted that LNER is introducing Family Lounges with a new space in York our latest addition.

"York is a major hub station for us with millions of customers starting or ending their journeys here each year. We constantly strive to deliver improved experiences for all our customers as they travel with us and providing these new facilities is bound to aid that.

"We want families to see train travel as an option for them. We hope that this new lounge will provide fun and entertainment for children and a space to relax for parents and carers."

To ensure LNER's Family Lounges are of benefit to families, the train operator has previously consulted with the Campaign for Family Friendly Trains, a group of parents and carers working for better facilities for children and their families on the UK rail network.

A spokesperson for the campaign said: "We are pleased to see LNER power ahead with the introduction of a new family lounge at York station, offering a welcoming and comfortable space for families travelling by train.

"The popularity of the family lounge at King's Cross station highlights just how valuable these facilities are, and we congratulate LNER on expanding this initiative to another station in its network.

"We hope this sets a positive trend for other train operators to follow and leads to more family-friendly facilities across the UK."









# Network Rail

On October 15th, Class 66 179 powers through Menheniot with 3S13 08:46 Westbury - St. Blazey LIP with 66 154 on the rear.

*Barry Beeston*

On October 31st, power cars Nos. 43272 and 43274 call at Swindon whilst working 1Q23, with Class 800 312 working 1C10 London Paddington to Bath Spa heading in the opposite direction. *Ken Mumford*

Class 66 781 and 66 846 top'n'tail the 3S59 Hereford to Swindon Transfer RHTT working through Swindon on October 16th.

*Colin Pidgeon*





▶ Class 56 113 and 56 302 pass Hadnall with 3S71  
21:13 Coleham LMD - Coleham LMD on October  
19th. *Keith Davies*

▶ Class 56 113 and 56 302 top'n'tail the 3S71  
Coleham to Coleham RHTT working through  
Crewe on October 19th. *Richard Hargreaves*

▶ Power cars Nos. 43357 and 43251 pass Bayston  
Hill with 1Q18 04:00 Derby RTC North Sidings -  
Derby RTC (Network Rail) on October 4th.  
*Keith Davies*





▶ Class 56 302 and 56 096 are seen at Harlescott with 3S71 Coleham - Coleham on October 5th.  
*Keith Davies*

▶ Class 67 023 and 67 027 top'n'tail the 3S32 Cheltenham to Swindon Transfer RHTT through Swindon on October 16th. *Colin Pidgeon*

▶ Class 66 791 and 66 846 pass through Swindon on October 5th working 3S59 Hereford to Swindon Transfer. *Colin Pidgeon*





Class 67 023 crosses Malvern Common at the head of a RHTT working on October 27th, with 67 027 on the rear. *Neil Pugh*





▶ In typical grimy condition Class 67 023 (with 67 027 on the rear) pass Gloucester on November 2nd working the 07:10 Swindon to Swindon RHTT diagram. *Lee Stanford*

▶ Class 66 701 brings up the rear of 3J01 11:52 Kings Norton On Track Plant Depot to Bletchley RHTT as it squirts it's way through Walsall on October 30th. *Derek Elston*

▶ Class 66 119 and 66 206 top'n'tail the 3J91 23:42 Toton T.M.D. to West Hampstead Thameslink RHTT past Finedon Road on October 22nd. *Derek Elston*





▶ Colas Rail's power car No. 43251 approaches Malvern Wells at the head of a measurement train on October 22nd. *Neil Pugh*

▶ A grime coated Class 66 752 'The Hoosier State' with 66 701 on the tail leads 3J01 11:52 Kings Norton On Track Plant Depot to Bletchley RHTT through Walsall on October 10th. *Derek Elston*

▶ Class 66 752 'The Hoosier State' and 66 701 top'n'tail the 3J01 10:36 Kings Norton On Track Plant Depot to Bletchley RHTT train through Northampton on October 3rd. *Derek Elston*





# Network Rail

Class 66 752 'The Hoosier State' and 66 701 top'n'tail  
the 3J01 10:36 Kings Norton On Track Plant Depot  
to Bletchley RHTT train past Church Brampton on  
October 4th. *Derek Elston*





# Rail Adventure

PowercarNo.43480working5Z4311:25Kidderminster  
S.V.R. to Finsbury Park conveying coaches 43269,  
42051, 42234 and 42290 with 43468 on the tail, pass  
through Northampton on October 17th.  
*Derek Elston*





## Rail Operations Group/Europhoenix

▶ Class 37 407 'Blackpool Tower' is seen arriving at Eastleigh on October 17th with 09:25 Kidderminster - Eastleigh Works which conveyed four barrier coaches for use on a stock move later that week. *John Goodrich*

▶ Class 37 510 'Orion' transferring 730 203 as 5Q58 11:58 Wembley InterCity Depot to Old Dalby and running 45 minutes late as it heads through Northampton on October 21st. *Derek Elston*

▶ Class 37 884 headsthrugh Swindon on October 21st, with 5Q88 Wolverton to Newport Docks (Simms) hauling another Class 321 for scrap. *Colin Pidgeon*

















# TransPennine Express

▶ On October 27th, Class 185 141 is seen on the approach to Davenport, working the 11:20 Liverpool Lime St. to Cleethorpes service.  
*Barry Longson*

▼ TransPennine operated Class 397 004 approaches Mauldeth Road on the last leg of its journey from Edinburgh on October 19th.  
*Lee Stanford*





# TransPennine Express

▶ Class 397 007 passes Farington Curve Junction with an Edinburgh to Manchester Airport service on October 13th. *John Sloane*

▶ Class 397 006 is seen at Farington Curve Junction with a Manchester Airport to Edinburgh service on October 13th. *John Sloane*

▶ A Class 397 speeds through Leyland with a service to Glasgow on October 8th. *John Sloane*





# Transport for Wales

▶ Class 67 017 passes Bayston Hill with 1W55  
08:49 Cardiff Central - Wilmslow on October  
11th. *Keith Davies*

▶ On October 31st, Class 67 012 is seen at  
Kempsey with 1V42 12:30 Manchester  
Piccadilly - Cardiff Central service. *Keith Davies*

▶ Three car Class 197 119 is seen at Mauldeth  
Road working the 13:05 Manchester Airport to  
Llandudno service on October 3rd.  
*Barry Longson*





# Transport for Wales

▶ Class 67 020 passes Hadnall with 1W59 12:52  
Cardiff Central - Manchester Piccadilly service  
on October 19th. *Keith Davies*

▶ Class 197 125 passes Bayston Hill with 1V38  
09:37 Wilmslow - Carmarthen on October 11th.  
*Keith Davies*

▶ Class 150 259 passes Kempseye with 2V08 11:22  
Shrewsbury - Swansea on October 18th.  
*Keith Davies*





# Transport for Wales

▶ Class 150 217 passes Kempseye with 1Z16  
08:52 Swansea - Manchester Piccadilly service  
on October 18th. *Keith Davies*

▶ Class 67 029 passes Kempseye with 1W57 08:49  
Cardiff Central - Manchester Piccadilly service  
on October 18th. *Keith Davies*

▶ Class 67 020 is seen at Bayston Hill on October  
20th with 1V18 15:31 Manchester Piccadilly -  
Cardiff Central. *Keith Davies*





# Transport for Wales

▶ Departing Tywyn and passing the Tallylyn Railway, Class 158 841 is working a Birmingham service on October 8th. *Jeff Nicholls*

▶ Class 158 828 passes Dovey Junction on October 10th. *Jeff Nicholls*

▶ Transport for Wales unit Class 230 010 approaches Bidston on October 17th with an empty stock move from Birkenhead North depot. *Lee Stanford*





# Transport for Wales

▶ Surely working in its last year of service on the Cambrian, Class 158 835 prepares to stop at Barmouth station with a Pwllheli bound train on October 7th. *Jeff Nicholls*

▶ Class 230 009 arrives into Bidston with 2F60 09:59 Wrexham Central to Bidston service on October 1st. *Derek Elston*

▶ Class 150 256 passes Bayston Hill with 2V08 11:22 Shrewsbury - Swansea service on October 11th. *Keith Davies*





# Transport for Wales

▶ With the temperature reaching almost 20 degrees, Class 158 835 is seen across a sunny Barmouth Harbour with a Pwllheli-Birmingham International service on October 7th.

*Jeff Nicholls*

▼ Class 158 828 passes Afon Dyfi on October 10th.

*Jeff Nicholls*





# Units: DMUs and EMUs

▶ Northern's Class 150 144 and 156 413 depart Hale working a Chester - Manchester Piccadilly service on October 10th. *Michael Lynam*

▶ Northern's Class 156 409 waits to depart Preston on October 8th with a service to Colne, having arrived earlier from Ormskirk. *Michael Lynam*

▶ Northern's Class 156 415 departs Navigation Road working a Manchester Piccadilly - Chester service, passing Metrolink tram No. 3008 en route to Altrincham on October 10th. *Michael Lynam*





# Units: DMUs and EMUs

▶ Northern are now the sole operator of the class 323 units and on a sunny October 19th, Class 323 233 slows for its stop at Mauldeth Road working the 14:00 from Liverpool Lime Street to Manchester Airport. *Lee Stanford*

▶ On October 29th, and the winner is... Northern's Class 195 122 which is unusually working on the down slow line on a Warrington - Leeds service due to running late on its previous Leeds-Chester train. Meanwhile, on the Up Fast, 66 419 is running over an hour late on a Guide Bridge Yard - Shap Summit Quarry empty stone train. *Jeff Nicholls*

▶ Northern's CAF built Class 195 125 heads south through Winwick with 1D77 Leeds to Chester service on October 21st. *Brian Dobbs*





# Units: DMUs and EMUs

Its 06:20 at Cheadle Hulme on October 5th, as ex West Midlands' Class 323 207 ( now working for Northern) is ready to depart with the 05:45 Crewe to Manchester Piccadilly service.

*Barry Longson*

LNW Class 350 224 speeds past Winwick on October 29th. *Jeff Nicholls*

South Western Railway's Class 444 023 'Alex Wardle Foundation' arrives at Poole with a Weymouth to London Waterloo service on October 15th. *Allison Twycross*





# Units: DMUs and EMUs

TfL workhorse Class 378 217 rounds the curve at Gospel Oak, working the 13:32 Clapham Junction to Stratford on October 22nd. *Barry Longson*

SWR's Class 444 022 arrives at Poole on October 15th with a London Waterloo to Weymouth service. *Allison Twycross*

Elizabeth Line EMU No. 345 002 catches the setting sun at Acton Main Line on October 23rd, while working the 16:15 Heathrow T4 to Abbey Wood service. *Barry Longson*





# Units: DMUs and EMUs

▶ Repainted Northern's Class 150 226 is seen departing Crewe on November 2nd heading to Manchester. *Richard Hargreaves*

▶ On October 17th, Merseyrail's 777 049 departs from the busy Sandhills interchange station with service bound for Hunts Cross. *Lee Stanford*

▶ Late afternoon sun on October 22nd glints off the side of London Overground's Class 710 107 and 710 116 as they climb towards Bethnal Green with the 15:58 London Liverpool Street to Cheshunt service. *Barry Longson*





# Units: DMUs and EMUs

▶ Gatwick Express liveried Class 387 205 is seen at Horseshoe Bridge, St. Denys, taking the Netley line with the 15:20 Southampton - Brighton. The autumn colours of the trees are complemented by the red livery of the unit and are shown to good effect in the autumn sunshine. *John Goodrich*

▶ LNW Class 350 244 with a Wolverton - Ardwick move is seen at Moore on October 26th. *Mark Enderby*

▶ Merseyrail operated Class 777 012 arrives at Bidston on October 17th with a West Kirby to West Kirby circular service. *Lee Stanford*





# Units: DMUs and EMUs

▶ The 11:45 local service from Manchester Piccadilly to Sheffield is seen at New Mills South Junction on October 27th formed of Northern's Class 195 120 and 195 108. *Lee Stanford*

▶ London Overground's Class 710 268 departs from Bethnal Green with a Chingford service on October 22nd. *Lee Stanford*

▶ South Western Railway's Class 458 411 passes Millbrook on October 8th with the 11:19 Bournemouth Depot - Basingstoke test run. *John Goodrich*





# Units: DMUs and EMUs

Two South Western Railway Class 701s were to be captured in the old Eurostar platforms at London Waterloo on October 23rd. On the left is 701 042 ready to depart on test, whilst 701 036 has arrived with the 12:50 from Windsor and Eton Riverside, actually carrying passengers. *Barry Longson*

West Midlands Railway's Class 196 109 crosses Malvern Common with a Birmingham to Hereford service on October 22nd. *Neil Pugh*

C2C unit Class 357 025 approaches Barking on October 23rd operating a service from London Fenchurch Street to Southend Central. *Lee Stanford*





# Units: DMUs and EMUs

Now slowly entering service with SWR, Class 701 044 and 701 012 were to be found stabled in Clapham Yard on October 23rd.

*Barry Longson*

Northern's Class 195 123 hurries past Winwick Quay with a Chester to Leeds service on October 5th.

*Paul Senior*

In a brief spell of sunshine on October 23rd, South Western Railway's Class 455 No. 5876 trails an unidentified sister as they approach Wimbledon with a Dorking to London Waterloo service.

*Lee Stanford*





# Units: DMUs and EMUs

On October 26th, South Western Railway's Class 158 882 passes East Grimstead with the 2R46 Salisbury to Romsey service.

*Michael Bennett*

Northern's Class 331 012 calls at St. Helens Central working a Blackpool North - Liverpool Lime Street service on October 8th.

*Michael Lynam*

The autumn colours are starting to show at Railway Street, Southport, as Merseyrail's Class 777 034 arrives with the 11:37 from Liverpool Central on October 19th. *Paul Senior*





# Units: DMUs and EMUs

Merseyrail's Class 777 002 approaches Ormskirk with a working from Hunts Cross on November 3rd. *John Sloane*

Merseyrail's Class 777 008 arrives at Kirkdale on October 1st working 2U24 11:36 Ormskirk to Hunts Cross service. *Derek Elston*

Former West Midlands' Class 323 206 passes Coppull on a training run from Preston to Wigan on October 19th. *John Sloane*





# Manchester Metrolink

▶ Tram No. 3097 'Cheez-It' is seen departing Radcliffe for Bury on October 10th.  
*Michael Lynam*

▶ 'GM Good Employment Week' tram No. 3047 heads out of Deansgate on October 10th.  
*Michael Lynam*

▶ Tram No. 3075 in 'Cano Water' advertising livery departs Deansgate with a service to Shaw on October 10th.  
*Michael Lynam*





# Manchester Metrolink

Tram No. 3061 '4th ARQ' is seen departing Deansgate on October 10th with a service to Shaw. *Michael Lynam*

Tram No. 3099 carrying an advert for 'Fanta Beetle Juice' is seen departing St. Peters Square with a service to East Didsbury on October 10th. *Michael Lynam*

'Jeneyas Airlines' tram No. 3081 departs Deansgate with a service to Rochdale on October 10th. *Michael Lynam*





# Going Underground

District line driving car No. 21552 is seen on the approach to West Ham with a service to Ealing Broadway on a sunny October 23rd. *Barry Longson*





Network Rail's MPV No. DR98902 heads south at Golbourne Junction, with a Wigan Springs Branch to Warrington and return RHTT working on October 5th. *Paul Senior*



## Greater Anglia achieves Investors in People Gold status

Greater Anglia has been awarded the prestigious 'Investors in People' Gold status in recognition of its progressive approach to business improvement through its people. The organisation achieved a Gold Award, which demonstrates that they have gone beyond the requirements needed to achieve the standard Investors in People status and have taken a forward thinking and expansive approach to cascading best practice through every level of the organisation. Only 28% of organisations achieve gold status and Greater Anglia was praised for leadership, collaboration, and communication with colleagues.

Judges commended the train operator for supporting its workforce, delivering continuous performance, and creating sustainable success. The company was last assessed in 2021, when it was awarded silver status.

Katy Bucknell, HR Director, Greater Anglia, said: "I am immensely proud that Greater Anglia has achieved Gold status for Investors in People. This recognition is testament to the incredible efforts of our team, who are fundamental

to our success. Our people are at the core of everything we do, and being acknowledged for our commitment to their growth and development is fantastic. As we move forward, we will continue to build on this positive culture, striving to get even better and create an environment that attracts and nurtures the very best talent."

Paul Devoy, CEO of Investors in People, said: "We'd like to congratulate Greater Anglia. Gold accreditation for Investors in People is a fantastic effort for any organisation, and places Greater Anglia in fine company with a host of organisations that understand the value of people."

The recognition follows on from Greater Anglia winning the Passenger Operator of the Year award at the National Rail Awards 2024, held last month. The GA team were also Highly Commended as runners up in the Rail Operator of the Year award at the National Transport Awards 2024 and were runners up in the Passenger Transport Operator of the Year award at the CILT (Chartered Institute of Logistic and Transport) Awards 2024.

## Fares Advice with RailUK

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

### Unnecessary reservation tickets

**Q:** I have an off peak day return ticket, B3 restriction (irrelevant as I'm travelling on a Saturday), and for some reason the ticket machine has chucked four seat reservation 'tickets' at me which I didn't ask for and don't want, so am going to chuck them in the bin. They aren't even for specific seats. Given my ticket is valid on any services is there any reason why I should keep hold of them? They seem utterly pointless and a waste of cardboard.

**A:** Is it a "compulsory reservation" TOC? Or sometimes the sales sites issue them unnecessarily. Either way no you don't need them if you have a walk-up ticket. A few weeks ago I booked tickets via the forum booking site to Horsham, travelling only on GTR and TfL. Neither operators offer seat reservations. As there were no e-tickets available, I printed out the tickets at the TVM, where it proceeded to give me an extra reservation ticket for each leg of the journey, with each of them simply stating my 'reserved' train (the ticket was flexible?) and 'no seats reserved on this train'. Wasted 3-4 pieces of cardboard.

### Alternative routes during engineering works?

**Q:** Looking to travel from Clapham Junction to Barnham on Saturday November 16th.

There's engineering work that day so there are no Southern services at Clapham Junction.

The quickest / simplest route appears to be to travel via Havant.

However, National Rail Enquiries says that there are no fares available for that routing, presumably because ordinarily it would be a slower, more circuitous route.

Would a regular cheap day return from Clapham Junction to Barham be valid on the Havant route, due to the engineering works that day?

Or will I need a more complex set of tickets?

**A:** Clapham Junction to Barnham is not valid via Havant, as you have found, and there's no easement permitting it specially on November 16th.

*You could hope for the best, or you could get a day return to Chichester (which is valid via Havant) plus a day return from Chichester to Barnham. This may be more expensive of course.*

*It looks like the fares from Clapham Junction to Barnham and Chichester are the same, so it's the £5.60 extra for the Chichester-Barnham ticket.*

*It's not necessarily "reasonable" to be made to pay more in this way, but now that routeing is codified in the way that it is, I've given you the 'official' position I think. Others may come up with a better alternative.*

*Changing at Epsom and Horsham appears to be valid, avoiding the bus to Croydon.*

### Ticket Advice for All

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



# National Rail

On October 12th, Class 20 007 is seen departing Eastleigh station on the rear of 14:08 Reading - Eastleigh Depot which conveyed Mk3 coach No. 12142. The leading loco was 20 205. *John Goodrich*



## SOUTHERN COUNTIES RAILWAY SOCIETY

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



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

## 'Cockney Singalong' event train delights Essex passengers

A good old-fashioned knees up had rail passengers smiling when Tom Carradine boarded a Greater Anglia train with his Ol' Joanna for a cockney singalong.

The one-off special train, organised by the Essex and South Suffolk Community Rail Partnership, travelled from Colchester to Walton-on-the-Naze on September 28th and saw passengers treated to old time music hall songs, frivolity, and a bit of rhyming slang complete with a real piano on board.

Tom Carradine, a pianist in the group Champagne Charlie and the Bubbly Boys and regular accompanist on the London cabaret circuit, launched his Cockney Singalong show to capture the flavour and atmosphere of a good old-fashioned knees up in the grand Cockney tradition and recreate it for audiences young and old.

Since its launch in 2014, Carradine's Cockney Sing-a-long has rapidly become a fixture on the UK's thriving vintage scene, playing sell-out dates in the main auditorium at Wilton's, every Thursday at Mr Fogg's Tavern, and for vintage events, corporate events, and private parties across the country.

Jane Stewart, Community Rail Partnership Officer, said: "It is great to have Tom as part of our events programme. The Cockney Singalong event is always really popular and is certainly a bit different, but it marries really well with the nostalgia and excitement of a train trip.

"Our thanks to Tom for a really fun evening full of songs that kept people smiling and singing from beginning to end and thanks to Greater Anglia for supporting the event."



Greater Anglia's Customer and Community Engagement Manager, Alan Neville, said: "We are really grateful to the Essex & South Suffolk CRP for hosting another fantastic event that encourages people to come and take a trip by train.

"They are always coming up with new and exciting ways to promote sustainable, healthier travel for all and it was a pleasure to see so many people having such a great time on board."

Photo: People on board the music train. ©ESSCRP



# National Rail

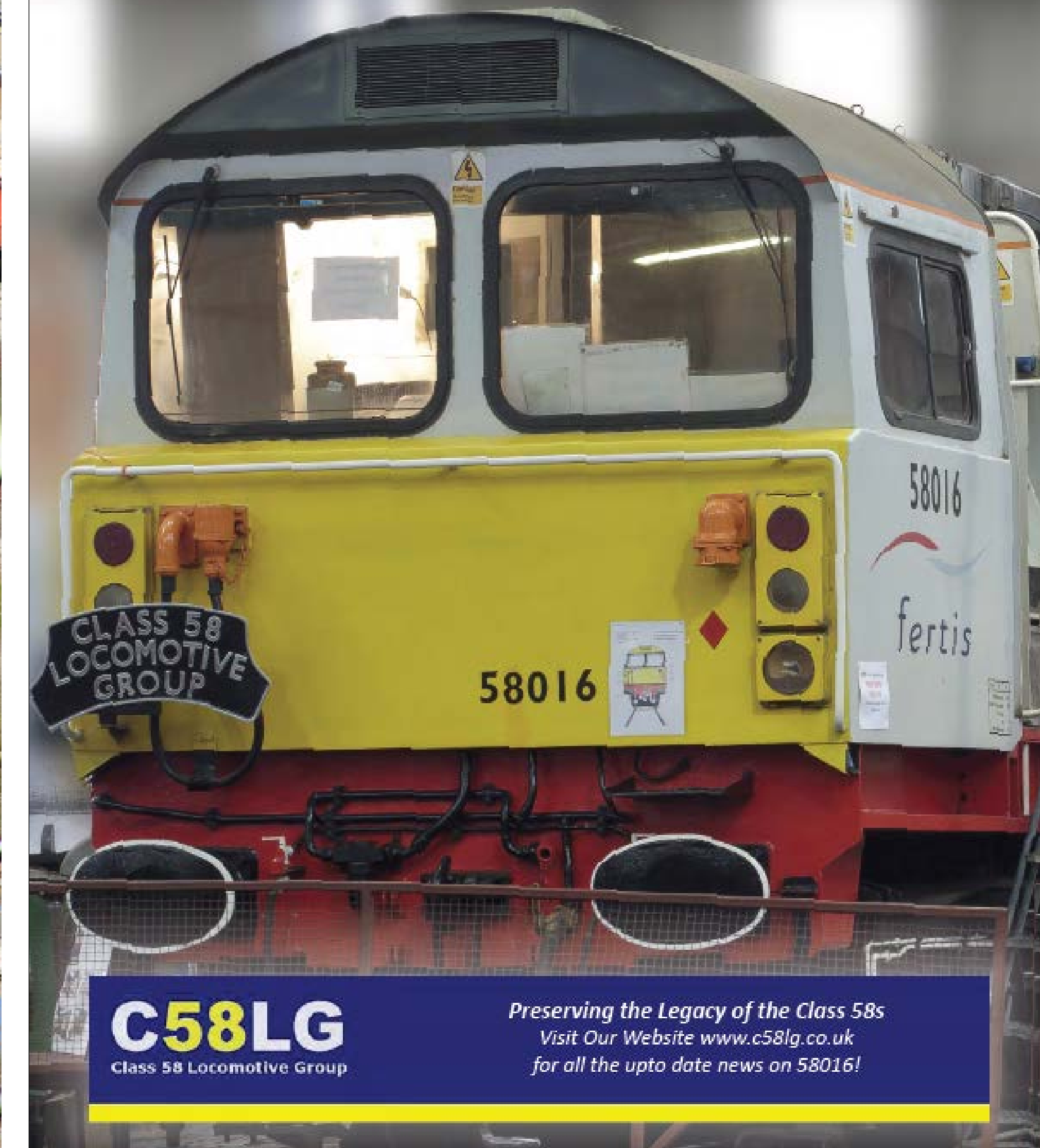
The North West RHTT are mainly covered by MPVs and one diagram sees Nos. DR98932/DR98982 arrive at Peak Forest on October 11th working 3S50 05:33 Wigan LIP to Guide Bridge. *Barry Longson*



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

There are various ways to help the C58LG:

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



**C58LG**  
Class 58 Locomotive Group

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

## Greater Anglia unveils refurbished canopy at Lowestoft station in Suffolk

Passengers at Lowestoft station will now be greeted by a smart, rejuvenated canopy following a three-month refurbishment programme by Greater Anglia.

The train operator for the East of England, Greater Anglia, has unveiled the restored canopy at Lowestoft station, giving the Suffolk station entrance a new lease of life. Passengers at the fourth busiest station in Suffolk will now be greeted by a newly refurbished awnings as a result of a project delivered by contractor Capel C.S Ltd who have enhanced both the structural integrity and aesthetic appeal of the front of the station.

The recently refreshed canopy retains the existing features of the original canopy but has been refurbished

with a GRP material (fibreglass), to ensure that it can easily be maintained and is future-proof. Some of the original timber was also used alongside the incorporation of the original spandrels [brackets]. The canopy was painted with a heritage livery to match the wider station colour scheme.

The old roof covering has also been replaced with a new EPDM rubber roof membrane laying that ensures superior weather resistance and longevity. In addition, the canopy now has a man-safe system that was designed and installed to mitigate any fall from height when inspection and maintenance is required.

Brick and stone restoration has also been undertaken as part of the project to improve the front elevation of the building. Defected structural timbers have been replaced and additional supports have been installed to improve future maintenance.

As part of the project, Greater Anglia successfully secured funding from the Railway Heritage Trust. This additional funding aided the cost of some of the mouldings, painting works, and some stone repairs.

Simone Bailey, Greater Anglia's Director of Asset Management, said: "Lowestoft station has a rich history, and we are pleased to deliver a smart, refurbished and restored entrance that will enhance the experience for

passengers. It was really important that we preserved the original look of the entrance, and I am pleased that, through our contractor Capel C.S Ltd, we have delivered an upgraded canopy that is fit for a station with such a historical significance."

The station buildings were extended in 1903 with the opening of the Lowestoft to Yarmouth line with the original canopy dating back to 1855 having been relocated to its current position. At the time, both the Great Eastern Railway and Midland Railway had ticket offices at the station with the Lowestoft to Yarmouth line being operated by the Midland and Great Northern Joint Railway.



# National Rail

Class 50 008 with Chiltern Railways DVT No. 82309 on 5M82 Bristol Barton Hill to Wembley TMD heads through Swindon on October 5th.

Colin Pidgeon



## Green light for 30 acre industrial-led logistics campus at Bow Goods Yard



Currently an isolated site, large parts are not accessible to the local community, and a series of green open spaces will be created, delivering 200,000 sq ft of new public open space. New public realm will improve the Greenway, creating new pedestrian and cycle routes alongside the introduction of 150 trees, green walls and green roofs.

Robin Dobson, Group Property Director at Network Rail, said: "Transforming this strategically underutilised freight site into the largest industrial and logistics campus that serves the whole of East London is central to expanding rail freight capacity and supporting the capital's logistics market."

An outline masterplan to regenerate over 30 acres of brownfield land at Bow Goods Yard, East London, into a rail freight campus and last mile logistics hub has been unanimously approved by the London Legacy Development Corporation. Bow Goods Yard is the final parcel of London 2012 Olympic and Paralympic legacy land to be unlocked and is Network Rail Property's first independent planning submission.

Under the industrial-led masterplan, up to 3 million sq ft of floorspace will be created, including heavy and light industrial space. Bow Goods Yard has the potential to deliver a new centralised hub for Network Rail, accelerating London's transition to green freight future. Taking up to 90,000 HGV movements a year away from the national road network, the masterplan will cut congestion and emissions.

Additionally, a range of leisure uses are proposed, with the flexibility for up to 350,000 sq ft destination leisure supported by 35,000 sq ft food and beverage alongside 55,000 sq ft of sports pitches to complement existing facilities on the Queen Elizabeth Olympic Park.

Bow Goods Yard is vital to London's construction sector, supplying over a million tonnes of aggregates annually. Rail freight contributes £2.5bn to the UK economy, and hubs such as Bow Goods Yard will be crucial to expanding sustainable freight as businesses switch to rail.

The development improves rail freight capacity and efficiency by consolidating operations, enclosing and screening the concrete-batching facility, which enables an integrated last mile logistics hub to be brought forward, with the scheme creating up to 5,000 new jobs.

"The approval of this masterplan submitted by Network Rail Property is a major milestone in repositioning the property business. It marks our ambition to drive growth and investment across our brownfield estate, taking the lead on complex projects to ensure we deliver the widest mix of commercial and social opportunities. By working closely with local communities and businesses, we are ensuring sites like Bow Goods Yard will support the local area for generations to come."

Blazej Czuba, Urban Studio Lead at Maccreanor Lavington, said: "It has been an incredible journey for us developing a project that secures the industrial capacity of the site while positively responding to its unique context in the middle of the Olympic regeneration area. The result is a masterplan showing that heavy industry can successfully co-exist with other functions in a city, and that many industrial uses can be integrated into the street fabric, instead of being relegated to an out-of-town industrial estate. But this is not just an industrial project. The leisure and community component will expand what the Queen Elizabeth Olympic Park has to offer, capitalising on London's burgeoning experience economy".

"This project would not have happened like this without extensive early-stage community engagement that meaningfully evolved the project brief. We had over 700 active community participants across 45 events and a near-unanimous support for the proposed designs"

## Loco Fleet List Ten

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

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

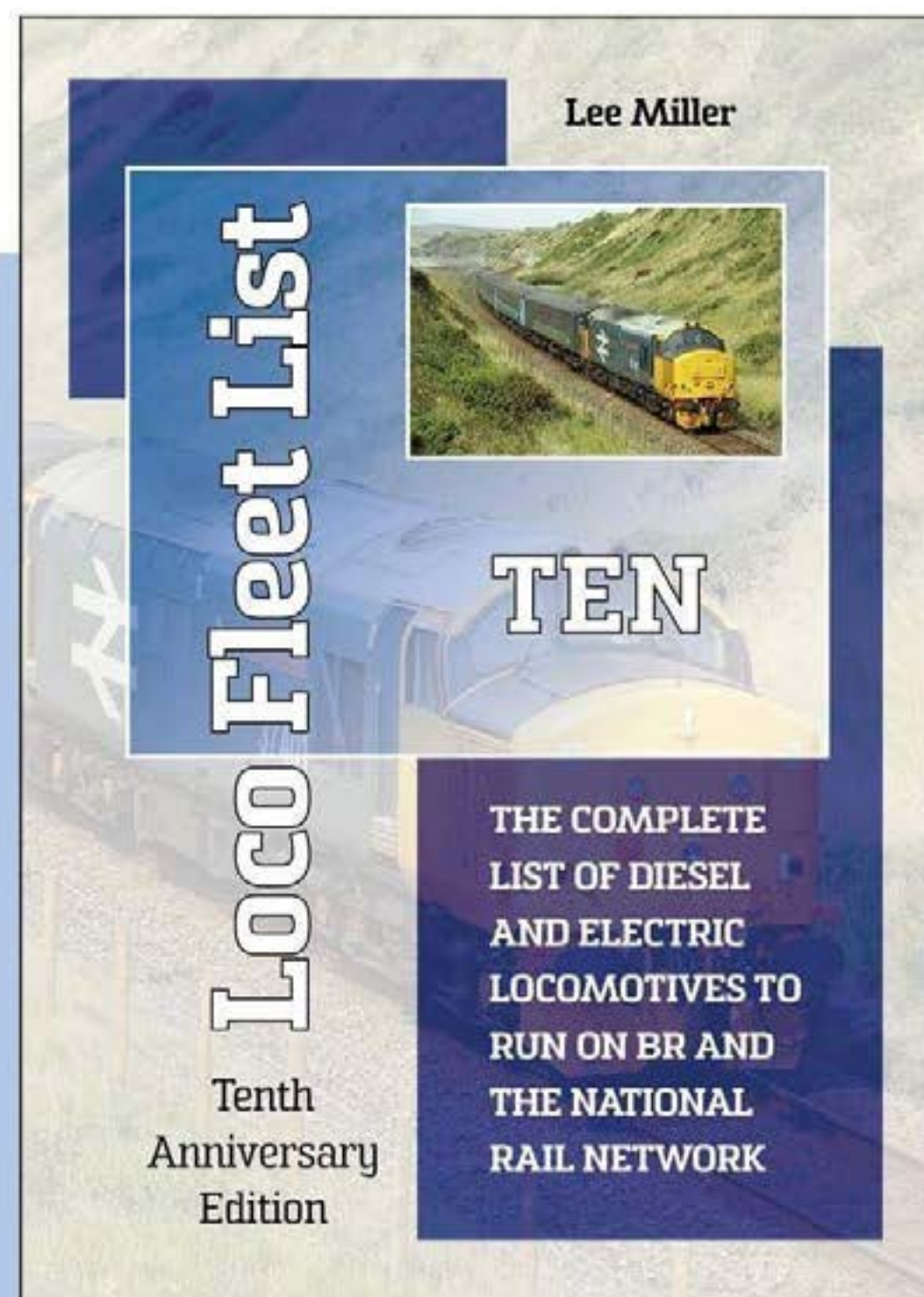
### Features:

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

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

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

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





# The 'Euston rush' on its way out as early train boarding introduced

Network Rail and its train operating partners are introducing a trial of earlier boarding of Avanti West Coast and London Northwestern Railway train services to improve passengers' experience at Euston station and significantly reduce instances of the 'Euston rush'.

The announcement comes just weeks after Network Rail and the Department for Transport announced a five-point plan to deliver a better passenger experience at the station, with Transport Secretary Louise Haigh tasking the station's teams to look again at how Euston works on a day-to-day basis and make immediate improvements where possible.

From October 28th:

Around 40% of Avanti West Coast services will be boarded 20 minutes before departure, with more services being added in the weeks ahead to the majority of services (around 55%) in the run-up to Christmas.

'Continuous boarding' of London Northwestern Railway's Birmingham services introduced from October 21st is also here to stay where passengers are invited to

board their service as soon as the preceding service has departed. The speeding up of passenger boarding and improved flows through the station have been made possible by the collaboration between Network Rail and the train operating companies to simplify cross-industry operational processes.

Gary Walsh, director for Network Rail's West Coast South route, said: "Getting passengers to their services in good time is at the heart of our improvements at Euston, and today's changes will tackle that issue head-on. Taking quick and effective action is at the core of our five-point plan which I'm pleased to say is starting to deliver for our passengers at London Euston station."

Network Rail has also convened its first rail industry summit to give passenger user groups and government an update on progress on Euston station's five-point improvement plan\*.

The event saw Rail Minister, Lord Hendy and representatives from the DfT, Avanti West Coast, London Northwestern Railway, TfL, the ORR, British Transport

Police, London TravelWatch and Transport Focus join Network Rail staff for a fact-finding visit of passenger operations, following the recent announcement of the five-point plan to improve passenger experience at the station.

Transport Secretary Louise Haigh, said: "I am pleased to see immediate improvements being made at Euston Station to reduce the risk of overcrowding, drive up standards and deliver a better experience for passengers. For too long, Euston station simply has not been good enough. That's why I have tasked Network Rail and operators with delivering a clear plan to alleviate some of the issues passengers are facing while we work on a long-term solution for the station."

Cheryl Fox, interim customer experience director at Avanti West Coast, said: "We know the travelling experience for our customers at Euston has fallen below the standards they should rightly expect. This is why we welcome any steps to make improvements. We will continue to work alongside Network Rail as well as our partners on this trial and other measures, with the aim

of making journeys at the station more comfortable for those travelling on the West Coast main line."

Jonny Wiseman, customer experience director for London Northwestern Railway, said: "We are pleased to be working together with Network Rail and other train operators to improve the travelling experience for our customers at Euston. We'll be monitoring the impact of these changes closely as we continue working with partners to make the process of boarding trains smoother across the station."

While the future of the advertising board remains under review, rail industry partners discussed its potential to be used for passenger information. Other actions being explored include making all the information desks more visible together in one place, the further expansion of concourse waiting space and a full review of all station signage. As well as updating on Network Rail's short-term plans at Euston, industry partners also took the opportunity to discuss the long-term aspirations to regenerate the Euston campus in future.





# National Rail



MPVs Nos. DR98905 and DR98955 pass through Coventry on October 30th working RHTT circuit 3S03 04:18 Kings Norton On Track Plant Depot to Kings Norton On Track Plant Depot.  
*Derek Elston*



Network Rail MPVs Nos. DR98901 and DR98951 are seen stabled at Kirkdale depot on October 1st. *Derek Elston*

## Community volunteers win recognition for helping to care for rail stations

Greater Anglia has recognised volunteers in Cambridgeshire and Hertfordshire who have been working with the train operator to help care for their local rail stations.

At the train operator's annual Station Adoption Awards, the best achievements of the last 12 months from amongst its 330-strong team of volunteer station adopters were formally recognised.

Great effort and dedication was evident at all adopted stations by the volunteers, who work with Greater Anglia to improve their local stations for the benefit of the community, but particularly impressive progress or initiatives were highlighted across 11 categories including best station, best adopter group, environmental and innovation award, and community involvement award.

Keith Reast, adopter at Broxbourne station, received the Judges' Special Award for sustained support for station adoption over many years. More recently, when wider

station upgrade works meant the land available for station adoption changed, he made the most of the opportunity to create a new garden working in conjunction with the New River Line Community Rail Partnership, schoolchildren and the wider community.

Dullingham's station adopter group won the award for the Best Small Station for their work to transform the areas alongside the platforms into gardens with stunning floral displays which not only delight passengers but have created a haven for local wildlife. Last year, the station was accredited as 'wildlife friendly' under Greater Anglia's Wildlife Friendly Stations accreditation scheme.

Geoff Howes, adopter at Whittlesea station won the Community Involvement Award for work to promote the railway locally and put the station at the heart of its community.

Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said,

"We are so grateful to our amazing team of station adopters for everything they are achieving at their stations – and their work is loved and appreciated by the community too.

"The adopters know their stations and the needs of their community well and we are happy to support their aims through small grants and facilitating improvements.

"I would like to thank them for everything they do to help make their stations welcoming for passengers and a real asset to the community."

Other winners and highly commended initiatives in Cambridgeshire and Hertfordshire included:

Manea – highly commended, Most Improved Station

St Margarets – highly commended, Best Staffed Station

Ely - highly commended, Best tubs and Hanging Baskets

MickHood, Whittlesford - highly commended, Best Personal Contribution

Greater Anglia's Station Adoption scheme enables individuals or groups to adopt their local railway station and contribute to its use and welfare for the benefit of their community. Station adopters work with Greater Anglia and, on some branch lines, also with the local community rail partnership, to bring about improvements or care for gardens and floral displays to benefit local wildlife and make stations more welcoming.

Greater Anglia provides funding to help station adopters cover the costs of small projects, such as the creation of station gardens and/or to purchase materials to help improve the station environment.

The voluntary scheme, which Anglia Railways introduced in 2003, built on similar

initiatives elsewhere in the UK, to improve lines of communication between train operators and station users, but extended it to involve station adopters in playing an active role in keeping stations looking good – initially through beautiful and inventive gardening projects and station presentation improvements.

Over the years, adopters have expanded their activities to encompass wildlife-friendly initiatives, creative community art projects, local promotion of the railway and participation in station 'health checks', as well as being the eyes and ears of their station and encouraging links between the station and local communities.



## £21m investment at Salford Crescent station to improve train services across the North West

Passengers in Salford are being advised of Network Rail work to build a third platform at Salford Crescent station.

The new, extra platform will improve passenger flow and reduce train delays by allowing more flexibility for trains travelling through central Manchester and across the country.

Salford Crescent station is on the busy Manchester to Preston line, with services calling from across the North West into Manchester and Manchester Airport.

In 2022/23 the station handled almost 1.2 million entries and exits making it one of the busiest stations in Greater Manchester.

The platform will give signallers more options to ease “traffic jams” through the station and through the busy central Manchester rail network.

To carry out the work, Salford Crescent station will close for several weekends between March and September 2025. The work will be complete in early 2026.

Simon Elliott, Head of Rail at TfGM, said: “As part of Transport for Greater Manchester’s (TfGM) ongoing commitment to enhancing the transport infrastructure across Greater Manchester, we welcome the significant improvement and investment planned with Network Rail’s work at Salford Crescent and TfGM’s at Salford Central.

“This investment in Salford will not only improve the passenger experience but also contribute to a more reliable and connected network for everyone. Together, these upgrades are a vital part of our wider ambition to improve our integrated and sustainable transport system for the future.”

Network Rail MPVs Nos. DR98912 and DR 98962 pass Plumley on October 25th whilst working a north west RHTT diagram. *Jeff Nicholls*



## New footbridge for picturesque Horton-in-Ribblesdale station

The first phase of a major accessibility upgrade for passengers in North Yorkshire is completed. A new footbridge has been installed as part of a multi-million-pound investment to make Horton-in-Ribblesdale station safer and more accessible. The station, which is on the Settle to Carlisle line, is close to Pen-y-Ghent, a fell that features in the Yorkshire Three Peaks walk.

Previously, passengers and walkers were required to cross the tracks over a foot crossing. The bridge forms the new public right of way, offering a safer alternative to crossing the railway at ground level. A temporary crossing is in place at the north of the station while the work to install lifts is carried out. This is expected to be completed by next summer (2025).

Rory Kingdon, principal programme sponsor for Network Rail said: “The work to install a bridge and lifts at Horton-in-Ribblesdale station means a safer experience for passengers and people embarking on the

Yorkshire Three Peaks walk.

“The bridge has been designed to complement the picturesque landscape it sits within, to celebrate the rich railway heritage along the Settle to Carlisle line.

“From Summer 2025, Horton-in-Ribblesdale station will be step-free, meaning it will be much more accessible for everyone.”

£1m of the funding for this project comes from the Department for Transport’s Access for All programme. The station is managed by train operator, Northern.

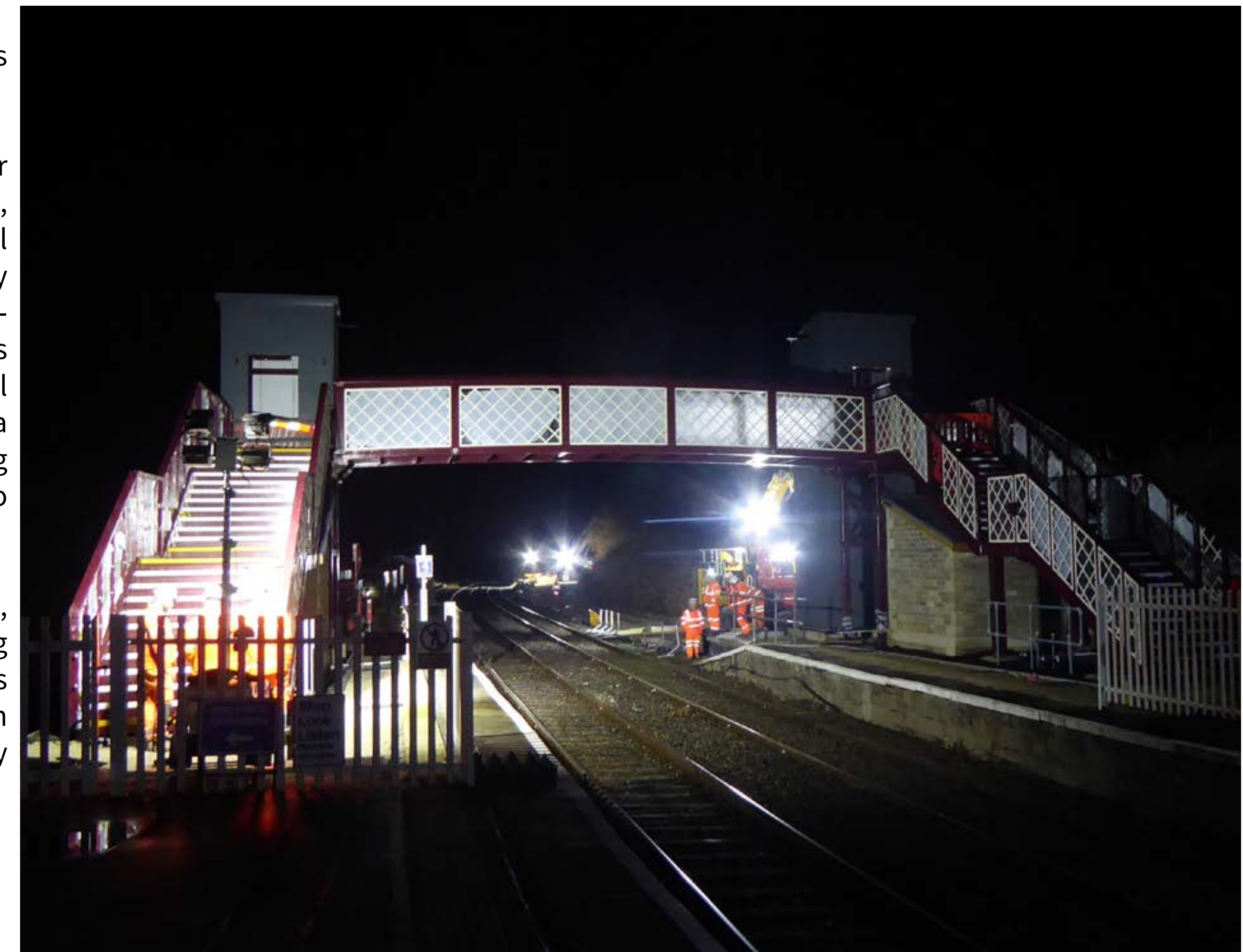
Local Transport Minister Simon Lightwood said: “This new bridge at Horton-in-Ribblesdale station rightly gives everyone the chance to experience the idyllic scenery the area has to offer.

“Our transport systems should be truly accessible and inclusive for everyone, and championing the rights of people with

disabilities is at the forefront of our plans to overhaul the railways.”

Kerry Peters, regional director for Northern, said: “We are working hard, both here at Northern and with external industry partners, to improve accessibility at our stations – including Horton-in-Ribblesdale. The new bridge and lifts will make a real difference to the travel experience of people visiting the area and we look forward to the work being complete and available for customers to use.”

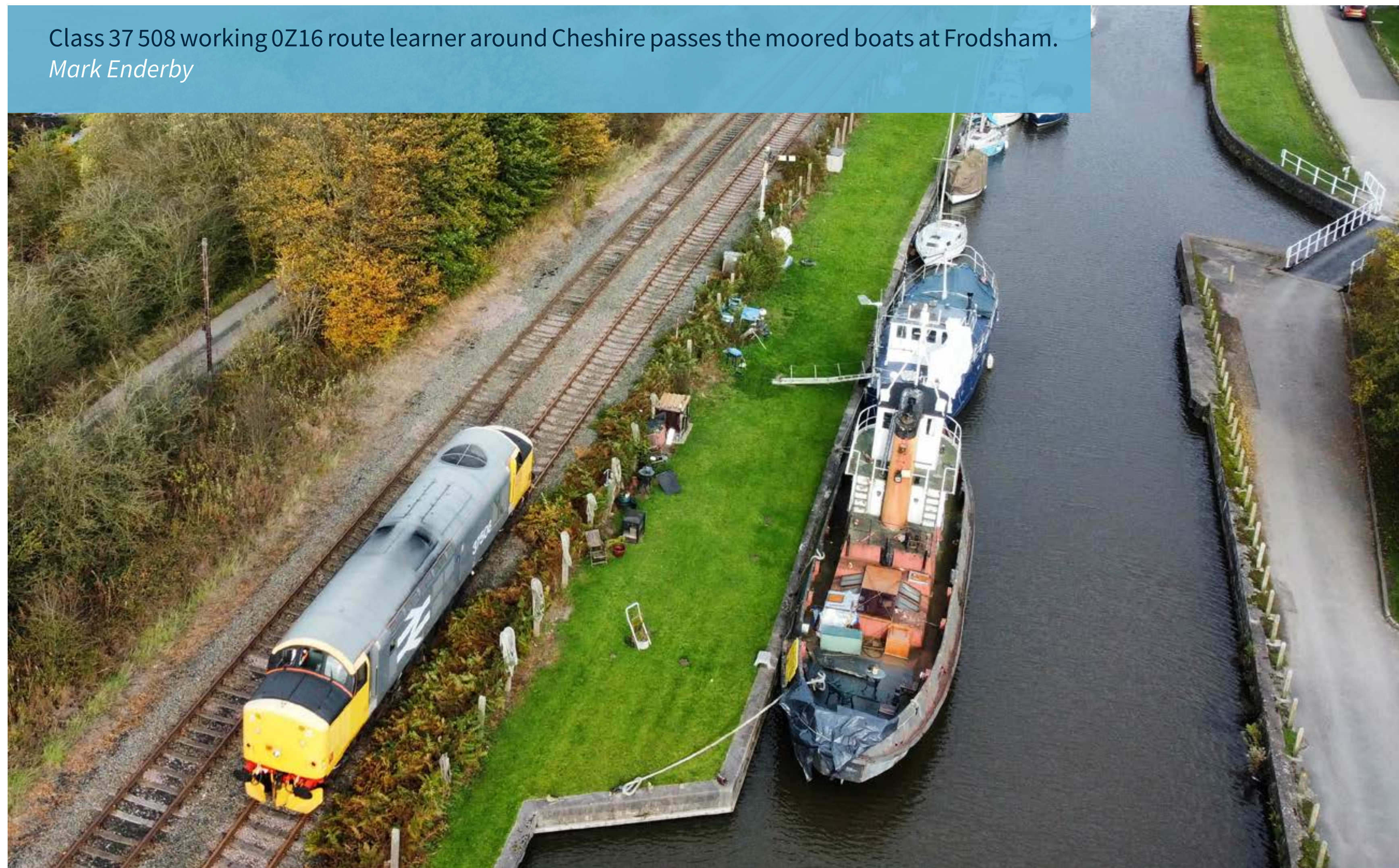
Julian Smith, MP for Skipton and Ripon, said: “It’s great to see investment going towards improving safety for passengers and walkers in this wonderful area. I’m pleased that the project keeps accessibility in mind too.”







Class 59 003 leads 70 811 and 56 078 working 6M50 Westbury to Bescot engineers, diverted via the GW route at Hatton, Warwick. *John Alsop*



Class 37 508 working 0Z16 route learner around Cheshire passes the moored boats at Frodsham. *Mark Enderby*



Class 60 026 hauling the 6E10 Liverpool - Drax Biomass passes Moore on October 26th. *Mark Enderby*



## First train completes test run between Oxford and Milton Keynes for East West Rail

A key milestone for “Connection Stage One” of the East West Rail project was reached on October 21st after a test train successfully completed its first run between Oxford and Milton Keynes. Network Rail worked with its partners at Chiltern Railways to operate the first train over the newly rebuilt section of the line between Bicester and Bletchley as part of testing on the route. This work brings the rail line a step closer to reopening to passengers for the first time in nearly 60 years.

Departing from Oxford station at 9.43am, a Chiltern Class 168 train made a full journey along the line, travelling via Bicester, Winslow and Bletchley before arriving at Milton Keynes Central at 10.25am. The journey along the entire route took 42 minutes to

complete, with the train reaching the full line speed of 100mph on several sections of line.

Christian Irwin, Network Rail’s Director of Capital Delivery, said: “Today is a huge milestone for the East West Rail project. I am incredibly proud of the partnership between Network Rail, our East West Rail Alliance supply chain partners, the DfT, EWR Company and Chiltern Railways, in successfully completing the construction and entry into service of the new railway between Bicester and Bletchley. The running of our first test train today is a huge achievement and brings us one step closer to restoring train services between Oxford and Milton Keynes for passengers.”

Rianna Stanwell, Programme Director at

Chiltern Railways, said: “I am delighted that Chiltern will be running the first series of test trains between Oxford and Milton Keynes. Working with colleagues at Network Rail and the EWR Alliance this important step in the programme will ensure the infrastructure is ready for passenger service in the future.”

David Hughes, CEO of East West Railway Company, said: “This is a fantastic achievement and an extremely proud moment for everyone here at East West Rail. I would like to thank all our colleagues at the East West Rail Alliance who have worked so hard to rebuild this railway and in particular, our local communities for their continued patience and understanding during the construction works. We can all now look forward to passenger services beginning

next year and delivering the improved connectivity which this region so desperately needs.”

### Connecting communities

The event not only marks the first time a train was able to use this section of the new railway line, but also a major stage of the East West Rail project which is planning to deliver transport connections for communities between Oxford and Cambridge.

Connection Stage One of the project includes the introduction of services from Oxford to Bletchley and Milton Keynes with the aim of the first passenger services starting in 2025. Services will better connect passengers and will have the potential to help unlock economic growth and create

new opportunities across the region.

### Looking ahead

Chiltern Railways is supporting both Network Rail and the East West Rail Alliance which is a partnership between AtkinsRéalis, Laing O’Rourke, VolkerRail, and Network Rail, by running test trains as part of technical preparations to open the line.

Testing and training will now take place over the coming months and the project remains on track to begin passenger services in 2025. Further test runs, supported by Chiltern Railways, will continue to ensure the safety and reliability of the new infrastructure.

## From bin to cup: Network Rail tracks the journey of a coffee cup from its station bins as part of new recycling effort to divert 100% of all waste from landfill

Network Rail has teamed up with The Green Block to launch a new initiative aimed at boosting its station recycling rates to 95% and diverting 100% of waste from landfill.

Since 2020, Network Rail has been trialling The Green Block’s patented and innovative Mobile Segregation Unit (MSU) which manually segregates waste on site into its recyclable commodities whilst capturing accurate and digital data, once rubbish from trains, public bins and retailers in stations has been collected.

The MSU is based at London Victoria station and has enabled Network Rail to recycle over 7,000 tonnes of waste from London Victoria since the trial began. Over a 12-month period, this recycling technology is expected to reduce Network Rail’s carbon footprint at London Victoria by 121 tonnes – the equivalent weight of a blue whale.

The success of the trial has seen two further MSUs installed at London Bridge and London Waterloo stations

which will recycle waste from across Network Rail’s London managed stations\*\*. It is estimated 1,500 coffee cups are segregated, baled and recycled per day across these three stations alone. This is approximately 42,000 coffee cups every four weeks. Since December 2023, the increased recycling rates has also generated Network Rail £10,000, money earned from recycled waste from across its London managed stations which is being reinvested back into the railway. It has also created 18 local and sustainable jobs for the local community.

During National Recycling Week (October 14th -18th), Network Rail has rolled out 60 new 1,100 litre bins at London Victoria station which all have a QR code for passengers to follow the journey of their coffee cup as it is recycled. These new bins also provide a potential industry-first sponsorship opportunity to create a commercial benefit that both increases revenue for the railway and reduces the cost of managing waste to the taxpayer.

Working closely with train operators and retailers, all

waste producers have coded bins or bags so all rubbish and recycling is weighed and tracked in real time using proprietary software called Plaza, so the industry knows exactly how much waste is being generated, who is producing it and exactly where it ends up.

From April 2025, it will be mandatory for all organisations to digitally track and keep real-time records of where the waste comes from and how and when it is disposed. This initiative means Network Rail is compliant five years early.

Karin Skelton, Network Rail’s Sustainability Programme Manager, said: “We run almost a third of Britain’s rail services in the Southern Region - that’s 700 million passenger journeys every year, each one with their own individual story, each one relying on us. We’ve got a fantastic opportunity to do our job in a way that minimises our impact on the environment, and we’re absolutely committed to being cleaner, greener and more socially responsible. We produce thousands of tonnes of waste every year at our big London stations,

so The Green Block partnership means we’ve been able to significantly improve our recycling rates to over 90%. But we’re committed to doing even more and are aiming to reach 95%, as well as eradicating the waste we send to landfill. The best thing about this project is that our passengers don’t need to change a thing.”

Josh Katz, General Manager of the MSU division at The Green Block (TGB), said: “At TGB we are committed to delivering safe and sustainable solutions. We are delighted to be supporting Network Rail in their sustainability journey, with the introduction of the globally-recognised Mobile Segregation Unit (MSU) and its real-time data tracking through the Plaza system, leading the way within the transportation industry.”

\*Based on 2023/24 data

\*\*Across Network Rail’s Southern Region, Network Rail’s managed stations include London Victoria, London Waterloo, London Bridge, London Charing Cross, London Cannon Street, Clapham Junction and Guildford.



# National Rail

▶ MPV No. DR98920 leads a RHTT working past East Grimstead near Salisbury on October 26th.  
*Michael Bennett*

▶ MPVs Nos. DR98962 and DR98912 pass through Altrincham on October 10th on railhead cleaning duties covering parts of Liverpool and Manchester from its base at Wigan L.I.P.  
*Michael Lynam*

▶ Northern's Class 331 103 slows for its call at Leyland on October 28th.  
*John Sloane*





## Network Rail and White Cliffs Countryside Partnership hire some unusual new staff – with hooves instead of hard hats



They're not the usual employees you'd expect a railway to hire, but Network Rail's latest recruits, a herd (or "trip") of goats, have taken to their new jobs with great enthusiasm, helping to restore chalk grassland near – but not on – tracks in Folkestone.

The unique landscape of Folkestone Warren surrounds the railway between Folkestone and Dover, with its rare chalk grassland habitat supporting a variety of unusual species of plants and animals. Many of the rarer species of plant, such as chalk eyebright require open ground to thrive, and up until recently the only way of providing that was for staff to use brushcutters to cut back the encroaching brambles and scrubs.

While that's still a crucial part of the area's management, a trip of Boer goats has joined an existing herd of cows to graze parts of the Warren that aren't easily accessible to staff and volunteers.

The land and the cliffs at Folkestone Warren are a designated Site of Special Scientific Interest and local nature reserve, and is managed by the White Cliffs Countryside

Partnership on behalf of Network Rail.

Steff D'Agorne from the White Cliffs Countryside Project said: "We're delighted to welcome our goats to this Nature Reserve. Historically, Folkestone Warren was a much more open landscape, with a mixture of chalk grassland, scrub and woodland and we're hoping the goats will help restore some of this diversity and encourage some of the rare species that occur at the Warren to colonise new areas. We know that diverse habitats are much more resilient, so the goats should help the Warren's wildlife adapt to the challenge of a warming climate."

Derek Butcher, from Network Rail's Southern Region, said: "We're privileged to be custodians of the Folkestone Warren – a geologically active landscape that our railway was built through in the 1840s. We need to look after it properly to preserve its incredible species. Bringing in natural grazing is a sustainable way of doing that, meaning less noise, less pollution and less need to put people at risk by having to maintain steep slopes."

Network Rail funded the goats through its Green Fund, which exists to invest in environment and social sustainability projects in the Southern region, driving outcomes like carbon reduction, biodiversity improvements and increased social value. The Network Rail team arranged for the goats safe arrival on a carefully marked out route to stop them accessing the railway – which is securely fenced off throughout the site. Conservation grazing isn't possible on the lineside to keep trains and goats safe from each other, and the electrified conductor rail.

Steff added: "While the goats are an exciting addition to Folkestone Warren, we're keen that people respect that they have a job to do and leave them alone to live happily and graze the landscape undisturbed. Please keep dogs on leads when you're around the cliffs and the paths of the Warren."

The White Cliffs Countryside Partnership is looking for volunteers to help them as "Lookers" – an old Kentish term for country workers who watched over sheep and other livestock. Anyone interested in playing a role in the continued preservation of the Warren by watching out for the goats should get in touch via email to [WCCP@dover.gov.uk](mailto:WCCP@dover.gov.uk).

Volunteers are welcome to help by looking as often or infrequently as they like, and all the training they need will be provided by the Rangers.

## Network Rail's Suicide Prevention Programme marks key milestone with over 27,000 recorded interventions

On World Mental Health Day, October 10th, Network Rail has announced a new milestone with its Rail Suicide Prevention Programme as more than 27,000 interventions have been made across Britain's rail network.

Over the last year alone (2023-24), 1,937 interventions were made on the rail network in Britain through the support of the partnership which has been delivered through Network Rail, Samaritans and British Transport Police. The partnership aims to provide specialist training for rail staff, and partners to raise public awareness about suicide prevention, the signs to look out for to see if someone needs help, and teaches them the best ways to approach vulnerable people and these can range from simply talking to them or calling for further professional assistance.

Louise McNally, Network Rail's suicide prevention lead, said: "It's a great achievement to see that over 27,000 potentially life-saving interventions have been made to help support and identify vulnerable people across the rail network who may be at risk of suicide."

The Rail Suicide Prevention Programme helps us, as an entire industry, respond as effectively as we can to the many people that are presenting on the railway either in distress, in crisis, or struggling to cope. It also provides invaluable support to those members of the workforce who find themselves involved in some difficult incidents."

Network Rail continues to work closely with the Samaritans to train thousands of frontline railway staff with the skills to identify vulnerable individuals and confidently intervene.

Dave Brown, Samaritans senior programme manager for rail, commented: "Our partnership with Network Rail has been running for over 14 years and the impact it has had on saving lives has been huge. By equipping rail staff with the knowledge and confidence to help vulnerable people in distress, we ensure lives are saved each year."

To date, more than 30,000 rail employees and British Transport Police officers have been trained in suicide prevention techniques through the Samaritans' 'Managing Suicidal Contacts' course. This training has enabled staff to recognise the signs of someone in distress and offer assistance in critical moments.

Network Rail's Dom Mottram, knows the importance of looking out for others after he experienced suicidal thoughts aged 19 and was considering taking his life when a lady approached him and asked him a question – her kindness "snapping him out of harming himself in the moment". Dom has since gone on to do the 'Managing Suicidal Contacts' course with Samaritans and has helped others in a similar situation, both in and out of the rail environment.

Dom said: "I'm thankful for the ripple effect of that lady saving my life – without her stopping and checking if I was okay, I might not be here to now look out for and save others. With the support of family and friends I've come a long way since my 19-year-old self and applying my training with Samaritans to potentially life-saving scenarios has been incredibly rewarding. If I see someone who doesn't seem ok, I often go over and ask if they're alright and try and bring them to a place of safety. It's so important that we look out for one another each and every day."



# National Rail

Colas Rail track machine No. DR73936 heading from Par to Bristol passes through Dawlish on October 22nd. *Allison Twycross*



## Did you Know - Ken Mumford

Some more of the nations oddities this month:

### The Midland and South Western Junction Railway

The Midland and South Western Junction Railway was an independent railway built to form a north-south link between the Midland Railway and the London and South Western Railway in England, allowing the Midland and other companies' trains to reach the port of Southampton

When the M & S W J. Railway was opened, an excursion was run from Cheltenham for visitors to the Chedworth Roman Villa, but the excursionists were refused admission - was this because Lord Eldon [when Earl Eldon, in 1864, discovered the remains of a Roman villa on his extensive land] was extracting revenge for damage done to his property during the construction of the line.

Navvies lived and worked hard on the construction of the M & S W.J line cutting at Chedworth in 1889. They kept the local court quite busy handling charges of drunkenness, fighting, poaching, trespass and theft.

Dieselisation using GWR railcars were tried. In 1936, such a railcar was seen at Chedworth but such motive power did not attract sufficient traffic - it only lasted one year.

### Great Western Prairies



## DID YOU KNOW?

The upper part of the bunker 'recess' for the top lamp

clearly protected the lamp when the loco was being coaled. Crews, however, called it the 'wind plate' which reduced blast through the open bunker doors when running bunker first.

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus (not shown)

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



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



10+ Price: £7.60 EACH

If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing, Pricing will vary on artwork / design and quantities.

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# A Different View

Class 37 508 working 0Z16 route learner heads past the disused Fiddlers Ferry power station on October 23rd. *Mark Enderby*





# A Different View

TfW Class 158 835 crosses Barmouth Viaduct on October 7th with a Birmingham International - Pwllheli service. *Jeff Nicholls*





# A Different View

One for the rivet-counters: Standard Class 9F 2-10-0 No. 92134 simmers at Bury Bolton Street station between Halloween special duties on October 25th. *Gerald Nicholl*



A silent Oakworth station, on the Keighley and Worth Valley Railway, during the Beer and Music Festival for 2024. This was the Saturday night of the event and whilst the station was manned (for the level crossing) it was closed to passengers, as the platform is too short to be safely used in the dark on such a busy night. *Amy Bucki*





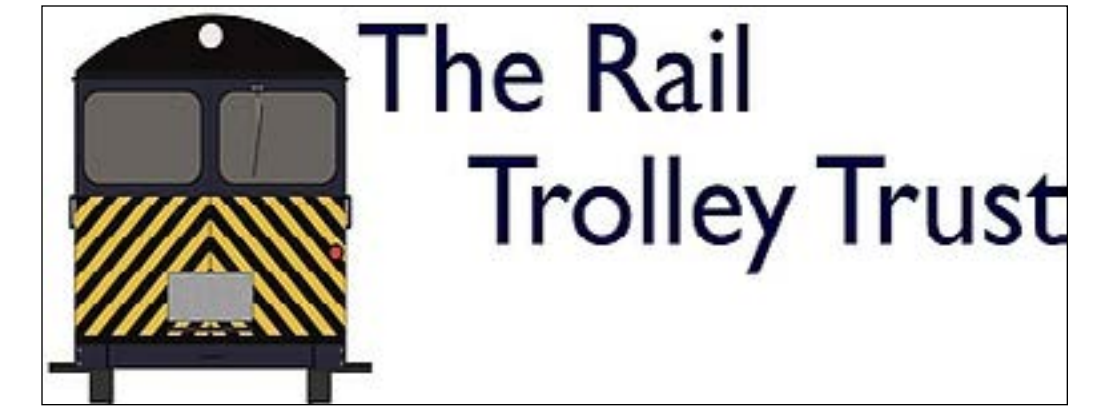
# A Different View

Oakworth Station, on the Keighley and Worth Valley Railway, during the Beer and Music Festival for 2024. This was the Thursday night which was the quietest of the weekend, with just events happening at Oxenhope in the display shed, with Pacer Class 144 011 running a frequent service along the line. *Amy Bucki*





# Unique Lesmac Arrow Motorised Trolley and Bance Alumi Cart 2nd Generation Two-Seater Trolley



On July 12th, the Trust received a call from Ecclesbourne Valley Railway asking whether the Trust were interested in this Trolley, that they were looking to dispose of.

The Trust's board discussed this and by the July 17th, a deal had been agreed for it to join our fleet.

Our generous supporters at Lesmac (Fasteners) Ltd have supplied us with documentation for the Trolley as well as some original video clips of it being demonstrated. With the EVR focussed on a number of events, it was agreed that collection would be delayed until after their main season. Andrew Briddon has kindly agreed to collect the Trolley for the Trust, and it will initially be stored at his Darley Dale site.

The Trolley was built in 2010 and is Lesmac Works No. LMA001. It was fitted with a Honda GX200 RHQ4 engine. Once the Trolley has been collected, a full survey will be

carried out to ascertain what work is required to return it to service.

The Trust is interested in any other photos and videos of the Trolley. If anyone has any, please contact the Trust. The Trust continues to appeal for funds towards the £10k target we set ourselves last year and hopes that as we are able to share more positive news, more donations will be forthcoming to enable us to move more of our collection to our secure locations, provide further suitable storage accommodation for some of our older & more historic vehicles and make some significant progress on several restoration projects.

Photo: ©Paul Moseley - dated April 29th 2015

In February 2024, our Chair was contacted by a private individual who had acquired a Trolley which had long been assumed to have been scrapped. The Trolley in question is Bance Alumi Cart 2nd Generation Two-Seater Trolley – Works No. 080 of 1999.

This was supplied to a company called Laser Rail in mid-1999 and was a non-standard vehicle made for a customer to fit their own instrumentation.

Our friends from <https://www.ontrackplant.com/> advised that this Trolley was originally paired with a Geismar ECG7-C Track Geometry Measuring Trailer – Works No. C/99/013. The fate of the Trailer is unknown, but again it is assumed to have been scrapped. (If anyone has any pictures or information about this, we would obviously be interested to hear). Our Chair, tried to assist the private individual with finding a new home for the Trolley but without success. However, the Trust has been in contact with Anglesey Central Railway Ltd. (<https://www.leinamlwch.co.uk/>) since early 2019 and during discussions with them in June this year had been advised that they were now able to use a powered Trolley on the line.

The Trust Board had a discussion and decided that this was a great opportunity to further part of the aims of

the Trust. A deal was agreed by which the Trust would purchase the Trolley along with a Permaquip Link Trailer and they would then be placed on a Run & Maintain Loan with ACR Ltd. So, in early August, the Trust paid a deposit for the vehicles and on October 25th, ACR Ltd. collected them from their former owner and transported them to Anglesey. They are currently held at a secure private site awaiting the provision of suitable covered secure accommodation at ACR Ltd.'s site at Llangwyllog Station.

The Trust is interested in any other photos and videos of the Trolley. If anyone has any, please contact the Trust. The Trust would like to thank Roger Bance of R. Bance & Co. Ltd. (<https://bance.com/>) for the information his has supplied and his ongoing support. The Trust continues to appeal for funds towards the £10k target we set ourselves last year and hopes that as we are able to share more positive news, more donations will be forthcoming to enable us to move more of our collection to our secure locations, provide further suitable storage accommodation for some of our older & more historic vehicles and make some significant progress on several restoration projects.

Photo: ©SB Rail Photography - dated October 25th 2024





Perfect for diners who are looking for that unforgettable experience to share with family and friends, the Great Central Railway festive first-class dining offers four delightful courses served on board a first-class carriage drawn through the gorgeous Charnwood countryside by a heritage steam locomotive. Look out over a quintessential wintery scene as you savour high-class food and drink with dining dates and events available to book from November 23rd through to the New Year.

Join us on Christmas Day itself for an experience you and your loved ones will never forget with a gloriously

indulgent six-course feast. All served while you immerse yourself in the spellbinding feeling only heritage steam locomotives can bring. Tickets will go fast so book today!

Beyond the 25th, join Great Central Railway on Boxing Day Special and New Year's Eve Celebration for more unforgettable experiences. Don't fill up too much on Christmas Day, because the Boxing Day feast offers diners 5 courses of incredible food for them to drink, eat and be merry as they travel through the Charnwood countryside.

Ring in the New Year in the ultimate style on the Great Central Railway, with a 6-course meal and copious amounts of bubbly! Be aboard the first-class dining car as the clock ticks over, returning to Loughborough Station by 12:30am.

For more information and to book, please visit: <https://www.gcrailway.co.uk/christmas-dining-services-2024/>

### *Christmas Jubilee dining*

November 23rd – December 22nd

Embark on a magical journey this holiday season with the Christmas Jubilee First Class Dining Service. Departing from Loughborough at 1pm, indulge in a four-course festive lunch crafted from the best seasonal ingredients, rounded off with tea or coffee and hand finished mince pies. All as a heritage steam locomotive carries you through the scenic Charnwood countryside.

### *The Christmas Forester*

November 23rd – December 22nd

Spend a wonderful evening being whisked along by the famous Sherwood Forester steam locomotive and enjoy the ultimate in civilised festive dining. Five fabulous courses await including the best of and an unmatched atmosphere as the twinkling lights of Charnwood drift past in the background. The Christmas Forester departs at 7pm sharp on select dates throughout the festive period.

### *The Christmas Midlander*

December 6th, 13th and 20th

The full traditional Christmas dinner with family and friends expertly prepared and with the irresistible addition of heritage railway magic. Tuck into your turkey in an experience to remember, including a special scenic pause on Swithland Viaduct to let you take in the reservoir in all its wintery glory.

### *Christmas Murder Mystery*

December 6th, 13th and 20th

Prefer your dinner with a thrilling twist? Murder is in the air on this special festive-themed murder mystery train, 'Christmas to the Sound of Slay Bells'. Enjoy a delicious three-course meal while ruminating on whodunnit as you wind your way along the Great Central Railway.

Tickets for all events currently on sale are expected to sell out quickly, so pre-booking is strongly advised. To book your tickets and find out more information about all the events on offer at Great Central Railway, please visit: <https://www.gcrailway.co.uk/christmas-dining-services-2024/>

### *Corporate Fine Dining*

Dining cars for Great Central Railway will also be available to book for business parties, corporate events and team outings this festive period. Please see the website for more details.

Celebrate Christmas with Great Central Railway and create memories that will last a lifetime!



# Wensleydale Railway completes major track repairs as part of plans to restore passenger services to Redmire



Our goal to return to Redmire in 2025 is an ambitious one and we face a few challenges ahead. However, we are determined to succeed and will shortly be focusing our attention on the section of track west of Wensley Station towards Redmire Station.”

Nick Keegan, Fundraising and Marketing Manager at Wensleydale Railway said: “The response to our latest fundraising appeal has been excellent and demonstrates not only the incredible generosity of people, but also their genuine desire to see this beautiful scenic section of our railway once again carrying passengers.”

He added: “I would like to thank everyone who has donated and made this work possible. We very much rely on the kindness and generosity of our charitable Trust members, shareholders and the general public to keep our community railway running. Your support is greatly appreciated.”

Toby Lampitt, Director of Lampitt Rail Services said: “I was very pleased to be able to support Wensleydale Railway and their plans to restore passenger services to Redmire Station. This project was completed over a 5-week period, and I look forward to providing further support to the railway in the future.”

Photo: ©Lampitt Rail Services.

Wensleydale Railway has announced that it has successfully completed essential track repairs as part of its on-going plans to restore passenger services to Redmire. Work began in mid-September on a 0.75-mile section of track at Wensley, close to the site of the former Wensley Station. The earthworks which carried the railway along the foot of the cliffs below Leyburn Shawl had eroded and material fallen into the adjacent fields. Some sleeper ends were left exposed and unsupported.

The railway hired the services of a specialist railway contractor, Lampitt Rail Services, to undertake the repair work, with support from its operations staff and infrastructure volunteers. The work included rebuilding and widening sections of eroded embankment and

slewing some of the track into a more stable position.

The railway currently runs services from Leeming Bar to Leyburn. The 5.5-mile section of railway between the Georgian market town of Leyburn to Redmire village has been closed to the public since 2020. This has been due to the deteriorating condition of the track and infrastructure on this section of the railway.

Some of the track is life-expired and dates back to before the First World War. Wensley is located approximately half-way between Leyburn and Redmire.

Wensleydale Railway has set itself the goal of re-opening the line between Leyburn and Redmire stations by September 2025. This is to coincide with the 200th anniversary celebrations of the World’s first passenger service on the Stockton & Darlington Railway in 1825. In support of this goal and focused on the Wensley track repair work, The Wensleydale Railway Association (Trust) launched a fundraising appeal in July 2024 that has raised approximately £37,000 to date.

Russell Lord, Director of Infrastructure at Wensleydale Railway PLC said: “Completing this project is a major step forwards in our plans to restore passenger services to Redmire.



# Santa Express returns to Great Central Railway for 2024!



The much-loved family tradition is returning this festive season, ready to once again delight children from across the Midlands and beyond.

The Great Central Railway is excited to announce the return of the ever-popular Santa Express as contract negotiations with Old St. Nick have finally succeeded (a few more mince pies sealed the deal!)

Running from November 23rd through to Christmas Eve, Great Central Railway's famous heritage steam locomotives will puff passengers along on a magical journey through the gorgeous vintage Loughborough Station before winding its way through the wintry Charnwood countryside to Leicester North before returning to Loughborough with a very special passenger on board... along with a few of his helpers of course!

This year, the Express is excited to include a special stop along the Swithland Viaduct to allow passengers to take in the gorgeous views over pristine scenery and active wildlife.

Little ones are sure to be delighted by Great Central Railway's specially curated Christmas Activity Pack, filled with games, puzzles, and colouring sheets. Santa will of course be making an appearance, and he knows how to spread magic, happiness and cheer.

Every child on board will receive a special Christmas gift from the man himself (as long as they aren't on the naughty list of course!) and each child will receive a drink and treats onboard as well as a goody bag full of festive cheer to take home. Adults are far from forgotten and will be treated to mince pies and Irish cream liqueur and there's a full at-seat bar service available to help you celebrate in style.

## *Private Carriages*

For families or groups looking to go that extra mile this year, private carriages are available that will give the lucky children a private audience with Santa – so that they can really go into detail on exactly what they want for Christmas and the adults can capture it all on film.

Other special upgrades include delicious hot chocolates, customized Santa Express mug keepsakes and tasty chocolate novelties.

Tickets for the Santa Express are available to book now both for standard class and for private carriages. Santa Express tickets are always popular, so families are advised to book soon to avoid disappointment!

Find booking dates and more details on the Great Central Railway website: <https://bit.ly/SantaExpress2024>



# HARMAN'S CROSS STATION VOLUNTEERS DONATE SURPLUS WOOD TO SWANAGE COMMUNITY CARPENTRY CLASSES



Dedicated and caring volunteers who maintain the Swanage Railway's award-winning heritage station at Harman's Cross - which has been built from nothing since the late 1980s - are donating surplus off-cuts of wood to a community group for use in its carpentry classes. The National Lottery funded Durlston Pleasure Grounds project in Swanage supports 'The Shed' - located at the Victorian Durlston Castle - which is an accessible centre for the local community enabling people of all ages and abilities to socialise, learn new skills and volunteer in supporting the Durlston Country Park and its acclaimed National Nature Reserve.

Bob Bunyar, the Swanage Railway's volunteer manager at Harman's Cross station, said: "Throughout the year, we work hard to maintain the wooden heritage buildings at Harman's Cross, as well as wooden fencing, so there are always off-cuts of wood that previously would have been burnt. We are delighted that our off-cuts of wood are not wasted and are instead being donated to 'The Shed' at Durlston Country Park to help with its community carpentry classes and activities which

is a very worthwhile, positive and practical cause. It's very pleasing to know that we are able to help another voluntary group in the Isle of Purbeck after the suggestion to donate our surplus off-cuts of wood from my wife Suzanne when I told her we had to clear out a timber store at Harman's Cross station," added Bob who has been a dedicated Swanage Railway volunteer for more than 30 years and lives in Swanage.

The son of Harman's Cross station volunteers Terry and Judy Tovey is a regular user of 'The Shed' where he puts his wood working skills to good use in making items - such as bird feeders, bug houses, key tags and other wooden gifts - for sale in the Durlston Castle shop and at various fairs, including the Swanage Christmas Market in December. Terry and Judy's son also occasionally helps his parents with maintaining the gardens at Harman's Cross station which regularly draw admiring praise from train passengers.

Swanage Railway Trust chair Frank Roberts said: "As a resident of Swanage for 40 years, I have always

endeavoured to support the wider community in the Isle of Purbeck so I am delighted that this new initiative has proved to be of mutual benefit to our dedicated volunteers at Harman's Cross station and at Durlston. These are difficult times for many people and organisations so the Swanage Railway will continue to support recycling moves to help other local groups," added Frank who lives in Swanage and has been a dedicated Swanage Railway volunteer for 40 years.

Most people think Harman's Cross station has been in existence since the Wareham to Corfe Castle and Swanage branch line was built in the 1880s but it only started to be built by dedicated volunteers in the late 1980s when the Swanage Railway's relaid tracks arrived at Harman's Cross.

Bob Bunyar explained: "Maintaining Harman's Cross station is like the Forth Bridge in Scotland, there is always painting and maintenance work to do. It's a continual effort by our dedicated and good humoured team of volunteers to keep the station looking good and

we always start out day with a cup of tea! The station gardens are also a big asset and last year we were awarded a Silver Gilt in the Community Rail Gardens Competition which covers railway stations in the south west of England - from Cornwall through to Hampshire - and we were also awarded a Royal Horticultural Society award for the management of our gardens. We have projects to do now the main peak heritage train operating season is over and new signage is being made for the station booking office, waiting room and platform numbers. A recent job was the renovation of our station lights where the metal work had rusted on five lamp heads and needed replacing," added Bob who lives in Swanage.

The friendly Harman's Cross station team always welcome new volunteers and meets on Mondays and Wednesdays from 10am until 2pm. Anyone interested is welcome to visit the station on those days to have a look and enjoy a chat.



# East Lancs Railway

Standard BR Class 9F No. 92134, visiting the East Lancs Railway, makes light work of the five coach Heywood to Bury service as it approaches Ewood Bridge on October 25th. *Lee Stanford*





# East Lancs Railway

Visiting from the NYMR, Standard 9F 2-10-0 No. 92134 heads a half-term service for Rawtenstall past Castlecroft Museum on October 23rd. *Gerald Nicholl*





# East Lancs Railway

▶ Sharp, Stewart & Co Works No. 1448 Furness No. 20 is seen arriving at Ramsbottom working the shuttle service from Bury on October 11th. *Michael Lynam*

▶ Andrew Barclay Works 0-4-0ST No. 1969 'JN Derbyshire' is seen in Castlefield Yard on October 11th. *Michael Lynam*

▶ Hunslet Austerity 0-6-0 No. 2890 arrives at Bury Bolton Street on October 11th with a service from Heywood. *Michael Lynam*





# East Lancs Railway

▶ BR Standard 9F 2-10-0 No. 92134 approaches Townsend Fold crossing on October 12th.  
*Michael Lynam*

▶ British Railways Bullied 7P5FA 4-6-2 'West Country' Class locomotive No. 34092 'City of Wells' departs Irwell Vale with a service to Rawtenstall on October 12th. *Michael Lynam*

▶ LMS Fowler 3F (Jinty) No. 47298 approaches Irwell Vale en route to Bury on October 12th.  
*Michael Lynam*





# Severn Valley Railway

▶ Class 40 106 is seen at Eardington on October 5th working the 10:00 Kidderminster - Bridgnorth service during the lines Autumn diesel gala.

*Phil Martin*

▶ Catching the sun, Class 50 033 is seen at Eardington on October 3rd working the 16:15 Bridgnorth - Kidderminster. *Phil Martin*

▶ On October 4th, Class 46 045 passes Eardington hauling the 11:55 Bridgnorth - Kidderminster service. *Phil Martin*





# Severn Valley Railway

On October 5th, Warship No. D821 'Greyhound' waits patiently for the late running Class 37 263 to arrive at Arley, before continuing towards Bridgnorth.  
*Barry Longson*





# Severn Valley Railway

▶ A general view of Kidderminster MPD on October 5th, with Classes 20 189, 20 148, 25 262, 25 278 and 33 108 visible. *Barry Longson*

▶ GWR HST with power cars Nos. 43122 and 43094 pass Foley Park On October 5th. The set visiting the line for the Autumn diesel gala, and has remained there since. *Brian Battersby*

▶ Class 40 106 passes Foley Park with a Bridgnorth - Kidderminster service on October 5th. *Brian Battersby*





# Severn Valley Railway

Class 25 262 passes Foley Park on October 5th with a Kidderminster - Bewdley shuttle.

*Brian Battersby*

Class 50 033, 20 189 and 20 048 are seen stabled in Kidderminster station on October 5th.

*Brian Battersby*

On October 5th, Class 40 106 arrives into Bewdley with the 13:00 Bridgnorth to Kidderminster service. *Barry Longson*





# Severn Valley Railway

▶ Another visitor for the lines Autumn diesel gala, Class 58 023 leads 20 048 away from Bridgnorth on October 5th. *Brian Battersby*

▶ Class 20 142 is seen at Eardington on October 3rd with the 14:10 Kidderminster - Bridgnorth service. *Phil Martin*

▶ On October 5th, Class 37 263 passes Foley Park with a Kidderminster bound service. *Brian Battersby*





# Severn Valley Railway

▶ Class 17 No. D8568 is seen on Eardington Bank with 15:57 Bridgnorth - Hampton Loade shuttle on October 3rd. *Keith Davies*

▶ Warship No. D821 descends Eardington Bank with the 15:10 Bridgnorth - Kidderminster service on October 3rd. *Phil Martin*

▶ Western No. D1062 passes Crossing Cottage, Eardington hauling the 09:45 Bridgnorth - Kidderminster service on October 3rd. *Phil Martin*





# Severn Valley Railway

▶ Class 25 262 and 25 278 pass Dinney Farm with 14:10 Bridgnorth - Kidderminster service on October 3rd. *Phil Martin*

▶ Class 46 045 climbs Eardington Bank with the 15:15 Kidderminster - Bridgnorth on October 3rd. *Keith Davies*

▶ Class 40 106 passes Dinney Farm with 13:05 Bridgnorth - Kidderminster on October 4th. *Keith Davies*





# Severn Valley Railway

On October 3rd, GWR power cars Nos. 43094 and 43122 are seen at Arley waiting departure time. *Richard Hargreaves*

Rail Adventure power cars Nos. 43468 and 43480 are seen stabled at Bewdley on October 4th. *Richard Hargreaves*

Class 33 108 passes Eardington on October 3rd with the 09:45 Bridgnorth - Kidderminster service. *Phil Martin*





# Severn Valley Railway

▶ Ruston and Hornsby 165hp diesel electric shunter No. 11511 is seen stabled at Bridgnorth on October 12th. *Richard Hargreaves*

▶ Class 50 035 passes Eardington on October 3rd working the 09:00 Kidderminster - Bridgnorth service. *Phil Martin*

▶ Class 58 023 and 20 142 pass Eardington on October 4th working the 12:00 Kidderminster - Bridgnorth service. *Phil Martin*





# Vale of Rheidol

No. 8 Llywelyn is seen in the platform at Aberystwyth on October 20th.

*Brian Battersby*

Graf Schwerin-Lowitz 0-6-2 well tank locomotive, built by Arn Jung of Germany in 1908 (No. 1261) is seen in the museum at Aberystwyth on October 20th. *Brian Battersby*

Also at the Vale of Rheidol Railway Museum is Dick Kerr petrol electric loco No. 18 built in 1918 for use in WW1. *Brian Battersby*





# Embsay and Bolton Abbey Railway

Class 37 294 in its fading BR blue livery passes Skilbeck on the Embsay and Bolton Abbey Railway on August 30th. *Paul Senior*





# Bodmin and Wenford Railway

GWR No. 5552 is seen climbing through Charles Gate with the last service of the day returning to Bodmin General from Bodmin Parkway on October 27th. *Barry Beeston*





# Ffestiniog Railway

The last train of the day crosses the Cob at Porthmadog behind Fairlie 'Merddin Emrys' on October 7th.  
*Jeff Nicholls*





# Keighley & Worth Valley Railway

LNWR Coal Tank No. 1054 pilots Jubilee No. 45596 'Bahamas' away from Damens on October 5th hauling the 14:45 Keighley to Oxenhope service. *Lee Stanford*





# Keighley & Worth Valley Railway

▶ Ivatt Class 2 No. 41241 makes a steady departure from Keighley on October 5th with the 11:00 service to Oxenhope. *Lee Stanford*

▶ BR Standard Class 4 No. 75078 approaches Oakworth with the 13:55 service from Keighley on October 5th. *Lee Stanford*

▶ On the first night of the Beer and Music Festival at the KWVR, October 17th, Class 144 011 prepares to pull away from Ingrow station. *Amy Bucki*



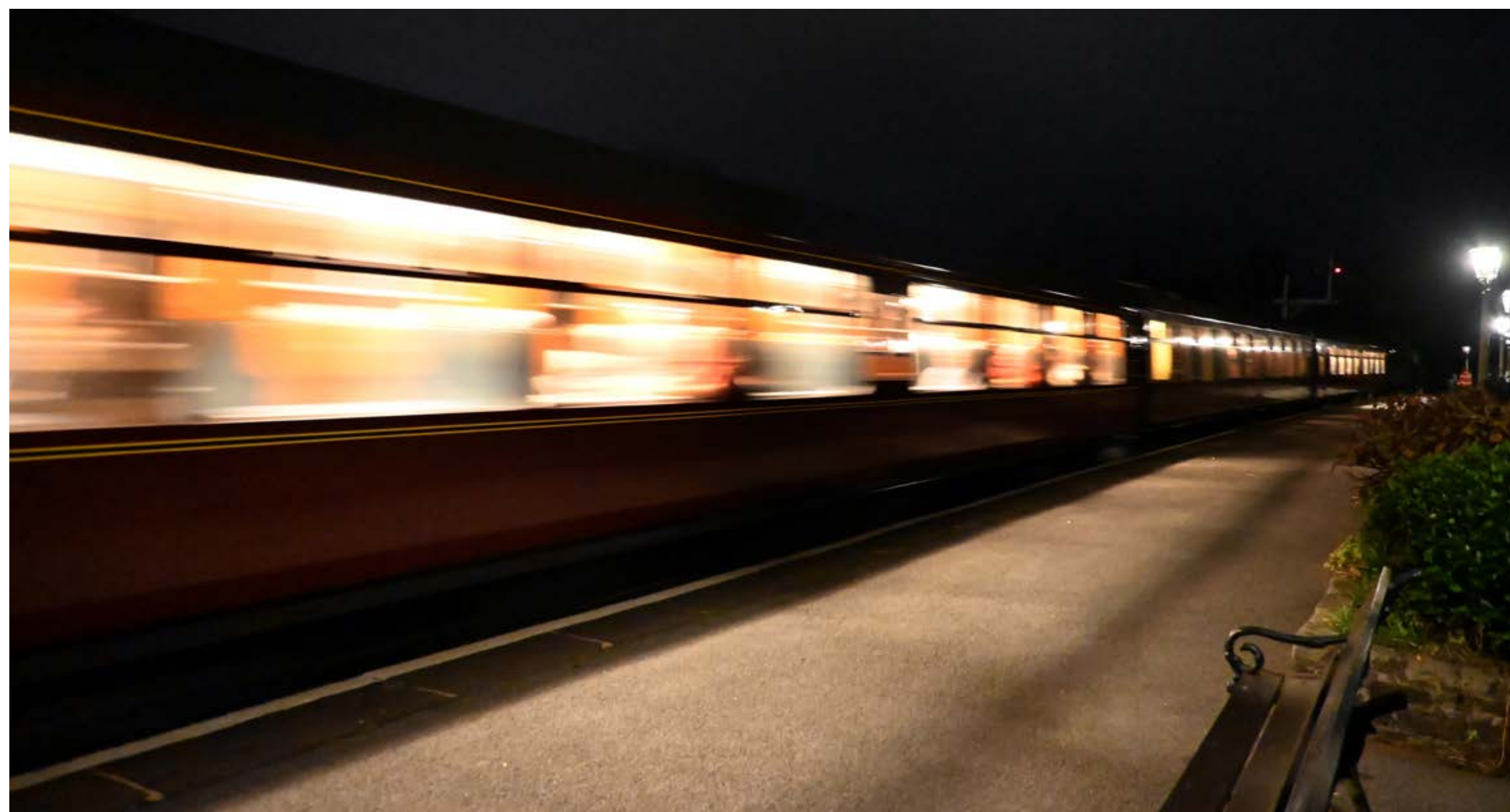


# Keighley & Worth Valley Railway

▶ On October 17th, during the lines Beer and Music Festival, Class 144 011 waits at Oxenhope with a service to Keighley. *Ben Bucki*

▶ On October 18th, the Friday of the Keighley and Worth Valley Railway Beer and Music Festival, Class 14 No. D9520 waits for the right-away from Ingrow with a service to Keighley. *Ben Bucki*

▶ On October 18th, a train headed by Class 37 075 heads non-stop through Oakworth station. *Amy Bucki*





# Keighley & Worth Valley Railway

LNWR Coal Tank No. 1054 and Jubilee No. 45596 'Bahamas' pass along the new bridge spanning Brighouse Beck, working a service to Keighley on October 5th. *Michael Lynam*

Lancashire and Yorkshire Class 25 No. 52044 and Ivatt Class 2 No. 41241 depart Haworth with a service to Keighley on October 5th. *Michael Lynam*

Guest loco at the line, Class A1 Stroudley Terrier 0-6-0T No. 72 'Fenchurch', and LNWR Coal Tank No. 1054 approach Ingrow working a service to Oxenhope on October 5th. *Michael Lynam*





# Keighley & Worth Valley Railway

Jubilee No. 45596 'Bahamas' gets into its stride along the Great Northern straight on October 5th whilst working the 11:50 Keighley to Oxenhope service. *Lee Stanford*





# Bluebell Railway

On October 13th, GWR Hall Class No. 6989 'Wightwick Hall' nears Horsted Keynes with the 11:15 from Sheffield Park to East Grinstead comprised of the vintage carriage set which it ran with all day. *David Lindsell*

SR BoB Class No. 34059 'Sir Archibald Sinclair' runs over Keysford Lane bridge on October 13th. *David Lindsell*

LB&SCR Marsh Brighton Atlantic No. 32424 'BeachyHead' is seen departing Horsted Keynes working the 12:45 service from Sheffield Park to East Grinstead on October 13th. *David Lindsell*





# Bluebell Railway

British Railways Standard Class 5 4-6-0 No. 73082 'Camelot' departs Horsted Keynes on October 13th working the 10:05 from East Grinstead to Sheffield Park. *David Lindsell*

Horsted Keynes Yard as seen from the Memorial Garden. *David Lindsell*

LNER A4 No. 60007 'Sir Nigel Gresley' approaches Horsted Keynes with the 10:30 non-stop service from Sheffield Park to East Grinstead on October 13th. *David Lindsell*





# Northampton & Lamport Railway

DC Rail liveried Class 31 601 'Devon Diesel Society' is seen stabled on the Northampton & Lamport Railway on October 4th.

*Derek Elston*

Class 31 289 'Phoenix' stabled at Pitsford & Brampton is seen on October 4th. *Derek Elston*

Ruston & Hornsby 0-4-0DM No. 319286 is seen stabled in the the platform at Pitsford & Brampton station on October 4th.

*Derek Elston*





# From the Archives

On December 12th 1983, a snowy lunchtime near the former Kenyon Junction station sees Class 37 065 hauling the daily Healey Mills - Warrington Arpley mixed freight. The house in the background was once the home of the Station master. *Jeff Nicholls*





# From the Archives

▶ Thunder in Kenyon Cutting on the Chat Moss route as Class 40 028 hauls a Bangor - Manchester service on January 31st 1983. In previous years, this train would often follow right behind a Deltic on a Liverpool - Newcastle working! *Jeff Nicholls*

▶ Class 86 212 'Preston Guild' seen stabled at Longsight on September 1st 1981. *Brian Hewertson*

▶ Class 76 028 is seen at a snowy Guide Bridge in December 1981. *Brian Hewertson*





# From the Archives

▶ Class 45 150 works west through the snowscape of Kenyon Cutting on February 9th 1985 at the head of a Newcastle - Liverpool service.

*Jeff Nicholls*

▶ Sprinter Class 150 001 is seen at Crewe on August 29th 1985 with a service to Derby.

*Brian Hewertson*

▶ Class 47 707 stands at Edinburgh Waverley on August 24th 1985 with a Glasgow push-pull service.

*Brian Hewertson*





# From the Archives

LMS Class 8F No. 48624 passes Burrs Country Park, ELR, with a demonstration freight from Bury to Ramsbottom on March 13th 2009.  
*Brian Dobbs*





# From the Archives

▶ Transrail liveried Class 56 047 heads through Stalybridge on March 10th 1997.

*Brian Hewertson*

▶ Despite EWS wanting to remove all its former ex BR locomotives from traffic and replace them with the ubiquitous Class 66 a number of the old order still got to carry their livery. A very smart Class 47 787 is seen at Stockport on July 13th 2002 working 'The Fishwick Fellsman' railtour from Crewe to Carlisle. Steam loco No. 6201 took the train forward from Preston. *Lee Stanford*

▶ 'Fragonset Railways' was a short lived spot hire company who hired their locos to other operators. Carrying their unique livery Class 47 712 approaches Stafford on May 23rd 2002 whilst on hire to Virgin Trains with a service for Manchester Piccadilly. (Note the Class 86 loco on the rear of the train). *Lee Stanford*





# From the Archives

What a line up at Liverpool Lime Street on February 18th 1990, including Class 86 222, 31 410, 142 006, 156 442, a Class 104 DMU, 47 471, 08 856 and another Class 142. *Brian Hewertson*





# From the Archives

Virgin Trains relied heavily on the Class 47's during the early days of its operation before choosing to replace them with new build stock. In full VT livery Class 47 827 is seen passing Milford Junction on March 5th 2001 with a diverted Cross Country service following the derailment at Heck.  
*Lee Stanford*





# From the Archives

▶ Class 81006 pauses for a crew change at Preston station with a Railfeight working at 00:35 on Monday September 14th 1987. *Neil Scarlett*

▶ Class 47 597 stands at Preston station at 20:10 on Monday September 14th 1987 with the 16:30 London Euston to Blackpool service running 30 minutes late. *Neil Scarlett*

▶ Class 85 021 stands at Preston station with the 17:10 Glasgow to London Euston service on Monday September 14th 1987. *Neil Scarlett*





# From the Archives

BR large logo Class 47 481 takes over a southbound mixed freight from the Cumbrian Coast at Preston station on Monday September 14th 1987. No Hi-Viz jacket for the driver in those days! *Neil Scarlett*

Deltics Class 55 022 'Royal Scots Grey', D9009 'Alycidon', Prototype 'Deltic', and D9016 'Gordon Highlander', stand in the rain at the Deltic Magnificent Seven Event, at the NRM Shildon, on October 8th 2011. *Paul Senior*

Class 87 101 'STEPHENSON' seen waiting for the off with a Glasgow/Edinburgh service at Preston station on September 14th 1987. The service was noted running 67 minutes late owing to a points failure in the Wolverhampton area. *Neil Scarlett*





# From the Archives

Class 50 024 'Vanguard' departs Exeter Central with a London Waterloo service on September 15th 1980. *John Sloane*









# From the Archives

Class 501 176 arrives at London Euston with a service from Watford on August 13th 1983.

*John Sloane*

