

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 228

Well if you ever wanted to have a look around Polmadie Depot in Glasgow, now is your chance, or is it, as....

Alstom has announced it will be opening its Glasgow Traincare Centre to the public to celebrate the historic depot's 150th anniversary. Located around two miles south-east of Glasgow Central railway station, the Alstom facility is currently the main base of the iconic Caledonian Sleeper service, where it is maintained and cleaned by over 100 staff who provide a round-the-clock service. Polmadie Depot typically welcomes 17 trains per day, including Avanti West Coast's fleet of Alstom-built Class 390 Pendolinos. Originally opened as Polmadie Shed on 16 September 1875 by the Caledonian Railway company, it was subsequently rebuilt and extended for the maintenance of steam engines and rolling stock.

"For 150 years, Polmadie has continuously been a home to dedicated maintenance staff and train drivers that in turn have proudly served passengers and freight across Scotland and along the West Coast Main Line," said Rob Whyte, Managing Director UK and Ireland at Alstom.

"It's a privilege to celebrate this milestone with enthusiasts and the local community, and showcase the incredible legacy of rail in Scotland. Polmadie is more than just a depot – it's a symbol of engineering excellence and commitment to keeping Britain moving. We're proud to open our doors and share this heritage with the public, while inspiring the next generation to help us shape the future of rail."

Arriving by shuttle bus from Glasgow Central, visitors to Alstom's Glasgow Traincare Centre will be welcomed by a unique lineup of rolling stock that has been based at the depot over the last 150 years. This will include a Class 37 from the Scottish Railway Preservation Society (SRPS), a Freightliner Class 90, and Class 08 locomotives. A Class 99, a Class 92, a Class 73/9 and a Class 66 – all courtesy of GB Railfreight – will also be on display, alongside more exhibits to be announced. Meanwhile, Caledonian Sleeper will be opening several of its Mark 5 coaches to showcase its 'hotel on wheels' that links various locations in Scotland with London via the West Coast Main Line – a route that has carried passengers overnight since 1873. In addition, Alstom will offer family-friendly, hands-on activities to help inspire Scotland's rail leaders of the future and there will be demonstrations of the latest rail simulation technology.

"We are immensely proud of Caledonian Sleeper's inclusion in this milestone celebration at Alstom's Glasgow Traincare Centre," said Graham Kelly, interim managing director at Caledonian Sleeper. For 150 years, this site has played a vital role in preparing and maintaining trains, and today it remains at the heart of ensuring our guests enjoy a safe, comfortable and memorable journey."

He added: "As we celebrate 200 years of modern rail, it is a privilege for the Caledonian Sleeper team to honour that heritage, recognise the people who make it possible and look forward to the future."

The day before Polmadie's open day, the Scottish maintenance facility will welcome its first-ever passenger train, giving railfans a unique opportunity to ride along rare track across the depot site. Hauled by two Rail Adventure Class 43 locomotives – with Derby-built Mark 3 coaches from 125 Group – passengers will fittingly be able to board this special charter at Alstom's Derby train factory, linking the two Railway 200 sites. At Polmadie, the unit will be shunted along multiple depot tracks by the facility's resident Class 08 locomotives, 08451, 08764, and 08954.

But it appears that the only way to gain access to the open day is by being on the railtour run by the Branch Line Society.

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

Transport for Wales' Class 158 825 arrives into Barmouth with a Pwllheli to Birmingham International service on August 21st. *Ben Bucki*

Front Cover

Returning from Railfest 200 at Derby and making a wonderful sight, SR MN Class No. 35018 'British India Line' pilots No. 46115 'Scots Guardsman', No. 45627 'Sierra Leone' and No. 44932 towards Clapham and back to Carnforth. *Shep Woolley*



Class 70 805 with the Carlisle to Chirk logs is seen at Whalley on August 13th. *Mark Enderby*

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These issues wouldn't be possible without contributions from:
Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, Tom Blanpain, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Barry Robinson, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Steven Thompson, Mark Torkington, Brian Turner, Allison Twycross, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Saphos Trains

The Lakelander

LNER A2 Class No. 60532 ‘Blue Peter’ heads the northbound ‘Lakelander’ towards Shap summit and onwards to Carlisle on August 16th. *Shep Woolley*



Charter Scene Saphos Trains

The Lakelander

LNER A2 Class No. 60532 'Blue Peter' approaches Birkett Tunnel with return 'Lakelander' on August 16th. *Shep Woolley*



Charter Scene Saphos Trains

The Lakelander

No. 60532 ‘Blue Peter’ and Class 57 002 pass Pleasington on August 16th with the return working of ‘The Lakelander’ railtour from Carlisle - Crewe via the S&C and Chester, with 57 311 on the rear. *Michael Lynam*



Charter Scene Railway Touring Company

The Cotswold Venturer

On August 23rd, SR MN Class No. 35028 ‘Clan Line’ passes through Swindon working 1Z28 London Victoria to Worcester with Class 47 812 on the rear. *Ken Mumford*





Charter Scene Railway Touring Company

The Cotswold Venturer

Wearing full Golden Arrow regalia, SR MN Class No. 35028 'Clan Line' passes Shrivenham working 1Z28, the 08:15 London Victoria to Worcester Shrub Hill on August 23rd with Class 47 812 on the rear. *Derek Elston*



Charter Scene Steam Dreams

Paignton & Kingswear

On August 9th, GWR Castle Class No. 5029 'Nunney Castle' heads along the Dawlish seawall with 1Z72 Colchester - Kingswear.
Allison Twycross



Charter Scene Steam Dreams

English Riviera Express

GWR Castle Class No. 5029 'Nunney Castle' working 1Z82 Wolverhampton - Kingswear approaches Dawlish on August 2nd.
Richard Hargreaves

Charter Scene Saphos Trains

English Riviera Express

Leading the return working past Dawlish Warren, GWR Castle Class No. 5029 'Nunney Castle' heads 1Z83 Kingswear-Wolverhampton on August 2nd. *Richard Hargreaves*

Charter Scene Saphos Trains

English Riviera Express

On August 2nd, Class 57 311 is seen on the rear of 1Z83 Kingswear - Wolverhampton as it approaches Dawlish Warren.
Richard Hargreaves

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER B1 Class No. 61306 ‘Mayflower’ heads ‘The Fellsman’ away from Helwith Bridge towards Horton in Ribblesdale and onwards to Carlisle on August 6th. *Shep Woolley*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

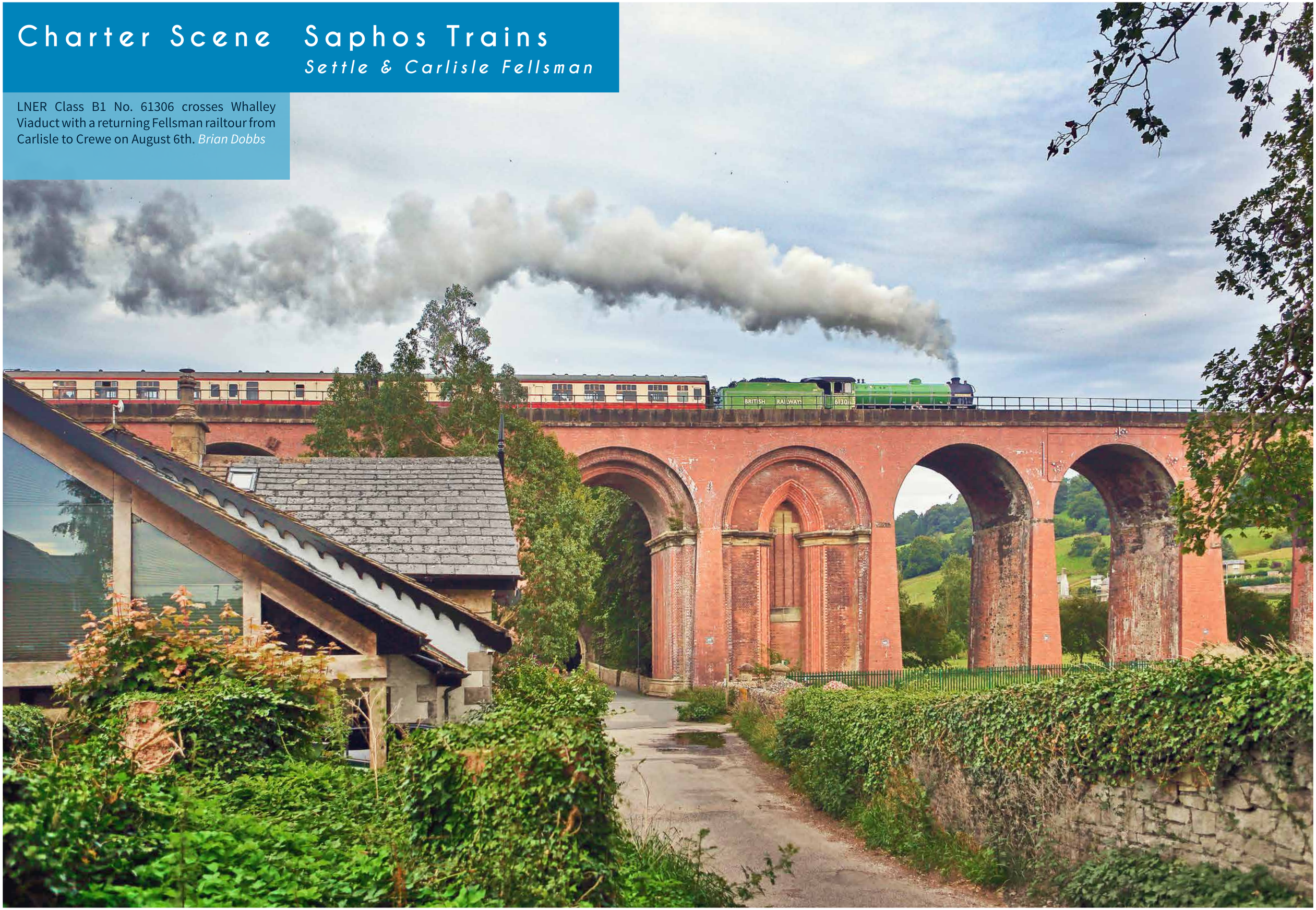
LNER Class B1 No. 61306 crosses the Weaver navigation at Frodsham with a Fellsman railtour from Crewe to Carlisle on August 6th.
Brian Dobbs



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER Class B1 No. 61306 crosses Whalley Viaduct with a returning Fellsman railtour from Carlisle to Crewe on August 6th. *Brian Dobbs*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Class 57 311 passes Pleasington at the rear of an excursion returning to Chester and Crewe behind LNER B1 No. 61306 on August 6th.
John Sloane



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

With a Wild Boar Fell backdrop, No. 61306 ‘Mayflower’ working the return ‘Fellsman’ on August 6th, heads towards Aisgill summit and back to Crewe. *Shep Woolley*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER B1 No. 61306 ‘Mayflower’ passes Horrocksford Junction in charge of the 1Z70 ‘Settle & Carlisle Fellsman’, working from Crewe - Carlisle via Chester, Blackburn and the S&C.
Michael Lynam



Charter Scene Belmond

Belmond British Pullman

Class 67 006 passes Toton on August 13th with the Belmond British Pullman with 67 007 on the rear, operating from London Victoria - Chesterfield. *Michael Lynam*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

With a moody looking Pen-y-Ghent in the background, KWVR's Black 5 No. 45212 heads 'The Cumbrian Mountain Express' northbound to Selside Cottages heading to Carlisle on August 23rd. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Having been looped into Eden Valley No. 45212 puts on a show as it departs and gets underway to Carnforth and back to Crewe on August 23rd.
Shep Woolley



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Black 5 No. 45212 passes Lostock Hall Junction on August 23rd whilst working a Crewe and Manchester to Carlisle 'Cumbrian Mountain Express' with Class 57 314 on the rear of the train. *John Sloane*



Charter Scene West Coast Railways

The Scarborough Spa Express

SR BoB Class No. 34067 'Tangmere' approaches Farington Curve Junction at the head of a 'Scarborough Spa Express' working on August 27th. *John Sloane*



Charter Scene Intercity

The Tor Bay & Dart Express

On a wet July 26th, Class 45 118 and 47 712 top'n'tail the 1Z14 Derby - Kingswear into Exeter St. Davids. *Richard Hargreaves*

Charter Scene Intercity

The Tor Bay & Dart Express

On July 26th, Class 45 118 and 47 712 approach Dawlish Warren working 1Z15 Kingswear - Derby. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Royal Duchy

On July 27th, Black 5 No. 45212 passes Dawlish working 1Z33 Bristol Temple Meads - Par with Class 47 812 on the rear. The Class 47 is seen working the return 1Z34 Par - Bristol Temple Meads at Dawlish. *Richard Hargreaves*

Charter Scene West Coast Railways

The Dalesman

On August 19th, SR BoB Class No. 34067 ‘Tangmere’ puts on the style as it works ‘The Pendle Dalesman’ towards Helwith Bridge and onwards to Carlisle. *Shep Woolley*



Charter Scene West Coast Railways

The Dalesman

On August 19th, speeding away from Tebay, No. 34067 ‘Tangmere’ speeds the return ‘Chester Dalesman’ back to Carnforth and on to Chester.
Shep Woolley



Charter Scene West Coast Railways

The Dalesman

No. 34067 ‘Tangmere’ departs Hellifield loop having taken over ‘The Dalesman’ railtour on August 19th, operating from Chester - Carlisle with Class 47 826 on the rear. *Michael Lynam*



Charter Scene Railway Touring Company

The Waverley

On August 17th, SR BoB Class No. 34067 ‘Tangmere’ working ‘The Waverley’ railtour heads through Langcliffe heading to Carlisle.
Shep Woolley

Charter Scene Railway Touring Company

The Waverley

The photographers hobbies in one picture as SR BoB Class No. 34067 ‘Tangmere’ works the return ‘Waverley’ over Ribblehead Viaduct back to York with Whernside Fell forming the background and the Station Inn in the foreground. *Shep Woolley*

Charter Scene Belmond

The Britannic Explorer

On August 30th, Class 66 748 leads 'The Britannic Explorer' 08:57 1Z62 Bishops Lydeard to Penzance with 66 744 on the rear, seen approaching Coombe enroute to Penzance.
Barry Beeston

Charter Scene Belmond

The Britannic Explorer

Class 97 302 and 97 304 pass Meole Village with 1Z91 13:55 Llandrindod Wells - Pwllheli on August 19th. *Keith Davies*



Charter Scene Belmond

The Britannic Explorer

Class 66 748 passes Kempseye with 1Z91 11:50 Llandrindod Wells to Pwllheli on August 19th.
Keith Davies



Charter Scene Saphos Trains

Welsh Marches Express

SR West Country Class No. 34046 'Braunton' approaches Shrewsbury on August 27th with a charter from Bournemouth. *Richard Hargreaves*



Charter Scene Saphos Trains

Welsh Marches Express

SR West Country Class No. 34046 ‘Braunton’ passes Kempseye with 1Z52 15:47 Shrewsbury - Bournemouth return charter on August 27th.
Keith Davies



Charter Scene Retro Railtours

The Retro Norfolk Broadsman

On August 30th, 'The Retro Norfolk Broadsman', running as 1Z62 06:05 Crewe to Norwich and Great Yarmouth was worked by HST power cars Nos. 43159 and 43060 and are seen at the latter, after an on time arrival. *Barry Longson*

Charter Scene Pathfinder Tours

The Heart of Wales Rambler

Class 37 518 and 37 668 pass Dorrington with 1Z75 17:55 Shrewsbury - Dorridge 'Heart of Wales Rambler' charter on August 8th.
Keith Davies



Charter Scene Midland Pullman

Torbay Riviera Pullman

On August 13th, the very late running 1Z43 Barrow-in-Furness to Paignton 'Torbay Riviera Pullman' passes Bradley, north of Wigan, with 43059 'Loch Shiel' leading, and 43055 on the rear. *Paul Senior*

Intercity

The Western Wanderer

Class 40 No. D213 catches the early morning sun at Crewe on August 25th as it waits to depart with the 07:20 tour to Cardiff.
Lee Stanford

Its exploits over for the day and most passengers happily on the way home, Class 45 118 stands at Crewe on August 25th with the return Western Wanderer railtour, before heading to the depot.
Lee Stanford

Class 40 No. D213 (40 013) 'Andania' is seen at Cardiff Central on August 25th shortly after arriving with 'The Western Wanderer' railtour.
Lee Stanford







Charter Scene UK Railtours

The Greatest Gathering Special Train

On August 2nd, Class 69 013 and 57 310 top'n'tail the 1Z32 17:43 Derby to London Paddington through Northampton after its passengers had spent the day at The Greatest Gathering. *Derek Elston*



Charter Scene ECS and Light Engine Moves

The high bridge at Coppull Hall gives an overhead view of Class 37 516 and 37 668 as they work empty stock from Tyseley to Carnforth on August 10th. *John Sloane*



Charter Scene ECS and Light Engine Moves

LNER A2 Pacific No. 60532 ‘Blue Peter’ heads northbound at Golborne Juction with a test run from Crewe to Preston and return on September 2nd. *Brian Dobbs*



SR BoB Class No. 34067 passes Starricks Farm on a test run out and back to Hellifield after repairs at Carnforth on August 14th.
Shep Woolley

Charter Scene

ECS and Light Engine Moves

West Coast's Class 57 009 'G.J.Churchward' leads a convoy southbound at Winwick with a loco move from Carnforth to Burton Wetmore Sidings on September 2nd. *Brian Dobbs*



West Coast operated Class 57 010 heads south at Slindon on August 21st with an empty stock working from Carnforth to Southall. *Lee Stanford*



Class 67 021 worked the 5Z80 12:49 Eastleigh to Stewarts Lane empty stock consisting the full British Pullman set, seen passing Daisy Dell footbridge in Andover with Class 66 175 at the rear. *David Lindsell*



Charter Scene

ECS and Light Engine Moves

On September 2nd, 'Blue Peter' steams through Euxton with a driver training run returning to Crewe from Preston. *John Sloane*

An immaculate Class 47 593 'Galoway Princess' is seen on the tail of 5Z61, the 06:51 Crewe H.S. to Southall Loco Services Ltd. departing Northampton on August 20th. *Derek Elston*

Class 47 No. D1933 'Roger Hoskins M.A. 1925-2013' double heads with LNER B1 No. 61306 'Mayflower' as they head through Northampton with ECS move 5Z61, the 06:51 Crewe H.S. to Southall Loco Services Ltd. on August 20th. *Derek Elston*







Charter Scene ECS and Light Engine Moves

On August 14th, SR BoB Class No. 34067 ‘Tangmere’ passes Starricks Farm heading back to Carnforth during a test run.
Shep Woolley



Charter Scene

ECS and Light Engine Moves

West Coast's Class 57 010 and 57 009 depart Hellifield loop, running engine to Carnforth Steamtown on August 19th. *Michael Lynam*



After an overnight stay in the goods loop at Castleton, Class 57 313 departs with 5Z57 to Carnforth on August 24th. *Russell Clarke*

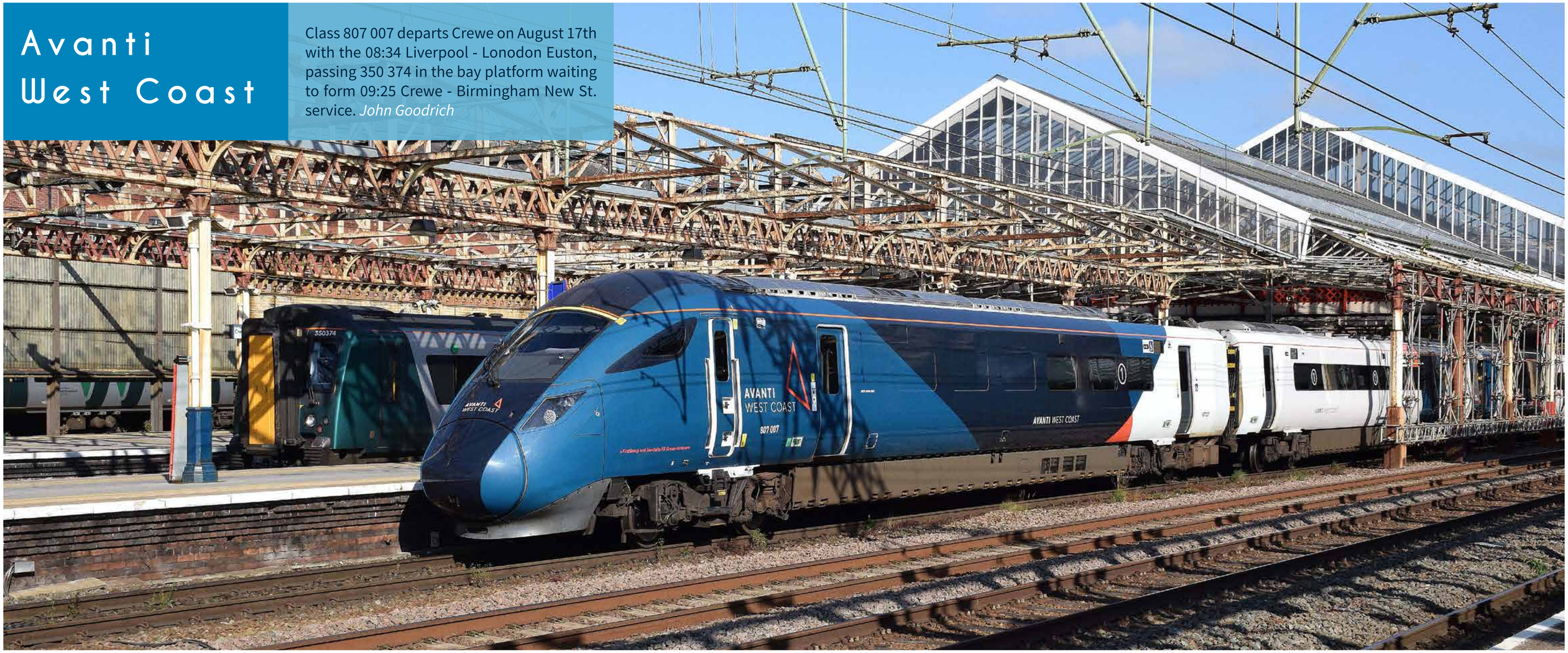


Class 47 593 hauls the 5Z51 through Shrewsbury on August 27th heading to Coton Hill sidings. *Richard Hargreaves*



Avanti West Coast

Class 807 007 departs Crewe on August 17th with the 08:34 Liverpool - Lonodon Euston, passing 350 374 in the bay platform waiting to form 09:25 Crewe - Birmingham New St. service. *John Goodrich*



Avanti West Coast's award-winning low-cost ticket extends to Chester

Avanti West Coast's award-winning Superfare ticket has been extended to Chester, offering low-cost journeys to and from London.

The new fare costing £19 for a single journey, which is available on direct Avanti West Coast trains between the two cities, can now be purchased for travel from September 7th 2025.

Designed for those with flexibility when travelling, the Superfare ticket enables customers to book a journey for a specific date at a cheaper fare with the choice of a morning, afternoon, or evening slot.

With around 24 hours' notice, Avanti West Coast will match customers to an empty seat on a quieter train and advise them of their reservation details and train's departure time.

The number of tickets available each day will vary, and bookings can be made at least seven days in advance and up to 56 days before travel.

Since launching in spring 2023, over 240,000 Superfare tickets have been sold. Last year it was recognised at the Railway Innovation Awards and Rail Spotlight Awards.

Chester becomes the latest destination to be included as part of the fare range, with customers now having a choice of over 25 journey destinations across the west coast with the innovative ticket.

Sarah Copley, Commercial Director at Avanti West Coast said: "Our innovative Superfare ticket has transformed rail travel for customers and with the introduction of more services thanks to our new Evero trains, we're delighted to make this fare available for those looking at great deals to travel to and from Chester."

"This latest Superfare ticket supports our commitment to grow the market on the West Coast Main Line, in addition to the hundreds of thousands of great value fares available across our network."

Samantha Dixon, MP for Chester North and Neston, said: "The introduction of more affordable fares between Chester and London is a step in the right direction and will make a welcome difference for local travellers. Train travel should be a reliable and accessible option for everyone, and while there is still work to do on service reliability, it's good to see progress being made. I look forward to Avanti continuing to work on ensuring our rail services meet the needs of all passengers."

Councillor Louise Gittins, Leader of Cheshire West and Chester Council, said: "Making public transport more affordable is very welcome for our residents and also for business travel in and out of the city. This Superfare ticket will also help to boost visitors to Chester, voted the most welcoming city in the UK and one of the world's most welcoming cities. This is a Superfare for our super city."

Avanti West Coast

Consecutively numbered Avanti Bi mode units Class 805 013 and 805 012 pass Slindon on August 21st with a London Euston to Holyhead service. *Lee Stanford*

Class 390 020 is the second Pendolino to celebrate 200 years of railways by carrying the number 390 200 and is seen passing Crewe on August 8th working the 10:38 Glasgow to London Euston service. *Lee Stanford*

Class 805 012 and 805 006 depart from Stafford on September 2nd working the 12:32 Chester to London Euston service. *Lee Stanford*







Avanti West Coast

The usual three trains per hour from Manchester to London were reduced to two during the Stockport blockade and these were diverted via Styal. On August 12th, Class 390 020 (390 200) approaches Gatley with the 17:10 service from Manchester Piccadilly to London Euston. *Lee Stanford*

On August 21st, Class 390 045 approaches Wilmslow en route to London Euston, having been diverted via the Styal line. *Michael Lynam*

On July 31st, Class 57 307 passes Acton Bridge dragging 390 119 from Edge Hill to Crewe en route to 'The Greatest Gathering'.
Michael Lynam







Avanti West Coast

Bi mode unit Class 805 011 is seen at Holyhead after arriving with the 10:45 Crewe - Holyhead service on August 16th.
John Goodrich



Avanti West Coast joins rail industry to protect vulnerable young people

Avanti West Coast and Railway Children have hosted an all-day event along the West Coast Main Line to raise awareness of safeguarding issues affecting children and young people.

Joining together with rail industry partners, including British Transport Police and Network Rail, the train operator alongside the charity launched an event called “Day of Action”.

Dedicating a whole day during the school summer holidays, it aimed to engage customers, as well as railway staff on the topic of vulnerable children and young people.

Taking place along the West Coast route between Glasgow and London, the event saw safeguarding and rail professionals host stalls at key stations including Glasgow Central, Preston, Wolverhampton, Birmingham New Street, and London Euston.

Representatives from Avanti West Coast and Railway Children also travelled on trains between Glasgow Central and London Euston to speak with customers and distribute educational safeguarding materials.

It was part of a coordinated approach to support the rail industry’s efforts to create a safer environment that encourages the public to be vigilant and report any concerns.

Journeying from Scotland to the capital was designed to demonstrate how easy it could be for a young person to travel a significant length of the UK, and how the public can help by knowing and spotting the signs of vulnerability, to ensure children as well as young people are protected and safeguarded.

The initiative was part of Railway Children’s ‘At Risk Right Here Right Now’ campaign, which is designed to increase public understanding of the risks facing vulnerable young people on the rail network and how the public can respond using British Transport Police’s text reporting number, 61016.

Natalie Richbell-Beer, Avanti West Coast Safeguarding and Crime Manager, said: “Having these important conversations with customers about safeguarding is a great opportunity to raise awareness of the risks young people can face, as well as the role everyone can play in protecting vulnerable people. By teaming up as an industry alongside Railway Children to highlight how to spot those at risk who find themselves at stations or on trains, we hope to encourage the public to act so they can support us in keeping even more young people safe.”

Joe Clay, Safeguarding Partnerships Manager at Railway Children, said: “Our aim is to start vital conversations, equip the public and railway staff with the tools to spot the signs of exploitation or distress, and strengthen the protective network across the rail network. By bringing together professionals form across the country at this event, we highlighted the importance of partnership in safeguarding.”

Avanti West Coast

Stockport station was closed for 3 weeks for a major roadbridge rebuild in August. Here Class 390 009 is seen away from its normal route on the approach to Mauldeth Road on the 2nd of the month, working the 16:48 Manchester Piccadilly to Euston service. *Barry Longson*

Class 390 122 speeds through Standish with a Birmingham New St. to Glasgow service on August 23rd. *John Sloane*

On August 7th, Class 390 119 (Pride livery) waits to depart Manchester Piccadilly for London Euston diverted via the Style line due to the blockade. *Michael Lynam*







Chiltern Railways

Re-liveried Class 168 003 departs Birmingham Moor Street on the sunny afternoon of August 19th with the 15:45 service to London Marylebone. *John Goodrich*



Chiltern Railways secures modern trains to transform customer journeys

In a boost for regional growth, Chiltern Railways has secured modern trains to transform customer journeys in Buckinghamshire, Oxfordshire, Warwickshire and the West Midlands. Chiltern Railways, which is part of Arriva Group, will replace its oldest carriages (Mark 3s) with 13 modern trains (Mark 5As) which will carry customers along one of its three main routes, between London and the West Midlands, from spring 2026. New features for customers will include plug sockets and USB ports at every seat, enhanced Wi-Fi and digital customer information screens. Customers will also benefit from onboard air conditioning, improved luggage and bike storage, and dedicated accessible areas including fully accessible toilets.

First Class carriages will also be introduced on the route in 2026, offering more spacious seats and improved connectivity for business and leisure travellers. Chiltern has decided to fuel these newer trains with recycled vegetable oil (Hydrotreated Vegetable Oil), a renewable fuel that reduces carbon emissions and cuts pollutants such as nitrous oxide compared to conventional diesel. Chiltern has also contracted the owner of the trains to fit the latest stop-start engine technology software, helping to further reduce emissions for lineside neighbours.

Richard Allan, Managing Director of Chiltern Railways, said: “We are thrilled for our customers that we will be able to replace our oldest trains, which are nearly 50 years old, and replace them with their modern equivalent that are just six years old and provide significant improvement to their on-board experience. Chiltern will be renting more trains than it has today which means we can operate additional services from the end of 2026 to help meet rising demand. The trains will be formed of modern carriages hauled by locomotives fuelled by recycled vegetable oil and fitted with the latest stop-start engine technology. Our 2030 vision includes a three-phase plan to modernise and decarbonise our trains. Phase one is underway with interior improvements to our existing diesel trains; phase two is to replace our oldest trains – today’s announcement; we remain ambitious and determined to achieve phase three of our vision, which is to replace our 35-year-old diesel trains with battery-electric trains.”

Rail Minister, Lord Hendy, said: “This government is putting passengers back at the heart of the 21st century railway by investing to make journeys easier, greener, and more comfortable. We are continuing to support Chiltern as they develop a plan to introduce additional services into their timetable, giving people more opportunities to work, live, and socialise. Great British Railways will unite our railway with one mission – delivering excellent services for passengers wherever they travel, and improving connectivity, driving growth, jobs, and homes as part of the government’s plan for change.”

Adam Cunliffe, CEO of Beacon Rail, said: “Beacon is delighted to support Chiltern with the lease of the Mark 5A fleet, providing additional capacity with new trains that will enhance the passenger experience. Working closely with the Department for Transport and Chiltern, the introduction of the Mark 5As reflects the strong collaboration that Beacon provides to its customers. Beacon is engaging with Chiltern to commence services by spring 2026.”

Following a positive decision from the Department for Transport, these newer trains will enter service on a phased basis from early next year as a crucial step in delivering Chiltern’s 2030 Vision of easier, greener, and better journeys. The operator is also working with partners to confirm details of additional timetabled services which would start in December 2026.

Colas Rail

An empty log train from Chirk to Carlisle passes Coppull Hall behind Class 70 803 on August 10th.
John Sloane

Colas Rail

On August 7th, Class 70 805 passes through Manchester Piccadilly with a diverted engineers working from Guide Bridge - Crewe Basford Hall.
Michael Lynam



Colas Rail

Class 70 805 passes Upton Forge with 6C37 10:30 Chirk Kronospan - Carlisle Yard on August 24th.
Keith Davies



CrossCountry

Class 221 117 finds its self in strange territory on the approach to Mauldeth Road on August 2nd, working the 17:03 Manchester Piccadilly to Bristol Temple Meads (via Crewe). *Barry Longson*



Class 170 112 in new CrossCountry livery is paired with 170 116 at Derby, working the 12:09 Birmingham to Nottingham service on August 15th. *Barry Longson*





Class 220 014 working the 1V58 Edinburgh - Penzance service speeds through Dawlish on August 3rd. *Richard Hargreaves*

CrossCountry

Class 220 005 is sat awaiting to depart St. Austell with 1S53 11:15 Penzance - Edinburgh service on August 27th. *Barry Beeston*



Class 221 132 departs Wilmslow with a Bristol - Manchester Piccadilly service on August 21st, diverted via the Styal line. *Michael Lynam*



Class 221 116 passes the replica nameboard at a sunny Heaton Chapel on August 27th with a Manchester Piccadilly to Bournemouth working. *Lee Stanford*



CrossCountry

During the Stockport blockade, CrossCountry Voyagers were diverted via the Styal line which is a route which infrequently sees this class. On August 22nd, Class 221 119 approaches Gatley with a Bournemouth service. *Lee Stanford*

Class 221 129 calls at Wilmslow having been diverted via the Styal line working a Manchester Piccadilly - Bournemouth service on August 21st. *Michael Lynam*

Class 221 139 passes non stop through Crewe on August 8th with a diverted service from Manchester Piccadilly to Bournemouth.
Lee Stanford







CrossCountry

Class 220 005 stand in the sun at Birmingham New Street on August 2nd having arrived ECS as 5Z37, the 11:45 from Barton Under Needwood. *Derek Elston*



Class 221 109 working the 1S47 Plymouth - Edinburgh service speeds along the sea wall at Dawlish on August 6th. *Richard Hargreaves*



Providing a 9 car set, Class 221 140 and 220 031 form the 12:07 Edinburgh to Plymouth on August 15th, seen on the approach to Chesterfield. *Barry Longson*



DB Cargo

Class 66 657 passes Kemps Eye on August 25th with the 6V75 09:30 Dee Marsh - Margam steel. *Phil Martin*



Class 66 185 passes through Manchester Piccadilly on August 7th with an intermodal working from Trafford Park - London Gateway. *Michael Lynam*



Class 66 207 approaches Wigan North Western on August 21st with an intermodal train from Seaforth - Mossend. *Michael Lynam*



DB Cargo

Class 66 175 ‘Rail Riders Express’ passes under the A571 road bridge at Pemberton station on August 6th with 6E26 the 10:50 Knowsley to Wilton, industrial and domestic waste train. *Paul Senior*

DB Cargo

About to pass Manchester Oxford Road on September 2nd is Class 66 057 with 4L56 Trafford Park to London Gateway service. *Russell Clarke*



Class 66 175 passes through Manchester Piccadilly on August 7th working a diverted Knowsley Freight Terminal - Wilton EfW bin train. *Michael Lynam*



On August 6th, Class 66 652 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*



DB Cargo

A peek inside Toton depot on July 13th reveals Class 66 230, 66 654, 66 659 and 66 109 visible. *Michael Lynam*

DB Cargo

On August 13th, Class 66 144 arrives at Toton depot light engine from Mountsorrel Sidings. *Michael Lynam*

DB Cargo

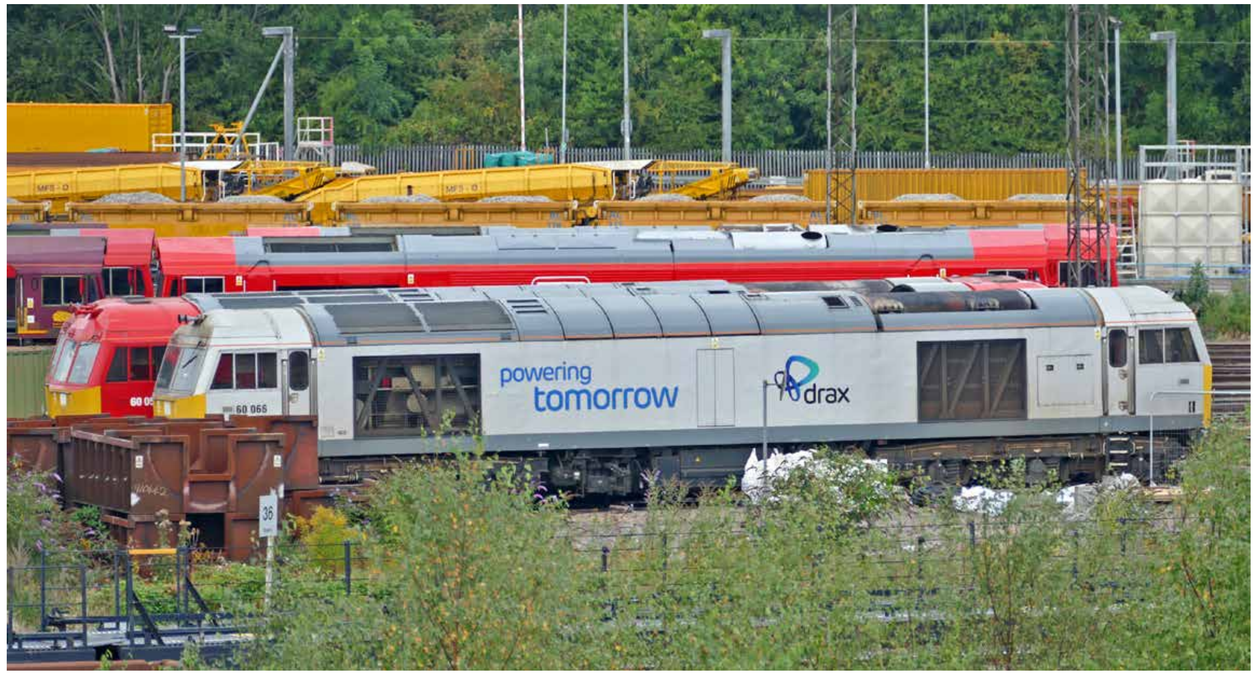
Class 60 069 ‘Sonia’ and 60 059 are seen awaiting their fate at Toton on August 13th. *Michael Lynam*

Class 60 066 and 60 054 are seen awaiting their fate at Toton on August 13th. *Michael Lynam*

Class 67 004 is stored in the compound to the rear of the depot at Toton. *Michael Lynam*







DB Cargo

Class 66 224 is seen on the freight avoiding line at Chesterfield on August 15th, working 6V66 16:08 Scunthorpe to Margam loaded steel slabs. *Barry Longson*



Class 66 019 passes through Altrincham on August 28th with a bin train from Knowsley Freight Terminal - Wilton EfW. *Michael Lynam*





Class 66 063 working the 6C53 Par to Exeter Riverside Yard, passes through Dawlish Warren on August 6th. *Richard Hargreaves*

DB Cargo

Ex works Class 66 050 ‘Yorkshire Rose’ approaches Rainford on August 30th with 6E26 Knowsley to Wilton ‘Bin Liner’. *Brian Dobbs*

Class 66 083 passes Altrincham on August 28th with a rake of empty hoppers from Warrington Arpley - Tunstead Sidings. *Michael Lynam*

Class 66 125 approaches Acton Bridge on July 31st with a single Articulated Double Deck Car Transporter (WIA) following maintenance at Warrington Arpley on route to Crewe.
Michael Lynam







DB Cargo

Class 66 090 ‘Maritime Six’ passes Deansgate with 4V21 Trafford Park to Didcot on August 23rd. *Russell Clarke*

Class 66 074 catches the attention of a number of enthusiasts as it approaches Cardiff Central on August 25th working the 11:20 Cardiff Docks to Margam. *Lee Stanford*

One of the few locos still carrying its original livery is Class 66 028 which was captured approaching Slindon on August 21st with a Trafford Park to London Gateway container train. *Lee Stanford*







DB Cargo

The Knowsley to Wilton waste train had to be diverted from its normal route through Stockport owing to bridge works and on August 12th was captured passing Guide Bridge behind Class 66 019 and 66 175 (DIT). *Lee Stanford*



Class 66 107 approaches Acton Bridge on July 31st with a rake if empty hoppers from Warrington Arpley - Tunstead. *Michael Lynam*



Class 66 175 approaches Acton Bridge on July 31st with a bin train from Knowsley Freight Terminal - Wilton EfW. *Michael Lynam*



DB Cargo

Running on Bank Holiday Monday, August 25th, Class 66 019 slows to cross the up fast and slow at Heaton Norris Junction, working 6E26 10:51 Knowsley to Wilton loaded waste containers. *Barry Longson*

Class 66 101 grinds out of Upholland tunnel with a Wilton to Knowsley empty binliner on August 22nd. *John Sloane*

Class 66 186 speeds past Euxton on August 26th with the Seaforth to Mossend intermodal. *John Sloane*







DB Cargo

Class 66 028 approaches Manchester Oxford Road with a Trafford Park to London Gateway intermodal on August 21st. *John Sloane*



Class 66 656 and 66 143 power through Cardiff Central on August 12th with 6Z37 16:23 Margam T.C. to Scunthorpe B.S.C.(Ent.C.) empties. *Derek Elston*



Class 66 652 passes Cardiff Central 75 minutes early with 6B27, the 13:32 Llanwern Exchange Sidings to Margam T.C. on August 12th. *Derek Elston*



DB Cargo

A very tidy Class 66 003 working 6V05, the 09:12 Round Oak to Margam T.C. service heads through Cardiff Central on August 12th. *Derek Elston*

Class 66 652 trundles through Cardiff Central working 6H25 09:27 Margam T.C. to Llanwern Exchange Sidings on August 12th. *Derek Elston*

On August 12th, Class 66 074 working a late running 6Z25, the 12:17 Newport Docks to Margam T.C. loaded steel passes through Cardiff Central. *Derek Elston*







DB Cargo

Class 66 143 and 66 656 power through Cardiff Central on August 12th with 6Z37, the 16:23 Margam T.C. to Scunthorpe B.S.C.(Ent.C.) empties. *Derek Elston*

Class 66 088 yings it's way through Cardiff Central light engine as 6F07, the 10:51 Margam T.C. to Newport Docks on August 12th.
Derek Elston

Class 66 093 hauls a rake of empty steel carriers through Cardiff Central on August 12th running as 6R72, the 12:20 Margam T.C. to Newport Docks. *Derek Elston*







DB Cargo

Class 66 657 climbs Hencote Bank with 6M30 11:20 Margam T.C. - Dee Marsh Reception Sidings on August 17th. *Keith Davies*

DC Rail Freight

Class 60 087 ‘Ingleborough’, on loan to DC Rail, waits its southbound path at Golborne Junction as Class 88 009 heads north with a Sunday Daventry - Coatbridge working on August 4th. *Jeff Nicholls*

DC Rail Freight

Class 60 087, on hire to DC Rail, takes the slow line at Winwick with 6D85 Ravenhead Sidings to Chaddesden Sidings on August 10th.
Brian Dobbs

Direct Rail Services

Class 88 009 ‘Diana’ passes Bradley, north of Wigan, with 4M27 05:37 Coatbridge to Daventry on August 13th. *Paul Senior*

Class 88 003 ‘Genesis’ passes Manchester Oxford Road with 4H43 Daventry to Trafford Park ‘Tesco’ liner on September 2nd. *Russell Clarke*

Class 68 007 passes Daisy Clough nursery near Scorton on August 7th working 4S44 Daventry to Coatbridge intermodal. *Colin Kennington*







Direct Rail Services

Class 66 423 is paired with Colas' 66 850 'David Maidment OBE' as they pass Alder Lane, Winwick with 6K05 Carlisle New Yard, to Crewe Basford Hall on a warm August 25th. *Paul Senior*



Class 88 009 passes through Manchester Piccadilly on August 7th in charge of a Daventry - Trafford Park 'Tesco' intermodal. *Michael Lynam*



Class 66 424 and GBRf's 66 727 pass Wigan North Western on August 21st working the 6K05 engineers from Carlisle - Crewe Basford Hall via the S&C. *Michael Lynam*



Direct Rail Services

Class 88 009 heads northbound at Winwick with 4S54 Daventry to Coatbridge on August 10th, passing Avanti Pendolino Class 390 013 heading southbound with 9M59 Glasgow Central to London Euston. *Brian Dobbs*

Class 88 008 passes Acton Bridge on July 31st working a Coatbridge - Daventry intermodal. *Michael Lynam*

Class 88 010 passes through Wilmslow on August 21st working a Daventry - Trafford Park ‘Tesco’ intermodal. *Michael Lynam*







Direct Rail Services

On August 15th, Class 66 428 hurries through Burton on Trent, working 4E49 the 11:37 Daventry to Doncaster iPort. *Barry Longson*



Class 57 307 passes through Acton Bridge on July 31st running light engine working from Crewe - Edge Hill. *Michael Lynam*



Class 68 007 passes through Acton Bridge on July 31st working an Intermodal from Daventry - Coatbridge. *Michael Lynam*



Direct Rail Services

Class 88 008 passes Euxton on August 6th with a Coatbridge to Daventry intermodal. *John Sloane*

Class 88 005 'Minerva' stands at Northampton while working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl. on August 6th. *Derek Elston*

Class 88 010 creeps through Manchester Oxford Road at the head of the Daventry to Trafford Park 'Tesco' service on August 21st. *John Sloane*







Direct Rail Services

Class 88 010 ‘Aurora’ is seen at Northampton working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl. on August 22nd. *Derek Elston*

Class 68 028 runs light through Northampton as 0O86, the 11:00 Loughborough Brush to Eastleigh TRSMD on August 22nd. *Derek Elston*

Class 66 429 ‘Charlie Birse’ eases the 4M07 10:02 Tilbury2 Container Tml Fl to Daventry DRS (Tesco) through Northampton on August 22nd. *Derek Elston*







East Midlands Railway

On August 15th, Class 222 014 slows for its booked stop at Chesterfield, while working the 16:00 Sheffield to London St. Pancras service. *Barry Longson*

Class 170 510 and 170 507 arrive at Long Eaton on August 3rd with 2A23, the 08:39 Matlock to Nottingham service. *Derek Elston*

Class 158 773 and 158 858 run past Heaton Norris on August 25th, while working the 08:56 Norwich to Liverpool Lime Street service. *Barry Longson*







Freightliner

Class 90 042 and 90 049 hurry past Charnock Richard with a Coatbridge to Crewe intermodal on August 23rd. *John Sloane*

Class 66 523 working 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. passes Northampton on August 22nd. *Derek Elston*

Class 90 039 'Backbone' and 90 040 head away through Standish on August 23rd with the 4S60 working from London Gateway to Coatbridge. *John Sloane*







Freightliner

Class 90 018 and 90 005 with the 11:04 Daventry to Grangemouth pass Moore on August 16th.
Mark Enderby

Class 66 509 creeps through platform 1 at Manchester Oxford Road with a London Gateway - Trafford Park liner on August 21st.
Michael Lynam

Class 66 539 is seen at Heaton Norris, Stockport on August 25th, in charge of 6Z34 11:41 Runcorn to Brindle Heath empty waste containers.
Barry Longson







Freightliner

Class 90 006 and 90 016 head southbound at Winwick with 4M30 Grangemouth to Daventry on August 16th. *Brian Dobbs*

Class 90 013 and 90 048 approach Manchester Oxford Road with a Trafford Park - Felixstowe North liner on August 21st. *Michael Lynam*

On August 18th, Class 66 605 heads through Warrington Bank Quay with Bredbury to Crewe stone empties. *Mark Enderby*







Freightliner

Class 90 039 and 66 501 pass Moore on August 18th with a Doncaster to Crewe light engine move following an event at Doncaster. *Mark Enderby*

Class 66 534 approaches Manchester Piccadilly on August 7th with a diverted bin train from Runcorn - Brindle Heath. *Michael Lynam*

Class 66 597 and GBRf's Class 66 738 are seen in the yards at Toton with engineers trains on August 13th. *Michael Lynam*







Freightliner

Class 70 016 with a Dowlow - Ashburys working passes Briggs on August 20th. *Mark Enderby*

Class 66 606 approaches Acton Bridge with a short container train from Ditton - Basford Hall on July 31st. *Michael Lynam*

Class 66 539 passes through Altrincham on August 28th with a train of empty bins from Runcorn - Brindle Heath. *Michael Lynam*







Freightliner

Class 66 623 with a Tunstead - Hindlow working approaches Hindlow on August 20th. *Mark Enderby*

Class 66 511 passes Deansgate working a diverted Crewe Basford Hall - Guide Bridge engineers on August 7th. *Michael Lynam*

Class 90 014, 90 015 and 66 593 pass Deansgate in charge of a Freightliner from Trafford Park - Felixstowe North on August 7th. *Michael Lynam*







Freightliner

Class 66 623 with the Hindlow - Tunstead empties is seen departing Hindlow on August 20th. *Mark Enderby*

Class 90 048 and 90 009 ease through Northampton with 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. on August 6th. *Derek Elston*

Newly re-liveried Class 90 018 leads 90 005 through Standish on the 4S49 Daventry to Grangemouth liner on August 16th. *John Sloane*







The pairing of Class 90 006 and 90 016 pass Stafford on September 2nd with a lightly loaded 08:58 Felixstowe to Garston liner. *Lee Stanford*

FREIGHTLINER HOST RAILWAY 200 INSPIRATION TRAIN CELEBRATING 200 YEARS OF THE MODERN RAILWAY AND NAME LOCOMOTIVE 'CILT' IN RECOGNITION OF THEIR SUPPORT FOR THE LOGISTICS INDUSTRY

Over the weekend, Saturday August 16th – Sunday 17th, in partnership with Doncaster City Council, Freightliner hosted the Railway 200 Inspiration exhibition train helping to celebrate 200 years of the modern railway. Hosted at Freightliner Doncaster Railport, the only freight facility on the schedule for the Inspiration train, thousands of visitors from across the UK were welcomed onto the Freightliner site over the two days.

The Inspiration train is the only exhibition train on the UK rail network – is part of Railway 200, the cross-sector campaign to mark this year's rail bicentenary. The train also included a 'Your Railway Future' carriage that highlights some of the lesser-known positions within the railway and the varied career opportunities available at Freightliner.

During the weekend, visitors also had the opportunity to view live lifting and loading of a Freightliner container train within the operational terminal, view one of the Freightliner 60th anniversary liveried locomotives up-close, and for visitors that attended on Saturday August 16th, a locomotive naming in honour of the Chartered Institute of Logistics and Transport UK (CILT UK).

Locomotive 90 039 was re-named in recognition of the fundamental role that the CILT UK plays in supporting the logistics and transport industry. The plaque was unveiled by Anna-Jane Hunter, CILT(UK) Chair of the Board, who said: "Today is not only about the naming of a train but also the remarkable history this represents. CILT UK have been supporting rail freight for over 100 years, and we are proud to be part of the Railway 200 celebrations. Freightliner is one of the biggest names in rail freight so it's a huge honour to have our name across one of their trains."

David Turner, Intermodal Operations Director at Freightliner, said, "I want to take a moment to celebrate and remember the important work CILT UK do for our sector. Reflecting the livery on the newly named locomotive, the CILT are a backbone for the sector and continue to fly the flag for all those across logistics and transport. It was a pleasure to host so many guests at Freightliner Doncaster Railport over the weekend and help to celebrate 200 years of the modern railway by hosting the Inspiration train which will help to inspire the next generation of transport and logistics professionals. Thank you to our visitors, partners and everyone involved in helping to make this event a huge success."

Freightliner

Class 90 047 and 90 048 run down from Coppull Hall towards Standish with a Coatbridge to Crewe intermodal on August 30th. *John Sloane*

A recently new working, 6H49 Weaste to Tunstead cement passes Ashbuys with Class 66 623 in charge on August 19th. *Russell Clarke*

Class 66 588 with the 6B12 Merehead Quarry to Wootton Bassett heads through Swindon on August 14th. *Ken Mumford*







GBRf

Former European loco, now with GBRf, Class 66 312 ‘Nigel Harris’ passes Bradley, north of Wigan, with 6V84 07:45 Clitheroe to Avonmouth cement tanks on August 13th. *Paul Senior*

Class 66 305 ‘Embsay & Bolton Abbey Steam Railway’ leads the 4M47 12:17 London Gateway GBRf to Hams Hall GBRf through Northampton on August 22nd. *Derek Elston*

Class 66 747 ‘Made in Sheffield’ speeds through Euxton with a Prestwick to Grain aviation tank working on August 30th. *John Sloane*







GBRf

Class 66 306 rounds Queensville curve, Stafford, on August 15th with the 10:56 Felixstowe - Trafford Park. *John Goodrich*

On a sunny August 25th, Class 66 312 is seen at Heaton Norris, in charge of 6E10 11:00 Liverpool BT to Drax loaded Biomass. *Barry Longson*

Class 66 312 runs under the northernmost footbridge at Euxton whilst working the Clitheroe to Avonmouth cement train on August 6th. *John Sloane*







GBRf

Class 66 736 with a Glen Douglas - Kineton working passes Langho on August 13th. *Mark Enderby*



Class 60 026 is suffering from a frontal dust covering as it rolls down Boars Head bank towards Wigan with a Horton to Ashton stone train on August 13th. *John Sloane*



Class 66 764 and 69 013 take the Earlestown line at Winwick with 6M51 Doncaster Decoy to Liverpool Biomass terminal on August 17th. *Brian Dobbs*



GBRf

Diverted away from its normal route due to major engineering at Stockport, Class 66 728 runs past Guide Bridge with 6E10 the 10:45 Liverpool BT to Drax loaded Biomass. *Barry Longson*



Class 66 312 and 66 741 are on the Avonmouth to Clitheroe cement as it heads through Clitheroe on August 14th. *Mark Enderby*



Class 60 026 is seen at Ashton in Makerfield on August 18th. *Jeff Nicholls*



GBRf

Class 66 721 and 60 021 are seen at Winwick with 6M51 Doncaster Decoy to Liverpool Biomass Terminal on August 24th. *Brian Dobbs*



Class 69 012 hauls a dead 66 799 from Tuebrook Sidings to Longport FD through Winwick on August 4th. *Jeff Nicholls*



Class 69 013 comes off the Atherton route at Crow Nest Junction on August 18th whilst returning to Tuebrook from Buxton on a route learning job. *John Sloane*



GBRf

Class 66 787 grinds its way past Astley signal box on August 13th with 6E10 from Liverpool to Drax. The poor old loco was having to work flat out as it had to stop at every signal on the sharp gradient between Parkside Junction and Astley because of a signalling problem.
Jeff Nicholls

On August 7th, the new working from Horton Quarry to Brindle Heath passes Blackrod behind Class 60 026.*John Sloane*

Class 66 702 with a Hams Hall to Mossend working passes Moore on August 18th.
Mark Enderby







GBRf

Class 66 764 and 69 013 on a Doncaster to Tuebrook working passes Ashley on August 17th. *Mark Enderby*

Class 66 728 takes the slow line at Balshaw Lane Junction with the Avonmouth to Clitheroe cement empties on August 16th. *John Sloane*

Class 66 709 passes through Charnock Richard cutting whilst working the Hams Hall to Mossend intermodal on August 23rd.
John Sloane







GBRf

A smart GBRf operated Class 66 735 heads north at Slindon on August 21st with the 10:26 Felixstowe to Trafford Park. *Lee Stanford*



Class 66 747 with a Bletchley - Tunstead working passes Hope on August 20th. *Mark Enderby*



Class 66 303 approaches Stockport on August 27th with the regular Peak Forest to Hope Street (Salford) loaded stone train. *Lee Stanford*



GBRf

The regular Liverpool to Drax Biomass services were unable to use their normal route through Stockport owing to engineering work so were diverted through Manchester Piccadilly and over the Standedge route where on August 13th, Class 66 728 was to be found shortly after passing Mossley with the 07:26 from Liverpool. *Lee Stanford*



The 08:15 service from Middleton Towers to Barnby Dun is seen passing Doncaster on August 22nd behind BR blue liveried Class 69 007. *Lee Stanford*



The infrequent MOD service from Longtown to Kineton ran on September 2nd and is seen passing Stafford behind Class 66 767. *Lee Stanford*



GBRf

On August 10th, the 11:35 Liverpool to Drax Biomass service headed by Class 66 798 was diverted via the Hope Valley line where it is seen on full power passing New Mills South Junction. *Lee Stanford*

Class 66 740 ‘Sarah’ working 4M22 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf passes through Northampton on August 22nd. *Derek Elston*

Class 66 751 passes through Altrincham on August 28th with a Biomass working from Liverpool Docks Biomass Terminal - Drax AES. *Michael Lynam*







GBRf

Class 66 798 passes along the Oxford Road - Piccadilly corridor with a diverted Liverpool Docks - Drax Aes Biomass working on August 7th. *Michael Lynam*

On August 16th, Class 66 312 ‘Nigel Harris’ rounds the curve at Deansgate with a diverted 6E09 Tuebrook to Drax power station Biomass working due to Stockport being shut.
Russell Clarke

Class 66 765 passes through Manchester Victoria with a rake of empty hoppers from Hope Street - Peak Forest on August 7th.
Michael Lynam







Class 66 770 approaches Acton Bridge on July 31st in charge of a Biomass train from Liverpool Docks - Drax Aes. *Michael Lynam*



INDUSTRY COMES TOGETHER TO MARK 150 YEARS OF FREIGHT ON THE SETTLE AND CARLISLE LINE

GB Railfreight, Heidelberg Materials UK and the Settle and Carlisle Railway Trust celebrate 150 years of rail freight at an event at the newly re-opened Horton quarry rail link. To mark the occasion, GBRf named locomotive 66791 “Settle & Carlisle 150” on August 21st.

The first freight train ran over the iconic Settle and Carlisle line in 1875. To mark 150 years of freight services across the line, Heidelberg Materials UK, which owns Horton quarry, GB Railfreight (GBRf) who run freight services, and the Settle and Carlisle Railway Trust brought together industry figures to an event at Horton quarry.

At the event, GBRf named locomotive 66791, “Settle & Carlisle 150” to mark the occasion before the locomotive departed to Doncaster along the old Settle and Carlisle line, crossing the iconic Ribblehead Viaduct.

The quarry at Horton has produced limestone and high-quality gritstone since 1889, which have played a crucial role in delivering infrastructure projects across the north-west of England.

The Settle-Carlisle line is one of the UK’s most famous scenic rail routes, taking in 20 viaducts, 14 tunnels and countless beautiful vistas along the 72 mile route.

The first freight train ran on this historic line on 2 August 1875, helping to shape the economic and industrial landscape of northern England for generations.In July 2025, rail freight services were restored to Horton quarry with GBRf operating the first rail freight service in six decades. Restoring the rail connection represents a significant step in enhancing sustainable freight transport in the region, reducing road haulage and supporting the UK’s net-zero ambitions.

John Smith OBE, Chief Executive Officer of GBRf and trustee of the Settle and Carlisle Railway Trust, said: “In a year of milestones, we are proud to name our locomotive after this special railway line. Like rail freight, the Settle and Carlisle line has played a key role in driving the economy. Since 2019, we’ve had a fantastic partnership with Heidelberg Materials UK, moving 6 million tonnes of aggregates and cement nationally. Now with this new rail link, we can continue to move more aggregates via rail out of Horton quarry to projects across the North West, reducing emissions in the local area.”

Becky Murphy, Aggregates Regional Director at Heidelberg Materials UK, said: “The reopening of the rail link is part of our strategy to improve our network of rail connected quarries and depots. It allows us to supply high quality aggregate to construction projects by rail, reducing vehicle movements on the wider road network and cutting associated carbon emissions.”

Bryan Gray CBE DL, Chairman of the Settle and Carlisle Railway Trust, said: “The Settle-Carlisle line is one of the world’s great railway journeys enjoyed by travellers and tourists. It also supports the many communities along the line and has in the past been an important freight line. We are delighted that freight traffic is increasing, and the naming of a freight locomotive is a fitting tribute to those who built the line and have kept traffic moving for 150 years.”

GBRf

In bright summer light, Class 66 787 leads the 07:26 Liverpool to Drax Biomass service through Marsden on August 15th. *Lee Stanford*

Class 66 753 passes Walcot with 6M42 Avonmouth Hanson Sidings - Penyffordd Cement on July 30th. *Keith Davies*

Class 66 722 and 66 774 pass through Toton Yard on August 13th working an engineers train from Scunthorpe Trent TC - Eastleigh East Yard. *Michael Lynam*







Class 66 751 passes Bayston Hill with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on August 17th. *Keith Davies*

FINAL JOURNEY MARKS THE END OF AN ERA FOR FORT WILLIAM ALUMINA WAGONS

Recently, GB Railfreight hauled the last PCA rail wagon from Port of Blyth to ALVANCE British Aluminium's Fort William. After 37 years and more than 50 million miles, the PCA rail wagons have travelled the equivalent of 2,000 laps of the globe, 105 return trips to the Moon, or nearly halfway to Mars.

The final departure from Fort William took place on Wednesday July 9th 2025, and was hauled by GBRf 66302. After a brief stop at the Port of Tyne, the train reached its destination at the Port of Sunderland, where the wagons are now being decommissioned.

ALVANCE British Aluminium has entered early discussions with a historical rail organisation regarding the possible donation of selected PCA wagons, with the aim of preserving a small part of the UK's industrial heritage for future generations.

Tom Uppington, Managing Director of ALVANCE British Aluminium, reflected on the occasion: "These wagons have been part of the rhythm of life at Fort William and the Port of Blyth for almost four decades. Their retirement marks a significant moment for everyone who's worked with them.

More than anything, I want to recognise the commitment of our teams, contractors and long-standing partners who kept everything running smoothly. As we look ahead to a modernised fleet and a more sustainable supply chain, we do so with real gratitude for the people and partnerships that brought us here."

Phil Amos, Head of Energy & Industrial at GB Railfreight said; "The PCA wagons have served as a stalwart on the railway, moving Alumina powder between Blyth and Fort William which is rolled across the country for various products and goods. We're now looking ahead to the next chapter, with a more modern wagons and a continued focus on reliable, sustainable service."

GBRf

Class 66 748 leads the 6O01 Doncaster to Eastleigh engineers past Popham on July 28th with Class 69 015 still in undercoat hitching a ride at the rear. *Dennis Rowland*

Class 66 747 ‘Made in Sheffield’ passes Northampton with 6X43, the 09:30 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf Ford train on August 5th. *Derek Elston*

Class 66 750 ‘Bristol Panel Signal Box’ working 6O55, the 14:40 Daventry GBRf to Dollands Moor empty water train passes through Northampton on August 22nd. *Derek Elston*







Greater Anglia

Class 755 410 gets ready to depart Norwich with the 13:34 to Great Yarmouth on a sunny August 30th. *Barry Longson*

Greater Anglia

Class 755 405 arrives into Norwich on August 30th, with the 12:46 service from Sheringham. *Barry Longson*

Greater Anglia

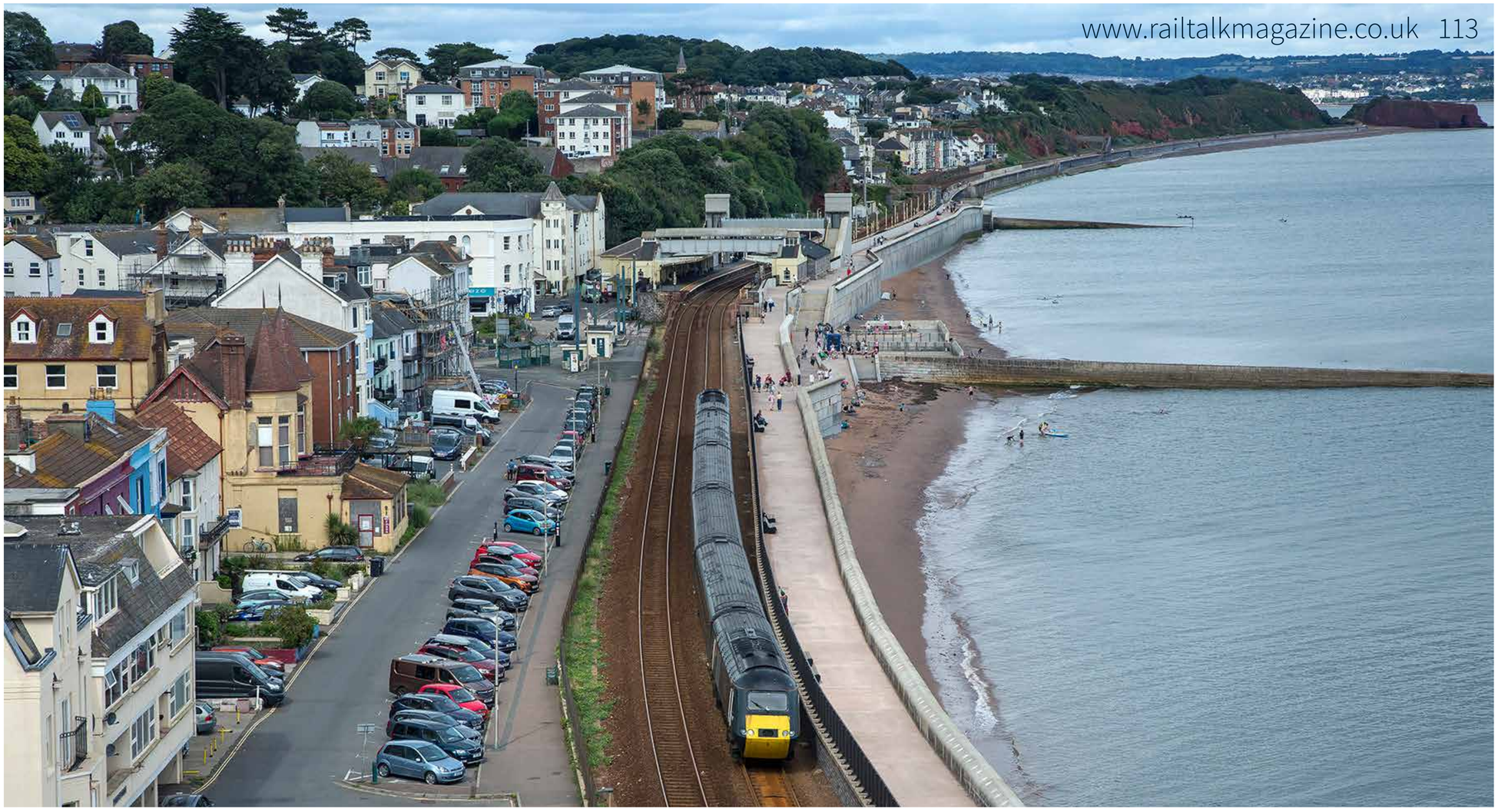
Greater Anglia ‘Flirt’ units Class 755 403 and 755 410 sit in the sun at Norwich on August 30th waiting to depart with their next diagrams. *Lee Stanford*

Great Western Railway

Power cars Nos. 43092 and 43098 working the 2C32 Exeter St. Davids - Penzance service pass Dawlish on August 3rd. *Richard Hargreaves*

On August 6th, power car No. 43098 leads the 2C20 Exeter St. Davids - Penzance onto the sea wall at Dawlish Warren. *Richard Hargreaves*

Power cars Nos. 43093 and 43189 working the 2E06 Penzance - Exeter St. Davids head along the sea wall at Dawlish. *Richard Hargreaves*







Great Western Railway

Power cars Nos. 43042 and 43156 approach Dawlish Warren on July 31st working 2E06 Penzance - Exeter St. Davids service. *Richard Hargreaves*

Power cars Nos. 43092 and 43098 working the 2E06 Penzance - Exeter St. Davids head along the sea wall at Dawlish on August 1st. *Richard Hargreaves*

Still one of the more popular Class 800s is 802 106 with its Paddington livery, seen here passing through Dawlish on July 30th with a Plymouth to London Paddington service on July 30th. *Allison Twycross*







Great Western Railway

On July 29th, power cars Nos. 43198 and 43004 pass Dawlish Warren working 0Z75 Laira - Derby Litchurch Lane, the pair heading to The Greatest Gathering event. *Richard Hargreaves*

Power cars Nos. 43098 and 43187 working 2C32 Exeter St. Davids - Penzance approach Dawlish on July 27th. *Richard Hargreaves*

Power car No. 43189 ‘Launceston Castle’ is seen at Bodmin Parkway with a Plymouth to Penzance service on August 5th.
Allison Twycross







Great Western Railway

Class 802 110 arrives into St. Austell with 1A76 06:05 Penzance - London Paddington service on August 12th. *Barry Beeston*



Power car No. 43098 is sat awaiting to depart Bodmin Parkway with 2P28 19:15 Penzance - Plymouth with 43042 on the rear on August 31st. *Barry Beeston*



Class 800 003 rushes past Shrivenham working 1G11, the 10:30 London Paddington to Cheltenham Spa on August 23rd. *Derek Elston*



Great Western Railway

Class 57 301 departs St. Austell with 1C50 23:45 London Paddington - Penzance with 57 604 on the rear on August 12th. *Barry Beeston*

Power car No. 43156 runs non-stop through St. Austell on August 11th due to delays with 2C20 11:27 Exeter St. Davids - Penzance service, 43042 was on the rear. *Barry Beeston*

On August 12th, power car No. 43189 departs St. Austell with 2C00 05:33 Plymouth - Penzance service with 43186 on the rear. *Barry Beeston*







Great Western Railway

On August 30th, power car No. 43042 is seen on the front of 2P18 11:50 Penzance - Plymouth service on the approach to Burngullow Jct. with 43098 on rear. *Barry Beeston*

Class 800 315 approaches Bodmin Parkway with 3C84 Laira T.& R.S.M.D - Penzance on August 16th. *Barry Beeston*

On August 16th, power car No. 43198 is sat on the front of 2P10 07:40 Penzance - Plymouth with 43092 on the rear at Bodmin parkway passing 43042 on the rear of 2C40 08:07 Plymouth - Penzance with 43156 on the front. *Barry Beeston*







Great Western Railway

Class 166 218 stands at Cardiff Central on August 12th forming 1F13, the 10:30 to Portsmouth Harbour. *Derek Elston*

Class 158 767 and 158 765 approach journeys end with 1F14, the 10:23 Portsmouth Harbour to Cardiff Central on August 12th. *Derek Elston*

On August 12th, 1F12, the 09:23 Portsmouth Harbour to Cardiff Central approaches journeys end formed of Class 158 768 and 158 750. *Derek Elston*







Great Western Railway

Class 150 207 leads 150 219, 150 221 and 150 233 working the 2C38 Exeter St. Davids - Penzance service through Dawlish on July 27th. *Richard Hargreaves*

Class 800 008 is seen on the approach to Cardiff Central with 1B07, the 08:48 London Paddington to Swansea service on August 12th. *Derek Elston*

Class 800 311 arrives into Camborne with 1A88 12:15 Penzance - London Paddington service on August 22nd. *Barry Beeston*







Great Western Railway

On July 31st, power cars Nos. 43156 and 43042 working the 2C20 Exeter St. Davids - Penzance service passes through Dawlish.
Richard Hargreaves



Power car No. 43186 is seen on the rear of a Plymouth to Penzance service, departing Bodmin Parkway on August 5th.
Allison Twycross



Class 150 207 and 150 239 with the 2F14 Paignton - Exmouth service heads along the sea wall on August 6th. *Richard Hargreaves*



Great Western Railway

Class 387 164 working a service to London Paddington stands at Swindon on August 23rd. *Colin Pidgeon*



Class 800 008 with a Penzance - London Paddington service calls at Swindon on August 23rd. *Ken Mumford*



On August 13th, Class 165 137 heads through Swindon on the UML [Up Main Line] working 5R61 Bristol Temple Meads to Reading Traincare Depot. *Ken Mumford*



Great Western Railway

Class 802 003 with the 3C34 Exeter St. Davids - Plymouth service passes Dawlish warren on July 30th. *Richard Hargreaves*

Class 800 008 with the 1A94 Penzance - London Paddington service passes Dawlish on August 3rd. *Richard Hargreaves*

On August 8th, Class 166 218 speeds through Dawlish Warren with an ECS working. *Richard Hargreaves*







Class 800 109 races through Fitzwilliam with the 1A39 15:45 Leeds to London King's Cross service, on July 12th. *Paul Senior*



All Change! LNER Supports Women On Track For Success

A charity which works to change women's lives has received vital funding from the LNER Customer and Community Investment Fund.

Smart Works Leeds provides support for women searching for employment. As well as identifying job opportunities which match their skill set, the team provides coaching for women, and a confidence-boosting interview outfit chosen from its extensive wardrobe of brand new and donated clothing. When Smart Works' clients are successful in securing a role, it provides a selection of clothing, helping women to feel comfortable in their first month and ease the initial cost of purchasing work clothes.

LNER funding helps the charity to deliver its transformational service, resulting in the majority of Smart Works clients finding employment within a month. The demand is such that the team is preparing to move to bigger premises in Leeds, which will include an LNER-sponsored dressing room, along with spaces sponsored by other local businesses.

Lottie Roberts, Outreach and Communications Manager at Smart Works Leeds, said: "We are thrilled to have the support of LNER, which has invested in our service through its Customer and Community Investment Fund. As a strong supporter of our work, we are excited to continue our partnership over the years to come."

Rachael Wilson, Community Investment Manager at LNER, said: "The support Smart Works Leeds provides is life changing. The fact that two thirds of the women the team works with go on to secure a job within a month reflects the real value of the service. LNER is incredibly proud to play a part in Smart Works Leeds ever growing success and the difference the team makes to people's lives."

Network Rail

A burst of sunshine after a brief shower sees Class 97 304 waiting to depart from platform 8 at Crewe whilst working light engine from Barrow Hill to Coleham Lmd. *Lee Stanford*



Colas HST power cars Nos. 43357 and 43272 with one coach, approach Acton Bridge on a 5Z54 test run from Derby - Preston and back on July 31st. *Michael Lynam*



Class 153 379 and 153 384 pass Preston Boats on August 8th with 2Q74 10:06 Bristol Kingsland Road - Derby RTC (Network Rail). *Keith Davies*



Network Rail

Power car No. 43303 leads a Network Rail train past Burton on Trent (with 43062 on the rear) working 1Q20 05:34 London Paddington to Derby RTC on August 15th. *Barry Longson*

Class 950 001 is pictured sat awaiting its next working in Penzance on August 19th. *Barry Beeston*

Class 153 384 and 153 379 working 2Q54 Bristol Kingsland Road - Par pass Dawlish Warren on August 7th. *Richard Hargreaves*







Rail Adventure

On August 6th, light engine move 0A11, the 12:10 Kidderminster S.V.R. to Wembley H.S. finds power cars Nos. 43467 and 43423 passing Northampton with Class 20 205 and 20 207 dead in tow. *Derek Elston*



Rail Operations Group/Europhoenix

Class 37 901 was provided as a Thunderbird during the major engineering work being carried out at Stockport from August 2nd to 22nd and was captured in the holding siding next to platform 1 at Manchester Piccadilly on August 8th. *Barry Longson*



Class 37 501 'Teesside Steelmaster' delivering 730 214 and 730 224 passes Northampton with 5Q77 11:10 Gascoigne Wood Sidings to Bletchley T.M.D. on August 22nd. *Derek Elston*



On September 2nd, the Manchester Piccadilly based Thunderbird was Class 37 407 which had arrived from Leicester the previous evening as 0Z07. *Russell Clarke*



Rail Operations Group/Europhoenix

Class 37 800 ‘Cassiopeia’ delivering 730 223 from Gascoigne Wood Sidings to Bletchley T.M.D. trundles through Northampton on August 8th. *Derek Elston*

On August 14th, Class 37 800 ‘Cassiopeia’ hauling 5Q86 Gillingham E.M.U. Depot to Newport Docks (Sims Group) heads through Swindon. *Ken Mumford*

Class 37 608 passes through Dawlish on the evening of August 6th working 0V84 Worcester - Plymouth. *Richard Hargreaves*







TransPennine Express

On August 2nd, Class 802 213 is seen between Slade Lane and Mauldeth Road, working the 14:08 Edinburgh to Manchester Airport service. *Barry Longson*

Class 802 212 en route to Edinburgh passes 397 003 arriving from Glasgow and heading to Manchester Airport at Manchester Oxford Road on August 21st. *Michael Lynam*

Class 802 212 calls at Manchester Oxford Road on August 12th working a Manchester Airport - Edinburgh service. *Michael Lynam*







TransPennine Express

On August 2nd, Class 397 011 is seen near Mauldeth Road working the 13:09 Glasgow Central to Manchester Airport service. *Barry Longson*



Class 397 008 flashes through Blackrod with the 13:09 Glasgow to Manchester Airport service on August 7th. *John Sloane*



On August 15th, Class 185 104 and 185 102 approach Marsden working a Manchester Airport to Redcar service. *Lee Stanford*



TransPennine Express

Class 185 109 and 185 120 are seen shortly after passing Mossley with the 09:40 Manchester Airport to Middlesbrough service on August 13th. *Lee Stanford*

On a sunny August 15th, Class 802 211 approaches Marsden with a Liverpool to Newcastle service. *Lee Stanford*

Class 185 114 calls at Manchester Victoria on August 21st on the rear of the 10:54 Liverpool Lime St. to Hull service. *John Sloane*



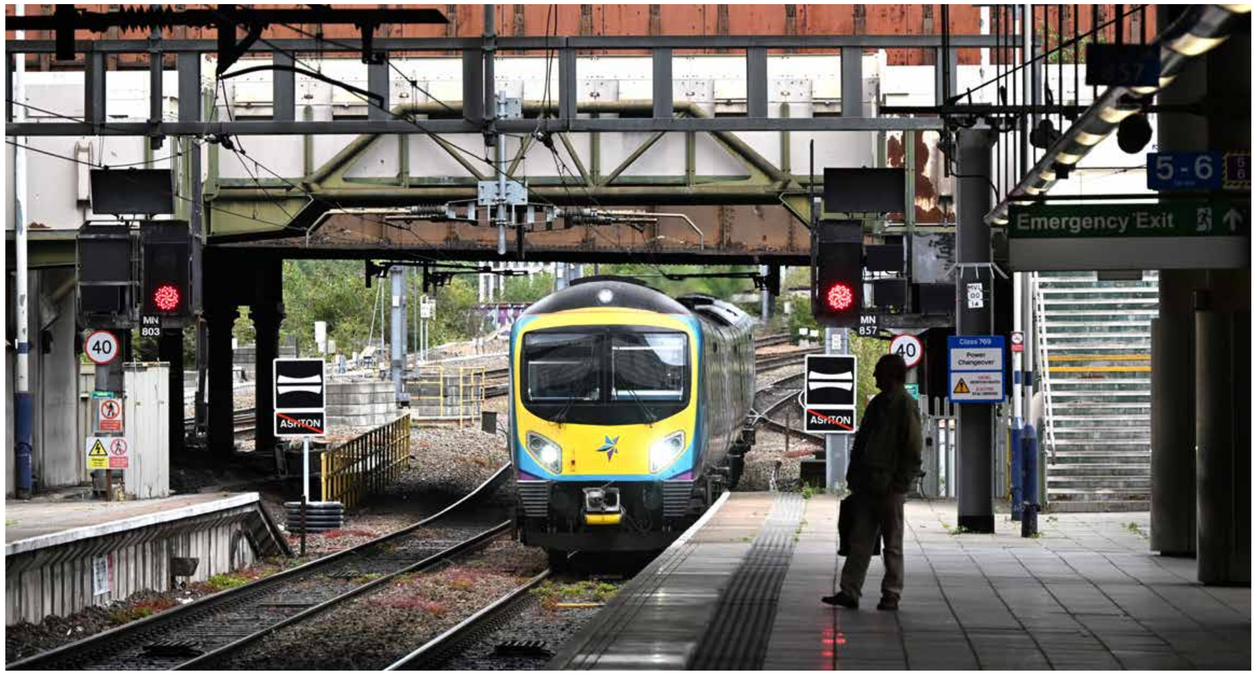


TransPennine Express

Class 802 213 heads out of Manchester Victoria on August 21st and passes the massively changed surroundings opposite the site of the former Exchange station. *John Sloane*



Class 397 012 calls at Manchester Oxford Road on August 21st with the 12:04 Manchester Airport to Glasgow service. *John Sloane*



Class 185 128 arrives at Manchester Victoria with the 08:58 Redcar to Manchester Airport service on August 21st. *John Sloane*



TransPennine Express

Class 397 004 passes Standish with the 08:13 Liverpool Lime St. to Glasgow on August 23rd. *John Sloane*

Class 397 012 calls at Manchester Oxford Road with the 12:04 from Manchester Airport to Glasgow on August 21st. *John Sloane*

On August 21st, Class 397 012 calls at Manchester Piccadilly with a service from Glasgow. *John Sloane*







TransPennine Express

Class 802 209 passes Astley Signal Box on Chat Moss with a Newcastle - Liverpool Lime Street working on August 13th. *Jeff Nicholls*

TransPennine Express

Class 397 004 races through Horwich Parkway, with 1M86 11:07 Glasgow Central to Manchester Airport on August 10th. *Paul Senior*

Transport for Wales

Diverted away from its normal route due to the closure of Stockport station, Class 67 020 hurries the 16:32 Manchester Piccadilly to Cardiff past Mauldeth Road on August 2nd. *Barry Longson*

Class 67 014 working the 3H01 Hereford - Crewe passes through Shrewsbury on August 27th. *Richard Hargreaves*

Stockport was closed for 3 weeks in August, mainly for a bridge replacement south of the station, but at the same time, Heaton Norris Junction north of the viaduct was upgraded. On August 25th, Class 197 014 and 197 022 pass over the relayed formation working the 13:30Manchester Piccadilly to Pembroke Dock service. *Barry Longson*







Transport for Wales

Class 67 020 provides the power for 12:57 Cardiff - Manchester which is seen arriving at Hereford on August 20th. *John Goodrich*



Class 196 105 working the 1W93 Cardiff - Holyhead service arrives into Shrewsbury on August 27th. *Richard Hargreaves*



Class 67 017 with the 1W57 Cardiff - Manchester Piccadilly service is seen at Shrewsbury on August 27th. *Richard Hargreaves*



Transport for Wales

Transport for Wales's Class 158 825 arrives into Barmouth with a Pwllheli to Birmingham International service on August 21st. *Ben Bucki*

Transport for Wales

Class 67 010 with the 1W96 17:22 Cardiff - Holyhead is seen on Hencote Bank, Shrewsbury on July 31st. *Phil Martin*



Back on its normal route, having being diverted via the Styal line for 3 weeks, Class 67 010 has charge of the 10:53 Cardiff Central to Manchester Piccadilly, seen at Heaton Norris on August 25th. *Barry Longson*



Class 67 020 with the 1V50 16:30 Manchester Piccadilly - Swansea is seen at Kemps Eye on August 2nd. *Phil Martin*



Transport for Wales

Class 153 303 and 153 531 working the 2V26 10:00 Shrewsbury - Swansea via the Central Wales line passes Kemps Eye on August 25th.
Phil Martin



Class 197 047 and 197 005 working the 1V38 09:30 Manchester - Fishguard Harbour service passes Kemps Eye on August 25th.
Phil Martin

Newly formed unit AT04 led by Class 153 382 passes Cardiff Central on August 25th heading to Cardiff Canton depot. *Lee Stanford*





Transport for Wales

Class 158 840 departs Shrewsbury and passes the impressive Severn Bridge Junction Signal Box on August 20th with the 16:28 Shrewsbury - Aberystwyth service. *John Goodrich*



Hybrid unit Class 150 242 which is formed of one car from 150 242 and one from 150 279 stands at Cardiff Central on August 25th with a service to Cheltenham Spa. *Lee Stanford*



Class 197 034 and sister 197 123 stand at Cardiff Central on August 25th before departing with the 11:00 Milford Haven to Manchester Piccadilly. *Lee Stanford*



Transport for Wales

Class 67 020 arrives at Wilmslow on September 2nd with the 16:30 Manchester Piccadilly to Cardiff service, at the rear was DVT No. 82220 which is a replacement for 82229 which was damaged in the Leominster accident. *Lee Stanford*



Class 197 112 departs Llandudno Junction on August 17th with 15:35 Crewe - Holyhead as 197 033 waits in the bay platform working 17:40 to Llandudno. *John Goodrich*



Class 197 118 and 197 024 form the 17:33 Manchester Piccadilly to Carmarthen service on August 2nd, seen between Slade Lane and Mauldeth Road. *Barry Longson*



Transport for Wales

Class 769 452 put in a surprise appearance at Crewe in the early evening of August 20th with a 17:59 Crewe Electric Depot - Lancaster empty stock move which was cancelled at Crewe station. *John Goodrich*



Class 67 010 climbs Hencote Bank with 1W96 17:22 Cardiff Central - Holyhead service on July 31st. *Keith Davies*



On July 30th, Class 197 043 and 197 005 pass Walcot with 1J19 14:08 Birmingham International - Shrewsbury service. *Keith Davies*



Transport for Wales

Class 150 259 awaits departure from Cardiff Central with 2G58, the 11:10 to Severn Tunnel Junction on August 12th. *Derek Elston*



Class 197 111 and 197 018 are seen arriving at Manchester Piccadilly from Milford Haven on August 7th. *Michael Lynam*

Class 67 012 passes through Acton Bridge on July 31st with a Crewe C.S. - Mayfield test run. *Michael Lynam*





Transport for Wales

Class 67 029 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on August 6th. *Keith Davies*



Class 67 012 and stock HD07 with DVT No. 82230 are seen arriving at Manchester Piccadilly on August 7th. *Michael Lynam*



Class 67 020 passes Kempseye with 1V18 15:30 Manchester Piccadilly - Swansea on August 3rd. *Keith Davies*



Transport for Wales

DVT No. 82226 leads the 12:30 to Cardiff as it sets off from Piccadilly on August 21st. *John Sloane*



Class 67 017 is seen on Hencote Bank with 1W96 17:22 Cardiff Central - Manchester Piccadilly on August 7th. *Keith Davies*



Class 197 020 arrives at Wilmslow on August 21st working a Manchester Piccadilly - Milford Haven service, having been diverted via the Styal line. *Michael Lynam*



Transport for Wales

Class 67 014 passes Kempseye with 3H00 09:46 Crewe C.S. - Hereford Diesel Sidings on August 26th. *Keith Davies*

Class 153 303 and 153 531 forming 2J48 09:19 Crewe - Shrewsbury service waits departure time at Crewe on August 30th. *Derek Elston*

Class 67 017 passes Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on August 26th. *Keith Davies*







Transport for Wales

Class 756 001 runs into Taffs Well with 2F42, the 15:10 Treherbert to Cardiff Central on August 13th. *Derek Elston*

Class 67 017 with set HD01 departs Wilmslow diverted via the Styal line on a Cardiff - Manchester Piccadilly service on August 21st. *Michael Lynam*

DVT No. 82220 leads Class 67 020 at Bayston Hill with 3H00 09:46 Crewe C.S - Hereford Diesel Depot. *Keith Davies*







Transport for Wales

Class 67 010 rolls into Cardiff Central on August 12th and will form 1W57 10:53 Cardiff Central to Manchester Piccadilly service. *Derek Elston*



Class 197 013 and 197 120 pass Bayston Hill on August 6th with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour. *Keith Davies*



Class 153 353 leads sister 153 528 away from Crewe on August 8th with a stopping service to Shrewsbury. *Lee Stanford*



Transport for Wales

Class 756 007 arrives into Cardiff Central working 1A20 09:39 Merthyr Tydfil to Aberdare on August 12th. *Derek Elston*

On August 13th, the 5Q74 Crewe - Holyhead turned out to be a very uninteresting Class 197 on a test run, seen here near Penmaenmawr. Still at least the sun was shining. *Colin Kennington*

Class 67 017 arrives at Manchester Piccadilly on August 21st with the 08:49 service from Cardiff. *John Sloane*







Transport for Wales

Class 67 020 with DVT No. 82226 on the tail approach Cardiff Central with 1V39, the 10:27 from Manchester Piccadilly on August 12th. *Derek Elston*



Class 398 001 and 398 018 are seen stored on Taffs Well depot on August 13th. *Derek Elston*



DVT No. 82226 with set HD01 propelled by Class 67 017 arrives at Wilmslow, diverted via the Styal line on a Manchester Piccadilly - Cardiff service on August 21st. *Michael Lynam*



Transport for Wales

DVT No. 82230 leads Class 67 012 as 1W59 12:53 Cardiff Central to Manchester Piccadilly eases to a stand on August 12th. This service was curtailed short at Crewe. *Derek Elston*

Class 756 112 runs into Taffs Well with 1M40 14:22 Aberdare to Merthyr Tydfil on August 13th. *Derek Elston*

Class 756 002 stands at Coryton on August 13th having just arrived with 2C16 the 09:35 from Penarth and will form the 2P36, the 10:12 departure to Penarth. *Derek Elston*







Transport for Wales

Class 756 111 departs Taffs Well with 1A38 14:09 Merthyr Tydfil to Aberdare service on August 13th. *Derek Elston*

Class 67 029 'Diamond Jubilee' arrives into Crewe with 1W13, the 05:39 Swansea to Manchester Piccadilly service on August 30th. *Derek Elston*

On August 13th, plenty of stored TFW Metro Class 398s are seen at the depot at Taffs Well seen from the station footbridge. *Derek Elston*







Units: DMUs and EMUs

A job undertaken by Network Rail during the closure of Stockport, was the removal of a row of 45 to 50 foot fern trees, opening up this view of the London and North Western Railway Company's Goods Warehouse at Heaton Norris. Here Northern's Class 150 142 and 150 130 pass, working the 13:51 Hazel Grove to Manchester Piccadilly service on August 25th. *Barry Longson*

London Northwestern's Class 350 242 approaches Acton Bridge on July 31st working from Birmingham - Liverpool Lime Street. *Michael Lynam*

LNW's Class 730s have started to work some Birmingham - Liverpool Lime Street workings. This is Class 730 217 seen calling at Acton Bridge on July 31st. *Michael Lynam*







Units: DMUs and EMUs

A Manchester Airport - Liverpool Lime St. service heads across a baking hot Chat Moss on August 13th. *Jeff Nicholls*

A passenger boards West Midlands Trains' Class 139 002 at Stourbridge Town as it is about to embark on the short journey to Stourbridge Junction on August 19th. *John Goodrich*

Northern's Class 331 023 has charge of the 16:00 Liverpool Lime Street to Manchester Airport service, seen at Mauldeth Road on sunny August 2nd. *Barry Longson*







Units: DMUs and EMUs

West Mid's Class 196 005 shunts from platform 1 to platform 3 at Hereford on August 20th after arriving with the 12:56 service from Birmingham. *John Goodrich*

Northern's Class 150 224 and 150 144 arrive at Bredbury on August 20th, working the 09:19 Manchester Piccadilly to New Mills Central service. *Barry Longson*

Two former West Midlands EMUs pass at Guide Bridge on August 8th, as Northern's Class 323 205 and 323 212 are both on Manchester Piccadilly to Hadfield diagrams. *Barry Longson*







Units: DMUs and EMUs

On August 29th, Northern's Class 331 107 is seen on the approach to Cheadle Hulme, working the 12:06 Manchester Piccadilly to Crewe. *Barry Longson*



LNW Class 350 108 with one coach in an anti-trespass and rail safety livery waits to form 15:33 Crewe - Stoke service on August 15th. *John Goodrich*



Northern's Class 150 113 departs Guide Bridge on August 8th, while working the 14:23 Manchester Piccadilly to Rose Hill Marple service. *Barry Longson*



Units: DMUs and EMUs

West Mid's Class 730 027 arrives at Bourneville during a sunny interval on August 21st with 14:46 Four Oaks - Redditch service.
John Goodrich

Northern's Class 150 136 sits at Rose Hill, Marple on August 8th, awaiting departure time with the 16:11 service to Manchester Piccadilly.
Barry Longson

Class 195 011 awaits departure time at Sheffield while working the 10:17 Nottingham to Leeds. In the background, reformed Class 150 008 is seen leaving with the 11:15 also to Leeds, on a very warm August 15th. *Barry Longson*







Units: DMUs and EMUs

Northern's Class 331 109 calls at Horwich Parkway, with 1Y81 the 13:08 Windermere to Manchester Airport service on August 10th. *Paul Senior*



Northern's Class 195 009 and 195 117 pass New Mills South Junction on August 10th with a Manchester Piccadilly to Sheffield stopping service. *Lee Stanford*



It's time for a crew change at Birkenhead Central as Merseyrail's Class 777 002 pauses there on the return leg of 10:30 Chester - Liverpool - Chester on August 17th. *John Goodrich*



Units: DMUs and EMUs

On August 6th, Northern's Class 150 113 leads sister 150 136 at New Mills South Junction with the 12:58 Newton Heath Depot to Buxton empty stock move. *Lee Stanford*

The Class 730/2 units are now entering service with LNW trains and on August 21st, Class 730 213 is seen passing Slindon with a service from Birmingham to Liverpool. *Lee Stanford*

Northern's Class 323 206 leads classmate 323 209 through Gatley on August 12th as they head for Manchester Airport with a service from Blackpool. *Lee Stanford*







Units: DMUs and EMUs

In base colours, London Northwestern's Class 350 104 leads sister 350 376 away from their Stafford stop on September 2nd working the 13:13 Crewe to London Euston service. *Lee Stanford*



Northern's Class 323 232 calls at Bryn in the suburb of Wigan, with 2F64 the 09:45 Liverpool Lime Street to Wigan North Western service on August 25th. *Paul Senior*



The last former West Midlands unit to enter service with Northern is Class 323 243 and on its third day in service it was captured leaving Manchester Piccadilly with the 14:33 to Hadfield. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's battery powered Class 777 146 arrives at Headbolt Lane on August 15th with the 07:35 service from Liverpool Central, as 777 148 departs with the 07:56 service to Liverpool Central. *Paul Senior*

Northern's Class 156 452 and 150 143 turn back at Horrocksford Junction, Clitheroe on August 6th to work a service from Clitheroe - Rochdale via Bolton. *Michael Lynam*

West Midland's Class 196 106 passes Walcot with 2G20 15:05 Shrewsbury - Birmingham New Street on July 30th. *Keith Davies*







Units: DMUs and EMUs

Northern's Class 150 106 and 150 142 depart Altrincham on August 28th working a Chester - Manchester Piccadilly service via Stockport service. *Michael Lynam*



Northern's Class 150 136 approaches Manchester Piccadilly working a service from Rose Hill on August 7th. *Michael Lynam*



LNW Class 730 216 working ECS move 5B30 11:55 Soho L.M.D. to Bletchley T.M.D. passes through Northampton on August 22nd. *Derek Elston*



Units: DMUs and EMUs

South Western Railway's Class 159 107 and 159 006 are seen at Exeter St. Davids on July 30th. *Richard Hargreaves*

On August 21st, Northern's Class 323 238 and 323 209 depart Manchester Oxford Road working a Manchester Airport - Blackpool North service. *Michael Lynam*

West Midlands Trains' Class 196 106 stands at Birmingham New Street on August 2nd ready to work the 1J52 12:52 to Shrewsbury.
Derek Elston







Units: DMUs and EMUs

Northern's Class 195 122 approaches Deansgate on a service from Liverpool on August 21st. *John Sloane*

Northern's Class 150 136 waits to depart Manchester Piccadilly on August 21st with an ECS move to Newton Heath Depot. *John Sloane*

Northern's Class 150 144 and 150 224 arrive at Manchester Piccadilly on August 21st working a service from New Mills. *John Sloane*







Units: DMUs and EMUs

On August 21st, Northern's Class 331 106 approaches Castlefield Junction with a Liverpool bound service as another Northern service approaches. *John Sloane*

Northern's Class 156 461 and 156 418 exit leave Upholland tunnel with a Blackburn to Headbolt Lane service on August 22nd. *John Sloane*

Northern's Class 156 429 and 150 138 head out of Deansgate with a Southport to Manchester Oxford Road service on August 21st.
John Sloane







West Midlands Metro

West Midlands Metro tram No. 49 ‘Ozzy Osbourne’ approaches Grand Central bound for Wolverhampton station on August 2nd. *Derek Elston*

Tram No. 30 is seen at Wolverhampton station on August 2nd. *Derek Elston*

West Midlands Metro Tram No. 30 is seen at Edgbaston on August 2nd. *Derek Elston*







National Rail



After a reversal at Oxford Road, Colas Rail's No. DR73922 'John Snowdon' passes Deansgate working from Preston Docks to Warrington Central on August 19th. *Russell Clarke*

Greater Anglia launches West Anglia customer committee

Greater Anglia has launched a new customer committee on its West Anglia route. The committee, made up of 12 people, covers the routes from Cambridge, Stansted Airport, Hertford East, and intermediate stations along the line to London Liverpool Street. The members, who represent the broad range of stations and communities along the route, each bring a wealth of experience of travelling with Greater Anglia, along with feedback and ideas to help GA meet the needs of its diverse range of customers.

The committee is primarily an online forum, but with some in-person meetings also planned over a six-month trial period. Members will use a dedicated online platform to regularly provide feedback on their recent journey experiences and respond to targeted questions around key areas.

They will be asked to provide feedback to Greater Anglia about:

Stations and train facilities.

The provision of information at stations, on trains, and online via the website/app.

Train services and alterations, including rail replacement services.

Future priorities for improvement.

Neil Atkin, Greater Anglia's Head of Customer Experience, said: "We had a great, productive first meeting of the West Anglia customer committee, and we cannot wait to see how it develops going forward over the next six months. We are working hard every day to give our passengers better journeys, and we hope that the detailed feedback and insight that this new committee will give us will help us to make even better progress."

All committee members were selected following a two-stage recruitment process and will serve on the committee for six months, with the option of an extension. Subject to the success of this initial customer committee, Greater Anglia will look to roll out the same format on other parts of its network.

Fares Advice with RailUK

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

How Come You Can Book Eurostar from Stations in France only to London UK?

Q: It appears that you can book a through ticket via the Eurostar website from TGV served stations in France only to London St. Pancras but not to other main station in Britain. I thought that something called a CIV ticket existed which meant you could travel between major cities in Britain and those in France? This meant that if you missed a connection going either way, that the train operator was supposed to take you on the next service?

A: Through fares between European stations and GB stations other than London ceased to exist when Eurostar migrated their reservations/bookings over to a new system a few years ago, around the start of Covid IIRC. Presumably it wasn't deemed to be sufficiently important to warrant spend money developing it (or to include it in the tender/contract with the system developer).

You can still get tickets on the British side to/from "London International CIV" (LNE for short), which can be bought through various retailers such as Avanti and TrainSplit, or through ticket offices. However, these are legally speaking not through tickets because of this clause in the Eurostar conditions of carriage:

1.6 Connecting journey. Through ticket or separate contracts of carriage?

If your journey combines two Eurostar Services (one London Route Service and one Continental Route Service), purchased together in a single commercial transaction, the tickets will constitute a single contract of carriage (Through Ticket) within the meaning of article 12 of the PRR and issues relating to delays, missed connections, cancellations and compensation will be handled in consideration of your whole journey.

Any other journeys connecting a Eurostar Service and a service provided by another carrier(s) e.g. SNCF, SNCB, DB,… even purchased in a single commercial transaction, represent separate contracts of carriage. In case of issues relating to delays, missed connections, cancellations, and compensation, each service (leg) of the journey will then be considered separately, without taking into account the other service (leg) of the journey. For example, in case of delay, your compensation, if applicable, will be calculated on the basis of the delay on the disrupted leg(s), individually, and not on the total delay at the final destination.

If you miss a connection to/from a Eurostar service, they have arrangements with most operators on either side to allow you to take a later connecting service at no additional cost (see here).

However, compensation will only be paid for delays incurred on the Eurostar portion of the journey and only on the cost of the Eurostar ticket. You also won't be entitled to overnight accommodation or refreshments during the delay.

So you are effectively reliant on the goodwill of Eurostar or the other operator(s) to get anything more than rebooking/authorisation to travel on the next train. I therefore strongly suggest getting proper travel insurance that covers missed connections - it's imperative to read the policy wording thoroughly to be sure of what's covered.

One of the few advantages to a London International CIV ticket is that it generally has less onerous time restrictions than the equivalent London Terminals ticket.

In this case, GWR in fact have no time restrictions at all on LNE-BRI fares. So you can buy a Euro High Saver at effectively the same price as the Off-Peak ticket (there's only a small supplement to reflect the fact it covers your cross-London transfer to/from St Pancras) and travel at any time.

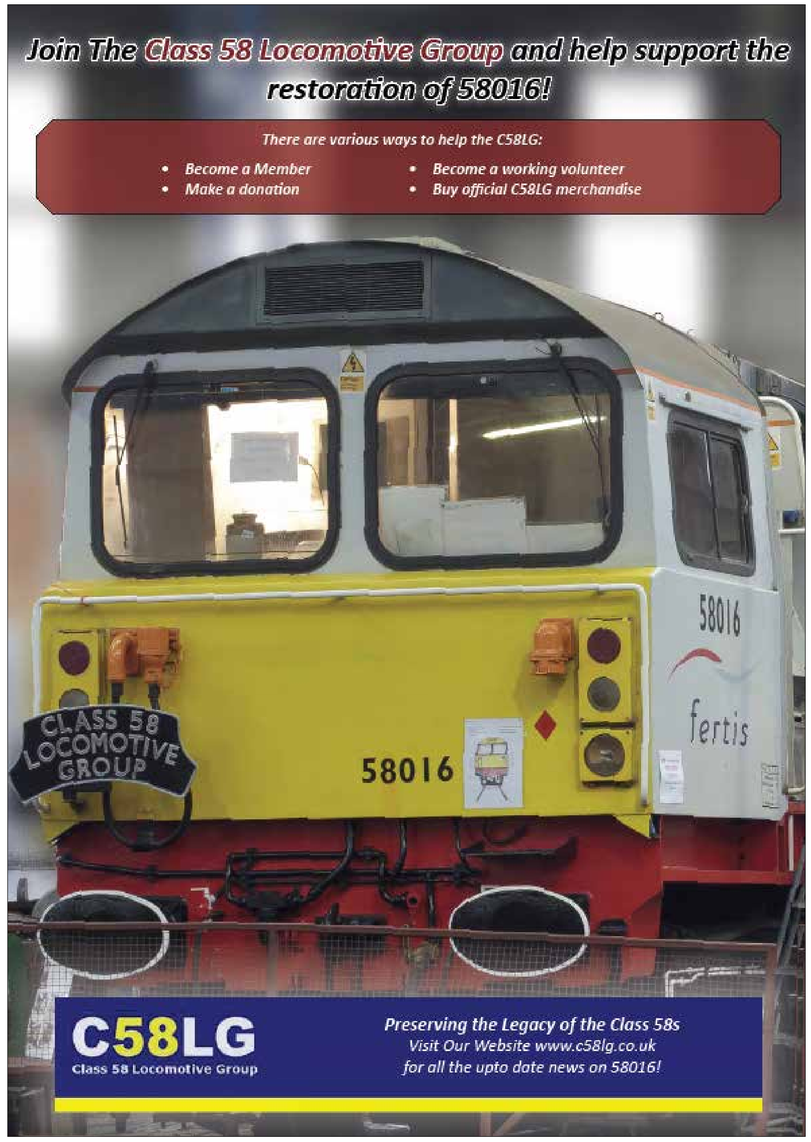
Thus the peak fare isn't something you'd actually pay when connecting to/from Eurostar.

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!



'Tangmere' waits for Northern's Class 195 117 to pass on a Barrow to Manchester Airport service before departing Carnforth for Hellifield behind a WCRC diesel and support coach on August 17th.
Colin Kennington



Walton-on-the-Naze residents feature in rail station art display

Artwork has gone on display at Walton-on-the-Naze station, depicting the history of passenger rail. The work was unveiled as part of Railway 200, a celebration of 200 years of the modern railway in Great Britain.

The artwork is made up of separate panels, each with a painting of a historic rail carriage – from the very beginnings of passenger rail, right up to Greater Anglia's new train fleet.

The people inside the carriages are all self-portraits painted by members of the local community.

The work was funded and facilitated by the Essex & South Suffolk Community Rail Partnership (CRP) working with the Walton-on-the-Naze community, including Walton Youth Club, The Nose Artspace, and East Coast 5.

The work was installed by Greater Anglia's Asset Management team.

Jane Stewart, Essex & South Suffolk CRP Officer, said: "We love displaying artwork at many of our branch line stations, from children's drawings to large-scale murals. It's a great way to increase engagement and build positive relationships with the community.

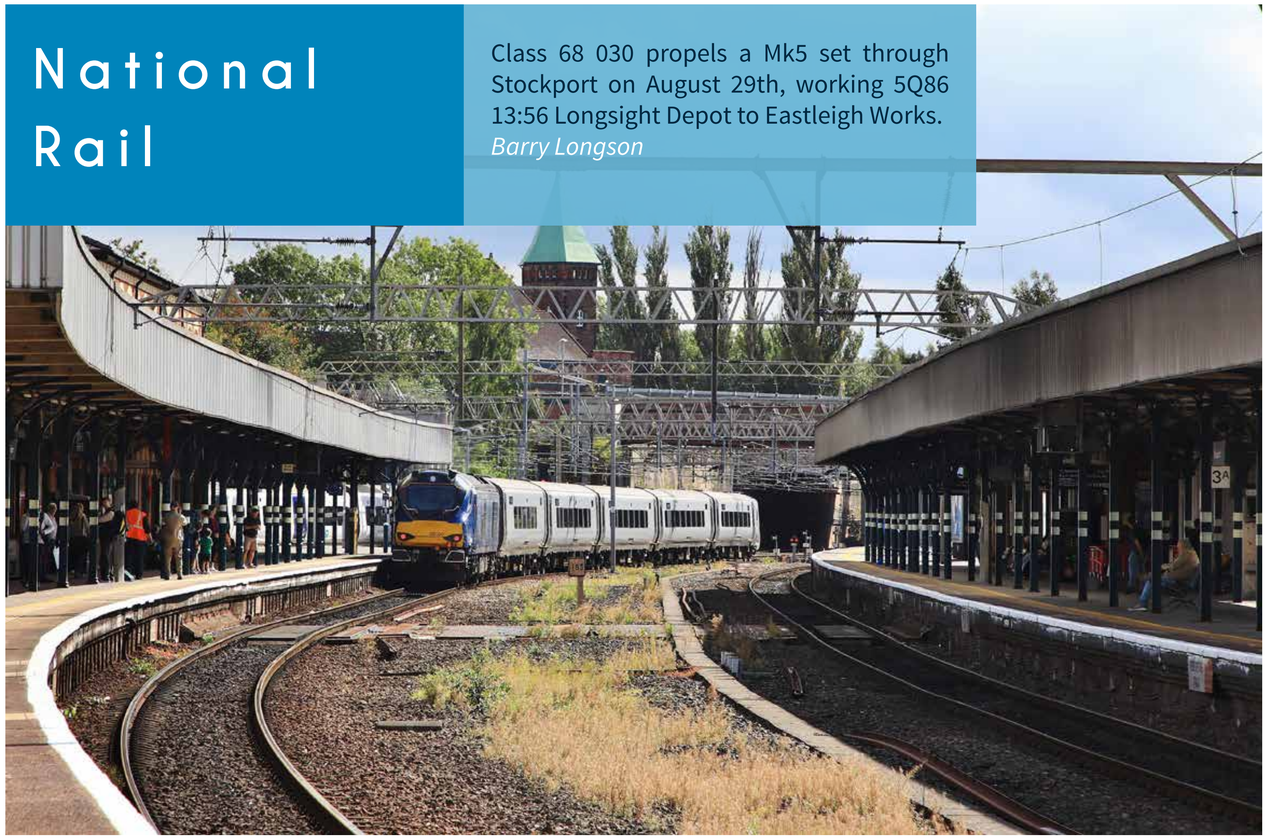
"Our new display at Walton-on-the-Naze really brightens up the station and we hope passengers will enjoy seeing it as they pass through."

Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said: "We are grateful to the Essex & South Suffolk CRP for the amazing work they do to bring vibrant and attractive artwork to rail stations across Essex. It really does create a wonderful community atmosphere and helps our stations to feel welcoming and loved by the local community."



Photo: The new artwork on display at Walton-on-the-Naze station. ©ESSCRP

National Rail



Class 68 030 propels a Mk5 set through Stockport on August 29th, working 5Q86 13:56 Longsight Depot to Eastleigh Works.
Barry Longson

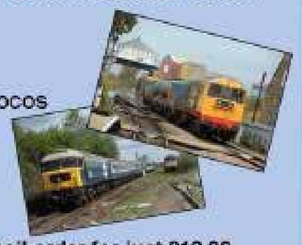
Loco Fleet List Ten

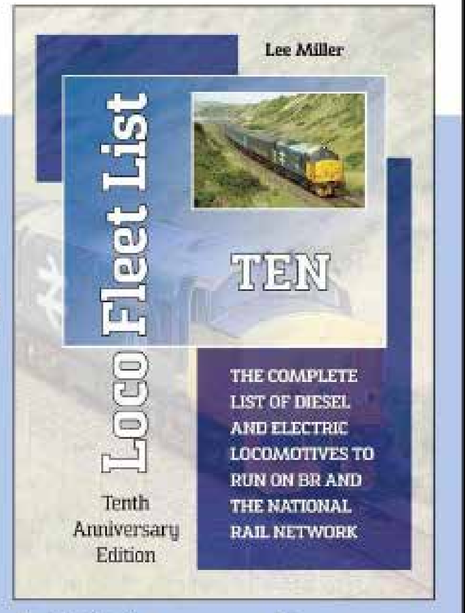
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Thameslink and Stevenage FC continue Academy partnership for 12th year



Govia Thameslink Railway (GTR) is proud to partner with Stevenage Football Club for the 12th year.

The operator of Great Northern and Thameslink trains provides Academy apprentices with free rail travel on its network, supporting players of all backgrounds get to training, school and college.

The longstanding partnership has seen the two organisations team up on many campaigns, such as tackling the stigma attached to mental health, collecting toys for disadvantaged youths at Christmas, and encouraging travellers to open up for Brew Monday with Samaritans.

The players have taken an active role in enhancing Stevenage station's place in the community. Earlier this year, a group planted up platform flower boxes with blooms to brighten the day of passing passengers.

Jenny Saunders, Customer Services Director at GTR, said: "We're proud to partner with Stevenage FC to support their Academy apprentices. This free travel supports some 40 young people aged 16-18 as they pursue their dreams in sport; I can't think of anything more worthwhile.

"Side-by-side, we've also been supporting a Step Up programme with the Stevenage FC Foundation to keep youths engaged in education at the town's secondary schools."

Gibson, Stevenage FC Head of Academy added: "Our partnership with Thameslink represents a transformative opportunity for both our students and their families.

"By offering streamlined travel solutions, we're not only making education more accessible, but also empowering students to develop valuable life skills through their experiences with Thameslink.

"This collaboration significantly reduces travel costs, allowing students to focus more on their academic journey and more on their long-term aspirations."

Photo: Stevenage FC planting up Stevenage station ©TSGN

National Rail

HNRC/Swietelsky Choppers Class 20 302 and 20 311 whistle their way through Wellingborough running light as 0E82 08:45 Wembley Loco Sidings to Worksop Down Reception on August 28th. *Derek Elston*

Network Rail Grinder Nos. DR79401, DR79402, DR79403 and DR79404 is seen at Northampton working as 4Q02 09:50 Gresty Lane Down Sidings to Bletchley Civil Engineers Sidings on August 1st. *Derek Elston*

Network Rail MPV Nos. DR98923 and DR98973 passes Northampton as 3Z23 11:50 Kings Norton On Track Plant Depot to Effingham Junction C.H.S. on August 22nd. *Derek Elston*





National Rail

A scene unlikely to be repeated in the next 100 years occurred during August when the bridge under Greek Street in Stockport was replaced during a 3 week closure. Looking north towards Stockport station on August 14th, reveals the uncovered railway prior to the contractor commencing work to build the new bridge. *Lee Stanford*



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Poet Laureate marks railway bicentenary with commemorative poem

The 200th anniversary of the modern railway has been celebrated with a commemorative poem from Poet Laureate Simon Armitage CBE.

Titled 'The Longest Train In The World', the poem was published on August 29th as part of Railway 200, a national celebration of the past, present and future of the railway, exploring how this British invention has shaped our lives and livelihoods.

Rail's bicentenary is inspired by the opening of the Stockton and Darlington Railway on September 27th 1825, a journey that changed the world forever.

The Longest Train In The World

We stood in a northern field and witnessed it
rocketing past, barrelled and chimneyed,
towing an open-top truck, kicking up dust
and chucking out sparks as it cantered
the metal road. We gasped and it gasped back.
It kept coming: we sat with our legs dangling
over a stone bridge as it steamed along,
cheeks and chest puffed out, lungs heaving,
hauling the golden age and ragging a blue sky
with silver clouds. We saluted - it hooted back.
It kept on coming: from steep embankments
and country platforms we whistled and flagged,
tried to peek inside the upholstered Pullmans
and catch the eye of important someones
riding on plush cushions; we waved,
hoping a gloved hand might wave back.
It kept on coming: we clapped like mad
when its diesel engines went like the clappers,
gawped from city streets and apartments,
smiled at hundreds of faces, as if the carriages
whooshed entire towns of passengers station
to station. It kept on coming, tunnelling
under mountain ranges then vaulting ravines
and canyons. When sleepwalking coaches
shushed through curtained suburbs at night
we wished them sweet dreams; when freight containers
trundled and rumbled down branching branch lines
we nodded a knowing wink to the rolling stock
and it winked back. It just kept on coming:
we fist-bumped and high-fived the sleek machines
of the future, some bulleting here to there,
some gliding on air. And we waited to clock
the last guard's van swinging its red lantern,
but that didn't happen: rounding the globe
coupled nose to tail to nose to tail that train
was two centuries long and still counting.

National Rail

Class 70 011 with the Walsall - Dowlow empties is seen at Hope on August 20th. *Mark Enderby*



Midlands Rail Hub looks to the future with preferred alliance partners

The biggest railway upgrade in the Midlands has taken a huge step forward after four companies were identified as preferred partners for the scheme. Midlands Rail Hub, which could cost around £1.75bn if delivered in full, will transform journeys and better connect people with opportunities, jobs, and new houses. The government's recent spending review committed to progress the next stage of Midlands Rail Hub, following an initial £123m released last year to design and develop major changes to the railway through Birmingham. Alongside this, planning is underway to begin to deliver two smaller but significant upgrades to benefit passengers as quickly as possible.

The preferred new alliance - made up of VolkerRail, Laing O'Rourke, AtkinsRéalis, Siemens Mobility, and Network Rail - will design and develop plans and support the build phase needed to transform passenger journeys. This latest development is part of ongoing work by Network Rail, West Midlands Rail Executive, Midlands Connect and Department for Transport to progress Midlands Rail Hub. The overhaul of the railway in Birmingham and the West Midlands, including changing how the city's three main stations - New Street, Moor Street and Snow Hill - are served by train services from across the region and beyond, will have significant benefits to local, regional and national passenger journeys.

The biggest change will be connecting the Chiltern main line, which runs into Moor Street, with the Camp Hill lines which run towards the South West and East Midlands via two new chords in Bordesley, near Birmingham city centre. The transformation of the network will include running more train services on key routes through Birmingham and significantly improving connections for the millions of people who use the railway every day. Work will be prioritised to explore how smaller, but vital, pieces of work which will provide passengers and communities with quicker benefits, including new journey options and more trains can be delivered as soon as possible. They include reopening platform 4 at Snow Hill station so additional Chiltern Railways services can run directly between Birmingham's business district and London Marylebone, and redeveloping Kings Norton station and the lines through it so extra Cross City trains can be added and new Midlands Rail Hub-enabled services can call there.

Rail Minister Lord Peter Hendy said: "The Midlands Rail Hub will be transformational for economic growth, jobs and homes in the region, and it's great to see this new alliance ready to deliver vital improvements that will deliver for passengers and freight. With £123 million already released to Network Rail, as part of its Plan for Change, this Government is forging ahead with its promise to create the modern transport system Britain needs and deserves."

Denise Wetton, Network Rail's Central route director, said: "Midlands Rail Hub is a brilliant example of the benefits the railway provides to the everyday lives of people, communities and businesses. It will connect more people with new opportunities, create new jobs and access to careers, and be a catalyst for much-needed house building. We are working to deliver early improvements and changes in Kings Norton and at Snow Hill to deliver benefits for passengers and communities as quickly as possible, while planning the bigger pieces of work which will enable much-wider benefits of the project. Identifying the preferred alliance partners is a really important step and highlights the commitment and intent to deliver a project of this size and the huge amounts of benefits it will provide to the Midlands and beyond."

Mal Drury-Rose, West Midlands Rail Executive (WMRE) director, said: "The Midlands Rail Hub isn't just about delivering more train services; it will unlock huge opportunities for new housing and economic investment across the region. We're already making great strides, with WMRE, WMCA, and TfWM collaborating to deliver significant investment in new stations. Building on the success of award-winning Perry Barr and University stations, we currently have five new stations under construction and another in early development. Combined with our new fleet of trains, the Midlands Rail Hub will ensure this investment works even harder for West Midlanders and deliver a more prosperous and better-connected future."

Maria Machancoses, chief executive of Midlands Connect, said: "Midlands Rail Hub is moving forward at pace and we will continue to work with the Mayors, local leaders and our partners to ensure its benefits reach up to 50 locations across the East and West Midlands. By solving major gaps in connectivity across the region, Midlands Rail Hub will improve services to major economic hubs and boost our local economies. Progressing the alliance is a significant milestone in this ambitious and transformative project."

National Rail

Recent work has been carried out at Pemberton by Network Rail, with a new footpath the new housing estate at Blundle Wood, two more CCTV poles have been installed and the Lancashire Rose mural has been repainted. *Paul Senior*





Class 68 032 passes through Popham on August 18th with a Leamington to Eastleigh stock working. *Dennis Rowland*

SAVE THE DATE: Improvements on the Isle of Wight necessitate Island Line closures in October and November

From Saturday October 18th until Monday November 17th, vital improvements work will fully then partially close the Island Line on the Isle of Wight.

The whole Island Line will be closed from Saturday October 18th to Monday November 3rd. From Monday 3rd to Monday November 17th, trains will only run between Ryde St Johns Road and Shanklin, while additional upgrades are carried out in the Ryde area.

During the closures, engineers will complete the following works:

Replacing the switches and crossings at Ryde Esplanade, which allow the trains to change track

Replacing rail through Ryde Tunnel between Ryde Esplanade and Ryde St Johns Road

Refurbishing Ryde St Johns Footbridge

Improving the fencing on Rink Road, Ryde to make the railway safer

Tamping (lifting the track and consolidating and aligning the ballast beneath) along the whole line to ensure a smoother ride for customers

Vegetation management to reduce the risk of trees falling onto the line and of leaf fall impacting services

Detailed track inspection to check for areas that need repairs and improvement

Replacement buses will be in operation throughout this time, allowing customers to continue to travel across the island.

Speaking on behalf of Network Rail and South Western Railway, George Murrell, Wessex Route Renewals Director, said: “We know how important the Island Line is to the local economy, particularly during the busy summer season. We have chosen to carry out these works in the autumn to minimise their impact as much as possible. By having these closures, we can carry out these extensive improvements, allowing the Island Line thrive for years to come. During the closures, we advise customers to check before travelling and allow extra time for their journeys, as rail replacement buses will be in operation. We are sorry for the disruption.”



National Rail

Better future journeys through Staffordshire after £12.5m upgrades

Rail journeys on the West Coast Main Line through Staffordshire have been improved thanks to major railway upgrades this August.

Network Rail has invested £12.5m renewing tracks, points, bridges and viaducts over the last few weeks.

The work took place during a rare 21-day closure of a 50-mile stretch of the route from Stone through Stoke-on-Trent to Stockport where a major £20m bridge project was carried out.

With no train traffic on the tracks, hundreds of railway workers from Network Rail and its supply chain were able to complete the essential infrastructure upgrades, including:

Refurbishment of the River Trent Viaduct - structural and waterproofing improvements, including new concrete slabs and upgraded drainage

Track renewal at Stone station - 22 track panels replaced, 2,500 tonnes of ballast refreshed, and over 50 new rails installed

Level crossing upgrades - Meaford, Church Lane, and Aston-by-Stone crossings were upgraded to improve safety and infrastructure resilience

Longport station footbridge – ongoing improvements to staircases, concrete work and repainting

500m of track and drainage improvements near Trentham

250m of track upgrades near Hixon

Steve Hopkinson, Network Rail's West Coast South route operations director, said: "I would like to thank passengers and local people for their patience while we carried out this major programme of investment in Staffordshire. Our upgrades will help to future proof this important rail corridor, improve safety and help us to deliver better journeys."

Jonny Wiseman, customer experience director at London Northwestern Railway, said: "We are pleased that the Potteries line has now returned to a normal timetable following a suite of important improvements. I would like to thank our passengers for their patience while Network Rail carried out these works."

Meanwhile over the recent August bank holiday, the West Coast Main Line south also saw improvements delivered. Workers installed 300 metres of new drainage just north of Leighton Buzzard station. As this section of railway has been prone to flooding during heavy downpours, the new drainage aims to reduce that risk and keep trains moving during bad weather.



East Kilbride's new station welcomes first passengers

A new £9m train station has opened in East Kilbride on August 20th as part of major transport improvements in the town. The modern facility replaces the previous station building and offers a significantly improved experience for passengers. It features a new ticket office and barriers, waiting area, and accessibility improvements. It's part of the wider East Kilbride enhancement project, a £144m investment from the Scottish Government to electrify the line and improve rail services between the town and Glasgow.

Cabinet Secretary for Transport, Fiona Hyslop said: "The opening of this new station in East Kilbride is the latest milestone in the delivery of the significant investment this Scottish Government has made across the route. The new station is fitting for a line that is benefiting from modernisation, bringing with that greener and more sustainable electric trains on completion of this £144m programme. It is a clear example of our commitment to making rail a more attractive travel option."

The new station was delivered by Network Rail and contractor AmcoGiffen and is the latest milestone in the overall enhancement project. Several upgrades have already been completed along the route, including the opening of a new £16m station at Hairmyres in May, new footbridges at Busby, Clarkston, and Giffnock stations, the renewal of the railway bridge in Busby, and the installation of a new road bridge on Thornliebank Road.

Liam Sumpter, managing director of Network Rail Scotland, said: "We know how important East Kilbride station is for people travelling to work, accessing education, and reaching vital services. That's why we wanted to create a space that feels modern, welcoming, and built around the needs of the community. Everyone involved in the project has delivered on that vision, and the result is a station that's truly fit for the future. The East Kilbride enhancement project is one of the most significant rail upgrades we've delivered in recent years. Each milestone, such as this one, brings us closer to a railway that better serves our passengers. We're reaching the final stages now as we work to complete the electrification of the line and welcome electric trains onto the route towards the end of the year."

Joanne Maguire, ScotRail Managing Director, said: "The opening of the new East Kilbride station is a huge step forward in delivering a more modern and sustainable railway for our customers. These improvements will not only enhance the experience for people travelling today but also support the future introduction of electric trains along the route. We're proud to play our part in this transformation and look forward to welcoming even more people on board in the months ahead."

Network Rail and blocwork announce new vision for Glasgow Queen Street Station development



Network Rail, in partnership with its joint venture development partner blocwork, is working on proposals to transform a 0.75 ha (1.85 acre) vacant site adjacent to Queen Street railway station.

Aligned with Glasgow's 2030 City Centre Strategy, the scheme will create an enhanced Station Quarter improving the experience and station environment for the circa 15m customers that currently use Glasgow Queen Street. This is in addition to delivering new commercial office space which has the potential to support around 350 new jobs (direct, indirect and during construction), as well as various skills and training opportunities for the city.

The Proposal of Application Notices (PAN) submitted to Glasgow City Council outline the proposals for a landmark office building alongside a new station entrance from North Hanover Street, enhanced station retail space, public spaces, and other station improvements. The project aims to transform the area and improve connectivity from the station to the new look George Square and 'The Avenues' public realm programmes currently in development.

The development site is within an area promoted for the growth of retail and business uses, being both within the 'Principal Retail Area' and the 'City Centre Strategic Economic Investment Location' in Glasgow City Council's City Development Plan (2017).

The first phase of the development will include the delivery of high-quality office space which will set a new standard for sustainable offices in the city. Future phases of the project could see the addition of future office and residential buildings, with commercial space totalling 40,000 square meters.

The design team for this project is led by Scottish-based architects, the Comprehensive Design Architects (CDA), in collaboration with Arup. CDA projects span across the UK including MODA Edinburgh, Printworks Manchester and Old Brewery Bristol, while Arup was involved in the recent Glasgow Queen Street station development project.

The PANs detail how blocwork and Network Rail plan to engage with the local community regarding their proposal. As part of the statutory pre-application consultation process, a public consultation event will be held in the Autum to provide information about the proposal and to invite comments from stakeholders, customers and the community.

Robin Dobson, Group Property Director for Network Rail, said: "It's an exciting time for Glasgow as the city's recovery gains momentum with ambitious transformation and public realm projects being brought forward. Aligning with Glasgow's 2030 City Centre Strategy, the plans unlock and transform disused railway land at the heart of the city, to enhance the station and create modern, connected spaces for people to live and work.

The development is a great example of public and private sector collaboration, to deliver investment and community benefit. It is a real statement of our confidence in Glasgow and the potential for continued future growth."

The Greatest Gathering

Just some of the exhibits at the Derby event on August 3rd. Class 50 049, Class 44 No. D8, Class 90 018, 45 118 Shunter No. 12099. *Jeff Nicholls*









The Greatest Gathering

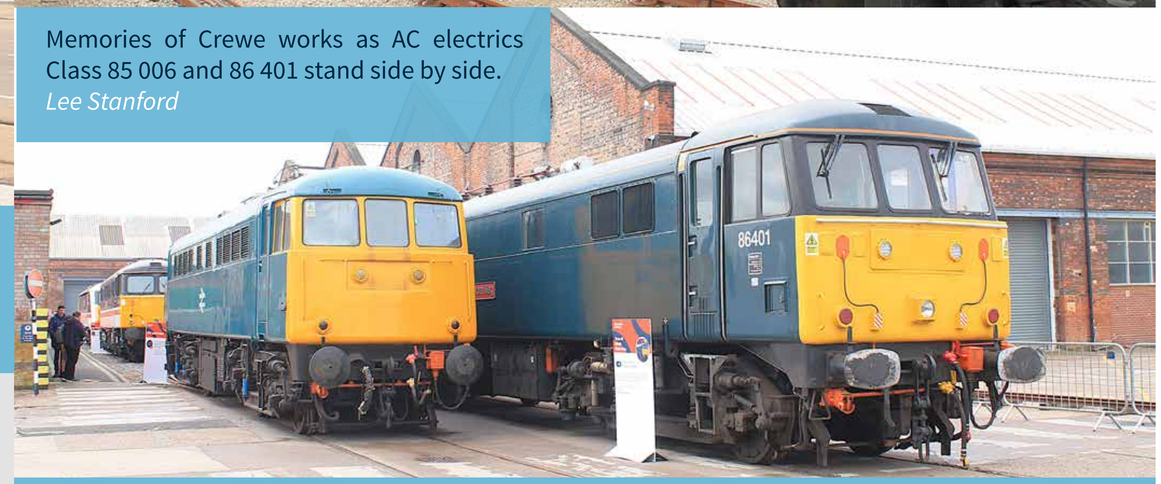
Class 37 508 and 37 418 rest side by side in the afternoon sun at Derby on August 3rd. *Lee Stanford*



A line up of modern freight power showing off Classes 59, 70 and 69. *Lee Stanford*



Memories of Crewe works as AC electrics Class 85 006 and 86 401 stand side by side. *Lee Stanford*



A line up of Peaks led by Class 45 118 was assembled at the Greatest Gathering rekindling memories of years gone by at Toton. *Lee Stanford*



The Clayton Class 17 had been renumbered to No. 8598 as this loco had an association with the Research Centre at Derby many years ago and spent long periods outbased at Longsight depot in Manchester. *Lee Stanford*



The Greatest Gathering

‘Locomotion’ on display at Derby on August 3rd. *Derek Elston*

Network SouthEast Friends 200 years of Train Travel Since 1825 headboard attached to Class 465 908 *Derek Elston*

RSS Clayton shunter No. CD40 41684. *Derek Elston*

Zephyr shunter LOK No. 10170 *Derek Elston*

National Rail



Class 68 023 passes Acton Bridge with an ex TransPennine Mark 5 set heading from Stafford - Longsight on July 31st. *Michael Lynam*



LSL's recently repainted Class 90 026 is seen stabled outside their Crewe depot on August 30th. *Derek Elston*

South Eastern Railway deploys IsoMat thermal technology to keep trains on the Tonbridge to Hastings line running in hot weather

A new type of technology is being trialled on the Tonbridge to Hastings railway line to help keep trains running in hotter weather, and more reliable journeys for passengers and freight customers. The South Eastern Railway has partnered with UK green tech start-up Flint Engineering to combat excessive heat in railway signalling cabinets that can exceed 70°C, with a new patented system that requires no power, maintenance, or internal cabinet modifications, and can be installed in under an hour.

Flint's innovative IsoMat technology delivers peak temperature reductions of over 21%, on the hottest days, transferring thermal energy thousands of times more efficiently than copper or aluminium alone. The collaboration will see the deployment of Flint's IsoMat technology on 10 of the Kent Route's highest risk cabinet locations this summer, strengthening resilience against increasingly frequent hot weather events. Flint Engineering's partnership with the South Eastern Railway will combat the growing challenge of heat-related failures in critical railway signalling infrastructure.

Following a successful pilot trial, Flint is now preparing to deliver an increased number of IsoMat units for deployment across more of the Route's highest-risk cabinet locations in time for summer 2026. Working closely with Network Rail's Technical Authority and Contracts & Procurement department, this trial forms part of a wider exploration of sustainable solutions to combat the effects of climate change, such as passive cooling technologies, with future large-scale deployments subject to Network Rail's standard procurement and evaluation processes to ensure fair and open competition.

David Davidson, chief operating officer for the South Eastern Railway, said: "As extreme weather events become more common, we need innovative solutions to protect our infrastructure, and most importantly keep our passengers and freight customers on the move. Flint's IsoMat technology provides a simple, effective solution to a complex problem, helping us maintain service reliability even during heatwaves without requiring power, maintenance or complicated installation procedures."

Mark Robinson, CEO of Flint Engineering, said: "Our partnership with Network Rail represents a perfect application of our technology where it can make a real difference to critical infrastructure. The IsoMat demonstrates how innovative engineering can address climate resilience challenges while delivering significant operational benefits. This collaboration highlights exactly the kind of practical applications we envisioned when developing this breakthrough technology."

The IsoMat system is notable for its ease of installation, requiring just two people under an hour to fit with no modification to the cabinet itself. With no moving parts and zero maintenance requirements, it delivers long-term performance in the harshest conditions. Network Rail, which nationally owns and manages 20,000 miles of track, 30,000 bridges, tunnels and viaducts and thousands of signals and level crossings, has been grappling with a significant operational challenge: excessive internal temperatures in signalling cabinets during hot weather, which can exceed 70°C. This can lead to system failures, resulting in train delays, service disruptions, and substantial maintenance costs, while posing significant risks to overall rail reliability. This partnership comes as Flint Engineering begins commercial production of IsoMat this year, with significant interest already emerging from the UK, North American, and Middle Eastern markets. The technology has applications across multiple industries such as construction, commercial refrigeration and electrification, where efficient temperature management and energy conservation are priorities.

Flint Engineering's response to this challenge is the IsoMat, a patented passive heat exchanger that mounts to cabinet roofs without requiring power, maintenance, or internal modification. The innovative solution reinvents traditional heat pipe technology through a revolutionary flat aluminium sheet design featuring an internal network of sealed channels. When exposed to extreme temperatures, the liquid within these channels undergoes a rapid cycle of evaporation and condensation, resulting in near-instantaneous heat transfer.

Early trials conducted by Network Rail showed remarkable results, with a reduction in peak internal temperatures of over 21%. IsoMat enables thermal energy transfer thousands of times more efficiently than copper or aluminium alone, dramatically accelerating heat dissipation from sensitive electronic equipment.

National Rail

TRU wraps up seven consecutive weekends of upgrade work



On Sunday August 17th, engineers completed a series of railway upgrades between Manchester, Huddersfield and Leeds following seven consecutive weekends of work, as part of the multi-billion-pound Transpennine Route Upgrade.

The work included major structural enhancements to bridges across West Yorkshire with progress made on the reconstruction of the A62 Leeds Road bridge in Deighton and the installation of a new bridge deck at Station Road bridge in Mirfield, where a 450ft crane was used.

The reconstruction of the A62 Leeds Road bridge is part of TRU plans to make it taller and wider, which will facilitate railway upgrades throughout Deighton and beyond – it will allow for overhead line equipment (OLE) installation which will power electric trains in the future, and means the number of tracks can be doubled from two to four. This enables faster trains to overtake slower ones, shortening journey times.

A 450ft crane was brought in to carry out the installation of a new bridge deck at Station Road bridge in Mirfield. The beams were replaced, significantly increasing the bridge's lifespan and making it a much stronger structure – this upgrade will also support the lengthening of the platform by allowing it to span across the bridge, so that longer trains with more seats can stop at the station.

Track renewal works were undertaken across the stretch of railway between Stalybridge, Huddersfield and Dewsbury – this upgrade of infrastructure will mean smoother, more reliable journeys.

Strides were also made in delivering a greener railway, as work on foundations for OLE masts was carried out across West Yorkshire. This follows the recent introduction of electric passenger services between York and Church Fenton, which means 25% of the Transpennine route is now electrified.

Andrew Campbell, TRU sponsor, said: "We're pleased to have successfully completed our latest phase of upgrades safely and on time. The work spanned seven weekends and involved some complex challenges, but our teams worked around the clock and have taken us one step closer to delivering a faster, greener, more reliable railway across the Pennines. It's an exciting period for TRU as the scale of engineering work across the route really ramps up."

Customers were kept on the move thanks to TRU's Enterprise model, which ensures close collaboration with Northern and TransPennine Express. A £100m TRU investment in diversionary routes allows trains to run on a more resilient railway when other lines are closed, whilst rail replacement bus services were in operation for intermediate stations.

Chris Nutton, Major Projects and TRU Director at TransPennine Express, said: "The works completed during the past seven weekends bring us one step closer to a number of benefits that will significantly improve the railway in the North. We'd like to thank our customers for their patience and cooperation whilst these major improvement works took place.

"We now shift our focus to the 30-day closure of Huddersfield, which will affect all our services that run between Manchester, Huddersfield and Leeds from Saturday August 30th to Sunday September 28th. I urge all customers to check before they travel during this time."

Safety staff patrolling Midlands stations to help keep trains moving

Station safety teams are being used in the West Midlands to help resolve issues before they can delay passengers' journeys.

The teams - being used at 30 stations between Wolverhampton and Coventry, between Lichfield and Bromsgrove, and at some stations between Solihull and Langley Green - are being used on platforms and trains to provide help and support to passengers and keep trains on time.

Hot weather often sees an increase in incidents which can disrupt passengers - such as trespass and vandalism at stations and along the railway - and the patrols are part of ongoing work by the rail industry to tackle these and keep trains moving.

The new teams are in addition to patrollers that already travel across the network, meaning that key stations will benefit from dedicated patrollers each day rather than shorter visits throughout the week.

As well as supporting station staff, the patrollers* carry out regular safety checks and patrol platforms to spot potential trespassers, vandals, or vulnerable people.

Nicholas Bond, Network Rail's Central route crime and security manager, said: "Keeping people safe when in stations and on trains is our priority, and these patrollers help to do just that and keep trains on time.

"We do lots of work to educate people about railway safety and offer help and support to those who might need it through the Samaritans. These additional patrols complement this, all of which ultimately helps to keep trains moving on time and for people to get to where they want to go.

"If anyone has any concerns, always report it to a member of staff or to British Transport Police on 61016."

Lucas Haworth, a member of the new safety patrol team, said: " It's great to work for Vital on this work set by Network Rail. It is essential to us all to stop trespass, anti-social behaviour and vandalism at stations. I have integrated very well with the station teams, and it feels like we are one big family working towards the same goals."

Jonny Wiseman, customer experience director for West Midlands Railway, said: "Safety is our number one priority. Our teams of rail security officers and revenue protection and security managers work hard to prevent antisocial behaviour and safeguard vulnerable passengers in stations and on our trains.

"We look forward to working closely with Network Rail's new station safety teams to support this work and keep our network running smoothly."

Michael Stewart, commercial and customer strategy director at Chiltern Railways, said: "The safety of our customers is paramount. We have a strong presence of Chiltern colleagues, security and Travel Safe Officers across our network to ensure the railway remains a safe environment for those who wish to travel.

"These additional patrols by Network Rail will help further prevent issues, before they impact customer journeys."

National Rail



On August 21st, Class 158 825 arrives into Barmouth with a Pwllheli to Birmingham International service. *Ben Bucki*



Class 67 005 'Kings Messenger' on an unidentified light engine move heads through Crewe on August 30th. *Derek Elston*

Peak fares gone for good – ScotRail set for new era in rail travel

In a first for rail travel anywhere in Britain, peak fares are set to be scrapped for good for customers travelling on ScotRail services from September 1st.

The policy announced by the Scottish Government in May this year is aiming to make train fares simpler, more flexible, and provide better value for money for rail users. A further aim of the change is to get more people to leave the car at home and travel by rail instead.

Removing peak fares will mean significant savings for customers across the country, with some journeys set to reduce by almost 50 per cent – including those between Edinburgh and Glasgow.

From Monday, September 1st, customers will pay the same fare no matter what time they travel, or the day of the week.

There are some routes where no off-peak fare exists because the same fare is already available at any time of the day, and as such, customers will not see any change in those areas.

Examples of the massive savings to be made include:

Journey	Return fare from 1 September	Saving	Percentage saving
Edinburgh – Glasgow	£16.80	£15.80	48%
Inverkeithing – Edinburgh	£7.40	£5.20	41%
Perth – Dundee	£11.20	£5.10	31%
Glasgow – Stirling	£10.80	£7.40	40%
Inverurie – Aberdeen	£10.10	£2.50	20%
Inverness – Elgin	£16.30	£8.50	34%

Customers can check the ScotRail website, or the app, to see Off-Peak fares for their route, and get set for savings when peak fares are removed. The website and app will be updated by Friday, August 22nd, when the peak fare options will be removed for any tickets for travel from September 1st onwards. As part of the move to simpler and more flexible fares, a number of other tickets will also be updated:

Season Tickets will remain at their current pricing until September 27th, offering exceptional value. For regular travellers, this represents a saving of at least 40 per cent compared to purchasing five Anytime Day Return tickets at pre-1 September prices. This discount was part of a 12-month offer launched in September 2024.

Flexipass tickets will have adjusted pricing from September 1st to ensure they continue to offer a saving compared to buying multiple Anytime Single or Return tickets, while still providing flexibility for part-time or hybrid commuters. Super Off-Peak Day Return tickets will be withdrawn, as the removal of peak fares means customers now benefit from great value fares all day, every day.
Railcards, concessions, and enhanced discounts will continue to be available, with most remaining valid for travel after 9.15am, in line with existing conditions.

For more detail on individual products or schemes, please check the Scotrail website or app from Friday, August 22nd when the changes will be available for travel after September 1st.

These changes are designed to make rail travel easier to understand and more accessible, while continuing to offer excellent value for a wide range of customers. The significant change to the fare structure will support the Scottish Government's ambition to achieve net zero, providing more people with the opportunity to use trains as their primary form of transport. ScotRail was recently ranked as one of the best train operating companies for customer satisfaction. With an overall satisfaction of 91 per cent, ScotRail is performing better than all other large operators in Britain.

It has been a hugely successful summer for the operator, with more than 200,000 customers travelling on services to attend events across the country, including the Tall Ships Races in Aberdeen, music events at Hampden Park, the Edinburgh Festivals, and Oasis in concert at Murrayfield stadium.

Fiona Hyslop MSP, Cabinet Secretary for Transport, said: "Public ownership has created the opportunity to deliver a railway which is run for the benefit of the nation. ScotRail is one of the fastest growing operators, with one of the best passenger satisfaction rates and we are building even further on this success by removing peak fares for good. We want more people to choose to travel by public transport for work, study and leisure but we know that many are still struggling with cost-of-living pressures. By removing peak fares, we are making ticketing more simple and more straightforward while at the same time supporting a shift towards sustainable public transport, protecting the climate, and saving people money."

Joanne Maguire, ScotRail Managing Director, said: "This is fantastic news, not only for our existing customers, but for everyone across the country considering rail travel for their commute or leisure journeys. Travelling by train remains one of the most convenient ways to get around, and with simpler, more affordable fares, we hope to see many more people choose ScotRail."

National Rail

Class 08 649 is seen in the old station yard at the long closed Brackley station undergoing conversion to battery power by Meteor Power Solutions on August 9th.*Derek Elston*



Clubs and Societies Apparel

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



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



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



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



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



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



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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Your mission is... build a steam loco





LOCO 462.09.MD

MISSION IMPOSSBLE:
Dead Reckoning Part 1
was released on July 14th 2023. By exploring the various websites etc. about
Le General Rive-Reise
[*the name given to this loco*] one can find out so much about this loco's appearance in the aforementioned film.
There is a video which captures the arrival at Quorn & Woodhouse [on the Great Central Railway on two low-loaders] of the model steam locomotive [yes - a model designed based on a BR 'Britannia' class Pacific and 9F classes] made out of wood and steel using a real newly built loco frame and newly constructed A4 based chime whistle. In its tender was a remotely controlled Scania lorry diesel engine.

Built in Surrey and costing over £2,000,000 it moved to the Great Central Railway for test. Some websites mentioned its filming was done in Norway as well as on the North Yorkshire Raiwlay and then finally to the Darlton Quarry, Stoney Middleton in the Peak District, Derbyshire on August 18th 2021. On August 21st 2021 this loco met its fate crashing into this quarry as part of the MISSION IMOSSIBLE film.

Oh Dear

The engineer of the Lynton and Barnstaple Railway was instructed to build culverts to allow deer a chance to escape when hunted. Also there was a first class passenger on the line who scattered flower seeds to make the route more beautiful.

A Different View

The River Dee and Llangollen railway station, on August 24th. *Derek Elston*



A Different View

Probably one of the most popular Class 800s is GWR's Class 802 106 'Paddington in Peru'. *Richard Hargreaves*



A view from Hayes Knoll looking towards Cricklade on the Swindon and Cricklade Railway on August 25th. *Ken Mumford*



Great Western's Class 57 604 hauls power cars Nos. 43004 and 43198 as 0Z03 Derby Litchurch Lane - Laira on August 5th, following their attendance at The Greatest Gathering. *Richard Hargreaves*



A Different View

Freightliner's Class 66 623 is seen in the quarry at Tunstead on August 20th.
Mark Enderby

A Different View

Tondu signal box, photographed on August 13th. *Derek Elston*



A seagull patiently waits for the next Swansea service. *Derek Elston*



Preserved Railways

THE ICONIC FLYING SCOTSMAN JOINS THE TITANS OF STEAM LINEUP

HOPETOWN -DARLINGTON-



The world's most famous steam locomotive, Flying Scotsman, has officially joined the Titans of Steam lineup at Hopetown Darlington this coming September, marking a historic moment for railway heritage and steam enthusiasts around the globe.

Built in 1923 and renowned for being the first locomotive to officially reach 100mph, Flying Scotsman stands as a towering symbol of British engineering and innovation. Now, over a century later, the legendary locomotive takes centre stage alongside other steam giants as part of the Titans of Steam exhibition – a celebration powerful, iconic, and awe-inspiring engines showcasing Britain's engineering might.

Mike Crawshaw, Darlington Borough Council's Head of Heritage and Culture, said: "We are honoured to welcome Flying Scotsman to the Titans of Steam family. This locomotive is more than just a piece of machinery – it's a living legend. Its inclusion is a tribute not only to its engineering brilliance but also to the millions of fans who have followed its journey through the decades."

Titans of Steam showcases the legends of the railways, uniting both famous and lesser known but historically relevant locomotives from around the country into one prestigious platform. Flying Scotsman joins other celebrated locomotives - such as The A1 Peppercorn Class Tornado, the last steam locomotive built in Darlington - that honour the age of steam.

Fans can look forward to exclusive experiences featuring Flying Scotsman, including footplate tours, light steam displays and photo and viewing opportunities journeys that bring its storied legacy to life.

Sarah Price, Head of Locomotion, said: "In the month that we are celebrating 200 years of the modern railway, it is only right that the world's most-famous locomotive is part of the Titans of Steam festival. Having seen how much visitors have enjoyed getting up close to the engine whilst at Locomotion, we know that its presence will bring much joy to those attending the event at Hopetown Darlington."

Flying Scotsman will be part of the Titans of Steam Exhibition on Saturday 20th and Sunday 21st September only. Another iconic locomotive of the age of steam, The A4 Pacific Sir Nigel Gresley, will replace Flying Scotsman from Tuesday 23rd September.

Tickets for the Titans of Steam Gala, including the light steam events and footplate tours are available now at hopetowndarlington.co.uk/titans and should be booked in advance to avoid disappointment.

The exhibition will be complemented by the highly anticipated 'anniversary journey 1825-2025' taking place on Saturday 27th September at Hopetown Darlington.

There are lots of other events and chances to get involved in the S&DR200 festival – visit www.sdr200.co.uk, www.hopetowndarlington.co.uk and www.enjoydarlington.co.uk to find out more and keep an eye on Hopetown Darlington's, Darlington Borough Council's and S&DR200's social media pages.

Further details on the locations of the locomotives, additional locomotives joining the line up and any associated activities and events will be revealed on Hopetown Darlington's website and social media pages.

Photo: Flying Scotsman ©Hopetown Darlington

Preserved Railways

RARE LNWR “COAL TANK” CONFIRMED TO APPEAR AT GREAT CENTRAL RAILWAY’S AUTUMN STEAM GALA



The Great Central Railway, the UK’s only mainline double track heritage railway, is delighted to announce that LNWR “Coal Tank” No. 1054 will be joining the line-up for its Autumn Steam Gala, taking place from Thursday October 2nd to Sunday 5th October 2025.

Appearing with thanks to the Bahamas Locomotive Society and usually based at the Keighley and Worth Valley Railway, the 0-6-2T Coal Tank is a rare survivor from the late 19th century. Built in 1888 and restored to working order through the dedication of the Bahamas Locomotive Society, No. 1054 offers a unique contrast to the larger express locomotives in the gala line-up and is a firm favourite with enthusiasts and families alike.

The Coal Tank will appear alongside LMS Jubilee Class locomotive No. 45596 Bahamas, already confirmed as the headline guest. Built in 1934 and famous for its distinctive double chimney, Bahamas will be making its final public appearance before overhaul, giving visitors a last opportunity to travel behind it for some time.

This marks the first occasion that two members of the Bahamas Locomotive Society’s operational fleet will run together at the Great Central Railway – a rare and unmissable sight.

The Autumn Steam Gala is one of the GCR’s flagship events, offering four days of intensive steam action. The timetable will feature passenger, goods, and double-headed workings, along with evening trains on Friday and Saturday for an atmospheric “steam at dusk” experience. Visitors can also enjoy GCR’s beautifully restored, period-dressed stations, tours and access to key areas of the railway, the onsite museum, and a selection of cafes and refreshment rooms.

General Manager at Great Central Railway, Malcolm Holmes, said: “We’re thrilled to welcome the Coal Tank to the Great Central Railway this autumn. It’s an exceptional locomotive with a fascinating history, and its pairing with Bahamas – on the latter’s final runs before overhaul – will be a real treat for visitors. This combination offers something truly special for enthusiasts and families alike.”

Further guest locomotives and full event details will be announced in the coming weeks. Keep up to date via our social media channels or online at gcrailway.co.uk.

Preserved Railways

SEVERN VALLEY MOGUL JOINS GREAT CENTRAL RAILWAY'S AUTUMN STEAM GALA LINE-UP



The Great Central Railway is pleased to announce that LMS Stanier Mogul No. 13268 from the Severn Valley Railway and the Stanier Mogul Fund will appear as the third visiting locomotive at this year's Autumn Steam Gala, taking place from Thursday October 2nd to Sunday 5th October 2025.

The Mogul recently returned to traffic following a major overhaul that was completed last year. Its appearance at the gala provides enthusiasts with the chance to see the locomotive working alongside the GCR's own fleet and other visiting engines.

Built in 1934, No. 13268 is the sole surviving example of Sir William Stanier's Mogul class, designed for mixed traffic duties across the LMS network. The class was withdrawn from service in the 1960s, with 13268 preserved by the Stanier Mogul Fund.

LMS Stanier Mogul No. 13268 will be appearing besides LNWR "Coal Tank" No. 1054 and LMS Jubilee Class locomotive No. 45596 Bahamas, already confirmed as the headline guest and marks the first occasion that two members of the Bahamas Locomotive Society's operational fleet will run together at the Great Central Railway – a rare and unmissable sight.

The Autumn Steam Gala is one of the GCR's flagship events, offering four days of intensive steam action. The timetable will feature passenger, goods, and double-headed workings, along with evening trains on Friday and Saturday for an atmospheric "steam at dusk" experience. Visitors can also enjoy GCR's beautifully restored, period-dressed stations, tours and access to key areas of the railway, the onsite museum, and a selection of cafes and refreshment rooms.

Tickets are now on sale via the railway's website at www.gcrailway.co.uk.

Photo: 13268 at the SVR©Robert Green

Apedale Railway

Hunslet works No. 1215 WD No. 303 Invicta 4-6-0T was built by the Hunslet Engine Company in Leeds in 1916 for the British Army as one of 155 War Office 4-6-0T engines, seen here on August 16th. *Jeff Nicholls*



Orenstein and Koppel No. 5662 was constructed at O&K's works at Potsdam, and was new in November 1912. It is an example of O&K's 50hp well tank design. It was ordered by a company called Duhnkrack and Sons, and spent its entire working life in the sugar industry of Argentina *Jeff Nicholls*



Orenstein and Koppel No. 5662 and Hunslet works No. 1215 WD No. 303 Invicta 4-6-0T are seen at the depot on August 16th. *Jeff Nicholls*



Great Central Nottingham

Preserved Class 08 shunter No. D3290 is seen at Ruddington on August 31st. *Derek Elston*

Preserved Class 31 210 is pictured at Ruddington on August 31st. *Derek Elston*

In the workshop at Ruddington on August 31st is B1 4-6-0 No. 1264 undergoing restoration. *Derek Elston*







Great Central Nottingham

Preserved English Electric Type 3 No. D6808 (37 108) is seen displayed at Ruddington on August 31st. *Derek Elston*

Preserved Pacer, Class 144 003 is seen in the platform at Ruddington on August 31st. *Derek Elston*

Preserved shunters, Class 03 118, 08 536, 08 784 and 08 694 'Annesley MPD' line up at Ruddington on August 31st. *Derek Elston*







East Lancs Railway

Class 105 ‘Cravens’ DMU Nos. SC51485 and E56121 is seen approaching Irwell Vale with a weekday service from Bury on August 6th. *Michael Lynam*



Class 56 006 slows for its stop at Irwell Vale with the 11:05 Rawtenstall to Bury Bolton Street service on August 10th. *Paul Senior*

Southern Pacific No. 34092 ‘CITY OF WELLS’ is seen approaching Rawtenstall on a weekday service from Bury on August 6th. *Michael Lynam*





Hythe Pier Railway

The 1878 act of Parliament made provision for the construction of a tramway along the pier, although one was not originally laid. The trucks that carried luggage along the pier were found to be damaging the pier decking, and in 1909 a narrow gauge railway was constructed on the northern side of the pier to replace them. The vehicles were hand-propelled, and the track was laid flush with the pier decking.

In 1922, the current electrified railway was constructed on the southern side of the pier. The track is laid to 2 ft (610 mm) narrow gauge and is electrified at 250 V DC by a third rail on the seaward side of the track. The line consists of a single track with no passing loops, with two non-electrified sidings at the landward end. One of the sidings enters the line's covered workshop. Stations, equipped with low wooden platforms, exist at both ends of the line. The pier head station has an overall roof, whilst the landward station has a ticket office and waiting shelter.

The line is operated by two four-wheeled electric locomotives built in 1917 by Brush with works numbers 16302 & 16307 (simply renumbered as No. 2 & No. 1 – the '7' looking like a '1'.. They were originally battery powered, being used at the World War I mustard gas factory at Avonmouth. They were transferred to Hythe after the war, where they were converted to collect power from a third rail and had their batteries removed. There was initially a third locomotive, but it was used for spares and finally scrapped in 1935. All that remains of the 3rd tractor is the electric motor bearing the serial number "16304".

The line owns four bogie passenger coaches built by Drewry, two of which have a driving cab at their seaward ends. In normal operation the single train is made up of one of the locomotives propelling three passenger coaches, with a four-wheel flat car for baggage. The locomotive is always at the landward end, and the seaward passenger coach must have a driving cab. The line also has a four-wheel oil-tanker, used to carry fuel to the Hythe ferries. *David Lindsell*







Llangollen Railway

Class 14 No. D9525 approaches Glyndyfrdwy with a service to Corwen on August 24th. *Derek Elston*

Great Western Railway's Pannier Tank No. 7754 stands at Corwen after arriving with the 12:20 from Llangollen on August 24th. *Derek Elston*

Preserved 1957 built Class 109 Wickham railcar Nos. 56171 and 50416 stabled on shed on the Llangollen Railway on August 24th. *Derek Elston*







Ribble Steam Railway

Sentinel diesel shunter No. 10283/1968 ‘Progress’ was acting as yard shunter at the railway workshops on August 9th. This locomotive was one of three used to transfer oil tanks at Total Oil until Total reverted to road transport. *Michael Lynam*

Ribble Steam Railway

J.N. Derbyshire, Barclay 0-4-0 No. 196/1923 crosses the swing bridge working a Riverside - Exchange sidings shuttle on August 9th. *Michael Lynam*

North Dorset Railway

Class 62 ‘Yankee Tank’ steam locomotive No. 30075, built from the US Army Transportation Corps design of S100 Shunter of World War II is seen at Shillingstone on August 10th.
David Lindsell

Hudswell Clarke 0-6-0 Diesel Loco ‘Ashdown’ was built by Hudswell Clarke, Leeds in 1959 for the Manchester Ship Canal Railway.
David Lindsell

Class 62 No. 30076 was built by Djuro Djakovic of Slavonski Brod in 1954, currently a static exhibit. *David Lindsell*







Dartmouth Steam Railway

GWR 4200 Class 2-8-0T No. 4247 and Class 08 No. D3014 ‘Samson’ are seen at Paignton on August 4th. *Allison Twycross*



GWR 7800 Manor Class No. 7827 ‘Lydham Manor’ works the 15:30 Paignton - Kingswear past Goodrington Sands on August 6th. *Richard Hargreaves*



GWR 4200 Class 2-8-0T No. 4247 working the 16:10 Paignton - Kingswear passes Goodrington Sands on August 6th. *Richard Hargreaves*



Stainmore Railway

Over the August Bank Holiday weekend, the Stainmore Railway at Kirkby Stephen East celebrated the 200 Years of Railways by bringing in BR No.78018 from the Great Central Railway and NER No.2392 from the North Yorks Railway.

Both locos would have worked over the line from Darlington to Kirkby Stephen in steam days. BR No. 78018 was shedded at Kirkby Stephen. The Stainmore Railway put on a fantastic event, and the progress they have made over the years wisto be applauded.

On August 25th, BR No. 78018 and LNE 2392 are seen in action at the line with vintage coaching stock. *Brian Dobbs*







Bodmin and Wenford Railway

Class 08 444 is seen in the sidings at Bodmin General station on August 5th.
Allison Twycross



Bodmin and Wenford Railway

GWR Small Prairie 2-6-2T No. 5552 was found operating services at Bodmin General station on August 5th.
Allison Twycross

South Devon Railway

GWR Class 2-6-2T No: 5542 is seen in the sidings at Buckfastleigh on August 8th.
Allison Twycross

Class 37 No. 6737 is seen under wraps at Buckfastleigh on August 8th. *Allison Twycross*

Class 04 shunter No. D2246 is seen in the Buckfastleigh sidings on August 8th.
Allison Twycross







South Devon Railway

Class 25 262 is seen in the sidings at Buckfastleigh on August 8th. *Allison Twycross*



Swindon and Cricklade Railway

Class 119 unit No. 119 021 (formed of 51074, 56047 and 51104 is seen at Blunsdon on August 25th. *Ken Mumford*

Class 73 No. E6003 which once worked on the Southern Region of British Railways stands at Hayes Knoll on August 25th. *Ken Mumford*

BR British Railways AC railbus No. W79978 is seen undergoing restoration. *Ken Mumford*







Severn Valley Railway

On August 30th, the SVR DMU group's first 6 car working, Nos. E50170, E59303, E50253, M52064, M59250 and M51941 as the 13:45 Bridgnorth to Kidderminster, seen on arrival at Kidderminster. *Richard Hargreaves*



Ffestiniog Railway

On August 22nd. at Tanybwlch, Double Fairlie ‘David Lloyd George’ departs towards Porthmadog with an empty coaching stock train, after crossing an arriving ‘Woodland Wanderer’ (hauled by ‘James Spooner’). *Ben Bucki*

Ex-South African Railways Garratt No. 87 heads away from Porthmadog station with an afternoon ‘Snowdonia Star’ service, August 20th. *Ben Bucki*

At Tanybwlch, Double Fairlie ‘James Spooner’ awaits departure time with an afternoon ‘Woodland Wanderer’ back to Porthmadog, August 22nd. *Ben Bucki*







Ffestiniog Railway

At Tanybwlch, Double Fairlie 'James Spooner' awaits departure time on August 22nd with an afternoon 'Woodland Wanderer' back to Porthmadog. *Ben Bucki*

On August 20th, England tank locomotives 'Palmerston' and 'Prince' run-round their train, having just arrived at Porthmadog Harbour on August 20th. *Ben Bucki*





Mid Suffolk Light Railway

John Fowler 0-4-0DM shunter works No. 20337 at The Mid Suffolk Light Railway on August 10th. *Derek Elston*

Andrew Barclay 0-4-0ST No. 2315 is seen at the line on August 10th. *Derek Elston*

A stripped out LNER Y7 No. 985 is seen undergoing a rebuild, seen on August 10th. *Derek Elston*







Mid Suffolk Light Railway

Manning Wardle 0-6-0ST works No. 1210 ‘Sir Berkeley’ working the Middy passenger services on August 10th. *Derek Elston*

Ruston & Hornsby 165 0-4-0DM works No. 304470 ‘Alston’ at the line on August 10th. *Derek Elston*

LNER Carriage No. 6939 is being used as a bar and open on Friday evenings and running days. *Derek Elston*







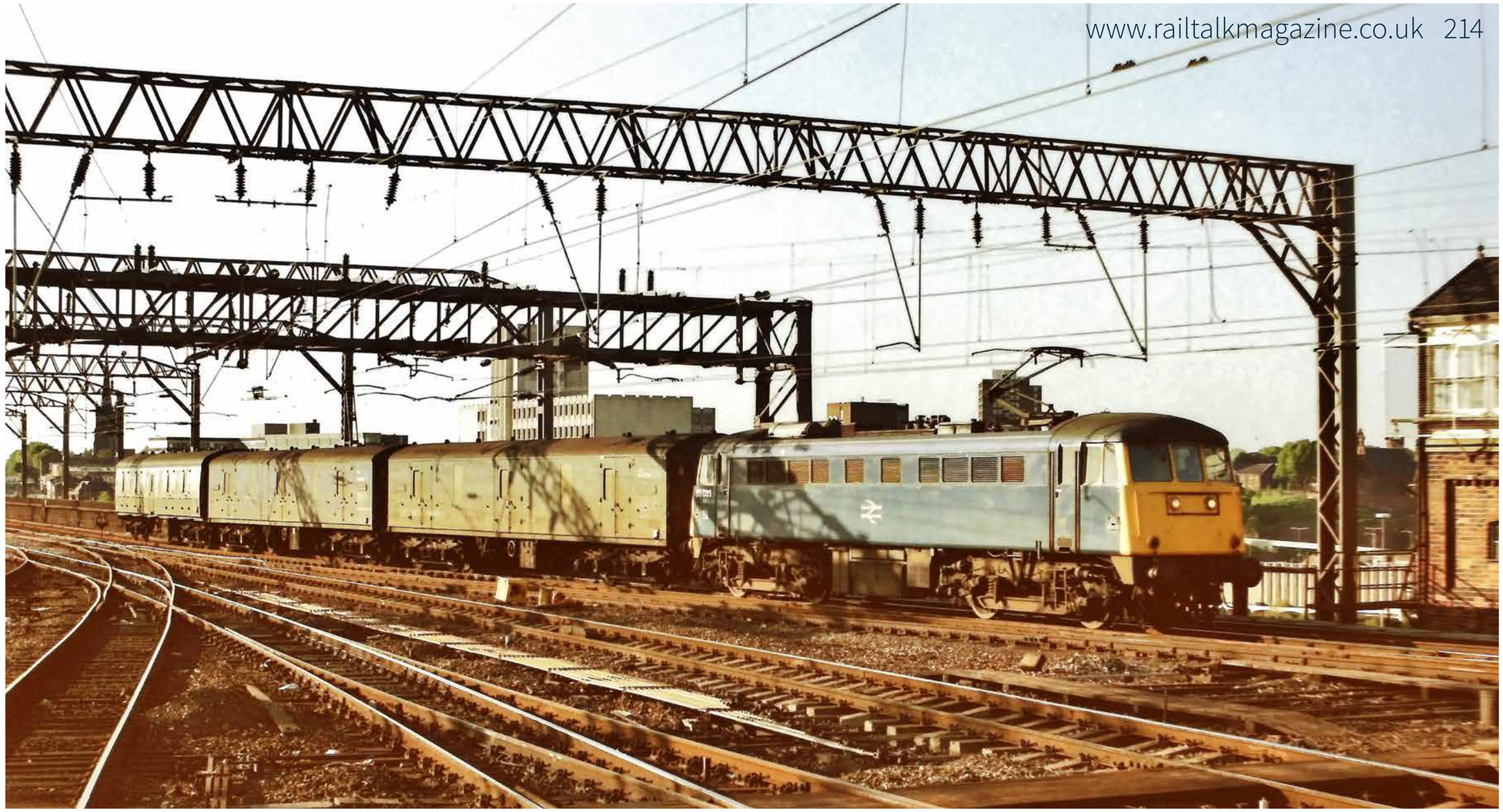
From the Archives

Class 40 181 is seen stabled at Dundee depot, on an overcast August 8th 1982. *Barry Longson*



From the Archives

Class 85 035 arrives into Stockport with 3 parcel vans on May 28th 1985. *Barry Longson*



A trio of Class 20s, Nos. 20 158, 20 190 and 20 161, are seen at Westhouses on May 9th 1981. *Brian Hewertson*



Northern Rail's Class 142 041 climbs Miles Platting bank, bound for Shaw and Crompton on October 4th 2009. *Jeff Nicholls*



From the Archives

April 25th 1992 was Network North West Day when a huge variety of freight locos worked special trains in the area. Class 58 009 nears Manchester Victoria, returning from Southport. What an unrepeatable day! *Jeff Nicholls*

Someone has cleaned the panel with the double arrow! Class 31 209 waits its next turn banking freight trains out of Manchester Victoria and up Miles Platting bank on April 3rd 1986. *Jeff Nicholls*

Variety at Birmingham New Street on July 22nd 1985 with an unidentified Class 120 DMU, Class 86 207 stabled on the middle road and HST power car No. 43187 on the rear of a service. *Barry Longson*







From the Archives

Class 45 046 prepares to depart Leeds with a Newcastle service on July 25th 1985. *Barry Longson*

From the Archives

For a short while in the mid 1980s, there was a variety of different loco classes on the Cardiff to Manchester route, including class 25, 33, 37 and 47. Here Class 33 018 is seen on October 25th 1985 ready to depart Manchester with a service to the Welsh capital. *Barry Longson*



From the Archives

Class 03 073 is seen at Duke St. on Birkenhead Docks on May 2nd 1988.
John Sloane

From the Archives

Skipper unit Class 142 025 and a Class 150 Sprinter pass Newton Heath on a service to Manchester Victoria from the Rochdale line on May 21st 1988. *John Sloane*

Merseyrail's Class 507 009 passes Birkenhead North No. 2 box on its way to West Kirby on May 2nd 1988. *John Sloane*

RES liveried Class 90 019 speeds past Standish with a northbound mail service on the evening of June 18th 2003. *John Sloane*







From the Archives

No. 26 ‘Parkhill’ (RSH 7291/45) brews up at Fryston Colliery on September 8th 1969. *John Sloane*

From the Archives

RSH saddle tank No. 7680 of 1950 simmers alongside the loco shed at Freemans Meadow power station in Leicester on August 30th 1969. *John Sloane*

