

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 229

Well it might be only October but already Network Rail has commenced reminding us of engineering work which is happening at Christmas this year.....

Network Rail has published details of engineering work which is scheduled to take place over Christmas and New Year, disrupting services on some lines. Major projects include replacing a junction at Hanslope on the West Coast Main Line, which will mean no trains between Milton Keynes Central and Rugby between Christmas Day and January 5th. A bridge over the M6 motorway will be replaced, so there can be no trains between Preston and Carlisle from December 31st until January 15th. Still in the north west of England, new signalling will be installed north of Carlisle at Kingmoor, and trains will not run between Carlisle and Lockerbie from New Year's Day to January 7th.

Work is continuing on the Transpennine Route Upgrade, and this will mean no trains between Leeds and York between Christmas Day and January 2nd, while north of the border work on a new railway bridge at Bowling in West Dunbartonshire means no trains between Dalmuir and Balloch or Helensburgh Central, or between Glasgow Queen Street and Crianlarich, from December 24th to January 2nd.

Work in East Anglia will include commissioning and testing new signalling, and services will be suspended between Cambridge North, Cambridge, Bury St Edmunds and Stansted Airport from Christmas Day until January 5th, while there will be no National Rail trains between London Liverpool Street and Stratford from Christmas Day to New Year's Day because of engineering work in Bishopsgate Tunnel. There will also be disruption at London Waterloo, where there will be no National Rail trains between December 25th and 28th, and only a 'very limited' timetable from then until January 4th, while track and points are replaced at Queenstown Road.

Network Rail's chief network operator Helen Hamlin said: 'The period between Christmas and New Year is the quietest on the railway and it's the best time for us to do the major projects that will take longer than a night or a weekend to complete. We work with train operators to organise diversions and rail replacement buses for passengers who are travelling but it's still so important to plan ahead. That's especially the case this year as we have some very big plans for improving the railway that will mean people may have to travel home on different routes after Christmas than the way they travelled out.'

Journey planners on the National Rail website will be updated on October 13th.

And is the end in sight for 'leaves on the line' as...

Northern is using a new weapon to keep autumn leaves at bay, as the leaf fall season arrives. Leaves are falling earlier this year, following the very warm summer. The problem of leaves on railways is well known, because they are compressed into a slippery film by train wheels which then has the same effect as black ice on roads. The result can be lower train speeds, because braking is affected, and motors can also be damaged by wheel slips. Now new technology which blasts dry ice on to the rails to clear away fallen leaves is be tried on the Bishop Auckland branch. A retired Class 142 Pacer fitted with cryogenic cleaning equipment, known as Cryogrip, will run between Bishop Auckland and North Road, using spare paths so that regular trains are not interrupted. The equipment has been developed by engineers from the train's owner, the University of Sheffield, and it works by firing dry ice pellets at the railhead in a stream of air at supersonic speed. Any leaves are frozen and then blasted away, while the frozen carbon dioxide pellets thaw and become CO2 gas.

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

LNER A2 No. 60532 'Blue Peter' is seen leading a 'Lakelander' service through Warrington Bank Quay on September 9th. *Mark Enderby*

Front Cover

Furness Railway No. 20 with two vintage coaches heads from Bury to Ramsbottom on September 13th.

Brian Dobbs



LSL's newest acquisition, Class 90 026, is seen on its maiden test run passing Moore on September 8th. *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 Settle & Carlisle Fellsman

Atrocious conditions greet BR Class 7 No. 70000 'Britannia' on September 3rd, as it works the 1Z71 'Fellsman' away from Ribblehead station towards the Viaduct and onwards to Carlisle.
Shep Woolley

Charter Scene Saphos Trains

The Settle & Carlisle Fellsman

‘Britannia’ brings out the sun as it works the 1Z72 return ‘Fellsman’ through Kirkby Stephen station and onwards to Blackpool on September 3rd. *Shep Woolley*



Charter Scene Saphos Trains

The White Rose

LNER A2 No. 60532 ‘Blue Peter’ heads north at Winwick with a Saphos Trains railtour from Crewe to York on September 26th. *Brian Dobbs*



Charter Scene Saphos Trains

The White Rose

A2 Pacific No. 60532 'Blue Peter' is seen shortly after passing Romiley on October 2nd with a LSL operated tour from Northampton to York.
Lee Stanford



A2 Pacific No. 60532 'Blue Peter' passes Chinley East Junction on September 26th with the LSL operated 05:57 Hereford to York excursion.
Lee Stanford



Charter Scene Railway Touring Company

The Waverley

SR BoB Class No. 34067 'Tangmere' approaches Salt Lake Cottages on September 7th with the northbound 'Waverley' 1Z42 York to Carlisle.
Shep Woolley

Charter Scene Railway Touring Company

The Waverley

With a fortunate break from the rain and a lucky sight of sunshine, SR BoB Class No. 34067 ‘Tangmere’ works the return ‘Waverley’ over Crosby Garrett Viaduct on September 7th, heading towards Kirkby Stephen and onwards to York. *Shep Woolley*



The Shap Mountaineer

On September 27th, having been signal checked approaching Kirkby Stephen. GWR Castle Class No. 7029 'Clun Castle' puts on a fine display as it accelerates away from the station. *Shep Woolley*

Charter Scene Steam Dreams

The Lakes Express

With a moody looking Pen-y-Ghent as a backdrop, LNER A2 Class No. 60532 'Blue Peter' approaches the lovely hamlet of Selside with day 1 of the 'Lakes Express' 1Z32 from London Victoria to Oxenholme via Carlisle on September 9th. *Shep Woolley*

Charter Scene Steam Dreams

The Lakes Express

Running some 45 minutes late off Barrow, on September 12th, LNER A2 Class No. 60532 'Blue Peter' puts on a fine show heading day 4 of the 'Lakes Express' 1Z32 through Furness Abbey to Chester and onwards to London Victoria.
Shep Woolley

Charter Scene Steam Dreams

The Lakes Express

A2 Pacific No. 60532 'Blue Peter' passes Leighton Moss with the returning 'Lakes Express' on September 12th. *Gerald Nicholl*

LNER Pacific No. 60532 ‘Blue Peter’ climbs away from Selside with the ‘Lakes Express’ on September 9th.*Gerald Nicholl*

Steam Dreams

The Lakes Express

Class 47 593 ‘Galloway Princess’ is seen homeward bound after a 4 day jolly as Steam Dreams ‘The Lakes Express’ 1Z33 16:42 Chester to London Victoria passes Northampton on September 12th. *Derek Elston*

Class 47 712 masquerades as 47 711 ‘Greyfriars Bobby’ as it works 1Z32 08:30 London Victoria to Oxenholme Lake District LSL operated ‘The Lakes Express’ through Northampton on September 9th. *Derek Elston*

Class 57 311 ‘The Institution of Mechanical Engineers’ is seen on the tail of 1Z32, the 08:30 London Victoria to Oxenholme Lake District LSL operated ‘The Lakes Express’ as it heads through Northampton on September 9th. *Derek Elston*







Charter Scene Steam Dreams

The Lakes Express

LNER Class A2 No. 60532 'Blue Peter' speeds through Winwick Quay on September 9th, with Steam Dreams' 'The Lakes Express' 1Z32 London Victoria to Oxenholme. *Paul Senior*

Charter Scene Northern Belle

Northern Belle

Class 57 315 leads the 1Z70 Telford Central - Carlisle charter at Telford on September 20th.
Richard Hargreaves

Charter Scene Northern Belle

Northern Belle

Class 57 315 and 57 313 ‘Scarborough Castle’ with 1Z10 Cardiff - Par ‘Northern Belle’ are seen passing Eastdon on September 19th.
Dave Harris

Charter Scene Branch Line Society/125 Group

Heaton Open Day

The Branch Line Society operated a tour from Derby directly to Heaton Depot for the open day on September 20th. Led by power car No. 43159 the tour is seen arriving at the depot.
Lee Stanford



Charter Scene UK Railtours

The Industria Ditat

Class 60 087 and 57 303 (out of sight on the rear) pass Penketh with 'The Industria Ditat' railtour on September 6th. *Mark Enderby*

UK Railtours

The Industria Ditat

Class 57 303 at this point on the rear of 'The Industria Ditat' tour is seen at Penketh on September 6th. Class 60 087 is out of sight on the front. *Mark Enderby*

Class 60 087 and 57 303 working 'The Industria Ditat' tour are seen at Arpley on September 6th. *Mark Enderby*

Having reversed in Latchford Sidings, Class 57 303 leads 'The Industria Ditat' past Arpley Junction, Warrington, on the next leg of its journey to Llandudno on September 6th. Class 60 087 brought up the rear, but would take the lead from Northwich to Llandudno.
Jeff Nicholls







Charter Scene UK Railtours

The Industria Ditat

According to my 'O' Level Latin, 'Industria Ditat' means 'Hard work enriches.' The UK Railtours train of the same name grinds its noisy way round the curves through Crosfields Works, Warrington, on September 6th. Class 60 087 was at the head of the train and 57 303 at the rear. *Jeff Nicholls*



Charter Scene West Coast Railways

The Lune Rivers Trust

Brightening the gloom as ‘Tangmere’ works the 1Z55 ‘The Lune Rivers Trust’ away from Kirkby Stephen and onwards to Lancaster on September 27th. *Shep Woolley*



Charter Scene Midland Pullman

Midland Pullman

Power cars Nos. 43055 and 43047 pass Cockwood Harbour on September 10th working 1Z33 17:29 Paignton - Norwich.
Phil Martin

Charter Scene Midland Pullman

Lord of the Isles Pullman

Only part way through its 12 1/2 hour journey from Rugby to Inverness, the Blue Pullman thunders north through Golborne with the 'Lord of the Isles Pullman' on September 13th. *Jeff Nicholls*



Charter Scene Railway Touring Company

The Royal Duchy

West Coast's Class 47 812 and 47 802 pass Cockwood Harbour on August 31st working 1Z34 17:10 Par - Bristol return charter.
Phil Martin



Charter Scene Railway Touring Company

The Royal Duchy

On July 26th, Black 5 No. 45212 worked 1Z33 Bristol - Par. Once again, Dawlish wasn't attracting the best of the weather but worse was to come, the Black 5 developed a hot box and was unable to work the return 1Z34 to Bristol. Class 47 812, being on the rear of the morning trip, was ideally placed to take over and is seen along Kings Walk, just before being bowled by an IET. That just about put the tin hat on it! *Steve Thompson*





Charter Scene Belmond

The Britannic Explorer

Class 66 744 and 66 701 pass Woolascott on September 16th with 1Z33 13:42 Llandudno Junction - Pwllheli. *Keith Davies*



Belmond

The Britannic Explorer

Class 66 744 and 66 748 arrive at Hellifield with Belmond's 'The Britannic Explorer' The Lake District Day 2, working from Keighley - Penrith via Carnforth on September 6th.
Michael Lynam

Class 66 744 and 66 748 arrive at Hellifield with Belmond's 'The Britannic Explorer' The Lake District Day 2, working from Keighley - Penrith via Carnforth on September 6th.
Michael Lynam

Class 66 744 and 66 748 pass Giggleswick with Belmond's 'The Britannic Explorer' The Lake District Day 2 working from Keighley - Penrith via Carnforth on September 6th. *Michael Lynam*







Charter Scene Belmond

The Britannic Explorer

Class 66 701 and 66 744 haul the 1Z70 Lostwithiel - Bridgewater 'Britannic Explorer' across Cockwood Harbour on September 21st.
Dave Harris



Charter Scene Belmond

The Britannic Explorer

Class 66 701 leads the 1Z64 17:30 Penzance - Fowey Carne Pointlegof 'The Britannic Explorer' with 66 704 on the rear. Seen here climbing towards Burngullow Jct. on September 20th.
Barry Beeston

Charter Scene Belmond

The Britannic Explorer

Class 66 748 and 66 744 pass Cockwood Harbour on August 31st working 1Z60 08:45 Fowey Docks - Bruton. *Phil Martin*

Charter Scene Hastings Diesels

HDL 100 Not Out

On September 20th, Hastings units Nos. 1013 and 1001 pass Hatton working 1Z40 Hastings to Stratford upon Avon and Birmingham Moor St. *John Alsop*



Charter Scene Hastings Diesels

HDL 100 Not Out

Hastings Diesel's DEMU No. 1013 passes Henley In Arden with the 07:02 Hastings to Stratford-upon-Avon and Birmingham Moor St. railtour on September 20th. *Chris Morrison*

GWR Castle Class No. 7029 'Clun Castle' leads Jubilee No. 45596 past Cockwood Harbour on September 6th working 1Z48 Plymouth - Birmingham New St. *Phil Martin*

Charter Scene Saphos Trains

English Riviera Express

GWR Castle Class No. 5029 ‘Nunney Castle’ passes Cockwood Harbour on September 6th working 1Z52 16:35 Kingswear - High Wycombe.
Phil Martin

Charter Scene Saphos Trains

English Riviera Express

SR West Country Class No. 34046 ‘Braunton’ passes Cockwood Harbour on August 30th working 1Z72 Kingswear - Bedford with Class 47 593 on the rear. *Phil Martin*



Charter Scene Pathfinder Tours

The Bicentennial & Peak District Explorer

West Coast's Class 33 029 and 33 025 working 1Z22 Barrow Hill - Eastleigh pass Wychnor Jct. on August 2nd. *Carl Grocott*



Charter Scene UK Railtours

The Greatest Gathering Special Train

Class 57 310 and 69 013 working 1Z32 Derby - London Paddington pass Wychnor Jct. on August 8th. *Carl Grocott*



Charter Scene Belmond

Belmond British Pullman

Class 67 007 working the 1Z94 Derby - London Victoria passes Wychnor Jct. on August 2nd.
Carl Grocott

Charter Scene Intercity

The Tor Bay & Dart Express

On July 26th, the 1Z14 Derby - Kingswear, with Class 45 118 top'n'tail with 47 712 is seen passing a murky Dawlish, and returning in the much-improved evening on 1Z15 back to Derby, seen at Cockwood Harbour.
Steve Thompson



Charter Scene Saphos Trains

The Yorkshire Rose

LNER A2 Class No. 60532 ‘Blue Peter’ at Manchester Victoria working 1Z31 Northampton to York railtour ‘The Yorkshire Rose’ on October 2nd. *Russell Clarke*



A night time outing for the Badger as Class 89 001 is seen on test at Stafford on September 30th with 90 001 in tow as insurance.
Carl Grocott

Charter Scene

ECS and Light Engine Moves

Class 37 409 ‘Loch Awe’ with 90 026 and two barrier coaches in tow are seen approaching Northampton with 5Z90 the 07:41 Crewe H.S. to Eastleigh Arlington (Zg) on September 22nd. *Derek Elston*

Class 37 706 and 33 025 pass Coppull on their way back to Carnforth from Southall on September 4th. *John Sloane*

LSL’s Deltic Class 55 No. D9000 passes Charnock Richard during a move from Heaton to Crewe on September 22nd. *John Sloane*







Ian Riley's Class 5 No. 44871 passes the site of Borwick station on September 26th during a movement from Carnforth to York in readiness to work the 'Rail 200 Special' to Stanhope.
Shep Woolley



Charter Scene

ECS and Light Engine Moves

Class 90 002 ‘Wolf of Badenoch’ crawls up to a red signal at Northampton running as 0Z56, the 14:12 London Euston to Crewe H.S. light engine move on September 12th. *Derek Elston*

West Coast Railways’ Class 33 025 runs light through Watford Junction as 0V42, the 11:23 Carnforth Steamtown to Southall WCR on September 25th. *Derek Elston*

ScotRail liveried Class 37 401 ‘Mary Queen of Scots’ and 37 409 ‘Loch Awe’ top‘n’tail ECS move 5Z71, the 15:44 London Paddington to Crewe H.S. heading through a deserted Northampton on September 12th. *Derek Elston*







Charter Scene

ECS and Light Engine Moves

A sunny morning at Golborne on September 5th, finds Black 5 No. 45212 and its support coach on the way from Carnforth to Norwich to work a special the following day. *Jeff Nicholls*

LNER A2 No. 60532 'Blue Peter' passes Leyland on September 2nd on test run 5Z31 and 5Z32 from Crewe to Preston and back, with Class 20 No. D8107 attached to the rear. The train was turned at Farrington Curve Junction so Blue Peter was leading in each direction. *Michael Lynam*

West Coast's Class 37 706 and 33 205 pass through Leyland on September 4th working from Southall - Carnforth. *Michael Lynam*





Charter Scene

ECS and Light Engine Moves

On September 11th, Black 5 No. 45212 passes Winwick Jct. working 5Z12 Tyseley to Castleton for attention on a hot axle box at Ian Riley's works. *Russell Clarke*



West Coast convoy Class 57 009, 57 010, 47 815 and 57 008 pass Leyland on September 2nd working from Carnforth (Steamtown) - Burton on Trent Wetmore Sidings.
Michael Lynam



On September 2nd, 'Blue Peter' passes through Leyland on a test run from Crewe to Preston and back, with D8107 attached to the rear. The train was turned at Farrington Curve Junction so Blue Peter was leading in each direction. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

Class 47 712 working the 5Z73 Toton - Crewe ECS passes Slindon on August 17th. *Carl Grocott*



Class 47 593 'Galloway Princess' powers north through Winwick on September 11th with stock for the following day's 'Lakes Express' from Barrow to Chester. *Jeff Nicholls*



West Coast's Class 37 706 and 33 205 pass Leyland light engine on September 4th working from Southall - Carnforth. *Michael Lynam*



Avanti West Coast

In the late evening of September 22nd, Avanti Pendolino Class 390 039 heads southbound at Winwick with 9M59 Glasgow Central to London Euston. *Brian Dobbs*

Class 805 003 stands in the down goods loop at Stockport on September 10th whilst working the 10:41 empty stock move from Oxley to Longsight. *Lee Stanford*

Class 390 016 with the 9S55 London Euston - Glasgow Central service is seen at Stafford on September 9th. *Richard Hargreaves*







Avanti West Coast

Electric and diesel traction pass at Heaton Norris, Stockport on September 5th as Class 390 129 heads towards Manchester with the 11:33 from London Euston, while TfW Class 197 033 and 197 111 work the 13:30 to Pembroke Dock. *Barry Longson*



Avanti West Coast introduces more services in new timetable

Avanti West Coast has introduced more services across its routes as part of a new September timetable. Building on the progress of the last change in May this year, an additional 86 trains per week have been added within the new timetable, equating to over 38,000 additional seats – an increase of 3.8 percent. From the launch date of September 15th, the enhancement of services means that for the first time the intercity operator will be running more services than December 2019, with a new total of 2,045 trains operating across its network per week.

Those travelling between London and Liverpool will benefit from the greatest uplift in services, with an extra 36 trains per week scheduled to run between these destinations. These will provide customers with the variety of a half-hourly service in some of the busier travelling hours, an improvement on the previous timetable which offered one train per hour throughout the majority of the week.

Enhancements have also been made to the number of services between London and the Midlands, with customers travelling on this route having 26 more trains per week to choose from. The increase on both these routes has been made possible following the introduction of Avanti West Coast's new Evero fleet – a £350m investment of 13 bi-mode and 10 electric trains, the final of which came into service in June. Up to 20 trains from the new Evero fleet are scheduled to run per day from September 15th as part of the new timetable, offering customers a quieter, greener and more comfortable journey. Other routes that have benefited from the changes include an increase in direct services to and from Manchester and Chester – with both destinations benefitting from a new weekly southbound service to London that departs later than the last train of the day in the previous timetable. The additional services between Chester and the capital will also offer greater connectivity options for customers travelling to and from North Wales.

Highlights of the new timetable include:
Liverpool – an additional 36 trains per week to and from London, with calling points for Tamworth and Lichfield Trent Valley on 35 of these services, improving connectivity between these regions and the capital by 40 percent.
Birmingham and the Midlands – an additional 26 trains per week, made up of 20 weekday services, four on Saturday and two on Sunday.
Manchester – two extra trains per day added to the weekday timetable, including a new last train of the day for customers travelling southbound. Travelling north, the additional service will provide more later travel options for customers departing from Nuneaton and Macclesfield.
Chester – customers can now benefit from an hourly service to and from Chester in both directions during the week with the addition of two extra services per day, also improving connectivity between London and North Wales. At the weekend, the two additional services on both Saturday and Sunday will further enhance connectivity for customers travelling to and from North Wales.
Andy Mellors, Manging Director at Avanti West Coast said: "This uplift builds on the progress we made in May and will bring benefits across the network reflecting our long-term ambition to run a consistent ten trains per hour.
"By continuing to grow the timetable in stages, we're able to respond to demand in a measured and sustainable way – ensuring we scale our operations responsibly while maintaining the standards our customers rightly expect."

Avanti West Coast

Avanti West Coast to use historic line for customers during upcoming engineering works



Avanti West Coast will keep customers moving during upcoming engineering works by using its trains on the historic Settle to Carlisle line.

The stretch of railway, which is renowned for its beautiful scenery, will be used as a diversionary route when the West Coast Main Line is blocked between Preston and Carlisle for two weeks in the new year.

Having worked closely with Network Rail and the wider railway industry, the intercity operator will run its new bi-mode Class 805 Evero trains along the route to keep customers travelling by rail and avoid lengthy bus journeys where possible.

From January 1st - 14th 2026, Network Rail will be replacing Clifton Bridge, which takes the railway over the M6 motorway near Penrith in Cumbria.

Whilst this work is happening, the railway will be blocked throughout and the M6 will be closed between Junctions 39 and 40 over the first two weekends of the month.

To keep customers moving on trains across the North West and into Scotland, Avanti West Coast are planning to run a shuttle service broadly every two hours between Preston and Carlisle non-stop via the Settle to Carlisle route.

The historic 73-mile-long railway line, which will be used as a West Coast Main Line diversionary route for the first time in over 10 years, crosses the picturesque Yorkshire Dales and the North Pennines, boasting miles of scenic countryside views from the train window.

In August, Avanti West Coast ran a trial using a 10-carriage Evero train on the route as part of their planning and preparations ahead of the January works.

Its Class 805 trains, which were introduced in June last year on the North Wales and West Midlands routes, are bi-mode, meaning they can run on electric or diesel power.

With no overhead power wires on the Settle to Carlisle line, the operator is maximising the flexibility and diesel capability of its new fleet to ensure customers can travel by rail in the North West during the engineering works.

Those travelling from Liverpool, Birmingham, Manchester and London to Scotland will be advised to go via the East Coast Main Line using other operators.

For those wishing to travel to and from Lancaster, Oxenholme and Penrith, a rail replacement bus service will be in operation.

The full train timetable will be published in early October alongside the industry's comprehensive customer communications campaign which aims to raise awareness of the works and provide journey advice for those planning to travel.

During the two weeks, there will be some minor changes on the routes currently served by the Class 805 Evero trains as they will be used on the Settle to Carlisle diversion. Customers travelling throughout this period are advised to check before they travel.

Andy Mellors, Managing Director at Avanti West Coast, said: "Our plan to run Evero trains on the Settle to Carlisle line is all about giving our passengers the best experience during next January's extensive engineering work. We know through industry research that during planned disruption customers prefer to stay on trains and avoid lengthy replacement bus journeys where possible.

"With this work only a few months away, there has been a huge collaborative effort between ourselves, Network Rail and the wider rail industry to find the best solution for customers which utilises our flexible bi-mode Evero fleet, ensuring that we keep Scotland and the North West open for travel when the West Coast Main Line is blocked."

Network Rail is investing £60m to replace Clifton Bridge near Penrith so it can continue to safely carry passenger and freight trains over one of Britain's busiest motorways.

At 60-years old, weight restrictions on the current structure mean it can only carry one train at a time, causing delays to train services.

Once in situ, the new bridge will allow services to pass over the motorway safely and reliably, without restrictions, to the benefit of passengers, freight and road users travelling through Cumbria.

Over the next few years, the rail industry is delivering a multi-million-pound renewal programme across the north of the West Coast Main Line. The once-in-a-generation West Coast Modernisation programme will drive up train performance and boost economic growth between Cheshire and Scotland.

Phil James, Network Rail's North West Route Director, said: "We work together as a rail industry to keep passengers on trains and limit disruption as much as possible during our planned engineering upgrades. This diversionary route is a testament to our collaboration.

"We're investing £60m in a new railway bridge to take the West Coast Main Line over the M6, keeping passengers, freight, and road users in Cumbria safe for generations.

"It is fantastic to be able to offer passengers a viable route around the work, with as little delay to their journey as possible, while we carry out the main part of this essential upgrade."

Avanti West Coast

Class 805 005 and 805 009 speed past Rugeley on September 12th, working the 12:22 from Chester to London Euston. *Barry Longson*

Class 390 119 brightens up Preston station on September 2nd operating a service from London Euston to Glasgow via Birmingham. *Bryan Roberts*

Class 390 044 approaches Lancaster with a service from Glasgow to London Euston on September 4th. *Michael Lynam*







Avanti West Coast

On September 12th, Class 807 009 runs past Rugeley TV, with the 12:43 London Euston to Liverpool Lime Street service. *Barry Longson*

Class 390 125 is seen stabled in the old parcels platform at Preston on September 4th following a disruption to service caused by wires coming down around Oxenhope. *Michael Lynam*

Class 390 119 working the 9S47 London Euston - Glasgow Central service is seen at Stafford on September 9th. *Richard Hargreaves*







Avanti West Coast

On September 22nd, Class 390 114 speeds south through Charnock Richard. *John Sloane*

Class 390 121 races past Standish with the 08:40 from London Euston to Edinburgh on September 18th. *John Sloane*





Caledonian Sleeper

Class 92 038 passes through Doncaster on September 16th working from Wembley to Edinburgh light engine. *Russell Clarke*



Chiltern Railways

On September 25th, Class 68 020 stands at Oxford working 5Q72 Leamington to Oxford with driving trailer No. 12805, all in the new Chiltern livery. *Colin Pidgeon*



Colas Rail

Colas hire-ins, Class 66 544 and 66 549 with 56 051 pass through Swindon on October 1st working 0Z41 Westbury Down T.C. to Swindon Transfer. *Colin Pidgeon*

Colas Rail

Class 67 023 and 67 027 head through Swindon on September 19th working 0Z67 Westbury to Swindon Transfer. *Colin Pidgeon*

CrossCountry

Class 221 124 working 1O20 Manchester Piccadilly - Southampton arrives into Stafford on September 13th. *Richard Hargreaves*

Class 220 034 and 220 022 pass Langstone Rock on September 11th working 1V44 06:11 Leeds - Plymouth. *Phil Martin*

Class 220 031 passes Cockwood Harbour on September 4th with the 1E67 16:26 Plymouth - Birmingham New Street service. *Phil Martin*







CrossCountry

On September 5th, Class 221 109 heads under Rockstone Bridge, Dawlish with the 1S39 06:20 Plymouth - Edinburgh service. *Phil Martin*

Class 221 146 heads along the sea wall at Teignmouth on September 1st with 1V46 06:45 York - Plymouth. *Phil Martin*

Class 221 144 with the 1C11 06:40 Bristol - Penzance service approaches Dawlish on September 8th. *Phil Martin*







CrossCountry

Class 221 118 arrives at Bristol Temple Meads with the 06:06 from Edinburgh to Plymouth on September 9th. *John Sloane*

Class 220 022 departs from Truro with the 21:29 from Penzance to Plymouth on September 14th. *John Sloane*

Class 220 024 passes through Treleigh with 1S53 11:15 Penzance - Edinburgh on September 22nd. *Barry Beeston*







CrossCountry

Class 221 107 passes Cockwood Harbour on September 4th working 1V56 07:45 Glasgow - Plymouth. *Phil Martin*



Class 221 123 waits time at Doncaster on September 12th working the 14:35 Newcastle to Reading service. *Lee Stanford*



DB Cargo

Class 66 060 heads north at Winwick with 6M10 Toton to Seaforth coil train on September 22nd. *Brian Dobbs*

Class 66 155 working 0A06 Crewe Electric to Wembley heads through Stafford on September 9th. *Richard Hargreaves*

DB currently provide two locos for shunting duties at Peak Forest, here Class 66 205 has train loco 66 785 tucked inside while the wagons are manually loaded at Dove Holes quarry on a bright September 8th. *Barry Longson*





DB Cargo

Still in original livery and complete with EWS branding, Class 66 129 is seen at Heaton Norris, working 6E26 10:51 Knowsley to Wilton waste train on September 5th. *Barry Longson*

Class 66 207 arriving from Trafford Park is seen at Arpley with wagons for repair on September 6th. *Mark Enderby*

Class 66 041 works 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings through Northampton on September 8th. *Derek Elston*







DB Cargo

On September 8th, Class 66 061 arrives into Peak Forest with 6H02 09:29 Arpley Sidings to Tunstead empty wagons. *Barry Longson*



Class 66 131 hurries the 6Z26 09:12 Newhaven Marine Ag Terminal to Langley Reception Sidings through Kensington Olympia on September 25th. *Derek Elston*



Class 66 102 leads a lightly loaded 4L56 13:20 Trafford Park Euro Terminal to London Gateway through Northampton on September 12th. *Derek Elston*



DB Cargo

Class 66 155 ‘Jackie Cleave’ working 6V06 the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. passes through Northampton on September 12th. *Derek Elston*

Class 66 655 working 6O97 11:50 Paddington Yard Marcon Topmix to Angerstein Wharf (Tarmac) heads through Kensington Olympia on September 25th. *Derek Elston*

On September 12th, Class 66 190 ‘Martin House Children’s Hospice’ runs light through Northampton as 0A06, the 13:32 Crewe T.M.D. (E) to Wembley Loco Sidings P,Q,R.
Derek Elston







DB Cargo

According to the card in the left windscreen corner, Class 66 078 is shunting loco number 2, seen going about its business at Dove Holes on September 8th. *Barry Longson*

Class 66 129 on the Knowsley - Wilton bins passes Skelton Jct. on September 21st. *Mark Enderby*

Class 66 660 is seen at Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on September 9th. *Keith Davies*







DB Cargo

Class 66 097 is seen at Didcot on September 25th. *Colin Pidgeon*



Class 66 658 passes Bayston Hill with 6V75 09:33 Dee Marsh Reception Sidings - Margam T.C. on September 15th. *Keith Davies*



Class 66 090 in Maritime blue livery passes through Didcot on September 25th.
Colin Pidgeon



DB Cargo

With a black sky threatening in the distance, the Knowsley - Wilton 'Binliner' passes Winwick on September 11th with Class 66 177 in charge. *Jeff Nicholls*

On September 15th, the 6C03 Northolt to Severnside Sita pulls out of Swindon East Loop and heads through Swindon hauled by Class 66 179. *Ken Mumford*

Class 66 656 passes Kempseye on September 22nd with 6V75 09:33 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*







DB Cargo

Sunshine between the storms as Class 66 011 hauls 6M40 13:50 Tees Yard to Skinningrove loaded steel along the cliff tops and past the former fan house between Saltburn and Skinningrove on September 11th. *Colin Kennington*

On September 23rd, Class 66 096 and 66 176 head through Swindon working 0Z67 Westbury Down to Swindon Transfer. *Ken Mumford*

Class 66 654 passes Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on September 5th. *Keith Davies*







DB Cargo

Class 66 162 'Maritime Intermodal Five' is seen shunting 6V15 Boston Docks to Swindon Stores at Swindon on October 1st. *Colin Pidgeon*

DB Red Class 66 112 complete with a full rake of red wagons passes Northampton with 6V06 the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. on September 8th. *Derek Elston*

Class 66 190 heads through Swindon on October 1st working 6C03 Northolt to Severnside. *Colin Pidgeon*

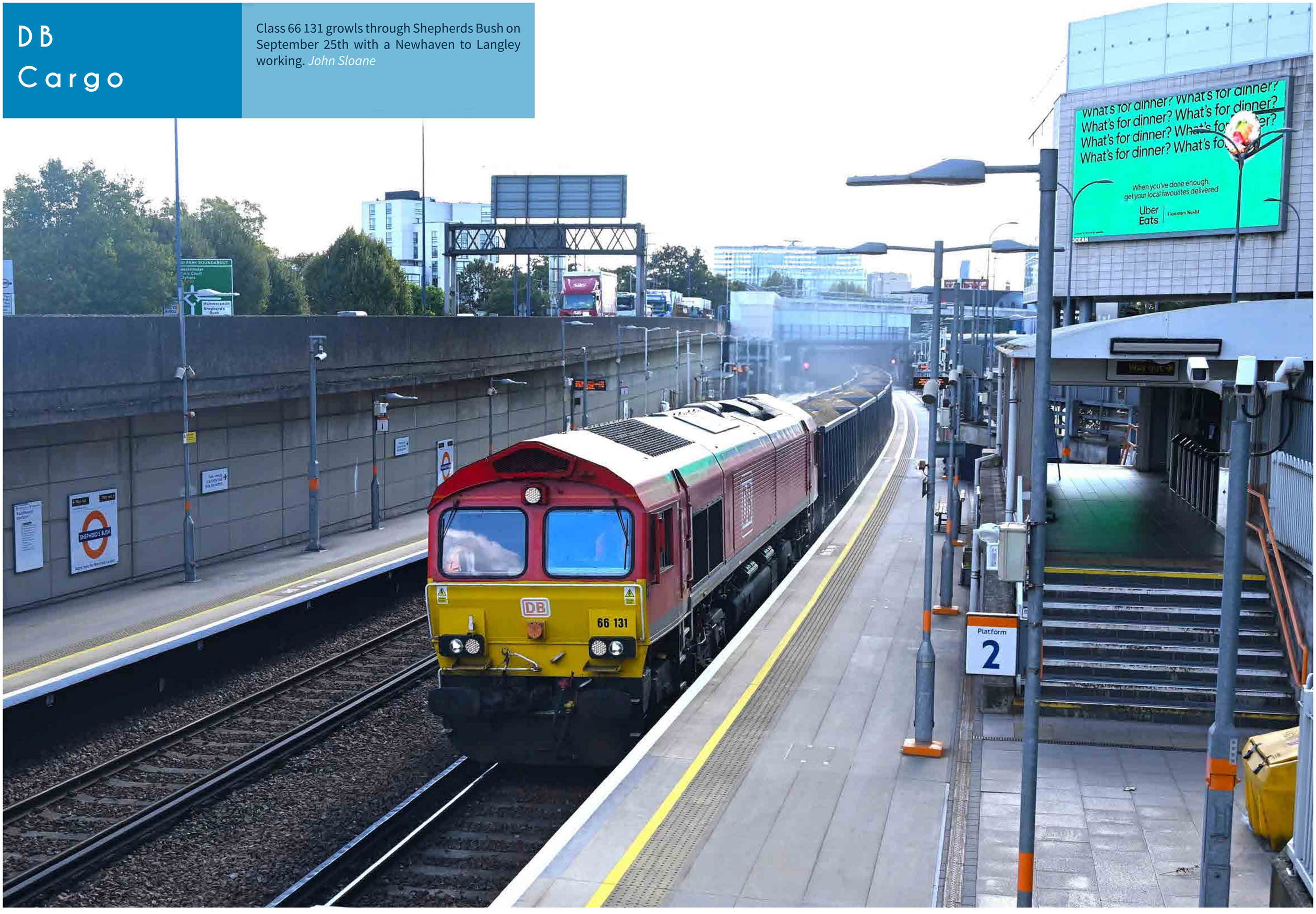






DB Cargo

Class 66 131 growls through Shepherds Bush on September 25th with a Newhaven to Langley working. *John Sloane*



DC Rail Freight

Class 60 087 working the 6M89 Middleton Towers - Ravenhead sand train passes Slindon on August 4th. *Carl Grocott*

Class 56 045 and 56 103 double head the 6Y20 09:52 Cliffe Brett Marine to Chessington South Sidings through Kensington Olympia on September 25th. *Derek Elston*

Class 56 103 and 56 045 double head 6Y20, the 09:52 Cliffe Brett Marine to Chessington South Sidings through Kensington Olympia after a reversal at Willesden D.C Rail Sidings on September 25th. *Derek Elston*







DC Rail Freight

Class 56 103 and 56 045 approach Shepherds Bush on September 25th with a working from Cliffe Brett Marine to Chessington South sidings which has reversed at Willesden. *John Sloane*



Direct Rail Services

Class 88 010 passes through Preston on September 4th with a late running intermodal from Coatbridge - Daventry. *Michael Lynam*

The infrequent 12:00 Bridgwater to Crewe Coal Yard pauses at Stafford on September 19th top and tailed by Class 68 008 and 68 034.
Lee Stanford

Class 66 423 and Freightliner's 66 534 pass through Leyland on September 4th working the 6K05 engineers train from Carlisle N.Y. - Crewe Basford Hall via the S&C. *Michael Lynam*







Direct Rail Services

Seen running through the S bend at Rugeley TV, Class 66 433 leads 4S44 the 12:13 Daventry to Coatbridge 'Tesco' train on September 12th. *Barry Longson*

Class 66 433 'Carlisle Power Signal Box 1973-2023' working 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury 2 Container Terminal Fl service heads through Northampton on September 26th. *Derek Elston*

Class 66431 with the 4M27 Coatbridge-Daventry speeds through Stafford on September 13th. *Richard Hargreaves*







Direct Rail Services

An appealing sight at Stockport on September 26th, with newly liveried Class 68 007 '30 Years of DRS', together with 68 025, being hauled by Class 88 006 'Juno' from Stoke Marcroft Engineering to Carlisle Kingmoor. *Bryan Roberts*

Class 88 003 'Genesis' provides the power for 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl as it approaches Northampton on September 30th. *Derek Elston*

Class 88 002 'Prometheus' working 4M07, the 10:02 Tilbury2 Container Tml Fl to Daventry DRS (Tesco) heads through Northampton on September 26th. *Derek Elston*







Direct Rail Services

Class 68005 “Defiant” thunders along platform 3 at Preston on 2nd September with a Daventry to Coatbridge liner. *Bryan Roberts*

On September 23rd, Class 88 009 had charge of 4H43 08:44 Daventry to Trafford Park and was captured on the approach to Mauldeth Road. *Barry Longson*

Class 88 010 ‘Aurora’ working 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl passes through Northampton on September 8th. *Derek Elston*







East Midlands Railway

Worksop station retains all its LNER charm, with the lattice footbridge standing proud and in an almost original state (no lifts here). Class 170 208 is seen arriving with the terminating 12:28 from Nottingham on September 25th. *Barry Longson*

Class 170 508 arrives at Matlock Bath on September 5th with a service from Nottingham. *Allison Twycross*

Recently repainted into EMRs latest livery, Class 158 847 leads classmate 158 785 on the 11:51 Liverpool Lime St. to Norwich, through Hazel Grove on September 22nd. *Barry Longson*







Freightliner

On September 5th, Class 70 020 (looking smart in its new livery) had charge of 6Z52 11:56 Dowlow to Ashburys loaded stone and was captured at Heaton Norris (66 567 was on the rear). *Barry Longson*

Class 90 018 and 90 041 whisk past Coppull on September 20th with a Daventry to Grangemouth liner. *John Sloane*

Class 90 041 and 90 018 pass Coppull on September 6th hauling a Daventry to Grangemouth liner. *John Sloane*







Freightliner

Sometimes the 12:22 Mountfield - Southampton empty gypsum wagons are sent to the Freightlliner sidings at Millbrook rather than the Western Docks. One such occasion was on September 24th when Class 66 613 was seen using the Up Fast line at Millbrook as a reversible line to enter the sidings immediately to the west of the station. *John Goodrich*

Class 66 516 with the 4L42 Crewe - London Gateway passes through Stafford on September 13th. *Richard Hargreaves*

With the cloud rolling in on September 8th, Class 66 606 powers past the fuelling point at Peak Forest, in charge of 6H52 10:00 Dowlow Briggs Sidings to Ashburys. *Barry Longson*







Freightliner

Class 90 005 and 90 007 have charge of 4L67 10:20 Trafford Park to Felixstowe North at Rugeley TV on September 12th. *Barry Longson*

During the monsoon on September 20th, a Coatbridge to Crewe working forges past Euxton behind Class 90 011 and 'Backbone' liveried 90 039. *John Sloane*

Class 66 508 on 6V18 Oxford Banbury Road to Whatley Quarry heads through Oxford on September 25th. *Colin Pidgeon*







Freightliner

Making an impressive sight, Class 70 002 powers through the S bend at Rugeley Trent Valley, while in charge of 4M50 07:20 Southampton to Trafford Park on September 12th. *Barry Longson*

Class 66 610 emerges into Shepherds Bush station with a Stewarts Lane to Wembley working on September 25th. *John Sloane*

Class 66 590 crosses Gospel Oak Junction on September 25th whilst at the head of an East Midlands Gateway to London Gateway liner. *John Sloane*







Freightliner

Class 90s are becoming slightly more common on the Northern end of the WCML. On September 6th, Class 90 043 and 90 015 head north with the previous day's 21:14 London Gateway - Coatbridge liner. The train stages for 3½ hours in Basford Hall Yard. *Jeff Nicholls*



Class 90 014 and 90 047 working the 4S49 Daventry - Grangemouth liner heads through Stafford on September 13th. *Richard Hargreaves*

Class 66 520 has around 2000 tons in tow as it passes Rugeley Trent Valley with 6B71 07:16 Tunstead to Northampton Castle on a sunny September 12th. *Barry Longson*





Freightliner

On September 12th, Class 70 008 passes Mills Hill working 0Z70 Basford Hall to Castleton (for the East Lancs Railway 200 event weekend). *Russell Clarke*



Class 66 542 runs into Hanwell at the head of the Wentloog to London Gateway liner on September 25th. *John Sloane*



Class 66 536 with the 4L33 Wentloog - London Gateway is seen at Swindon on September 15th. *Ken Mumford*



Freightliner

Class 66 415 'You Are Never Alone' working 4M56, the 12:56 London Gateway to Garston F.L.T. heads through Northampton on September 12th. *Derek Elston*



Class 66 619 passes through Swindon on the UML on September 25th running under a yellow signal with 6Z42 Tytherington - Appleford. *Colin Pidgeon*



Class 59 101 awaits further progress with 6B12 Merehead Quarry - Wootton Bassett at Swindon on September 15th. *Ken Mumford*



Freightliner

On September 22nd, Class 66 504 is seen working the Runcorn- Northenden 'bins'.
Mark Enderby



CMA CGM ANNOUNCES THE ACQUISITION OF FREIGHTLINER UK INTERMODAL LOGISTICS, A LEADING RAIL FREIGHT OPERATOR IN THE UNITED KINGDOM

On September 22nd, the CMA CGM Group, a global player in sea, land, air, and logistics solutions, announced the acquisition of Freightliner in the United Kingdom. The transaction encompasses rail and road operations, inland terminals, as well as the Freightliner brand. This acquisition underlines CMA CGM's ambition to build a sustainable and competitive transport offering in Europe. By adding a long-standing name in UK rail freight, the Group reaffirms its commitment to supporting the modal shift from road to rail – a cornerstone of decarbonising global supply chains. The transaction is expected to close in early 2026, subject to the required regulatory approvals. Other Freightliner businesses – Heavy Haul, Rotterdam Rail Feeding, and Freightliner Poland/Germany – will remain under existing ownership.

Freightliner operations will remain focused on its multi-user and multi-customer approach, and will be run independently with existing teams who have proven their expertise and dedication. Rail freight is a major lever for reducing CO_2 emissions. With Freightliner UK's expertise and know-how, CMA CGM will further strengthen its ability to offer European customers, seamless and integrated intermodal solutions including transport and terminal operations.

Strong synergies between two major brands

The addition of Freightliner opens the way to significant enhanced-value offerings: developing comprehensive intermodal offerings combining maritime, rail, and road; enhancing connectivity between Europe's major ports and the UK hinterland through strategically located inland terminals; and driving shared innovation in decarbonized logistics solutions.

Rodolphe Saadé, Chairman and Chief Executive Officer of the CMA CGM Group, said: "The acquisition of Freightliner, a leading rail freight operator, strengthens our intermodal presence in the United Kingdom, a strategic market for CMA CGM. It enables us to connect sea, rail and road more efficiently, delivering better solutions for our customers. It is also a concrete step in expanding lower-carbon transport options, supporting both their needs and the decarbonisation of global trade."

Commenting on the divestment, Tim Shoveller, Chief Executive Officer of Freightliner Group, said: "This transaction marks an exciting new chapter for Intermodal and Heavy Haul, allowing each to focus on their distinct markets under separate ownership. The Intermodal business will become a stand-alone business within CMA CGM's portfolio, with opportunities to collaborate with other arm's length CMA CGM companies. Heavy Haul will continue its growth journey in the bulk materials sector under a new brand with a clear focus on strengthening its position as a key freight operator. Our customers will continue to receive the same high-quality leadership and operational teams, and we have robust plans in place to ensure a smooth transition of ownership."

The CMA CGM Group, a key logistics player in the United Kingdom

CMA CGM has a strong presence in the United Kingdom with nearly 7,200 employees across its maritime, logistics, and inland services. The Group's shipping agency employs 286 staff and operates 28 services connecting the UK with the rest of the world. In 2024, CMA CGM carried 802,000 TEUs to and from the UK. In intermodal transport, CMA CGM Group, through its subsidiary CCIS, transported 200,000 TEUs by rail and road between January and July 2025, confirming its role as a pioneer in decarbonized logistics. CEVA Logistics, a subsidiary of the Group, employs 6,768 people across 103 sites. With 718,000 sqm of warehousing and consolidation capacity, as well as annual volumes of 33,800 tonnes in air freight and 69,400 TEUs in ocean freight, CEVA delivers integrated, end-to-end solutions, reinforcing the Group's position as a major logistics player in the UK and across Europe.

Freightliner

Class 66 566 working 4L58, the 06:53 Basford Hall Yard (Fl) to London Gateway is seen approaching Northampton station on September 22nd. *Derek Elston*

On September 12th, Class 66 516 heads through Northampton working 4L42 15:20 Trafford Park F.L.T. to London Gateway. *Derek Elston*

Class 90 011 and 90 013 head the 4M11 container service from Lockerbie - Crewe Basford Hall running 44mins late through Preston on September 4th, due to a disruption to services caused by wires coming down around Oxenholme. *Michael Lynam*







Freightliner

Class 66 610 passes Kensington Olympia with 6Z90, the 11:29 Stewarts Lane Tarmac Fhh to Wembley Receptions 1-7 on September 25th. *Derek Elston*

Class 66 596 slows down at the approach to Swindon station on the UML with 4L36 Wentloog to Felixstowe North F.L.T. on October 1st. *Ken Mumford*

An unidentified Class 59 speeds alongside platform 4 with a long rake of wagons at Swindon on September 25th passing 66 082 which eventually left with 6C03 Northolt - Severnside Sita after 115 minutes sat in Swindon East Loop. *Ken Mumford*







Freightliner

A quadruple-header convoy at Winwick as Class 66 563, 66 516, 66 560 and 66 953 haul a handful of container flat wagons from Hunslet Yard to Basford Hall on September 24th. *Jeff Nicholls*

Class 66 558 is seen at Northampton on September 12th working 4M93, the 13:13 Felixstowe North F.L.T. to Lawley Street F.L.T. *Derek Elston*

Class 66 559 with the 6A16 Whatley Quarry to Appleford heads through Swindon on October 1st. *Colin Pidgeon*







Freightliner

Class 66 533 passes the former fan house for the disused mine while hauling 6F24, the 11:28 Boulby to Tees loaded potash train on September 11th. *Colin Kennington*



Class 66 598 with the 6A16 Whatley Quarry to Oxford Banbury Road heads through Swindon on September 24th. *Colin Pidgeon*



On September 13th, the weekend Trafford Park to Basford Hall working passes Deansgate with Class 66 572 hauling 90 015, 90 043, 90 005 and 90 007. *Russell Clarke*



Freightliner

On September 18th, Class 66 601, in Freightliner 60 livery, passes through Swindon working 6B12 Merehead Quarry to Wotton Basset. *Colin Pidgeon*

Class 66 613 is seen hauling the Mountfield - Southampton gypsum empties on September 4th. *Mark Enderby*

Class 66 619 with the 6Z42 Tytherington Quarry to Appleford Sidings passes through Swindon on September 18th. *Colin Pidgeon*







Freightliner

Class 90 011 and 90 029 are seen at Northampton on September 23rd with 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. passing a late running 4M63 with 90 006 and 90 008 at the helm. *Derek Elston*

The weather had deteriorated on the cliff tops just south of Saltburn by the time Class 66 562 appeared on 6F53, the Tees Dock to Boulby potash empties on September 11th.
Colin Kennington

Class 90 015 and 90 011 working in multiple pass Northampton with 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on September 26th. *Derek Elston*







Freightliner

Class 90 047 and 90 049 pass through Northampton with 4M63, the 09:12 Felixstowe North F.L.T. to Garston F.L.T. on September 26th. *Derek Elston*

Class 66 590 leads 4M63, the 09:12 Felixstowe North F.L.T. to Garston F.L.T. through Northampton on September 8th. *Derek Elston*

Class 66 953 working 4M52, the 11:15 London Gateway Freightliner to Ditton (O'Connor) heads through Northampton on September 30th. *Derek Elston*







GBRf

Class 66 301 with a Tunstead - Rugby stone working is seen at Stoney Bridge on September 22nd. *Mark Enderby*

September 25th was the first ever visit of a Class 99 to Scunthorpe, the occasion being some trials on Appleby Bank, stopping and starting on the gradient, all in total darkness, unfortunately. The photo shows 6Q90 Down Decoy - Barnetby Reception prior to commencement of the trials, with Class 99 001 hauling 66 719, 4 JNA and 1 MLA loaded with stone plus a further 12 JNA loaded with waste for Roxby with 66 720 on the rear. The latter worked the Roxby wagons down to the terminal the following morning. *Steve Thompson*

Class 66 312 was seen with the 6V41 14:14 Penyffordd - Avonmouth loaded cement on September 21st. *Phil Martin*







GBRf

Just before sunset, Class 66 316 heads southbound at Winwick with 6E24 Liverpool Biomass Terminal to Drax on September 22nd. *Brian Dobbs*



Class 66 756 with the 6G92 Tunstead - Small Heath passes through Stafford on September 9th. *Richard Hargreaves*



Class 73 965 is seen stabled at Tonbridge on September 4th. *Mark Enderby*



GBRf

Class 66 717 ‘Good Old Boy’ passes Stockport on September 26th with 4H61 Small Heath Lafarge GBRf to Tunstead Sidings.
Bryan Roberts

Class 66 767 heads northbound through Leyland on September 4th with 6Z01 intermodal train from Crewe Basford Hall - Carlisle NY.
Michael Lynam

Class 66 788 with the 4S57 Hams Hall - Mossend heads through a stormy Stafford on September 13th. *Richard Hargreaves*







GBRf

On September 22nd, Class 66 778 arrives into Peak Forest, with 6H61 09:11 Wellingborough to Tunstead sidings. *Barry Longson*



Manchester Victoria on September 26th and Class 66 754 ‘Northampton Saints’ nears the end of its journey from Peak Forest Cemex to Hope St. Peakstone Sidings. *Bryan Roberts*



Class 69 011 passes round the back of Doncaster station working 6N71 Decoy to Tyne SS on September 16th. *Russell Clarke*



GBRf

Having been held for a passing DMU, Class 66 756 moves slowly off the single line from Hazel Grove High Level at Northenden Junction, working 6G92 09:25 Tunstead to Small Heath on September 23rd. *Barry Longson*



Class 57 310 is seen stabled at Tonbridge on September 4th. *Mark Enderby*



Class 66 750 with a Liverpool - Drax Biomass working is seen at Stoney Bridge on September 22nd. *Mark Enderby*



GBRf

Class 66 772 heads a Hindlow - Banbury loaded stone train past Small Heath on September 22nd. *Chris Morrison*

Possibly the last Class 66 import, number 66 316, dodges the shadows at Northenden on September 23rd, working 6E09 07:26 Liverpool BT to Drax Biomass. *Barry Longson*

Passing Castleton in pouring rain on September 15th, Class 69 013 ‘Andys Man Club’ which was working 0E72 Longport to Doncaster.
Russell Clarke







GBRf

Class 99 001 and 99 002 on 4Q48 Pengam Sidings to Wellingborough - a test train, are seen at Swindon on October 1st. *Colin Pidgeon*



Class 66787 crawls slowly through Platform 3 of Preston station with a Hams Hall - Mossend working on September 22nd. *Jeff Nicholls*



On September 18th, an Ashton to Horton empty stone train passes Standish behind Class 60 085 'Snowdon'. *John Sloane*



GBRf

On a miserable September 20th, Class 60 047 is seen passing Newcastle working the 09:59 Lynemouth to Tyne Coal Terminal Biomass service. *Lee Stanford*

Class 66 316 is the latest and final member of the class to enter service with GBRf and on September 21st, is seen at Heaton Norris Junction with a Liverpool to Drax loaded Biomass service. *Lee Stanford*

Making a welcome return to the Liverpool based Biomass circuit on September 25th was Class 60 085 which is seen approaching Heaton Norris Junction with the 10:45 Liverpool to Drax Biomass service. *Lee Stanford*







GBRf

Class 66 799 'Modern Railways Diamond Jubilee' working 6H70 Tyne Dock - Drax is seen passing through Hart station, on the Durham Coast on September 23rd. *Michael J Alderdice*



Class 66 751 passes Standish on September 18th with empty cement tanks from Avonmouth to Clitheroe. *John Sloane*



A sunny September 21st sees Class 66 750 viewed at Heaton Norris Junction through a myriad of overhead wires as it leads the 12:03 Doncaster to Liverpool empty hoppers. *Lee Stanford*



GBRf

Unique liveried Class 66 783 stands at Leeds on September 12th waiting for the signal to clear as it heads the 12:27 Rylstone to Hunslet.
Lee Stanford

In monsoon conditions on September 20th, the Hams Hall to Mossend intermodal sweeps through Euxton with Class 66 788 in charge.
John Sloane

In light rain Class 66 770 passes Ashington on September 20th with the 13:51 Tyne Coal Terminal to Lynemouth power station.
Lee Stanford







GBRf

Large logo liveried Class 66 789 approaches Stockport on September 10th with the loaded 09:54 Peak Forest to Salford Hope Street stone train. *Lee Stanford*

Class 66 717 'Good Old Boy' is seen at Northampton working 4L62, the 13:39 Ditton (O'Connor) GBRf to Felixstowe North on September 12th. *Derek Elston*

Class 66 781 'Ratcliffe Power Station' creeps through Kensington Olympia on September 25th with the Hoo Junction to Whitemoor engineers' working. *John Sloane*







GBRf

Class 66 786 ‘Cambridge University Railway Club Founded By Junior members 1911’ working 4L24, the 05:36 East Mids Gateway Terminal GBRf to London Gateway heads through Northampton on September 30th *Derek Elston*

Class 66 740 ‘Sarah’ is seen at Northampton on September 12th working 4M22, the 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf. *Derek Elston*

Class 66 718 ‘Lord Peter Hendy of Richmond Hill of Inmber in The County of Wiltshire’ working 4M24, the 15:50 London Gateway to East Midlands Gateway Terminal heads through Watford on September 25th. *Derek Elston*







GBRf

Class 66 316 with a Liverpool BT - Drax Biomass working is seen at Tabley on September 23rd. *Mark Enderby*

Class 66 786 ‘Cambridge University Railway Club Founded by Junior Members 1911’ working 4M47, the 12:17 London Gateway GBRf to Hams Hall GBRf is seen at Northampton on September 12th. *Derek Elston*

Class 66 775 ‘’HMS Argyle’ works through Northampton on 6X77, the 13:58 Dagenham Dock Reception GBRf to Mossend Down Yard GBRf cars on September 12th. *Derek Elston*







GBRf

A fairly new working sees Class 66 316 hauling empty stone wagons from Tuebrook to the new rail facility at Horton-in-Ribblesdale. Photographed here about to pass under the East Lancs Road at Golborne on September 24th. *Jeff Nicholls*



Class 66 788 'Locomotion 15' rumbles through Preston station on September 2nd with a container train from Hams Hall to Mossend. *Bryan Roberts*



Passing Castleton on September 9th, the 0M72 Doncaster to Longport sees Class 69 001 hauling 66 693 and 66 771. *Russell Clarke*



GBRf

Class 66 312 with a Liverpool - Drax loaded Biomass heads through Warrington Bank Quay on September 9th. *Mark Enderby*

Class 69 006 ‘Pathfinder Railtours Peter Watts 50 Years service 1973 -2023’ passes Mills Hill working 0M72 Doncaster to Longport on October 3rd. *Russell Clarke*

Class 66 728 passes Leyland on September 2nd with a rake of empty cement tanks from Avonmouth - Clitheroe Castle Cement. *Michael Lynam*







GBRf

On September 7th, Class 66 706 and 69 012 'Falcon' pass Castleton working 6M51 Doncaster to Liverpool. *Russell Clarke*



Class 66 797 working 0G97 Bicester MOD to Westbury Downside T.C. is seen at Swindon on September 18th. *Colin Pidgeon*



Class 66 787 'Three Bridges ASC' powers through Littleborough on August 28th with a Biomass working from Liverpool to Drax. *Bryan Roberts*



GBRf

Class 66 761 'Wensleydale Railway Association' passes Littleborough on August 28th with an empty Biomass train from Drax power station to Liverpool. *Bryan Roberts*



Class 66 315 with the 4M11 Felixtowe - Ditton heads through Stafford on September 13th. *Richard Hargreaves*



On September 6th, Class 66 706 worked a 6E17 Liverpool to Drax Biomass service with 69 003 on the rear heading for Doncaster. *Russell Clarke*



GBRf

Class 69 009 'Western Consort' and 73 969 await the road outside Loughborough Brush running as 0E26, the 14:03 Loughborough Brush to Doncaster Down Decoy GBRf on September 29th. *Derek Elston*



Class 66 787 passes through Charnock Richard cutting on September 22nd whilst working the 4S57 service from Hams Hall to Mossend. *John Sloane*



Class 73 136 and 73 107 'Tracy' are homeward bound behind 69 016 'British Transport Police' as 0Z13 13:24 Bescot Up Engineers Sidings to Tonbridge West Yard GBRf on September 8th. *Derek Elston*



Grand Central

Class 180 102 is working the 16:27 from London King's Cross to Bradford as it approaches Alexandra Palace on September 24th. *John Sloane*



Greater Anglia

Class 720 506 and 720 574 pass through Seven Kings as 5F48, the 15:08 Ilford E.M.U.D. to Ingatestone on September 25th.
Derek Elston

Class 720 574 and 720 506 pass through Seven Kings as 5F48, the 15:08 Ilford E.M.U.D. to Ingatestone on September 25th. *Derek Elston*

Class 755 418 stands at Sheringham after working 2S26 16:45 from Norwich on September 11th. *John Balaam*







Great Western Railway

Power cars Nos. 43156 ‘Maen Castle’ and 43042 ‘Tregena Castle’ with 2E16 Saturday’s only Penzance - Exeter St. David’s are seen passing over a tide turning Cockwood Harbour on September 13th. *Dave Harris*

Great Western Railway

Power cars Nos. 43156 and 43188 pass Teignmouth on September 8th working 2E06 07:45 Penzance - Exeter. *Phil Martin*

Power cars Nos. 43188 and 43156 pass Langstone Rock on September 11th with 2E06 07:45 Penzance - Exeter service. *Phil Martin*

On September 29th, power cars Nos. 43188 and 43156 head along the Dawlish sea wall working 2C20 11:28 Exeter - Penzance. *Phil Martin*







Great Western Railway

Power cars Nos. 43188 ‘Newport Castle’ and 43186 ‘Taunton Castle’ approach Cockwood Harbour with 2E06 Penzance - Exeter St. David’s on September 11th. *Dave Harris*

The front car of unit No. 800 005 working 1L17 Cardiff - London Paddington bears the name of Aneurin Bevan who introduced the NHS in 1948, seen here at Swindon on September 15th. *Ken Mumford*

On September 12th, power cars Nos. 43187 ‘Cardiff Castle’ and 43098 ‘Walton Castle’ approach Dawlish Warren with 2E06 Penzance - Exeter St. David’s. *Dave Harris*







Great Western Railway

Class 175 003 working 5V84 Wolverton Centre Sidings to Laira heads through Swindon on September 18th. *Colin Pidgeon*



Class 165 106 and 165 117 covering for an IET working, 1P31 Oxford to London Paddington, is seen at Swindon on September 25th. *Colin Pidgeon*



Class 158 766 is seen alongside platform 3 at Swindon on September 15th awaiting departure with 2M26 Swindon - Westbury service. *Ken Mumford*



Great Western Railway

Power car No. 43198 passes Teignmouth on September 8th on the rear of 2E06 07:45 Penzance - Exeter. *Phil Martin*



Class 150 263 and 150 239 pass Powderham on August 31st working 2E19 14:49 Penzance - Exeter service. *Phil Martin*



Class 150 234 is seen at Dawlish Warren on September 7th working 2T23 15:57 Exmouth - Paignton service. *Phil Martin*



Great Western Railway

Class 158 951 passes along the sea wall at Teignmouth on September 1st working 2T15 10:57 Exmouth - Paignton. *Phil Martin*

On September 8th, Class 166 203 heads along the Dawlish sea wall with 2F08 07:13 Paignton - Exmouth service. *Phil Martin*

A deserted sea wall as Class 165 103 heads towards Dawlish on September 5th with 2T06 06:15 Exmouth - Paignton service. *Phil Martin*

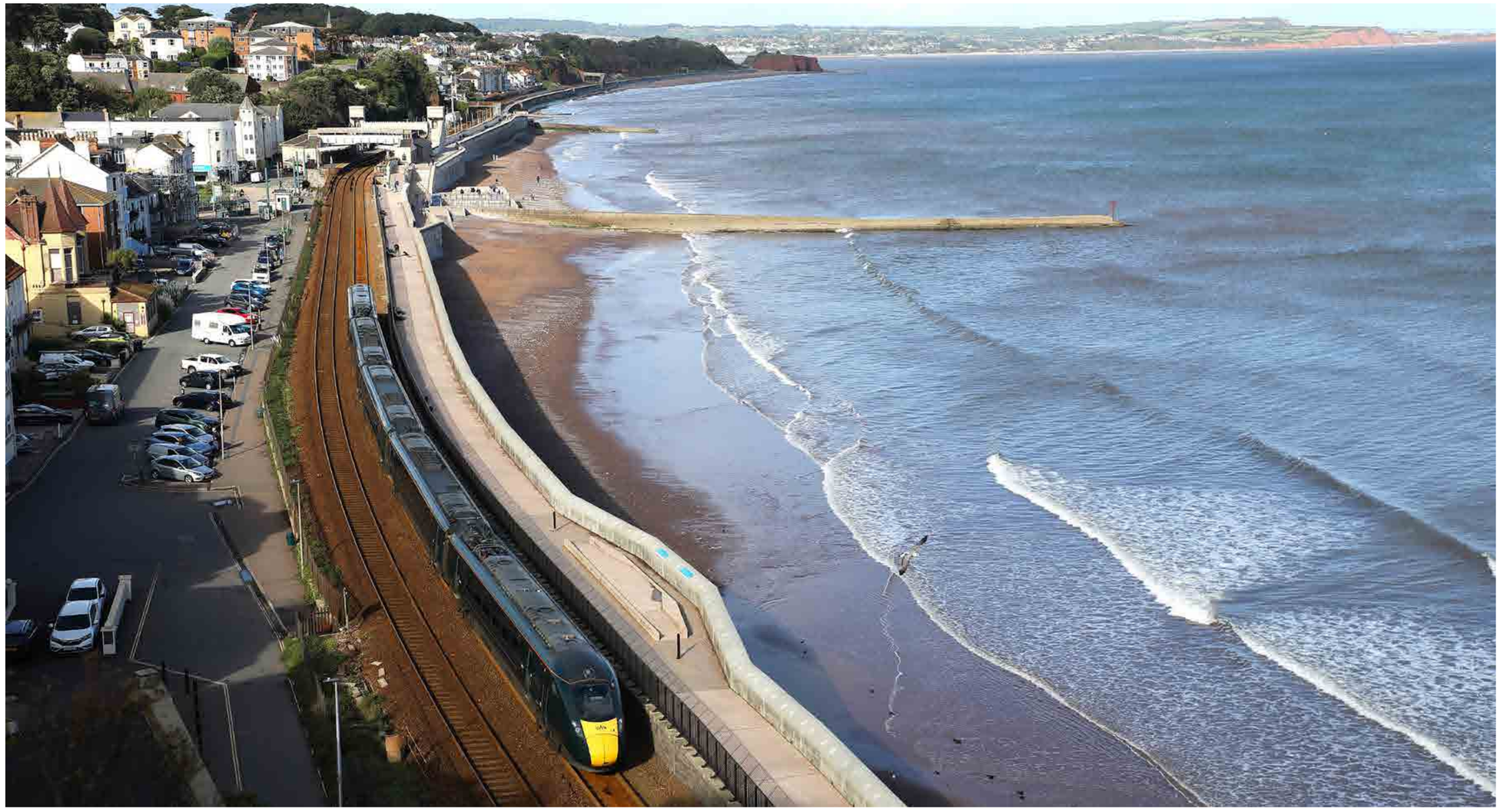






Great Western Railway

Class 802 011 is viewed from Lea Mount, Dawlish on September 11th as it works 3C34 16:21 Exeter - Plymouth service. *Phil Martin*



Class 800 308 working the 1A91 15:49 Plymouth - London Paddington service passes Cockwood Harbour on September 3rd. *Phil Martin*



On September 8th, Class 802 019 and 802 010 pass Teignmouth working 1C72 08:03 London Paddington - Penzance service. *Phil Martin*



Great Western Railway

On September 4th, Class 800 023 and 800 005 head along the Dawlish sea wall working 1C72 08:03 London Paddington - Penzance. *Phil Martin*



Beautiful sunshine greets Class 800 023 and 800 027 on the Dawlish sea wall on September 5th working 1J74 06:37 Plymouth - London Paddington. *Phil Martin*



Class 800 025 is seen at Dawlish Warren on September 7th working 2C34 16:26 Exeter - Penzance service. *Phil Martin*



Great Western Railway

On October 1st, the 1B18 London Paddington to Cardiff Central arrives at Swindon formed of Class 387 143 and 387 156. *Ken Mumford*

The new and the not-so-new passing at Dawlish on July 31st, as IET Class 800 023 on 2E08 Penzance - Exeter meets power cars Nos. 43156 and 43042 working 2C20 Exeter - Penzance. *Steve Thompson*

Power cars Nos. 43156 and 43042 working 2C20 Exeter - Penzance service approach Dawlish on July 31st. *Steve Thompson*







Great Western Railway

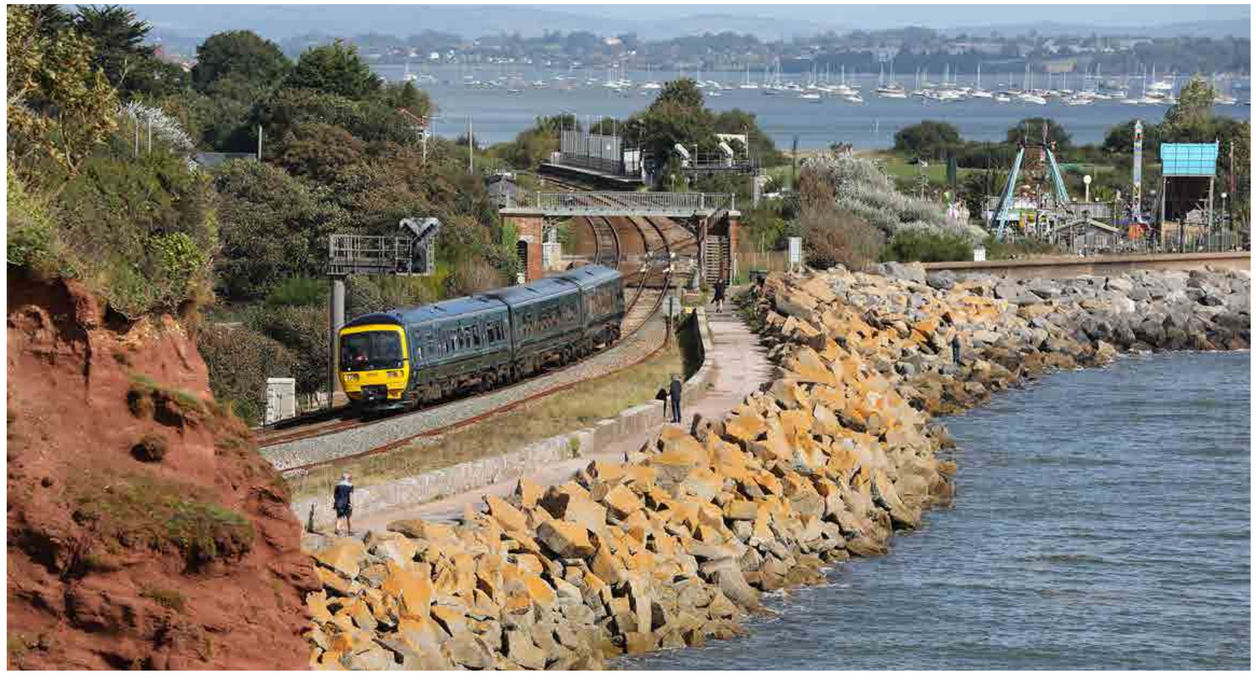
Class 166 203 departs Teignmouth on September 5th working 2F13 09:45 Paignton - Exmouth service. *Phil Martin*

Class 166 212 passes Langstone Rock on September 11th working 2F13 10:00 Exmouth - Paignton service. *Phil Martin*

Class 166 211 passes Cockwood Harbour on September 3rd with the 2F25 15:52 Paignton - Exmouth service. *Phil Martin*







Great Western Railway

A ‘Castle’ Class HST, working 2C20 Exeter - Penzance, and formed of power cars Nos. 43189 and 43093, picks up speed after its Dawlish stop and approaches Kennaway Tunnel. *Steve Thompson*

On July 30th, making their way to the Rail 200 exhibition are power cars Nos. 43198 and 43004, running as 0Z75 Laira - Derby, the pair are seen passing through Dawlish. *Steve Thompson*

On July 30th, power cars Nos. 43156 and 43042 pass Dawlish on 2E06 Penzance - Exeter service. *Steve Thompson*





Great Western Railway

Class 802 101 approaches Scorrier with 1C76 10:03 London Paddington - Penzance on September 26th. *Barry Beeston*

On September 29th, power car No. 43093 leads 2C20 11:27 Exeter St. David's - Penzance with 43092 on the rear over Blackwater Viaduct. *Barry Beeston*

Class 800 312 descends from Burngullow Jct. on September 20th with 1C84 14:03 London Paddington - Penzance. *Barry Beeston*







Great Western Railway

Power car No. 43098 leads 2C20 11:27 Exeter St. David's - Penzance with 43187 on the rear, heading towards Scorrier. *Barry Beeston*

On September 26th, power car No. 43042 leads 2P16 13:15 Penzance - Plymouth passing through Scorrier with 43189 on the rear. *Barry Beeston*

Power car No. 43093 leads 2C26 13:40 Plymouth - Penzance on September 26th heading towards Scorrier with 43092 on the rear. *Barry Beeston*







Great Western Railway

Class 150 266 passes over Blackwater Viaduct with 2P16 13:15 Penzance - Plymouth on September 29th. *Barry Beeston*

On September 20th, power car No. 43098 is seen powering up to Burngullow Jct. with 2P30 17:15 Penzance - Plymouth with 43187 on the rear. *Barry Beeston*

Class 800 015 operating 2P17 13:50 Penzance - Plymouth passes through Scorrier on September 26th. *Barry Beeston*





Great Western Railway

Class 150 243 climbs off Carnon Viaduct with 2T77 12:45 Falmouth Docks - Truro on September 26th. *Barry Beeston*

Power car No. 43156 'Maen Castle' leads the 15:52 from Penzance into Truro on September 12th. *John Sloane*

On September 22nd, Class 175 114 and 175 009 working 5Z12 07:51 Plymouth - Plymouth via Penzance, with the start of crew training before the Class 175s enter service with GWR.
Barry Beeston





Great Western Railway

On September 12th, power car No. 43187 ‘Cardiff Castle’ calls at Truro whilst working the 13:.15 from Penzance to Plymouth with 43098 ‘Walton Castle’ bringing up the rear.
John Sloane

Power car No. 43187 ‘Cardiff Castle’ arrives at Truro on September 13th with the 05:15 from Plymouth to Penzance. *John Sloane*

Class 800 320 arrives at Truro on September 12th with the 16:15 from Penzance to Paddington.
John Sloane







Great Western Railway

Power car No. 43098 ‘Walton Castle’ stands at Truro at the rear of the 05:15 from Plymouth to Penzance on September 13th. *John Sloane*



Class 150 261 arrives at Truro with the 06:31 from Falmouth on September 13th.
John Sloane



Class 802 022 approaching Truro on September 13th with the 06:12 from Penzance to London Paddington. *John Sloane*



Great Western Railway

Power car No. 43198 ‘Driver Stan Martin’ waits to depart Penzance on September 15th with the 13:15 to Plymouth. *John Sloane*



Class 57 602 ‘Restormel Castle’ comes out of the rising sun on September 13th to arrive at Truro with the ‘Night Riviera’ sleeper from London Paddington. *John Sloane*



Class 800 320 calls at Truro on September 12th with the 16:15 from Penzance to Plymouth service. *John Sloane*



Great Western Railway

Power car No. 43198 sets off from Penzance with the 13:15 to Plymouth on September 15th. *John Sloane*

Class 57 602 ‘Restormel Castle’ arrives at Truro on September 14th with the up ‘Night Riviera’ sleeper service. *John Sloane*

Class 800 002 arrives at Truro with the 16:.28 from London Paddington to Penzance on September 14th. *John Sloane*







L.N.E.R.

Class 91 101 approaches Doncaster on September 12th with a London King's Cross to Leeds service. *Lee Stanford*



Class 91 101 departs Doncaster with the 1A33 to London King's Cross on September 16th. *Russell Clarke*

Class 800 108 working a London King's Cross to Harrogate service has just terminated at its destination and is moving to Harrogate down sidings. *Allison Twycross*





L.N.E.R.

Class 801 107 zooms past Bounds Green Depot on September 24th whilst working the 13:17 from Bradford Foster Sq. to London King's Cross. *John Sloane*

Class 800 109 approaches Alexandra Palace with the 16:00 from London King's Cross to Aberdeen on September 24th. *John Sloane*

Class 801 110 passes through Doncaster on the up fast working the 13:30 Edinburgh to London King's Cross on September 12th. *Lee Stanford*







L.N.E.R.

Class 801 227 speeds through Alexandra Palace with the 14:02 service from York to London King's Cross on September 24th. *John Sloane*



Times are Changing on the East Coast as LNER Gears Up for Timetable Transformation

More trains, more seats, quicker journeys, and even more great value fares are planned for customers from this December (2025) following the confirmation of a major new industry timetable for the East Coast Main Line. Departure times will be changing for services across the route in the biggest transformation in more than a decade following strong passenger growth in recent years. For LNER customers, the timetable will see nearly 10,000 new services per year and more than 60,000 extra seats across the route each week, meaning faster and more comfortable journeys, and 21 per cent more LNER trains to and from London King's Cross per weekday.

There will be an increase in services from five LNER trains to six trains per hour each way across most of the day. The timetable sees an additional 32 LNER services to and from London King's Cross each weekday from December, with more services to follow in 2026. Extra services will also be introduced on weekends. As part of the uplift, an extra hourly train will operate between Newcastle, York and London, providing more seats on the busiest part of the route and freeing up capacity on other services.

An hourly fast service between Edinburgh and London King's Cross will cut journey times to around four hours ten minutes. The December 2025 timetable has been developed through extensive collaboration with Network Rail, train operators and the Department for Transport, with experts using cutting-edge technology to work through numerous simulations of the timetable to help refine the plan. The transformation is a result of £4 billion invested on the East Coast Main Line over the past decade across track and train and has been developed to meet the needs of the greatest number of customers.

David Horne, Managing Director at LNER, said: "The new timetable will enable us to serve many destinations more frequently and guarantee thousands of extra seats each day where they are needed most, providing customers with more choice when it comes to more sustainable journeys. LNER has recruited hundreds of additional colleagues, from drivers to onboard crews and station teams, in readiness for the major change. As an industry, we've been preparing for many years, and we continue to work together to deliver the biggest timetable change in more than a decade for our customers and communities."

The 60,000 extra seats per week the new timetable will deliver is enough to fill either Newcastle United's St. James' Park or the Emirates Stadium in London, almost fill Murrayfield Stadium in Edinburgh, or York Minster 30 times over.

Rail Minister Lord Peter Hendy said: "Through more seats, more trains and faster journeys, this new timetable will see the biggest increase to intercity services along the route in a decade and will unlock growth along the whole of the East Coast Main Line. Growing capacity and improving passenger experience will encourage more people to choose rail, boosting the economy and delivering on the Government's Plan for Change."

Paul Rutter, Route Director, East Coast Route, Network Rail, speaking on behalf of the rail industry, said: "The new December 2025 timetable will unlock thousands more seats, more frequent trains, and quicker journeys along the East Coast Main Line. Our priority now as an industry is to reliably deliver this transformative timetable in December, setting us on the right path to provide further journey improvements in the future for the passengers and communities we serve."

Independent research shows the new timetable will also bring significant benefits for the economy, generating at least an additional £105 million per year, on top of the £3.11 billion that investment and spending on LNER services already delivers.

On average, travelling by LNER trains produces 14 times less carbon dioxide than flying and seven times less carbon dioxide than driving. Coupled with increased public appetite to cut carbon emissions, LNER hopes quicker journey times between London and Edinburgh will encourage even more people to choose to travel by rail.

This is the biggest timetable change in more than a decade, with the majority of new services starting in December. A small number of services will be introduced in a phased way between December and spring 2026. This phasing will help with the efficient introduction of the new timetable.

LNER will be holding a series of customer roadshows at a number of stations over the next few months to share further information about the changes.

L.N.E.R.



Class 801 212 passes through Alexandra Palace on September 24th with the noon service from Edinburgh. *John Sloane*

New Season, New Menu – a Fresh First Class Food offering from LNER

Steak, smoked salmon and Spanish chicken are on the menu as LNER unveils a new First Class offering for Autumn.

All four complimentary menus have been updated with dishes that showcase local food suppliers from across the route, giving customers a wide variety of choices whether they are travelling on a Dine, Dish, Deli, or Brunch service.

Returning to LNER trains, steak will feature on the chef-prepared Dine menu. Sourced from Yorkshire-based Taste Tradition, the bavette steak will be served up with crispy hasselback potatoes, alongside a creamy peppercorn sauce.

Breakfast offerings have been elevated with the arrival of an indulgent salmon egg royale on Dine services. Lighter brunch options now include creamy lemon and raspberry overnight oats, while the ever-popular Full LNER and Full Veggie LNER are updated with crispy rosti potatoes.

For those after some comfort food, the rich Spanish chicken is another standout addition to the Dish menu, featuring succulent chicken thigh, chorizo, and sweet peppers in a smoky tomato sauce.

There are plenty of eye-catching vegan options available on all LNER services. A lightly spiced large vegetarian samosa, paired with a tangy mango ketchup, appears across all four menus, as well as a fresh autumnal parsnip fritter salad.

Finishing off, customers can enjoy a luxurious mango and passionfruit pot on a Brunch, Deli, or Dish service. Our Dine services feature an apple betty crumble tart with a gooey caramel filling, or a cheese plate that celebrates classic British flavours.

Sara Jenson, Hospitality Manager at LNER, said: “As we head into Autumn, we’re really excited to reveal a whole host of delicious dishes on our new onboard menus. Once again, we’re proud to work with some superb local producers and suppliers up and down our route to give our customers the best experience on our trains.



Loram Rail

Class 37 418 ‘An Comunn Gaidhealach’ and saloon No. 975 025 ‘Caroline’ working 2Z03 Glasgow Central - York Holgate Sidings depart Hartlepool on September 24th.
Michael J Alderdice



Class 37 418 and 37 240 pass Dawlish on September 6th working 0Z45 09:37 Bristol - Plymouth. *Phil Martin*



On September 6th, Class 37 418 and 37 240 pass Cockwood working 0Z45 16:55 Plymouth - Bristol Temple Meads. *Phil Martin*



Loram Rail

On September 22nd, the Network Rail inspection saloon ‘Caroline’ is propelled away from Charnock Richard by Class 37 418. *John Sloane*



Lumo

Leaving Newcastle, its first stop since London King's Cross, Class 803 003 is photographed from the castle keep on September 30th. Next stop Morpeth then Edinburgh. *Jeff Nicholls*

Network Rail

Recently repainted, Class 37 422 ‘Pegasus’ sits alongside Newcastle Central at the head of a Network Rail train on September 30th. *Jeff Nicholls*

Network Rail Visual Inspection Unit, Class 155 311 working 2Q22, the 13:57 Bletchley to Rugby C.S. heads through Northampton on September 8th. *Derek Elston*

GBRf hire ins Class 66 119 and 66 169 squirt their way through Northampton with 3J01, the 14:24 Kings Norton On Track Plant Depot to Bedford St Johns G.L. on September 30th. *Derek Elston*







Network Rail

On September 5th, power cars Nos. 43013 and 43062 pass Kempseye with 1Q36 04:05 Derby RTC - Derby RTC. *Keith Davies*



Class 97 302 hauling RHTT wagons Nos, 613106 and 613108 pass through Swindon on September 15th. *Ken Mumford*



Class 37 405 heads through Ely with a Network Rail measurement train on September 11th. *John Balaam*



Network Rail

On September 25th, the 3S59 with slightly dirty locos Class 66 096 and 66 176 with the Hereford - Swindon Transfer RHTT via Maindee North & East Junctions, Bristol (Temple Meads), Weston-Super-Mare [reverse], heads through Swindon *Ken Mumford*

Class 67 027 and 67 023 top'n'tail the 3S32 Worcester T.C. to Swindon Transfer through Swindon, running 147 minutes late on October 1st. *Colin Pidgeon*

GBRf hire ins Class 66 169 and 66 119 squirt their way through Northampton with 3J01, the 14:24 Kings Norton On Track Plant Depot to Bedford St Johns G.L. on September 30th. *Derek Elston*







Network Rail

On hire Class 37 No. D6851 'Flopsie' approaches Northampton with 1Q48, the 14:18 Rugby Depot Access Line to Derby R.T.C.(Network Rail) test train on September 30th. *Jeff Nicholls*

Class 37 610 and 37 667 (D6851) top'n'tail the 1Q22 Derby R.T.C. to Bristol Kingsland Road through Swindon on October 1st. *Colin Pidgeon*

Network Rail

LSL's Class 37 667 (D6851), on hire to Colas, stands at Birmingham Moor Street with the 1Q48 Rugby - Derby RTC test train on September 30th. *Chris Morrison*

Rumoured to be at the end of its working life, and with a front as filthy as the weather on September 13th, Class 950 001 passes south at Golborne whilst working from Carlisle back to its Derby base. *Jeff Nicholls*

Class 97 302 passes Bayston Hill with 6Z04 10:10 Coleham LMD to Swindon Transfer on September 15th. *Keith Davies*







Network Rail

Class 37 667 and 37 422 on a Derby - Chester test train pass Northenden on September 22nd. *Mark Enderby*

On September 23rd, power cars Nos. 43013 and 43062 pass Purton Common foot crossing working 1Q15 Derby to Landore, Swansea via the world. *Ken Mumford*

On September 23rd, Class 66 096 and 66 176 depart Swindon Transfer Yard and head through the station with 3J41 Swindon Transfer to Swindon Transfer via Didcot, Reading, Hungerford, Westbury [where it reverses], then back to Swindon Transfer via the same route as outward. *Colin Pidgeon*







Network Rail

Colas hire-ins Class 66 549 and 66 176 on 3J41 Swindon Transfer to Swindon Transfer RHTT head through Swindon on October 1st. *Colin Pidgeon*

On September 23rd, power cars Nos. 43013 and 43062 working 1Q15 Derby to Landore, Swansea via the world head through Swindon. *Colin Pidgeon*

Class 37 422 (with 37 667 on the rear) are seen at Peak Forest on September 22nd, working 1Q41 the 13:11 Derby RTC to Chester Middle Yard. *Barry Longson*







Rail Operations Group/Europhoenix

Class 37 800 approaches platform 4 at Swindon on September 15th with 5Q76 Wimbledon Park Depot Sidings to Newport Docks [Sims Group] hauling SWR units Nos. 455 754 and 455 851. *Ken Mumford*

Running 26mins early, Class 37 501 ‘Teesside Steelmaster’ passes Northampton with LNW Class 730 225 on delivery as 5Q77, the 09:52 Gascoigne Wood Sidings to Bletchley T.M.D. on September 23rd. *Derek Elston*

Class 37 884 on 5Q76 Wimbledon Park Depot Sidings to Newport Docks with SWR’s Class 455 910 and 455 920 approaches Swindon on September 24th. *Colin Pidgeon*







Rail Operations Group/Europhoenix

The low evening sun catches the side of Class 37 510 ‘Orion’ working 5Q72, the 13:51 Castle Donnington EMDC to Wembley Inter City Depot at Harrow & Wealdstone with 730 202 in tow on September 25th. *Derek Elston*

TransPennine Express

Class 397 004 seen arriving at Lancaster with a service from Glasgow on September 4th. *Michael Lynam*



Class 397 002 speeds past Standish on September 18th with a Liverpool to Carlisle service. *John Sloane*



Class 802 205 approaches Lancaster working a Manchester Airport - Edinburgh service on September 4th. *Michael Lynam*



TransPennine Express

TPE Class 397's heading in opposite directions at Preston on September 2nd, as Class 397 006 was on a Glasgow - Liverpool service, while 397 011 was bound for Manchester Airport from Edinburgh. *Bryan Roberts*

Transport for Wales

Class 67 029 passes Kempseye with 1W55 08:53 Cardiff Central - Manchester Piccadilly on September 9th. *Keith Davies*

Class 197 120 and 197 050 passes Bayston Hill with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour service on September 22nd. *Keith Davies*

Class 197 017 and 197 002 pass Kempseye on September 22nd with 1V38 09:47 Wilmslow - Fishguard Harbour. *Keith Davies*







Transport for Wales

On September 5th, Class 67 020 passes Kempseye with 1W55 08:53 Cardiff Central - Manchester Piccadilly service. *Keith Davies*

DVT No. 82220 is seen on the rear of the 1W55 08:53 Cardiff Central - Manchester Piccadilly service hauled by Class 67 020 at Kempseye on September 5th. *Keith Davies*

An unusual visitor to Stafford on September 12th, Class 197 007 was seen working 3M03 the 14:00 Barton under Needwood to Crewe C.S. *Barry Longson*







Transport for Wales

Class 67 022 passes Kempseye with 1W55 08:53 Cardiff Central - Manchester Piccadilly on August 22nd. *Keith Davies*

On August 25th, Class 67 020 passes Bayston Hill with 1W55 08:53 Cardiff Central - Manchester Piccadilly. *Keith Davies*

Class 197 007 working 3M00 Crewe South Yard - Barton under Needwood passes through Stafford on September 9th. *Richard Hargreaves*







Transport for Wales

Silver Class 67 029 hurries past Heaton Norris on September 5th, working the 10:59 Cardiff Central to Manchester Piccadilly service. *Barry Longson*

Class 153 528 and 153 353 working the 2J48 Crewe to Shrewsbury service are seen departing Crewe on September 13th. *Richard Hargreaves*

Class 67 029 passes Bayston Hill on September 8th with 1W55 08:53 Cardiff Central - Manchester Piccadilly service. *Keith Davies*







Transport for Wales

DVT No. 82220 leads Class 67 020 past Bayston Hill on September 21st with 1V18 15:30 Manchester Piccadilly - Swansea service. *Keith Davies*



Units: DMUs and EMUs

Preston on September 2nd, with Northern units Class 323 223 and 323 242 on a Manchester Airport to Blackpool North service, and 195 106 on a working from Windermere to Manchester Airport. *Bryan Roberts*

Southern's Class 377 708 runs into Harrow & Wealdston working 2O61, the 17:52 Watford Junction to East Croydon on September 25th. *Derek Elston*

LNW's Class 350 108 and 350 121 stand at Northampton with 1Y50, the 15:06 Birmingham New Street to London Euston service on September 12th. The train was strengthened to 12 cars here. *Derek Elston*







Units: DMUs and EMUs

On August 28th, Northern's Class 156 412 calls at Littleborough on a Headbolt Lane to Blackburn service. *Bryan Roberts*



LNW Class 730 211 and 730 205 arrive into Harrow & Wealdstone working 2K42, the 16:58 Milton Keynes Central to London Euston service on September 25th. *Derek Elston*



Southern's Class 377 703 arrives at Kensington Olympia working 2O31, the 10:52 Watford Junction to East Croydon service on September 25th. *Derek Elston*



Units: DMUs and EMUs

South Western Railway's Class 701 001 was delivered to Wimbledon depot on September 10th 2025, 5 years 3 months after 701 002, the first unit to be delivered from Derby, arrived at Eastleigh on June 10th 2020. It is seen on September 19th working 11:14 London Waterloo - Poole - Staines test run passing Millbrook. *John Goodrich*

With the sun rapidly fading, London Overground's Class 710 269 approaches Harrow & Wealdston working 2C49, the 17:30 Watford Junction to London Euston local on September 25th. *Derek Elston*

Now settling in after a long period of acceptance trials, London Northwestern's Class 730 215 departs Stafford with the 14:33 Liverpool to Birmingham New Street on September 12th. *Barry Longson*







Units: DMUs and EMUs

SWR's Class 455 708 passes Millbrook on September 19th as the rear unit on 14:32 Bournemouth Depot - Wimbledon depot stock move. *John Goodrich*



Seen among the teasels, LNW Class 350 112 and 350 121 dash through Sutton Weaver with the 09:33 Liverpool Lime Street - Birmingham New Street service on September 6th.
Jeff Nicholls



Northern's Class 158 755 is about to stop at Littleborough with a Leeds - Wigan Wallgate working on August 28th. *Bryan Roberts*



Units: DMUs and EMUs

Northern operated Class 158 787 stands at a damp Ashington on September 21st before departing with the 15:30 to Newcastle. *Lee Stanford*

Class 319 parcels conversions Class 769 535 and 769 549 arriving into Northampton as 5Q64, the 07:06 Leicester L.I.P. to Northampton on September 30th. *Derek Elston*

LNW Class 730 217 working the 1G52 Liverpool Lime St. - Birmingham New St. service calls at Stafford on September 9th. *Richard Hargreaves*







Units: DMUs and EMUs

Blackpool - Manchester Airport, and vice-versa, services were diverted via Golborne Junction and the Chat Moss route on September 13th. Here, Northern's consecutively numbered Class 323 226 and 323 227 slow for the passage of Golborne Junction, Lowton Junction and Parkside Junction in order to gain the Chat Moss route. *Jeff Nicholls*



West Midlands Trains' Class 196 106 working the 1G19 Shrewsbury - Birmingham New St. service is seen at Wolverhampton on September 13th. *Richard Hargreaves*

Northern's Class 158 901 stands at York on September 12th before departing with the 14:43 to Bridlington. *Lee Stanford*





Units: DMUs and EMUs

Northern's Class 156 455 is seen at Lancaster on September 4th with a Morecambe service. *Michael Lynam*

Living on borrowed time, South Western Railway operated Class 455 872 waits to depart from London Waterloo with the 11:03 to Guildford on September 30th. *Lee Stanford*

Northern's Class 195 125 arrives at Lancaster on September 4th working a Barrow-in - Furness - Manchester Airport service. *Michael Lynam*







Units: DMUs and EMUs

Northern's Class 195 107 cruises through Littleborough with a Leeds - Chester working on August 28th. *Bryan Roberts*

Unusually formed of a single unit, London Overground's Class 710 113 departs from Bethnal Green on September 30th with a service for Chingford. *Lee Stanford*

On a sunny September 30th, London Overground's Class 387 139 arrives at Clapham Junction against a backdrop of tower blocks in the capitol. *Lee Stanford*







Units: DMUs and EMUs

A very clean Northern BI-mode Class 769 431, waits to depart Southport with 2079, the 15:03 service to Manchester Oxford Road, on September 6th. *Paul Senior*

An overall view of the sidings at Clapham Junction on September 30th with a mixture of Class 701 and 450 units all now carrying the corporate livery. *Lee Stanford*

Still carrying the livery of its former operator, Bi-mode Class 769 452 is now operating for Northern whilst their Class 769 units undergo overhauls and on September 15th it was seen at a dull Wigan Wallgate with a Stalybridge to Southport service. *Lee Stanford*







Units: DMUs and EMUs

South Eastern's Class 375 822 calls at Etchingham on September 4th. *Mark Enderby*



Thameslink's Class 700 115 hurries past Bounds Green Depot on September 24th whilst working the 14:25 from Horsham to Peterborough. *John Sloane*



LNW Class 730 231 passes Northampton on ECS training run 5Q43, the 13:19 London Euston to Bletchley T.M.D. on September 12th. *Derek Elston*



Units: DMUs and EMUs

Thameslink's Class 700 137 speeds through Alexandra Palace on September 24th with a Peterborough to Three Bridges service.
John Sloane



South Eastern's Class 375 623 is seen approaching Canterbury West on August 28th.
Mark Enderby



Great Northern's Class 387 105 approaches Alexandra Palace with the 16:39 from London King's Cross to Kings Lynn on September 24th.
John Sloane



Units: DMUs and EMUs

Thameslink's Class 700 111 approaches Alexandra Palace at speed on September 24th whilst working the 14:55 from Horsham to Peterborough. *John Sloane*

Southern's Class 171 801 is seen at Rye on September 1st. *Mark Enderby*

London Overground's Class 378 223 arrives at Willesden Junction High Level with a Stratford to Richmond train on September 25th. *John Sloane*







Units: DMUs and EMUs

On September 10th, Northern unveiled a new Rail 200 livery on Class 158 903 at Manchester Victoria to employees, it arrived as 5Z01 from Newton Heath . *Russell Clarke*

On September 4th, Northern's Class 150 214 arrives at Harrogate with a Leeds to York service. *Allison Twycross*

London Overground's Class 378 232 is working a Stratford to Clapham Junction service as it approaches Shepherds Bush on September 25th. *John Sloane*







Units: DMUs and EMUs

LNW Class 350 102 working the 1G52 Liverpool Lime St. - Birmingham New St. arrives at a stormy Stafford on September 13th.
Richard Hargreaves

Former GWR Class 387 172 is seen at the rear of the 15:57 Great Northern service from London King's Cross to Cambridge as it calls at Alexandra Palace on September 24th.
John Sloane

Northern's Class 323 202 arrives into platform 2 at Manchester Airport, while working the 13:36 Manchester Piccadilly to Crewe service on September 23rd. *Barry Longson*







Units: DMUs and EMUs

On September 24th, London Northwestern Class 150 149 trundles south through Winwick returning to Bletchley from maintenance work at Longsight. *Jeff Nicholls*

Northern's Class 156 416 is seen passing the waste terminal at Northenden (protected by the gate), while working the 10:10 Manchester Piccadilly to Chester service, on a bright September 23rd. *Barry Longson*

Northern's Class 156 402 is seen at Hazel Grove working the 11:51 Manchester Piccadilly to Buxton Service on September 22nd.
Barry Longson





Units: DMUs and EMUs

Southern's Class 377 703 approaches Kensington Olympia with a Watford to East Croydon working on September 25th. *John Sloane*

Southern'sClass377708approachesShepherds Bush on a Watford to East Croydon working on September 25th. *John Sloane*

London Overground's special liveried Class 378 230 approaches Kensington Olympia with a service from Stratford to Clapham Junction on September 25th. *John Sloane*







Scotrail

Returning to Scotland after refurbishment at Wolverton, Class 320 413 makes a pleasant change from the normal run of Avanti and Northern liveried EMUs. Seen here at Golborne on September 24th. *Jeff Nicholls*

Class 320 414 passes Northampton as 5Q70, the 05:32 Yoker C.S. to Wolverton Centre Sidings heading for a refresh for continued service on September 26th. *Derek Elston*



Manchester Metrolink

Tram No. 3002 with an advert for 'Bee Network' is seen arriving at Deansgate en route to Bury on August 28th. *Michael Lynam*



Tram No. 3094 sporting an advert for 'Noble Water' departs Deansgate for Manchester Airport on August 28th. *Michael Lynam*



Tram No. 3102 carrying an advert for 'Bohomoon' departs Deansgate for Eccles on August 28th. *Michael Lynam*



Manchester Metrolink

Tram No. 3095 with an advert for 'The Coronation Street Experience' departs Deansgate for the Trafford Centre on August 28th. *Michael Lynam*

Tram No. 3075 with an advert for 'Captain Morgan' is seen at Deansgate on a service to East Didsbury. *Michael Lynam*

Tram No. 3095 with an advert for 'Wednesday' (Netflix series) is seen arriving at Deansgate en route to Bury on August 28th. *Michael Lynam*





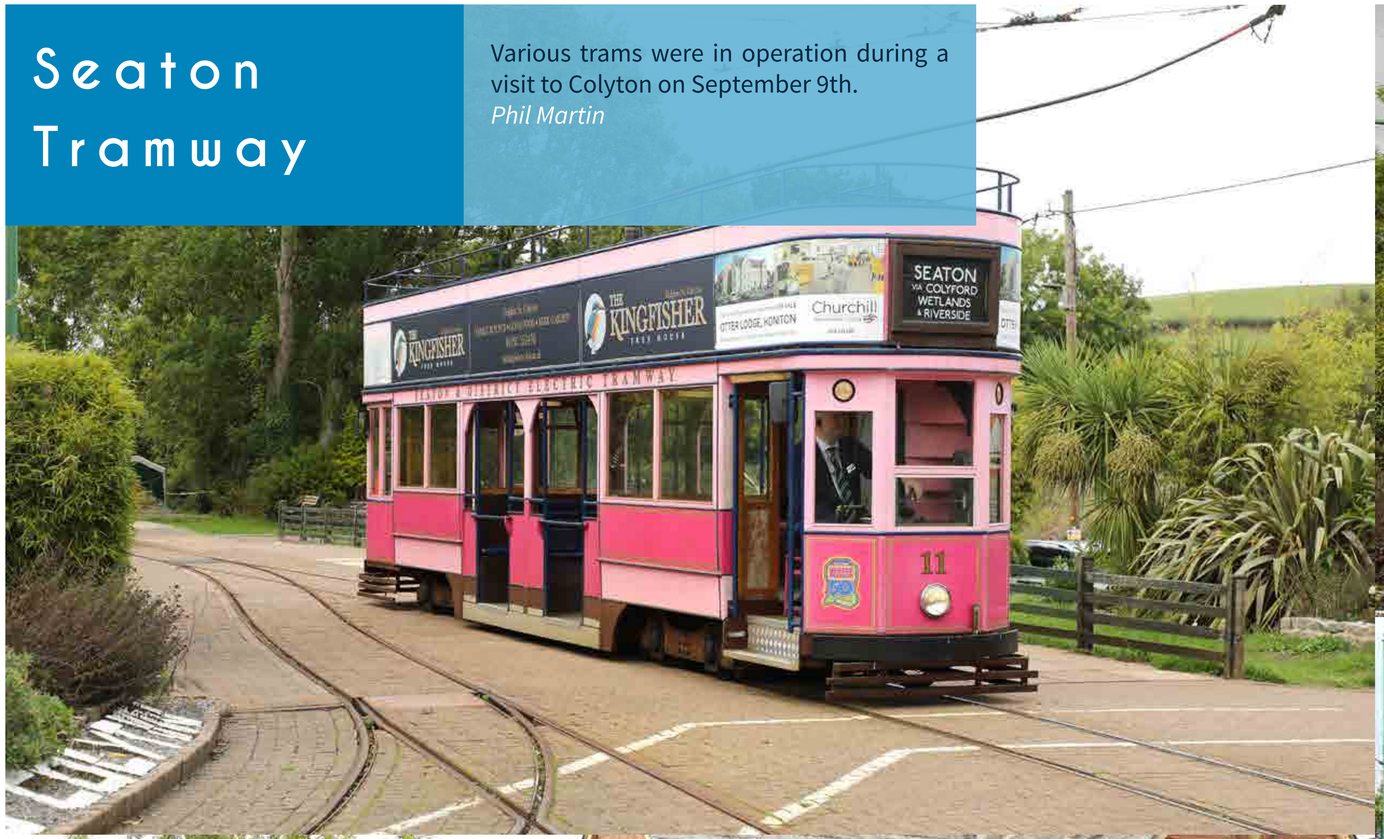


Midland Metro

Tram No. 51 stands at Wolverhampton Bus Station on September 20th with a service to Edgbaston Village. *Richard Hargreaves*

Seaton Tramway

Various trams were in operation during a visit to Colyton on September 9th.
Phil Martin











National Rail



On September 15th the 6Q76 Castle Cary Up Sidings to Swindon Transfer passes through Swindon operated by Colas Rail liveried No. DR75017. *Ken Mumford*

Greater Anglia introduces catering trolley on Norwich to Stansted route

Customers travelling between Norwich and Stansted Airport can now enjoy drinks and snacks at their seats after Greater Anglia launched a 3-month trial of a trolley service on the route. The idea was suggested by conductor Martin Neal via the organisation's ideas portal, Hares' Lair, which encourages colleagues to pitch ideas to leaders in a Dragons' Den style format.

On Wednesdays, Thursdays, Fridays, and Saturdays, an at-seat trolley will operate on the following services:

08:33 Norwich to Stansted Airport
09:27 Norwich to Stansted Airport
12:28 Norwich to Stansted Airport
13:27 Norwich to Stansted Airport
14:27 Norwich to Stansted Airport
10:48 Stansted Airport to Norwich
11:48 Stansted Airport to Norwich
14:48 Stansted Airport to Norwich
15:37 Stansted Airport to Norwich
16:48 Stansted Airport to Norwich

Subject to availability, the trolley service may also be extended to cover additional services on Mondays and Tuesdays. The trolley will be stocked with a range of hot drinks, soft drinks, and alcohol, as well as a range of snacks.

Michael Wyatt, Business Manager, Greater Anglia, said:
"I would like to thank my colleague Martin Neal for this excellent idea. I am really pleased that we have been able to begin this trial of catering on services between Norwich and Stansted Airport. We are offering an at-seat trolley service on selected trains and would welcome any feedback from customers. Passengers can enjoy a range of refreshments on the journeys, and we hope the trial proves popular."

Previous successful suggestions at The Hares' Lair include the poppy livery train, revised security announcements on trains, and an LGBTQ+ liveried train.

Fares Advice with RailUK

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

Delayed train travel with Advance ticket via different operator?

Q: I buy an advanced ticket from station A to station C, meaning only valid on the specified/timed services. This involves changing at station B. But the first leg of the journey, A to B, meets delays en route. As a result, I arrive at B too late to catch the specified B to C train.

I'm entitled, I believe, to catch the next available train, the delay having not been my fault. However both legs of my journey are with the same operator, with the word 'Only' after that operator's name.

The next available train from B to C is with a different train operator. If I catch that train, is my ticket still valid, or should I await the next available train from my ticket's specified operator?

A: In general, you would have to wait for the specified operator's next train. However, if the consequential delay would then be over an hour, you may have rights under EU Regulation 1371/2007 (also known as PRO rights) for rerouting. There's a government webpage with more information. Specific operators may have prearranged agreements with other operators in the event of delay or cancellation, but this would depend on the specific operator involved.

In any case it is always worth asking for permission from the train manager/ticket office for permission to travel on a train if your ticket would otherwise be invalid, since you have nothing to lose in that scenario (though it might be prudent to gain written authorisation in case of a later dispute). Normally in this situation you have the option to book a new ticket for the operator you wish to change to, and cancel your existing ticket booking completely, without penalties.

Of course, the risk of this being a hassle and the loss of the time value of some of your money, despite not being actual cash losses, are still important to some people.
If you're travelling with Northern, EMR or TransPennine Express, inter-availability is mutual and automatic when your service is cancelled. The same applies to Northern, LNER and TransPennine Express. It doesn't apply between EMR and LNER. There are further awkward permutations of this involving Southeastern.

Delay repay when travelling on Interrail in UK

Q: Currently stuck on an Avanti train due to a person under a train. Am travelling on the return leg of a global Interrail ticket. Interrail in their T&Cs say they pay some minor delay compensation. Can I claim under the UK system with Avanti?

A: The Interrail delay compensation scheme gives you €12 for a 60-119 min delay or €24 for 120+ mins. These values were standardised a year or two ago; previously the amounts were generally lower because they were based on a percentage of the deemed daily value of the pass.

Their process is quite straightforward and claims are generally assessed very quickly, usually a day or two of submission. Payment tends to take another week or so.

You're not doing anything legally wrong if you submit a Delay Repay claim to a TOC, but in my experience, Avanti are likely to deny your Delay Repay claim and direct you to claim via the Interrail scheme.
Likewise. I have successfully gotten delay repay from LNER with Interrail, but no other TOCs to which I've submitted claims have approved them.

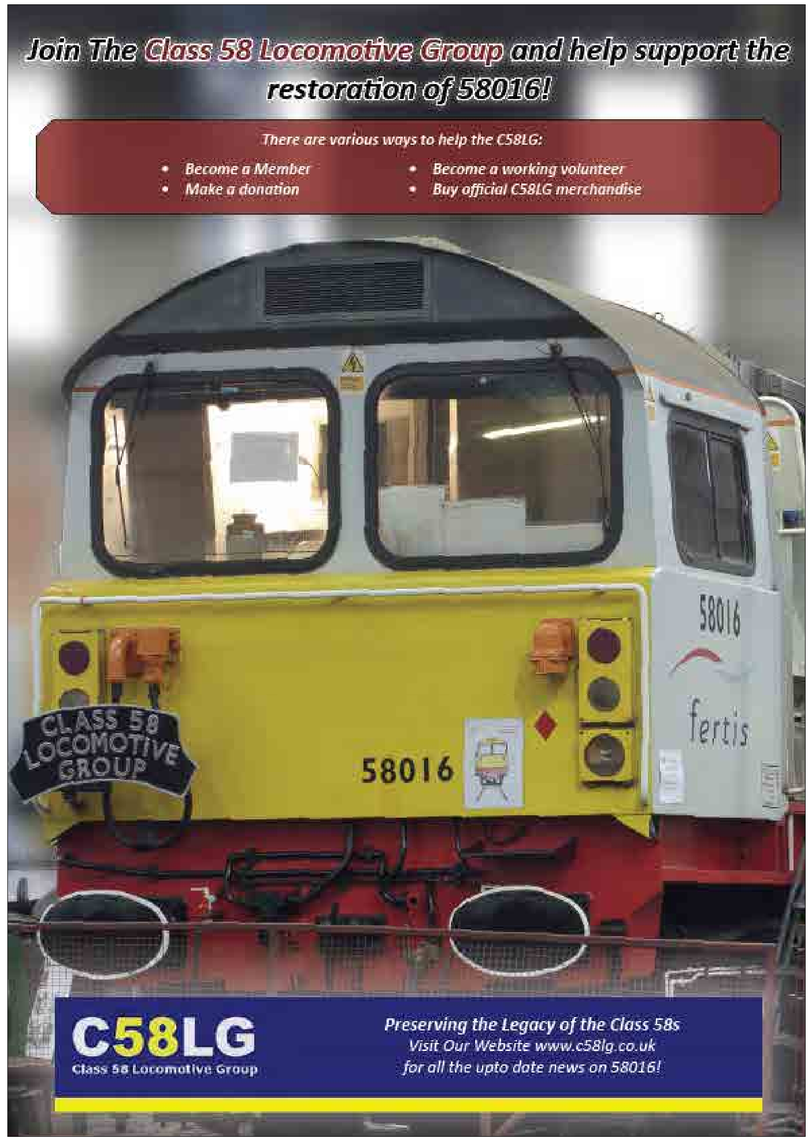
Ticket Advice for All

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

National Rail

During the weekend of September 27th and 28th, two MPV's were stabled in Andover Sidings to undertake RHTT duties, due to engineering works in the Totton area. They were Nos. DR98914, DR98964, DR98915 and DR98965. *David Lindsell*





Great Northern and Thameslink improves services in December timetable

Great Northern and Thameslink have welcomed the announcement of a new timetable on the East Coast Main Line that will allow them to give passengers better services.

The major new timetable will take advantage of a £4bn decade-long series of upgrades made to the route to introduce new long-distance services to London from the North of England.

In addition to the changes announced, including the provision to stop all trains at Cambridge South station when it opens in early 2026 (see press release), Great Northern and Thameslink will offer, after 14 December:

Additional peak time services between Cambridge, Letchworth Garden City and London King's Cross, to create more space on trains for customers

New departures at Hertford North, Bayford, Cuffley and Crews Hill in the morning peak

Faster journey times to London from key locations such as King's Lynn (seven minutes faster) and Cambridge, as well as stations along the route, including Foxton, Knebworth and Welwyn North

More evenly spaced departure times so customers don't need to wait as long for a train. The new timetable and services will be updated in online journey planners such as National Rail Enquiries from Friday 19 September but the timetable changes are already detailed station by station, along with changes coming to other operators' services, at www.ecmltimetable.info

Govia Thameslink Railway Chief Operating Officer John Whitehurst said: "For our customers travelling to and from stations between London, Hertford North, Cambridge and King's Lynn, this timetable will mean more passenger space at peak times where it is needed most, quicker trips to and from London from key destinations and more evenly spaced departure times so customers don't need to wait as long for a train.

"The timetable will also ensure we are ready for new services to be introduced at Cambridge South station when it opens early next year."

National Rail

Which ramp should be used ? There are 4 TOCs that use platforms 13 and 14 at Manchester Piccadilly. They are Northern, TPE, EMR and TfW. Depended on the traction in use, they have a choice of 9 ramps to use. *Barry Longson*



Loco Fleet List Ten

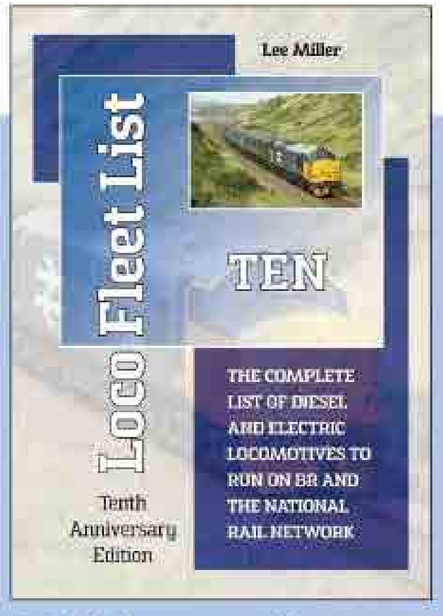
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Greater Anglia is Passenger Operator of the Year for the 2nd year running and third time in 4 years

Greater Anglia (GA) has been named Passenger Operator of the Year at the National Rail Awards 2025. It is the second year running the company has received the accolade, and the third time in four years, having won the award in 2022 and 2024 (as well as being runners up in 2023). The citation said "All the judges agreed that this is a TOC at the top of its game but one that has not rested on its laurels. The series of initiatives designed to improve the customer experience across the board, and to drive organic growth, are to be commended."

Greater Anglia has been the most punctual operator in the UK since April 2023 with annual performance currently at 93.7% using both the long-standing public performance measure (which measures arrival at destination within 5 minutes) and 92.8% using the more demanding "Time to 3" metric (which measures arrivals of every train at every station it serves). Its best performing routes are even achieving annual performance of between 96.0% and 98.5%.

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

Over the last year, it has been making further improvements with ongoing station upgrades, adjusting timetables in line with increasing passenger demand, installing tables on its Stansted Express trains, appointing a Partnerships Manager to help enhance integrated transport links and delivering a positive impact from its new Customer and Community Improvement Fund - supporting small scale projects, that benefit the railway and the local community, right across the GA network. It has also been making local improvements driven by its "We're All Ears" customer feedback scheme, which encourages passengers to highlight specific areas where other initiatives can help provide a better service.

At the annual awards event, GA was also highly commended in the Great Place to Work award and the Small Station of the Year Award for Bures, as well as being finalists in Small Station of the Year for Chappel and Wakes Colne and Medium Station of the Year for Bury St Edmunds.

Martin Beable, Managing Director, Greater Anglia said: "Everyone at Greater Anglia is really proud to have won the Passenger Operator of the Year award for the second year running and third time in four years. All across our company, colleagues are passionate about doing their best for the customers and communities we serve. With excellent performance, a commitment to customer service, high quality new trains, and effective partnerships with other rail industry organisations and wider stakeholders, we're fully focused on maintaining our high standards.

"We were also pleased to see further recognition with our commendations in the Great Place to Work award and for Bures in the Small Station of the Year Award.

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

In the last year, Greater Anglia has also won the Rail Operator of the Year award at the Spotlight Rail Awards, the Train Operator of the Year award at the Rail Business Awards, three Golden Whistles awards (for the third year running) for its high standards of punctuality and reliability, and a Golden Spanner award for the excellent performance of its bi-mode trains.

National Rail

Leaf-busting trains 'will travel 12 times around the planet' this autumn

A special fleet of leaf-busting trains has begun working across Sussex and Kent to keep the railway running safely and reliably.

Wet leaves, crushed by passing trains, create a slippery Teflon-like surface on the rails. It's similar to black ice and makes it harder for trains to accelerate and brake.

Across the Southern region – which covers the railway in the south of England– tackling the issue of leaf-fall requires a massive operation between Network Rail and train companies, with advanced planning and specialised forecasting.

The stars of the show – Network Rail's fleet of 'leaf-busting' trains – will again be in action this autumn to keep the railway leaf-free and running reliably.

Running around the clock to and from the Horsham and Tonbridge depots in Sussex and Kent, the special trains will run until mid-December to keep tracks clean. They use high pressure water jets to blast leaves off the lines and, where necessary, apply a sand-like gel to help trains grip the rail better.

The special trains will treat a total of 318,000 miles of track – roughly 12 times around the planet.

John Whitehurst, Chief Operating Officer at Govia Thameslink Railway, which runs Southern, Thameslink and Gatwick Express trains in Sussex, said: "Leaves on the line are no joke. The weight and heat of trains passing overhead bakes them into a slippery Teflon-like substance.

"Thanks to the performance of our trains and the hard work of our leaf-busting colleagues at Network Rail, we won't need to introduce special timetables this autumn but there is still the chance of occasional delays, so please, as always, do check for the latest service updates on one of our websites before you leave for the station." Lucy McAuliffe, Network Rail's Sussex Route Director, said: "Autumn is a really challenging time for the railway, owing largely to the significant amount of leaf fall and wet weather.

"Our teams will be working tirelessly using our 25-strong fleet of specialist trains to help keep the tracks leaf free so that passenger and freight services are able to continue running safely and reliably this autumn.

"Working together with Southern, Thameslink and Gatwick Express, we will be making sure that customers are fully informed about their journeys and that the railway network across Sussex is prepared for the leaf-fall season so that people can get where they need to be".

Sand Rovers

In a first this year, new 'Sand Rover' 4x4' vehicles which treat the track to increase grip will be trialled on lines in the south east. This year, they will be helping to keep passengers services on time on the Hayes Line in south east London, as well as protecting vital freight flows, including aviation fuel to Heathrow airport via the Grain branch line in north Kent.

David Davidson, chief operating officer for the South Eastern Railway, said: "There are millions of trees on or next to the railway, and when autumn arrives, thousands of tonnes of leaves fall onto the railway. They stick to damp rails and passing trains crush them into a thin, hard layer on the rail which, a lot like black ice on the roads, can affect braking and acceleration. Just like you wouldn't accelerate over black ice on the roads, we can't risk passenger safety by driving trains at full speed over leaves.

"At Southeastern, in some areas of our railway which have historically experienced very heavy leaf fall, we have published special autumn timetables with revised journey timings and stopping patterns. These timetables allow extra time for train drivers to drive more cautiously due to the slippery conditions caused by leaf fall, ice and snow, and, most importantly, passengers get to where they need to go safely and reliably."



Govia Thameslink Railway to be nationalised from May 31st 2026

On Friday September 26th, the Department for Transport (DfT) announced its nationalisation programme for 2026. This confirmed that after the transfers of Greater Anglia and West Midlands trains on October 12th 2025 and February 1st 2026 respectively, Govia Thameslink Railway (GTR) – the UK's largest train operator – will be nationalised on Sunday May 31st 2026.

Chiltern Railways' and Great Western Railways' services are expected to follow at a later date. Knowing that a date for nationalisation would be set at some point, GTR had already started planning for this transition, so it is well equipped to work closely with the DfT over the next eight months.

Passengers can be reassured that train services, timetables and station facilities are unaffected with no changes to travel cards and ticketing terms and conditions.

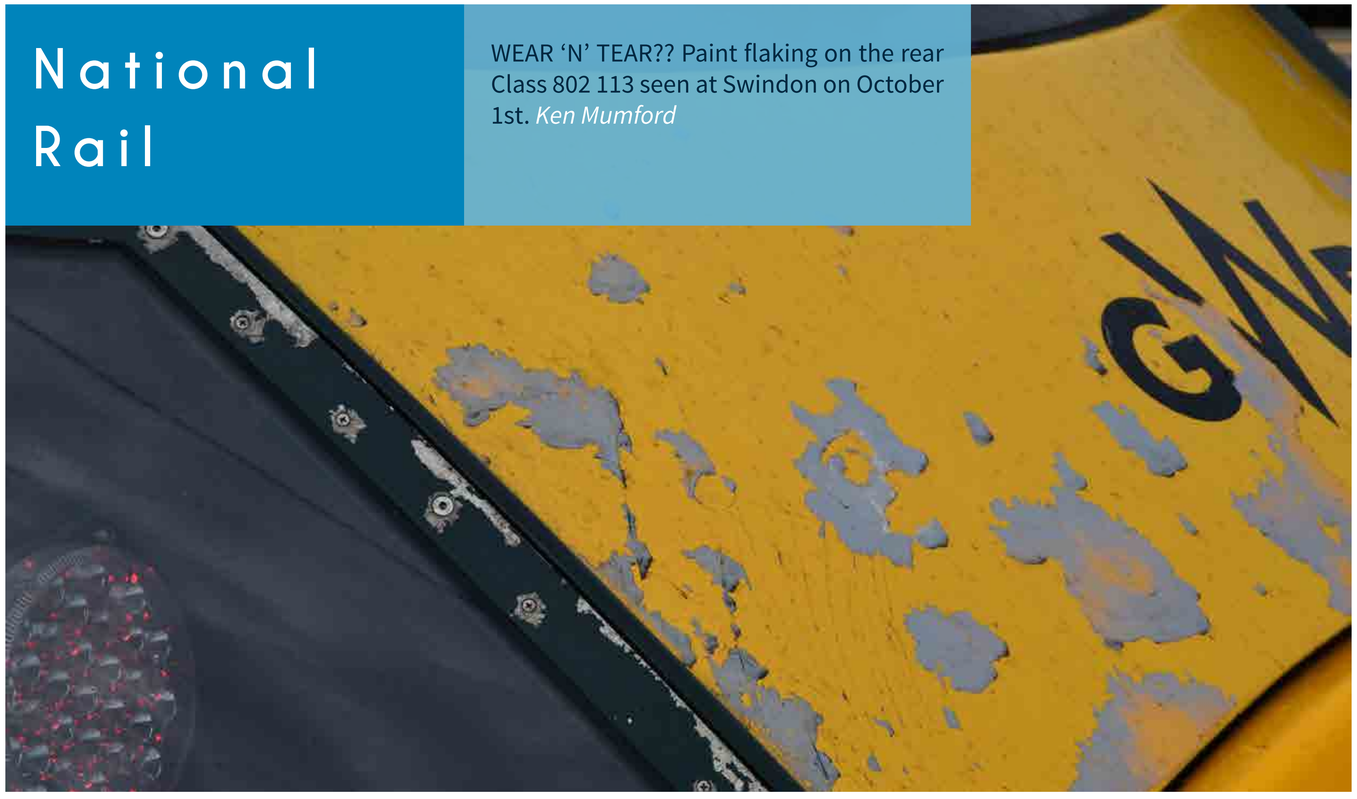
Employees' roles are also unaffected, as they will all transfer across into the publicly owned company. For now, GTR's priority is maintaining its strong focus on providing the best service for customers, ensuring they continue to have safe and reliable journeys across the network.

Since taking over the franchise in 2014, GTR has delivered major improvements, becoming a thriving operation and contributor to growth that will make a significant contribution to the future success of Great British Railways (GBR).

Angie Doll, Chief Executive Officer of GTR, said: "I am immensely proud of what we have achieved for the millions of customers who rely on us, and for the communities we serve. As well as helping people travel, our purpose is about building a railway ready for the future, with people and communities at the heart of making that happen.

By investing in skills, nurturing talent and building a more diverse workforce, we've laid the foundations for a railway that will endure, support sustainable growth, and inspire future generations. That is the legacy we have created. Our transition to public ownership comes at a time when GTR is at the forefront of key initiatives, essential to building a thriving sector under GBR and a stronger economy for Britain's future."

National Rail



WEAR ‘N’ TEAR?? Paint flaking on the rear Class 802 113 seen at Swindon on October 1st. *Ken Mumford*



World class railway emergency training centre opens in the West Midlands

A unique training centre has opened in Birmingham to help prepare transport providers and the emergency services for major incidents on the railway. The Birmingham Rail Resilience Hub has been created by Network Rail’s Central route to train and develop teams alongside train operators, the police, fire and ambulance services. The true-to-life training ground - which includes tracks, trains, level crossings, and all the other equipment and hazards found on the railway - have been mocked up in a purpose-built facility in Aston so teams involved in managing emergency situations are prepared and ready to deal with them. It allows for close partnership working between organisations, a better understanding of the challenges there will be in real life scenarios, and the opportunity to learn and improve together in a safe environment. The new facility means the railway in the West Midlands is now at the forefront of emergency planning and will be a focal point for supporting training and learning nationwide. It was officially opened by Denise Wetton, Network Rail’s central route director, and Martin Colmey, Central route’s operations director, before hosting its first emergency exercise to demonstrate the types of scenarios and learning can take place there.

Denise Wetton, Network Rail’s Central route director, said: “Every day, we work round-the-clock to keep the railway running safely for passengers and freight across Britain. But we must be prepared for all eventualities and this facility puts the West Midlands at the forefront of training, readiness for day-to-day disruption and dealing with major incidents. This hub creates a safe, realistic environment which allows the railway, emergency services and industry partners to learn and work together so we are ready to deal with situations in real life. We hope the scenarios which will be tested here never happen, but training and learning in this way will help everyone be prepared and ready.”

The emergency exercise demonstrated how the rail industry and emergency services would respond to vehicles being struck by a train on a level crossing. With passengers on board, it was shown how the area would be assessed and made safe, before trapped and injured people were rescued, and an investigation into what happened began ahead of reopening the railway. Organisations involved in the exercise included West Midlands Police, British Transport Police, West Midlands Ambulance Service, West Midlands Fire Service, and Hereford & Worcester Fire and Rescue Service.

Rebecca Hodgkins, Operations Station Commander, West Midlands Fire Service, said: “It’s been fantastic to collaborate with Network Rail and test our response to rail incidents alongside our other amazing blue light partners at this new training facility in Aston – a brilliant step forward in strengthening how we work together to ensure a safe, assertive and effective response to rail incidents.”

James Williams, WMAS Head of Emergency Preparedness, Resilience and Response, said: “This new training facility is a really useful resource that will allow our crews to realistically prepare for significant incidents on the region’s railways. It was great to be involved in the opening last week where we got to see first-hand the benefits the facility will bring to emergency response in the West Midlands.” Other organisations involved and in attendance included Nimski who provided the role play actors for the exercise and the Rail Accident Investigation Branch (RAIB) who independently investigate accidents to improve railway safety, and inform the industry and the public.

Andy Lewis, Deputy Chief Inspector, RAIB, said: “A successful response to rail accidents relies on effective collaboration between the agencies involved — from the railway industry to emergency services and accident investigators. This facility offers an invaluable opportunity for teams to train together in realistic scenarios, building the trust and mutual understanding needed to ensure responders are equipped and ready to work together under the pressures of real-world incidents.”

As well as being a training and learning facility, the hub’s location and access to major roads means it is also home to Network Rail Central route’s response teams which are the first on site when every day and major incidents, which can disrupt train services, are reported. It will also be a secure storage area for essential and specialist items needed to make repairs and keep the railway running safely and on time.

National Rail

Successful testing of Azuma in-cab digital signalling is a masterplan milestone

Testing at speed of digital in-cab signalling has been successfully completed for the train which provides the largest inter-city fleet on the East Coast Main Line. The iconic LNER Azuma has been put through its paces in recent weeks on the Melton test track through the Leicestershire countryside. Completing its dynamic testing is a step forward towards providing passengers with more reliable and greener journeys through the Government-funded East Coast Digital Programme (ECDP). The British-built Hitachi Rail train came fitted with European Train Control System (ETCS) in-cab signalling equipment, and has gone through a software upgrade in readiness for using this performance boosting technology on passenger services from next year.

The testing at Melton – using the site's ETCS capability – proves that the upgraded equipment on the train works well, including its integration with the lineside and signalling centre components of ETCS, in operating conditions. The collaboration between Hitachi Rail, LNER, Network Rail and Agility Trains to progress this 'First in Class' train is paving the way for all Hitachi Rail's intercity fleets on the East Coast Main Line to be cleared for operating in passenger services using ETCS. The milestone is significant not just for the East Coast Main Line but for the wider network's digital masterplan.

Ed Akers, Network Rail's industry partnership director, ECDP, said: "The Azuma fleet is pivotal to the upcoming change in how the East Coast Main Line operates, so this marks significant progress for our transformational programme. We're also helping the wider digital mission by readying for ETCS operation a train type that operates as far and wide as Inverness and Penzance. We continue to work with our partners to prepare for the introduction of main line ETCS services next year, delivering a more reliable and resilient railway for passengers."

Dr Linda Wain, engineering director at LNER, said: "The ETCS project and in-cab digital signalling is going to deliver real benefits to the East Coast Main Line. It'll enable us to run our trains in a more environmentally friendly way and allow us to reach new levels of efficiency and safety. We're incredibly proud that Azuma was selected to be one of the 'first in class' trains to test this new technology and lead the way for other Class 800 Hitachi fleets. Reaching this milestone is a testament to the close collaboration of all the teams involved."

Angus Thom, senior director OS&M operations, Hitachi Rail, said: "ETCS represents a radical step forward in digital in-cab signalling, which will unlock new levels of capacity and reliability. This successful upgrade and testing of the latest ETCS software and hardware is an important technical milestone as we progress towards digital signalling on intercity routes. Pioneering ETCS on intercity routes is only possible due the incredible collaboration between Hitachi Rail, LNER, Network Rail and Agility Trains. It's taken a few years to get to this important stage, which is testament to the strength of our partnerships and shared commitment to innovation."

Sally Lodge, head of operations, Agility Trains, said: "ECDP is an exciting project that will ultimately modernise railway operations on the East Coast Main Line. Through the implementation of this digital technology, the railway can be transformed with increased efficiency, capacity, safety and sustainability. We are delighted to be at the forefront of this project, working with our industry partners to implement the on-board ETCS solution on our East Coast fleet. All 65 of our Class 800 and 801 high-speed intercity trains are being upgraded with this new technology, playing a key role in enabling the industry's digital vision to become reality".

With its dynamic testing now complete, the Azuma First in Class will undergo further software development before going through the assurance process for regulatory approvals.

It is expected to take part in 'system of system' testing on the East Coast Main Line in the next few months, in parallel with a wider fitment programme across the Class 80x Hitachi fleets.

Historic High Peak viaduct's freight future secured after £7.5m upgrade

Major improvements to an historic railway viaduct in the Peak District are complete securing its future for freight trains serving four major quarries in Derbyshire. Between August 29th and September 7th teams from Network Rail and its contractor AmcoGiffen strengthened a 160-year-old 15-arch structure on the Great Rocks freight line near Chapel-en-le-Frith. It's one of two iconic structures which converge high above the hamlet of Chapel Milton and is one of the region's most photographed railway viaducts. The twin structures are also a mainstay of the success of the country's freight network, allowing trains to transport stone, cement and limestone from four major quarries to destinations across Great Britain.

These goods are essential for the construction sector, which uses the materials to build homes, roads and railway upgrades such as HS2.

Since May the £7.5m investment has seen:
Voids filled across each span to strengthen the structure
Brickwork repairs
Reinforcement of the parapets (bridge walls)
Installation of new waterproofing and drainage systems
Installation of handrails and guardrails to improve the safety for workers
Railway track replaced and realigned

On average 25,000 tonnes of material is carried over the viaduct daily.

Emma Thistlethwaite, Network Rail project manager, said: "It's been hugely rewarding to breathe new life into this fantastic Victorian structure and secure its future for freight services for decades to come. Nestled in this picturesque valley we know how much people love these viaducts and I'd like to thank local people for their patience and understanding while we've been on site, especially to those who've been impacted by traffic management and any noise relating to our work over the last few months."

Max Lloyd, AmcoGiffen framework director, said: "Completing such a complex programme in just nine days at Chapel Milton viaduct was a real team effort, and we're pleased it was delivered safely, collaboratively, and on time. Working closely with Network Rail and our key supply chain partners, we overcame the challenges of a tightly controlled window to complete works that will provide reliable routes for freight operators for years to come. We're also proud to have supported the local community, enhancing the outdoor space at Chinley Independent Chapel, whose members gave invaluable support throughout the project."

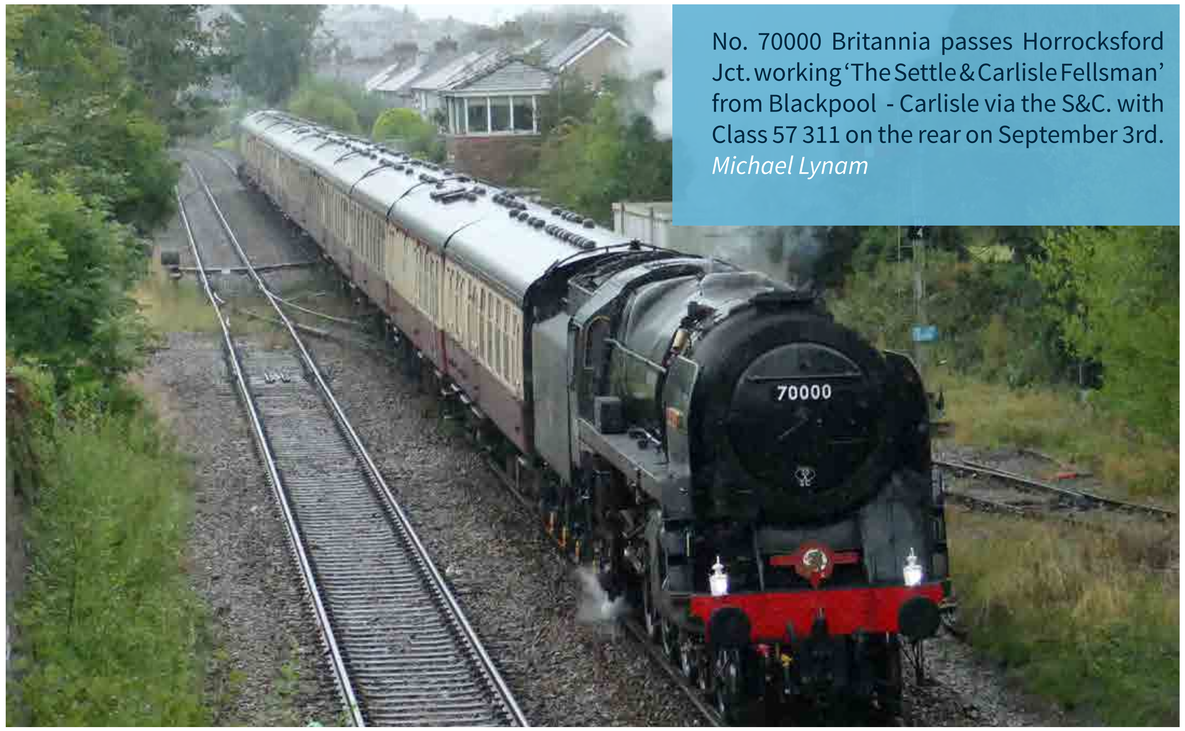


The next phase of the work will see remaining track foundation stone alignment using a special machine called a tamper. Alongside this, the site compounds will start to be wound down and removed by October, and the sites used will be re-wilded as part of Network Rail's commitment to not only restore the land to how it was before but to enhance biodiversity as part of the project.

National Rail

The oldest operational loco still regularly operating on the network is Class 20 007 which was captured leading sister 20 205 through Stafford on September 19th running from Guide Bridge to Burton.*Lee Stanford*





No. 70000 Britannia passes Horrocksford Jct. working 'The Settle & Carlisle Fellsman' from Blackpool - Carlisle via the S&C. with Class 57 311 on the rear on September 3rd. *Michael Lynam*

Zero to Landfill initiative at Bristol Temple Meads provides passengers with an easy way to dispose of food waste and travel sustainably

Passengers at Bristol Temple Meads can now use dedicated bins for food waste, separating it from general rubbish and recyclable items like plastic bottles and cardboard, which will boost recycling rates and cut down on the amount of waste going to landfill sites.

Segregating food waste means that items placed in the recycling bin will remain clean and free of contamination, which can sometimes result in batches of dry recyclables being rejected. Dedicated food waste collection also means that fewer items will end up in landfill sites, helping to reduce greenhouse gases and enabling more sustainable methods of processing waste.

The new bins can be found in the station's subway, framed by a colourful wall design highlighting the station's Zero to Landfill initiative. It is hoped that the prominent location of the new bins will encourage passengers to use the new facilities and increase awareness of more sustainable habits, while helping to keep the station clean and welcoming.

Using the bins inside the station can also help passengers to avoid receiving a fixed penalty notice from the Council, which can fine people who drop litter outside the station.

Gabriella Colwell, Network Rail's station delivery manager at Bristol Temple Meads, said: "We have installed a recycling station at Bristol Temple Meads in the passenger subway which has three designated bins to separate food waste, dry mixed recycling, and general waste.

"We want to encourage passengers to keep the station clean and tidy but also provide them with the facility of segregating their waste much like they would do at home.

"This initiative helps Network Rail implement best practice when it comes to sustainability, supports the station achieving a goal of removing zero waste to landfill, and complies with the Government's simpler recycling legislation."

In another sustainability boost at the station, Network Rail has teamed up with environmental charity City to Sea to provide free water refills in the subway, encouraging passengers to ditch single-use plastic and refill their bottles on the go. The first-of-its-kind collaboration has seen the installation of prominent refill stations, station-wide signage, digital screens, and in-app integration through City to Sea's Refill app. Together, the two water refill points have saved over 200,000 plastic bottles from ending up as waste.

Rail is already one of the greenest forms of transport and small changes like segregating food waste and providing free water refills can have a big impact as Network Rail seeks to run a net-zero carbon emissions railway by 2050.



Still going strong, the 140+ year old funicular at Saltburn in North Yorkshire is the oldest water balanced funicular in the UK. Along with the pier in this view it is a very popular attraction, September 27th. *Jeff Nicholls*



First-of-a-kind agreement between the South Eastern Railway and East Kent Railway will work towards re-introduction of freight trains

A new agreement will allow for redundant railway materials and equipment from the mainline network to be donated from the South Eastern Railway to the East Kent Railway, marking the first agreement of its kind in Kent as the railway prepares to mark its 200th anniversary.

A Memorandum of Understanding has been signed between the South Eastern Railway (SER) and the East Kent Railway (EKR), a heritage line, sharing redundant railway assets from the mainline railway, facilities and volunteer time – and working towards re-establishing freight trains on the EKR for the first time since 1987.

At a short ceremony at Shepherds Well station on Friday September 5th, the South Eastern Railway confirmed its intention to donate railway materials including rails and sleepers, as well as other items no longer needed for the mainline railway to help the East Kent Railway maintain its own infrastructure and develop its services.

In return, the East Kent Railway will provide the South Eastern Railway with the use of its facilities, which are already used from time to time when spaces are needed off the mainline network, such as for training.

The signing marks the first such agreement in Kent between the publicly-owned South Eastern Railway, in which track and train come have come together as the Government moves towards Great British Railways, and a volunteer-led heritage railway – the East Kent Railway.

Under the agreement, both organisations will also work together to explore opportunities for the re-establishment of commercial freight traffic over the East Kent Railway, helping to deliver ‘modal shift’ in the East Kent area to address Government rail freight growth targets.

With local support, the agreement will aim to secure third-party funding to reconnect the East Kent Railway to the national network for the first time since 1987, using the South Eastern Railway’s own engineering expertise to make it a reality.

David Davidson, chief operating officer for the South Eastern Railway, said: “Wherever we can, we will work with heritage railways across our network to forge a new partnership so that materials that would otherwise be recycled elsewhere to be re-used can find a new purpose.

“In turn, the East Kent Railway also has some excellent facilities which, because they are separate from the mainline network, provide the perfect opportunity for our colleagues to contribute to the local community.

“Working together through this memorandum of understanding provides a clear framework and we are excited about the possibilities it brings, not only to the South Eastern and East Kent Railways, but to wider society and the potential to support economic growth in East Kent. And, what better time to do it than in 2025, the bicentenary of the railway.”

Matthew Plews, general manager of the East Kent Railway Trust, said: “The East Kent Railway is delighted to enter into this Memorandum of Understanding with our friends at the South Eastern Railway. There is a great deal of scope for cooperation between the national rail network and heritage railways. This agreement provides a framework for a deeper collaboration which will benefit us both, both in the short term and into the future.”

The two organisations will also explore marketing opportunities at Southeastern stations and on its website, as well as the potential adoption of Shepherds Well station, which links the mainline with the East Kent Railway.

National Rail

On September 22nd, Class 90 026 was towed to Eastleigh Works from Crewe by 37 409 'Loch Awe' seen here arriving at Eastleigh and within an hour of arriving at Eastleigh Works, 90 026 was moved into a shed by Arlington's resident shunter 08 567. The pair were captured on camera from a public place in Campbell Road. *John Goodrich*





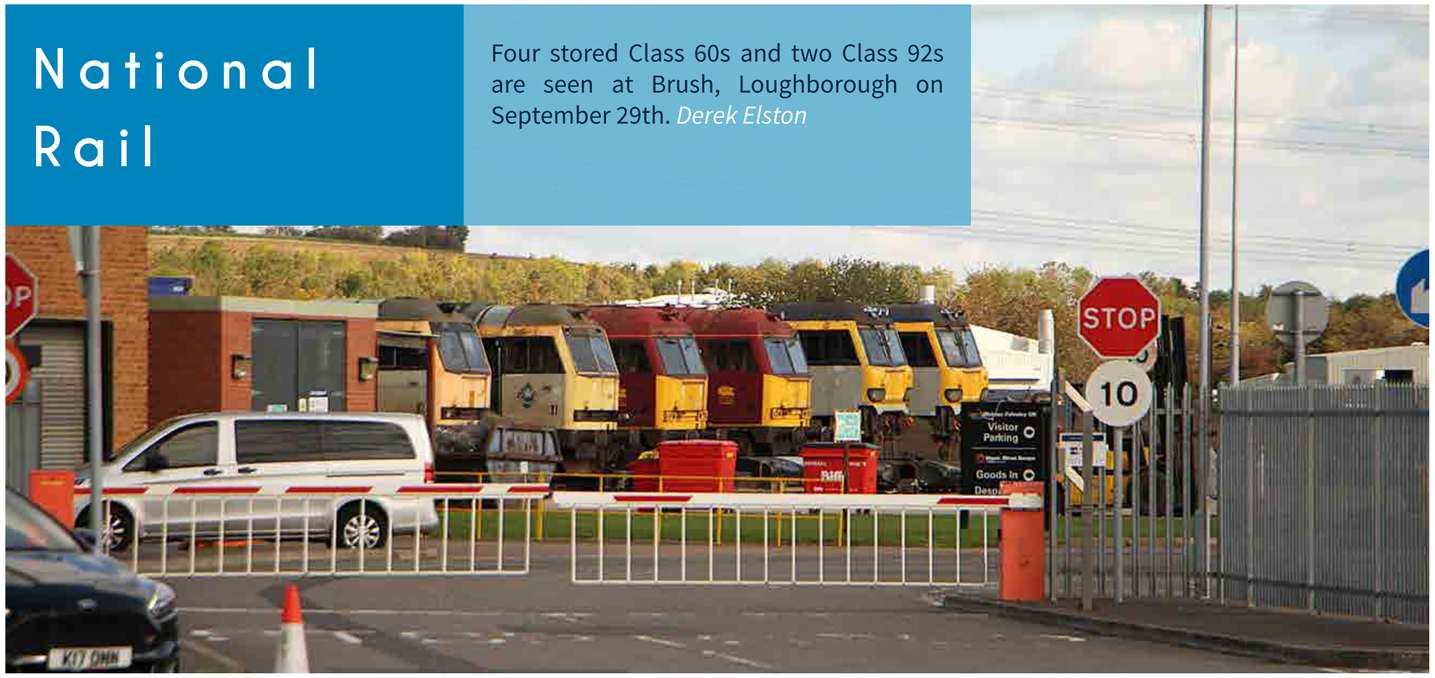
An open day at Heaton Depot on September 20th sees LNER branded Class 91 105 and 801 225 sharing depot space. *Lee Stanford*



MPV unit led by No. 98922 approaches Clapham Junction on September 30th with the 04:53 RHTT service from Effingham Junction. *Lee Stanford*



National Rail



Four stored Class 60s and two Class 92s are seen at Brush, Loughborough on September 29th. *Derek Elston*

Full train service expected for new Cambridge South station when it opens

When Cambridge South station opens in early 2026, all passing services – which are operated by Greater Anglia, Great Northern, Thameslink, and CrossCountry - are expected to call at the new station from day one. Ahead of the East Coast Main Line timetable change planned for December 2025, service levels for the new station have been confirmed. The service provision is expected to be similar to current service levels at Cambridge station, offering strong regional and national connectivity for passengers using the new station. Services will include:

Up to nine trains per hour between Cambridge South and Cambridge:
Half-hourly Great Northern fast trains to/from London King's Cross (hourly on Sundays);
Half hourly Great Northern semi-fast Monday to Friday peak service to / from London King's Cross;
Hourly off-peak and weekend Great Northern stopping service to / from London King's Cross;
Half-hourly semi-fast Thameslink service to/from Brighton (hourly on Sundays);
Up to two trains per hour to/from Stansted Airport (provided by Greater Anglia and CrossCountry);
Two Greater Anglia trains per hour to/from London Liverpool Street (four trains per hour at weekday peak times).
From 3 to 5 trains per hour to/from Ely:
Hourly Great Northern trains to and from King's Lynn (half-hourly during most of the morning and mid-afternoon Monday to Saturday).
CrossCountry trains to/from Peterborough, Leicester and Birmingham New Street running hourly.
Greater Anglia will provide an hourly service to/from Norwich, operating only during off-peak times.

The station is forecast to serve around 1.8 million passengers annually and will significantly improve connections across the East of England and to key destinations nationwide. Cambridge South will give passengers direct access to the Cambridge Biomedical Campus, alongside seamless journeys to major hubs including London, Birmingham, Stansted Airport, Gatwick Airport, and international rail services via St Pancras.

Katie Frost, Network Rail's route director for Anglia said: "Cambridge South will be an amazing new station for passengers travelling to and from the adjacent biomedical campus. With up to nine trains per hour from Cambridge, the campus will become very well connected to major destinations across the country as well as to airports and European destinations via the Eurostar, helping this vitally important medical research hub to grow and help secure the UK's ambition to become the centre of medical excellence."

NR and Loram launch ETCS working group focused on collaboration and performance delivery

Senior members from Network Rail's East Coast Operations Business Change team and Loram specialists met in Derby to explore how ETCS fitment to On Track Machines can help improve operational performance and infrastructure resilience. Loram UK provide a number of infrastructure assurance and maintenance services to Network Rail, including specialist Rail Grinding trains. These On Track Machines improve the profile of rails, so that passenger and freight operators can safely run on NR assets at maximum speed.

The team from NR's East Coast Operations Business Change team, which includes operating and signalling specialists, are looking to ensure all users of the railway are taking full advantage of the capacity and performance benefits that ETCS will deliver. Loram's newly built RGC Rail Grinder is the UK's first On Track Machine (OTM) to be ETCS fitted, paving the way for many hundreds of other OTM rail vehicles that work, often unseen, maintaining a safe and reliable railway.

The working group focused on key areas for the OTM sector on the path to 'signal-free', the point at which train movements are managed on-train, rather than by lineside signals. These discussions included sharing best practices and joint training, as well as how future signalling instructions and improvement to the Rule Book would allow On Track Machines to continue delivering maximum output during possessions.

Debbie Francis, MD of Loram UK said: "I'm very grateful to John Earley and his team for spending time with us. Bringing together his NR operating and signalling experts alongside our On Track Machine specialists helped both teams understand the massive prize that ETCS offers our passenger and freight customers.

"As a specialist rolling stock supplier we are acutely conscious that the ETCS programme is in receipt of public funds to deliver this programme. Loram has made a point of aggressively removing any unnecessary costs as we prepare our equipment to go 'signal-free' and we look forward to sharing our knowledge and experience with colleagues across the industry, so together we can deliver value to both fare and taxpayers."

John Earley, Senior Programme Manager – Operations at Network Rail said: "This was a great opportunity for Network Rail to get closer to its customer and understand the challenges and opportunities that an OTM operator has in delivering ETCS-enabled machines. Days like this will help us refine the way this sector can use ETCS methods of operation whilst delivering work in possessions.

It's been encouraging to hear how Loram is pushing forward on delivering the benefits of ETCS in a cost-efficient way."



National Rail

The Nosh Report - Drinks Edition!

Award-winning Birmingham-brewed low-alcohol beer available on-board Avanti West Coast

An award-winning low-alcohol beer brewed in Birmingham is available to Avanti West Coast's First Class customers after its successful debut as part of a railway safety campaign. Sober Brummie, a 0.5% Pale Ale made by The Birmingham Brewing Company, was the beer used in the intercity operator's hugely successful safety campaign "Safety Thirst", which centred on promoting safe travel over the festive period last December.

Given the success of "Safety Thirst" with customers and the rising popularity of low or non-alcohol beers within the drinks market, Avanti West Coast has made Sober Brummie a permanent feature on its First Class menu. The introduction, which is part of the operator's autumn menu change, builds on the rail company's long-standing relationship with Birmingham Brewing Company. The brewer saw a 50% increase in web sales across all its beers during the "Safety First" campaign.

Avanti West Coast is also currently reviewing options for stocking a different low-alcohol beer in its on-board shop. Birmingham Brewing Company has been brewing Sober Brummie for over 5 years, with the popular ale winning Non Alcoholic Beer of the Year at the London Beer Competition in 2023 and was awarded National Gold at the Society for Independent Brewers and Associations (SIBA) Beer Awards in 2022.

Kathryn O'Brien, Customer Experience Director at Avanti West Coast, said: "It is great to partner with Birmingham Brewing Company, and welcome their prize-winning low-alcohol beer on-board once again – this time in its original Sober Brummie branding. Our food and drink suppliers from across the Avanti West Coast network play a very important role in us delivering the best experience we can for our First Class customers with high quality, locally-sourced products."

Andy Milford, Sales and Brand Manager at Birmingham Brewing Company, said: "We are delighted to be working with Avanti West Coast again after the huge success of the "Safety Thirst" campaign. It's great to see Avanti West Coast bringing on board our Sober Brummie for their low-alcohol beer option in First Class. Each year we are brewing more and more Sober Brummie, and this is down to people adjusting their drinking as well as seeking out our award-winning beer."





Avanti West Coast rolls out recyclable spirit bottle onboard trains

Avanti West Coast has partnered with a local distillery to serve gin in miniature aluminium bottles as part of its commitment to offer a sustainable menu to customers. Working with Forest Distillery – a family-run distillery in the heart of the Peak District – the train operator is rolling out fully recyclable aluminium bottles for its 'Forest to First' gin miniatures (5cl), as the UK marks Recycle Week. (September 22nd - 28th). The innovative bottle will replace the existing glass miniatures – providing a lightweight, compact and sustainable alternative for the gin which is made exclusively for Avanti West Coast.

Made from 100 percent post-consumer recycled aluminium, the new bottles do not rely on raw material – offering a carbon footprint of up to 90 percent lower than 5cl bottles made from PET (polyethylene terephthalate) plastic or glass. Switching to this packaging also supports a circular approach to waste – whereby the bottles are recycled keeping the materials in use for as long as possible.

Weighing just 10 grams, the aluminium bottle is almost 67 percent lighter than a 5cl glass bottle – reducing the weight of each delivery by 160 kilograms and cutting transport emissions.

Karl and Lindsay Bond - founders of Forest Distillery – came up with the idea of the new packaging, which now features a unique design that reflects the botanicals used for the gin and Macclesfield Forest – which is only a few miles from the home of the distillery and where some of the ingredients are foraged.

Rob Taylor, Food and Beverage Development Manager at Avanti West Coast, said: "We're always looking at new ways of doing things to deliver the best possible experience for our customers while being a responsible business. Partnering with Forest Distillery to give one of our most-loved drinks greener packaging supports our shared goal to offer sustainable local products, as well as making a positive difference to the environment. We're proud to introduce this innovative bottle and hope our customers admire the new look, while enjoying the same familiar taste as they whizz along the West Coast Main Line."

Karl Bond, Co-Founder and CEO of Forest Distillery, said: "We're delighted to be working with Avanti West Coast on the launch of these new aluminium minis, featuring their bespoke 'Forest to First' gin. This move is not only a more sustainable option, but also a brilliant way to showcase the best of the North West to passengers across the country. As a distillery rooted in Macclesfield Forest, it's fantastic to see our region celebrated in such a forward-thinking partnership."

National Rail

On the Kent and East Sussex Railway, L.M.R Hunslet No. 75008 is seen arriving at Tenterden on September 2nd. *Mark Enderby*



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.



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



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



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



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



Branded merchandise, Draw bags, mouse mats, coasters.



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



If you are after an item not shown, please ask, we have a vast range.

Prices shown is example pricing, Pricing will vary on artwork / design and quantities.

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

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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Southern Questionables



In one of my many transport books
I read that a trial was taken with one
of these Maunsell designed 'Z' class 0-8-0Ts
on the Folkstone Harbour branch
[*gradient 1 in 30*].
However the trial proved that the boiler
could not cope with such sustained demand
YET here we see 30957 and 30952
have just banked a trains up the 1 in 37
between Exeter St. David's
and Exeter Central stations!



In the same book I read that
when the LMSR engineer -
William Stanier - saw one of these
he was reputed to have
asked Bulleid [its designer] -
"Where do you wind it up?"

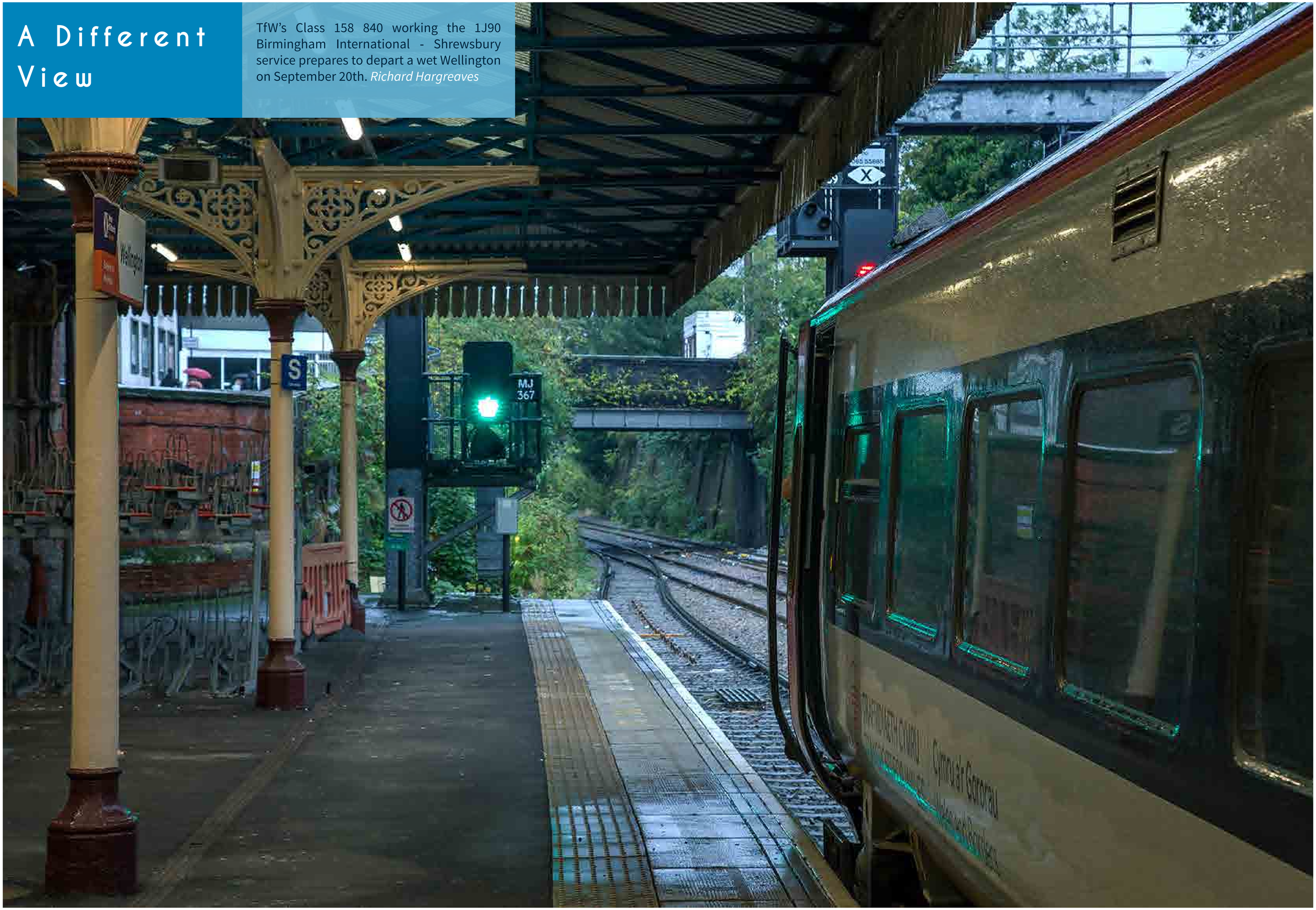
A Different View

Northern's Class 170 458, crosses the Knaresborough Viaduct, with a York to Leeds service on September 4th. *Allison Twycross*



A Different View

TfW's Class 158 840 working the 1J90 Birmingham International - Shrewsbury service prepares to depart a wet Wellington on September 20th. *Richard Hargreaves*

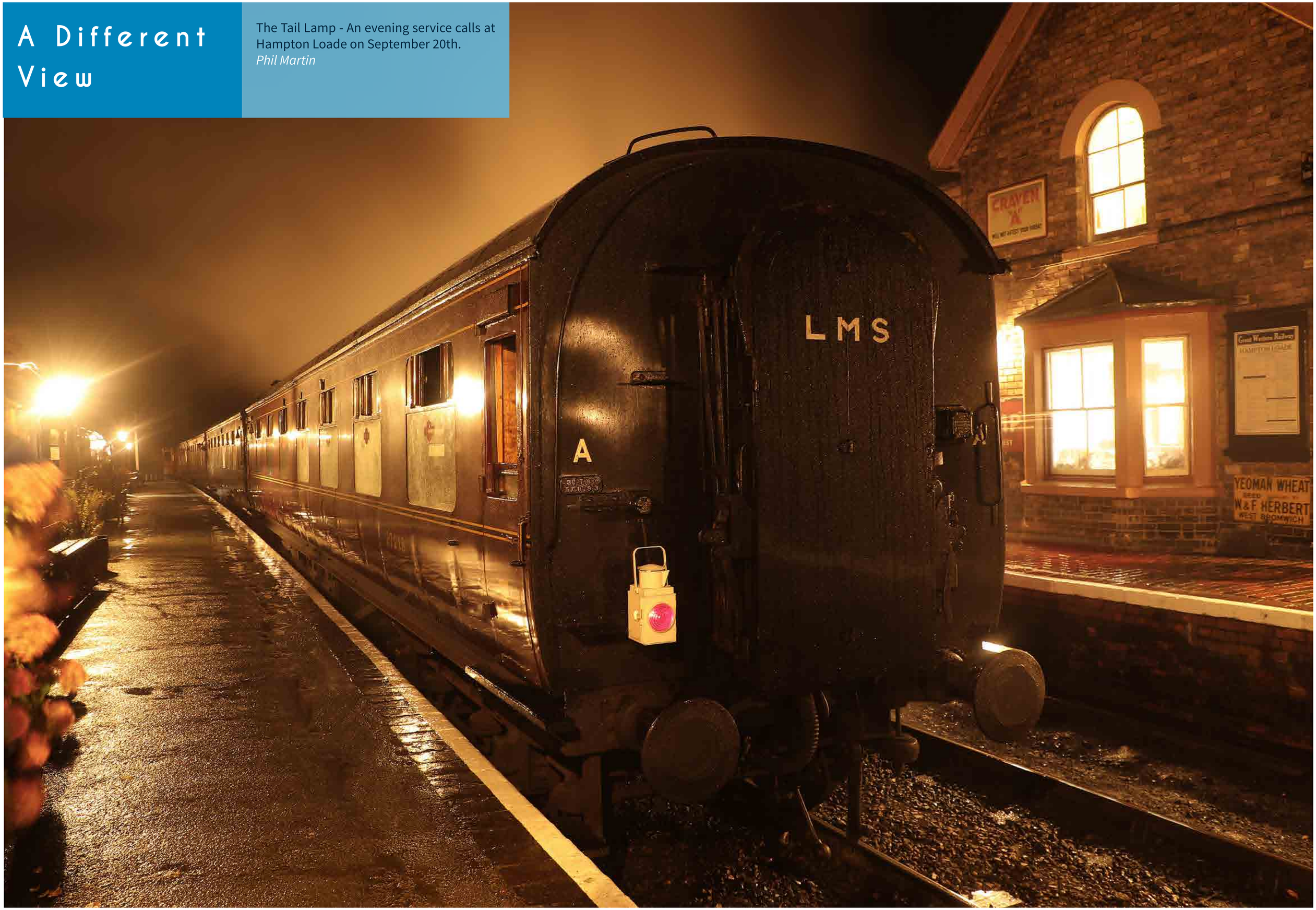


A Different View

The long lens shows the steep gradient up from Bank Foot to Calerton Parkway on the Tyne and Wear Metro. with No. 4067 working a service for the Airport, and No. 4064 heading for South Hulton. *Paul Senior*

A Different View

The Tail Lamp - An evening service calls at Hampton Loade on September 20th.
Phil Martin



Preserved Railways

The N2 Overhaul Completion Club raises over £30,000

The Gresley Society is delighted to announce that the oldest surviving locomotive to the design of Sir Nigel Gresley successful completed its steam test at the workshops of the North Norfolk Railway (NNR) at Weybourne in mid-August 2025. Gresley class N2 GNR No.1744 was withdrawn from service late in 2018 for an overhaul that has proved to be considerably more extensive and costly than anticipated. This is the next step towards its anticipated return to traffic in Spring 2026.

The overhaul began in 2019 but was impacted by the Covid-19 lockdown and the war in Ukraine which affected both timescales and costs. Additionally, once the locomotive was stripped down, it became evident that far more work was needed than first anticipated. This has meant an extensive programme of both mechanical and boiler work leading to eventual overhaul cost of around £650,000.

Since arriving at the NNR in mid-December 2024, work completed includes the successful non-destructive testing and examination of the two carbon steel steam pipes that serve from the superheater header to the steam chests, with all historic welds subjected to magnetic particle inspection (MPI) and the pipe wall thickness measured with an ultrasonic thickness device. The two pipes were then clamped together to form a single unit to allow them to be subjected to a hydraulic pressure test to 1.5 times the boilers safe working pressure which equated to 255psi.

All the new No. 17 washout plugs have been procured, and these will now be fitted to the boiler following the successful completion of the steam test. A final hydraulic pressure test of the boiler once the re-assembly of the engine is complete will reset the clock for the boiler's ten-year boiler certificate.

The superheater header is currently being prepared for hydraulic testing to 255psi and one of the NNR's fitters has been carefully preparing all the lubrication pipework and fittings for their fitting to the engine during its reassembly. The new expansion links were delivered on September 2025.





The NNR has generously agreed to initially fund the completion of the overhaul, with the value reimbursed later through operation of the locomotive for a period without charge. However, The Gresley Society still faces a substantial funding shortfall to meet the final overhaul cost and has launched The N2 Overhaul Completion Club to raise the required £100,000 from 100 people each donating £1,000 in up to eight instalments. Special benefits for those supporting the club include:

- Certificate signed by John Cameron (President) and Philip Benham (Chairman)
- Exclusive opportunity to visit No. 1744 under overhaul at the NNR
- Opportunity to buy a ticket (seat already reserved) on one of the first trains hauled by No. 1744
- Exclusive Limited Edition print (100) of No. 1744 in GNR livery by Matthew Cousins (GRA)
- One year's free membership of The Gresley Society Trust

The Club was launched to Gresley Society members in late November 2024 and has already raised over £30,000 from both members and other supporters. Details of how to join The N2 Overhaul Completion Club can be found at gresley.org.

Philip Benham MBE, Chairman of The Gresley Society, commented: "The Gresley Society was created to preserve a working Gresley locomotive, and we owe it to our founders, and for the benefit and education of today's generation, to maintain that vision. The progress on No. 1744's overhaul at the North Norfolk Railway is one more step towards the return of Sir Nigel Gresley's oldest surviving locomotive to traffic in spring 2026 resplendent in its distinctive Great Northern Railway livery.

"However, The Gresley Society is not yet out of the woods financially and launched a major £100,000 financial appeal with The N2 Overhaul Completion Club to fund No. 1744's return to traffic which has already raised over £30,000. I'd encourage all LNER lovers who want to see the class N2 paired once again with the Midland & Great Northern Society's unique set of Quad-Art carriages on the North Norfolk Railway to get on board with our appeal!"

Preserved Railways

MURAL UNVEILED TO CELEBRATE S&DR200 BICENTENARY

HOPETOWN -DARLINGTON-

Darlington celebrates mural honouring Arthur Wharton and town's role in changing the world.

Darlington Borough Council has joined forces with the Arthur Warton Foundation to unveil a striking new mural that celebrates both the town's pivotal role in global history and the achievements of the world's first black professional footballer.

Commissioned by the Arthur Wharton Foundation and funded through Darlington Borough Council's Creative Darlington project, the mural is titled "We Changed the World from Here" and was created by Dan Walls (Illumination Wall Art).

The artwork, unveiled during the S&DR200 festival year, also marks the bicentenary of the Stockton and Darlington Railway. It depicts the Skerne Bridge, the world's oldest working railway bridge which appeared on the £5 note, alongside George Stephenson and Locomotion No. 1.

The mural also pays tribute to Arthur Wharton, born in Ghana and who became a goalkeeper for Darlington F.C. in the 1880s, making him the first black professional footballer. A remarkable all-round athlete, Wharton was also a talented sprinter, cricketer, and rugby player. His sporting life was closely connected to Darlington's railway heritage, as he often travelled by train to compete in matches and events across the country. In his own writings, Wharton recording the significance of those journeys.

Shaun Campbell, founder of the Arthur Wharton Foundation, said: "Arthur Wharton's story is an inspiration that reaches far beyond sport. He broke down barrier and achieved greatness at a time when the odds were stacked against him. It is fitting that his story is now entwined with the railway heritage that put Darlington on the map – a town that truly changed the world."

Councillor Libby McCollom, Cabinet Member for Local Services, said: "Darlington's history is one of global impact, from the birth of the modern railway to the legacy of Arthur Wharton. This mural is a vibrant celebration of that story, and we are proud to support the Arthur Wharton Foundation in bringing it to life for our community and visitors during this historic year."

This mural can be seen at the Arthur Wharton Foundation in Widdowfield Street, serving as a lasting reminder of Darlington's pioneering spirit and its contribution to changing the world.

Photo: ©Scott Akoz



HOMECOMING FOR TORNADO



Just over two weeks before the historic 200th anniversary of the Stockton and Darlington Railway (S&DR), world famous steam locomotive No. 60163 Tornado has returned to its home in Darlington for the celebrations.

Significantly, it is the first time Tornado has been able to arrive at its new home within the 'cradle of the railways' by rail. Tornado was built between 1990 and 2008, with much of the project coming together in the old Carriage Works on Hopetown Lane, Darlington, where this modern steam locomotive moved for the first time. In 2023, the Trust moved to new premises across the railway, and this is Tornado's first visit to the shed.

Crossing over the historic Skerne Bridge, depicted for many years on the £5 note and itself 200 years old and part of the original route of the S&DR, Tornado steamed on from the old to the new as it arrived at Darlington Locomotive Works.

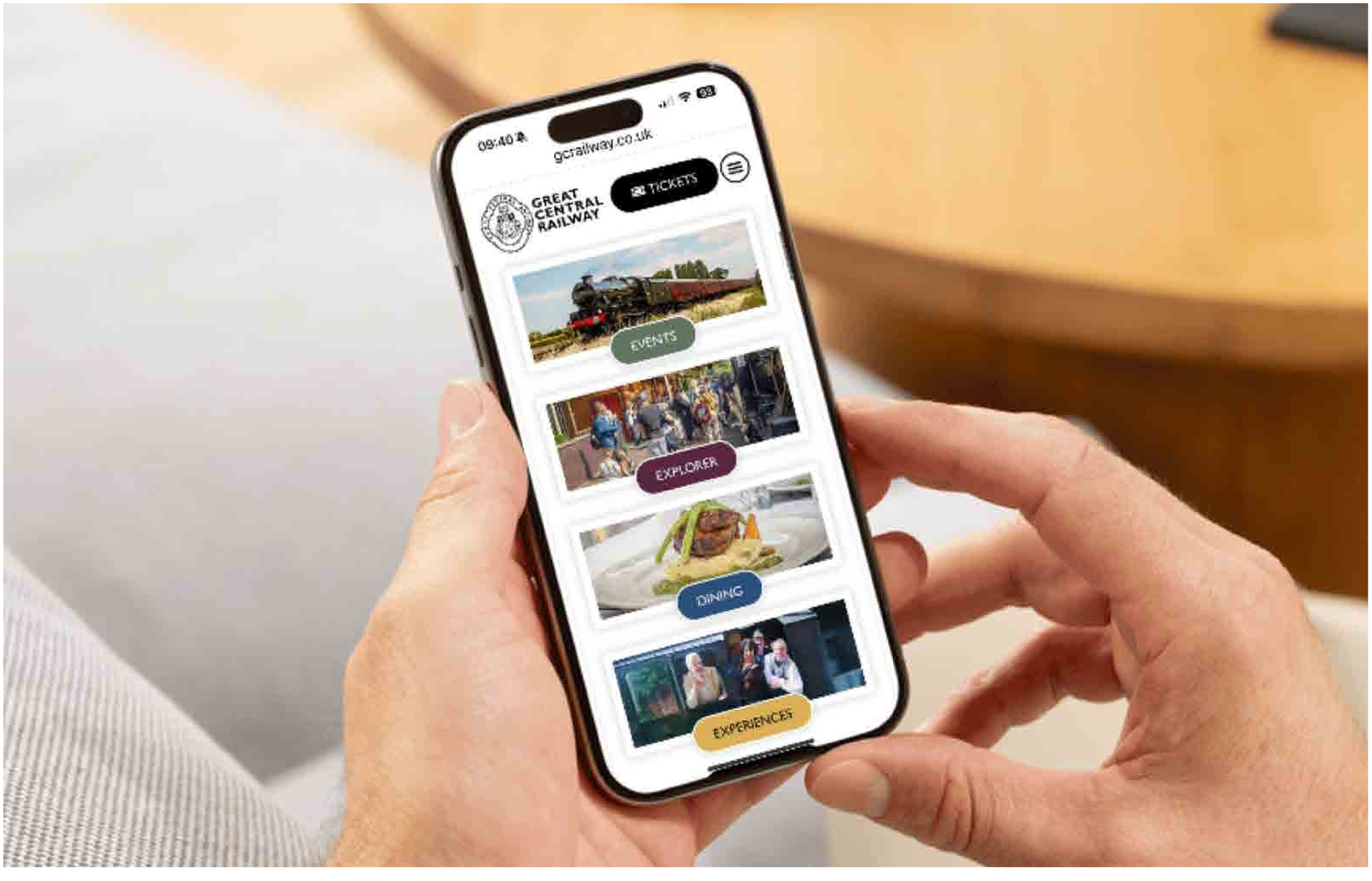
In recent months, volunteers, the Army, Network Rail, VolkerRail and other key stakeholders have assisted in installing around 2 miles of track and equipment. This combined effort, plus around £350,000 of fundraising for materials, has culminated in the creation of a new depot that would have normally cost around £5m.

This trackwork is in addition to the new £4.5m Darlington Locomotive Works, part of the Hopetown Museum site which will be the focus of activity as the anniversary is marked on 27th September 2025, 200 years to the day since the first trains ran, and the genesis of the railways as we now recognise them around the world.

Steve Davies, MBE, Chairman of the A1 Steam Locomotive Trust commented on the occasion: "Today represents a major milestone in the history of the A1 Steam Locomotive Trust. No. 60163 Tornado coming home by rail, right into the heart of Darlington in the cradle of the railways, is something that we have worked hard for over many years, and I am especially proud to see this happen in the year marking the bicentenary of the railways. I pay tribute to all those who have supported and helped us along the way and to those who had the vision to see this project through. It is a major boost for the whole team! The connection to the national network and the opportunities that offers the Trust are revolutionary, not only essential for the continued operation of Tornado on the main line but also looking forward to the completion of our second locomotive, P2 Class No. 2007 Prince of Wales."

Photo: Finally home; Tornado comes to rest outside of the new Darlington Locomotive Works, home of the A1 Steam Locomotive Trust. ©Kenny Felstead

ALL ABOARD A NEW DIGITAL JOURNEY: GREAT CENTRAL RAILWAY LAUNCHES NEW WEBSITE AS PART OF BRAND REFRESH



Great Central Railway is delighted to announce the launch of its brand-new website, designed to offer a cleaner, more intuitive user experience while celebrating the legacy of Britain's only double track, main line heritage railway.

Drawing design inspiration from the golden age of railway tourism and the classic railway posters of the 20th century, the site offers a refreshed, streamlined experience for visitors, supporters, and railway enthusiasts alike and is part of a wider brand refresh that the unique heritage railway has been undertaking throughout 2025.

Showcasing stunning photography contributed by the railway's own volunteers, the site offers an improved booking process for tickets, events, and experiences. It also features in-depth information about the railway's remarkable history, including its impressive home fleet of heritage steam and diesel locomotives.

Visitors can now more easily explore the wide range of activities available at Great Central Railway — from hands-on "Drive a Train" adventures to First Class Dining experiences like the popular Murder Mystery Specials, guided tours, and family-focused events that continue to make the railway one of Leicestershire's most beloved attractions.

More than just a digital upgrade, the launch coincides with a new era of education and storytelling across the railway. A new Welcome Centre at Loughborough Station now features curated storytelling boards that chart the railway's history and importance, and new interpretive panels in the Loughborough Engine Shed further enhance guided tours by offering a closer look at the workings of steam.

In a further nod to railway heritage, a series of collectible, historically inspired handbills and loco information boards—designed in period style—have been introduced to help bring the stories of the line to life. The railway has also launched a new Explorer Ticket, complete with a treasure hunt style activity pack, designed to encourage children and families to explore the site while learning about railway history in a fun and interactive way.

The new website also makes it easier than ever to support the railway's preservation efforts. Whether through volunteering, donating, or getting involved in long-term plans like the Reunification Project — which aims to reconnect the two halves of the Great Central Railway to create an 18-mile heritage line stretching from Leicester North to Ruddington — supporters can now access all the information they need in one place.

"We are incredibly proud to launch this new website as a gateway to everything Great Central Railway has to offer," said Malcolm Holmes, General Manager at Great Central Railway. "It represents a major step forward in our digital presence but also symbolises our commitment to honouring the past whilst building an even more exciting future for generations to come."

The new website can be viewed at www.gcrailway.co.uk

Middleton Railway

At the Middleton Railway Gala on September 6th, Brush/Beyer Peacock loco No. D2999 ‘Alf’ heads away from Moor Road station with the first service, a mixed train to Park Halt, having just run through the tunnel under the motorway (and passing the truncated remains of the Dartmouth branch). *Ben Bucki*

At the Middleton Railway Gala, Hunslet No. 2387 ‘Brookes No. 1’ stands at Park Halt after arriving with its first train of the day on September 6th. *Ben Bucki*

Brush/Beyer Peacock loco No. D2999 ‘Alf’ and Peckett No. 5003 ‘Austins No. 1’ come off their train at Moor Road, after handing over their train to steam loco ‘Brookes No. 1’ on September 6th. *Ben Bucki*







East Lancs Railway

L&Y Pug No. 11243 and Aveling & Porter steam tractor are seen at Castlecroft Yard on September 12th. *Brian Dobbs*

Visiting the East Lancs railway for its Rail 200 event on September 14th was Freightliner's Class 70 008 which is seen at Bury Bolton Street piloting 56 006 on the final service of the day to Heywood. *Lee Stanford*

L&Y Pug No. 11243 and Aveling & Porter steam tractor are seen at Castlecroft Yard on September 12th. *Brian Dobbs*







East Lancs Railway

LMS Black Five No. 45212 on its last few workings before being withdrawn for mainline overhaul, works way from Irwell Vale with the 11:25 Rawtenstall to Bury service on September 25th. *Brian Dobbs*

A Rail 200 event at the line on September 14th saw long time absentee Western Class 52 No. D1041 'Western Prince' make a public appearance at Bury Bolton Street station.
Lee Stanford

L&Y Pug No. 11456 departs Summerseat for Heywood on September 13th.
Michael Lynam







East Lancs Railway

Class 56 006 passes Burrs Country Park with a service from Bury to Ramsbottom on September 21st. *Brian Dobbs*



Freightliner's Class 70 008 in seen on display at Rawtenstall on September 13th.
Michael Lynam



Class 24 No. 5054 (running as 5053) waits to depart Heywood with a service to Rawtenstall on September 13th. *Michael Lynam*



East Lancs Railway

BR Class 4MT No. 80097 waits departure time at Rawtenstall on September 3rd.
Michael Lynam

Furness No. 20 approaches Summerseat en route to Rawtenstall on September 13th.
Michael Lynam

L&Y No. 11456 departs Irwell Vale on September 13th with a service to Rawtenstall.
Michael Lynam







East Lancs Railway

After a series of mainline adventures, Stanier Class 5 4-6-0 No. 45212 gets a run out on a mid-week scheduled service on the ELR at Burrs on September 17th. *Gerald Nicholl*



Richmond Light Railway

‘Chuquitanta’ built by Couillet, Belgium in 1885 (works No. 810) is seen on the private Richmond Light Railway during the annual Charity Steam Fair on August 9th. *Mark Pichowicz*

Quarry Hunslet ‘Sybil’ built in 1903 (works No. 827) is seen on the private Richmond Light Railway during the annual Charity Steam Fair held on August 9th. *Mark Pichowicz*





Romney, Hythe & Dymchurch Railway

BO-BO Mainline Diesel Locomotive No. 12 is seen at Hythe on September 1st.
Mark Enderby

4-8-2 Mountain Class locomotive No. 6 'Samson' is seen at Dymchurch on August 30th.
Mark Enderby

4-6-2 Pacific Locomotive No. 10 is seen at Dungeness on September 3rd. *Mark Enderby*







Romney, Hythe & Dymchurch Railway

On loan from the Ravenglass and Eskdale Railway, diesel loco No. 15 ‘Shelagh of Eskdale’ arrives at Romney Sands with a Dungeness bound working. *Mark Pichowicz*

Keighley and Worth Valley Railway

Class 101 DMU Nos. M51189 and SC51803 are seen arriving at Oakworth en route to Keighley on September 6th, during an event for ‘The Railway Children’ *Michael Lynam*



BR Standard Class 2MT No. 78022 passes Oakworth with ‘The Railway Children’ special from Keighley - Oxenhope with Class 20 No. D8031 on the rear, September 6th.
Michael Lynam



BR Standard Class 2MT No. 78022 passes Oakworth with ‘The Railway Children’ special from Keighley - Oxenhope with Class 20 No. D8031 on the rear, September 6th.
Michael Lynam



Keighley and Worth Valley Railway

BR Standard Class 2MT No. 78022 calls at Ingrow West with a service to Oxenhope on September 6th. *Michael Lynam*

BR Standard Class 2MT No. 78022 arrives at Oxenhope on September 6th. *Michael Lynam*

Class 101 DMU Nos. M51189 and SC51803 depart Ingrow West with a service for Oxenhope on September 6th. *Michael Lynam*







Kent and East Sussex Railway

Hunslet No. 469 ‘Hastings’ and Class 14 No. D9504 run around at Bodiam on August 10th.
Mark Pichowicz

Tanfield Railway

On September 28th, 0-4-0 Saddle Tank loco ‘Stanley’ stands inside Marley Hill depot raising steam prior to entering traffic later in the day. *Lee Stanford*



Centre cab electric loco No. 3 (7078) built in 1944 by Robert Stephenson & Hawthorns of Newcastle is seen stored in the yard at Marley Hill on September 21st. *Lee Stanford*



Tanfield railway based 0-6-0 tank loco ‘Twizzel’ makes a smokey departure from Marley Hill Yard with a demonstration freight on September 28th. *Lee Stanford*



Isle of Wight Steam Railway

LSWR O2 Class No. W24 ‘Calbourne’ is seen operating services on September 9th. *Ken Mumford*

Now in retirement at the museum, former London Underground unit Class 483 007 ‘JESS HARPER’ is seen on display in the museum on September 9th. *Ken Mumford*

Austerity 0-6-0T ‘Waggonner’ is seen operating services on September 9th. *Ken Mumford*







Northampton and Lamport Railway

Andrew Barclay 0-4-0ST works No. 1969 ‘J. N. Derbyshire’ stands at Boughton at the head of an Iron Ore train on September 21st. *Derek Elston*

Class 31 601 ‘Devon Diesel Society’ is seen at Boughton on September 21st. *Derek Elston*

Class 31 289 ‘Phoenix’ stands at Boughton with the 12:30 service to Pitsford & Brampton on September 21st. *Derek Elston*







Northampton and Lampport Railway

W. G. Bagnall 0-4-0ST 'Kent Electric Power Co. Ltd. No. 2', works No. 2842, is seen arriving at Boughton on a short engineers train on September 21st. *Derek Elston*

The Rushden Transport Museum

Class 121 Bubble Car No. 55029 is stabled alongside Rushden station on September 14th. *Derek Elston*

Still wearing its Northern livery, Class 142 084 carrying ‘The Model Weekender’ headboard is seen at Rushden Transport Museum working shuttles during the Model Railway Exhibition on September 14th. *Derek Elston*

No. S10159 ‘Les Forster’ was found parked at Rushden on September 14th. *Derek Elston*







Cambrian Heritage Railway

Class 73 129 stands in the sunshine at Oswestry on August 31st. *Carl Grocott*

The Lancashire Mining Museum

Apart from the steam winding engine and headgear the museum houses many exhibits, not least of which is the collection of 28 colliery locomotives, the largest collection of its type in the United Kingdom.
Mark Enderby



Severn Valley Railway

GBRf visitor Class 57 305 working on the rear of the 11:40 Kidderminster - Bridgnorth service departs Bewdley on September 6th.
Richard Hargreaves

Class 66 719 leads the 11:40 Kidderminster - Bridgnorth service away from Bewdley on September 6th. *Richard Hargreaves*

Rail 200 liveried Class 66 710 is seen on display at Kidderminster on September 6th.
Richard Hargreaves







Severn Valley Railway

Class 40 106 arrives into Arley on September 6th, with the 12:30 Kidderminster to Bridgnorth service. *Barry Longson*

Class 73107 and 73136 are seen at Kidderminster on September 6th. *Richard Hargreaves*

Class 69 015 and 69 016 are seen stabled in the station at Kidderminster on September 6th *Richard Hargreaves*







Severn Valley Railway

Tanfield based Austerity saddle tank No. 49 departs Kidderminster with the 15:46 goods to Bewdley on September 19th.
Richard Hargreaves

GWR No. 813, appearing as NCB No. 11 for the Autumn Steam Gala gets watered at Kidderminster on September 19th.
Richard Hargreaves

LMS Stanier Mogul No. 13268 is seen with a good train on September 18th. *John Alsop*







Severn Valley Railway

Class 57 305 is seen on Erdington Bank on the rear of the 11:40 Kidderminster - Bridgnorth on September 6th. *Keith Davies*

LMS Jinty No. 47298 is seen at Kidderminster on September 18th working the 10:10 service to Bridgnorth. *Phil Martin*

GWR Collett 5700 Class 0-6-0PT Pannier Tank No.7714 arrives at Kidderminster on September 19th with the 14:15 from Bridgnorth. *Richard Hargreaves*







Severn Valley Railway

Class 73 107 and 73 136 are seen on Erdington Bank with the 15:40 Bridgnorth - Kidderminster service on September 6th. *Keith Davies*

BR Standard Class 5 4-6-0 steam locomotive No. 73082 'Camelot' is seen on Bridgnorth MPD on September 18th. *Richard Hargreaves*

Southern Railway Merchant Navy Class 4-6-2 steam locomotive No. 35006 'Peninsular & Oriental S. N. Co.' is seen at Kidderminster on September 18th. *John Alsop*







Severn Valley Railway

Recreating Laira in the 1970s, BR blue Westerns are seen at Kidderminster on September 7th with No. D1048 ‘Western Lady’ nearest the camera along with D1015 ‘Western Champion’ and D1062 ‘Western Courier’ with D1013 ‘Western Ranger’ behind. *Mark Pichowicz*

GWR No. 813, appearing as NCB No. 11 and Tanfield based Austerity saddle tank No. 49 are seen at Eardington on September 21st with the 14:25 Kidderminster - Bridgnorth service.
Phil Martin

LMS Jinty No. 47298 working the 09:07 Hampton Loade - Bridgnorth waits departure time at Hampton Loade on September 19th.
Phil Martin







Severn Valley Railway

Visiting the Severn Valley railway for their Autumn steam gala was Tanfield based Austerity saddle tank No. 49 seen at Kidderminster on a demonstration freight on September 19th. *Lee Stanford*

The railway held a special event from October 2nd to October 5th to celebrate 65 years of Class 37's and on October 3rd visiting Class 37 688 is seen pulling into the loop at Highley to allow a service to Bridgnorth to pass. *Lee Stanford*

Southern Railway Merchant Navy Class 4-6-2 steam locomotive No. 35006 'Peninsular & Oriental S. N. Co.' is seen at Kidderminster on September 19th. *Richard Hargreaves*







Severn Valley Railway

GWR 1400 Class 0-4-2T locomotive No. 1450 is seen working a Bridgnorth - Hampton Loade shuttle at Eardington on September 21st. *Phil Martin*

GWR 1400 Class 0-4-2T locomotive No. 1450 and GWR Collett 5700 Class 0-6-0PT Pannier Tank No. 7714 stand at Hampton Loade on September 20th with the 19:25 Kidderminster - Bridgnorth service. *Phil Martin*

GWR Collett 5700 Class 0-6-0PT Pannier Tank No. 7714 is seen on Eardington Bank on September 21st working the 14:15 Bridgnorth - Kidderminster service. *Phil Martin*







Severn Valley Railway

BR Standard Class 5 4-6-0 steam locomotive No. 73082 'Camelot' is seen on Eardington Bank on September 21st with the 15:20 Bridgnorth - Kidderminster service. *Phil Martin*

Non operational Jinty No. 47383 made a rare outdoor appearance during the Severn Valley Autumn steam gala and was to be found at Kidderminster on September 19th. *Lee Stanford*

BR Riddles 4MT No. 75069 working the 13:20 Kidderminster - Bridgnorth service is seen at Eardington on September 21st. *Phil Martin*







North Norfolk Railway

GWR 6800 Class No. 6880 ‘Betton Grange’ is seen in steam at Sheringham on September 12th. *John Balaam*

Wells & Walsingham Light Railway

On September 12th, No. 4 'Norfolk Harvester' is seen arriving at Wells on Sea with a service from Walsingham. *John Balaam*

North Yorks Moors Railway

Class 37 688 is seen at Whitby running round to work the 14:15 Whitby to Grosmont service on September 3rd. *Allison Twycross*

North Yorks Moors Railway

BR Standard Tank 4 No. 80136, masquerading as 80116, leads No. 41313 as they depart Levisham with the last train of the Steam Gala on September 28th. *Jeff Nicholls*

A popular attraction at Levisham on the last day of the Autumn Steam Gala, Lucie, the diminutive Tramway de l'Est de Bruxelles loco gave brake van rides in Levisham station inbetween the timetabled services, seen in action on September 28th. *Jeff Nicholls*

On the rather gloomy morning of the last day of the Autumn Steam Gala, BR Standard Class 2 steam locomotive No. 78019 departs with a shuttle service to Pickering, September 28th. *Jeff Nicholls*







Bodmin and Wenford Railway

GWR Small Prairie 2-6-2T No. 5552 shuffles into Bodmin General with a train from Boscarne Junction on September 11th. *John Sloane*

Class 47 306 and 37 142 are seen at Bodmin depot on September 11th. *John Sloane*

Class 50 042 and GWR Small Prairie 2-6-2T No. 5553 lurk inside the running shed at Bodmin on September 11th. *John Sloane*







Great Central Railway

Visiting from the West Somerset Railway Hymek No. D7018 awaits release from its train at Loughborough on September 5th.
Derek Elston

LMS Jubilee Class No. 45596 is seen in action at the lines Steam Gala on October 2nd.
John Alsop

Class 27 No. D5370 arrives into Rothley with 2B21, the 13:45 from Leicester North during the Autumn Diesel Gala on September 5th.
Derek Elston







Great Central Railway

Class 27 056 approaches Quorn & Woodhouse with 2B12, the 11:25 Leicester North to Loughborough during the Autumn Diesel Gala on September 5th. *Derek Elston*

Class 55 019 'Royal Highland Fusilier' is seen stabled between duties at Loughborough during the Autumn Diesel Gala on September 5th. *Derek Elston*

DMU No. M79900 was found stabled just outside Loughborough station during the Autumn Diesel Gala on September 5th. *Derek Elston*







Great Central Railway

Class 14 visitor No. D9551 departs Quorn & Woodhouse with 2D08 the 10:58 to Loughborough formed of DMU Nos. 50230, 59506 and 50266 during the Autumn Diesel Gala on September 5th. *Derek Elston*

Network South East liveried Class 50 017 'Royal Oak' arrives into Rothley with 2B30 the 16:05 from Leicester North where 37 714 'Cardiff Canton' would be attached. *Derek Elston*

Network South East liveried Class 50 017 'Royal Oak' departs Quorn & Woodhouse with 2B30 the 16:05 from Leicester North top'n'tail with 37 714 'Cardiff Canton on September 5th. *Derek Elston*







From the Archives

A visit was made to Eastfield depot on June 26th 1982.Here the second oldest type 1, Class 20 002 stands in the yard with Class 27s and 47s also present. A check of my notebook showed that 45 locos were on shed that day, also including Classes 08, 26 and 37s. *Barry Longson*



From the Archives

Class 33 107 rolls into Bristol Temple Meads with a Portsmouth - Cardiff service. *Jeff Nicholls*



On August 13th 1982, Class 37 287 complete with cowling around the buffers, slowly runs onto Bristol Bath Road depot, looking like it needs a visit to the washing plant.
Barry Longson



Class 45 102 arrives into what at the time was a rundown London St. Pancras, on August 12th 1982. *Barry Longson*



From the Archives

Due to engineering work on June 15th 1985, Class 20 165 and 20 007 were diverted through Stockport. Of note are the original ICI hoppers which were built in 1936 and used on services to the Northwich plant for over 60 years. *Barry Longson*



Class 56 040 'Oystermouth sits inside Margam MPD on August 15th 1982. *Barry Longson*

'Bagpipe' Class 33 112 buffers up to its train at Bristol Temple Meads on April 30th 1983. *Jeff Nicholls*





From the Archives

Class 50 046 speeds past Maidenhead with an up express on June 1st 1985.
Barry Longson



From the Archives

Class 47 501 brings up the rear of one of the special shuttle services that worked between Workington and Maryport following the severe floods of 2009. The train is calling at Flimby on April 21st 2010 and 47 832 is on the front end. *John Sloane*

Class 60 058 is seen working a bitumen train for the Kelbit plant at Edge Green, Golborne on May 26th 2004. *John Sloane*

Class 47 709 'Dionysos' is stabled alongside Derby station on April 8th 2004. *John Sloane*







From the Archives

Class 24 081 passes Dee Marsh Junction signal box on May 26th 1978. *John Sloane*



From the Archives

What a line up! The view of Bristol Bath Road depot from the platform end of Temple Meads station on April 30th 1983. *Jeff Nicholls*

‘Respite’ (HE 3696/50) pauses between trips at Bickershaw Colliery on the evening of October 30th 1975. *John Sloane*

LMS Jubilee Class No. 5690 ‘Leander’ storms past Hellifield with an excursion heading for Leeds on July 11th 1979. *John Sloane*





