

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 241

In the news this month, two announcements that might come as a surprise to some and also might open a 'can of worms' as to why would you?. I will let you decide which is which.....

Arriva's open access operator Grand Central has secured an agreement to lease four additional five-car Class 180 trains from Angel Trains, taking its fleet to 14, to support a proposed service between Newcastle and Brighton.

The proposed service running up to five times daily in each direction remains subject to Office of Rail & Road approval of an application submitted in December 2025.

If the service is approved, the four Alstom-built DMUs which have been out of service for almost three years would enter service with Grand Central following refurbishment at Arriva TrainCare's Eastleigh depot.

The proposed services would call at at Newcastle, Durham, Darlington, Northallerton, York, Doncaster, Sheffield, Derby, Burton-on-Trent, Birmingham New Street, Warwick Parkway, Banbury, Oxford, Reading, Wokingham, Guildford, Redhill, London Gatwick, Haywards Heath and Brighton.

Chris Brandon, Director at Grand Central, said the agreement to lease the trainsets, which was announced on October 1st, 'means we're one step closer to this route becoming a reality, and we look forward to the ORR's response'.

Arriva's Business Development Director Craig Nicolson said 'the agreement also demonstrates our continued confidence in the growth potential of open access rail services and our commitment to investing in the UK's railway'.

Also this month comes the announcement that.....

East Midlands Railway is to extend the lease of its Beacon Rail owned Bombardier Transportation Class 222 Meridian inter-city diesel multiple-unit fleet because of delays to the introduction of new Hitachi Rail Class 810 Aurora electro-diesel units.

The Class 810 trainsets were originally due to be in service by December 2022. However, the trains first carried passengers in December 2025, and one train was extensively damaged in the fatal collision at Elstow south of Bedford on June 19th.

In July EMR introduced a reduced timetable in an effort to mitigate the poor availability of the Class 810 fleet and also problems with the maintenance of its Class 222 DEMUs, which has been undertaken by Hitachi since the transfer of Derby Etches Park depot from Alstom in preparation for the Class 810 fleet to be based there.

The lease extension will also require the direct award of a Train Services Agreement for Hitachi to continue maintaining the Class 222 fleet, as a change of maintenance contractor is not considered viable.

The £1.6m maintenance agreement is to run to August 22 2027, with an option for EMR to extend the amended agreement for up to a further six months with a maximum expiry date of February 22 2028.

As well as ongoing maintenance, the extended contract will covers support for the EMR's Class 222 fleet withdrawal programme, vehicle return, associated transition obligations and the phased introduction and stabilisation of the Class 810 fleet.

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

Vintage Trains' Class 37 240 arrives at Shrewsbury with a 'Cambrian Coast Express' charter. *Paul Godding*

Front Cover

The regular 6Y08 service from Tolworth Day Aggregates to Hoo Junction Down Yard is in the hands of DB Cargo's Class 66 182 on September 24th, seen here at the start of its journey. *Ian Callander*



Class 07 shunter No. 2991 ‘Bruce’ is seen in the yard at Eastleigh Works on September 8th. *John Sloane*

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With Thanks

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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, Levi Bennett, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Paul Godding, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott,Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, Pete Holloway, David Hollowood, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Harold Hull, 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.

Drifting through Ribblehead, LMS Stanier 8F 2-8-0 No. 48151 gets a run out on the Carnforth - Carlisle - S&C circuit on September 30th. *Gerald Nicholl*

Charter Scene Private Charter

Private Charter

Stanier 8F No. 48151 works a private charter from Carnforth to Carlisle and return as it charges into Pleasington on September 30th. *John Sloane*

Charter Scene Private Charter

Private Charter

Making a fine sight and sound, LMS 8F Class No. 48151 speeds away from Grayrigg with a private charter through Beckfoot and onto Upperby Junction on September 30th.
Shep Woolley



In lovely afternoon sunshine on September 30th, No. 48151 hurries across Aisgill Viaduct approaching the summit with the return private charter to Carnforth. *Shep Woolley*

Charter Scene Statesman Rail

Dorset Coast Statesman

Class 47 593 working 1Z10 Whitchurch - Weymouth calls at Wolverhampton on September 26th. Class 47 712 was on the rear.
Paul Godding

Charter Scene Statesman Rail

Dorset Coast Statesman

Class 47 593 and 47 712 top and tail 'The Statesman' from Whitchurch (Shropshire) to Weymouth on September 26th. The train is seen passing Tyseley on the outward run.
Chris Morrison

Charter Scene West Coast Railways

The Dalesman

West Coast's Class 37 706 top'n'tail with 47 813 pass Settle on September 10th working 'The Dalesman' railtour from Chester - Carlisle. *Michael Lynam*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Class 50 050 'Fearless' heads noisily northwards through Winwick with the 'Settle and Carlisle Fellsman' on September 2nd. Class 57 302 was trailing along on the rear of the train.
Jeff Nicholls



Charter Scene Inter-City

The Imperial Frontier

Class 37 402 and 37 401 pass Golborne on September 16th working 1Z37 Crewe - York.
Jeff Nicholls



Charter Scene Northern Belle

Northern Belle

The Northern Belle of September 12th has just joined the WCML at Golborne Junction with a Liverpool Lime St - Carlisle via Shap, returning via the S & C. The full Pullman-liveried set was headed by Class 57 601 with 57 313 bringing up the rear. Good to see that Carnforth had turned out matching locos! *Jeff Nicholls*

Class 97 302 and 37 240 working the 1Z17 Aberystwyth - Shrewsbury - Dorridge arrive into Shrewsbury on September 5th. *Carl Grocott*

Charter Scene Vintage Trains

The Cambrian Coast Express

On September 5th, Class 37 240 leads the 1Z16 Dorridge - Aberystwyth through Oakengates.
Richard Hargreaves



Charter Scene Midland Pullman

Lord of the Isles Pullman

The Midland Pullman with power cars Nos. 43050 and 43059, heads southbound at Winwick with 1Z37 Inverness to Exeter on September 14th. *Brian Dobbs*

Charter Scene Midland Pullman

Dreaming Spires Pullman

On September 19th the 1Z41 Penzance to Oxford HST with power cars Nos. 43059 and 43050 passes through Swindon.
Ken Mumford

Charter Scene Midland Pullman

Cornish Riviera Pullman

Power car No. 43059 leads the 1Z41 07:55 Penzance to Oxford approaching Burngullow Junction, with 43050 on the rear on September 19th. *Barry Beeston*

Charter Scene Midland Pullman

Cornish Riviera Pullman

Power car No. 43050 leading 1Z43 06:12 Lancaster to Penzance approaches Scorrier on September 18th with No. 43059 powering away on the rear. *Barry Beeston*



Charter Scene Midland Pullman

Cornish Riviera Pullman

Power car No. 43059 leads the 1Z43 10:36 Penzance - Lancaster with No. 43050 on the rear as they approach the old Chacewater station on September 20th. *Barry Beeston*

Charter Scene BLS/UK Railtours

Toots Express

On September 12th, a trip to Gainsborough Lea Road to view a pair of Class 50s on 1Z22 Alexandra Palace - Edinburgh. Running ten minutes late, Class 50 049 and 50 007 pass through on the front of the mainly Mk3 stock, with 57 307 on the rear. *Steve Thompson*



Charter Scene 125 Group/Retro Railtours

The Summer Riviera

At Paignton on August 8th, power cars Nos. 43089 and 43025 depart with 1Z54 to Manchester Victoria passing 165 101 on the way, which was arriving from Exmouth. *Steve Thompson*



Charter Scene Steam Dreams

The Cornish Riviera

On September 25th, No. 71000 'Duke of Gloucester' leads 1Z71 10:30 Penzance - London Paddington passing through Scorrier with 57 302 on the rear for support. *Barry Beeston*



Charter Scene West Coast Railways

The Lune Rivers Trust

WCRC's No. 34067 'Tangmere' is seen departing Hellifield with 'The Lune Rivers Trust' excursion from Carnforth to York on September 26th.
Brian Dobbs

Charter Scene Vintage Trains

The Great Northern

On September 26th, LNER Peppercorn Class A1 No. 60163 ‘Tornado’ makes a fine sight and sound as it works 1Z60 ‘The Great Northern’ over Church Viaduct in Settle heading towards Helwith Bridge and on to Carlisle. *Shep Woolley*

Charter Scene Vintage Trains

The Great Northern

On September 26th, LNER Peppercorn Class A1 No. 60163 ‘Tornado’ passes Long Preston with Vintage Trains’ Birmingham New Street to Carlisle via the S&C outing. *Brian Dobbs*

Charter Scene UK Railtours

The Worcester Pullman

Southern Merchant Navy Class No. 35028 'Clan Line' on 1Z82 London Victoria to Worcester Shrub Hill arrives at Swindon on September 26th. *Colin Pidgeon*



Charter Scene ECS and Light Engine Moves

On September 22nd, under threatening skies, LMS 8F Class No. 48151 works 5M50 through Starricks Farm with SR BoB Class No. 34067 ‘Tangmere’ bringing up the rear on their test run out to Hellifield and return. *Shep Woolley*



Charter Scene ECS and Light Engine Moves

Railfreight Grey pair Class 20 132 and 20 118 ‘Saltburn by the Sea’ approach Northampton running as 5O47, the 08:17 Crewe H.S. to Reading Traincare Depot, with Nos. D8107 and D8096 on the tail, September 3rd. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

On September 4th, a West Coast Railways move, 0Z12 Bury to Keighley with Class 57 314 ‘Conwy Castle’ leading and steam loco 45212 and 47 812 on the rear, stand at Castleton. *Russell Clarke*

Class 66 063 leads No. 60163 ‘Tornado’ at Wyke just east of Andover on September 10th. ‘Tornado’ was off to the Swanage Railway for their autumn gala. *Dennis Rowland*

On September 15th, ‘Duke of Gloucester’ runs light engine (with support coach) through Swindon as 5Z70 Southall Loco Services Ltd to Bishops Lydeard. *Ken Mumford*







Charter Scene

ECS and Light Engine Moves

After stabling at Castleton overnight, Class 57313 'Scarborough Castle' and 57601 'Windsor Castle' top and tail empty stock for Carnforth as 5Z59 on September 27th. *Russell Clarke*



Power cars No. 43050 and 43059 pass Kemps Eye with 3Z31 08:50 Crewe H.S. - Goodrington C.H.S. on August 11th. *Keith Davies*



West Coast Railway's Class 37 669 and 37 676 turn on the power at Wigan North Western, with 5Z68 the 12:26 Kidderminster to Carnforth Steamtown ECS on September 14th.
Paul Senior



Charter Scene

ECS and Light Engine Moves

Class 47 805 leads the 5Z47 Crewe - Norwich ECS through Stafford on September 29th. *Richard Hargreaves*

No. 46115 ‘Scots Guardsman’ passes Wigan North Western on September 28th working 5Z46 Kidderminster to Carnforth move. *Russell Clarke*

On September 26th, No. 71000 ‘Duke of Gloucester’ heads through Swindon working 5Z71 Bishop’s Lydeard to Southall Loco Services Ltd. *Colin Pidgeon*







Charter Scene

ECS and Light Engine Moves

Class 50 007 ‘Hercules’ and 50 049 ‘Defiance’ head through Northampton on light engine move 0Z53, the 13:40 Wembley Loco Sidings P,Q,R to Kidderminster S.V.R. on September 13th. *Derek Elston*



No. 46115 ‘Scots Guardsman’ arrives into Crewe where it will take on water before continuing it’s homeward run as 5Z46, the 13:28 Kidderminster S.V.R. to Carnforth Steamtown on September 28th. *Derek Elston*



LSL power cars Nos. 43058 and 43049 are seen in the goods loop at Crewe on September 3rd, following a test run to Chester and return. *Lee Stanford*



Charter Scene ECS and Light Engine Moves

Class 57 302 approaches Northampton with 5Z47, the 07:43 Crewe H.S. to Southall Loco Services Ltd. with 50 050 'Fearless' out of shot on the rear on September 21st. *Derek Elston*

Charter Scene

ECS and Light Engine Moves

Class 50 050 ‘Fearless’ passes through Northampton dead on the rear of 5Z47, the 07:43 Crewe H.S. to Southall Loco Services Ltd on September 21st. Class 57 302 was leading. *Derek Elston*

Class 57 314 ‘Conwy Castle’ brings up the rear of an empty stock working from Oxley to Carnforth which was headed by 57 601 as it heads through Coppull Moor on September 20th. *John Sloane*

About to pass Castleton working 0Z43 Loughborough to East Lancs Railway are power cars Nos. 43159 and 43060, 43159 had been repainted from East Midlands ‘Rio’ livery in to Inter-City 125 livery ready for its railtour on October 3rd from London Paddington to Swansea ‘The Journey Shrinker’. *Russell Clarke*







Avanti West Coast



Class 390 121, in the Climate Change livery, coasts through Winwick with 1M14 13:35 Glasgow Central to London Euston on September 5th. *Paul Senior*

Avanti West Coast delivers over £5bn economic boost to UK, says new report

Avanti West Coast generated over £5bn in value to the UK economy last year, according to a new report released on September 8th. Unveiled at the intercity operator's annual Stakeholder Conference in Manchester, the study shows the positive impact that the intercity operator had across the regions it serves including London, the North West, West Midlands, Scotland and North Wales.
It calculates that for every £1 invested in Avanti West Coast's services, staff and supply chain, £5.10 of wider economic value is generated.

The independent report, which was produced by transport consultants Steer, outlines that Avanti West Coast services deliver over £4bn in economic, social and environmental benefits. These include time savings to passengers, the social and environmental benefits of reduced car and air travel; and the productivity benefits from connecting some of the UK's biggest cities.

Spread across the UK, £1.6bn of these benefits are in London, with £1.2bn in the North West of England, £640.9m in the West Midlands, £304.m in Scotland, and £154.0m in Wales.

It also highlights the role rail plays in supporting a more sustainable future, helping reduce congestion and carbon emissions while providing an alternative to road and domestic air travel. In 2025, journeys on Avanti West Coast services prevented more than two billion kilometres of road travel and in turn 261,000 tonnes of carbon emissions. This generated environmental benefits worth more than £100m, alongside wider societal benefits from reduced congestion. The report estimates that over one million air journeys are avoided annually when passengers use Avanti services, which is the equivalent to over 114,000 tonnes of carbon dioxide not being emitted.

Through community partnerships, education programmes and initiatives that improve accessibility and inclusion, Avanti West Coast generated approximately £471m of social value. More than 2,000 young people were supported through educational initiatives, Passenger Assistance usage increased by 30 percent, and 290 community projects were delivered across our route, helping to create opportunities, build skills and strengthen local communities.

Furthermore, the operator invests over £700m into suppliers along the West Coast Main Line route – with 41 percent of this spend in London, 20 percent in North West England, 17 percent the West Midlands, and seven percent each in Scotland and Wales. These includes contracts for cleaning to ensure trains and stations are at the top cleanliness; catering for stocking with products before departure; food and drink suppliers to provide customers with local produce; and with fleet suppliers as part of the train maintenance and upgrade programmes.

The operator has invested around £100m into its staff, including salaries, uniforms, equipment and training. This impact, as well as the supply chain investments, leads to further £523.1m investment when employees of Avanti West Coast and its supplier spend their earnings in the wider economy, with this expenditure equivalent to supporting a further 6,500 jobs in the UK.

Andy Mellors, Managing Director at Avanti West Coast, said: "This report highlights the wider impact of Avanti West Coast in creating value through everyday railway journeys.

"We're incredibly proud to serve the towns, cities and regions across the West Coast Main Line. It is important that the value we create extends beyond the railway itself – supporting jobs and businesses, improving connectivity between major economic centres, and delivering benefits for customers, communities and taxpayers alike.

"The true value of train travel is often overlooked, with each journey made having a different, individual reason. Our services enable people to travel for work, study, leisure, or to see friends and family, and provide access to opportunities which enable businesses to grow and allow communities to thrive.

"This report measures the value of connection in pounds, places and outcomes. But its real value is reflected in the opportunities created, the lives changed and the stories that unfold across our network every day."

Avanti West Coast

On a sunny September 5th, Class 390 005 speeds through Crewe on the up fast working the 10:08 Liverpool Lime Street to London Euston service. *Barry Longson*



Class 807 004 with a Liverpool Lime St. - London Euston service passes Acton Bridge on September 28th. *Mark Enderby*



Class 807 007 speeds the 14:45 Liverpool Lime Street to London Euston past Rugeley TV on September 26th. *Barry Longson*



Avanti West Coast

Seen running on the up slow at Rugeley TV, Class 390 103 was working the 15:08 Liverpool to London Euston service on a sunny September 26th. *Barry Longson*



Coventry named station of the year at National Rail Awards

Coventry railway station has been honoured at a prestigious railway awards ceremony. Managed by Avanti West Coast, Coventry was named ‘Large Station of the Year’ at the National Rail Awards.

Members of the station team were on hand to receive the award at the event which was held in London.

Over recent years the station has undergone a massive transformation, turning it into a welcoming gateway to the city. Other nominees in the category included Nottingham, Milton Keynes Central and London St Pancras International.

National Rail Awards’ judges cited, “the recent investments to this station are really proving their worth.” They also paid tribute to the well-maintained facilities, the retail options available and helpful staff who work at Coventry.

In April last year, Avanti West Coast – together with Network Rail and Railway Heritage Trust, completed a project to replace the skylights on Platform 1 as part of a joint £600,000 investment.

The skylights and signage work were part of an ongoing transformation, which in 2022, saw the opening of the £82million purpose-built new look main building and multi-storey car park with a connecting footbridge to all four platforms.

In addition, Avanti West Coast also worked with the Railway Heritage Trust to renovate the station’s unique tiled walls, whilst also providing a more prominent display for the old steam train nameplate ‘City of Coventry’.

Maria McCarron, Avanti West Coast Station Manager at Coventry said: “I’m so proud for Coventry to win this award, and just absolutely delighted that my team have been recognised for their hard work and dedication to deliver a great experience for our customers every day.

“The station has gone through a remarkable transformation over recent years, making it a gateway to the city but also an important transport hub for the region.”



Caledonian Sleeper

Class 92 014 is seen at Northampton working Caledonian Sleeper ECS move 5M16, the 07:13 Preston to Wembley InterCity Depot on September 30th. *Derek Elston*

Chiltern Railways

GB Railways liveried Class 68 021 and set CH09 were turned out for the 14:50 Birmingham Moor St. - Wembley Stadium for the England - Spain match on September 26th. It is seen approaching Birmingham Snow Hill with the ECS from Stourbridge Junction depot. *Chris Morrison*



Chiltern Railways

On September 15th, Class 68 022 calls at Leamington Spa working 1H48 Birmingham Moor Street - London Marylebone service. *Richard Hargreaves*

Driving Trailer No. 12808 leads the 1H33 Birmingham Moor Street - London Marylebone on September 24th. *Richard Hargreaves*

On September 15th, Class 68 032 departs Leamington Spa working 1H33 Birmingham Moor Street - London Marylebone service. *Richard Hargreaves*







Chiltern Railways

Driving Trailer No. 12809 with Class 68 021 on the rear working 1H48 Birmingham Moor Street - London Marylebone approaches Leamington Spa on September 24th. *Richard Hargreaves*



Unbranded silver and grey liveried Class 68 013 navigates its way through the buddleia bushes at Eastleigh as it shunts a Mk5a coach set around the depot on September 28th. *John Goodrich*



Class 68 024 crawls up to a red signal at Oxford with ECS working 5H63, the 09:45 Eastleigh TRSMD to Wembley LMD on September 26th. *Derek Elston*



Chiltern Railways

Class 68 022 awaits to depart from Leamington Spa on September 15th with a Birmingham Snow Hill to London Marylebone 'Chiltern Explorer' service. Shortly after this photo was taken the Chiltern franchise was taken under Government control so it will be interesting to see how long this livery lasts. *Lee Stanford*

Chiltern Railways has returned to public ownership and Class 68 021 and Explorer set CH09 have been turned out in Great British Railways livery at Eastleigh to mark the occasion. It is seen at Tyseley on September 21st on the 1R25 11:02 London Marylebone to Birmingham Moor Street. *Chris Morrison*

Chiltern Explorer set CH09 powered by Class 68 021 in GB Railways livery departs Dorridge with the 13:45 Birmingham Moor Street to London Marylebone service on September 21st. *Chris Morrison*







Colas Rail

Class 70 813 passes Coton Hill with 6C37 10:30 Chirk Kronospan - Carlisle Yard on September 20th. *Keith Davies*

Colas Rail



Class 70 816 is seen at Sutton Park with 6C37 05:35 Chirk Kronospan - Carlisle Yard on September 1st. *Keith Davies*

SRSA Delivers Major Drainage Infrastructure Renewal at Gobowen

The South Rail Systems Alliance (SRSA) Drainage team has successfully completed a major renewal of critical cross-track drainage infrastructure at Gobowen, Shropshire. The project centred on the replacement of an ageing siphon that carries a nearby river beneath the railway, helping to protect both the rail network and surrounding area from flooding. Before work could begin, the team worked closely with Network Rail, Shropshire Council, local landowners, the Lead Local Flood Authority and Natural Resources Wales to secure the necessary permits, approvals and environmental consents.

To enable construction while maintaining the natural flow of the watercourse, a temporary water management system was installed. This included a dam, over-pumping arrangements, and contingency pumping equipment, allowing the river to be safely diverted away from the worksite.

With these measures in place, the team removed sections of track and excavated around the existing structure to a depth of approximately two metres below track level, with even deeper excavations required on either side of the railway embankment. This extensive enabling work provided access to the existing siphon and laid the foundations for the installation of the new drainage infrastructure. The scheme represents a significant investment in the resilience of the railway, ensuring the route is better protected against future drainage and flood-related challenges while maintaining safe and reliable rail operations for years to come.

This enabled the installation of a new prefabricated set of headwall components, incorporating treble 900mm diameter siphon bores. Following installation, the formation and track were fully reinstated, including stressing and tamping, alongside all associated groundworks to hand back to the client with the highest track quality.

Other parts of the project scope included the installation of a solar and hydro-powered, fully automated and self-managing electric trash screen. The system prevents debris from entering the siphon by automatically removing it onto a conveyor belt, which then discharges the material into the cess. This new system significantly reduces the ongoing maintenance burden associated with the asset and significantly reduces pollution for the local wildlife and waterways.

Speaking about the successful delivery of the scheme, SRSA Production Manager, Joe Smales said “Ultimately, the completed infrastructure upgrades provide a much more resilient solution and should significantly reduce the risk of flooding that has previously occurred. The new system removes a lot of the difficulties associated with maintaining and clearing the existing asset.

“I’m thankful for our team, supply chain and organisations we worked alongside on a really significant project for the local community, with a substantial amount of complex civil engineering, railway and environmental work delivered within the project.”

Colas Rail

An unidentified Class 70 crosses Whalley Viaduct with 6J37 Carlisle to Chirk logs on September 30th. *Brian Dobbs*



Class 56 051 ‘Survival’ eases back onto 6K88, the 10:07 Bradwell Up Sidings Colas to Basford Hall Yard (Fl) after running round at Stafford on September 28th. *Derek Elston*



Class 70 803 heads away from Leamington Spa on September 15th hauling the 07:13 Westbury to Bescot engineers. *Lee Stanford*



Colas Rail

Class 70 813 hauling the 6X37 Chirk - Carlisle empties heads through Wellington on September 20th. *Carl Grocott*

Colas Rail

On September 15th, Class 70 803 working 6M50 Westbury - Bescot passes through Leamington Spa. *Richard Hargreaves*

CrossCountry

Class 220 002 working the 1M38 Bournemouth - Manchester Piccadilly calls at Banbury on September 24th. *Richard Hargreaves*



Refurbished Class 220 025 arrives at Stafford on September 5th, working the 12:25 Manchester to Bournemouth service. *Barry Longson*



Two refurbished voyagers, Class 220 007 and 220 031 form the 09:45 Bournemouth to Manchester service on September 15th, seen at Heaton Norris, Stockport. *Barry Longson*



CrossCountry

On September 3rd, Class 220 029 working the 1M61 Paignton - Manchester Piccadilly approaches Dawlish Warren. *Richard Hargreaves*

Class 220 007 working 1E36 Reading - Newcastle service departs Banbury on September 24th. *Richard Hargreaves*

Class 220 001 working the 1V47 Manchester Piccadilly - Paignton service arrives at Stafford on September 22nd. *Richard Hargreaves*







CrossCountry

Class 221 113 with the 1V87 Newcastle - Reading service calls at Leamington Spa on September 24th. *Richard Hargreaves*



Class 221 134 passes a northbound intermodal as it speeds through Eastleigh on September 8th. *John Sloane*

Class 220 013 waits to depart Liskeard on September 20th with 1E73 15:37 Penzance - Leeds service. *Barry Beeston*





CrossCountry

Class 221 138 approaches Eastleigh with a service to Manchester on September 8th. *John Sloane*

On September 10th, Class 220 007 flashes through Swaythling with a Manchester bound service. *John Sloane*

Class 221 109 passes St. Denys with a Manchester to Bournemouth service on September 9th. *John Sloane*







DB Cargo

Green liveried Class 66 004 still looks smart as it runs through Northampton on September 21st working 6V06 the 11:59 Burton to Acton T.C. *Barry Longson*

Class 66 067 heads north through Stafford on September 26th. *Paul Godding*

Class 66 116 with a Southampton MCT to Trafford Park intermodal passes through Leamington Spa on September 15th. *Richard Hargreaves*







DB Cargo

Class 66 656 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on September 30th. *Keith Davies*



Maritime liveried Class 66 051 passes Nuneaton on a sunny September 15th working the 10:34 Corby to Margam service. *Lee Stanford*



DB Cargo

The burst of exhaust ‘clag’ indicates that the driver has just opened the throttles on Class 66 050 ‘Yorkshire Rose’ as it begins its journey from Tolworth, forming the 6Y08 discharged aggregates service to Hoo Junction Down Yard on September 3rd. *Ian Callander*



Class 66 205 is seen bringing up the rear of 6C03 Northolt Sidings to Severnside Sita powered by Class 66 004 as it heads through Swindon on September 19th. *Ken Mumford*



On September 19th, Class 66 004 working 6C03 Northolt Sidings to Severnside Sita with London’s Domestic and Industrial Waste, passes through Swindon. *Colin Pidgeon*



DB Cargo

Class 66 021 with the 4M96 Southampton MCT - Birch Coppice passes through Leamington Spa on September 24th. *Richard Hargreaves*

Class 66 078 leads 4Z69 the 12:05 Hayes to Arpley through Rugeley Trent Valley on September 26th. *Barry Longson*

Class 66 068 hauling the 4M67 Southampton Maritime - Trafford Park passes through Leamington Spa on September 24th. *Richard Hargreaves*







DB Cargo

Class 66 116 hurries out of Southampton whilst returning empty car carriers to Cowley on September 9th. *John Sloane*



Class 66 116 approaches Swaythling with the Southampton Eastern Dock to Cowley empty car carriers on September 10th. *John Sloane*

Class 66 097 is seen at Northampton on September 21st with 6O80 the 12:54 Warrington Arpley to Acton T.C. *Barry Longson*





DB Cargo

Class 66 152 is seen at Kemps Eye with 6V75 10:51 Shrewsbury - Llanwern on September 19th. *Keith Davies*



Class 66 655 passes Coton Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on September 17th. *Keith Davies*



Class 66 653 is seen at Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on September 5th. *Keith Davies*



DB Cargo

On September 24th, Class 66 100 approaches Castleton with a rake of empty bin containers from Wilton EfW - Knowsley Freight Terminal.
Michael Lynam



Class 66 127 is seen at Northampton as 0Z52, the 10:00 Bletchley C.S. to Arpley Sidings about to pass 66 415 working with 4L60, the 07:20 Trafford Park F.L.T. to London Gateway Freightliner on September 29th.
Derek Elston



Class 66 127 with a Peak Forest - Dallam working passes Acton Bridge on September 28th.
Mark Enderby



DB Cargo

Class 66 653 had charge of 6V92 the 10:34 Corby to Margam steel on September 21st at Nuneaton. *Barry Longson*

Class 66 168 eases 4L56, the 13:20 Trafford Park Euro Term to London Gateway DB Cargo through Stafford on September 28th.
Derek Elston

De-branded, but still in EWS colours, Class 66 176 eases across the points as it wriggles away from the Day Aggregates yard at Tolworth on September 10th, with the 6Y08 empties in tow, en route to Hoo Junction Down Yard.
Ian Callander







DB Cargo

On September 28th, Class 66 131 hurries the 4L32 09:20 Trafford Park Euro Terminal to Felixstowe North DBC intermodal through Stafford. *Derek Elston*

Class 66 192 working the empty water wagons as 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings heads through Northampton on September 29th. *Derek Elston*

Class 66 174 arrives at Ely with 4L32 09:20 Trafford Park - Felixstowe North on September 14th. *John Balaam*







DB Cargo

One of the few remaining DB locos still carrying the former EWS Thunderflash livery is Class 66 158 which on September 15th is seen passing Leamington Spa with the 06:14 Southampton to Birch Coppice intermodal service. *Lee Stanford*

Class 92 011 and 67 005 'Kings Messenger' pass Northampton on light engine move 0A06, the 13:32 Crewe T.M.D. (E) to Wembley Loco Sidings P,Q,R. on September 25th. *Derek Elston*

Class 67 015 is seen at Stafford having arrived as 0G20, the 10:37 Crewe T.M.D. (E) to Stafford Down Sidings on September 28th. *Derek Elston*







DC Rail Freight

September 22nd sees Class 60 099 ‘Ben Mor Assynt’, in its unique DC Rail/Cappagh livery, approaching Chessington North as it nears the end of its run from Angerstein Wharf, with its 18 loaded JNA wagons following dutifully behind, this being the 6Z20 service to Chessington South Sidings. *Ian Callander*

Continuing its ‘shuttle service’ between Chessington South and the Thames estuary, Class 60 099 ‘Ben Mor Assynt’ arrives at its destination on September 24th, with the 6Z20 aggregates service once again providing its load. *Ian Callander*

Trundling through Chessington North station on September 3rd is Class 60 029 ‘Ben Nevis’, hauling the 6Z20 loaded aggregates from Cliffe Brett Marine to Chessington South Sidings. *Ian Callander*







DC Rail Freight

Class 60 022 and 60 099 working 0Z01 12:55 Rectory Colwick TMD to Derby station for the naming of 60 022 pass Colwick on September 8th.
Michael J Alderdice

DC Rail Freight

The superbly re-liveried Class 60 022 ‘Ingleborough’ and fellow DCR loco 56 103 are seen running past Coppull Moor on a route learning working from Carlisle to Chaddesden on October 2nd. *John Sloane*



Class 60 022 and 56 103 with a Carlisle to Colwick light engine move pass Moore on October 2nd. *Mark Enderby*



Class 60 022 and 56 103 with a Carlisle to Colwick light engine move pass Moore on October 2nd. *Mark Enderby*



Direct Rail Services



On September 12th, as seems to be the norm of late, 4S43, the morning 'Tesco' train, roars through Golborne with Class 88 007 leading 68 006, the 68 being heard for several minutes before the train came into view. *Jeff Nicholls*

Celebration of 20 years of rail freight

Direct Rail Services (DRS) and Tesco have celebrated 20 years of partnership, a milestone that reflects their commitment to transforming the movement of goods across the UK through sustainable rail freight. The partnership, which began with a single service, has grown into one of the UK's most successful rail freight operations, with DRS now operating up to 10 services per day on behalf of Tesco. Over the last 20 years, the collaboration has helped remove hundreds of thousands of lorry journeys from Britain's roads, reducing congestion and significantly lowering carbon emissions. Each train removes around 40 lorries from the road network, meaning hundreds of lorries off the road network every day. Rail freight produces at least 76% less carbon dioxide than road haulage, helping Tesco and DRS support the UK's net zero ambitions.

The milestone, celebrated on Tuesday September 22nd, comes just a week after DRS and Tesco were named winners of the Freight & Logistics Achievement of the Year category at the National Rail Awards, recognising the success and impact of the partnership over the past two decades.

The occasion was marked with the unveiling of a new name for 88 010 – Tesco 20 years of rail freight – at Tesco's Daventry terminal. NTS's co-CEO Ciara Middlehurst and Tesco's Mathew Rhind, UK Transport Distribution Director, revealed the new nameplate. There was also an extra special cake produced for the celebration in the shape of 88010 with a Tesco container in tow.

Speaking at the event, Ciara Middlehurst, Co-CEO of Nuclear Transport Solutions (NTS), owner and operator of DRS, said: "It is an absolute pleasure to celebrate this significant milestone. DRS has been Tesco's trusted rail partner from the very beginning and together we have built one of the most recognisable and successful rail freight partnerships in the country. What started as a single service has grown year-on-year into a major operation that moves millions of miles' worth of freight while delivering substantial environmental benefits.

"This partnership demonstrates the vital role rail freight can play in supporting the UK's economy while reducing emissions and congestion. With the UK Government committed to increasing rail freight growth in the years ahead, partnerships like this will have an increasingly important role to play."

Ciara also paid tribute to the employees across DRS whose efforts have underpinned the partnership's success.

"The achievements of the last 20 years would not have been possible without the dedication and professionalism of our people. From drivers, planners and fitters to control staff and support teams, their commitment ensures products reach stores reliably and efficiently every day. Their work helps keep shelves stocked and products fresh for customers across the country, and I want to thank every colleague who has played a part in this success."

Innovation has been a key driver throughout the partnership. DRS has continually invested in new operating models, wagon designs and technologies to improve performance and sustainability. The company was also the first rail freight operator in the UK to introduce a mainline overhead-powered bi-mode locomotive with its Class 88 fleet. Capable of hauling up to 1,500 tonnes of freight with zero exhaust emissions when operating under electric power, the Class 88 has set the benchmark for sustainable and flexible rail freight operations for almost a decade. Looking ahead, DRS and Tesco remain committed to growing the use of rail freight, identifying new opportunities to reduce carbon emissions and continuing to deliver efficient, reliable and sustainable supply chain solutions.

Ciara added: "Tesco has worked alongside us every step of the way, helping drive greater efficiency, reliability and continuous improvement. Together, we have grown rail freight, overcome challenges, embraced innovation and demonstrated what can be achieved when organisations work towards a common goal. We are incredibly proud to have played a part in Tesco's rail freight journey and look forward to continuing that journey together for many years to come."

Direct Rail Services

Class 68 007, 68 031 and 66 434 pass Winwick en-route to Carlisle on September 14th. *John Sloane*

On September 10th, Class 66 431 passes through Horton in Ribblesdale with the daily engineers train from Carlisle - Crewe Basford Hall. *Michael Lynam*

On September 17th, Class 68 008 'Avenger' heads the 4H43 Daventry - Trafford Park 'Tesco' train through Deansgate. *Harold Hull*







Direct Rail Services

On September 21st, Class 88 009 worked 4L68 the 13:37 Daventry to Tilbury intermodal service and is seen approaching Northampton. *Barry Longson*

Departing after a crew change, Class 66 423 with 6K05 Carlisle to Crewe Basford Hall engineers is seen at Wigan North Western on September 28th. *Russell Clarke*

Class 66 423 passes Winwick with 6K05 Carlisle to Crewe Basford Hall Yard engineers train on September 14th. *Brian Dobbs*







Direct Rail Services

Class 68 034 ‘Rail Riders’ passes Wigan NW working 0Z64 Crewe to Carlisle on September 28th. *Russell Clarke*



Class 66 423 with a Carlisle to Crewe engineers working passes Acton Bridge on September 28th. *Mark Enderby*



Class68007haulingthe4H43Daventry-Trafford Park intermodal heads through Stafford on September 29th. *Richard Hargreaves*



Direct Rail Services

Under stormy skies, with a lucky sunny spell, Class 88 007 ‘Electra’, paired with 68 034 ‘Rail Riders 2020’ speed past Golbourne Junction, with 4S43 the 06:39 Daventry to Coatbridge on September 5th.
Paul Senior

Direct Rail Services

Class 68 033 and 68 004 working the 6E44 Kingmoor - Seaton power station are seen departing Hartlepool on October 2nd.
Michael J Alderdice

Direct Rail Services

The Carlisle to Crewe engineers' train passing through Euxton on September 7th provided the remarkable sight of 66s in the liveries of four different operators - DRS liveried Class 66 431, leads DB liveried 66 077, Full HH liveried 66 536 and FL liveried 66 562. *John Sloane*



Direct Rail Services

Class 88 001 ‘Revolution’ crawls through platform 1 at Northampton up to a red signal with 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl on September 30th. *Derek Elston*

Class 88 009 ‘Diana’ is seen passing Stafford with 4S44, the 12:13 Daventry International Railfreight Reception Fl to Coatbridge (DRS) on September 28th. *Derek Elston*

Class 66 431 ‘Kingmoor TMD’ leads 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl through Northampton on September 25th. *Derek Elston*







East Midlands Railway

On September 28th, Class 158 864 and 158 854 pass Heaton Norris, working the 08:52 Norwich to Liverpool service. *Barry Longson*

Europhoenix Rail

On September 22nd, Class 60 063 working 6Z60 Bradwell - Crewe Basford Hall departs Stafford. *Richard Hargreaves*

Reinstated and carrying its new EPR livery, Class 60 063 is seen departing Crewe on September 3rd on a proving run back to its home depot at Colwick. *Lee Stanford*

Class 60 063 working the 6K61 Crewe Basford Hall - Bradwell prepares to depart Crewe on September 29th. *Richard Hargreaves*







Europhoenix Rail

Class 60 063 ‘Robert Leech’ working from Toton North Yard Down Sidings Low Level to Bradwell Up Sidings passes through Long Eaton on September 8th.
Michael J Alderdice

Freightliner

Class 90 042 and 90 045, both in the Powerhaul livery, pass Alder Lane, Winwick, in a lucky patch of sunshine, with 4M83 Coatbridge to Crewe Basford Hall liner on September 19th. *Paul Senior*



Class 90 047, 90 049 and 90 018 pass through Stafford on September 26th with the 4M45 Felixtowe - Garston liner. *Paul Godding*



Class 66 569 and 66 515 lead the 4L42 Trafford Park to London Gateway through Stafford on September 26th. *Paul Godding*

Freightliner

Class 90 016 and 90 009 lead 4S48 the 11:04 Daventry to Grangemouth through Stafford on September 5th. *Barry Longson*



Class 90 003 and 90 005 working the 4L67 Trafford Park - Felixtowe pass through Stafford on September 22nd. *Richard Hargreaves*



Class 66 501 working the 4M55 Southampton Maritime to Lawley St. liner heads through Leamington Spa on September 15th. *Richard Hargreaves*



Freightliner

Class 66 572 has a full load working 4L42 the 10:59 Trafford Park to London Gateway as it runs through Stafford on September 5th. *Barry Longson*

On September 26th, Class 66 569 and 66 566 work a heavily loaded 4L42 the 10:59 Trafford Park to London Gateway through Rugeley Trent Valley. *Barry Longson*

On September 14th, Class 66 585 stands at Swindon working 4L33 Wentloog to London Gateway. *Ken Mumford*







Freightliner

Class 66 415 ‘You Are Never Alone’ working 4L60, the 07:20 Trafford Park F.L.T. to London Gateway Freightliner passes Northampton on September 30th. *Derek Elston*



Class 66 504 working 4L46, the 10:59 Lawley Street F.L.T. to London Gateway Freightliner is seen at Northampton on September 30th *Derek Elston*



On September 21st, Class 66 501 ‘Spirit of ‘65 Celebrating 60 Years of Freightliner’ working a fresh air liner as 4L60, the 06:23 Garston F.L.T. to London Gateway Freightliner heads through Northampton. *Derek Elston*



Freightliner

Class 66 506 ‘Crewe Regeneration’ working 4L46, the 10:59 Lawley Street F.L.T. to London Gateway Freightliner is seen at Northampton on September 29th. *Derek Elston*



Class 66 540 on a diverted Doncaster Europort to Southampton Maritime liner is seen at Grateley on September 18th. *Dennis Rowland*



September 21st saw Class 66 525 awaiting a signal check at Rugby, while working 4L46 the 10:59 Lawley Street to London Gateway. *Barry Longson*



Freightliner

Class 66 533 ‘Hanjin Express’ passes Northampton with 4L60, the 07:20 Trafford Park F.L.T. to London Gateway Freightliner on September 22nd. *Derek Elston*

Class 66 544 on 0Z59 Westbury Down T.C. to Swindon Transfer passes through Swindon on September 26th. The loco heading for RHTT work. *Colin Pidgeon*

Class 66 502 with the 4L60 Trafford Park - London Gateway arrives at Stafford on September 29th. *Richard Hargreaves*







Freightliner

Class 90 004 and 90 007 '507 (Railway) Specialist Team Royal Engineers' lead 4M63, the 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on September 25th. *Derek Elston*

Class 66 597 'Viridor' working 4M20, the 06.44 London Gateway Freightliner to Lawley Street F.L.T. passes Northampton on September 22nd. *Derek Elston*

Class 66 567 working 4M20, the 06:44 London Gateway Freightliner to Lawley Street F.L.T. heads through Northampton on September 3rd. *Derek Elston*







Freightliner

Class 90 049 pilots 90 018 ‘The Greatest Gathering’ through Northampton working 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. on September 25th. *Derek Elston*

Class 66 522 eases 4M91, the 10:37 London Gateway Freightliner to Lawley Street F.L.T. service through Northampton on September 25th. *Derek Elston*

Class 66 515 is seen at Northampton working 4M91, the 10:37 London Gateway Freightliner to Lawley Street F.L.T. on September 29th. *Derek Elston*







Freightliner

Class 90 046 and 90 009 pass Northampton with 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. on September 30th. *Derek Elston*

Class 90 012 and 90 039 'The Chartered Institute of Logistics & Transport' working 4M63, the 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. head through Northampton on September 30th. *Derek Elston*

Class 90 011 and 90 015 are seen at Stafford with 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. on September 28th. *Derek Elston*







Freightliner

Class 66 509 ‘Freightliner Retirement Association’ passes Trimley with 4L93 09:51 Lawley Street - Felixstowe North on September 16th. *John Balaam*

Class 66 532 ‘P & O Nedloyd Atlas’ takes the 4E56 15:28 Felixstowe North - Leeds through Trimley on September 16th. *John Balaam*

Due to problems further North the 4L60 07:20 Trafford Park F.L.T. to London Gateway Freightliner passes Northampton running 30 minutes down behind Class 66 589 on September 3rd. *Derek Elston*







Freightliner

Class 66 525 slowly approaches Eastleigh with a northbound liner on September 8th. *John Sloane*

The Wentloog to Southampton service on September 10th was very lightly loaded as it passed through Swaythling behind Class 66 517. *John Sloane*

Class 66 566 passes through Swaythling station with a Lawley St. to Southampton liner on September 10th. *John Sloane*







Freightliner

Special liveried Class 66 502 passes through St. Denys with a well loaded Lawley St. to Southampton liner on September 9th.
John Sloane



FREIGHTLINER WELCOMES GOVERNMENT'S NEW RAIL FREIGHT GROWTH TARGET

Freightliner welcomes the Government's new interim rail freight growth target of 40% by 2040, describing it as an important stepping stone towards the longer-term ambition of 75% growth by 2050.

The target provides clear recognition of the vital role rail freight plays in supporting economic growth, building more resilient supply chains and accelerating decarbonisation across the UK economy.

The 2040 target is particularly significant because the date is now within touching distance, bringing into sharper focus the planning, infrastructure and investment decisions needed to deliver rail freight growth. It creates a clear imperative for Government and industry to work together on the planning, infrastructure and investment decisions to achieve the target.

For the first time, rail freight growth targets have been broken down by commodity, providing a clearer picture of the sectors that will drive future growth. High-value goods, which include intermodal traffic, are expected to grow by 65% by 2040, underlining the important role that moving more containers by rail will play in supporting economic growth and helping to decarbonise supply chains.

As the UK's largest intermodal rail freight operator, Freightliner is well placed to help deliver that growth. The company moves deep-sea, European and domestic containers by rail across its national network and, as part of the wider CMA CGM Group, benefits from the backing, expertise and scale of one of the world's leading transport and logistics businesses, helping support continued investment in rail freight services and capacity across the UK.

Delivering the target will require continued partnership between Government and industry. Alongside investment in network capacity and capability, private sector investment will play a vital role. Freightliner is already investing in its future fleet, with 150 new Shortliner wagons entering service next year and further wagon investment planned thereafter. These investments are designed to increase existing capacity and improve the utilisation of rail freight services, supporting future growth and helping more freight move by rail.

Freightliner also believes that long-term certainty will be essential to maintaining investor confidence. As the Railways Bill progresses through Parliament, it is vital that legislation provides a framework capable of supporting rail freight targets and giving businesses the confidence to invest. Great British Railways will then have a key role in delivering that ambition through policies, contractual frameworks, and access decisions that drive growth, unlock private sector investment and maximise the benefits rail freight brings to trade, supply chains, and the environment.

Freightliner

Class 90 042 and 90 045, both in Powerhaul livery, drift past Bradley with a Coatbridge to Crewe liner on September 19th. *John Sloane*

On September 9th, the Wentloog to Southampton liner is whisked through St. Denys by Class 66 566. *John Sloane*

Greater Anglia

Class 755 337 calls at Saxmundham whilst working 2D80 13:16 Ipswich - Lowestoft service on September 16th. *John Balaam*

Class 755 335 is seen at Saxmundham, working 2D75 11:06 Lowestoft - Ipswich service on September 16th. *John Balaam*

Class 755 328 stands at Felixstowe waiting to work 2P23 16:28 to Ipswich on September 16th. *John Balaam*







GBRf

Class 66 735 with the 6M05 Tinsley - Coton Hill passes through Wellington on September 21st. *Richard Hargreaves*

On September 9th, Class 99 002 on a Garston to Dagenham working passes Acton Bridge. *Mark Enderby*

Class 66 783 with the 4L67 Ditton - Felixtowe intermodal passes through Stafford on September 22nd. *Richard Hargreaves*







GBRf

Shortly before going over to Class 99 operation, Class 66 715 runs through Stafford, working 4L09 the 09:07 Widnes to London Gateway on September 5th. *Barry Longson*



Class 99 003 working the 6L48 Garston - Dagenham Dock passes through Stafford on September 26th. *Richard Hargreaves*



Class 66 734 with the 6G99 Tunstead - Banbury Reservoir Tarmac, is seen approaching Leamington Spa on September 24th. *Richard Hargreaves*



GBRf

Now seeing more use in traffic, Class 99 004 runs through Northampton on September 21st, with 4M01 the 10:57 London Gateway to East Midlands Gateway intermodal service. *Barry Longson*

On September 1st, Class 66 311 'Andrew Lartey' heads 4M36 Drax - Tuebrook through Manchester Victoria. *Harold Hull*

Class 66 798 slows to cross the junction at Heaton Norris on September 15th, working 6E10 the 11:00 Liverpool to Drax loaded Biomass. *Barry Longson*







GBRf

Class 99 003 with a Garston - Dagenham working passes Acton Bridge on September 28th. *Mark Enderby*

On September 1st, Class 66 693 passes Belfield Mill Lane working 6Z37 Rylstone - Pendleton aggregates. *Harold Hull*

On September 22nd, Class 66 741 rolls down grade from Woodley, working 4H61 the 10:35 Small Heath to Tunstead empty box wagons. *Barry Longson*







GBRf

On a drizzly autumn morning, Class 66 738 passes through the fields of Plumley hauling a few thousand tons of the Peak District from Tunstead to Small Heath Lafarge on September 23rd. *Jeff Nicholls*

On September 3rd, Class 66 798 'Justine' with 6E09 LBHT - Drax loaded Biomass heads through Castleton. *Harold Hull*

On September 2nd, Class 66 743 passes Belfield Mill Lane with 6M37 Arcow - Pendleton. *Harold Hull*







GBRf

Class 66 726 passes through Castleton on September 24th with a Biomass train from Liverpool Biomass Terminal - Drax AES. *Michael Lynam*

On September 24th, Class 66 311 passes Castleton with a rake of empty Biomass wagons from Drax AES - Liverpool Biomass Terminal. *Michael Lynam*

On September 14th, Class 69 005 'Eastleigh' leads 69 013 as 0M72 Doncaster - Longport through Castleton. *Harold Hull*







GBRf

Class 92 020 had severe wheel flats and was towed from Wembley to Eastleigh Works on a wheelskate with three stop overs, arriving just after dawn on September 14th. It is seen in front of the works on the morning of 15th. This is the first time a Class 92 locomotive has been seen at Eastleigh. *John Goodrich*

Class 66 739 passes through Preston on September 17th with a container train from Hams Hall - Mossend. *Michael Lynam*

Class 66 687, 92 020 and 66 719 stand in sidings at Basingstoke on September 13th. The convoy stayed all day after arriving early that morning, with the 92 on wheelskates and being taken to Eastleigh Works. With a 10mph speed limit the working could only move at night and took three nights to get from Wembley to Eastleigh, with stop overs at Woking and Basingstoke. *Dennis Rowland*







GBRf

On September 10th, Class 66 780 passes Horton in Ribblesdale with an aggregate train from Arcow Quarry - Pendleton, the loco having run round its train at Blea Moor. *Michael Lynam*



It's always nice to see a Class 69 at Scunthorpe, a particularly colourful one is 69 004, wearing an early version of Derby RTC livery. It is seen forging its way towards Scunthorpe station on September 11th with 6D75 Entrance C - Belmont, conveying a loaded RDT.
Steve Thompson

Class 69 013 'Andy's Man Club' passes Castleton working 0M72 Doncaster to Longport on September 18th. *Russell Clarke*





GBRf

Class 92 020 was returned to Wembley from Eastleigh Works after repairs by 66 725 on September 28th. It is seen passing Eastleigh at 16:28 running 39 minutes late. The Class 92 had been at the works for attention to severe wheel flats. *John Goodrich*

On September 10th, Class 66 695 passes through Horton in Ribblesdale with an aggregate train from Horton Quarry - Brindle Heath, having run round its train at Blea Moor. *Michael Lynam*

On September 12th, the 4E14 Felixstowe - Doncaster iPort container service, featured three locos on the front : Class 66 765, 66 767 and 66 705, seen here heading through Gainsborough Lea Road. *Steve Thompson*







GBRf

Class 66 311 passes Castleton on September 27th working 6M36 Drax to Liverpool empties as a young enthusiast looks on. *Russell Clarke*

Class 66 309 sweeps past Standish on September 22nd at the head of the Hams Hall to Mossend intermodal. *John Sloane*

Class 99 012 running light engine from Leicester - Inverness passes Moore on September 27th. *Mark Enderby*







GBRf

Class 66 671 arrives at Horton in Ribblesdale on September 10th with a rake of empty box wagons from Ashton in Makerfield, and shunts its train back into Horton Quarry. *Michael Lynam*

Class 66 305 'Embsay & Bolton Abbey Steam Railway' is seen arriving at Ely with 4E20 13:28 Felixstowe North - Doncaster on September 14th. *John Balaam*

Class 66 750 passes Bayston Hill with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on September 6th. *Keith Davies*







GBRf

Class 66 786 ‘Cambridge University Railway Club’ runs past Coppull Moor with a Kingmoor to Dagenham empty car carrier train on September 20th. *John Sloane*

Castleton on September 30th sees Royal Scotsman liveried Class 66 746 ‘Piper Major Iain Grant’ passing with 0F92 Doncaster to Tuebrook. *Russell Clarke*

Class 66 704 ‘Colchester Power Signalbox’ is seen at Peterborough with 4M23 10:29 Felixstowe North - Hams Hall on September 14th. *John Balaam*









Class 69 011 sits in Eastleigh East Yard on September 8th. *John Sloane*

RAIL FREIGHT GROWTH TARGET MUST BE MATCHED BY ACTION

The Government's decision to set a target for rail freight growth marks an important moment for the sector and for the wider UK economy. A commitment to increase rail freight volumes by 40% by 2040, building towards 75% growth by 2050, recognises the critical role rail freight can play in supporting economic growth, improving connectivity and helping to decarbonise the movement of goods across Britain. Every freight train can remove up to 129 lorries from the road network, helping to ease congestion, improve air quality and reduce carbon emissions, all of which will have major benefits for people across the nation. As the UK seeks to deliver major infrastructure projects, build new homes and strengthen supply chains, rail freight has a vital role to play in moving the materials that will make those ambitions a reality. From construction aggregates and cement to steel, containers and consumer goods, rail freight already underpins significant parts of the UK's economy. With the right conditions, there is considerable scope for the sector to do more.

John Smith OBE, Chief Executive Officer of GB Railfreight, said: "A target of 40% growth by 2040, building towards 75% by 2050, sends a strong signal about the future of rail freight and the contribution our sector can make to the UK economy. The challenge now is delivery. If these targets are to mean anything, the Railways Bill, the Access and Use Policy and GBR's licence must provide a clear framework for growth. Freight operators need certainty, capacity and fair access to the network if we are to turn Government's ambition into more freight on rail and fewer lorries on our roads."

While industry welcomes the ambition, targets alone will not unlock growth. Delivering them will require a railway that actively supports freight, encourages private sector investment and provides long-term confidence for customers and operators alike. Over recent decades, the rail freight sector has invested billions of pounds in locomotives, wagons, terminals and technology. That investment has been driven by confidence that freight can compete and grow. Maintaining that confidence will be essential if operators are to continue investing in the capacity needed to meet future demand. Growth will also depend on the railway demonstrating that it is a reliable, high-performing and flexible network. Businesses making long-term investment decisions need confidence that rail can provide the resilience, capacity and service levels required to support modern supply chains. Strong operational performance is not just important for existing traffic; it is essential if rail is to attract new business, unlock private investment and deliver the growth the Government wants to see.

Government also has a critical role to play in creating the right incentives for growth. Alongside a supportive legislative framework, policymakers should make full use of the levers available through rail reform to encourage more freight onto the railway. Measures such as freight growth incentives, access charge mechanisms and targeted support for key commodities can help unlock new traffic flows, stimulate investment and accelerate the shift from road to rail. This is particularly relevant for the commodities identified as growth opportunities within the target. Schemes such as Mode Shift Revenue Support already demonstrate how targeted incentives can encourage more sustainable freight movements and deliver wider economic and environmental benefits. Building on these this using the provisions set out in the Railways Bill could help turn Government ambition into measurable growth on the network.

The opportunity is particularly significant as Britain embarks on the next generation of infrastructure projects. The Chancellor's announcement yesterday regarding measures that will speed up major infrastructure projects is both welcome and necessary. Whether building new energy facilities, strengthening the electricity grid, delivering major transport schemes or supporting housing growth, the efficient movement of construction materials will be fundamental to success. Rail freight offers a proven solution, moving large volumes safely and sustainably while reducing pressure on already congested roads. For that reason, future public infrastructure programmes should be designed with rail freight in mind from the outset. Planning projects around rail-connected supply chains can help reduce costs, lower emissions and accelerate delivery, while creating long-term demand that supports further private investment across the freight sector. Major infrastructure projects provide a significant opportunity to grow rail freight. From carrying aggregates and cement to transporting steel, rail can ensure the materials needed to build Britain's future are delivered efficiently, reliably and sustainably. The Government's growth target provides a welcome statement of intent. The task now is to ensure that rail reform, network access arrangements and the future structure of Great British Railways create the conditions needed to turn that ambition into reality.

That means giving operators the confidence to invest, ensuring customers can rely on a high-performing railway and making full use of the incentives available to stimulate growth. If Britain is serious about delivering new homes, modern infrastructure and long-term economic growth, rail freight must be placed at the heart of those plans from the outset. The opportunity is there. The challenge now is turning ambition into action.

GBRf

On September 28th, Class 66 788 had charge of 4H61 the MO 09:11 Wellingborough to Tunstead empty box wagons, seen at Heaton Norris. *Barry Longson*

Castleton on September 18th and a convoy in the rain passes for Crewe Basford Hall with Class 66 705 leading 66 702, 66 727 and 66 799. *Russell Clarke*

Drax heading for Drax!, Class 66 724 'Drax Power Station' powers past Alder Lane, Winwick, with 6E17 12:30 Liverpool Biomass Terminal to Drax on September 5th. *Paul Senior*







GBRf

The 15:06 Garston to Dagenham empty car carriers is now booked for electric traction and on September 15th it is seen passing Stafford behind Class 99 002.*Lee Stanford*

Class 66 781 ‘Ratcliffe Power Station’ passes through Northampton with 4M68, the 04:24 London Gateway GBRf to Birch Coppice GBRf on September 21st. *Derek Elston*

Class 47 727 ‘Edinburgh Castle’ delivering LNW’s Class 350 113 from attention at Derby as 5Q75, the 09:49 Derby Litchurch Lane to Northampton EMD arrives into Northampton on September 27th. *Derek Elston*







GBRf

Unique liveried Class 66 791 passes Stockport working the daily 6J56 service from Peak Forest to Salford Hope Street. *Lee Stanford*

Having had a change of driver, Class 66 745 'Wigan Springs Branch' departs Northampton working 4L69, the 05:33 Birch Coppice GBRf to London Gateway GBRf on September 28th. *Derek Elston*

The first appearance at Northampton of Class 99 010 working 4L68, the 13:15 Birch Coppice GBRf to London Gateway GBRf service was on September 25th. *Derek Elston*







GBRf

Class 99 004 passes Northampton with 4M01, the 10:57 London Gateway GBRf to East Midlands Gateway Terminal GBRf service on September 25th. *Derek Elston*

Class 99 005 working 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf heads through Northampton on September 25th. *Derek Elston*

Class 66 678 ‘Yvonne Bradley’ leads 6V84, the 07:43 Clitheroe Castle Cement to Avonmouth Hanson Sidings GBRf through Stafford on September 28th. *Derek Elston*







GBRf

Class 47 727 ‘Caistel Dhun Eideann’ working light engine as 0Z57, the 13:08 Oxford to Leicester L.I.P. is seen at Northampton on September 30th. *Derek Elston*

Class 66 706 ‘Nene Valley’ eases through platform 1 at Northampton running as 0Z67, the 09:03 Wembley Loco Sidings P,Q,R to Bescot Up Engineers Sidings on September 22nd. *Derek Elston*

Class 66 302 eases through Northampton working 6M41, the 06:53 Dollands Moor (GBRf) to Daventry GBRf loaded water train on September 4th. *Derek Elston*







GBRf

Class 60 085 ‘Snowdon’ with the 6H70 Tyne Dock - Drax passes Hart station on the Durham Coast on September 28th. *Michael J Alderdice*

Great Western Railway

On September 9th, Class 158 749 and 158 750 pass each other on Portsmouth services at Southampton Up Yard as Class 66 613, which has just run around its train, heads away towards Southampton. *John Sloane*



Class 150 219 is sat waiting to work 2L33 17:55 Liskeard - Looe service on September 20th. *Barry Beeston*



Class 800 012 enters Liskeard with 2C32 15:27 Exeter St. Davids - Penzance service on September 20th. *Barry Beeston*



Great Western Railway

Class 150 216 approaches Par with 2N01 07:19 Newquay - Par service on September 19th. *Barry Beeston*



Class 158 745 weaves across the layout at St. Denys on the rear of a service from Cardiff to Portsmouth on September 9th. *John Sloane*



Class 800 321 working 1C69 09:30 Plymouth - Penzance passes through the old Chacewater station on September 20th. *Barry Beeston*



Great Western Railway

Class 387 156 and 387 169 form the 1A47 Swindon - London Paddington service at Swindon on September 19th. *Ken Mumford*



Class 175 110 and 175 103 working 5V84 Wolverton to Laira are seen passing through Swindon on October 1st. *Colin Pidgeon*



Reliveried Class 175 110 and 175 103 working 5V84 Wolverton to Laira are seen passing through Swindon on October 1st. *Colin Pidgeon*



Great Western Railway

Class 800 036 stands at Malvern Wells signal box on September 3rd. The train is waiting to reverse to Great Malvern station where it will become a service to London Paddington. *Neil Pugh*

Class 165 132 on 5Q65 Wolverton to St. Phillips Marsh speeds through Swindon on October 1st. *Colin Pidgeon*

On September 3rd, Class 175 112 passes through Dawlish working 5Z25 Exeter St. David's - Newton Abbot test run. *Richard Hargreaves*





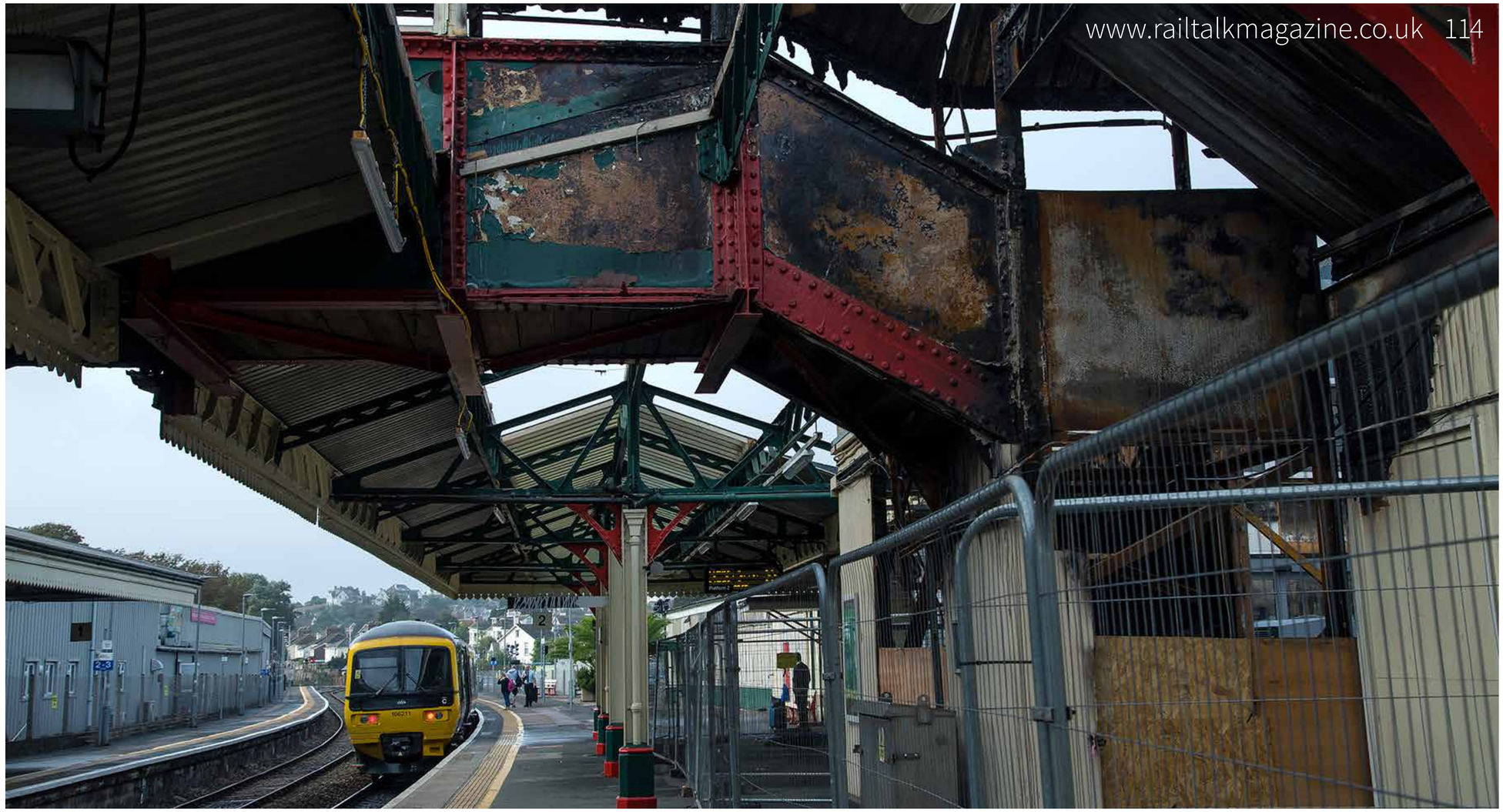


Great Western Railway

Class 166 211 working the 2T08 Exemouth - Paignton stands at the fire ravaged Paignton station on September 3rd.
Richard Hargreaves

Class 57 605 leading the 1C50 23:45 London Paddington - Penzance appears through the fog heading towards Scorrier on September 21st. *Barry Beeston*

On September 3rd, Class 175 112 passes through Dawlish working 5Z45 Newton Abbot - Exeter St. David's test run.
Richard Hargreaves







Heavy Haul Rail

Class 66 416 working the 6V53 Oxford Banbury Road - East Usk passes through Oxford on September 11th. *Richard Hargreaves*

Class 66 952 leads 6R93, the 09:36 Willesden Euroterminal to New Bilton (Cemex) through Northampton on September 3rd.
Derek Elston

A rare loco type for the Calder Valley running 100 minutes late after failing at Thornhill Jct., Class 70 017 is hauled by classmate 70 010 with 6M22 Hunslet to Tunstead service through Castleton on September 21st. *Russell Clarke*







Heavy Haul Rail

Class 70 007 turns on the power as it runs upgrade at Romiley Junction, working 6H52 the late running 09:50 Dowlow to Ashburys on September 22nd. *Barry Longson*

Class 66 589 slows to cross Heaton Norris Junction on September 28th working 6Z34 the 11:01 Runcorn to Brindle Heath empty waste containers. *Barry Longson*

Class 70 005 passes Castleton on September 28th with 4M22 Hunslet - Tunstead.
Harold Hull







Heavy Haul Rail

Wearing ‘Heavy Haul’ branding, Class 66 545 passes Plumley West signal box with a Runcorn Folly Lane - Brindle Heath empty ‘Binliner’ on September 23rd. *Jeff Nicholls*

Class 59001 is seen with the Woking to Merehead stone empties at Grateley on September 18th. *Dennis Rowland*

On September 14th, Class 66 615 comes non-stop on the UML through Swindon with a Merehead Quarry to Wootton Bassett working. *Ken Mumford*







Heavy Haul Rail

Class 59 205 with the 6A12 09:18 Whatley Quarry - Appleford passes Pot Lane, Berkley on September 9th. *Michael J Alderdice*

On September 7th, the infrequent 11:41 Hunslet to Tunstead sidings passes unusually through platform 0 at Stockport hauled by Class 70 017. *Lee Stanford*

Class 66 617 approaches Eastleigh on September 28th with 12:22 Mountfield - Southampton empty gypsum wagons. As is often the case on Mondays, its destination was the Freightliner terminal at Millbrook now just used as sidings, rather than Southampton Western Docks. The wagons were transferred to the docks via Southampton Up Yard the following afternoon. *John Goodrich*







Heavy Haul Rail

Class 66 558 passes Castleton with 6M42 Hunslet to Crewe Basford Hall with repaired wagons on September 30th. *Russell Clarke*

Class 66 613 whisks through Swaythling station at the head of the Mountfield to Southampton empty gypsum service on September 10th. *John Sloane*

Class 66 621 is seen at Kemps Eye with 6V40 10:15 Bredbury Tilcon - East Usk Yard (FHH) on September 16th. *Keith Davies*







L.N.E.R.

Savour The Flavour As LNER Launches New First Class Menus

Chef-inspired Chicken Milanese served with cavatelli pasta and a golden almond and raspberry frangipane tart are among the new dishes tempting customers' taste buds as LNER launches its latest First Class menus.

The onboard catering offer celebrates the very best of local produce, sourced from suppliers across the almost one-thousand-mile LNER route. Firm favourites, including the Full LNER and Full Veggie breakfasts, remain on the Signature menu which is served onboard selected morning trains.

Later in the day, Spanish-style frittata and smoky beans, and comforting beef chilli baked potatoes feature on the Dish menu. By popular request, a classic combination of pulled ham and cheddar cheese on malted bread returns to the sandwich selection, complete with a tangy mustard mayonnaise. Vegetarian options include a Mexican sweet potato salad complete with smoky beans, charred red peppers, tortilla chips and a smooth bean dip, with the option of a golden Earl Grey lemon cream-filled choux bun.

LNER Chef, Alan Thomas, said: We take great pride in preparing our specially selected dishes for our customers. Our catering teams put their heart and soul into curating our menus and sourcing our food and drinks from suppliers who are based across our route.

There is nothing quite like working in a kitchen while travelling at 125mph! I'm looking forward to sharing our new additions for Autumn, which include a variety of tasty choices to choose from.

Sara Jenson, Hospitality Manager at LNER, said: We're delighted to be launching our new First Class menus. We love promoting local, community supporting suppliers. From our popular desserts and brownies to our salads, sandwiches and savoury dishes, our selections are handpicked from independent eateries, artisan producers and other unique businesses that all have something special.

The new menus will be served between now and early December.



LNER Goes Green: Train Operator Continues to Send Zero Waste to Landfill

LNER, famous for its red trains and uniforms, is proud to be officially certified as green with the company, once again, confirmed as sending zero waste to landfill.

To celebrate Zero Waste Week in early September, LNER can reveal that it has been re-certified as a Zero Waste to Landfill company, meaning one hundred per cent of waste collected from LNER managed stations, offices or its train depot in Aberdeen is either being recycled or is being used to create energy.

1,414 tonnes of waste was collected at LNER's 11 managed stations, offices and depot last year. The majority, 1,273 tonnes, is from its stations. This also includes waste coming off any trains at those stations.

The rubbish collected is around the same weight as three 9-carriage LNER Azuma trains* which transport millions of customers across between London and the Scottish Highlands each year.

Onboard LNER trains, dedicated cleaning teams collect rubbish, including tea and coffee cups, sandwich and snack wrappers, drinks cans and crisp packets. Any waste from Newcastle, Doncaster, and Peterborough stations is sorted by hand at dedicated waste sorting hubs, making sure it is recycled responsibly.

LNER has also installed cold water points in its First Class lounges in Doncaster and Newcastle, removing bottled still water. Through this, LNER has avoided nearly 140,000 plastic bottles per year, saving over 2,000kg of plastic waste.

Caitlin Bent, Environment Manager at LNER, said: "Travelling by train with LNER is one of the most environmentally friendly ways to travel, with the majority of our 200 train services per day using electric power to carry millions of customers each year across the East Coast Main Line and beyond. However, as a business, we are proud to do much more than that to have a positive impact on our planet.

"At LNER, we put our people, places and planet at the heart of everything that we do, and that's why we're so committed to making sure that waste from our trains, stations, offices and depots is either recycled responsibly or used to create energy for homes and businesses across the country. Our teams work hard across the route to make this a reality, but we also want to thank our customers for their support too."

Note: *A 9-carriage Azuma train weighs 440 tonnes.

Lumo

Class 222 601 passes Crewe with 1M02, the 12:22 Stirling to London Euston on September 28th. *Derek Elston*

Class 222 605, speeds south at Golbourne Junction, with 1M00 the 06:05 Stirling to London Euston service, on September 26th. *Paul Senior*

Class 222 604 hammers through Stafford with 1S02, the 13:19 London Euston to Stirling service on September 28th. *Derek Elston*







Network Rail

On September 25th, Class 68 014 top ‘n’ tail with 68 015 on 3J41 Swindon Transfer to Swindon Transfer via the Berks & Hants line is seen heading through Swindon. *Colin Pidgeon*

Network Rail

Class 37 607 and 37 425 ‘Sir Robert McAlpine’ pass Wellington on September 28th working 3Z16 Derby R.T.C. to Coton Hill test train. *Richard Hargreaves*

Power Cars Nos. 43014 and 43062 on 1Q15 Leicester LIP to Landore TMD are seen at Swindon on September 22nd. *Colin Pidgeon*

A regular Derby to Carlisle test train passes Standish on September 22nd with power car No. 43272 leading and 43251 at the rear. *John Sloane*







Network Rail

Class 66 711 ‘Sence’ and 66 791 ‘Settle & Carlisle 150’ top’n’ tail 3J01, the 11:52 Kings Norton On Track Plant Depot to Bletchley RHTT service at Northampton on September 30th. *Derek Elston*



Network Rail

Class 68 014 is seen on the rear of 3S32 Swindon Transfer to Swindon Transfer with 67 023 on the front at Swindon on September 23rd. *Colin Pidgeon*



Class 56 090 and 56 113 pass Hadnall with 3S71 19:32 Coleham LMD - Coleham LMD on September 28th. *Keith Davies*

On October 1st, Class 37 419 top'n'tail with 37 422 pass Swindon working 1Q23 Bristol Kingsland Road to Derby R.T.C. *Colin Pidgeon*





Network Rail

On September 22nd, Class 153 384 on 2Q36 Eastleigh East Yard to Derby R.T.C. passes through platform 3 at Swindon.
Colin Pidgeon



Network Rail

Class 97 303 passes Coton Hill with 7Z98 11:36 Coton Hill T.C. - Coton Hill T.C. on September 17th. *Keith Davies*

Swietelsky's Class 37 422 and 37 419 approach the 1908 built Midland Railway building at Water Orton with the 1Q23 Bristol Kingsland Road - Derby R.T.C. test train on October 1st. *Chris Morrison*

Swietelsky liveried Class 37 422 and 37 419 power the 1Q48 Rugby - Derby R.T.C. via the West Midlands test train through Tyseley platform 4 on September 29th. This was the first time since September 2025 that it has been 37 powered. *Chris Morrison*







Rail Operations Group

Class 37 884 opens up through Leyland station with 769 448 in tow, working from Kilmarnock to Allerton depot on September 14th. *Jeff Nicholls*

Class 37 884 'Cepheus' passes Northampton on the tail of 5O87, the 07:12 Derby R.T.C.(Network Rail) to Wimbledon Park Depot Sidings with 37 800 'Cassiopeia' leading on September 7th. *Derek Elston*

Class 37 800 'Cassiopeia' and 37 884 'Cepheus' top'n'tail two barrier coaches passing Northampton as 5O87, the 07:12 Derby R.T.C.(Network Rail) to Wimbledon Park Depot Sidings on September 7th. *Derek Elston*







Rail Operations Group

An an unusual move on September 23rd, Class 93 002 brought 180 113 from Derby Litchurch Lane, which it left at 10:00, to Eastleigh Depot, with 93 007 at the rear. The train is seen arriving at Eastleigh station to the delight of the assembled crowd. *John Goodrich*

Class 93 009 and 93 010 running as 0H91 Crewe South Yard - Rugby, pass through Stafford on September 29th. *Richard Hargreaves*

For a few days at the end of September, Class 93 006 was trialled on the Tesco working from Daventry to Scotland. On September 29th the loco is seen in dull weather approaching Balshaw Lane Junction with the northbound working. *John Sloane*







Rail Operations Group

Class 37 512 ‘Thornaby Demon’ with West Mids’ Class 730 003 and 73 0011 working 5Q65 10:38 Gascoigne Wood Sidings to Soho L.M.D. passes through Stenson Jct. on September 10th. *Michael J Alderdice*

Rail Operations Group

Class 37 800 crosses New Canal Street on the approach to Birmingham New Street hauling 730 008 from Gascoigne Wood to Soho LMD on September 23rd. Midland Metro tracks are due to run under the bridge linking Curzon Street HS2 station with Digbeth. *Chris Morrison*

Rail Operations Group

Class 37 884 with the 5Q78 Holyhead - Cardiff passes Bayston Hill on September 21st. *Carl Grocott*



Light engine move 0H77, the 14:49 Crewe South Yard to Bletchley Relief 1 sees Class 93 008 and 93 003 approach Northampton on September 25th. *Derek Elston*



Class 93 009 and 93 010 approach Northampton on light engine move 0H69, the 09:56 Crewe South Yard to Hinksey Sidings on September 4th. *Derek Elston*



Rail Operations Group

Recently outshopped in Intercity livery, Class 37510 'Orion' passes Small Heath with the 12:05 Tyseley to Soho LMD conveying 730 217 after wheel turning on October 6th. *Chris Morrison*

Class 37 512 is seen stabled at Longport on September 30th. *Richard Hargreaves*



Transport for Wales

Class 67 017 runs past Heaton Norris working the 10:53 Cardiff Central to Manchester Piccadilly service on September 28th. *Barry Longson*



Class 67 016 working 0Z84 Crewe Electric Depot - Cardiff, passes through Crewe on September 29th. *Richard Hargreaves*



Class 158 840 working the 1J07 Birmingham - Aberystwyth service is seen at Wolverhampton on September 26th. *Richard Hargreaves*



Transport for Wales

Class 67 010 passes Kemps Eye with 1W39 10:30 Manchester Piccadilly - Cardiff Central service on September 22nd. *Keith Davies*



Class 67 012 is seen at Bayston Hill with 1V41 15:30 Manchester Piccadilly - Cardiff Central on September 20th. *Keith Davies*



Class 197 111 and 197 012 working the 1V38 Manchester - Fishguard Harbour, are seen at Crewe on September 29th. *Richard Hargreaves*



Transport for Wales

Class 67 013 passes Kemps Eye with 1W55 08:55 Cardiff Central - Manchester Piccadilly on September 5th. *Keith Davies*

On September 16th, Class 67 016 passes Bayston Hill with 1W55 08:55 Cardiff Central - Manchester Piccadilly. *Keith Davies*

Class 67 015 passes Bayston Hill on August 30th on the rear of 1W55 08:55 Cardiff Central - Manchester Piccadilly service. *Keith Davies*







Transport for Wales

Class 67 025 passes Kemps Eye with 1W55 08:55 Cardiff Central - Manchester Piccadilly service on September 19th. *Keith Davies*

On September 21st, Class 158 838 working the 1I18 Llandudno Jct. - Birmingham International service departs Wellington. *Richard Hargreaves*





Units: DMUs and EMUs

Northern's Class 156 414 departs Northwich on September 23rd with the 13:55 Chester - Manchester Piccadilly service. Note the station name on the wall at the left! *Jeff Nicholls*



London Northwestern's Invictus liveried Class 350 111 working the 1G46 Liverpool - Birmingham service calls at Stafford on September 29th. *Richard Hargreaves*



Northern's Class 331 109 arrives at Wigan with 1Y89 Liverpool to Blackpool service on September 28th. *Russell Clarke*



Units: DMUs and EMUs

Sun and shade at Smethwick Galton Bridge on September 26th, as West Mids' Class 172 220 and 172 334 arrive with the 10:52 Kidderminster to Stratford Upon Avon service. *Barry Longson*



London NorthWestern's Class 350 111 departs Wolverhampton on September 26th with the 1F64 Birmingham - Liverpool Lime St. service. *Richard Hargreaves*



Northern's Class 158 868 on 1L48 Lincoln - Leeds calls at Gainsborough Lea Road on September 12th. *Steve Thompson*



Units: DMUs and EMUs

West Midlands' Class 172 335 is pictured at Malvern Wells on September 3rd on a Birmingham New Street to Hereford service.
Neil Pugh



West Midland's Class 730 016 stops at Bescot Stadium while working the 14:37 Walsall to Wolverhampton service on September 26th.
Barry Longson



Northern's Class 323 233 hurries the 13:55 Stoke to Manchester service along the slow line at Heaton Norris, on September 15th.
Barry Longson



Units: DMUs and EMUs

A general view of the main platforms at Northampton on September 21st with LNW Class 350 130 leading a service to Birmingham and 350 110 on the rear of a service to London Euston. *Barry Longson*



On September 26th, West Mid's Class 196 004 runs nonstop through Bescot with the 14:26 Birmingham New Street to Shrewsbury service. *Barry Longson*



West Mid's Class 172 331 and 172 220 working the 2S37 Kidderminster - Stratford service call at Birmingham Moor St. on September 24th. *Richard Hargreaves*



Units: DMUs and EMUs

Northern's Class 158855 is seen at Hellifield with 2H53 Carlisle to Leeds service on September 26th. *Brian Dobbs*

Northern's Class 158 872 calls at Settle on September 10th with a service to Leeds. *Michael Lynam*

Northern's Class 195 014 takes the Woodley branch at Romiley Junction, working the 13:42 Rose Hill (Marple) to Manchester Piccadilly service on September 22nd. *Barry Longson*







Units: DMUs and EMUs

Northern's Class 156 441 slows for its booked stop at Romiley, while working the 13:51 Manchester to Rose Hill (Marple) on September 22nd. *Barry Longson*



Northern's Class 170 453 rolls into Filey with 1W44, the 11:57 Sheffield to Scarborough service on September 11th. *Derek Elston*



Northern's Class 158 757 arrives at Settle on September 10th with a service to Carlisle. *Michael Lynam*



Units: DMUs and EMUs

South Western Railway's Class 158 885 heads away from Eastleigh on September 8th with a service to Salisbury. *John Sloane*



Northern's Class 195 008 and 195 020 arrive into Chester as the rain hammers down with 1D76, the 11:42 from Leeds on September 18th. *Derek Elston*



Northern's Class 331 104 departs St. Helens Central with a service from St. Helens Central to Liverpool Lime Street on September 5th. *Brian Dobbs*



Units: DMUs and EMUs

On September 18th, Merseyrail's Class 777 012 is seen on the blocks at Southport ready for another trip to Liverpool Central. *Derek Elston*



South Western Railway's Class 450 002 departs Eastleigh with a local service to Southampton on September 8th. *John Sloane*



Northern's Class 195 107 stands at Liverpool Lime Street forming 2F85, the 10:56 to Warrington Central on September 18th. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 158 754 'Settle Carlisle 150' calls at Hindley, in the suburb of Wigan, with the 14:49 Wigan Wallgate to Todmorden service on September 24th. *Paul Senior*



Northern's Class 156 405 and 156 402 call at Castleton working 2N50 Rochdale to Clitheroe service on September 30th. *Russell Clarke*



Northern's 2K60 Rose Grove to Kirby passes Castleton with Class 150 130 leading 150 102 on September 30th. *Russell Clarke*



Units: DMUs and EMUs

South Western Railway's Class 158 886 calls at Swaythling with a Salisbury to Romsey service on September 10th. *John Sloane*

Gatwick Express liveried Class 387 208 heads towards its destination at Southampton on September 9th. *John Sloane*

Northern's Class 170 455 approaches Filey station working as 1J49, the 14:00 Scarborough to Sheffield via Hull service on September 11th. *Derek Elston*







Units: DMUs and EMUs

GWR's Class 166 201 and SWR's 450 006 both on Portsmouth services cross outside St. Denys as 387 208 approaches with a Brighton train on September 9th. *John Sloane*

Northern's Class 195 128 runs beneath a rainbow at Pleasington as it works a York to Blackpool service on September 30th.
John Sloane

Northern's Class 331 102 passes Bradley with a Liverpool Lime St. service on September 19th.
John Sloane







Units: DMUs and EMUs

Gatwick Express liveried Class 387 203 passes Southampton Up Yard with a service from Southampton to Brighton on September 9th. *Paul Godding*

South Western Railway's Class 444 031 hurries into Swaythling with a London Waterloo service on September 10th. *John Sloane*

South Western Railway's Class 158 885 departs St. Denys with a service to Salisbury on September 9th. *John Sloane*







Units: DMUs and EMUs

South Western Railway's Class 444 016 races past Horseshoe Bridge, St. Denys with a London Waterloo to Weymouth service on September 9th. *John Sloane*

South Western Railway's Class 444 044 speeds past Swaythling with a Poole service on September 10th. *John Sloane*

South Western Railway's Class 158 886 heads out of Swaythling with a service to Salisbury on September 10th. *John Sloane*







Isle of Man

Snaefell Railway tram cars Nos. 4 and 5 stand at Laxey on September 13th shortly before the start of the days services to the summit. *Lee Stanford*

Isle of Man Steam Railway loco Nos. 13 ‘Kissack’ and 11 ‘Maitland’ pass at Castletown on September 11th. *Lee Stanford*

Isle of Man Steam Railway loco No. 13 has just been serviced and stands outside the depot at Port Erin on September 11th before working back to Douglas. *Lee Stanford*

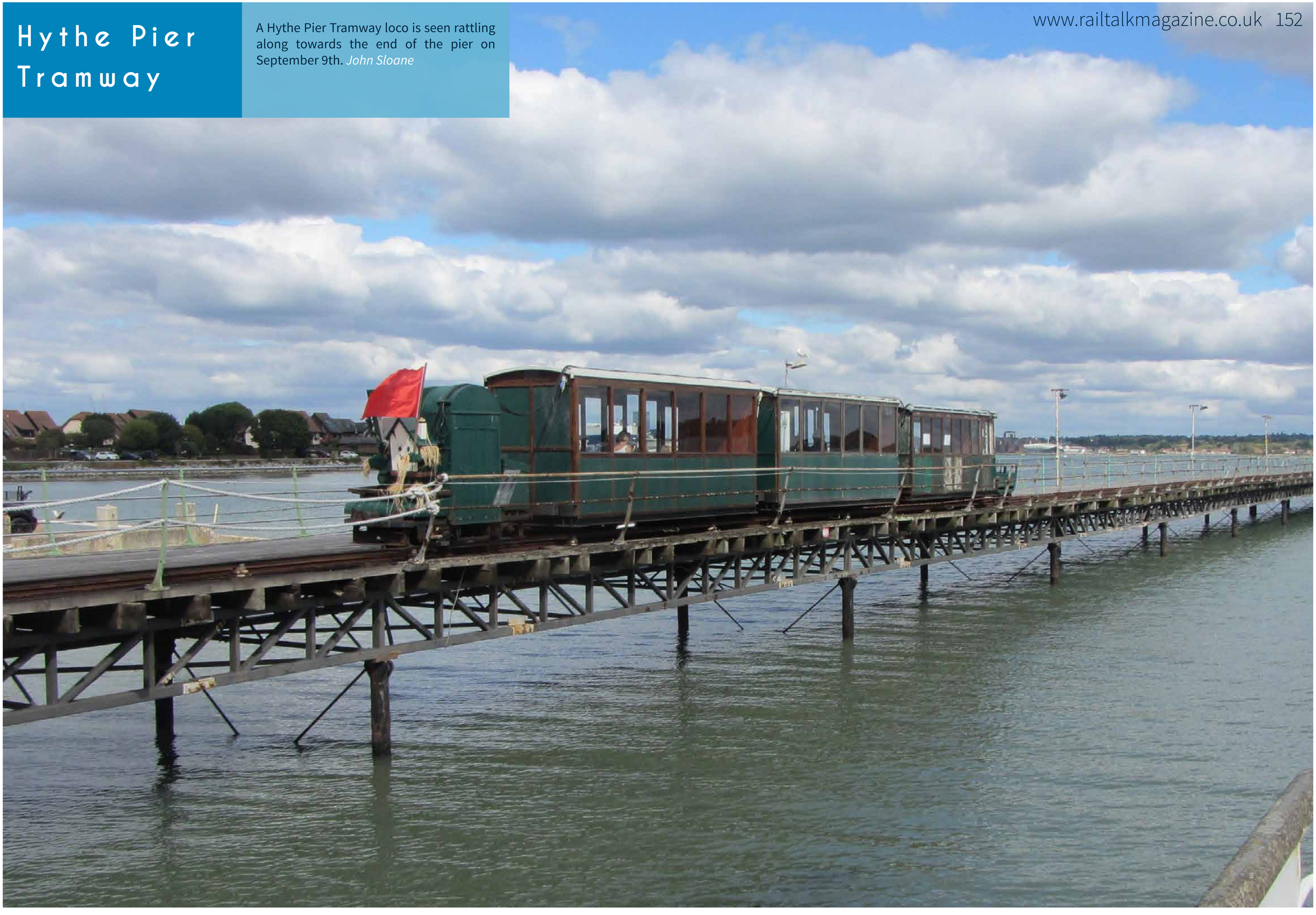






Hythe Pier Tramway

A Hythe Pier Tramway loco is seen rattling along towards the end of the pier on September 9th. *John Sloane*



Island Line

Island Line's Class 484 002 departs Ryde Esplanade station with 2D15, the 11:26 Ryde Pier Head to Shanklin while the Island Flyer hovercraft awaits its next flight to Southsea on September 6th. *Andy Pratt*

Island Line

Hover Travel's Island Flyer awaits its next flight to Southsea while in the background Island Line's Class 484 002 runs off Ryde Pier towards Ryde Esplanade station with a service to Shanklin on September 6th. *Andy Pratt*

National Rail



On September 19th, Colas Rail's No. DR75011 arrives at Swindon working 6Q59 Didcot Tamper Sidings - Westbury. *Ken Mumford*

GBR Anglia scores 90% for punctuality in latest Rail Customer Experience Survey

GBR Anglia - which brings together the leadership of c2c, Greater Anglia and Network Rail Anglia under a single, unified structure – has scored 90% for punctuality in the latest Rail Customer Experience (RCXS) Survey figures. The Rail Customer Experience Survey (RCXS) is an industry-wide survey that gathers regular feedback from passengers about their rail journeys across the UK. From the period covering April 1st to July 25th, the survey revealed that GBR Anglia customers recognise it as one of the UK's most punctual operators, with c2c and Greater Anglia scoring 90% and the Stansted Express 92%.

GBR Anglia Chief Customer and Commercial Officer, Rob Mullen, said: "Providing customers with a safe, reliable and punctual service is our number one priority. The results of the RCXS survey reflect the continued focus on delivering reliable services and improving the customer experience across the railway in Anglia. We know there is always more work to do to improve in certain areas and we are committed to continually improving services. We are delivering improvements through our infrastructure renewals and maintenance programmes, as well as working with partners such as the British Transport Police, Samaritans, WalkSafe and local authorities to drive new safety initiatives across our network. We'll keep on working to enhance every aspect of our service for customers and communities throughout our region."

As part of GBR Anglia, c2c saw significant improvements in Value for Money and Crowding scores, with both improving by 7%, while Train Personal Safety increased by 3%. Overall, Value for Money, Punctuality and Crowding scored better than industry average. Meanwhile, Greater Anglia's Overall Satisfaction increased from 88% to 90% in the latest scores, with Train Cleanliness also improving from 84% to 86%. Additionally, Station Personal Safety and Station Cleanliness also saw improvement. Finally, satisfaction with the Stansted Express service remains strong, with Overall Satisfaction unchanged at 92%. In the latest scores, Punctuality improved from 91% to 92%, while Train Cleanliness improved from 88% to 91%. Furthermore, Train Personal Safety has increased from 91% to 93%.

Fares Advice with RailUK

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

Super off peak timings London North Western

Q: With a super off peak on the above from Stoke to Euston, if one has already travelled Stoke to Stafford at super off peak time, broken journey there, is one allowed to board the 19:32 from Stafford to Euston? Even though if one had done it not breaking journey, one would have left Stoke on the 18:57 which isnt allowed.

A: By the restriction line no. But the "connecting service" line might enable it, it depends on how that would be interpreted in the context of break of journey.

Not valid for travel on trains timed to arrive London Terminals before 13:00.

Not valid for travel on northbound services timed to depart any station before 10:30.

Not valid for travel on services timed to depart the origin station on the ticket after 15:59 and before 19:01 in either direction.

A connecting service can be used to complete a journey begun at a valid time.

However because it isn't possible to implement restrictions based on where a train departed from before you boarded it, you can probably get an itinerary doing that. If you do and purchase the ticket for that itinerary it is contractually valid, though don't be surprised if you get a bit of hassle if RPIs board.

But these fares do not permit break of journey on the outward, so you can only do this on the return.

Overall I'd suggest getting an itinerary to do what you intend when you buy the ticket. This is the lowest chance of hassle.

Lumo-only ticket (almost) same price as Any Permitted

Q: I have ended up buying a Lumo-only ticket by mistake. This is for the return half of an Edinburgh-Poole trip.

For 40 years I always bought "super saver returns" for this sort of journey. Now that's not possible and what I should do is to buy "super offpeak singles" for each half.

Somehow I got it wrong this time. On the forum's ticket site I entered dates for the outward and return journeys and selected "Flexible tickets only" in the "Filter" box. But then, I somehow I managed to buy a £124.40 "super offpeak single" for the outward journey and a £124.00 "Lumo & SWR Only Anytime Day Single" for the return. I guess I didn't notice the 40p difference and thought both tickets must be the same type.

This is annoying. I wanted "flexible" tickets, but a "Lumo-only" ticket very much isn't flexible, is it?

I am inclined to refund it - which I think I can do, for a small fee, right?

A: But they all do it. Avanti-only fares are marginally cheaper than "any permitted" on many flows.
Essentially designed to trick people who look for the lowest price to buy them.
10p difference has been mentioned before.

Originally the Avanti-only fares were inherited from Virgin-only and were a significant saving. Then the pricing managers got hold of them.

For example, for me, Avanti First Day Return Wilmslow-Manchester is now £21.50 versus £21.70 "any permitted". So for 20p I deny myself the opportunity of using other trains, one of which also has first class sometimes. I used to use the Avanti-only fare when it was more like £11, but not any more. They (Avanti, Lumo, etc.) used to be happy with receiving 100% of the TOC-only fares, versus a percentage of the "any permitted" fare which would have been less. Then they got greedy by trying to get 100% of a fare which was almost the same as the "any permitted" fare.

Ticket Advice for All

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

National Rail



On September 14th, Colas Rail track machine No. DR75010 heads through Swindon working 6Q58 Bristol (Kingsland Road) to Bristol (Kingsland Road via the world. *Ken Mumford*



On September 7th, Class 47 701 approaches Harrowden Junction returning 31 108 as 0M31, the 11:09 East Grinstead Sidings to Butterley M.R.C. after the Bluebell Railway Diesel Gala. *Derek Elston*

GBR Anglia in action: taking technology on tour to improve passenger journeys

Eagle-eyed passengers may have spotted a Greater Anglia train, in its Great British Railways livery, travelling on the c2c route and London Overground Mildmay line over two Sundays in July and August. Most are unlikely to have guessed that the train was using the journeys to monitor overhead lines with state-of-the-art technology called PANDAS-V.

The technology isn't currently installed on c2c and Mildmay line trains, but GBR Anglia was able to deploy it on these routes by using a Greater Anglia train with PANDAS-V on board, making the most of being a joined-up railway. GBR Anglia brings c2c, Greater Anglia and Network Rail Anglia together under one unified leadership team as part of the wider journey towards Great British Railways.

Through a camera and a sensor on the roof of the train, the PANDAS-V system assesses overhead lines continuously and reports any potential faults to Network Rail, along with an exact location and a high-resolution video clip. This gives engineers all the information they need to carry out a proactive repair or inspection, preventing delays and keeping passengers moving.

If overhead lines fall down or get tangled, the railway often has to be closed for an extended period while repairs are carried out. Spotting and fixing potential faults before they escalate helps the railway industry avoid thousands of hours of delays, while also saving the taxpayer potentially millions of pounds each year.

On Greater Anglia routes, PANDAS-V has helped engineers prevent major disruption on 15 occasions since November 2025, while operating on regular passenger services. Just outside Liverpool Street in March 2026, an alert on the PANDAS-V system allowed Network Rail to repair a defect which, if left alone for much longer, could have taken platforms 1-7 out of use at the station for a prolonged period. Another incident at Harlow Town allowed engineers to resolve an issue that may have damaged the pantograph equipment on top of passing trains, with each pantograph costing around £25,000. In total, Anglia engineers believe that PANDAS-V has saved passengers an estimated 22,000 minutes of delay within 10 months.

GBR Anglia also took PANDAS-V to the wider region in late August, redeploying a Greater Anglia train equipped with the technology for special runs on the Fen Line. This was intended to speed up the identification of suspected overhead line issues and, whilst no defects were found, the initiative helped to restore Great Northern passenger services more quickly. PANDAS-V is set to be installed on two c2c trains in the coming months, which will enable the lines between Fenchurch Street and Shoeburyness to be covered every day. In the meantime, a Greater Anglia train with the technology will keep operating regularly on the c2c route, with further runs also being planned on the Mildmay line and the Fen Line.

Martin Beable, Chief Operating Officer for GBR Anglia, said: "This initiative is GBR Anglia in action. Being a joined-up railway, with track and train closely aligned, means we are able to embrace innovation and break down barriers more quickly and effectively. The way we've been able to unlock the benefits of innovative technology right across the region shows how integration is already bringing benefits, and there's so much more to come. Together, we're driving down delays and building a better railway for all of our passengers."

Rajdeep Ghatora, Head of Concession for London Overground, said: "We're pleased to see GBR Anglia using innovative technology to support the monitoring and maintenance of railway infrastructure. For London Overground customers, this will help to deliver a more reliable railway, fewer delays and a more resilient network, allowing people to complete their journeys with greater confidence."

As well as monitoring the overhead equipment on the c2c route and Mildmay line over the two Sundays, the train captured front-facing video using its existing cameras. Engineers fed the recordings into software called AIVR which uses artificial intelligence to identify potential future issues on or beside the track.

Across the country, different types of on-board monitoring technology are now being used on various routes, allowing thousands of miles of railway infrastructure to be inspected and analysed every day using regular passenger trains. New developments are continuing to enhance these systems, helping engineers detect potential issues earlier and more accurately.

National Rail

Campaign warns of consequences after railway crime causes nearly 100 days of delays

Trespass, vandalism and cable theft caused more than 2,347 hours of delays – equivalent to 98 days – on Network Rail's North & East route in 2025/26, new figures show.

In response, the rail industry and British Transport Police launched a new campaign on September 29th to crack down on crimes committed by trespassers on the railway. Crime with Consequences highlights to potential offenders that they will face the full force of the law, including severe fines or even prison sentences, if they commit crimes on the railway.

Trespass is one of the railway's biggest causes of disruption and can have a significant impact on train performance, passengers, freight, railway staff and local communities. It can also require a substantial industry response and come at a considerable financial cost.

Network Rail, British Transport Police and the wider rail industry have been working together more closely than ever before. This collaboration is helping the organisations better understand and tackle railway crime, identify offenders and minimise the impact on the railway.

On the North & East route, for the 12 months to March this year, there were:
1,520 trespass incidents resulting in more than 1,920 hours of delays
115 incidents of vandalism or obstruction causing more than 130 hours' delays
35 cable theft incidents leading to more than 293 hours of disruption.
Part of the enhanced collaboration will see improved evidence collection to strengthen prosecutions, as well as a greater focus on victim impact statements to demonstrate the consequences of delays caused by railway crime. Across the network, drones, sensors and smart CCTV are helping Network Rail and British Transport Police identify and catch offenders faster and more consistently.

Karen Duffy, operations director for Network Rail's North & East route, said:"Behind every delay caused by railway crime are passengers who are unable to complete their journeys on time. Trespass, cable theft, vandalism and obstruction are not victimless crimes. They affect the millions of people who rely on the railway every day.

"We're working more closely than ever with our partners across the rail industry and British Transport Police, using technology including drones and security cameras to detect offences more quickly and support investigations. Through the Crime with Consequences campaign, we're making it clear that anyone who breaks the law on the railway can expect to face serious consequences, including fines, criminal convictions and, in the most serious cases, imprisonment. Whatever the reason, trespass is never worth the risk."

Superintendent Darren Malpas, of British Transport Police, said: "This important campaign highlights both the dangers and consequences of criminal activity on the rail network. Those involved must understand that railway infrastructure is extremely dangerous. Anyone trespassing on the railway or attempting to steal cable risks serious injury or death. Through closer collaboration, improved intelligence, new technology and stronger evidence gathering, we're working tirelessly to identify offenders, bring them to justice and protect the communities and passengers who rely on the railway every day."

More comfortable commutes ahead: rail reform spells end of the 'ironing-board' seat era on Thameslink trains

Millions of Thameslink passengers are set to get a more comfortable commute as publicly owned operator GTR partners with Siemens Mobility to upgrade standard class seat cushions across all 115 trains in its fleet from next year.

The new seat cushions have been agreed as part of a pre-existing contract between the operator and Siemens Mobility, meaning the upgrades come at no additional cost to taxpayers.

Over 60,000 new spring and memory foam cushions will be rolled out from next year alongside improved winged backrests, replacing the notorious 'ironing-board' seats that have long frustrated commuters on one of Britain's busiest rail routes. The investment is one of many passenger improvements GTR is bringing in since the operator transferred into public ownership in May. Over £3.6million is being invested in the fleet to revamp exteriors, alongside refreshing onboard facilities including toilets, with new wall vinyls installed to deter graffiti and anti-social behaviour.

Since coming into public ownership, GTR has refreshed just under half of exteriors on its full fleet and nearly 300 train toilet interiors. The timetable is also being boosted and from December double the number of Gatwick Express services will run every hour.

Transport Secretary, Heidi Alexander said: "Just 100 days since GTR's services transferred into public control, we're delivering the improvements commuters have been asking for - this is what public ownership looks like in action.

"From next year, we'll start getting rid of the dreaded 'ironing-board' seats so passengers can enjoy comfier, more pleasant journeys on some of Britain's busiest commuter routes.

"We know fixing Britain's railway is more than a refurb job. We've frozen fares for the first time in 30 years and publicly owned operators have added 76,000 extra seats onto the network. Great British Railways will focus relentlessly on delivering a reliable, modern service that puts a better experience at the heart of everything it does for passengers."

The new design, developed following extensive passenger feedback, offers up to 57% more 'give' than the current seat cushion, with new "wing" backrests for better shoulder and head support. First class seats get the same improved cushions, and seat-back tables are being added to the 69 trains that lack them.

John Whitehurst, CEO of GTR, which operates Thameslink, said: "Today is a brilliant milestone for GTR and our customers. Just 100 days since coming into public ownership, we're showing how listening to passengers can deliver real, practical improvements.

"I'm delighted that passengers have helped us shape this new Thameslink seat cushion and backrest. By testing comfort options with the people who use our trains every day, we've chosen a cushion that will make journeys more comfortable across our network.

"I'm really pleased for our customers and look forward to seeing the new seats come on board from 2027."

Aglaja Schneider, Joint CEO and Managing Director, Rolling Stock and Customer Services at Siemens Mobility UK&I, said: "This project is about more than refurbishment. It is about listening to passengers and making tangible upgrades that enhance comfort on one of Britain's busiest rail networks. By introducing upgraded seat cushions, redesigned backrests and new seat back tables across the Class 700 fleet, we are improving the experience of the millions of people who rely on Thameslink services every year.

"I'm proud of our Siemens Mobility teams who maintain this fleet and keep passengers moving every day. This investment reflects our commitment to a modern railway focused on the passenger, and we look forward to seeing these enhancements make a real difference to journeys across the network."

Installation of the new cushions and tables begins in 2027 and will be phased over two years to avoid disrupting services, as part of an 11-year fleet overhaul delivered with Siemens.

National Rail

New details announced for multi-million-pound investment to boost reliability of North Wales Coast railway

This once-in-a-generation programme will deliver years' worth of improvements during a four-week railway closure in January 2027.

More than £25m will be invested in the North Wales Coast railway in January 2027, as Network Rail delivers a major programme of improvements to boost reliability, capacity and safety on this vital passenger and freight route.

The once-in-a-generation programme will see engineers working at locations across the railway between Chester and Holyhead, renewing track and other infrastructure - some of which has been in place for more than 50 years.

To allow this huge package of work to be delivered safely and efficiently, the North Wales Coast line will close for four weeks from Saturday January 9th until Saturday February 6th 2027.

For the first three weeks, the railway will be closed between Chester and Holyhead, including the Conwy Valley line and Llandudno Junction to Llandudno. During the fourth week, the closure will reduce to between Llandudno Junction and Holyhead.

Network Rail has worked with its engineering teams to reduce the closure between Chester and Llandudno Junction from four weeks to three, and is continuing to work with its industry partners to reduce the impact of disruption for passengers and communities.

Rail replacement services will operate during the closure, with detailed travel arrangements expected to be confirmed in autumn 2026.

The £25m investment includes:

Renewing track through the Grade I-listed Conwy Tubular Railway Bridge, where the existing track dates back to 1978.
Major track and drainage improvements in Bodorgan Tunnel, replacing infrastructure dating back to 1972 and helping reduce the risk of flooding.
Track renewal and ground improvements at Penmaenbach, where sections of track were last renewed in 1986.
Track and points improvements at Holyhead and Llandudno.
Platform improvements at Llandudno Junction.
Work at four level crossings, east of Bangor.
Around £1.4m of vegetation management across nine locations, alongside extensive maintenance throughout the route.
Two new fully accessible footbridges at Prestatyn and Abergele, supporting the closure of four high-risk level crossings.

The work will be delivered by rail using 22 engineering trains and specialist on-track machinery, bringing in more than 3,000 concrete sleepers and 9,000 tonnes of ballast, while around 9,800 tonnes of spoil will be removed for recycling and reuse on future railway projects.

The investment builds on the introduction of the new North Wales timetable in May 2026, which delivered a 50% increase in Transport for Wales services - the biggest timetable improvement in North Wales for a generation.

With more trains now using the railway, the January closure will also allow Network Rail teams to carry out additional maintenance alongside the major renewals. Completing this large amount of complex work in one four-week programme will reduce the need for repeated weekend closures over the months and years ahead, minimising disruption for passengers, residents and local businesses.

Emma Osborn, Passenger Strategy Director at Network Rail Wales and Borders route, said: "This is a once-in-a-generation investment in the North Wales Coast railway and a huge opportunity to renew and improve infrastructure right across this vital route.

"Investment on this scale inevitably means some temporary disruption while we carry out the work, and we recognise closing the railway will have an impact on customers and communities.

"But by bringing years' worth of complex work together into one intensive programme, we can deliver it more safely and efficiently, while avoiding a prolonged series of disruptive weekend closures.

"The long-term benefits for passengers and freight customers will far outweigh this temporary disruption, with a safer, more reliable railway that is better equipped to support the increased number of services now running across North Wales.



"We're working closely with Transport for Wales and Avanti West Coast to keep passengers moving and we thank everyone in advance for their patience while we deliver this major investment."

Colin Lea, Planning & Performance Director for Transport for Wales said: "As we see passenger numbers and service frequencies across North Wales grow, working alongside our partners at Network Rail is essential to ensure our infrastructure can support that demand.

"Essential track maintenance, tunnel drainage, and new accessible footbridges will help deliver a more reliable service and better stations for the communities we serve.

"We know railway closures are disruptive to our passengers, and we appreciate their patience. We remain committed to keeping North Wales moving throughout January, and full details on alternative travel arrangements will be shared this Autumn."

Chris Liptrot, Operations Director at Avanti West Coast, said: "While Network Rail carries out these improvements, there will be changes to services on our North Wales route.

"We are working closely with Network Rail and our industry partners to ensure customers are kept informed about how their journeys may be affected. Once the timetable has been confirmed, customers planning to travel during this period are advised to check the Avanti West Coast and National Rail Enquiries websites for the latest travel information."



Class 66 063 plus LNER A1 No. 60163 'Tornado' along with Mk1 BSK No. 21249 pass Daisy Dell footbridge, Andover on September 10th, whilst heading to Swanage for their Autumn Steam Gala.
David Lindsell



Schools lined up to take lessons in unique signal box classroom

Schools across Lancashire are being invited to hold lessons in Britain's quirkiest new classroom – a former railway signal box on the West Coast Main Line.

The decommissioned building at Hest Bank on Morecambe Bay is now a 'first-of-a-kind' community space to inspire and teach schoolchildren Science, Technology, Engineering and Maths (STEM) subjects relating to not only the railway but also the bay.

The London Midland Type 15 box, built by British Railways and opened in December 1958, closed in 2013 with signalling control diverted to Preston Power Signal Box.

It had been standing empty until some thinking 'outside the box' by Network Rail, its Community Rail and train operator partners*, who between them secured the £14,000 needed for a unique and clever conversion.

Now known as the 'Box on the Bay' – it's been taken over by the Leeds-Morecombe Community Rail Partnership - which will run educational sessions for schools across Lancashire.

It completes a three-year-project to breathe new life into a piece of railway heritage in the famous and only location where West Coast Main Line tracks actually run directly beside the sea.

The first children to take advantage of the new facility were ten Year 5 students from Heysham Saint Peter's Church of England Primary over the summer.

Now students are settled back into lessons after the summer break, the centre is available for bookings for other schools who are interested in making use of the unusual educational setting.

Amelia Routledge, Network Rail Infrastructure Maintenance Delivery Manager, said: "It's brilliant to see a bright future for this signal box when the alternative was demolition and this piece of railway heritage being lost. The fact it is now inspiring the next generation of future engineers and getting them engaged and excited about about STEM subjects is even better.

"This project has been a huge collaboration across the industry with Network Rail, the Community partnerships, the Leeds to Morecambe Community Group, Avanti West Coast, Transpennine Express, and Northern all involved - either through funding, support or ideas - and working together to make it happen."

Brian Haworth, Leeds to Morecambe Community Rail Partnership officer, said: "This now opens us up to a totally different way of engaging young people, where rather than going into schools to teach we can bring them to the railway itself. You can actually see level crossings work, you can see the sequence that they have to go through and we can explain how you have to use them and stay safe. And when you see a train coming past the window every few minutes at a hundred miles an hour, it's the perfect safety lesson, right where it's actually happening!"

*The project was funded in partnership with Network Rail, Leeds-Morecombe Community Rail Partnership, Avanti West Coast, Transpennine Express and Northern.



National Rail

LESS THAN ONE MONTH TO GO: October half-term railway upgrades between Staines and Windsor



Engineering work takes place between Monday October 26th and Sunday November 1st affecting train services in the Staines, Windsor, Hounslow, Feltham and Virginia Water areas Bridge and track upgrades form part of wider plan to reduce delays and improve reliability between London Waterloo, Staines and Windsor & Eton Riverside Customers should plan their journeys carefully as buses will replace trains

Improvements are coming for South Western Railway's (SWR) route between Staines and Windsor this October.

During the October half-term, from Monday October 26th to Sunday November 1st , engineers will carry out essential track and bridge maintenance work between Staines and Windsor & Eton Riverside, as part of ongoing investment in railway infrastructure to improve reliability and resilience for customers across the network.

Buses will replace trains between Monday October 26th and Sunday November 1st, and customers should plan their journeys carefully - full details can be found below.

At a bridge between Staines and Wraysbury, engineers will be replacing 28 wheel timbers, the wooden blocks that support passing trains, to ensure trains can continue to travel safely at full speed, helping keep services running on time.

In Windsor, engineers will replace 30 long timbers, wooden blocks that support multiple tracks, on the approach to Windsor & Eton Riverside station. The new timbers will support the more than 70 train services that use the station every weekday and improve the railway's long-term resilience.

Engineers will also renew the switches and crossings near Staines station, where there is an important entry point for trains to enter service.

To carry out all of these improvements, the following service changes will apply:

Monday October 26th to Sunday November 1st – buses will replace trains between Staines and Windsor & Eton Riverside

Saturday October 31st to Sunday November 1st – buses will replace trains between Hounslow, Feltham and Virginia Water, and Feltham station will be closed on Sunday.

The work follows SWR and Network Rail Wessex's plan to improve reliability across the network, including a £15 million investment in track and signalling improvements for the busy corridor between London Waterloo and Woking, targeting some of the most common causes of delays. Services between London Waterloo and Windsor & Eton Riverside join this corridor at Queenstown Road (Battersea), where further improvements are being delivered to support more reliable journeys.

Thomas Desmond, Operations Director for South Western Railway and Network Rail Wessex, said:
"These upgrades represent an important investment into the railway's future, improving reliability, reducing the likelihood of disruption and ensuring that we continue to provide a safe and dependable service for our customers.

"We're thankful to our customers for their patience while we carry out these essential works over the October half- term. We recommend customers visit our website to check their journey before travelling."

What this means for your journey

Monday October 26th to Friday 30th

Services between Staines and Windsor will be diverted.

Two buses per hour will run between Staines and Windsor & Eton Riverside, calling at Wraysbury, Sunnymeads, and Datchet.

Saturday October 31st

Services between London Waterloo and Reading will be diverted.

Services between London Waterloo and Weybridge will finish their journeys at Hounslow.

Two buses per hour will run between Hounslow and Virginia Water, calling at Feltham, Staines and Egham.

Two buses per hour will run between Hounslow and Virginia Water, calling at Feltham, Ashford, Staines and Egham.

Two stopping buses per hour will run between Hounslow and Windsor & Eton Riverside, calling at Feltham, Ashford, Staines, Wraysbury, Sunnymeads, and Datchet.

Two fast buses per hour will run between Feltham and Windsor & Eton Riverside, calling at Staines.

Sunday November 1st

Services between London Waterloo and Reading will be diverted.

Services between London Waterloo and Woking will finish their journeys at Hounslow.

The afternoon services between London Waterloo and Kingston will finish their journeys at Hounslow.

Two buses per hour will run between Hounslow and Virginia Water, calling at Feltham, Staines and Egham.

An hourly bus will run between Hounslow and Windsor & Eton Riverside, calling at, Ashford, Staines and Datchet.

National Rail



Loram Nos. DR79241 - DR79247 pass through Northampton as 6Z08, the 10:24 Chaddesden Sidings to Bletchley Civil Engineers Sidings on September 27th. *Derek Elston*



Colas Rail's No. DR77912 passes through Swindon on October 1st working 6Q10 Chipping Sodbury to Chipping Sodbury via 'the world' *Ken Mumford*

Major railway upgrade means no trains to or from Birmingham New Street this Christmas

Passengers are being warned of major Christmas engineering work at Birmingham New Street which will mean no train services to or from the station from December 24th to 28th.

Network Rail will begin a £13m upgrade of the overhead power lines - which keep electric trains on the move - on the approaches to and through the station as part of a long-term plan to improve reliability.

From Thursday December 24th to Monday December 28th 2026, engineers will renew complex sections of the wiring, much of which dates back to the 1960s.

The Christmas 2026 work is the first phase of a three-year programme, with further work taking place over the Christmas period in 2027 and 2028.

Network Rail, train operators and transport partners are working closely together to minimise the impact as much as possible so passengers can make their planned journeys - but the extent and scale of the work means journeys will take longer and may involve dedicated rail-replacement buses or using the local bus network.

Martin Colmey, route director for Network Rail Central route, said: "Birmingham New Street is at the heart of the rail network, supporting millions of local, regional and national journeys every year.

"Much of the overhead line equipment dates back to the 1960s and needs to be replaced. This £13m investment has been carefully planned to make the railway more reliable.

"There is never a good time for this type of work and we have done all we can to reduce its impact as much as possible. Christmas is a quieter time but we know it will affect journeys at an important time of the year.

"We want to make people aware as early as possible so they can plan ahead. As soon as tickets are available to buy for Christmas travel, there will be clear, detailed information to help passengers plan their journeys and make informed decisions."

Birmingham New Street station plays an important role in how people move around the city centre, so the station building will remain open during the engineering work, allowing people to continue accessing shops, including Grand Central, and the wider city centre. Facilities in the station, including the assisted travel lounge and toilets, will remain open, and there will be staff on hand every day to provide help and assistance to those who need it.

More information about alternative travel options, journey times, rail-replacement buses and advice on using other transport providers will be shared at www.nationalrail.co.uk/newstreetclosure as soon as plans are finalised. Timetables for Christmas travel will be confirmed and made available online from early October.



National Rail



DC Rail's Class 60 009 is seen at St. Helens Central with 6F92, Chaddesden Sidings to Ravenhead Sidings loaded sand train on September 5th. *Brian Dobbs*

Nine-day closure of Hertford East branch line for vital works following 2025 flood

This October, railway engineers will be replacing 1km of track in Hertfordshire that was severely flooded last year, helping to keep trains running safely and reliably for years to come. These major works mean that there will be no trains from Hertford East, Ware, St Margarets and Rye House stations for nine straight days between Saturday October 17th and Sunday October 25th. A burst Thames Water sewer pipe flooded the tracks through Rye House station in December 2025, closing the line for nearly a week while teams got control of the flooding and carried out a full clean-up operation. Some repairs were made to the railway infrastructure at the time, but extensive work is now needed so the route is fit for the future. Engineers will be completely replacing 1km of rails, sleepers and ballast (the stones underneath the track). The new track is expected to last for more than half a century. At the same time as the track replacement is taking place, engineers will use the opportunity to finish upgrading platform 1 at St Margarets station. Following ground stabilisation works earlier this year, the platform structure will be repaired during the October closure, followed by full resurfacing to help keep everyone's journeys safe, smooth and accessible.

Martin Beable, Chief Operating Officer for GBR Anglia, said: "It's essential that we replace the track through Rye House station following last year's major floods on our infrastructure. There's never a good time to close the railway, especially for an extended period like this, but this is a big job that we must get done to keep providing the best possible service on the Hertford East branch. We're really sorry for the disruption, and advise that passengers start planning ahead if possible."

GBR Anglia brings c2c, Greater Anglia and Network Rail Anglia together under a single unified structure on the journey to Great British Railways. The three organisations are increasingly planning and delivering as one railway, enabling faster and more joined up decision-making.

During the first weekend of the Hertford East line works, Saturday and Sunday October 17th/18th October, vital maintenance will additionally be taking place:
On the main line between London Liverpool Street and Stansted Airport / Cambridge
On the London Overground Weaver line between London Liverpool Street and Cheshunt

Teams will be delivering a range of upgrade works on these routes, including improving platforms at Cheshunt and Stansted Mountfitchet stations. Journeys on Greater Anglia, Stansted Express and the Weaver line will be affected as below. Passengers should check before they travel at greateranglia.co.uk, stanstedexpress.com or tfl.gov.uk

Leaf it to us: Scotland's railway gets a grip on autumn

Network Rail is beginning its annual autumn operation across Scotland to help keep trains running reliably during the railway's most challenging time of year.

Every autumn, millions of leaves fall onto the tracks. As trains pass over them, they're crushed into a slippery layer, drastically reducing the grip needed for trains to brake and accelerate. The result can be delays, disruption and longer journey times for passengers.

Months of planning go into preparing Scotland's railway for the season, with specialist teams, eight treatment trains and innovative technology deployed across the network to minimise the impact on services. This year, more than 80,000 miles of track will be treated in 370 circuits, using 155 tonnes of sand to improve grip.

The action is delivering positive results, with delays attributed to autumn falling by more than a quarter last year compared with the previous autumn. However, despite these improvements, autumn-related delays still cost the railway around £1m each year, underlining the scale of the challenge to keep passengers moving.

Heather Waugh, customer driver for Lumo, sees firsthand the challenges autumn can bring to the railway. She said: "Autumn can completely change how the railway feels. You can approach the same stretch of track you've driven hundreds of times before and find conditions are completely different from one day to the next. For drivers, it's often described as the railway's equivalent of black ice on the roads.

"As drivers, we have to stay alert, adjust how we drive and think ahead. The work that happens behind the scenes to treat the track and prepare the railway for autumn makes a huge difference. It gives us the best possible conditions to operate safely and helps passengers get where they need to be."

This year's autumn operation includes the introduction of new technology and equipment designed to improve reliability and reduce delays for passengers.

ScotRail's Class 158 trains, which run on many routes across Scotland including the Highlands and northeast, will be fitted with sanders for the first time to improve grip between train wheels and the track. The £7.7m rollout of Double Variable Rate Sanding (DVS) technology will also be completed, which automatically adjusts the amount of sand applied according to the train's speed.

A new sand rover vehicle will be introduced on the Far North Line to apply a specialist gel treatment to the track, improving grip and helping reduce delays.

Alongside these measures, teams across Scotland will carry out targeted vegetation clearance and drainage maintenance.

Craig Milne, operations director at Network Rail Scotland, said: "Autumn is a challenge we know is coming every year, but that doesn't make it any less demanding. It has the potential to affect train services on a scale that no other season does.

"We've learned a lot about managing the impact and we've become much better at it, but success is never guaranteed. The work we do over the next few months is crucial to keeping Scotland moving and minimising the impact of autumn on the people who depend on the railway every day."

Mark Ilderton, ScotRail Service delivery director, said: "Autumn is always one of the most challenging periods of the year for the railway, and a huge amount of preparation goes into reducing the impact on our customers.

"We've been working round the clock to prepare our trains and our stations for the change in weather, while working with colleagues at Network Rail to keep rails and train wheels clean.

"Leaves on the line can create conditions similar to black ice on the roads, so safety has to come first. The investment in new sanding technology, alongside the work taking place across the network and at our depots, will help us keep trains moving safely and reliably.

"We're also making some minor changes to a small number of services to keep the timetable running as smoothly as possible. We'll continue to keep customers updated throughout the autumn and would encourage everyone to check their journey before travelling through the ScotRail app or website."

National Rail

Direct Rail Services' state-of-the-art ETCS rail simulators launch

Nuclear Transport Solutions' (NTS) rail division, Direct Rail Services (DRS), has strengthened its commitment to operational excellence with the arrival of cutting-edge driver training simulators. The new simulators will play a key role in preparing DRS drivers for the rollout of the European Train Control System (ETCS) across the UK's rail network, equipping them with the skills and experience needed to operate safely and confidently on the next generation of digital railway signalling.

ETCS is a digital in-cab signalling system that replaces traditional lineside signals, helping to improve safety, reliability and network capacity. ETCS has already been introduced on the East Coast Main Line through the East Coast Digital Programme (ECDP). Located in DRS's office at Regents Court, Carlisle, the simulators accurately replicate real-world driving conditions and ETCS operations. A 'virtual cab' simulator and a number of desktop simulators were installed, allowing drivers to experience a range of scenarios in a controlled setting. The technology enables drivers to build familiarity with ETCS systems, practise responses to operational situations and enhance decision-making skills without impacting live railway operations.

Tony Hewitson, Rail Director at NTS, said: "The introduction of these new ETCS training simulators marks a significant milestone for DRS and demonstrates our commitment to training excellence and the future of the railway. As digital signalling technology becomes more widely adopted across the network, it is essential that our drivers have access to the highest standards of training. This simulator provides a realistic and engaging environment that helps develop competence, confidence and operational readiness while maintaining our unwavering focus on safety."

The simulators were funded by Network Rail as part of the rollout of the ETCS system and offer much greater training opportunities compared with those available in a live rail environment.

Chris Hobden, Programme Director (ECDP), Network Rail, said: Making a successful switch to digital signalling is about people as much as the technology involved. Network Rail is investing in these facilities to ensure drivers have both the competence and confidence to drive in ETCS. Digital signalling will provide a safer, more capable and more reliable railway for rail freight, supporting its growth and contribution to our economy and environment."

The simulators were designed and delivered by CORYS, a French specialist in high-fidelity train driving simulation technology and a long-standing supplier to the UK rail industry.

John Madden, Commercial Director at CORYS, said: "CORYS is proud to support DRS's ETCS driver training as part of the East Coast Digital Programme. The DRS simulators benefit from the latest UK ETCS platform, built with UK freight and passenger operators since 2018 and continuously updated as the real system evolves. Working in partnership with the DRS team has been a genuine pleasure, and their Carlisle training facility is state-of-the-art. We look forward to supporting the wider ETCS rollout as it extends across the network."

The simulators form part of DRS's wider training and development programme, ensuring employees have access to the skills and technologies needed to support the evolving needs of customers and the rail industry.

Dale Howcroft, DRS ETCS Operations Specialist, added: "This simulator gives our drivers the opportunity to gain hands-on experience with ETCS in a safe and controlled environment. It allows us to recreate a wide range of scenarios and support consistent, high-quality training that will benefit both our people and our customers."



£9m rail upgrade planned for Inverness station and Kyle line

Engineers are set to carry out £9m of upgrades and repairs on the Kyle line and at Inverness station later this year, with the railway closing between Dingwall and Kyle of Lochalsh for three weeks.

The route, which links communities across the Highlands and attracts thousands of visitors each year, will shut to allow a large amount of work to be completed in one go.

The investment is aimed at keeping the railway in good condition and ensuring it continues to provide a reliable service for passengers travelling across the Highlands.

During the three-week closure, a range of renewals, repairs and other maintenance activities will take place:

At Inverness station, engineers will renew track and sleepers at platforms 5 and 6 and refurbish equipment that allows trains to move between different tracks, helping to improve reliability and keep services running smoothly.

Around 7km of track will be renewed at several locations, including between Welsh's Bridge and Rose Street level crossing in Inverness, Achanalt and Rosebank near Achnasheen, and between Strathcarron and Stromeferry, providing a smoother and more dependable railway for passengers.

Drainage improvements will be carried out through the renewal of several culverts between Dingwall, Achnasheen and Stromeferry, helping to reduce the impact of adverse weather on the railway.

Structural repairs and track renewal work will take place at multiple railway bridges, including Carron Viaduct, helping to maintain a safe and reliable railway for years to come. To allow the work to be carried out safely and efficiently, no trains will run between Dingwall and Kyle of Lochalsh from Saturday November 28th to Friday December 18th inclusive, with services resuming on Saturday December 19th.

Network Rail and train operators are working together to support local communities and passengers.

Gerry McQuade, capital delivery director at Network Rail Scotland, said: "The Kyle line is one of Scotland's most scenic and important routes, connecting communities across the Highlands. This £9m investment will allow us to carry out a significant amount of work in a short period of time, helping us keep the railway safe, reliable and resilient for the future.

"We know that closing the line will cause disruption and we're sorry for the inconvenience. By bringing together a wide range of upgrades and repairs during one closure, we can complete this work as efficiently as possible and reduce the need for future unplanned disruption. We'd like to thank passengers, communities and businesses along the route for their patience and understanding while we deliver these essential improvements."

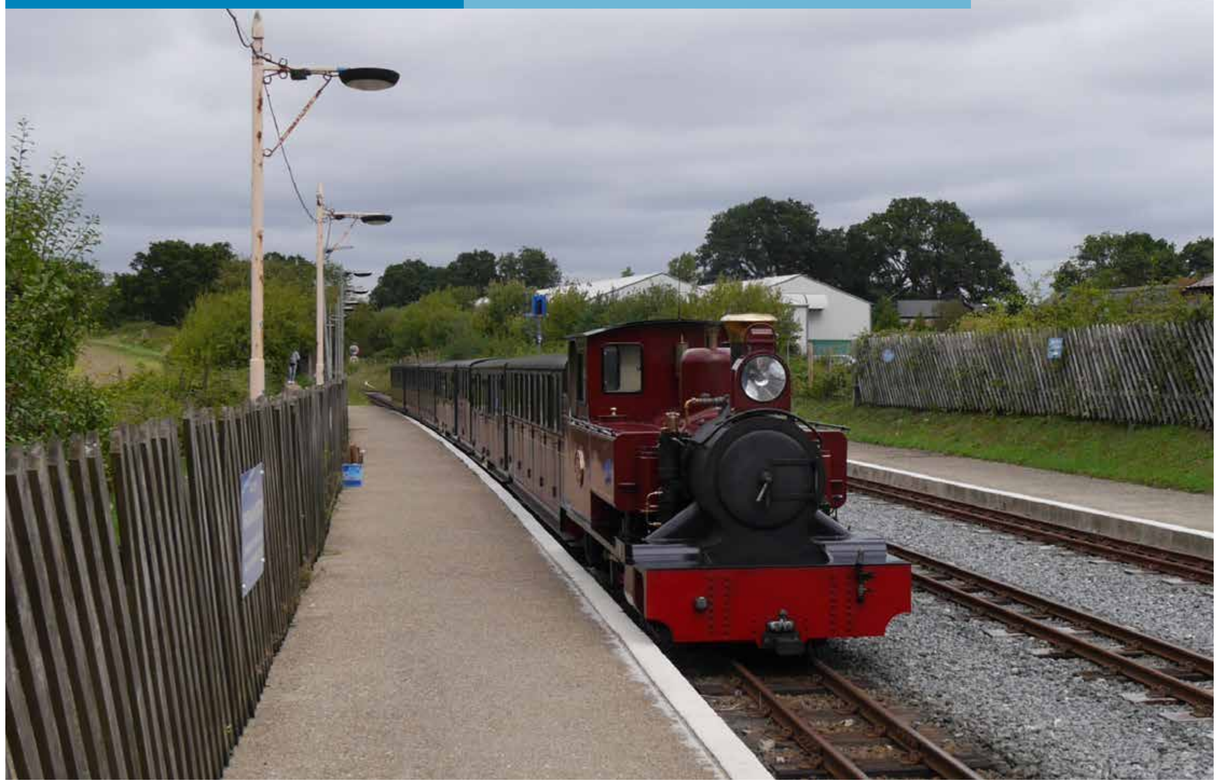
Mark Ilderton, ScotRail Service Delivery Director, said: "When our colleagues at Network Rail deliver this project to improve the long-term reliability of the railway between Inverness and Kyle of Lochalsh, our priority will be to keep customers moving and ensuring they can continue to travel with confidence.

"We know how important the Kyle line is to the communities it serves, so we'll have a rail replacement plan in place to ensure customers can still travel reliably throughout the works.

"We're grateful to customers for their patience and understanding when this vital work takes place and look forward to welcoming them back on the line when the work is complete."

National Rail

Bure Valley Railway No. 9 'Mark Timothy' is seen arriving at Wroxham with 12:00 from Aylsham. *John Balaam*



TfW's Class 197 103 departs Chester on September 18th with 1K11, the 13:40 Wrexham General to Crewe service. *Derek Elston*



First of ten new Alstom Aventra trains for the Elizabeth line enters passenger service in the UK

On September 1st, the first of ten new Derby-built Class 345 Aventra Elizabeth line trains began passenger service in London, following an extensive period of testing on the mainline railway by Alstom, Transport for London and the operator GTS.

The new trains, delivered with Government funding, will support increased passenger demand, including at High Speed Two's (HS2's) Old Oak Common railway station when it opens.

The electric multiple units (EMUs) are being built at Alstom's historic Derby Litchurch Lane Works, with the train manufacturer's supply chain supporting almost 40 companies across the UK – totalling more than 1,000 employees.

Each nine-carriage Elizabeth line train contains five miles of welding, 50 miles of cabling, and more than 47,700 screws and 31,700 bolts.

"Seeing the first of the additional ten Elizabeth line units enter passenger service is a special moment for everyone involved at our Derby site – as well as all those across the country involved in their creation," said Nimesh Tailor, Project Director Elizabeth line + at Alstom.

He added: "I am incredibly proud of what the team in Derby has achieved, and know their commitment to deliver the remaining nine trains will continue with the same rigour, passion and dedication. This milestone once again demonstrates Derby's capability to deliver complex and high-quality rolling stock projects that benefit passengers and local economies across the UK and around the world." Class 345 Aventra No. 345071 was accepted by the customer on Tuesday August 25th and began passenger service within the same week.

Celebrating its 150th birthday this year, Derby Litchurch Lane Works is Alstom's largest global facility, and the UK's only train factory able to design, engineer, build and test trains for domestic and export markets.

The site delivered more than 2,660 Aventra carriages for UK train operators between 2017 and 2024. Following Aventra's success, Litchurch Lane is now a Centre of Excellence and Alstom's global hub for the new-generation Adessia train platform.

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Photo: Derby-built Class 345 Aventra No. 345071 began serving passengers on Friday August 28th (Copyright – Transport for London)



National Rail

Alstom's Morden Traincare Centre celebrates 100 years at the heart of the Northern line in London, UK



Alstom, global leader in smart and sustainable mobility, has welcomed colleagues' families, partners and local stakeholders to its Morden Traincare Centre in South London to mark 100 years since the opening of the Northern line's almost eight-mile (12.3 km) extension from Clapham Common to Morden.

The family and friends event on Sunday September 13th celebrated a century of transport history, as well as the Alstom team who continue to keep one of London's busiest Underground lines moving safely and reliably every day. Guests were invited to tour the depot, meet the people behind Alstom's operations and view a specially-commissioned exhibition, 'Morden 100: Portraits from the Northern line', created by photographer Nick Robinson. On 13 September 1926, the Northern line was extended from Clapham Common to Morden, with seven new stations opening at Clapham South, Balham, Tooting Bec, Tooting Broadway, Colliers Wood, South Wimbledon and Morden, alongside Morden Traincare Centre.

A century later, Morden remains a vital part of London's transport network and, together with Golders Green Traincare Centre, forms the engineering core of the line. A large timeline charting key moments in the Northern line's history was also unveiled at the depot during the Morden 100 event.

Alstom maintains the Northern line's fleet of 106 1995 Stock trains from its Morden and Golders Green Traincare Centres. The Alstom-built fleet entered passenger service in 1998 and continues to serve millions of Londoners and visitors using the Underground each year.

"Today is a celebration of a place, a milestone and, above all, our people. For 100 years, Morden Traincare Centre has played a vital role in keeping the Northern line moving. The London Underground has changed enormously since 1926, but the dedication, skill and professionalism of the people who care for this fleet remain at the heart of everything we do," said Rob Whyte, Managing Director UK at Alstom.

He added: "We are proud to celebrate this centenary with our colleagues, partners and stakeholders, and to recognise the contribution that Morden and Golders Green continue to make to London's transport network." The Alstom team working on the Northern line comprises almost 250 employees across two depots, representing 20 nationalities. With an average tenure of 14 years, the workforce includes colleagues who have been with the Northern line for nearly five decades – the longest-serving having joined in 1977. The centenary event also highlighted the skills, commitment and pride of Alstom colleagues working behind the scenes across the Northern line. Through Nick Robinson's enlarged prints, 'Morden 100: Portraits from the Northern line' offers a rare glimpse inside the depots, and recognises the maintainers, technicians, engineers and support teams whose work keeps trains safe, reliable and ready for service.

Those featured include brothers Abayomi Shittu, Train Maintainer and Murphy Shittu, Golders Green Depot Manager. Originally from Nigeria, they moved to the UK in 2004 and 1999 respectively and both continue to work together on the Northern line. Meanwhile, another photograph features four Alstom colleagues who have dedicated almost 170 years of service to the Northern line between them.

Elsewhere, love is certainly in the air on the Northern line, as Georgi Georgiev, Production Manager, and Desislava Manushkova, Purchasing Controller, have been married since 2008, while two father and son duos feature in the exhibition.

"The Northern line extension to Morden transformed travel in south London and introduced a collection of stations that remain some of the most recognisable and admired on the Underground network. As we celebrate their centenary, we're delighted that Alstom have joined us in celebrating the history, architecture and stories behind these remarkable buildings," said Ann Gavaghan, Customer Experience Manager at Transport for London. The Morden 100 celebration forms part of Alstom's wider recognition of the Northern line's history, from the opening of the world's first electric deep-level tube railway in 1890 to the modern operation of one of London Underground's most important routes. Around one million passengers travel on the Northern line every weekday, with the line today serving 52 stations across 38 miles (61 km) of track.

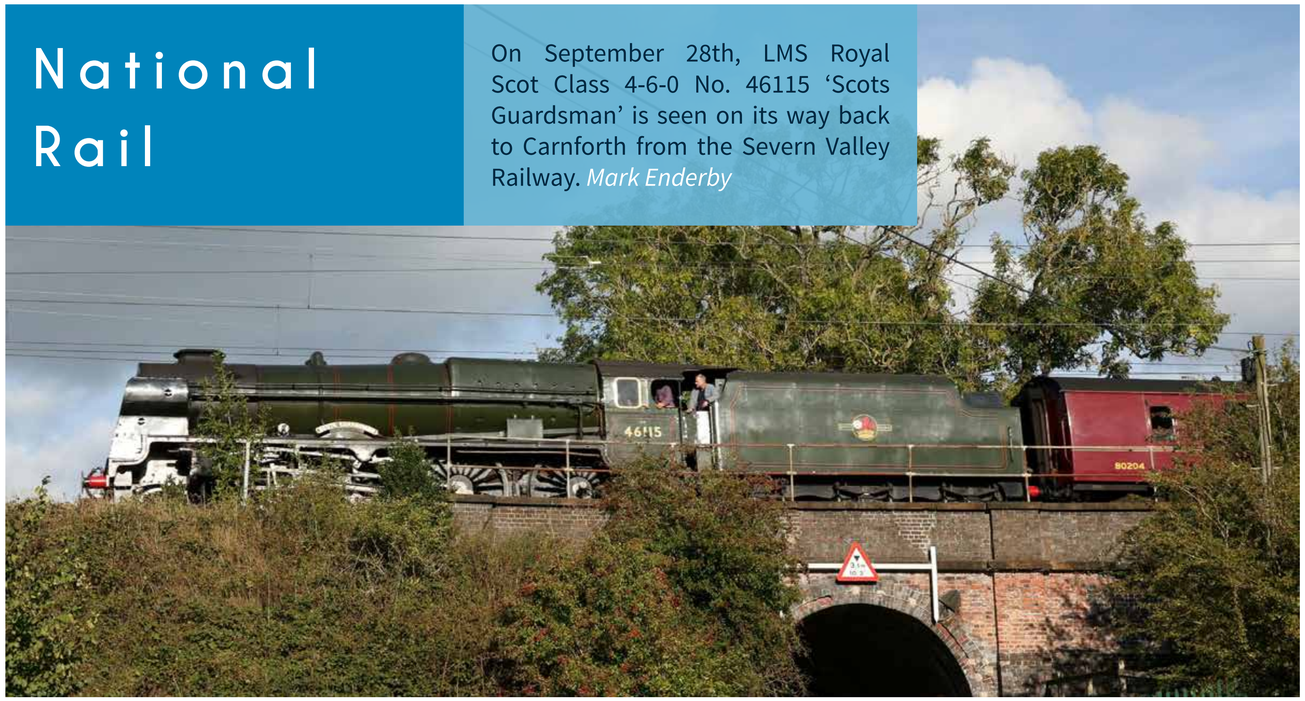
Alstom took over the contract to maintain the Northern line rolling stock in 1995, and has since delivered major reliability, refurbishment and improvement programmes for its fleet – which travels around 9.3 million miles (15 million km) a year.

As part of the Morden 100 celebrations, visitors witnessed a full vehicle (six-car train) being raised by lifting jacks and saw how the depot's Lean-Lift system operates within the Stores department. In addition, Alstom STEM (Science, Technology, Engineering and Mathematics) Ambassadors led family-friendly, hands-on activities designed to inspire the next generation of rail professionals.

A miniature, ride-on railway visited the depot for the day from There and Back Light Railway as well as displays from London Transport Museum and Tooting History Group, along with local food and drink vendors. Morden 100 marked the first time in almost four decades that the site has held an open day. Activities and donations arranged by the Branch Line Society and Tooting History Group helped raise over £1,600 for Morden Traincare Centre's chosen charity, Caring Kits for Kids.

Photo: Visitors to Alstom's Morden 100 Family and Friends Day witnessed a full six-car London Underground train being raised by lifting jacks. ©Nick Robinson)

National Rail



On September 28th, LMS Royal Scot Class 4-6-0 No. 46115 ‘Scots Guardsman’ is seen on its way back to Carnforth from the Severn Valley Railway. *Mark Enderby*

Network Rail sheep-grazing project bears fruit for Perth food bank

An orchard uncovered in Network Rail’s recent sheep-grazing biodiversity project is helping feed local families, with volunteers gathering hundreds of pieces of fruit for Perth and Kinross Foodbank. In May this year, Network Rail brought 25 sheep to the lineside site which had become overgrown with dense vegetation including giant hogweed. The sheep offered a natural approach to control invasive plant species and improve the environment, all without the use of herbicides. In just a few short months the hungry sheep have transformed the space and revealed a long-hidden orchard that has produced a bumper harvest this season. With the orchard enjoying one of its most bah-rilliant seasons in recent years, Network Rail staff rolled up their sleeves and volunteered to gather the fruit which includes apples, pears, plums and damsons from the site. The harvest, amounting to hundreds of pieces of fruit, has been donated to Perth and Kinross Foodbank and site neighbours Willowgate Activity Centre, turning the biodiversity project’s success into a direct benefit for the local community. Support for the fruit-picking effort came from local farming business JDW Agri, which donated 200 collection boxes and has cared for the sheep since their arrival earlier this year.

Mark Allan, track maintenance engineer at Network Rail Scotland, said: “When we introduced the sheep to this site earlier this year, we knew there was an orchard hidden among the vegetation, but it’s been fantastic to see just how much it has flourished. This project is a great example of the wider benefits that can come from working with nature. Not only have the sheep helped us manage the land in a more sustainable way, they’ve also helped create an opportunity to support the local community through this donation.”

James Morrison, head of sustainability and social value at Network Rail Scotland, said: “It was brilliant to see colleagues come together to harvest the fruit and make sure it could benefit local people. The transformation of the site over the last few months has been remarkable. What was once difficult to access has become a thriving green space, and it’s incredibly rewarding to know the fruit will be enjoyed by people across Perth and Kinross.”
Lori Hughes, foodbank manager at Perth and Kinross Foodbank, said: “We are really excited to receive this donation of fresh fruit from Network Rail. Locally grown produce is not something we often have available for our clients, despite it being something many people ask for.
We greatly value our relationship with Network Rail and are very grateful to benefit from colleagues giving their time to volunteer in this way. Their efforts mean fresh, nutritious food can reach people across Perth and Kinross who need it most. It’s fantastic to see the fruits of this environmental project being shared with the local community.”

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:
What happened after the Menai Bridge disaster in 1970

SOME STRANDED ON ANGELSEY after May 23rd 1970

Brush Type 4	Nos 1724, 1851 and 1940
EE class 40s	219/31/2/3/41, 307 and 390

These locos were shipped from Holyhead to Barrow-in-Furness

Their bodies were removed at Valley station, near Holyhead
and conveyed to Holyhead harbour using Pickford Limited
road vehicles for loading in Holyhead harbour
At the harbour the Central Electricity Board's crane
was used to transfer the loco bodies onto the
2,000 ton *Kingsnorth Fisher*owned by Fisher's of Barrow-in-Furness.
After a 10-12 hour sea voyage, the locos were unloaded at
Vickers-Armstrong quay, Buccleuch Dock
Their bogies travelled by rail and were also loaded
aboard the *Kingsnorth Fisher* - a modern vessel
specially constructed to handle heavy indivisible loads

At the same time freight and selected passenger vehicles were taken
by road on Pickfords low loading trailers to Menai Bridge station
on the mainland side of the damaged bridge; here they were re-railed.

BR/Sulzer Type 2 Nos 5034/44/83 were also stranded at Holyhead
but 5044 was shipped back to the mainland with the Type 4s above.
However 5034/83 plus dmu cars 50404 and 56167
and shunters Nos 304, 3175 and 4137 were left behind at Holyhead.

North Wales coast line trains terminated at Bangor,
passengers then travelled to Llanfair PG for a dmu connection to Holyhead

Boat trains ran to and from Heysham.

Freighliners were diverted to Caernarvon. Containers were then transferred
to Holyhead for transfer to container ships for the crossing to Ireland.

A Different View

SWR ‘Arterio’ Class 701 035 is seen pulling away from Chessington South station on September 22nd, forming the 2M48 service to London Waterloo. Meanwhile, DC Rail Freight’s Class 60 099 ‘Ben Mor Assynt’ sits patiently at a ‘red’, waiting for the signalling centre at Basingstoke to set the road, allowing access to Chessington South Sidings. *Ian Callander*

A Different View

The 11:10 Manchester Piccadilly - Chester via the Mid Cheshire line service approaches Plumley West signal box on September 23rd. Class 150 110 was the unit in charge. That signal looks like it needs a new coat of paint!. *Jeff Nicholls*

Preserved Railways

GRESLEY CLASS N2 No. 1744 RETURNS TO TRAFFIC AND STARS AT NORTH NORFOLK 1940s WEEKEND



The Gresley Society is delighted to report that its class N2 No. 1744, Sir Nigel Gresley's oldest surviving locomotive, has returned to traffic after running repairs and took a starring role at the North Norfolk Railway's Steam Back to the Forties weekend on September 19th and 20th.

No. 1744, the only remaining Gresley tank engine, re-entered service on the North Norfolk Railway in July 2026 after an eight-year overhaul costing around £800,000. In mid-September a vacuum-brake fault and a broken spring required further attention at the Railway's Weybourne Works before the locomotive could be rostered with confidence.

Keith Ashford C.Eng MIMechE, the Society's Locomotive Manager, oversaw a concentrated week of work. The repaired spring was refitted and checked with the engine over the pit. Apprentices steamed the locomotive for static brake testing after the vacuum chamber was found to drop as train-pipe vacuum was reduced during a brake application. The engine was then connected to an electrically driven vacuum test pump, borrowed from the Carriage and Wagon Department, so that the chamber and train-pipe systems could be charged and a series of application tests carried out.

Measurements of vacuum brake cylinder piston travel and brake pull-rod travel pointed to the adjustment of the brake rigging, and the clearance between the brake blocks and the tyre treads, as critical to the chamber's behaviour. Yard steaming followed, together with an examination of the small ejector. Further in-steam tests were then carried out with Alex Harper-Bourne.

No. 1744 was driven to Sheringham and coupled to empty coaching stock. Three return trips were made with a load of four vehicles, after which the brakes were performing quite acceptably. The locomotive worked the scheduled public passenger service on Thursday 17 September and was then available for 'Steam Back to the Forties'.

The North Norfolk Railway advertised an all-steam line-up of five locomotives for the weekend: WD No. 90775, GWR No. 4277 Hercules, Hunslet tank engines No. 22 and Newstead, and GNR class N2 No. 1744. The event, held with the wider Sheringham 1940s celebrations, was attended by over 6,200 visitors and featured an intensive steam service between Sheringham and Holt, live music, vintage vehicles and wartime displays at the line's stations.

Successful running also helps the Society to repay the North Norfolk Railway, which funded completion of the overhaul on the basis that the cost would be recovered through operation of the locomotive.

Keith Ashford C.Eng MIMechE, Locomotive Manager of The Gresley Society, said: "The vacuum brake needed careful attention before we could put the engine out with confidence. After static tests with the apprentices, yard steaming and three return trips on empty stock, the brakes were performing quite acceptably. Seeing No. 1744 back on the public service on 17 September, and then working 'Steam Back to the Forties' with the Quad-Art set, is exactly what we set out to achieve. Every mile she runs also helps the Society repay the North Norfolk Railway for seeing the overhaul through."

Graham Hukins, General Manager of the North Norfolk Railway, said: "No. 1744 is a star turn on the Poppy Line, and visitors to 'Steam Back to the Forties' were delighted to see Sir Nigel Gresley's oldest surviving locomotive in the thick of a five-engine weekend. The Gresley Society has entrusted her to us for the next 25 years, and it is a pleasure to have her earning her keep once again with the M&GN's Quad-Art set after the recent running repairs."

Preserved Railways

Wensleydale Railway commences further civil engineering work as part of plans to restore passenger services to Redmire



Wensleydale Railway has started a further round of major track and infrastructure repair work, as part of its on-going plans to restore passenger services from Leyburn to Redmire. The 5-mile section of line from the Georgian market town of Leyburn to Redmire village has been closed to the public since 2020. This has been due to the deteriorating condition of the track & infrastructure on this section of the railway. Some of the track is life-expired and dates back to before the First World War.

Since 2021, the railways volunteers and specialist contractors have been working hard to reopen the Leyburn to Redmire section of railway. The work has included drainage improvement, earthworks, cutting and embankment stabilisation, vegetation clearance, sleeper replacement and major track renewal.

In this latest round of infrastructure upgrade work, the railway has hired in a specialist rail contractor, Lampitt Rail Services, to support its plans. A 660-foot section of track (11 track panels) is currently being relayed to the west of Leyburn Station, using some donated materials recovered from the former Eggborough power station site in North Yorkshire. A considerable amount of sleeper replacement, re-ferruling of chairs and re-ballasting will also be done on this approx. 2.5-mile section of line between Leyburn and Wensley. Some further drainage improvement work will also be completed, and a user-worked farm level crossing will have its wooden crossing deck replaced with rubber decking panels and the section of track running through it will be relayed with concrete sleepers.

This work is expected to take approx. 3-4 months to complete and will see the Leyburn to Wensley section of track brought up to required operational standards by the end of this year.

The railway will then turn its attention to the final approx. 2.5 miles section of track from Wensley to Redmire. A detailed survey has been completed, and costs and plans are currently being developed. This final phase of the project will be a particularly challenging one as the work currently identified includes significant track and sleeper replacement, considerable ballast renewal, drainage and earthworks improvements and replacement of several farm level crossings. The estimated cost of this work is in the region of £420,000.

To date, the railway's Return to Redmire plans have cost approx. £250,000. This work has been funded by the railway's charitable Trust members, PLC shareholders and members of the public who have responded to the railway's previous fundraising appeals.

Nick Keegan, Fundraising and Marketing Manager at Wensleydale Railway said: "It's great to see further progress on our plans to restore this stunning scenic section of our railway. At 5 miles long, this part of our 22-mile railway is longer than several other heritage railways in the region. This project is arguably the railway's largest civil engineering project in recent years, and it's a testament to the hard work of our incredible volunteers, and the generous funding support we have received so far, that we are now approaching the half-way mark in our plans.

He continued: "The railway's Board has set a goal to restore passenger trains to Redmire by 2028. There is a huge amount of work ahead to achieve this ambitious target, and we are pursuing funding opportunities to raise the remaining £420,000 required to complete this major project. We are very grateful to everyone who has supported us so far. We hope that people can see the tangible progress being made and I would urge the public, as well as local people and businesses, to back us and our on-going plans to showcase our amazing region to visitors."

He added: "Reopening five miles of railway is not the end goal. We want to unlock Redmire's potential. We see this work as the foundation for a much wider regional development opportunity, with the railway playing a pivotal role in connecting Leyburn, Redmire and the wider Wensleydale visitor economy."

Further information on the railway's Return to Redmire plans, and how to donate, can be found on their website here: https://wensleydale-railway.co.uk/return-to-redmire/

Preserved Railways

Hopetown Darlington awarded prestigious museum accreditation



Hopetown Darlington has been awarded full Museum Accreditation, the UK industry standard for museums and galleries, recognising the quality, care and professionalism behind the town's flagship railway heritage attraction.

Administered by Arts Council England on behalf of the UK Accreditation Partnership, Museum Accreditation is the nationally recognised benchmark for well-run museums and galleries. The award confirms that Hopetown Darlington is properly managed and governed to nationally agreed standards, ensuring its collections are protected and preserved for future generations while remaining accessible and engaging for today's audiences.

Emmie Kell, Director Museums and Cultural Property at Arts Council England said: "We're delighted that Hopetown Darlington has been successful in gaining their accreditation status. This means that their Collections will be looked after and maintained offering inspiration, enjoyment and learning for the local community and visitors to enjoy now and in the future."

It recognises the dedication, hard work and passion that has gone into developing Hopetown Darlington since opening in July 2024, as well as the work undertaken to care for and share its nationally significant railway heritage collection comprising more than 30,000 objects and records. The achievement follows a detailed assessment process and highlights the progress made at Hopetown, which celebrates Darlington's pivotal role in railway history and inspires new generations through its exhibitions, collections, learning programme and events.

Councillor Libby McCollom, Darlington Borough Council Cabinet Member for Local Services, said: "Achieving Museum Accreditation is a fantastic achievement for Hopetown Darlington and recognition of the incredible hard work, dedication and professionalism of the entire team. Everyone involved should be immensely proud of what they have accomplished.

This nationally recognised award not only reflects the high standards being delivered at Hopetown but also showcases Darlington's commitment to preserving and sharing our world-famous railway heritage. It is a significant moment for the town and further strengthens Darlington's reputation as a destination of national importance for cultural heritage and tourism."

Mike Crawshaw, Head of Heritage and Culture at Darlington Borough Council, said: "Museum Accreditation is an important milestone for Hopetown Darlington as we continue to establish the attraction as a must-visit national destination. The railway heritage collection is an important feature of the visitor experience, telling the story of Darlington's world-changing role in railway history and providing a unique connection to the past. This recognition reflects the quality of the collection, and we'd encourage anyone who hasn't yet visited Hopetown to come and discover everything the site has to offer."

Accreditation opens up exciting funding opportunities for Hopetown Darlington, while also enabling the attraction to host touring exhibitions and access professional advice and support for its collection. It also gives confidence to donors and sponsors who may wish to support the museum in preserving heritage and inspiring future generations.

Accreditation covers museums of all types and sizes - from the smallest volunteer-run museums to national museums – and more than 1,700 museums are currently taking part in the scheme across the UK.

Since opening in July 2024, Hopetown Darlington has welcomed more than 410,000 visitors and become one of the region's must-visit attractions.

Preserved Railways

Great Central Railway Goes To Tender For Next Phase Of Multi Million Pound Reunification Project.



The Factory Flyover phase will see 60 metres of new railway built with contractors expected on site early next year.

The Great Central Railway is about to embark on the biggest and most complex section of its ambitious Reunification project so far. The award-winning Midland's heritage line is set to build another sixty metres of brand-new infrastructure at a cost of around £3.5m, as part of its plan to create an 18-mile living transport museum.

A tender process has begun which should see a contractor appointed before Christmas, with work expected to begin on site in early 2027. An elevated concrete viaduct above a factory car park and a new bridge across Railway Terrace Road in Loughborough should be in place before the end of the year.

"This is a hugely significant moment for us," said GCR General Manager Malcolm Holmes. "We're actually building two sections of the Reunification project at the same time. The new bridge and viaduct will add to the three pieces of Reunification already built, taking our total investment in the project so far to £8.5m, the vast majority being contributed by supporters around the world. It's their passion which has helped us get this far."

The Reunification project will restore 500 metres of lost railway track, reconnecting the surviving Nottinghamshire and Leicestershire sections of the Great Central Railway for the first time since the intervening track was torn up in the 1970s. Significant progress has already been made, with a new bridge spanning the Midland Main Line at Loughborough, the restoration of a historic canal bridge and the complete replacement of a road bridge.

Once complete, the reunited railway, supported by vintage bus connections, will create a major visitor attraction spanning Leicestershire and Nottinghamshire. It is expected to draw hundreds of thousands of visitors to the East Midlands, support around 150 jobs and generate an estimated £250 million for the regional economy over 30 years.

Andy Fillingham of the Great Central Railway (Nottingham) said, "Earlier this year we hosted Flying Scotsman and Tornado together and we could see the appetite everyone has for completing the link and running trains along 18 miles. This project was once described as impossible and while there is much more to do, these next two stages, being built at the same time, will prove we are as committed as ever to finishing it!"

After the Factory Flyover stages around £18m is required to complete the railway, rebuild locomotive sheds and prepare for the link up.

Image: Reunification - railway terrace crossing by Alan Hayward, June 2024 ©Great Central Railway

Preserved Railways

Midlands Biggest Bus Festival Announced with Over 100 Heritage Vehicles Expected to Attend



A major new event celebrating the history and heritage of bus transport is set to take place in the Midlands next year, with the Midlands Bus Festival coming to the Great Central Railway and Great Central Railway Nottingham on May 8th and 9th 2027.

Organised jointly by the Great Central Railway, Great Central Railway Nottingham, Leicestershire Transport Heritage Trust and Nottingham Area Bus Society, the festival aims to become the biggest gathering of buses and bus preservation vehicles in the Midlands.

More than 100 vehicles are expected to attend at both Quorn Yard at Quorn and Woodhouse Station and Ruddington Fields, with buses not only on static display but also taking to the road throughout the weekend as part of an extensive programme of passenger rides.

Visitors will be able to enjoy a range of routes connecting the Great Central Railway and GCRN, alongside services operating around the local area, offering the opportunity to experience a wide variety of preserved buses in action.

The event is expected to attract bus enthusiasts, preservation groups, vehicle owners and visitors from across the region and beyond.

With preparations already underway, organisers are encouraging everyone to save the date for May 8th and 9th, with further information about participating vehicles, routes, tickets and the full event programme to be announced over the coming months.

Malcolm Holmes, General Manager at Great Central Railway said “We’re incredibly excited to be planning what we hope will be one of the biggest bus gatherings the Midlands has ever seen, a fantastic opportunity to celebrate the region’s rich bus heritage on a truly impressive scale. We’re now inviting owners and preservation groups to get involved and help us make the event as spectacular as possible. If you have a bus or heritage vehicle that you’d like to feature, we’d love to hear from you at buses@gcrailway.co.uk.”

Further event details will be released in due course. Follow the Great Central Railway and the participating organisations on social media for the latest announcements or visit www.gcrailway.co.uk

East Lancs Railway

BR Blue Class 56 006, with Mainline livered 58 023 powers away from Burrs Country Halt with the 14:15 Bury to Rawtenstall service on September 26th. *Paul Senior*

East Lancs Railway

A very scruffy Class 20 No. D8069 tops and tails with 40 106 on a Rawtenstall - Bury service through a very wet Irwell Vale on September 18th. *Jeff Nicholls*

East Lancs Railway

A rare combination! Class 56 006 (numbered as 56 001 on this side) leads 58 023 through the heavy drizzle of Irwell Vale on a Rawtenstall - Heywood service on September 18th. *Jeff Nicholls*

That might look like mist at Irwell Vale but it's a curtain of heavy rain. It doesn't seem to bother the sheep though as Class 20 No. D8069 leads 40 106 into the station on a Heywood - Rawtenstall service on September 18th. *Jeff Nicholls*

The very first service of the East Lancs Autumn Diesel Gala was headed by a very smoky Class 58 023, seen here passing non-stop through Burrs on September 18th. *Jeff Nicholls*







East Lancs Railway

On September 18th, Class 40 106 ‘Atlantic Conveyor’, departs Summerseat with 50 015 ‘Valiant’ on the rear en route to Heywood. *Michael Lynam*



Class 58 023 ‘Leicester Depot’ approaches Summerseat on a service to Rawtenstall on September 18th. *Michael Lynam*



Class 50 015 is seen on the rear of a service to Heywood as it passes through Summerseat on September 18th. *Michael Lynam*



East Lancs Railway

Class 25 279 approaches Summerseat with a service to Heywood on September 18th. *Michael Lynam*



Class 56 006 (running as 56 042) approaches Irwell Vale on September 19th with a service to Bury. *Michael Lynam*



Class 20 No. D8069 approaches Summerseat with a demonstration freight from Bury - Ramsbottom on September 18th. *Michael Lynam*



East Lancs Railway

On a sunny September 20th, long term visitor to the line, Class 58 023, passes Bury South on the last leg of its journey from Rawtenstall to Heywood. *Lee Stanford*

Class 40 106 'Atlantic Conveyor', approaches Irwell Vale with a service to Heywood on September 19th. *Michael Lynam*

Warship Class No. D832 'Onslaught' departs Irwell Vale for Rawtenstall with Class 50 015 'Valiant' on the rear on September 19th. *Michael Lynam*







East Lancs Railway

The empty stock from a Heywood to Bury service is seen being propelled out of Bury Bolton Street station into the sidings on September 20th by Class 25 279.
Lee Stanford

Warship Class No. D832 ‘Onslaught’ departs Irwell Vale for Rawtenstall with Class 50 015 ‘Valiant’ on the rear on September 19th.
Michael Lynam



East Somerset Railway

GWR Small Prairie No. 4555 runs round its train at Mendip Vale on September 16th. *David Lindsell*

Class 08 704 is seen in the sidings at Cranmore on September 16th. *David Lindsell*

GWR Small Prairie No. 4555 arrives at Cranmore with a service from Mendip Vale on September 16th. *David Lindsell*







East Somerset Railway

The lines Class 108 DMU is seen in the sidings at Cranmore on September 16th. *David Lindsell*

P.B.A.39 an 0-6-0 Sentinel stands at Cranmore shed on September 16th. *David Lindsell*

British Railways Ivatt Class 2 2-6-0 steam locomotive No. 46447 is seen inside the shed at Cranmore on September 16th. *David Lindsell*







West Somerset Railway

GWR 6400 Class No. 6435 0-6-0PT Pannier Tank is seen at Minehead station on September 17th in the company of Hymek No. D7018.
David Lindsell

Class 14 No. D9526 waits departure from Minehead on September 17th.
David Lindsell

GWR Manor Class No. 7828 'Odney Manor' runs round at Minehead on September 17th.
David Lindsell







West Somerset Railway

No. 9351 was originally built in 1934 as a 5101 Class 2-6-2T but converted to a 2-6-0 tender engine following its purchase for preservation. Seen here at Minehead. *David Lindsell*

GWS Didcot

On September 11th, Class 52 Western No. D1023 ‘Western Fusilier’ is seen in the main shed at Didcot. *Richard Hargreaves*

GWR 0-4-0ST No. 1340 ‘Trojan’ was built in 1897 by Avonside for dock shunting at Newport, and absorbed into the GWR in 1923. Still in use today at Didcot. *Richard Hargreaves*

No. 229, The ‘Coffee Pot’ in loan from The Flour Mill, a Great Eastern Railway 0-4-0 tank engine built by Neilsons in Glasgow in 1876 and sold by the GER for use in the National Shipyard in Chepstow during the First World War, where it remained until sold by Fairfield Mabey in 1982. *Richard Hargreaves*







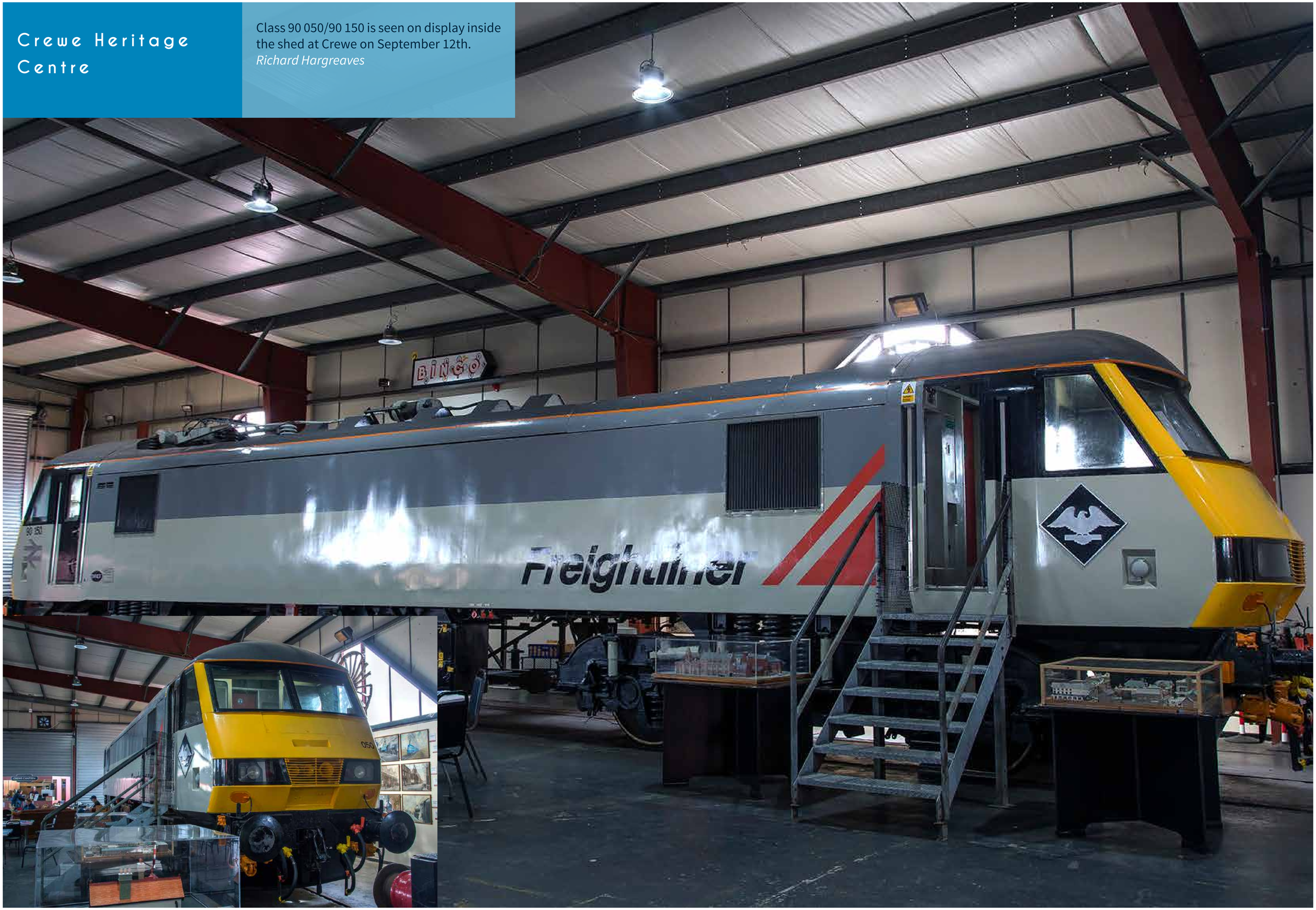
GWS Didcot

Former Cardiff Railway 0-4-0ST saddle tank engine No. 1338 is seen outside the main shed on September 11th. *Richard Hargreaves*



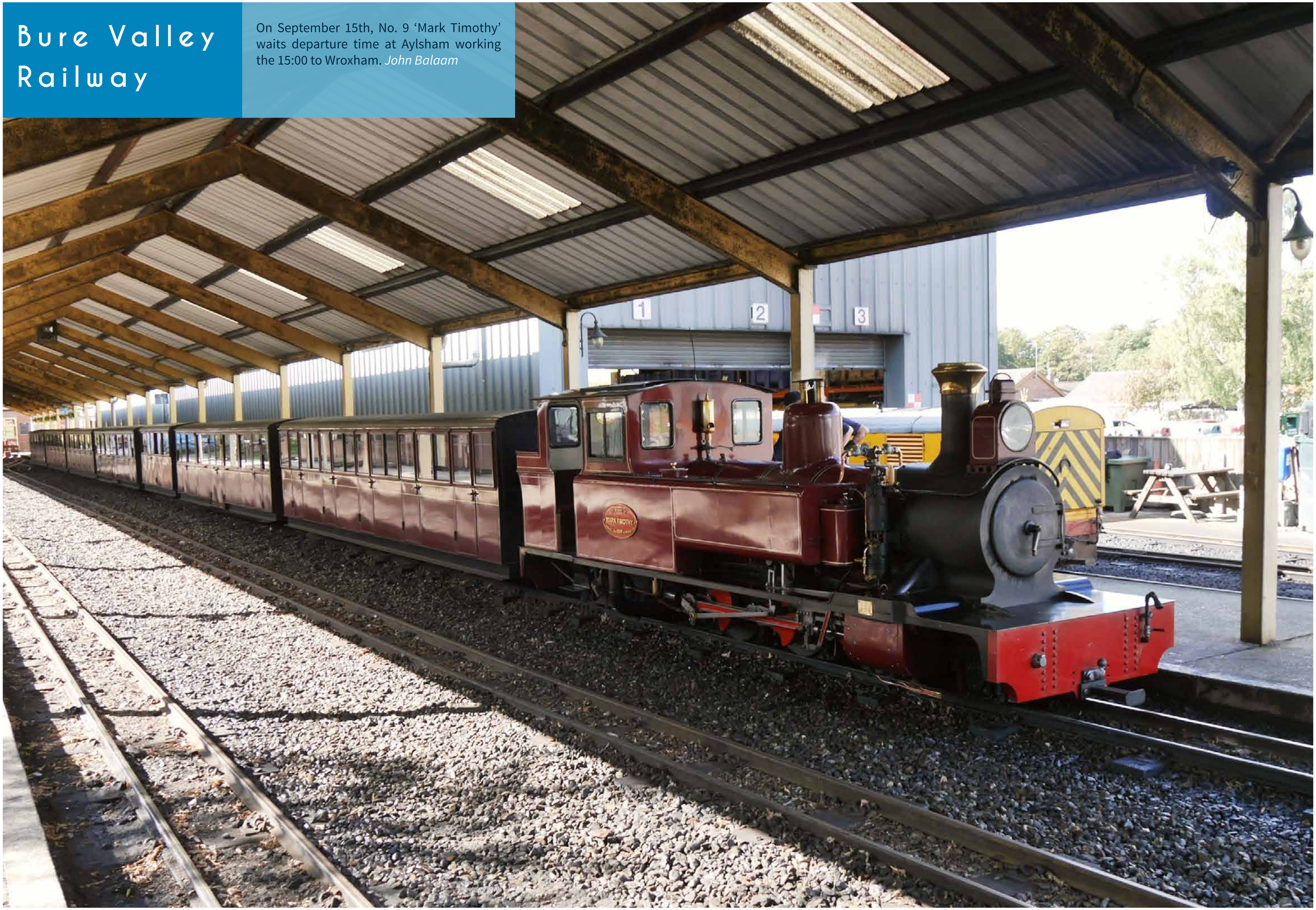
Crewe Heritage Centre

Class 90 050/90 150 is seen on display inside the shed at Crewe on September 12th.
Richard Hargreaves



Bure Valley Railway

On September 15th, No. 9 ‘Mark Timothy’ waits departure time at Aylsham working the 15:00 to Wroxham. *John Balaam*



Welshpool & Llanfair Light Railway

On September 5th, Beyer Peacock built No. 822 ‘The Earl’ is seen at Sylfaen. *Mark Enderby*

Manning Wardle 0-6-2T locomotive No. 1877 (built in 1915 and formerly named ‘Chevallier’) passes Coppice Lane LC on September 5th. *Mark Enderby*

Kerr Stuart Brazil Class steam locomotive ‘Premier’ and No. 7 ‘Chattenden’ an 0-6-0 Baguley-Drewry diesel locomotive arrive at Llanfair Caereinion on September 6th. *Mark Enderby*







Dartmouth Steam Railway

GWR 5205 Class 2-8-0T No. 5239 ‘Goliath’ working the 10:00 Paignton - Kingswear passes Goodrington Sands on September 1st.
Richard Hargreaves



On August 8th, recently returned to service GWR Prairie No. 4110 runs round its train at Paignton. *Steve Thompson*



GWR 7800 Class No. 7827 ‘Lydham Manor’ with the 10:45 Paignton - Kingswear passes Goodrington Sands on September 1st.
Richard Hargreaves



Dartmouth Steam Railway

On August 8th, Paignton P&D station sees Class 37 No. 6975 stabled in the carriage sidings. *Steve Thompson*

Swanage Railway

SR U Class 2-6-0 No. 31806 approaches Harmans Cross on September 11th. *John Sloane*



SR 4-6-2 ‘Battle of Britain’ Class No. 34070 ‘Manston’ heads for Norden with a demonstration ballast train on September 13th. *John Sloane*



The driver of LSWR T3 Class 4-4-0 No. 563 has just shut off steam as the train crosses Corfe Castle Viaduct on September 12th. *John Sloane*



Swanage Railway

LSWR T3 Class 4-4-0 No. 563 makes a majestic entry to Harmans Cross on September 11th. *John Sloane*

SR U Class 2-6-0 No. 31806 departs from Corfe Castle with a Norden service on September 12th. *John Sloane*

LNER A1 No. 60163 ‘Tornado’ eases a train to River Frome Bridge over Corfe Castle Viaduct on September 12th. *John Sloane*







Swanage Railway

SR U Class 2-6-0 No. 31806 approaches the home signals outside Harmans Cross on September 12th. *John Sloane*

Because of congestion at Swanage station caused by the presence of a charter from London on September 13th, an arriving train had to have it's loco, No. 34072, detached prior to the train being drawn into the platform by Class 08 436. *John Sloane*

Unusual visitors to Swanage on September 13th were Class 47 746 at the rear of a charter from London Victoria and LNER A1 No. 60163 'Tornado' which was being prepared for departure after appearing at the lines' steam gala. *John Sloane*







Swanage Railway

SR U Class 2-6-0 No. 31806 marshals a train of ballast wagons at Swanage on September 11th. *John Sloane*

Southern Railway 4-6-2 ‘West Country’ Class Bulleid Pacific No. 34028 ‘Eddystone’ is seen being serviced at Swanage after arrival from London Victoria with a charter on September 13th. *John Sloane*

SR 4-6-2 ‘Battle of Britain’ Class No. 34072 ‘257 Squadron’ crosses Corfe Castle Viaduct with a demonstration ballast working on September 12th. *John Sloane*







Swanage Railway

Southern Railway ‘West Country’ Class 4-6-2 Light Pacific No. 34028 ‘Eddystone’ heads the ‘Swanage Belle’ charter from London Victoria as it pulls away from Corfe Castle on September 13th with the castle itself in the left background and Class 47 746 on the rear of the train. *John Sloane*



Keighley and Worth Valley Railway

BR 2-6-0 Class 2MT No. 78022 is seen taking water at Keighley station on September 20th. *Brian Dobbs*

Keighley and Worth Valley Railway

BR 2-6-0 Class 2MT No. 78022 is seen awaiting departure from Keighley with a service to Oxenhope on September 20th.
Brian Dobbs

Severn Valley Railway

GWR Collett 2884 Class 2-8-0 heavy freight loco No. 3850 calls at Arley on September 19th with the 10:10 Bridgnorth - Kidderminster service. *Richard Hargreaves*

GWR 1400 Class No. 1450 and LMS Royal Scot Class 4-6-0 No. 46115 ‘Scots Guardsman’ are seen at Kidderminster on September 17th. *John Alsop*

GWR Collett 2884 Class 2-8-0 heavy freight loco No. 3850 working the 12:30 Bridgnorth - Kidderminster service stands alongside GWR 0-6-0PT Pannier Tank No. 9681 at Bridgnorth on September 18th. *Richard Hargreaves*







Severn Valley Railway

GWR Pannier 0-6-0PT No. 1501, shunter No. D3586 and GWR Collett 5700 Class 0-6-0PT No. 7714 are seen lined up at Bridgnorth on September 18th. *Barry Longson*

LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' is prepared for its next working at Kidderminster on September 17th. *John Alsop*

Great Western Railway 5101 Class 'Large Prairie' 2-6-2T No. 4150 moves off Bridgnorth shed on September 19th. *Richard Hargreaves*







Severn Valley Railway

Great Western Railway 5101 Class 'Large Prairie' 2-6-2T No. 4150 prepares to take a freight train out of Kidderminster on a sunny September 19th. *Richard Hargreaves*

GWR 2884 Class No. 3850 steams away at the head of the demonstration freight at Bewdley on September 18th. *Barry Longson*

LMS Class 5MT No. 13268 is seen arriving at Bewdley with a service to Kidderminster on September 18th. *Barry Longson*







Severn Valley Railway

A loco soon to return to operating on the mainline is Stanier Mogul No. 13268 but on September 18th it was captured approaching Bewdley in more normal surroundings during the Seven Valley Autumn steam gala. *Lee Stanford*



LMS Ivatt Class 2MT 2-6-2 tank engine No. 41313 takes on water at Kidderminster on September 17th. *Richard Hargreaves*

GWR Pannier Tank 5700 Class No. 9681 and GWR Collett 5700 Class 0-6-0PT No. 7714 double head the 13:40 Bridgnorth - Kidderminster service on September 18th, arriving at a wet Bewdley. *Richard Hargreaves*





Great Central Railway

‘Return of the Racehorse’ after 30 Years of restoration, looking and sounding superb, Deltic No. D9015 ‘Tulyar’ waits to depart Loughborough, with the 17:15 to Leicester North, on July 31st. *Paul Senior*

John Minnards, Chairman of the Deltic Preservation Society, with Malcolm Holms, the Manager of the Great Central Railway, address the Members on July 31st. *Paul Senior*

Deltic No. D9015 ‘Tulyar’ breaks the ‘Return of the Racehorse’ banner at Loughborough on July 31st. *Paul Senior*







Great Central Railway

Making its first appearance at a diesel gala since its major restoration was completed, immaculate Deltic No. D9015 ‘Tulyar’ arrives at Leicester North on September 5th. *Lee Stanford*



Class 47 (or is it 48?) No. 1705 stands in front of the former CIE heating van at Loughborough on September 5th. *Lee Stanford*



Not what you would normally expect to see at a diesel gala but still an attraction was Class 153 308 which is seen approaching Quorn and Woodhouse during the Great Central Railway autumn diesel gala. *Lee Stanford*



Great Central Railway

Preserved and original Class 37 leader No. D6700 approaches Rothley on September 5th with a service for Leicester North. *Lee Stanford*

Great Central Railway residents Class 27 056 and ‘Teddy Bear’ No. D9525 stand side by side at Loughborough depot on September 5th. *Lee Stanford*

Visiting from the Ecclesbourne railway for the GCR diesel gala was bagpipe fitted Class 33 103 which is seen slowing for its Quorn stop with a Leicester bound service. *Lee Stanford*







From the Archives

Class 506 Hadfield unit M59406 arrives into Manchester Piccadilly on July 21st 1984.
Barry Longson



From the Archives

Class 58 027 stands in front of 56 059 and a Peak at Leicester depot on June 10th 1987. *John Sloane*



At Birmingham New Street on July 22nd 1985, Class 50 009 waits to return to the Western Region, while Class 86 240 prepares to head north. *Barry Longson*



On August 18th 1984, Class 86 227 leads a set of Mk1 coaches past Madeley with a southbound express. *Barry Longson*



From the Archives

Class 24 081 is seen at the short-lived Southport Steam Town on November 3rd 1985. *Barry Longson*

Network Rail's Class 86 901 and 86 902 rest inside York station on January 4th 2006 whilst being used to clear ice from overhead wires on the ECML. *John Sloane*

When 'Flying Scotsman' was running with German style smoke deflectors it passed Wigan on a northbound empty stock working on December 20th 2005. *John Sloane*







From the Archives

Class 45 003 powers up the bank out of Bristol past Narroways Hill Junction with an express to Newcastle on July 17th 1976. *John Sloane*

From the Archives

Hunslet built Austerities Nos. 48 and 49 simmer between duties at the NCB shed at Manvers Main on June 14th 1969.
John Sloane



From the Archives

English Electric Type 4 No. 306 grinds towards Standish Junction with an oil train from Stanlow on April 29th 1972.
John Sloane



From the Archives

Class 90 034 speeds past Standish on the sunny evening of June 10th 2003 with a northbound Royal Mail train. *John Sloane*