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 240

In the news this month, and its happened before and I'm sure it will happen again, but when almost everyone around sees it as just something that is bound to happen, but the train operator just goes ahead anyway. What am I talking about? Well the debacle of the Class 175s, with GWR now suspending some services. Did those HST sets really need replacing by these?.....

A number of GWR stopping trains between Penzance, Plymouth and Exeter have been suspended, as the operator continues to struggle with the problems it has been experiencing with 26 ex-Transport for Wales Class 175 units.

The Alstom-built 175s, which entered service more than two decades ago on the North Wales main line, were intended to replace GWR's short-formed 'Castle' class HSTs, which were becoming increasingly unreliable.

The 175s are intended for use on the Devon and Cornwall main line, to Okehampton and Barnstaple, and also on the Newquay and Falmouth Docks branches in connection with Mid-Cornwall Metro, but their absence has triggered day to day cancellations, including halving the services to Newquay and Falmouth on some days.

GWR says it has now chosen to suspend some services between Exeter and Penzance to make the remaining timetable more reliable.

The operator said: 'The introduction of the 26 Class 175s is designed to improve capacity and resilience in Devon and Cornwall and provide a better experience for our customers. However, the 15 trains transferred to GWR to date have required a higher level of recommissioning work than expected following a prolonged period in storage and out of service. The introduction of these trains has been further affected in passenger service by technical issues, which now require immediate and targeted attention.

'As a result, we know performance and punctuality on our routes in Devon and Cornwall hasn't been good enough recently. There have been too many cancellations and delays, and customers and colleagues are rightly frustrated.

'To address the consistent performance issues and the frequent short-notice cancellations brought about by the issues outlined above, we are planning a limited number of timetable reductions to come into effect from Monday, September 7th.

'These changes – six cancellations on a weekday, and a smaller number on a Saturday, between Penzance and Plymouth/Exeter – will help to provide certainty for customers instead of the ad-hoc cancellations we've had to make over recent weeks, and help protect capacity

'To ensure we can deliver the long-term reliability and capacity benefits that we believe the Class 175s will bring, and so we can return to a full timetable as soon as possible, we're introducing an improvement plan based around including key interventions which we believe will deliver a more robust and reliable fleet.

'Enhanced pre-service assurances – once reported defects have been fixed, each unit will undergo additional checks to identify any related or emerging issues before the train returns to passenger service. The aim is to go beyond fixing the immediate fault and give greater confidence that the unit is ready for sustained operation.

'We've introduced a Class 175 1000-mile [1600km] fault-free running period for each train before it goes into passenger service. Trains must complete the distance in simulated passenger operation without any significant faults occurring. This provides a more realistic test of reliability and greater confidence before trains are released into service.'

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

An unidentified LNER service is seen just north of Berwick-upon-Tweed on August 11th. *Colin Kennington*

Front Cover

Northern's 15:09 Manchester Victoria - Southport service crosses the Leeds-Liverpool canal at Gathurst on August 10th. Class 150 140 does the honours. *Jeff Nicholls*

LSL Class 40 No. D213 'Andania' crosses the River Weaver on Frodsham Viaduct with an SRPS return excursion from Llandudno to Kirkaldy on August 22nd. *Brian Dobbs*

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These issues wouldn't be possible without contributions from:
Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, 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.

Charter Scene Belmond

The Britannic Explorer

On July 26th, the 1Z06 Lostwithiel - Bruton is seen passing through the former station site at South Brent with Class 66 744 leading. The going away shot shows 66 748 on the rear as the train passes the site of the junction for the erstwhile Kingsbridge Branch, the trackbed of which has now completely disappeared under the mass of foliage on the right.
Steve Thompson

Charter Scene Belmond

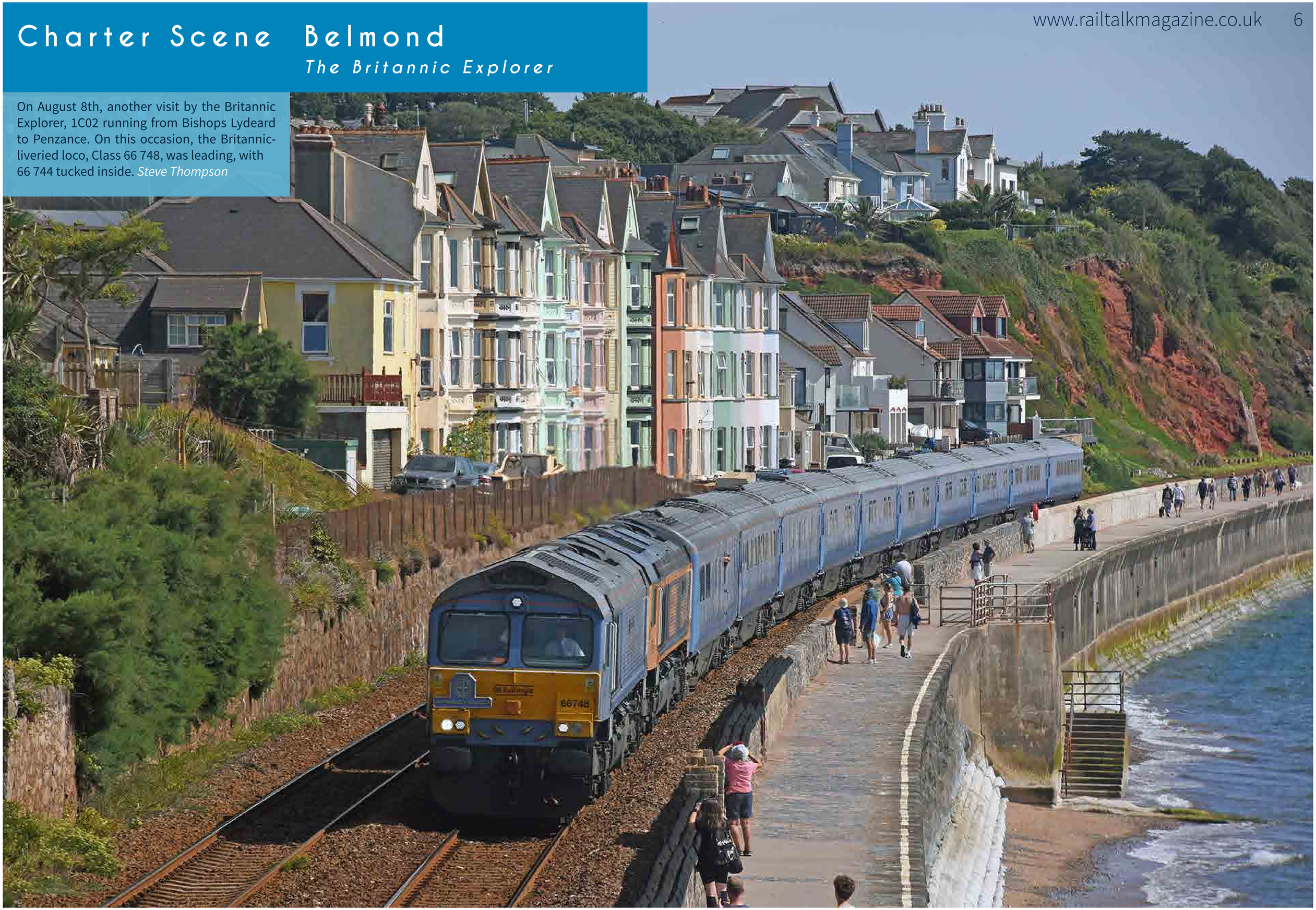
The Britannic Explorer

Class 97 302 and 97 303 pass Belle Vue with 1Z66 13:52 Llandrindod to Pwllheli charter on August 25th. *Keith Davies*

Charter Scene Belmond

The Britannic Explorer

On August 8th, another visit by the Britannic Explorer, 1C02 running from Bishops Lydeard to Penzance. On this occasion, the Britannic-liveried loco, Class 66 748, was leading, with 66 744 tucked inside. *Steve Thompson*



Charter Scene Steam Dreams

English Riviera Express

On July 25th, the 1Z07 Southend - KIngswear, powered by LSL pair Class 47 810 and 47 830, in top and tail formation heads through Dawlish. The early evening saw the return of the Southend job, 47 830 leading this time. There was some doubt about the ultimate destination of the second charter, due to the arson attack on Paignton station a couple of days before. Fortunately, the tour was allowed to work through. *Steve Thompson*

Charter Scene Saphos Trains

English Riviera Express

On August 8th, with charters coming down thick and fast, Class 47 No. D1924 worked 1Z07 Ely - Kingswear, running an hour late. This was due to a dragging brake on the second loco, leading to it being detached at Westbury. This provided the spectacle of a train hauled by a single locomotive, top and tailing being the norm. *Steve Thompson*

Charter Scene Saphos Trains

English Riviera Express

Another Saturday, another charter. On August 1st, the 1Z07 Shrewsbury - Kingswear passes Dawlish behind a stunning Class 47 805 with 57 302 on the rear. The 57 is seen leading the return 1Z08 at tea-time. *Steve Thompson*

Charter Scene Railway Touring Company

The Royal Duchy

Class 47 848 top and tailed with 47 237 on 1Z33 Bristol - Par is seen passing through Dawlish on July 26th with 47 237 leading the return 1Z34 Par - Bristol. *Steve Thompson*

Charter Scene 125 Group/Retro Railtours

The Summer Riviera

On August 8th, power cars Nos. 43025 with 43089 on the rear, working 1Z51 Manchester Victoria - Paignton, the virtually complete Inter-City liveried formation looking quite stunning as it heads along the sea wall at Dawlish.
Steve Thompson

Charter Scene Saphos Trains

The Lakelander

Class 57 302 heads an excursion from Crewe to Carlisle as it climbs past Standish on August 29th, with Class 47 593 on the rear.
John Sloane

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

The thunderous sound of Class 40 No. D213 at the head of the 'Settle and Carlisle Fellsman' makes the horses bolt at Winwick on August 5th. The preceding Tesco train didn't have the same effect! *Jeff Nicholls*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

On August 5th Locomotive Services Limited Class 40 No. D213 'ANDANIA' passes Cherry Tree working a 'Settle & Carlisle Fellsman', from Crewe - Carlisle via Chester, and the S&C with Class 47 No. D1924 on the rear. *Michael Lynam*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Class 40 No. D213 growls through Leyland on August 5th at the head of a Crewe to Carlisle charter which had Class 47 No. D1924 at the rear. *John Sloane*

Charter Scene Railway Touring Company

The Slate Miner

The rare sight of a 56 working a passenger train occurred on August 15th when Class 56 049 piloting 47 848 is seen departing from Crewe hauling 'The Slate Miner' tour which operated from Oxford to Blaneau Ffestiniog. *Lee Stanford*

InterCity

The Avocet Achievement

Not the photo that was hoped for! With Class 89 001 being declared a failure at Warrington Bank Quay with battery problems, 90 001 was scrambled from Crewe to take the 'Avocet Achievement' as far as Carlisle rather than the original destination of Glasgow. Seen here well over an hour late at Golborne. *Jeff Nicholls*

On August 18th, Class 89 001 was booked to work its first public charter from Crewe to Glasgow but it failed at Warrington with a reported battery problem. It was rescued by 90 001 which is seen at Euxton hauling the much delayed excursion which was curtailed at Carlisle. *John Sloane*

Class 89 001 on a Crewe to Glasgow charter is seen at Moore on August 18th. *Mark Enderby*

Charter Scene S.R.P.S. Railtours

The Thistle and Dragon

The 'Thistle and Dragon' railtour from Kirkcaldy to Llandudno passes Moore on August 22nd with Class 50 050 'Fearless' in charge. The tour was booked to return with 40 013 in charge. A very long day out for anyone joining the tour at Kirkcaldy! *Jeff Nicholls*

Charter Scene S.R.P.S. Railtours

The Thistle and Dragon

Class 40 No. D213 working the return charter from Llandudno to Kirkcaldy passes Daresbury on August 22nd. *Mark Enderby*

S.R.P.S. Railtours

The Thistle and Dragon

Class 40 No. D213 'Andania' coasts through Preston, with 1Z26, the return 16:00 Llandudno to Kirkcaldy SRPS Charter on August 22nd. *Paul Senior*

Superb evening light sees Class 40 No. D213 approach Winwick Junction on August 22nd hauling 'The Thistle and Dragon' return railtour which operated from Llandudno Junction to Kirkcaldy. *Lee Stanford*

Class 50 050 'Fearless' crosses the River Weaver at Frodsham with the SRPS 'Thistle and Dragon' railtour from Kirkaldy to Llandudno on August 22nd. *Brian Dobbs*

S.R.P.S. Railtours

The Thistle and Dragon

Class 50 No. D400 roars away from Wigan and approaches Springs Branch whilst hauling a charter from Kirkaldy to Llandudno on August 22nd. *John Sloane*

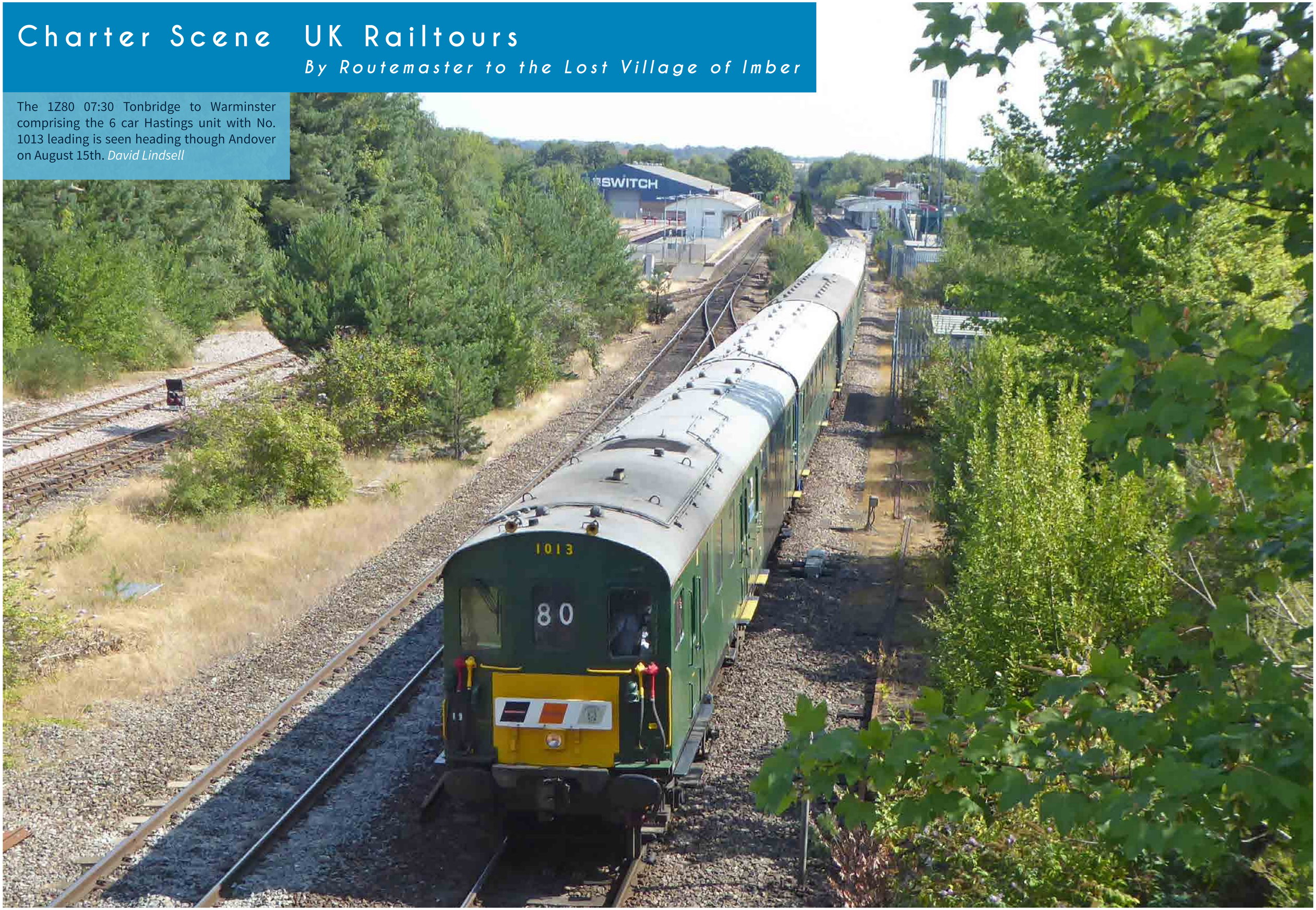
Class 40 No. D213 growls slowly through Winwick to a signal check at the junction whilst working a charter returning to Kirkaldy from Llandudno on August 22nd. *John Sloane*

Class 40 No. D213 heads through Helsby on August 22nd heading back from Llandudno to Kirkcaldy. *Brian Battersby*

Charter Scene UK Railtours

By Routemaster to the Lost Village of Imber

The 1Z80 07:30 Tonbridge to Warminster comprising the 6 car Hastings unit with No. 1013 leading is seen heading though Andover on August 15th. *David Lindsell*



Charter Scene InterCity

The Avon Gorgeous

Class 47 593 and 47 712 pass Bayston Hill with 1Z47 08:20 Crewe - Bristol Temple Meads on August 1st. *Phil Martin*

Charter Scene InterCity

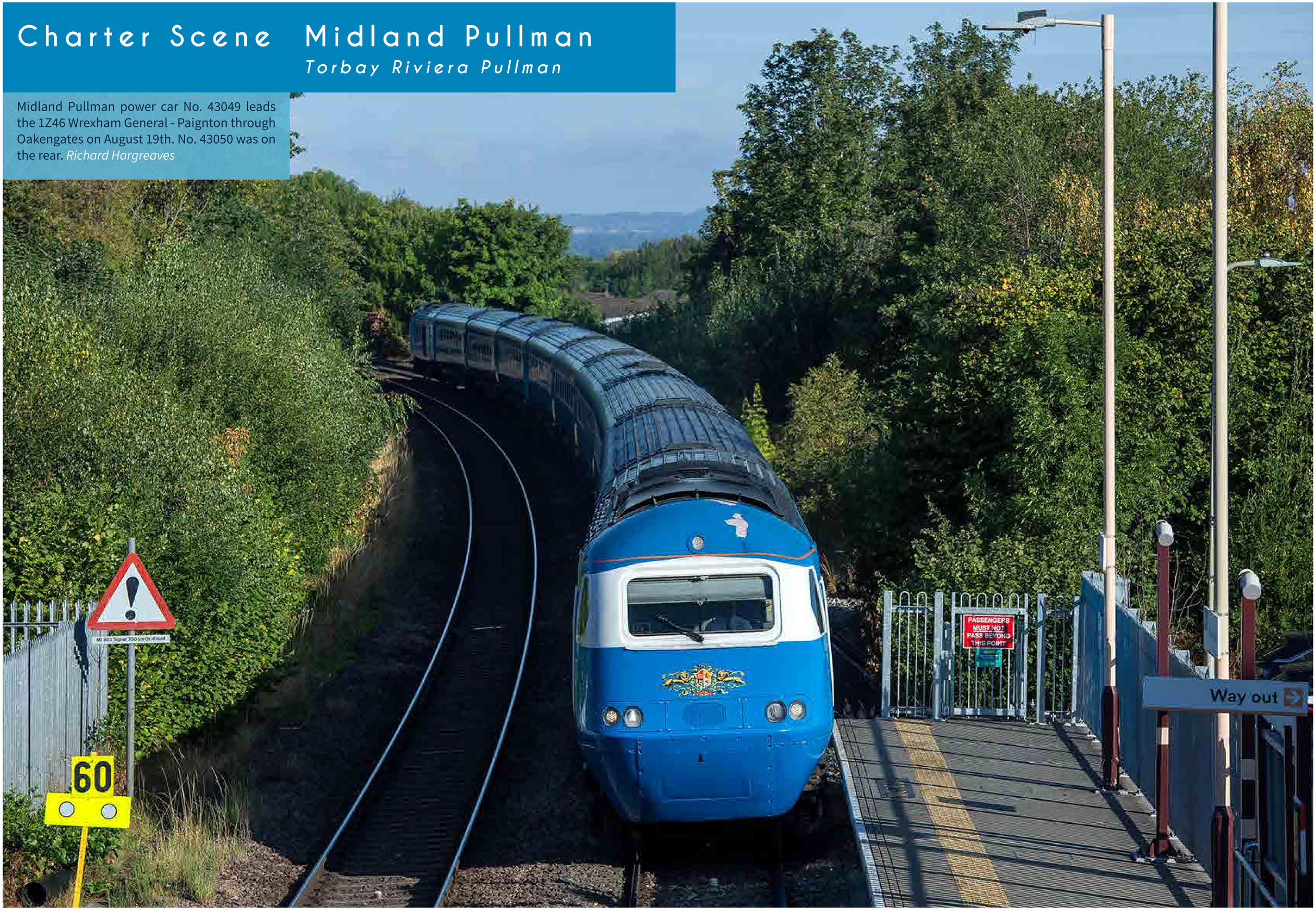
The Avon Gorgeous

Class 47 593 and 47 712 pass Bayston Hill with 1Z47 08:20 Crewe - Bristol Temple Meads on August 1st. *Keith Davies*

Charter Scene Midland Pullman

Torbay Riviera Pullman

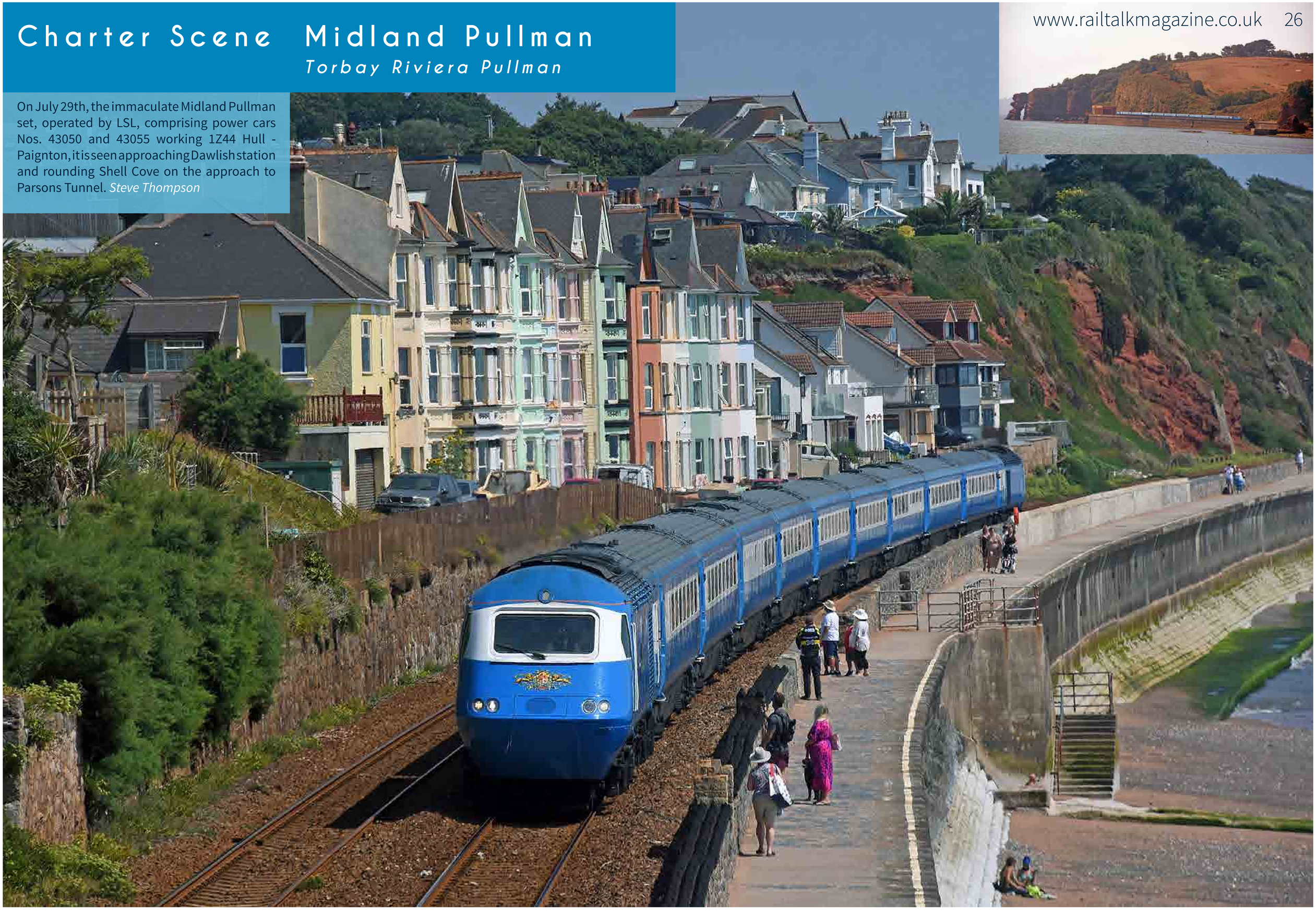
Midland Pullman power car No. 43049 leads the 1Z46 Wrexham General - Paignton through Oakengates on August 19th. No. 43050 was on the rear. *Richard Hargreaves*



Charter Scene Midland Pullman

Torbay Riviera Pullman

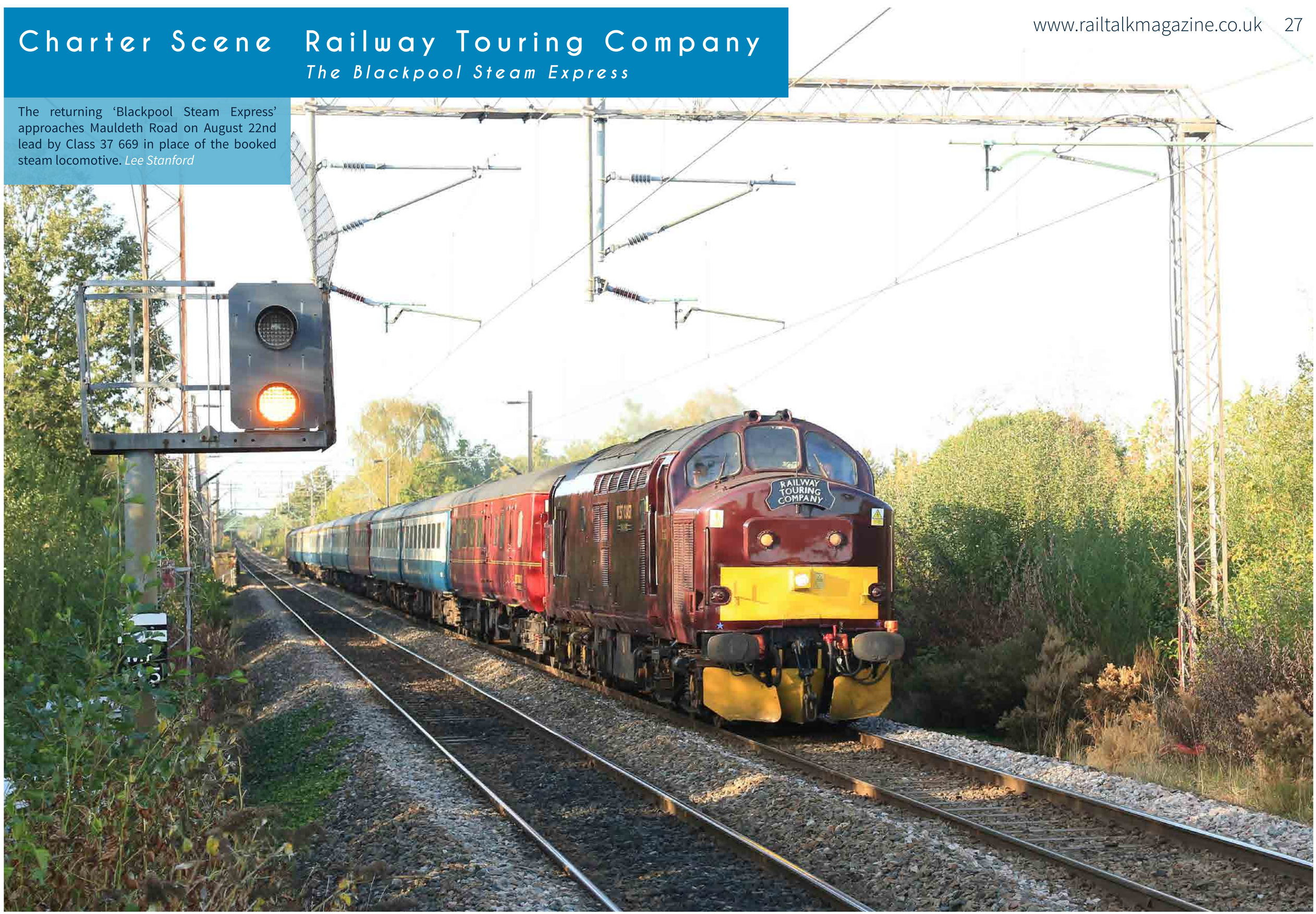
On July 29th, the immaculate Midland Pullman set, operated by LSL, comprising power cars Nos. 43050 and 43055 working 1Z44 Hull - Paignton, it is seen approaching Dawlish station and rounding Shell Cove on the approach to Parsons Tunnel. *Steve Thompson*



Charter Scene Railway Touring Company

The Blackpool Steam Express

The returning 'Blackpool Steam Express' approaches Mauldeth Road on August 22nd lead by Class 37 669 in place of the booked steam locomotive. *Lee Stanford*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Heavyweight West Coast Railways owned Class 37 706 shatters the early morning peace at Chelford as it heads the 07:52 Crewe to Ravenglass 'Cumbrian Coast Express'.
Lee Stanford

Charter Scene Saphos Trains

The Welsh Marches Express

Class 50 No. D400 passes Kemps Eye with 1Z32 06:15 Chesterfield - Cardiff Central on August 28th. *Keith Davies*

Charter Scene Retro Railtours

The Retro Cestrian Bard

Class 37 423 with the 1Z38 07:10 Stalybridge - Stratford-on-Avon with 37 407 on the rear on August 22nd. *Phil Martin*

Charter Scene Retro Railtours

The Retro Cestrian Bard

Class 37 407 'Blackpool Tower' arrives at Tyseley with the return 'Cestrian Bard' 15:54 Stratford-upon-Avon to Stalybridge on August 22nd with 37 423 on the rear. *Chris Morrison*

Retro Railtours

The Retro Cestrian Bard

Europhoenix Rail liveried Class 37 423 'Perseus' heads Retro Railtours 'The Cestrian Bard' Stalybridge to Stratford-upon-Avon railtour approaching Small Heath with 37 407 on the rear. *Chris Morrison*

Class 37 407 working 1Z38 Stalybridge - Stratford upon Avon passes through Wellington on August 22nd. *Richard Hargreaves*

Seen passing Guide Bridge on August 22nd, Class 37 407 'Blackpool Tower' with headboard 'John Marland 1946-2015' was working 1Z38 Stalybridge to Stratford with 37 423 on the rear. *Russell Clarke*

Charter Scene Retro Railtours

The Retro Cestrian Bard

On a bright morning August 22nd, Class 37 407 is seen at Ashley hauling 'The Retro Cestrian Bard' railtour which had a very interesting itinerary on its journey from Derby to Stratford on Avon. *Lee Stanford*

Retro Railtours

The Retro Cestrian Bard

Class 37 407 and 37 423 are seen at Chester on August 22nd with 'The Retro Cestrian Bard' returning railtour from Stratford-on-Avon to Stalybridge. *Brian Battersby*

Class 37 423 passes Duncote Mill with 1Z38 07:10 Stalybridge - Stratford Upon Avon on August 22nd. *Keith Davies*

Class 37 407 passes Duncote Mill with 1Z38 07:10 Stalybridge - Stratford Upon Avon on August 22nd. *Keith Davies*

Charter Scene Vintage Trains

The Shakespeare Express

Class 37 240 deputised for steam in the entire July/August 'Shakespeare Express' season due to fire risk. It is seen passing Shirley with the 14:07 Birmingham Snow Hill to Stratford -upon-Avon on August 23rd. *Chris Morrison*

West Coast's Class 57 313 passes Winwick with 5M43 Northern Belle ECS from Southall to Carnforth on August 24th. *Brian Dobbs*

Power cars Nos. 43050 and 43055 pass Wistanstow with 3Z31 08:50 Crewe H.S. - Goodrington C.H.S. on August 11th.
Keith Davies

Charter Scene

ECS and Light Engine Moves

LSL operated Class 90 001 with DVT No. 82139 behind stands at Carlisle on August 18th with the stock for the returning 'Avocet Adventurer' which only ran to Carlisle following problems with loco 89 001. *Lee Stanford*

On August 18th, Class 89 001 was due to run from Crewe to Glasgow, but unfortunately electrical problems beset the loco at Warrington. Class 90 001 was sent form Crewe to rescue the loco, but due to the delay, the train was terminated at Carlisle. Here the Class 90 has already been detached to run around, while the Class 89 and stock awaits haulage to the sidings.
Barry Longson

Class 50 No. D400 runs light past Standish on its' way to Preston to substitute for steam on an excursion to Carlisle on August 29th.
John Sloane

ECS and Light Engine Moves

Class 66 743 with an Eastleigh to Hamilton working passes Moore on August 5th. *Mark Enderby*

There was some speculation that August 29th's Leicester - Carlisle LSL special would be steam-hauled from Preston, but Class 50 No. D400's light engine appearance put paid to that one! Seen here at Golborne. *Jeff Nicholls*

Avanti West Coast

Class 390 119, the Pride Pendolino, passes the newly harvested field at Golborne with the 13:38 Glasgow Central - London Euston via Birmingham service on August 10th.
Jeff Nicholls

Slowcomotive: Tortoise safely rescued from railway

A tortoise who brought part of the West Coast Main Line to a crawl was given a place of shell-ter after wandering on the tracks at Runcorn.

The adventurous reptile, believed to be 50 years old, was spotted making slow and steady progress along the tracks by a customer waiting on the platform.

After the trespassing tortoise was reported, Avanti West Coast station staff worked with Network Rail to arrange a safe rescue. Trains travelling through Runcorn were temporarily paused while the tortoise was escorted away from danger.

Following the 10-minute rescue operation, train services resumed shortly afterwards.

The tortoise was taken to a local rescue centre, where it was cared for overnight before being reunited with its owner – a happy ending to a shell-shocking incident.

Kathryn O'Brien, Customer Experience Director at Avanti West Coast, said: "After receiving reports of a slow-moving trespasser on the tracks, our team at Runcorn worked with Network Rail to carry out a safe rescue. Even our mascot, Turbo, came out of his shell to keep the unexpected visitor company on the journey to a local rescue centre.

"We're proud of the team's swift actions, which helped bring the tortoise to safety while keeping disruption to customers' journeys to a minimum. Thanks to everyone's efforts, the tortoise has now been safely reunited with its owner. We'd also like to thank our customers for their patience while we assisted a trespasser who was in no hurry to pick up the pace."

Ross Davies, Network Rail North West Network Operations Director, said: "While there was initial shell shock in our control room when we first got the call about a trespassing tortoise, there was nothing slow and steady with our response during our joint race with Avanti to make this highly unusual reptile rescue.

"Thankfully trains were only stopped for 10 minutes so passengers could hare it to their destinations, and it's cracking to know this plucky pet is now safe and sound back with its owner after its brush with danger on the West Coast Main Line."

Avanti West Coast

Poppy liveried Class 390 151 speeds north at Winwick with 9S70, London Euston to Edinburgh on August 11th. *Brian Dobbs*

Class 390 126 passes Springs Branch depot on its way to London Euston on August 22nd. *John Sloane*

Pendolinos pass at Heaton Norris on August 3rd. Nearest is Class 390 013 working the 12:33 London Euston to Manchester Piccadilly, while Class 390 141 leads the 14:35 in the opposite direction. *Barry Longson*

Avanti West Coast

Avanti Evero Class 807 010 in 'Together We Roll' livery, working a Liverpool Lime Street - London Euston service passes through Acton Bridge on August 13th. *Michael Lynam*

Avanti West Coast

Class 390 136 races through Coppull Hall cutting with a London Euston bound service on August 8th. *John Sloane*

Class 390 124 passes Farington Curve Junction on its way from London Euston to Glasgow on August 18th. *John Sloane*

Class 390 043 departs Preston with a service to Edinburgh on August 20th. *Michael Lynam*

Colas Rail

Class 70 816 is pictured at Winwick with 6J37, Carlisle to Chirk logs on August 13th. *Brian Dobbs*

Class 70 804 passes through Carlisle on August 20th with a rake of China Clay tanks from the Port of Workington - Aberdeen Waterloo. *Michael Lynam*

Class 70 817 hauls 6E36, the 18:04 Millerhill to Doncaster past Spittal level crossing on August 11th. *Colin Kennington*

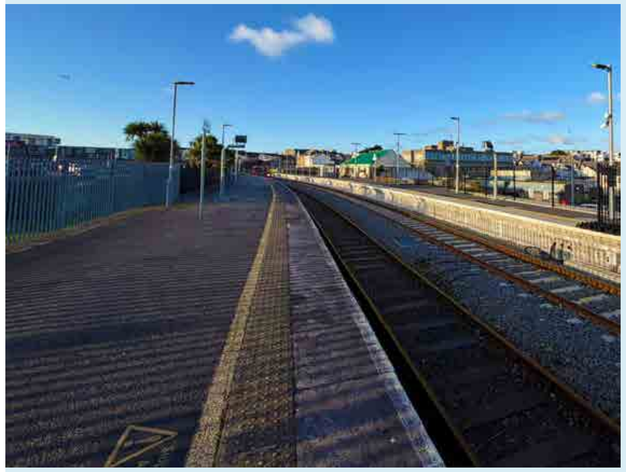
Colas Rail

Class 70 816 looks smart as it passes Euxton at the head of a Carlisle to Chirk log train on August 13th. *John Sloane*

Colas Rail

SRSA Complete Mid Cornwall Metro Upgrades

The South Rail Systems Alliance has delivered a significant project as part of Cornwall County Council's Mid Cornwall Metro integrated transport solution.



New Infrastructure at Newquay Station
Pictured: A view from Platform 2 of Newquay station

With a primary focus on rejuvenating the disused platform two and doubling station capabilities, along with the supporting infrastructure at Newquay station to accommodate the additional train services from Newquay to Par station, this included the new track, switches and crossings, retaining walls, along with a buffer stop and road rail access point (RRAP).

While the Signalling scope of works around Newquay station included:

One Telecoms Cabinet
One Distribution Network Operator (DNO) Cubicle
One Type 6 Relocatable Equipment Building (REB)
One Static Invertor
One Uninterruptible Power Supply (UPS) Cabinet
Two OFF Indicators
Three Signal Post Telephones (SPT)
Four Colour Light Signals
Platform 2 was re-built and new track installed with other works completed at Newquay Station that included New Lighting Columns, a Waiting Shelter, Customer Information Screens, Speakers, CCTV and an Emergency Gate.

Giving More To Goss Moor
Pictured: The new power upgrades at Goss Moor

To handle the additional traffic, the team completed further work along the Newquay branch line, with significant upgrades at Goss Moor, that included a new 400 metre passing loop, a 40m Sheet Pile retaining wall and RRAP.

Goss Moor also received signalling and power upgrades in the form of six new colour light signals, four new SPTs, a new UPS cabinet, a DNO and a new Type 6 REB.

Going Above and Beyond at Goonbarrow
Pictured: A view from inside Goonbarrow Signal Box

Upgrades were also undertaken at Goonbarrow Signal Box, with block shelf alterations, new signalling and axle counter panels, a new illuminated diagram, a Type 6 and Type 9 REB, a new UPS Cabinet and route relay interlocking system installed.

Signalling The Changes at St Blazey Signal Box
Pictured: The Track Circuit Upgrades at St Blazey Signal Box

Another Signal Box receiving an overhaul was St Blazey Signal Box, which also received block shelf alterations, a new illuminated diagram and track circuit alterations. Signalling upgrades were also completed on the rail network at St Blazey, with a new colour light signal, two new signal head conversions and a new SPT.

Levelling the Playing Field
Pictured: The recently upgraded Level Crossing at Fancy

Level Crossings across the Cornwall area also received upgrades and alterations, with four new Open Miniature Stop Lights (OMSL) at Trencreek, Chapel, Tresithney and Fancy. Solomons Crossing was upgraded to a Miniature Stop Light installation.

Other Level Crossings received alterations, with Treloggan receiving a pedestrian light relocation, power alterations at Molinnis, new gates were installed at Rockwork and Menadue received a telephone supervision change.

Ensuring Environmental Control

Throughout the works programme, measures were put in place to protect and mitigate disturbance to local wildlife, this included ecologist supervisors on site and getting the necessary licences, creating habitats and scheduling works around their behaviours to avoid disruption.

The team also rehomed local reptiles, including slow worms, grass snakes, frogs and toads while adding reptile-proof fencing to ensure they are protected while works were undertaken.

Vegetation management was also undertaken for Japanese Knotweed and Himalayan Balsam.

Speaking on the success of the SRSA, Project Director, Shaun Hodges said "Absolutely delighted to play our part in the delivery of this scheme, from the design and delivery teams in the SRSA, to our partners, our supply chain, the Network Rail Sponsor and Operations through to the Newquay Station team."

Colas Rail

Class 70 801 on a Shap to Bradwell working (note the Carlsberg wagon!) passes Dallam on August 14th. *Mark Enderby*

CrossCountry

On summer Saturday, August 1st, 4 car Class 221 140 stops at Stafford, working the 12:25 Manchester to Bournemouth service.
Barry Longson

'Turbostar' Class 170 107 stands at a sunny Nottingham on August 25th before operating the 10:41 to Birmingham New Street.
Lee Stanford

A CrossCountry Voyager heads south above Spittal Cliffs on August 12th. *Colin Kennington*

CrossCountry

Class 220 004 departs Newton Abbot on August 22nd with the 07:03 Edinburgh - Penzance service. *John Goodrich*

Class 170 618 forming 1M99, the 12:45 to Nottingham stands at Cardiff Central on August 8th. *Derek Elston*

Class 170 110 is ready to depart Cardiff Central with 14:45 service to Nottingham on August 26th. *John Goodrich*

CrossCountry

Class 220 025 passes Dawlish on August 1st working 1M83 Plymouth - Derby.
Steve Thompson

A pair of re-liveried Voyagers, Class 220 025 and 220 028, pass Dawlish on 1V44 Leeds - Plymouth on July 31st. Whilst the livery on the end vehicles are ok, the centre cars look like they're still in undercoat! *Steve Thompson*

DB Cargo

With the yardman keeping an eye on things, having set the road manually, Class 66 088 wriggles away from the Tolworth Day Aggregates facility on August 11th, forming the regular 6Y08 discharged aggregates service to Hoo Junction Down Yard. *Ian Callander*

Class 66 654 passes Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on August 13th. *Keith Davies*

Class 66 155 passes Altrincham on August 6th with a train of empty hoppers from Warrington Arpley Sidings - Tunstead Sidings. *Michael Lynam*

DB Cargo

Class 66 032 passes Hale on August 6th working a bin train from Knowsley Freight Terminal - Wilton EfW terminal. *Michael Lynam*

Class 66 168 passes Acton Bridge on August 13th with a bin train from Knowsley Freight Terminal - Wilton EfW. *Michael Lynam*

On August 13th, Class 66 133 passes through Acton Bridge with a rake of empty hoppers from Warrington Arpley - Tunstead Sidings. *Michael Lynam*

DB Cargo

Class 66 092 passes through Acton Bridge on August 13th with an empty bin train from Wilton EfW - Knowsley Freight Terminal. *Michael Lynam*

Class 66 028 approaches Preston on August 20th with a container train from Seaforth C.T. - Mossend. *Michael Lynam*

On August 13th, Class 66 007 passes through Acton Bridge with an engineers train from Manchester Victoria - Crewe Basford Hall. *Michael Lynam*

DB Cargo

Class 66 176, still clinging on to its EWS livery, sits at Acton T.C. on August 25th. The loco would later run round its rake of JNAs and depart in the opposite direction, forming the 4C40 Domestic & Industrial Waste flow to Tytherington. *Ian Callander*

Class 66 155 approaches Winwick with an extra binliner train from Knowsley to Arpley on August 22nd. *John Sloane*

Class 66 656 passes Burgs Lane on August 8th with the 09:30 Dee Marsh - Margam steel. *Phil Martin*

DB Cargo

Class 66 063 trundles through Northampton with 6V06, the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. on August 7th. *Derek Elston*

Class 66 121 working 6H26, the 13:17 Llanwern Exchange Sidings to Margam T.C. passes Cardiff Central running an hour early on August 8th. *Derek Elston*

Class 66 091 'Accurascale' working 6O71, the empty water train 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings heads through Northampton on August 3rd. *Derek Elston*

DB Cargo

Class 92 015 and 67 024 running as 0A06, the 13:32 Crewe T.M.D. (E) to Wembley Loco Sidings P,Q,R, passes through Northampton on August 7th. *Derek Elston*

On August 6th, Class 66 112 is seen at Leicester working 6D32, the 09:39 Elstow Redland Siding to Mountsorrel Sidings empties. *Derek Elston*

Class 66 091 is seen under the wires running through Northampton with 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings on August 10th. *Derek Elston*

DB Cargo

Class 66 244 grinds out of Wigan and approaches Springs Branch with a Knowsley to Wilton binliner on August 22nd. *John Sloane*

Running some 28 minutes late, Class 66 658 passes through Cardiff Central with 6R79, the 08:27 Newport Docks to Margam T.C. on August 8th. *Derek Elston*

Class 66 121 working 6H25, the 10:19 Margam T.C. to Llanwern Exchange Sidings passes TfW Class 197 043 at Cardiff Central working 2G58, the 11:10 to Cheltenham Spa on August 8th. *Derek Elston*

DB Cargo

Viewed from Knollmead Bridge on July 20th, Class 66 020 opens the throttles as it commences its return trip to Hoo Junction Down Yard, forming the regular 6Y08 'empties' run from Tolworth Day Aggregates.
Ian Callander

On August 14th, Class 66 155 arrives at Dallam with a working from Tunstead.
Mark Enderby

DB Cargo

Class 66 092 with a diverted Wilton to Knowsley binliner passes Moore on August 14th.
Mark Enderby

On August 25th, Class 66 155 heads through Rochdale with 6M16 Wilton - Knowsley.
Harold Hull

Class 66 205 top 'n' tail with dead 66 136 comes out of Swindon East Loop with 6C03 Northolt Sidings to Severnside Sita on August 21st.
Ken Mumford

DB Cargo

Class 66 142 working the 6E55 Cardiff Tidal - Sunderland Ward Bros passes Hartlepool Pipe Mills, Seaton Carew on August 11th.
Michael J Alderdice

DB Cargo

Class 66 244 fitted with Stop / Start Technology, leaves the south portal of Up Holland tunnel with 6E26 the 10:52 Knowsley to Wilton Domestic and Industrial Waste train on August 24th. *Paul Senior*

Class 66 007 with a Brewery Jct. to Basford Hall engineers train passes Moore on August 14th. *Mark Enderby*

Class 66 658 is seen shunting the wagons off the 6V15 Boston Docks to Swindon Sheet Stores working at Swindon on August 20th. *Ken Mumford*

DB Cargo

Class 66 656 with the 6M76 23:46 Margam - Dee Marsh is seen crossing Chirk Viaduct over the River Dee from England into Wales on August 8th. *Phil Martin*

Class 66 658 passes Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on August 7th. *Keith Davies*

On July 25th, Class 66 659 working the 6V75 09:30 Dee Marsh - Margam steel passes Kemps Eye, Shrewsbury. *Phil Martin*

DB Cargo

Class 66 658 passes Wistanstow with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on August 11th. *Keith Davies*

DC Rail Freight

On July 21st, Class 60 055 'Thomas Barnado' disturbs the peace as it rumbles through Chessington North station en route from Angerstein Wharf with another load of aggregates for the Cappagh facility at Chessington South. *Ian Callander*

Class 60 028 working 6D23, the 15:47 Wembley Receptions 1-7 to Chaddesden Sidings is seen at Northampton on August 7th. *Derek Elston*

Class 56 103 trundles through Acton T.C. on August 25th with a rake of JNAs in tow, top'n'tailed by 60 055 'Thomas Barnado'. *Ian Callander*

Direct Rail Services

Class 88 008 speeds through Stafford on August 1st, working 4S44 the 12:00 Daventry to Coatbridge. *Barry Longson*

Class 88 010 passes Acton Bridge on August 13th working an intermodal from Daventry - Coatbridge. *Michael Lynam*

Class 88 005 and 68 009 pass through Acton Bridge on August 13th working an intermodal (Tesco) from Daventry - Coatbridge.
Michael Lynam

Direct Rail Services

Class 88 003 passes Moore on August 5th with a Daventry to Coatbridge intermodal.
Mark Enderby

Class 66 430 passes light engine through Carlisle on August 20th working from Carlisle - Crewe Basford Hall via the S&C. *Michael Lynam*

Class 66 424 and 66 431 arrive into Crewe light engine working 0K07 the 17:08 Daventry to Crewe Gresty Bridge on August 18th.
Barry Longson

Direct Rail Services

Class 88 010, in the 'Keeping it Cool with less CO_2' livery, speeds north at Winwick Quay, with 4S44 the 12:13 Daventry to Coatbridge on August 15th. *Paul Senior*

NTS rail freight campaign removes more than 17,000 HGV journeys from Cumbrian roads

Nuclear Transport Solutions (NTS), through its rail division Direct Rail Services (DRS), has completed a major rail freight campaign supporting a nationally significant environmental protection project in Cumbria.

The final train carrying essential aggregate for the Southern Trench Interim Membrane (STIM) project arrived at the Low Level Waste (LLW) Repository around a month ahead of schedule.

Since the first train ran in February 2025, NTS has transported approximately 330,000 tonnes of aggregate to the site on over 350 rail services, helping Nuclear Waste Services (NWS) progress critical work to protect the environment and support the long-term management of the UK's low level radioactive waste. Delivering the material by rail has generated significant environmental and community benefits. The campaign removed over 17,000 HGV journeys from local roads, preventing more than one million lorry miles through nearby communities.

Throughout the campaign, each train carried the equivalent load of around 36 HGVs, demonstrating the efficiency of rail for transporting bulk construction materials while reducing congestion and vehicle movements on local roads.

The full programme is estimated to have saved more than 700 tonnes of carbon dioxide emissions compared to road, as rail freight can generate up to 76% fewer carbon emissions than equivalent road transport.

Tony Hewitson, Interim Managing Director of NTS Rail, said: "This project is a fantastic example of how rail freight can support major national infrastructure and environmental programmes while delivering tangible benefits for local communities. Completing these deliveries ahead of schedule reflects the professionalism and commitment of our colleagues, customers and supply chain partners. It also demonstrates why rail is the obvious choice for moving large volumes of material safely, efficiently and sustainably."

The aggregate was delivered directly to the repository site's rail sidings before being transferred onto the trench cap as part of the STIM construction programme. The STIM project involves replacing the protective membrane covering the southern legacy disposal trenches at the repository. The membrane prevents rainwater from reaching the waste beneath it and is a key step towards the future final capping of the site's northern trenches.

The successful completion of the campaign marks another example of how NTS is using rail freight to support the UK's nuclear sector while contributing to wider sustainability goals through the reduction of road traffic and carbon emissions.

Direct Rail Services

Class 88 010 passes Leyland on August 20th with a late running Intermodal from Daventry - Coatbridge. *Michael Lynam*

Class 66 430 runs past Euxton on a move from Carlisle to Crewe on August 13th.
John Sloane

Class 68 003 on 4V44 Daventry to Wentloog diverted via the East to West route via Oxford is seen at Swindon on August 31st.
Colin Pidgeon

Direct Rail Services

Class 68 007 and 68 001 struggle towards Farington Curve Junction with a Shap to Doncaster ballast working on August 25th. *John Sloane*

'Cool' liveried Class 88 010 runs through Charnock Richard cutting with the 4S44 service from Daventry to Mossend on August 15th. *John Sloane*

Class 88 006 passes Bradley on August 10th at the head of the 4M27 intermodal from Mossend to Daventry. *John Sloane*

East Midlands Railway

With the towers of Ratcliffe power station dominating the scene, Class 222 005 departs East Midlands Parkway, with 1B28 the 09:12 Nottingham to London St. Pancras on July 31st. *Paul Senior*

East Midlands Railway

Class 170 422 and 170 515 pass New Mills South signal box on August 8th with the 13:51 Liverpool Lime Street to Norwich service. *Barry Longson*

A pair of EMR Class 158s still in Stagecoach livery, arrive at Platform 14 Manchester Piccadilly on August 26th working a Norwich - Liverpool service. *Michael Lynam*

Europhoenix Rail

Now carrying Europhoenix Rail livery, an immaculate Class 60 063 with 37 218 for insurance purposes passes Peterborough on August 25th on a test run from Colwich depot to Ely. *Lee Stanford*

Freightliner

Class 66 517 with 4L33 screeches to a halt at Swindon on August 20th. *Ken Mumford*

Class 90 021 and 90 048 pass through Acton Bridge on August 13th with a Felixstowe - Garston FLT working. *Michael Lynam*

Running 77 minutes early, Powerhaul liveried Class 90 042 leads sister 90 010 past Old Alder Lane near Winwick as they run light engine from Grangemouth to Rugby. *Lee Stanford*

Freightliner

Class 90 009 leads green liveried 90 046 past Winwick Junction on August 22nd with the lengthy 10:50 Coatbridge to Basford Hall Yard. *Lee Stanford*

Class 66 540 'Ruby' is seen at Northampton working 4L46, the 10:59 Lawley Street F.L.T. to London Gateway Freightliner on August 3rd. *Derek Elston*

Class 66 505 works 4M91, the 10:37 London Gateway Freightliner to Lawley Street F.L.T. through platform 3 at Northampton on August 3rd. *Derek Elston*

Freightliner

Running 10 late due to a lineside fire, 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. passes Northampton behind Class 90 047 and 90 005 on August 3rd. *Derek Elston*

On a problem filled day due to signal failures and a lineside fire, a late running 4M63, Felixstowe North F.L.T. to Trafford Park F.L.T. eases through Northampton behind Class 90 011 and 90 012 on August 3rd. *Derek Elston*

Class 66 572 working 4O38, the 09:27 Lawley Street F.L.T. to Southampton M.C.T. is seen at Northampton on August 17th. *Derek Elston*

Freightliner

As the farmer harvests his cereal crop, 'Tango Twins' Class 90 009 and 90 013 forge north through Golborne with the Saturdays-only Daventry - Grangemouth liner on August 8th.
Jeff Nicholls

Class 90 048 and 90 021 pass through platform 13 at Manchester Piccadilly on August 25th working a Trafford Park - Felixstowe liner.
Michael Lynam

Class 66 516 heads the 4M42 London Gateway - Trafford Park F.L.T. to Southampton M.C.T. through Deansgate on August 19th.
Russell Clarke

Freightliner

Class 90 014 and 90 039 head a Felixstowe to Garston liner through Acton Bridge on August 25th. *Brian Battersby*

Class 66 517 with 4M95 Southampton - Trafford Park passes through Deansgate on August 19th. *Russell Clarke*

Class 90 047 and 90 013 head the 4L67 Trafford Park - Felixstowe through Deansgate on August 19th. *Russell Clarke*

Freightliner

Class 90 018 and 90 004 sweep through Balshaw Lane Junction on August 15th with a Grangemouth to Daventry working.
John Sloane

On August 1st, the 4S49 Daventry to Grangemouth liner hauled by Class 90 042 and 90 041 has just breasted the long climb out of Wigan to the summit at Coppull Hall.
John Sloane

Class 90 042 and 90 010 pass Winwick on August 22nd whilst running light from Grangemouth to Rugby. *John Sloane*

Freightliner

Class 90 012 and 90 011 pass through Coppull Hall cutting with the Saturday 4M83 service from Coatbridge to Daventry on August 8th. *John Sloane*

Class 90 015 and 90 011 creep through Coppull Moor as they work a Coatbridge to Basford Hall intermodal on August 29th. *John Sloane*

Class 90 042 and 90 040 sweep through Standish on August 29th whilst working the 4S52 container flats from Crewe to Coatbridge. *John Sloane*

GBRf

Class 66 770 runs past New Mills South, working 6E09 the 07:20 Liverpool BT to Drax, diverted away from its normal route due to engineering works around the Manchester area on August 8th. *Barry Longson*

Class 66 745 on 0M66 Westbury Down T.C. to Wellingborough Up T.C. passes through Swindon on August 31st. *Colin Pidgeon*

Seen coming off the single line from Hazel Grove High Level at Northenden Junction, Class 66 759 had charge of 6G92 the 09:35 Tunstead to Small Heath on August 24th. *Barry Longson*

GBRf

With stone dust blowing from its trailing load, Class 66 701 hurries 6H56 the 15:40 Salford Hope Street to Peak Forest past New Mills South signal box on August 8th. *Barry Longson*

Class 66 703 with the 6V41 14:14 Penyffordd - Avonmouth loaded cement passes Burgs Lane, Baystan Hill. *Phil Martin*

Class 66 769 heads the 4M18 Felixstowe - Trafford Park through Deansgate on August 19th. *Russell Clarke*

GBRf

Class 66 710 and 66 726 top'n'tail the 08:50 Peak Forest to Salford Hope Street, through Heaton Chapel on August 11th, diverted due to engineering works around Manchester Victoria. *Barry Longson*

On August 6th, Class 66 716 passes through Altrincham with an aggregate train from Tunstead Sidings - Small Heath. *Michael Lynam*

On August 24th, the 6O01 Scunthorpe - Eastleigh passes Popham Bridge lead by Class 66 788 with 69 011, 66 667 and 66 035 in tow. *Dennis Rowland*

GBRf

Owing to engineering work around the Miles Platting area during the week commencing August 10th, the Biomass traffic was diverted via the Standedge route. Carrying unbranded blue GBRf operated Class 66 304 approaches Marsden with the loaded 07:26 Liverpool to Drax Biomass service on August 11th. *Lee Stanford*

Class 66 671 heads through Charnock Richard cutting with an empty stone working from Ashton to Horton on August 18th. *John Sloane*

On August 1st, Class 66 715 runs through Stafford working 4L09 the 09:07 Widnes to London Gateway. *Barry Longson*

GBRf

August 3rd saw Class 66 307 in charge of 4H61 the 09:11 Wellingborough to Tunstead, pass Heaton Norris Junction. *Barry Longson*

Class 66 765 with a Felixstowe to Doncaster iPort intermodal heads through Peterborough on August 26th. *Mark Enderby*

Ex-DRS loco Class 66 302, these days sporting GBRf branding, draws its rake of 'colourfully-vandalised' HOA hoppers through Acton T.C. on August 25th. *Ian Callander*

GBRf

Class 66 304 on a diverted Drax to Liverpool Biomass passes Moore on August 14th. *Mark Enderby*

On August 14th, Class 66 770 is seen between Mossley and Greenfield as it works hard uphill working the 07:26 Liverpool to Drax loaded Biomass train. *Lee Stanford*

Class 66 724 'Drax Power Station' leads 6E10 Liverpool BT - Drax loaded Biomass past Belfield Mill Lane on August 27th. *Harold Hull*

GBRf

Despite being regeared for some time, Class 66 696 now caries the correct number and was captured approaching a damp Hellifield on August 21st with 6J84 the 12:37 from Horton Quarry to Brindle Heath. *Lee Stanford*

Class 66 687 with a Whitemoor to Mountsorrel working is seen at Peterborough on August 26th. *Mark Enderby*

Class 66 315 heads the 6M37 Arcow - Pendleton past Belfield Mill Lane on August 27th. *Harold Hull*

GBRf

Class 66 796 'Green Progressor' with the 6H70 Tyne Dock - Drax approaches Hart station on the Durham Coast on August 8th.
Michael J Alderdice

The 10:35 Small Heath to Tunstead empty box wagons passes Romiley on August 3rd behind Class 66 307. *Lee Stanford*

On August 17th, Class 66 786 leads a diverted Avonmouth to Penyffordd cement past Caergwrle. Class 66 713 was on the rear.
Mark Enderby

GBRf

On August 31st, Class 66 315 heads the 6D51 Hunslet - Rylstone empty aggregates through Keighley. *Harold Hull*

Class 66 682 'Maria' leads 6M01, the 10:51 Tinsley Yard GBRf to Bardon Hill GBRf through Leicester on August 6th. *Derek Elston*

Class 57 310 'UK Railtours' running 14mins late approaches Northampton's platform 2 ready for a reversal, running as 0F60, the 16:19 Northampton EMD to Leicester L.I.P. on August 7th. *Derek Elston*

GBRf

Class 66 682 hauling the 6E98 Bardon Hill - Sunderland Docks approaches Seaton Carew on August 5th. *Michael J Alderdice*

On August 11th, celebrity liveried Class 66 301 approaches Marsden with the 10:11 Drax to Liverpool empty Biomass hoppers. *Lee Stanford*

Class 66 739 'Bluebell Railway' approaches Berwick-on-Tweed on August 14th with the 08:07 Fort William Alcan GBRf to North Blyth Alcan (due at 20:20). *Bryan Roberts*

GBRf

On August 17th, Class 66 713 leads a diverted Avonmouth to Penyffordd cement past Christleton. Class 66 786 was on the rear. *Mark Enderby*

GBRf

Former DRS, now with GBRf, Class 66 304 passes through Doncaster with 4M36, the 09:33 Drax power station to Liverpool Biomass Terminal on August 8th. *Paul Senior*

On August 25th, Class 73 119 leads 73 201 and 69 013 with the 6O47 09:30 Dagenham Docks Recp. to Eastleigh Works running 407mins late due to the 69 failing at Old Kew Jct. with brake problems. The 73s had run L/E from Tonbridge to rescue the 69. Seen at Worting, just west of Basingstoke. *Dennis Rowland*

Plain blue Class 66 304 had charge of 6E09 the 07:26 Liverpool BT to Drax on August 11th, seen slowing to cross Heaton Norris Junction. *Barry Longson*

GBRf

Class 66 304 passes through Acton Bridge on August 13th with a Biomass train from Tuebrook Sidings - Drax AES. *Michael Lynam*

Class 66 713 passes Bayston Hill with 6V42 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on August 9th. *Keith Davies*

Class 66 712 passes Acton Bridge on August 13th with a container train from Hams Hall - Mossend. *Michael Lynam*

GBRf

Class 66 754 passes through Hale on August 6th with an aggregate train from Tunstead Sidings - Rugby Up Sidings. *Michael Lynam*

On August 13th, Class 66 797 passes through Acton Bridge with a rake of empty cement tanks from Avonmouth - Clitheroe Castle Cement. *Michael Lynam*

Class 66 301 passes Acton Bridge on August 13th with a rake of empty Biomass wagons from Drax P.S. - Tuebrook Sidings. *Michael Lynam*

GBRf

Beacon Rail livered Class 66 797 creeps past the fast growing bushes at Lostock Hall Junction on August 18th whilst working an Avonmouth to Clitheroe empty cement working. *John Sloane*

Class 66 749 breezes over Coppull Hall summit on August 29th with a Hams Hall to Mossend intermodal. *John Sloane*

Class 66 696 makes a colourful sight as it grinds past Horwich Parkway with a stone train from Horton Quarry to Brindle Heath on August 19th. *John Sloane*

GBRf

Class 99 004 leads 4L68, the 13:15 Birch Coppice GBRf to London Gateway GBRf intermodal into Northampton on August 7th. *Derek Elston*

Class 99 007 working 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf heads through Northampton on August 3rd. *Derek Elston*

Class 99 002 and a dead in tow 99 007 pass Northampton with 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf on August 7th. *Derek Elston*

GBRf

Class 99 003 working 4M01, the 10:57 London Gateway GBRf to East Midlands Gateway Terminal GBRf is seen heading through Northampton on August 10th. *Derek Elston*

Class 66 720 'Wascosa' eases 4M22, the 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf through Northampton on August 10th. *Derek Elston*

Class 66 706 'Nene Valley' leads 4M01, the 10:57 London Gateway GBRf to East Midlands Gateway Terminal GBRf through Northampton on August 3rd. *Derek Elston*

GBRf

Beacon Rail livered Class 66 797 coasts south at Bradley, north of Wigan, with 6V84 the 07:43 Clitheroe to Avonmouth Cement Terminal on August 12th. *Paul Senior*

Class 66 718 approaches Lostwithiel with 6G09 12:58 Goonbarrow Jct. - Fowey Dock Carne Point on August 26th. *Barry Beeston*

On July 31st, one of the sparse china clay workings, 6V72 Cliffe Vale - Goonbarrow, passes Dawlish in the last vestiges of the evening sun with 18 JIAs hauled by Class 66 759. *Steve Thompson*

Grand Central

Grand Central operated Voyager Class 221 142 passes Peterborough on August 25th operating the 13:17 London King's Cross to Bradford Interchange service.
Lee Stanford

Greater Anglia

Class 745 104 climbs the bank from London Liverpool Street and passes Bethnal Green on August 4th with a Stansted Airport service. *Lee Stanford*

Great Western Railway

Recently transferred to Great Western Railway, Class 175 003 is sprayed by the waves as it leaves Dawlish on a windy August 24th with 15:27 Exeter St. David's - Penzance service. *John Goodrich*

Great Western Railway

Class 150 219 stops at Crediton signal box for a token exchange on August 22nd whilst working 09:23 Okehampton - Exeter Central.
John Goodrich

On August 6th, A Class 175 actually operating a revenue-earning service! 175 011 departs Dawlish working 2C32 Exeter - Penzance, I hope it made it! *Steve Thompson*

Class 802 005 arrives at Swindon on August 21st working 1N63 Oxford to Bristol Temple Meads. *Ken Mumford*

Great Western Railway

Class 800 302 approaches Dawlish on August 22nd with the 15:03 London Paddington - Penzance service. *John Goodrich*

Testing and training with the Class 175s, not exactly a great success, it has to be said, continues in the south-west and 175 003 is seen at Dawlish on July 29th with 5Z24 Plymouth - Exeter. A few sets are running in service but the failure rate was quite high as Laira struggles to make something of them. *Steve Thompson*

A few minutes at Coastguards Bridge at Dawlish produced the sight of Class 158 958, still going strong in front-line service, working 2T15 Exmouth - Paignton on July 29th.
Steve Thompson

Great Western Railway

Class 166 216 moves off Exeter Depot on Sunday August 23rd to take up its first working of the day, the 09:16 Exeter St. David's - Exmouth. *John Goodrich*

Class 158 951 is seen at Paignton on August 3rd, crossing over from Platform 1 to Platform 2, to form the next stopper to Exmouth. *Steve Thompson*

Still retaining its Transport for Wales livery, Class 175 002 passes Dawlish on the pleasant early evening of August 27th with 17:27 Exeter St. David's - Plymouth crew training working as a passenger waits on the up platform for 17:19 Paignton - Exmouth. *John Goodrich*

Great Western Railway

Class 800 002 departs Teignmouth on a sunny August 27th with 12:50 Penzance - Exeter St. David's. *John Goodrich*

On July 31st, another training/test run, as Class 175 003 emerges from Coryton Tunnel on 5Z22 Paignton - Exeter, so far, so good.
Steve Thompson

Class 800 308 (nearest camera) and 800 035 stand alongside each other at Bristol Temple Meads on August 26th. 800 035 departed as empty stock shortly after the photo was taken and 800 308 formed 16:30 Bristol - London Paddington. *John Goodrich*

Great Western Railway

Class 158 959 approaches Penzance with 2C03 05:51 Exeter St. David's - Penzance on August 27th. *Barry Beeston*

Class 158 958 departs Dawlish on August 8th working 2F14 Paignton - Exmouth service. *Steve Thompson*

Class 166 204 arrives at Dawlish on a sunny August 23rd with 09:15 Paignton - Exmouth service. *John Goodrich*

Great Western Railway

Class 802 107 departs Penzance with 1A82 09:10 Penzance - London Paddington service on August 27th.
Barry Beeston

Heavy Haul Rail

With the ‘Genessee & Wyoming’ identification now removed, Class 59 206 ‘John F. Yeoman, Rail Pioneer’ pauses briefly at Acton T.C. on August 25th. *Ian Callander*

Now bearing allegiance to Heavy Haul Rail, Class 66 602 rolls through Acton T.C. on August 25th. *Ian Callander*

Class 66 550 eases its 16 loaded wagons up the incline from Malden Manor on July 20th as it approaches journey’s end, completing the 90-minute run from Hanwell Bridge Loop. *Ian Callander*

Heavy Haul Rail

Retro-liveried Class 59 001 'Yeoman Endeavour' adds to the tonnage of aggregates passing through Acton T.C. on August 25th. *Ian Callander*

Double-heading a 'jumbo' service of empties through Acton T.C. on August 25th, de-branded Class 59 205 and 66 952 prepare to stop and await a path to cross between TfL 'Elizabeth Line' services. *Ian Callander*

While DB Cargo's Class 66 098 hides amongst the encroaching buddleia at Acton T.C, having recently arrived from Appleford Sidings with the 4A97 service comprising building materials, Heavy Haul operated Class 66 561 trundles by with its load of aggregates on August 25th. *Ian Callander*

Heavy Haul Rail

Cresting the rise into Tolworth station on the afternoon of July 1st is Class 59 203, with the 6O45 loaded aggregates service from Hanwell Bridge Loop doing its best to make the loco work hard for its living. *Ian Callander*

A light engine move from Leeds Midland Road to Basford Hall Yard on August 14th sees Class 66 587 and 70 016 approaching Mossley. *Lee Stanford*

Class 59 101 is seen in Swindon East Loop on August 21st working 6C48. *Ken Mumford*

Heavy Haul Rail

Class 66 537 working from Bredbury RTS to Runcorn Folly Lane passes Acton Bridge on August 25th. *Brian Battersby*

Class 66 594 passes through Acton Bridge on August 13th with a rake of empty bins from Runcorn Folly Lane - Northenden.
Michael Lynam

Class 66 559 passes Altrincham on August 6th with an empty bin train from Runcorn Folly Lane - Brindle Heath RTS. *Michael Lynam*

Heavy Haul Rail

Class 66 557 with the 4M52 Hartlepool Docks - Willesden Euroterminal departs Hartlepool Bay on August 23rd. A nice Sunday afternoon shot. *Michael J Alderdice*

Heavy Haul Rail

On August 24th, Class 66 537 in new HH livery, runs past Northenden waste terminal with 6F33 the 09:20 Bredbury to Runcorn loaded waste. *Barry Longson*

Class 66 590 eases through Cardiff Central with 6Y47, the 10:23 Westbury Down T.C. to Trefforest civils on August 8th. *Derek Elston*

Class 66 565 works an unknown ballast working through Cardiff Central on August 8th. *Derek Elston*

Hull Trains

Hull Trains 'Paragon' unit Class 802 303 passes Peterborough on August 25th working the 12:33 from Hull to London King's Cross. *Lee Stanford*

L.N.E.R.

Class 91 130 'Lord Mayor of Newcastle' slows for its stop at Doncaster, with the 08:05 London King's Cross to Leeds service on August 8th. *Paul Senior*

LNER Engineer Hangs Up His Spanner After 47 Years of Keeping Customers Moving

An LNER engineer who has dedicated 47 years to keeping rail customers moving has packed away his tools for the last time ahead of retirement.

Nick Dudley, 64, from Romford, started on the railway on 4 September 1978 as an apprentice at London's King's Cross station. He has railway heritage, with his dad being a Station Master for the Great Eastern Railway.

My friend said I was mad joining the railway," explained Nick. "My dad also said that it would be tough with all the shift work, which it was, but I thoroughly enjoyed it and have done all the way through.

Nick has worked in many roles and retires from LNER having most recently been responsible for overseeing much of the maintenance work on the InterCity 225 fleet of trains, which have carried millions of customers over the years.

Reflecting on his career, Nick said: I only ever wanted to be an engineer. I was 16, straight out of school. I went to Ilford where I was told that I wasn't good enough and got rejected, and they said that King's Cross were looking for apprentices. They sent the papers through, I went for an interview, and they offered me a job there and then, so I took it and it was the best decision I've made. I've thoroughly enjoyed my time on the railway.

In the 1990s, Nick was one of the first people through the Channel Tunnel on a passenger train after he was asked to be a Rider on a train chartered by the tunnel's project team shortly after completion. He recalls:

The French team came through from France to England and did a loop at Folkestone, and then we followed them back through. There was a big celebration in France – that was a good day.

The engineer has also met royalty on several occasions, firstly onboard the inaugural run of an InterCity 225 from London King's Cross to Edinburgh Waverley with Her Majesty Queen Elizabeth II, and later he met the late monarch, along with His Royal Highness Prince Philip, in 2004 following the refurbishment of the famous steam locomotive, Mallard.

It was an honour to meet Her Majesty and the Duke of Edinburgh. Prince Philip was asking lots of questions about the work that had been undertaken. Meeting the Queen is my career highlight.

Asked what he'll miss about the railway, Nick explained: The people. I know it's a cliché but it's the camaraderie – I'll really miss it. I've loved working, loved my job, but it's time to cross a new bridge after 47 years of thinking about trains.

To be honest, it feels like I started yesterday. It has gone so quickly, and I can't believe it has been 47 years.

However, as a devout railwayman, it's not quite goodbye. Nick continued: I'll still be out on the route. I've already been approached by a preservation group to help them with their future plans, so I'll still have a connection with the railway. But I'm going to enjoy my retirement, with my wife, doing what we want to do, when we want to do it.

Happy retirement Nick!

L.N.E.R.

The passengers on this LNER Azuma have an excellent view of Berwick pier and lighthouse as their train approaches Spittal on August 12th. *Colin Kennington*

An Edinburgh - London King's Cross service passes Spittal level crossing on August 11th. *Colin Kennington*

A LNER Azuma accelerates away from Berwick-upon-Tweed en route to Edinburgh on August 11th. *Colin Kennington*

L.N.E.R.

The 14:33 London King's Cross to Newcastle is the sole LNER loco hauled working to Newcastle and on August 25th it was hauled by Class 91 130 and is seen at line speed passing Peterborough. *Lee Stanford*

Class 801 227 passes Peterborough on a sunny August 25th working the 11:00 Edinburgh to London King's Cross service. *Lee Stanford*

Class 800 104 approaches Peterborough at speed on August 25th operating the 12:40 London King's Cross to Harrogate service. *Lee Stanford*

L.N.E.R.

Class 800 106 speeds past the attractive station at Chathill with a London King's Cross to Inverness service on August 9th. There are currently only two trains a day that stop here, peak hour DMU's from Newcastle and back. *Bryan Roberts*

Class 800 102 with an Aberdeen to London King's Cross service arrives at Peterborough on August 26th. *Mark Enderby*

Class 91 110 working a London King's Cross to Leeds service calls at Peterborough on August 26th. *Mark Enderby*

Lumo

Class 222 601 races south from Coppull Summit, through Bradly in the suburbs of Wigan, with 1M60 the 06:05 Stirling to London Euston service on August 12th. *Paul Senior*

Class 222 601 approaches Winwick Junction on August 22nd working the 13:19 from London Euston to Stirling, which owing to train crew problems was terminated at Motherwell. *Lee Stanford*

On August 22nd, Class 222 601 is seen crossing the Weaver Navigation on Dutton Viaduct. *Brian Dobbs*

Lumo

The sunflowers all turn to watch Class 222 602 pass south through Moore with the 08:50 Stirling - London Euston service on August 5th. *Jeff Nicholls*

Class 222 601 speeds past Standish with the 06:10 from London Euston to Stirling on August 29th. *John Sloane*

Class 222 601 passes Acton Bridge on August 13th working a Sterling - London Euston service. *Michael Lynam*

Network Rail

On August 5th, Class 73 961 and 73 965 top'n'tail the 1Q14 08:31 Woking Up Yard to Woking Up Yard via Eastleigh, Redbridge, Ludgershall, Eastleigh and Cosham, seen here at Andover. Coaches were Nos. 977 969, 1256, 999 550 and 6263. *David Lindsell*

On August 25th, the 'Flying Banana' speeds through Kemble working 1Q15 Leicester to Landore. *Ken Mumford*

On August 20th, power cars Nos. 43301 and 43303 pass through Castleton working 1Q67. The consist was Nos. 9481, 72612, 72631 and 6263. *Harold Hull*

Network Rail

Class 37 421 and 37 219 make a colourful splash at Winwick during a move from Derby to Carlisle on August 22nd. *John Sloane*

Class 153 383 slowly passes Springs Branch on August 22nd, during a tour of various Lancashire branches. *John Sloane*

Class 37 421 and 37 217 'Jonty Jarvis' pass Keighley as 0Z37 Larbert - Derby on August 31st. *Harold Hull*

Network Rail

On a round trip from Crewe, Class 153 383 trundles through the countryside south of Warrington with a video recording train from Crewe Gresty Road to Headbolt Lane, Ormskirk and Ordsall Lane on August 22nd. *Jeff Nicholls*

Network Rail

On August 6th, power cars Nos. 43357 and 43277 on 1Q23 Bristol Temple Meads to Derby R.T.C. head through Swindon running 20mins early. *Colin Pidgeon*

Power car No. 43014 leads 1Q18 04:55 Reading Triangle Sidings - Paignton via Penzance with 43013 on the rear on the approach to the old Chacewater station on August 21st. *Barry Beeston*

Network Rail

On August 7th, power cars Nos. 43277 and 43357 are seen at Oakengates working the 1Q55 Derby to Derby test train. *Richard Hargreaves*

Class 153 383 runs past Winwick whilst returning to Crewe following a tour of Lancashire branches on August 22nd. *John Sloane*

Class 37 405 approaches Leyland on August 7th with a Carlisle to Crewe test train working. *John Sloane*

Network Rail

Converted Class 153 379 passes through the Leicestershire Countryside at Cossington, with 2Q76 the 09:54 Derby R.T.C. - Leicester - Derby R.T.C. on August 1st. *Paul Senior*

Class 37 421 and 37 219 approach Winwick Junction on August 22nd operating the 12:48 Derby R.T.C. to Carlisle New Yard for subsequent use in snowplough testing moves. *Lee Stanford*

Network Rail operated Class 153 384 is seen at Stafford on August 1st, working 2Q76 the 09:54 Derby R.T.C. to Derby R.T.C. *Barry Longson*

Network Rail

Class 950 001 runs through Davenport on August 18th working 2Q08 the 08:32 Derby R.T.C. to Chester Middle Yard. *Barry Longson*

Class 153 311 passes Kemps Eye on August 13th with 2Q51 09:00 Port Talbot Up Sidings - Stourbridge Sidings. *Keith Davies*

Class 153 383 is seen shortly after passing Winwick Junction on August 22nd operating the 10:02 from Gresty Road sidings around the north west and back to Crewe. *Lee Stanford*

Rail Adventure

Power cars Nos. 43468 and 43484 pass Moore on August 13th having collected Class 57 309 from Carlisle Kingmoor on transfer to its new owner. *Mark Enderby*

An unusual movement on August 13th was that of Nos. 43468 and 43484 hauling 57 309 and four barrier vehicles from Carlisle to Gresty Bridge, seen here running through Euxton. *John Sloane*

Power cars Nos. 43484 and 43468 join the main line at Heaton Norris Junction, working 6Q86 the 08:36 Guide Bridge to Basford Hall, conveying a Network Rail crane. *Barry Longson*

Rail Operations Group

Class 93 009 coasts down from Coppull Summit, towards Wigan, running on test for DRS, as 4Q27, the 05:18 Coatbridge to Daventry on August 13th. *Paul Senior*

Class 37 512 passes Kemps Eye with 5Q78 10:51 Holyhead Carriage M.D. - Cardiff Canton Sidings on August 18th. *Keith Davies*

Class 37 512 passes Bayston Hill with 5Q78 11:26 Holyhead Carriage M.D. - Cardiff Canton Sidings on August 25th. *Keith Davies*

Rail Operations Group

British Steel Blue Class 37 501 'Teesside Steelmaster' passes Water Orton with West Midlands Railway EMUs Nos. 730 025 and 730 027 en-route from Gascoigne Wood sidings to Soho depot on August 18th. *Chris Morrison*

Class 37 800 passes Sutton Bridge with 5Q40 09:50 Cardiff Canton Sidings - Holyhead Car. M.D. on August 10th. *Keith Davies*

Large logo grey Class 37 512 'Thornaby Demon' gets away from Sutton Bridge Junction, Shrewsbury with the 11:26 Holyhead Carriage Maintenance Depot - Cardiff Canton, conveying Stadler units Class 756 115 and 756 004 after tyre turning on August 25th. *Chris Morrison*

Class 37 512 leads 756 115 and 756 004 on August 25th passing Waverton working back home from Holyhead to Cardiff after tyre turning. *Brian Battersby*

TransPennine Express

Class 802 212 approaches Marsden on August 11th working the 12:03 Hull to Manchester Piccadilly service. *Lee Stanford*

A Class 397 hurries past Farington Curve Junction with a Glasgow to Liverpool service on August 18th. *John Sloane*

On August 13th, a TransPennine Express Class 397 heads towards Euxton Junction. *John Sloane*

TransPennine Express

Class 185 134 and 185 124 hurry through Heaton Chapel on August 12th with a Liverpool Lime Street to Cleethorpes service. *Lee Stanford*

On August 3rd, Class 185 102 and 185 133 are seen at Heaton Norris, working the 11:26 Cleethorpes to Liverpool Lime Street service. *Barry Longson*

Carrying rainbow markings, Class 802 213 approaches Marsden on August 11th working the 11:55 Manchester Piccadilly to Newcastle service. *Lee Stanford*

Transport for Wales

Class 158 825 working the 1D11 Birmingham to Llandudno Jct. is seen at Telford Central on August 7th. *Richard Hargreaves*

Class 150 252 passes Wistansow with 2V38 11:31 Shrewsbury - Swansea service on August 11th. *Keith Davies*

Class 67 010 passes Burgs Lane on August 8th working 1W55 08:54 Cardiff - Manchester service. *Phil Martin*

Transport for Wales

Class 67 022 speeds through Heaton Chapel working the 05:43 Swansea to Manchester Piccadilly on August 11th. *Barry Longson*

Class 197 042 arrives at Wrexham General on August 15th. *Paul Godding*

Class 158 828 and 158 838 with the 1I12 Aberystwyth to Birmingham International service are seen departing Wellington on August 8th. *Richard Hargreaves*

Transport for Wales

Class 230 010 is seen at Wrexham General on August 15th with a service from Bidston. *Paul Godding*

Class 153 810 and 153 369 are seen at Sutton Bridge with 2M08 07:29 Swansea - Shrewsbury on August 10th. *Keith Davies*

Diverted because of engineering work, the 07:23 Holyhead to Birmingham New Street service worked by Class 158 833 is seen departing from Crewe on August 18th. *Lee Stanford*

Transport for Wales

Substituting for a Class 67 and Mk4 stock, Class 197 124 passes Heaton Norris, working the 10:53 Cardiff Central to Manchester Piccadilly service on a very warm August 3rd. *Barry Longson*

Class 196 011 and 196 018 pass Kemps Eye with a Manchester Piccadilly - Fishguard Harbour on August 7th. *Keith Davies*

Class 197 114 is seen working the 1V38 09:30 Manchester - Fishguard Harbour service on August 1st. *Phil Martin*

Transport for Wales

On August 1st, Class 153 382 is seen working the 2M06 04:50 Swansea - Shrewsbury via the Central Wales line. *Phil Martin*

Class 197 115 and 197 018 working the 1V38 09:30 Manchester - Fishguard Harbour passes Burgs Lane on August 8th. *Phil Martin*

Class 67 010 prepares to depart Stockport with the 16:30 Manchester Piccadilly to Swansea service on August 1st, which unfortunately was terminated at Crewe on this day, due to a lineside fire. *Barry Longson*

Transport for Wales

Class 158 837 and 158 835 working the 1I10 10:30 Shrewsbury - Birmingham International service passes Walcott on August 22nd. *Phil Martin*

Class 196 111 and 196 043 pass Kemps Eye with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour on August 28th. *Keith Davies*

On August 15th, Class 197 048 and 197 118 with the 1W59 10:50 Milford Haven - Manchester Piccadilly service passes Burgs Lane, Baystan Hill. *Phil Martin*

Transport for Wales

Class 67 022 with the 1V50 14:30 Manchester - Cardiff passes Burgs Lane on August 15th. *Phil Martin*

Class 197 111 passes Wistanstow with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour service on August 11th. *Keith Davies*

Class 67 010 working the 1W55 08:54 Cardiff - Manchester service passes Kemps Eye on July 25th. *Phil Martin*

Transport for Wales

Class67022workingthe17:14Cardiff-Holyhead service climbs Hencote Bank, Shrewsbury on August 11th. *Phil Martin*

Class 197 119 passes Wistanstow with 1W93 09:23 Cardiff Central - Holyhead on August 11th. *Keith Davies*

Class 67 017 departs Manchester Piccadilly on August 26th with a service to Cardiff. *Michael Lynam*

Transport for Wales

Class 67 007 hauls 67 025 and the stock of a Manchester to Cardiff service (after failing at Longsight) back to Crewe through Warrington Bank Quay on August 14th. *Mark Enderby*

Class 197 025 and 197 005 pass Kemps Eye working the 1V38 09:30 Manchester - Fishguard Harbour service. *Phil Martin*

Class 67 020 passes Burgs Lane working the 1V18 15:30 Manchester - Swansea service. *Phil Martin*

Transport for Wales

Class 756 111 departs Pontypridd on August 26th with the 11:22 Aberdare - Merthyr Tydfil service. *John Goodrich*

Class 67 010 is seen at Kemps Eye with 1W55 08:55 Cardiff Central - Manchester Piccadilly on August 28th. *Keith Davies*

Class 67 010 passes Bayston Hill with 1W55 08:52 Cardiff Central - Manchester Piccadilly service on August 8th. *Keith Davies*

Transport for Wales

Class 67 017 is seen at Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on August 10th. *Keith Davies*

Class 153 323 and 153 361 are seen at Newport forming 2O76, the 18:38 Ebbw Vale Town to Cardiff Central on August 8th. *Derek Elston*

Class 67 022 climbs Hencote Bank with 1W97 17:22 Cardiff Central - Holyhead on August 11th. *Keith Davies*

Transport for Wales

Class 67 017 passes Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on August 25th. *Keith Davies*

Class 67 022 is seen at Kemps Eye with 1W55 08:55 Cardiff Central - Manchester Piccadilly on August 24th. *Keith Davies*

On August 9th, Class 67 017 passes Bayston Hill with 1V18 16:10 Crewe - Swansea.
Keith Davies

Transport for Wales

Class 158 840 crosses Barmouth Bridge with a mid-day service to Birmingham International on August 28th. *Ben Bucki*

Class 197 126 heads towards Warrington as it passes Winwick with a service to Holyhead on August 22nd. *John Sloane*

Class 67 017 arrives into Newport with 1V50 the 16:30 Manchester Piccadilly to Swansea service on August 8th. *Derek Elston*

Units: DMUs and EMUs

Northern's Class 195 107 comes off the Romiley branch at New Mills South on August 8th, working the 11:48 Manchester to Sheffield stopping service. *Barry Longson*

Northern's Class 156 402 and 150 268 depart Altrincham working a Chester - Manchester Piccadilly via Stockport service on August 6th. *Michael Lynam*

Northern's Class 195 128 'Calder Champion' speeds through Blackrod with 1Y81 the 13:08 Windermere to Manchester Airport service on August 23rd. *Paul Senior*

Units: DMUs and EMUs

Northern's Class 156 424 and 156 427 find themselves unusually stabled in the goods loop at Stockport on August 12th. *Lee Stanford*

London Overground's Class 378 255 arrives at Kensington Olympia with 2Y78 12:21 Stratford - Clapham Jct. service on August 8th. *John Balaam*

Chiltern liveried Class 196 011 with the 2J06 Birmingham to Shrewsbury service calls at Oakengates on August 7th. *Richard Hargreaves*

Units: DMUs and EMUs

London Overground's Class 710 118, unusually operating on its own, departs from Bethnal Green on August 4th with a Chingford bound service. *Lee Stanford*

West Mid's Class 196 012 and 196 004 working the 2G06 Shrewsbury - Birmingham service call at Telford Central on August 7th.
Richard Hargreaves

On August 11th, Northern's Class 150 269 and 156 417 call at Heaton Chapel with the 09:15 Buxton to Manchester Piccadilly service.
Barry Longson

Units: DMUs and EMUs

West Mid's Class 196 113 working the 2G10 10:05 Shrewsbury - Birmingham New Street service passes Walcott on August 22nd. *Phil Martin*

Northern's Class 323 232 runs fast line at Heaton Norris with the 13:55 Stoke to Manchester Piccadilly on August 3rd. *Barry Longson*

West Mid's Class 196 012 and 196 004 working the 2G12 Shrewsbury - Birmingham service call at Wellington on August 7th. *Richard Hargreaves*

Units: DMUs and EMUs

The 15:24 Southport - Manchester Victoria service has just passed beneath the M6 at Gathurst and crosses both the Leeds-Liverpool Canal and the River Douglas on August 10th with Northern's Class 769 458 in charge. *Jeff Nicholls*

West Mid's Class 196 111 calls at Wellington on August 8th working 2G12 Shrewsbury - Birmingham service. *Richard Hargreaves*

Northern's Class 156 409 departs Hale working a Manchester Piccadilly - Chester service on August 6th. *Michael Lynam*

Units: DMUs and EMUs

Living on borrowed time, Northern' Class 323 210 arrives at Guide Bridge with 2G42 Hadfield to Manchester Piccadilly service on August 22nd. *Russell Clarke*

West Mid's Class 196 113 working the 2J06 Birmingham - -Shrewsbury service departs Oakengates on August 19th. *Richard Hargreaves*

Northern's Class 195 127 working the 07:41 Leeds - Chester service finds a patch of sunshine at Moore on August 5th. *Jeff Nicholls*

Units: DMUs and EMUs

Northern's Class 331 101 is seen crossing from the slow line at Euxton Junction on August 15th. *John Sloane*

West Mid's Class 172 006 and 172 005 working 2K90, the 16:43 Stratford-upon-Avon to Kidderminster arrive into Whitlocks End on August 1st. *Derek Elston*

LNW's Class 350 111 in 'INVICTUS' livery calls at Acton Bridge working a Liverpool Lime Street - Birmingham New Street service on August 13th. *Michael Lynam*

Units: DMUs and EMUs

Northern's Class 150 273 is seen stabled at Buxton station on August 25th. *Michael Lynam*

Northern's Class 323 210 makes a call at Horwich Parkway during a service to Manchester Airport from Blackpool on August 19th. *John Sloane*

On August 19th, Northern's Class 323 233 arrives at Horwich Parkway with a late running service from Manchester Airport to Blackpool. *John Sloane*

Two of a kind at Carlisle on August 18th as Class 156 509 and 156 514 stand side by side awaiting their next duties. *Lee Stanford*

National Rail

On August 20th, Colas Rail's No. DR73936 creeps through Swindon working 6J02 from Bristol. *Ken Mumford*

Greater Anglia installs new sanding system at Norwich depot

New sanding equipment has been installed at Greater Anglia's Crown Point depot in Norwich. Sand is used as part of a train's traction and braking system to help wheels grip more effectively on the rails. Previously, sand was manually moved from five-kilogram bags importing the risk of sand solidifying if it became damp while moving between the bag and train, resulting in damage to on train equipment.

The new system uses a huge 30-tonne storage silo to hold the sand, with a dedicated compressed air system moving the sand around a large area of the depot, under tracks and through a labyrinth of pipes to one of 55 individual delivery 'holsters', that look like a petrol pump. Depot staff then simply lift the nozzle and dispense sand into the train, with the sand automatically shutting off once the train's sand box is full. The system, which delivers sand to trains on the fuelling area and three nearby lines used for servicing, cost £4.9m to install.

It includes a new silo to hold 30 tonnes of kiln-dried sand, around 500 metres of pipe work that move sand around under seven bar of air pressure. 108 task light bollards have also been installed to ensure safe and efficient working for staff using the system. In busier months, such as the autumn and winter when the rails are notoriously slippery and trains use more sand to assist braking, the depot can use up to three tonnes of sand across the 27 trains that are serviced at the Norwich site every 24 hours. More effective use of train-based sanding arrangements help to improve train service performance, reliability, and resilience, thereby delivering a better service for customers and communities.

Andrew Goodrum, Infrastructure and Major Projects Director for Greater Anglia, said: "Our staff at Crown Point Depot in Norwich work incredibly hard to ensure our trains are cleaned, serviced and ready to take passengers safely and punctually from A to B. This new, modern sand dispensing system involves much less manual work than before, making it easier for everyone to use, and enabling us to provide a better, more reliable service for the region."

Fares Advice *with RailUK*

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

TPE pricing oddities from Castleford

Q: The Office of Rail and Road (ORR) has now authorised into service the newly upgraded Castleford railway station (whatever that means!)

On a related note, I decided to check if there were some cheap advance fares available to perhaps encourage use of the new TPE services...

Castleford to Manchester £9.50 (great!)
Castleford to York £12.20 (erm...not so great!)

45 miles to Manchester
25 miles to York

That's actually ridiculous.

A: This is the result of there only being an "Any Permitted" fare for the journey to York (which is valid via Leeds and priced accordingly). Advance fares have been set by blind reference to this fare, with no account taken of the actual distance covered.

That being said, passengers from Manchester to Huddersfield might consider £12.20 a cheap fare given the 'tunnel tax' they pay...

It's also, I think, because fares were kept lower in the former Metropolitan county areas. York wasn't in one, which is why fares from West Yorkshire to York are higher than West Yorkshire to Greater Manchester (or South Yorkshire) for a comparable distance. You could argue that the fares should be equalised, but we know they will be increased rather than decreased...

What happens if barrier retains ticket later needed for delay repay?

Q: This hasn't happened yet today but it might if my next train gets any later so that I miss my final train, all on Advance split tickets. All paper tickets.

Potential case in point:
Scarborough to Manchester Victoria Advance - arrived on time and I nipped through the barriers, which retained my ticket.

Next leg Man Vic to Liverpool Lime Street - on time and ticket returned on exiting the barrier.

Now awaiting arrival of what should form the 12:33 to BHM, where I should connect to the 14:50 to Hereford. However the LNR is currently showing not arriving until 12:36 and departing 12:39 (I'll be surprised if it does!).

As it stands I should make my connection at New Street, but if there's a simliar delay on its way back who knows? I don't know the reason for the current problem. If I did end up an hour late, I'd obviously want to claim for my full journey from Scarborough, the first leg of which was the most expensive ticket, which I no longer have. I stupidly never thought to take a photo as I didn't expect it to be swallowed up. How does one claim for a full journey without possession of all the comprising tickets?

A: I always go via the manned barrier anyway, asking politely if I can keep the ticket for my records.

Never been refused yet, although one over eager member of staff ripped through a valid ticket which had lost it mag-encoded data, to which they quickly apologised profusely for.

Sometimes the savvy one will take a corner off or scribble over it in an attempt to make it look like it's been checked / already used for travel.

You just go to a member of staff at the gateline and ask to keep it to claim. They will either just let you through, deface it and let you through, or ask you to put it in the gateline and then retrieve it for you, I've had all three of those when I've done so in the past.

Alternatively if it's a TOC that doesn't require you to deface it to claim DR online (do any still do that now?), just take a picture of it while still on the train. They won't want the original these days.

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

Rail Grinding Unit No. C2103 rolls south through Golborne working from Wigan Canal Sidings to Nuneaton Cemetery Sidings on August 20th. *Jeff Nicholls*

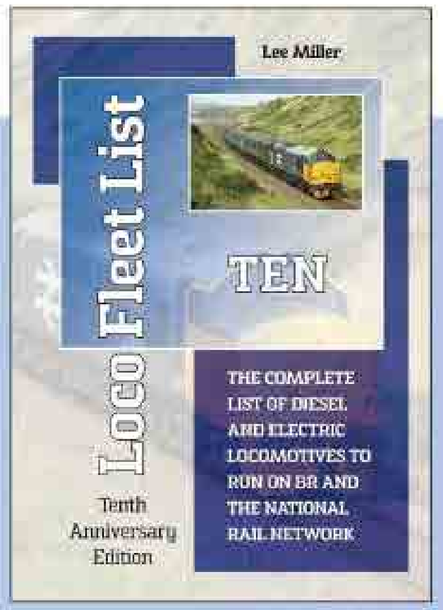
Loco Fleet List Ten

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

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

Features:

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



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

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

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

Liverpool Street station worker celebrates 30 years' service

A London Liverpool Street railway worker is celebrating 30 years' service. Millie Garrison first joined the railway on July 15th 1996, completing her initial training at London King's Cross under British Rail, before starting work at Liverpool Street station looking after customers and dispatching trains safely from what is now the UK's busiest station, with 98 million entries and exits in 2024-25. Millie works with not just the dispatch and customer service team that she is part of on platforms 11 – 17, but the wider team from both Greater Anglia and Network Rail who operate the station.

Over the years, while staying firmly in customer service, she has done a myriad of other roles, such as being a trainer and assessor, to make sure people are competent in their safety-critical duties, as well as being in charge of all the leaflet information for customers right across the bustling 17-platform station. She has also been a local RMT trade union representative for 25 years, covering a team of colleagues at Liverpool Street and at nearby Stratford stations.

Millie Garrison said: "Liverpool Street has become my second home over the years and I'm proud to work here. I feel so good knowing that I have done 30 years on the railway. I didn't expect to stay so long at all, but as the years passed by, I decided to stay and it has led me to do so many different types of roles.

"I love my role even now. We provide a service to the public, always trying to resolve their problems, while keeping the trains departing safely and on time.

"Me and my colleagues are united together in our work. We become one big family: if anyone has a problem, we all come together to solve it. We can have a smile and laugh at times with passengers too, along with sharing ideas of how to improve things for them. My colleagues are brilliant, both past and present."

Millie particularly enjoys the history of the station and different uses for local buildings over the years from a nearby cemetery to a hospital and hotel, as well as saying hello to any celebrities passing through if there is a quiet moment.

Away from work, Millie – who has worked part-time hours for the past five years - can be found happily pottering away in her garden, looking after her grandson playing football in their local park, as well as sailing and travelling, having been everywhere from Doncaster and Lowestoft to Tenerife and back to her native Jamaica.

Joshua Quirk, one of Greater Anglia's Shift Station Managers at London Liverpool Street, said: "Millie's 30 years of service is a fantastic achievement and a testament to her dedication and commitment to both our customers and colleagues.

"Throughout her career, she has made a significant contribution to Liverpool Street station, not only through her customer service and operational roles, but also by supporting and developing others as a trainer, assessor and trade union representative.

"Millie is highly respected by everyone she works with and always has time for people, no matter the nature of the conversation. Her warmth, experience, knowledge and willingness to help others make her a valued member of the team.

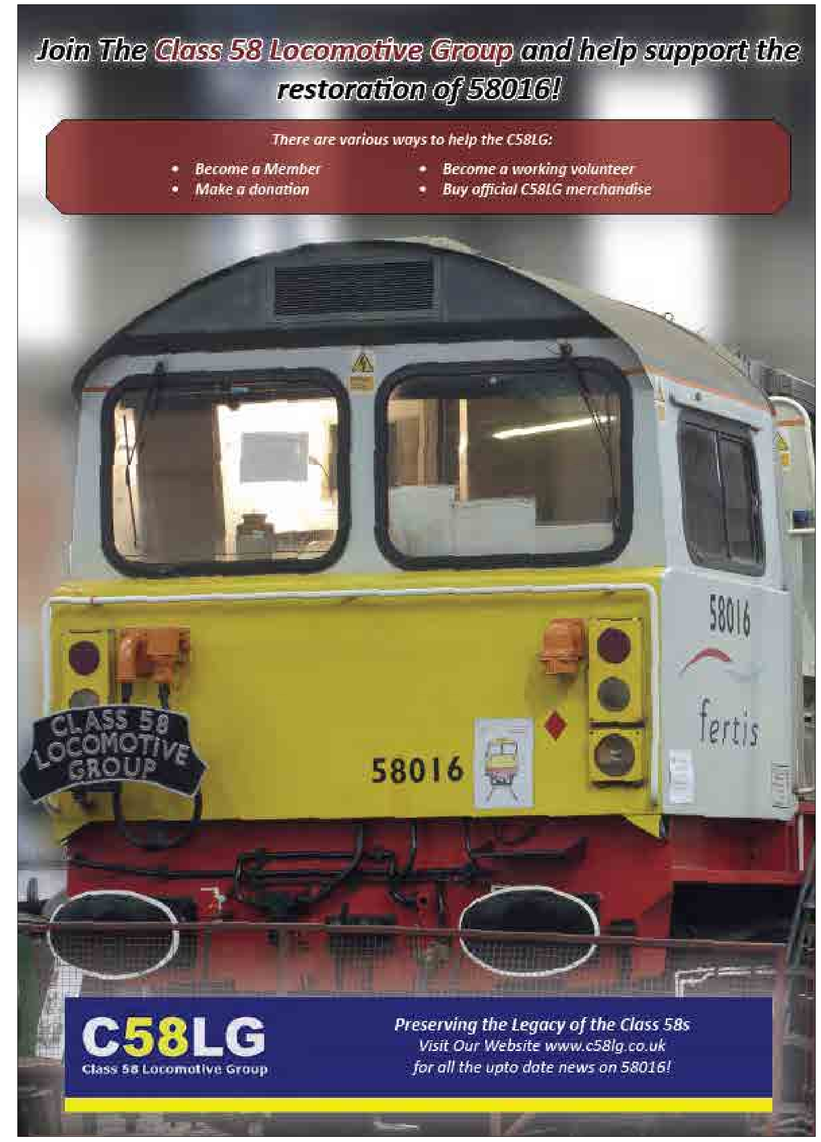
"Everyone at Liverpool Street would like to congratulate her on reaching this remarkable milestone and thank her for her many years of service to the railway."

Greater Anglia is part of GBR Anglia, which brings c2c, Greater Anglia and Network Rail Anglia closer together under one unified leadership team as part of the wider journey towards Great British Railways.

Photo: Millie has worked at London Liverpool Street station for 30 years (credit: Greater Anglia)

National Rail

On August 18th No. DR98008 was found stabled at Carlisle awaiting its next turn of duty. *Barry Longson*



£40m redevelopment of prime Leeds office building under way

A £40 million upgrade of a striking eight-storey office building will create a new rail industry hub in central Leeds. Network Rail's transformation of Princes Exchange is under way, bringing the 108,576sq ft building beside Leeds station back into use. The project is funded by the Department for Transport and Network Rail and being delivered by Network Rail and Platform4, working with contractor Willmott Dixon.

It will bring track and train colleagues in Leeds together in one location – with energy efficiency, sustainability and digital connectivity all at the heart of the development. The project, which follows Network Rail's purchase of the empty building in 2024, is expected to be completed in June 2027. It will include:

Main entrance and external facade refurbishment – including replacing all windows and the roof
Public realm work to improve the space outside the building, which faces the station's Aire Street entrance
A dedicated rail hub entrance and reception with new staff welfare facilities
High quality amenities at basement level, including cycle storage along with changing facilities.
The scheme will deliver social value through apprenticeships, work experience placements, educational activities and support for community projects, while sustainable reuse of furniture and materials from the site is expected to save around 80 tonnes of carbon and provide £10,000 worth of donated equipment to charitable organisations.

Andrew Banks, Network Rail finance director, said: "The redevelopment of Princes Exchange will breathe new life into what is already an iconic building in a prime city location. We're proud to be providing upgraded space for Network Rail and train operator colleagues to support them to deliver great service for rail passengers in the north, while opening up this iconic property to the wider market."

Andrew Ferguson, interim chief executive of Platform4, Network Rail's property development company, said: "Working to maximise the value of rail land for both the railway and for wider public benefit is exactly what Platform4 was set up to do. At Princes Exchange, we've worked with Network Rail and our other partners not only to deliver landmark office space for colleagues and businesses but also to unlock critical land, enabling rail growth in Leeds."

Network Rail and rail industry partners will occupy three floors, with the remaining five being fitted out to be commercially let from mid-2027.

National Rail

£7m investment to deliver major rail upgrades between Newcastle and Scotland

An extensive package of rail improvements will affect journeys between Newcastle and Scotland over three weekends. Network Rail teams will be at sites across the North East of England carrying out track renewal, upgrades to switches and crossings, improving drainage systems and renewing overhead line equipment.

The work – an investment of £7.1 million – will see some train services diverted around line closures, as well as rail replacement services operating for stations between Newcastle and Edinburgh on the weekends of September 19th and 20th, September 26th and 27th, and October 3rd and 4th. Passengers travelling on those weekends are advised to plan ahead, allow extra time for journeys and check details of their journeys before setting off.

The improvement work over the three weekends will include:

Laying more than 3.2km of new track at Heaton North, Morpeth and Shortridge for smoother, more dependable journeys.
Replacing or refurbishing eight sets of points – the switches and crossings equipment which allows trains to move between tracks – at Heaton North, Morpeth, Alnmouth and Tweedmouth to improve reliability.
Renewing 1.5km of overhead line equipment to support more reliable electric train services.
Upgrading track drainage at Scremerston and clearing more than four miles of drainage systems to reduce the risk of flooding and weather-related delays.
Carrying out vegetation management to keep signals visible and prevent trees and leaves touching the overhead power lines, which can cause disruption.
Mandatory safety inspections of the track, points and structures along the route to maintain a safe and reliable railway.

Gunnar Lindahl, joint operations director for Network Rail and LNER, said: “This is a major programme of work that will help deliver a more reliable railway between Newcastle and Scotland for passengers and freight customers. These three weekends of work will see us deliver a significant package of improvements – renewing track, points, drainage and overhead line equipment across the route. By investing in this vital infrastructure now, we can improve reliability, reduce the risk of delays caused by flooding and failures, and help provide smoother, more reliable journeys for passengers and freight services. We know that engineering work causes disruption to passengers and we’re sorry to anyone whose journey will be affected. We want to thank passengers and residents for their patience while this essential work takes place.”

A spokesperson for the train operating companies said:

“These improvements will help deliver a more reliable railway for our customers, and we’re working hard as an industry to keep people moving over these weekends. Some trains can divert around the work, allowing customers to maintain direct rail connections. However, some stations will be served by rail replacement services. For those travelling on these weekends, we encourage you to check your journey before setting off and allow extra time to complete your journey.”
The work is in addition to a £4.6 million investment between North Berwick and Dunbar in Scotland. Check details of your journey with National Rail Enquiries Journey Planner or your train operator. Passengers using rail replacement services are reminded to only bring luggage they can carry comfortably and be mindful of transfer times between train and bus/coach.

First visible signs of electrification appear on Borders railway

The electrification of the Borders railway is starting to take shape, as engineers begin installing the steel masts that will support the overhead wires needed for new battery-electric trains.

It’s part of a £26.2m Scottish Government investment to electrify 13km of the route between Edinburgh and Tweedbank ahead of the arrival of battery-electric trains in the early 2030s. These new fleets will help to deliver more sustainable, reliable and comfortable journeys for passengers.

While the most noticeable parts of the project are only now appearing along the line, much of the preparation for electrification was completed before the railway reopened in 2015. Bridges, stations and other infrastructure were designed with future electrification in mind, reducing the need for major reconstruction work today.

Since work began in March, teams have focused on installing the foundations for 350 new overhead line structures. With around half now complete, work is moving on to erecting the steel masts and support arms which people will see between Tweedbank and Bowshank Tunnel near Stow.

Most of the work is taking place overnight and at weekends to minimise disruption for passengers. Once all structures are in place, attention will turn to installing the wiring, testing the new equipment and final preparations for the introduction of battery-electric trains.

Lynsey Maclean, scheme project manager at Network Rail, said: “This is an exciting stage of the project because people can now start to see the railway changing. A huge amount of work has gone into planning and building the foundations, much of it behind the scenes, so seeing these new structures appear is a real achievement.

“What makes this project unique is that many of the decisions needed for electrification were taken when the railway was rebuilt more than a decade ago. That means we’re able to deliver this significant upgrade with far less disruption than would otherwise have been needed.

“We know the Borders Railway plays an important role in communities across the region. We’re making good progress in this next phase, and I’d like to thank passengers and our neighbours for their patience and understanding as work continues over the coming months.”

The project milestone was marked with a visit last week by MSP for Midlothian South, Tweeddale, and Lauderdale, Calum Kerr, who added: “It was fantastic to see the progress being made on the Borders Railway electrification project and to meet the team delivering this important investment. The Borders Railway has already transformed connectivity for communities across the region, and these improvements will help make rail travel even more sustainable and reliable. I will continue to support efforts to extend the Borders Railway so that the whole region can benefit from the economic and social opportunities that improved rail links can bring.”

National Rail

Running around 15 minutes late, Class 57 310 'UK Railtours' and 360 113 pass through Northampton nearing journeys end with 5B60, the 12:51 Kettering Stabling Sidings to Northampton EMD on August 7th. *Derek Elston*

SOUTHERN COUNTIES RAILWAY SOCIETY

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

www.southerncountiesrailwaysociety.co.uk

'Say hello to yellow' – unified uniforms for staff at North's busiest stations

Passengers travelling through the North's three biggest and busiest train stations are getting a helping hand as staff switch to a new shared colour scheme so it's easier to seek help while making rail journeys.

Station staff at Leeds, Liverpool Lime Street and Manchester Piccadilly are now wearing yellow vests to make them easier to spot for anyone who needs support, directions or advice.

The new move sees customer service staff from Network Rail, Northern, TransPennine Express and station support staff wearing the same thing for the first time.

It's been devised to make customer assistance more visible, consistent and reassuring across some of the North's most important transport hubs.

More than 69 million passenger entries and exits were recorded last year across Manchester Piccadilly (27.4 million), Leeds (27.3 million) and Liverpool Lime Street (14.4 million).

Whether passengers need directions, accessibility support, reassurance during disruption, help finding a platform or simply someone to ask, the shared yellow vests will help customers quickly identify colleagues who are there to assist.

The scheme brings together station, train operator and support teams under a simple visual identity while keeping each organisation's existing role and responsibilities in place.

It reflects a shared commitment to making stations feel easier to use, more accessible and more welcoming for everyone as the railway moves closer to Great British Railways.

David Dubaj-Downs, Network Rail head of customer and station transformation, said: "Stations are busy places, and we know customers sometimes need quick reassurance about who they can go to for help. By bringing colleagues from Network Rail, Northern, TransPennine Express and others together in one shared colour, we want to make that easier. If you need support, information or a friendly face, just look for yellow."

Alex Hornby, Northern's commercial and customer director, said: "This is about putting customers first and creating one railway that is easier for customers to navigate. Many people passing through these stations are regular commuters, but others may be visiting for the first time, travelling with children, carrying luggage or needing extra help. A simple, consistent colour will make our teams more visible when customers need us."

Adam Fairclough, deputy customer experience director and head of customer experience for TransPennine Express, said: "Our customers tell us that confidence and clarity matter, especially at large stations. This shared approach will help people feel more confident asking for help and will support better teamwork between the organisations who keep stations running every day."

The colour change was recently introduced at Leeds, Liverpool Lime Street and Manchester Piccadilly as part of a wider focus on improving the customer experience and accessibility at major rail hubs in the North.

National Rail

COMPLETED: London Charing Cross and Waterloo East reopen after railway carries out £20million programme of engineering work

Passengers thanked after 22-day closure that saw services diverted into other London terminals, and changes across the Southeastern network

Engineers replaced nearly 2km of 36-year-old track between Charing Cross and Waterloo East

Charing Cross platforms renewed and station improvements carried out at Waterloo East

Southeastern services have resumed, once again, at Charing Cross and Waterloo East after a 22-day closure for essential engineering work at the central London terminus.

During the closure, engineers replaced almost two kilometres of 36-year-old track and the switches and crossings, the moveable rails that allow trains to switch paths, south of Hungerford Bridge. They also renewed the wheel timbers, the equivalent of sleepers when going over bridges, and completed structural repairs to sections of the Hungerford bridge's steelwork before repainting it.

Teams made full use of this once-in-a-generation closure to rebuild sections of platform at Charing Cross, removing 540 tonnes of concrete and installing more than 2,000m2 of glass-reinforced plastic. Working across all six platforms at once, they demolished sections, installed new steelwork and laid new surfaces.

With Waterloo East closed, teams took the opportunity to complete work that could not be carried out safely while trains and passengers were using the station. They cleaned, treated and repainted the footbridge steelwork to protect it from the weather, and replaced window panels with self-cleaning glass that brings more light into the passageways and can be opened to improve ventilation.

Network Rail and Southeastern, working together as the integrated South Eastern Railway, spent 18 months planning the closure and combined these essential renewals into one 22-day programme. The work will help keep the railway fit for decades to come, support a safer, better and more reliable railway at lower cost to taxpayers, and improve the customer experience at these central London stations. Completing the work in one extended summer holiday closure, when commuter numbers are around 20% lower, reduced overall disruption. This lowered delivery costs and gave passengers the benefits of the improvements sooner with the alternative options being 60 weekend closures or four separate nine-day closures.

Scott Brightwell, Safety, Planning and Performance Director, South Eastern Railway, said: "We are pleased to have reopened the line between Charing Cross and London Bridge after 22 days of intensive work.

"We know closing two of London's busiest stations for more than three weeks caused inconvenience for many customers, I am sorry for any inconvenience and thank you for your patience. Completing this essential work in one 22-day closure, rather than over 60 weekends, allowed us to carry out station improvement works that would, otherwise, have been impossible to achieve."

"Our teams replaced track and platforms dating back to 1990s, completed essential structural repairs to Hungerford Bridge (over the Thames) and Waterloo East station improvements.

"Thank you to customers for bearing with us whilst we complete the works and thank you to the hundreds of colleagues who worked 24/7 through the high temperatures."

Liz Baldwin, Southern Integrated Delivery Director, Southern Renewals Enterprise, said: "The successful completion of the Charing Cross and Waterloo East closure is one of the most significant achievements delivered by Southern Renewals Enterprise to date. It demonstrates the power of the Enterprise model, bringing together colleagues from across the SRE, Network Rail, Southeastern and our Ecosystem supply chain partners to safely deliver a huge volume of work in a single coordinated programme.

"I would like to thank everyone involved for their professionalism, teamwork and dedication, particularly those who worked around the clock in extremely challenging temperatures. I'd also like to thank our passengers and local communities for their patience and understanding while these vital upgrades were carried out."

National Rail

Major Transpennine Route Upgrade works to drive forward Huddersfield station transformation this autumn

Customers will soon benefit from a more reliable, accessible and greener railway as the Transpennine Route Upgrade takes another significant step towards the transformation of Huddersfield station and the wider railway this autumn.

From Saturday September 19th until Sunday October 4th 2026, engineers will be working around the clock to deliver a significant package of improvements in and around Huddersfield, helping improve reliability, increase capacity and support faster, more frequent services in the future.

At Huddersfield station, the subway will be extended towards platforms 4, 5 & 6, which are being remodelled to facilitate longer trains with more seats for customers, while renovations continue on the historic 'Euston-style' station roof.

The reconstruction of Deighton station will also progress during this period with the installation of a new footbridge which, once complete, will have lifts to provide step-free access for customers.

Across the route, teams will renew track and drainage to improve reliability, install new track to increase capacity and fit overhead line equipment to support greener, electric trains in the future.

These improvements form part of the wider Transpennine Route Upgrade programme, which is modernising the railway between Manchester, Huddersfield, Leeds and York to provide better journeys for customers and better connections for communities across the North.

To deliver these works safely, Huddersfield and Slaithwaite stations will be closed from Saturday September 19th until Sunday October 4th, reopening on Monday October 5th.

The railway between Stalybridge and Mirfield will also be affected during this period, and, as a result, Mossley, Greenfield and Marsden stations will be closed on the weekends of September 19th-20th and October 3rd-4th.

To keep customers moving, trains will continue to run wherever possible using diversionary routes that have benefitted from more than £100 million of investment. Where trains cannot run, rail replacement buses will operate, with Brighouse station serving as the main rail and bus interchange throughout the works. Customers should allow extra time for their journeys.

Customers are advised to check before they travel at nationalrail.co.uk or with their train operator, as amended timetables will be in operation and journey times may change.

Sophie Leishman, TRU sponsor, said: "This is another significant stage in the transformation of Huddersfield station and the wider railway. While we know there will be some disruption while this work takes place, these upgrades are essential to delivering the more reliable, accessible and higher-capacity railway that customers deserve.

"We're making real progress across the route, from the redevelopment of Huddersfield station to improvements that will support longer trains, better performance and future electrification. I'd like to thank customers and our local communities for their patience and understanding while we carry out these important upgrades."

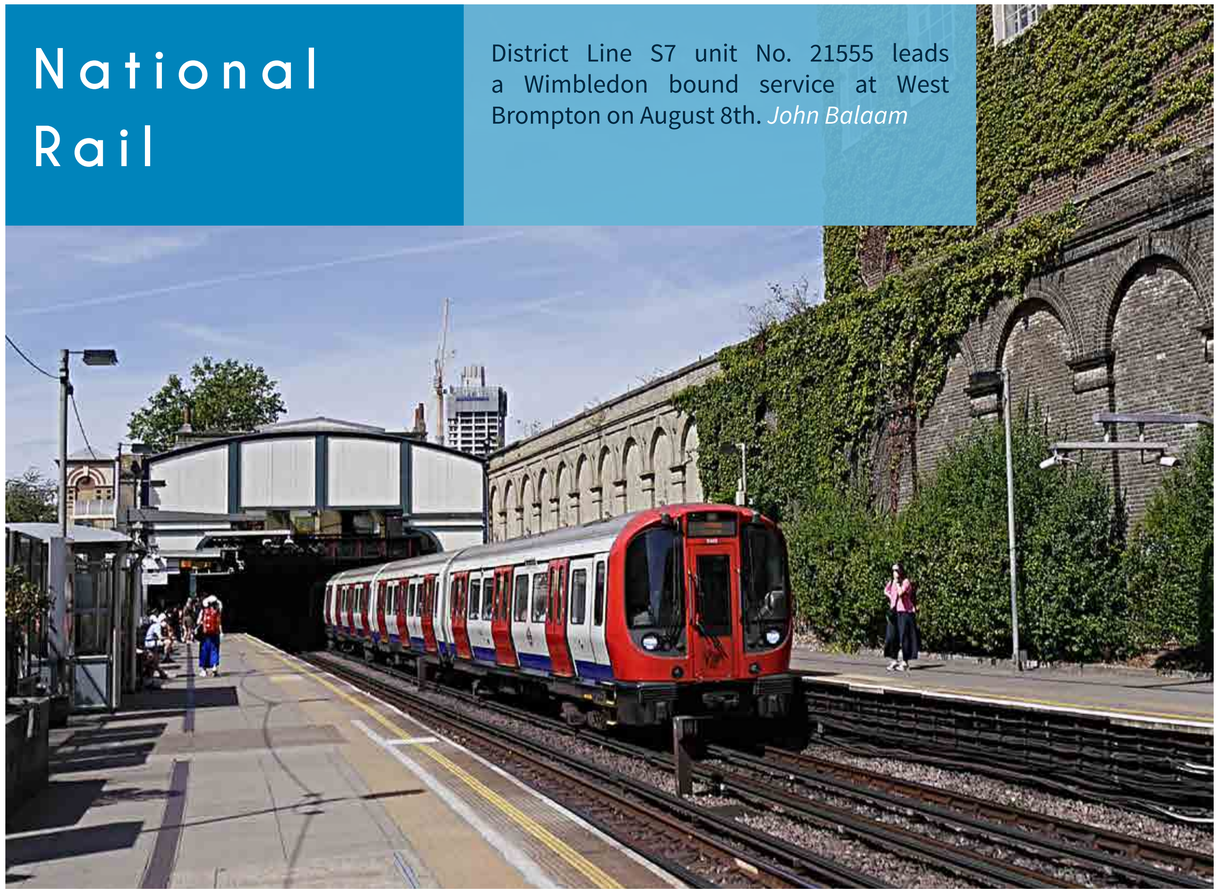
Liam O'Shaughnessy, Transpennine Route Upgrade Programme Delivery Lead at Northern, said: "As work continues to deliver once-in-a-generation upgrades to Huddersfield station, we would like to thank our customers for their continued patience. The upgrades taking place between Stalybridge and Mirfield will enable us to take another step closer to delivering our vision of a faster, more reliable, and greener railway for the North of England. During this time, works will also be advancing at Deighton station to provide a brand new, accessible station for our customers in 2027. There will be disruption to Northern and other operators' services during these works, with services amended and some trains replaced with buses. We strongly advise all customers to check before they travel and use National Rail Enquiries to plan their journeys."

Chris Nutton, Major Projects & TRU Director at TransPennine Express, said: "This work is only possible because of the close collaboration between the range of rail industry teams involved in the Transpennine Route Upgrade. By working together, we're delivering one of the biggest railway upgrades in the North while continuing to keep customers and communities connected.

"Every organisation involved has a shared goal of creating a railway that's more reliable, more accessible and fit for the future. We'd like to thank everyone affected by these works for their patience as we continue to invest in better journeys across the Pennines."

Work at Huddersfield station will continue as part of the station's wider redevelopment, with a further 38-day closure planned following the last service on Christmas Eve to complete the main phase of the station upgrade works..

National Rail



District Line S7 unit No. 21555 leads a Wimbledon bound service at West Brompton on August 8th. *John Balaam*

The Little Lionheart 7.25" gauge line at The Aln Valley Railway was well patronised during a visit on August 12th. *Colin Kennington*

'Green hay' helps rare butterfly habitat bloom beside Warwickshire railway

The environment along the railway in Warwickshire is benefiting from a unique partnership between Network Rail and wildlife charity Butterfly Conservation.

Volunteers and teams from both organisations have been spreading freshly cut 'green hay' onto Harbury cutting, near Leamington Spa, as part of ongoing work to restore a rare butterfly habitat.

The cutting, on the Chiltern main line, was badly damaged by a major landslip in February 2015, which caused significant disruption to the railway and impacted a Site of Special Scientific Interest (SSSI).

The location was previously used by several rare butterfly species which are now being encouraged to return and prosper thanks to the ongoing work to sow meadow grasses and wildflowers which support pollinating insects.

The latest phase of the project has used a technique known as 'green haying', where a wildflower meadow is cut and the seed-rich hay is quickly moved to another site and spread across the ground. At Harbury, hay from a nearby species-rich meadow managed by Butterfly Conservation was moved by Network Rail to the cutting, where it was unloaded and spread by hand using pitchforks and rakes.

The technique is designed to introduce local wildflower seed to the railway land, improving habitat for butterflies including the Small Blue, Dark Green Fritillary, Grizzled Skipper, Dingy Skipper and Green Hairstreak.

The work builds on an innovative conservation project at Harbury which has seen Network Rail previously use a flock of sheep - known as the 'Harbury herd' - to help manage vegetation on the steep slopes beside the railway.

Jude Ward, environment manager at Network Rail, said: "Harbury has always been a challenging site because of the steep cutting and the important ecology around the railway. The sheep helped us manage the vegetation in a more sustainable way, and this green hay work is another practical step in improving the habitat after the damage caused by the 2015 landslip. Our partnership with Butterfly Conservation is a great example of how we can work creatively with partners and neighbours to enhance our railway's ability to act as a wildlife corridor, connecting nearby habitats and species."

Mike Slater, chair of Butterfly Conservation Warwickshire branch, said: "It's great to see this partnership working so well for the benefit of wildlife, and in particular butterflies. This project should help reverse the fortunes of some of our rare butterflies, such as the Dingy Skipper and Small Blue. I am confident they will colonise this site very soon."

The hay will sit on the railway land over summer, dropping seed onto the cutting before Network Rail's flock of sheep returns for winter to graze the land and trample the seed into the soil.

Due to the size of the cutting, repeat applications are expected in future summers to further strengthen the impact and benefits of the work.

Network Rail's biodiversity work supports its commitment to caring for lineside habitats while keeping the railway safe and reliable for passengers and freight.

At the Gartell Railway near Templecombe, No. 6 'Mr. G' and No. 8 'Faith' (both 0-4-2Ts) are seen at Common Lane shed.
John Barrowdale

At the Gartell Railway near Templecombe, No. 9 0-4-0 'Jean' is seen at Common Lane.
John Barrowdale

Work begins on £3.6m restoration of historic Avon Viaduct

Network Rail engineers are starting £3.6 million worth of repairs at the historic Avon Viaduct near Linlithgow.

The project, which began on August 3rd and is due to be completed by May 2027, will protect the future of the 23-span listed structure and the railway it carries across the River Avon between West Lothian and Falkirk.

The viaduct will undergo a range of improvements as part of the project, including masonry repairs, steelwork repainting and structural strengthening works.

Existing metal parapet handrails will also be replaced with glass reinforced polymer (GRP) parapets.

This investment is part of Network Rail's ongoing programme to maintain and preserve Scotland's historic railway infrastructure, ensuring key assets continue to serve passengers and freight services for generations to come.

As a listed structure, the work has been carefully planned to respect the viaduct's heritage while addressing essential maintenance needs. Network Rail has worked closely with local authorities and environmental specialists as plans for the project have progressed.

Ecological surveys have also been undertaken to identify and protect local wildlife, including nesting birds and bats, with appropriate mitigation measures being implemented where required.

Allison Flanagan, project manager at Network Rail Scotland, said: "This is an important investment in one of Scotland's historic railway structures. The work will help ensure Avon Viaduct continues to play its role on the railway while preserving its character for future generations.

"As well as extending the life of the structure, the project will help protect an important part of the local landscape and railway heritage for years to come."

Lumo's Class 222 603 heads past Winwick on August 22nd with the 13:21 from Stirling to London Euston service. *John Sloane*

Heritage railway donated modern equipment to help secure its future

Staff and volunteers at the East Lancashire Railway (ELR) are set to benefit from a raft of tools and equipment delivered through an exciting new partnership with Network Rail. Through a policy of reusing and recycling, redundant track pieces, along with tools, equipment, trolleys and a large piece of machinery used to help lay down the track, have all now been handed over to the heritage railway by Network Rail teams. The ELR - a not-for-profit charity - is a community-centred organisation which is mostly staffed by a hard-working team of volunteers, and the new tools will allow them to repair any faults on their railway and respond to problems more quickly.

It comes after Network Rail staff teamed up with the heritage railway in a new partnership. The deal allows railway materials that are no longer needed on the national rail network - such as rail, sleepers and equipment - to be reused safely on heritage lines, helping to keep historic trains running while reducing waste and costs. The ELR welcomes thousands of visitors each year, including community and school groups, and this partnership means the heritage track and stations will continue to run smoothly, with more support than ever. In return, the ELR will provide facilities and opportunities that allow Network Rail to showcase the railway's past, present and future in an authentic heritage setting, helping to bring rail history and careers to life for people across Lancashire and Greater Manchester.

Clare Waller, Network Rail's Manchester area director, said: "Our partnership with the East Lancashire Railway is great for both parties. It means our staff get to support an amazing cause and some of our surplus pieces of equipment can have a new life. We're really proud to be working with the team at the ELR and helping them to delight passengers and visitors."

Mike Kelly, East Lancashire Railway chairman, said: "We are delighted to be part of such a unique partnership based on mutual respect and desire to help each other out. This partnership is voluntary and it's a vote of confidence and support to the ELR from a great bunch of dedicated professionals. "Since the partnership was launched a few months ago, we have enjoyed a very close working relationship. Both organisations have key transport roles, and I always say Network Rail looks after the future and the ELR preserve Manchester and Lancashire's proud industrial transport heritage."

National Rail

Colas Rail track machine No. DR75407 is seen stabled at Wrexham General on August 15th. *Paul Godding*

Class 91 117, 99 005, 99 001 and 68 015 are pictured on shed at Leicester on August 6th. *Derek Elston*

Class 66 032 with a Mountsorrel to Kennett working passes through Peterborough on August 26th. *Mark Enderby*

National Rail

Class 47 727 'Edinburgh Castle' approaches Old Hill station hauling Class 350 233 From Long Marston to Northampton EMU depot on August 25th.
Chris Morrison

Merseyrail to benefit from £3.5m of underground upgrades this Autumn

Merseyrail passengers are being advised of changes to journeys on the Northern and Wirral lines this autumn while a £3.5m investment takes place to improve the network.

Network Rail will waterproof and strengthen four underground tunnels during a 26-day railway closure from Sunday October 11th to Friday November 6th. The upgrades will improve journey reliability by preventing water from entering the tunnels and causing problems with the third-rail electricity supply. The scale and complexity of these projects mean the Northern line will be closed between Hunts Cross and Liverpool Central for just under four weeks. Passengers are being given advanced notice of the work so they can plan ahead by visiting National Rail Enquiries or the Merseyrail websites.

Rail replacement buses will be in place to keep people on the move during the essential upgrades.

Paul Owen, Network Rail Liverpool Area Director, said: "This is a significant £3.5m investment into the underground section of the Merseyrail network to maintain four Victorian-built tunnels for 21st century passengers. We understand that this work will be disruptive, so we're working with Merseyrail to minimise the impact of the upgrades as much as possible. We're also giving people advance notice so they can forward plan their journeys by visiting National Rail Enquiries or Merseyrail's websites during our work."

Stephen Dodd, Chief Operating Officer at Merseyrail, said: "We'd like to thank our passengers for their patience while this important work is carried out. These upgrades will help improve the long-term reliability of the Northern Line and reduce the risk of future disruption. We encourage customers to plan ahead and check before they travel during the closure."

To make the most of the closure, power control systems will also be modernised across both the Northern and Wirral lines. This will make it quicker and easier to switch the electrified rail on and off when engineers need to carry out planned maintenance or respond to unexpected faults.

On Sundays during this period, the closure will extend to Sandhills station on the Northern line and parts of the Wirral line. Once the work is complete, trains will start running again from the morning of Saturday November 7th.

The Nosh Report

'Life-changing' biscuits arrive onboard Avanti West Coast trains

Handcrafted biscuits billed as 'life-changing' are now available onboard Avanti West Coast's trains after it partnered with a small business offering supportive employment.

Social enterprise, Half the Story, is baking its chocolate chip shortbread to supply the train operator's onboard shop.

The biscuits, which are handmade in Nottingham by bakers who have previously experienced homelessness or other barriers to employment, are described as 'life-changing' by its employees because the purpose-led business creates supportive jobs.

By providing a Real Living Wage, offering access to mentoring and support, employees can start a new chapter in their lives thanks to the business.

Half the Story is a joint venture between two charities – Green Enterprises, who provide supportive employment, and Green Pastures, which provides a home and support to people facing homelessness together with local partners.

One employee, who found it almost impossible to get a job after experiencing addiction and serving a prison sentence, credits Half the Story with 'changing my life'.

Avanti West Coast chose the business as a supplier after discovering its story and sampling its biscuits through an initiative titled Pitch Social by the train operator. Alongside its food procurement partner, Foodbuy Group, they invited small, socially conscious businesses to pitch for a place on its inclusive and sustainable onboard menu, and Half the Story was successful.

The partnership with intercity operator has created 120 hours of Real Living Wage employment per month, supporting roles dedicated to baking the shortbread sold from the shop onboard Avanti West Coast's trains.

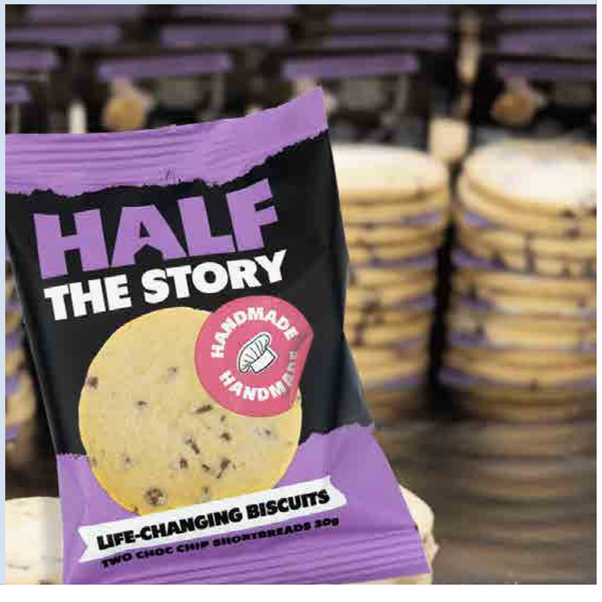
The social enterprise has recently installed a new custom bakery, increasing its capacity to fulfil large orders including those from Avanti West Coast.

Rob Taylor, Food and Beverage Development Manager at Avanti West Coast, said: "We're excited to offer Half the Story's biscuits onboard our trains. These treats not only taste great - but they make a real difference to people's lives.

"Welcoming Half the Story as a supplier supports our commitment to working with small, purpose-driven businesses that enhance the customer experience, while creating a positive, lasting impact."

Matt Parfitt, Managing Director at Half the Story, said: "We're incredibly excited to see our biscuits onboard Avanti trains. Every pack of delicious choc chip shortbreads represents real lives changed through supportive employment. 93 percent of our team say that working at Half the Story has positively impacted their lives. This partnership helps to boost our profile on the national stage, and to create even more life-changing jobs."

Karen Watson, Contract Manager at Foodbuy UK & Ireland said: "We're proud to partner with Avanti West Coast and connecting them with innovative socially conscious SME suppliers so that they can offer more sustainable options for passengers is something incredibly important to us. Seeing a product move from pitch, through to being offered onboard is a fantastic example of how our event creates real impact – supporting diverse businesses, while delivering more sustainable and inclusive options for our clients."



National Rail

At Berwick-on-Tweed on August 14th, CrossCountry Class 221 108 and 221 135 with the 1V62 Edinburgh - Plymouth service, running 15 minutes late are seen crossing the Royal Border Bridge. *Bryan Roberts*

Clubs and Societies Apparel

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

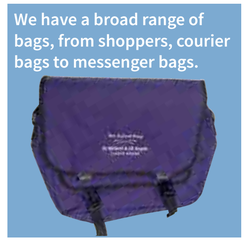
Heavy weight Hoodies starting from £27.50 each, minimal order of 2.

Softshell, from £27.27.00 each, minimal order of 2.

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

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

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



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

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

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

Branded merchandise, Draw bags, mouse mats, coasters.

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

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Did you Know - *Ken Mumford*

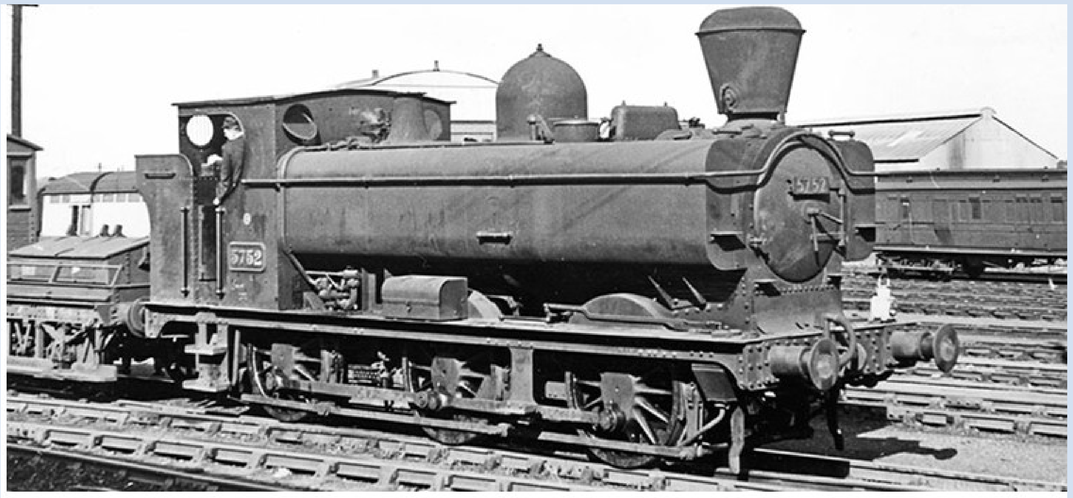
Some more of the nations oddities this month:

The railwayman put two fingers in his mouth and emitted a loud whistle. The train stopped! With a whistle and the auto-train's gong sounding, the train slowly reversed back into the station. People starred out of the windows. A red-faced Muriel climbed aboard trying not to look conspicuous!

Who should be travelling on that train? Muriel's former Head-mistress who exclaimed, "*You don't change, Muriel*!"

Someone was once told that a local nick name for the auto train service was the "*tenta motor*" because it went through Weston Rhyn at ten to the hour, not sure how accurate that was, but thought it was a lovely description.

On Wednesdays and Saturdays there was a 4 coach auto-train that went from Oswestry to Chester, the loco used to be in the centre of the train, and it probably would have got to Weston Rhyn by 10 am. The Oswestry nickname was "*The Shopper.*" It finished at the end of the Fifties.



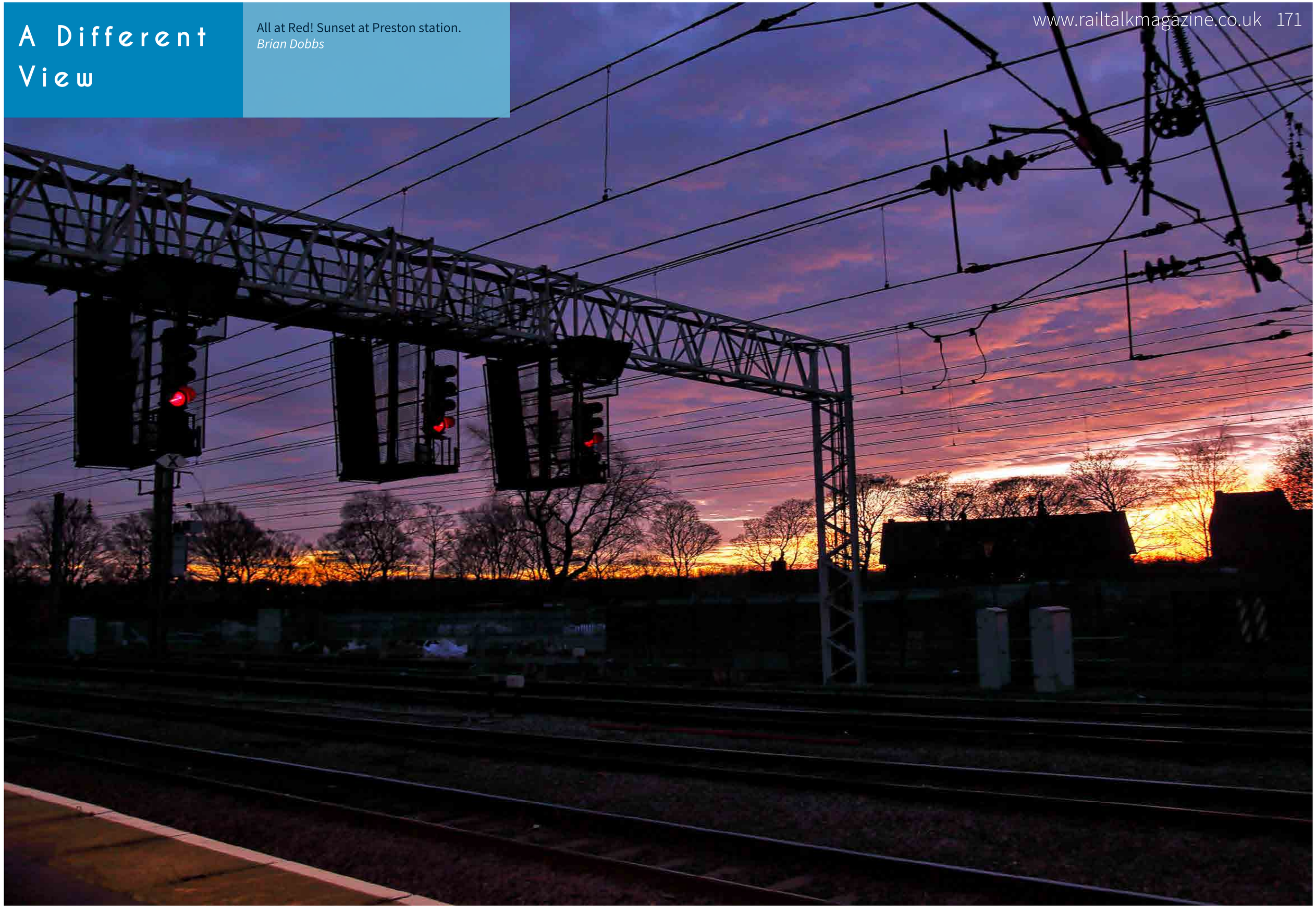
No 5752 was one of the early members of the 57XX class, being built in April 1929 with the earlier type of cab having porthole windows. This photo shows her shunting at Didcot and fitted with a spark arrestor for working in the ordnance sidings These also had three-link couplings instead of the more usual screw-link couplings. This deliberately limited their use to shunting duties and light freight trains.

A Different View

TfW Class 158 822 crosses Barmouth Bridge with a mid-day service to Pwllheli on August 28th. *Ben Bucki*

A Different View

All at Red! Sunset at Preston station.
Brian Dobbs



A Different View

The sun sets over the Cob embankment at Porthmadog, on the Ffestiniog Railway on August 24th. *Ben Bucki*

Preserved Railways

GRESLEY SOCIETY MARKS 150TH ANNIVERSARY OF SIR NIGEL GRESLEY AND CELEBRATES N2 RETURN TO TRAFFIC IN LATEST JOURNAL

The Gresley Society, founded in 1963 to honour the life and works of Sir Nigel Gresley, is pleased to announce the publication of the Summer 2026 edition of its journal, The Gresley Observer (No. 199). The issue records a landmark year for the Society and for admirers of Sir Nigel Gresley's work.

This year marks the 150th anniversary of the birth of Sir Nigel Gresley on 19 June 1876. The journal reports on a series of commemorative events held across the country. These included a service at St Peter's Church, Netherseal, where Gresley grew up, a special service at Doncaster Minster, the naming of an LNER Azuma set "Gresley 150", open days at Doncaster Works featuring class A4 No. 60007 Sir Nigel Gresley in steam, and a well-attended Society symposium and Gala Dinner at Doncaster Mansion House.

Surviving Gresley locomotives in the UK and overseas carried commemorative headboards for the anniversary weekend.

A further highlight recorded in the issue is the return to traffic of the Society's class N2 No. 1744. The locomotive re-entered service on the North Norfolk Railway on July 17th following a lengthy – and costly - overhaul. A ceremony at Sheringham marked the occasion, with the engine working in partnership with the Midland & Great Northern Society's restored "Quad-Art" set.

Chris Nettleton, Honorary Editor, said: "This issue records a remarkable few months for the Society. The Gresley 150 celebrations and the return of our class N2 to traffic have generated a wealth of material, and I am already looking ahead to an extra magazine supplement to do justice to the many photographs submitted. The 200th edition of The Gresley Observer will also bring a completely new cover design."

The journal also contains the first part of a major feature on the 90th anniversary of the class V2 2-6-2 (final part in No. 200), together with articles on Gresley's booster experiments, railway safety, and other aspects of East Coast Main Line history. The Chairman's notes look ahead to future challenges, including the Society's Gresley Buffet Lounge Car.

The Society's next members' meeting will take place on Saturday December 5th 2026 at the Danum Gallery, Library & Art Museum in Doncaster where the sole-surviving Class V2 No. 4771 'Green Arrow' is on display. After the formal business, Chris Nettleton will give a presentation on the class V2s to mark their 90th anniversary. Guests are welcome.

The Gresley Society was founded in 1963 to promote interest in the life and work of Sir Nigel Gresley. Membership enquiries are welcomed.

THE GRESLEY OBSERVER

•No.199•

THE JOURNAL OF THE GRESLEY SOCIETY

A month of steam, history and heritage experiences as Hopetown Darlington celebrates S&DR201

A month of steam, history and heritage experiences as Hopetown Darlington celebrates S&DR201

Following the landmark celebrations of S&DR200 across the region last year, Hopetown Darlington is proud to launch S&DR201 celebrations, a programme of events, exhibitions and steam experiences that continues the story of the Stockton & Darlington Railway and its lasting impact on the world.

Building on the momentum of the bicentenary year, S&DR201 at Hopetown celebrates the people, innovation and pioneering spirit that began in the North East and transformed global travel, trade and communication forever.

The celebration takes place between Saturday September 5th and Sunday September 27th 2026.

Councillor Libby McCollom, Darlington Borough Council Cabinet Member for Local Services said: “The success of S&DR200 demonstrated just how important Darlington’s railway story remains, not only to our region but to the wider world. Through S&DR201, we’re building on that incredible legacy and continuing to celebrate the innovation, ambition and pioneering spirit that began right here more than 200 years ago.

Hopetown Darlington is now a must-visit destination for anyone interested in railway heritage, offering unique experiences that bring our history to life for new generations. From iconic locomotives to family-friendly events, S&DR201 ensures the story of the railway that changed the world continues to inspire residents and visitors alike.”

The festival begins on Saturday September 5th with Memory of a Journey: Final Station, a vast collection of thousands of wooden peg dolls decorated during the S&DR200 celebrations. Filling the Exhibition Hall, this unique installation brings together thousands of individual creations into one remarkable display, celebrating the communities, journeys and shared experiences that rail travel has brought to ordinary people.

Throughout September, visitors will be able to experience the sights, sounds and atmosphere of the steam age through a range of heritage activities, including steam train rides and special events.

The programme culminates in the S&DR201 Steam Festival on September 26th and 27th, when the attraction, including Darlington Locomotive Works and the 1861 Shed, will be open for a spectacular weekend of steam-powered celebration.

Highlights include journeys behind Replica Locomotion No.1, offering visitors a rare opportunity to experience a recreation of the locomotive that hauled the world’s first public passenger railway journey in 1825.

The centrepiece of the festival takes place on September 27th, the anniversary of the opening of the Stockton & Darlington Railway, when the world-famous 60163 Tornado takes to the rails on Hopetown’s Heritage Railway. Built in Darlington and recognised as one of Britain’s most iconic steam locomotives, Tornado represents the continuing legacy of railway engineering excellence that began with the Stockton & Darlington Railway more than 200 years ago.

Richard Starrs, Stockton & Darlington Railway Project Manager at Hopetown Darlington said: “We’re incredibly proud of the programme we’ve developed for S&DR201. Building on the momentum of the bicentenary celebrations, we’ve created a series of experiences that give visitors the chance to get closer than ever to the people, locomotives and stories that shaped railway history. From rides behind Replica Locomotion No.1 and Tornado to exhibition and steam-powered demonstrations, there’s something for everyone to enjoy.

We’ve been overwhelmed by the enthusiasm shown by visitors over the past year, and we’re delighted that S&DR201 continues the work of what we intend to become an annual celebration of Darlington’s unique railway heritage. We look forward to welcoming visitors back to Hopetown year after year as we share this remarkable story.”

The Stockton & Darlington Railway’s first journey took place on September 27th 1825, carrying hundreds of passengers between Shildon, Darlington and Stockton. More than two centuries later, S&DR201 ensures that the story of the railway that changed the world continues to inspire future generations.

S&DR201 Continues the Legacy of the Railway That Changed the World.

Ales on Rails: Great Central Railway's Real Ale, Cider & Gin Festival Returns

Great Central Railway's popular Real Ale, Cider & Gin Festival is set to return from Thursday September 17th to Sunday September 20th, offering visitors a weekend of heritage railway travel, live music, food stalls and a huge selection of drinks across the line.

Entry to the festival is free, with visitors able to explore the railway's stations and enjoy the bars, drinks and live entertainment.

Tickets are required for those wishing to travel on the heritage trains, which will run between stations throughout the festival, offering the chance to combine a journey on the railway with a selection of unique guest beers and drinks along the way.

The festival gets underway at midday on Thursday at Loughborough, with diesel trains running and draught ales and snacks available to get the weekend started. The Loughborough station bar will also be open from 12 noon.

Friday and Saturday will see more than 85 different beers, 30 ciders and a selection of spirits available across the line, alongside a packed programme of live music from talented local performers and a variety of food stalls serving up plenty of choice for hungry festivalgoers.

Friday's line-up will feature Luke BP and The Waltzing Bumble Bees in the Quorn Main Marquee, with Megan Iris performing at the Rothley C&W Shed. On Saturday, visitors can enjoy performances from Ruth Chomik, Embers Duo and Not Now Cato in the Quorn Main Marquee, alongside Java Duke and Jenny Wren at the Rothley C&W Shed.

Steam and diesel trains will run throughout both days – and late into the night – creating the perfect setting for a proper rail ale experience, with visitors able to hop on and off the trains as they explore the festival along the line.

On Sunday, visitors can wind down with a leisurely pint, with all four bars remaining open into the afternoon, providing the perfect way to round off the festival weekend.

Malcolm Holmes, General Manager at the Great Central Railway, said: "Our Real Ale, Cider & Gin Festival is always a highlight of the calendar, bringing together everything that makes a visit to the Great Central Railway so special – heritage trains, great drinks and live entertainment.

"With more than 85 beers and 30 ciders to discover, as well as speciality gins, live music and trains running throughout the weekend, there's plenty to enjoy whether visitors are joining us for one day or making a full weekend of it."

A wide range of ticket options are available for those wishing to travel on the trains, including our popular two, three and four-day tickets for visitors wanting to enjoy more than one day of the festival. Group discounts are also available for groups of 10 or more by contacting the Great Central Railway's Booking Office.

With free festival entry, four bars, an extensive selection of drinks, live music, food stalls and a packed timetable of steam and diesel services, the Real Ale, Cider & Gin Festival promises a weekend of great drinks, good company and an exhilarating heritage railway experience.

Photo: Tin Shed GCR Beer Fest 2025 ©GCR

Great Central Railway Steam Gala Celebrates 'Little & Large' Locomotives

Four days of intensive steam action will see an impressive line-up of home fleet and visiting locomotives take to the tracks at Great Central Railway's annual Autumn Steam Gala from October 1st - 4th.

The Great Central Railway (GCR) is preparing for four days of steam-filled action as its annual Autumn Steam Gala returns with a special 'Little & Large Gala' theme, celebrating the remarkable variety of steam locomotives – from some of the smallest engines in operation to larger and more powerful machines. The event will feature an intensive timetable of passenger, goods and double-headed trains, offering visitors the chance to see an impressive selection of locomotives from different eras and industries in operation on the UK's only double-track main line heritage railway.

Three visiting locomotives are set to join the Great Central Railway's home fleet, subject to availability. Among them will be GWR Saddle Tank No. 813, appearing with thanks to the Severn Valley Railway and the GWR 813 Preservation Fund. Built by Hudswell Clarke in 1900 for the Port Talbot Railway, the diminutive locomotive is renowned as one of the smallest engines operating on the Severn Valley Railway, making it a perfect fit for this year's 'Little & Large' theme.

Also making the journey to the GCR will be No. 7232 Sentinel 'Ann', appearing with thanks to Keighley & Worth Valley Railway, Callum Porter and Chris Boocock. Built by Sentinel in Shrewsbury in 1927, the locomotive showcases the innovative engineering of a company better known for its steam-powered road vehicles, providing a fascinating contrast to the larger locomotives appearing at the Gala.

LMS 16440 is due to appear thanks to Midland Railway Trust Ltd, subject to availability following repairs. The LMS 3F locomotive was built in 1926 by the North British Locomotive Company in Glasgow, adding another distinctive chapter to the Gala's celebration of steam engineering. Alongside the visiting engines, the GCR's home fleet will be out in force throughout the event, with an intensive programme designed to provide plenty of opportunities to see locomotives in action – including passenger, goods and double-headed workings.

Malcolm Holmes, General Manager at Great Central Railway, said: "The Autumn Steam Gala is always a highlight of the GCR calendar, but this year's 'Little & Large' theme gives us a particularly exciting opportunity to showcase just how varied steam locomotive design could be. From the compact Sentinel 'Ann' and diminutive GWR 813 through to the larger members of our home fleet, there will be a fantastic contrast in size, design and engineering for visitors to enjoy. We're incredibly grateful to the organisations and individuals who have made it possible for these visiting locomotives to join us. Combined with our own fleet, the intensive timetable should make this a memorable four days for enthusiasts, photographers and families alike."

Away from the locomotives, visitors will be able to explore the GCR's beautifully restored stations and on-site museums, while enjoying food and drink across the railway. The event will also provide opportunities to get closer to the railway's heritage and experience the sights, sounds and atmosphere of a working heritage railway.

With visiting engines, home fleet favourites and an intensive programme of passenger and goods services, the Autumn Steam Gala promises a celebration of heritage steam with plenty of variety – whether visitors are lifelong railway enthusiasts or simply looking for a memorable day out.

Photo: 16440 on Keighley Bank ©Kenny Felstead

East Lancs Railway

On August 15th, Class 144 009 is seen operating a service to Heywood at Townsend Fold. *Jeff Nicholls*

East Lancs Railway

Class 58 023 passes Townsend Fold on August 15th with a service to Rawtenstall.
Jeff Nicholls

East Lancs Railway

Steam returns to the ELR after the hot weather restrictions as 'West Country' Class Pacific No. 34092 'City of Wells' gets a run out on an afternoon service train on August 28th, seen here at Townsend Fold heading for Rawtenstall. *Gerald Nicholl*

East Lancs Railway

A recent addition to the diesel fleet based at the East Lancashire railway is Class 20 No. D8069 which is seen departing from Heywood on August 8th with the 17:12 to Bury. The loco is unusual in that it is in BR blue but carries its BR number and not its TOPS number. *Lee Stanford*

Great Central Railway

Looking and sounding superb, Deltic No. D9015 'TULYAR', passes Woodthorpe with the 09:15 Loughborough to Leicester North, during the lines, 'Return of the Racehorse' weekend on August 1st. *Paul Senior*

Ecclesbourne Railway

Resident Class 47 No. D1842 stands alongside visiting Class 33 103 at Wirksworth on August 7th during the Ecclesbourne railway's diesel gala. *Lee Stanford*

Visiting Class 08 shunter No. D3236 arrives at Wirksworth on August 7th with a mixed passenger/freight train from Duffield.
Lee Stanford

An excellent restoration job has been carried out on Derby lightweight trailer No. M79612 and the vehicle is seen at Wirksworth on August 7th with single unit No. W55006 providing power after returning from Duffield on its first day in public service at the Ecclesbourne railway.
Lee Stanford

South Devon Railway

On August 7th, GWR 0-6-0 Pannier Tank No. 1369 runs round its train and prepares for departure from Buckfastleigh *Steve Thompson*

GWR Prairie Tank No. 5526 is seen in steam on the shed at Buckfastleigh on August 7th. *Steve Thompson*

On August 7th, GWR 0-6-0 Pannier Tank No. 1369 prepares for departure from Buckfastleigh *Steve Thompson*

Heatherslaw Light Railway

‘Binky’ is a 0-6-0DH loco in an imaginative livery at Heatherslaw on August 11th. *Bryan Roberts*

‘The Lady Augusta’ is seen on display in her own shed at Heatherslaw. *Bryan Roberts*

On August 11th, HLR diesel loco ‘Clive’ is seen at Heatherslaw after arrival with a relief train from Etal. *Bryan Roberts*

Heatherslaw Light Railway

'Bunty' is seen ready to depart Etal station with a packed train for Heatherslaw on August 11th. *Bryan Roberts*

Aln Valley Railway

The Aln Valley Railway was running a Pacer service on August 12th. *Colin Kennington*

West Lancashire Light Railway

'Sybil' and No. 38 are seen on August 2nd. *John Balaam*

WLLR based 'JOFFRE', a Kerr - Stuart loco works No. 2405 of 1915 is currently out of service awaiting overhaul. *Michael Lynam*

Statfold Barn based 'CEGIN' an Andrew Barclay loco, is seen running round its train at Delph on August 2nd. *John Balaam*

West Lancashire Light Railway

WLLR based 'SYBIL', a W .G. Bagnall loco works No. 760 of 1906 is seen arriving back at Becconsall with a service train on August 2nd. *Michael Lynam*

Statfold Barn based 'MARCHLYN' an Avonside Engineering loco works No. 2067 of 1933 departs Becconsall with a demonstration freight to Delph on August 2nd. *Michael Lynam*

WLLR based 'MONTABALN' an Orenstien & Koppel loco works No. 6641 of 1913 is seen departing with a demonstration freight on August 2nd. *Michael Lynam*

Ffestiniog and Welsh Highland Railway

At the Ffestiniog Railway on August 31st, vintage diesel 'Moelwyn' ticks-over in the sidings at Porthmadog Harbour with an ECS working of vintage stock (from the Boston Lodge works shuttle service). *Ben Bucki*

Double Fairle 'James Spooner' manoeuvres into the sidings at Porthmadog Harbour station on August 26th. *Ben Bucki*

On the Welsh Highland Railway on August 27th, Baguley No. 9 trundles towards Porthmadog at Pont Croeser with a single hopper wagon in tow. *Ben Bucki*

Cambrian Heritage Railway

On August 15th, Northern liveried Class 142 004 is seen at Oswestry. *Paul Godding*

Northern liveried Class 144 007 is seen at Oswestry on August 15th. *Paul Godding*

GWR liveried Class 143 619 is seen at Oswestry on August 15th. *Paul Godding*

Northampton and Lamport Railway

Class 31 289 'Phoenix' is seen at Brampton & Pitsford station on the Northampton & Lamport Railway on August 16th.
Derek Elston

Wensleydale Railway

Class 33 035 is seen ready to depart Leeming Bar on August 8th, with the fish and chips safely loaded onboard the lunchtime train. *Bryan Roberts*

Wensleydale Railway

Class 37 250 welcomes passengers arriving for the fish and chips lunchtime service at Leeming Bar on August 8th. *Bryan Roberts*

The Wensleydale Railway's ex Hope Cement Works Sentinel shows off its new paint job. *Bryan Roberts*

At Leeming Bar on August 8th, Class 14 No. D9523 was looking good in maroon livery. *Bryan Roberts*

Vale of Rheidol Railway

On the Vale of Rheidol Railway, No. 60 'Drakensberg' runs-round its morning train at Devils Bridge station on August 27th. *Ben Bucki*

No. 60 'Drakensberg' heads through the hills near Rhiwfron with a train for Aberystwyth on August 27th. *Ben Bucki*

No. 60 'Drakensberg' prepares to take a morning train out of Devils Bridge station on August 27th. *Ben Bucki*

Paignton and Dartmouth Railway

GWR Manor Class No. 7827 'Lydham Manor' is seen running round its stock at Paignton on August 3rd. *Steve Thompson*

GWR No. 5239 'Goliath' runs round its stock prior to forming another service to Kingswear at Paignton on July 29th. *Steve Thompson*

On July 29th, Paignton station saw Class 03 371 stabled in the carriage sidings. *Steve Thompson*

Ribble Steam Railway

At the Ribble Steam Railway Vintage Transport Experience on August 8th, Furness Railway No. 20 built in 1863, arrives back at Riverside station with a service train from Strand Road. *Michael Lynam*

Ribble Steam Railway

'The King', a Borrows built locomotive works No. 48 of 1906, is prepared for service at Strand Road depot. *Michael Lynam*

Shipley Glen Tramway

The tramway is Britain's Oldest Working Cable Tramway opened in May 1895. The tramway is a funicular and was built through woodland to save passengers from a steep walk to Shipley Glen, a renowned open space for religious and pleasure gatherings and a venue for a Victorian fairground. In 1982 the tramway now derelict, was saved from closure by the Bradford Trolley Bus Association, and in 2001 a group of local volunteers negotiated a 125 year lease from the Bradford Council. Two open sided cable hauled trams operate on 20" / 50 cm gauge twin 350mm tracks. They are replica trams built in 2020 to the same design incorporating modern requirements.

A selection of photos show the Red tram departing Roberts Park for Shipley Glen, the Blue tram waiting its next turn at Shipley Glen and the Red tram arriving at Shipley Glen.
All: Michael Lynam

From the Archives

On September 4th 1972, the NCB shed at Mountain Ash contained 'Llantanum Abbey' (AB2074/39) and 'Sir John' (AE1680/14). *John Sloane*

From the Archives

Northern's Class 144 001 is seen near Eldroth with a Morecambe to Leeds service on April 24th 2017. *Brian Dobbs*

Class 08 879 crosses the Mersey on Twelve Arches Viaduct on June 20th 2012. This scene would be impossible to capture today because of massive vegetation growth. And the absence of an 08 in Arpley Yard! *Jeff Nicholls*

In the days when Warrington's Arpley Yard employed a Class 08 for shunting, 08 389 rests between duties on July 3rd 2009. In the 1980s, the yard would employ up to four 08s! Nowadays, what little shunting is done employs any convenient Class 66. *Jeff Nicholls*

From the Archives

Former DRS Class 37 558 catches the last of the evening light at Barrow with an ECS from a service from Preston on December 11th 2017. *Brian Dobbs*

Clouds of stone dust trail Class 37 113 and 37 072 as they depart Peak Forest on June 22nd 1983. *Barry Longson*

London Paddington on April 30th 1983 saw large logo Class 50 020 ready to work an Oxford service. Note at this time the HST still carries set number 253 008. *Barry Longson*

From the Archives

Ex Longsight class 25151 looks a rather sorry sight in Toton yard on November 2nd 1982, with severe front end damage. Withdrawn earlier that year, it wasn't scrapped until January 1988. *Barry Longson*

From the Archives

On January 3rd 2015, DB red-liveried Class 09 106 scuttles across the Mersey at Bridge Foot, Warrington, heading for Latchford Sidings to couple onto 60 092 at the head of 'The Tugging Shedmaster' railtour from Stafford to Stafford via too many places to mention. Class 67 016 was on the rear of the special on this short leg. *Jeff Nicholls*

Ruston and Hornsby departmental loco No. PWM651 is seen at Radyr on September 4th 1972. *John Sloane*

From the Archives

Class 52 Western No. D1034 'Western Dragoon' pulls away from Taunton and passes beneath the impressive signal gantry as it heads for the west with an extra service on April 28th 1974. *John Sloane*

From the Archives

Deltic No. 55 019 'Royal Highland Fusilier' races south of Newark with the 08:00 from Edinburgh to London King's Cross on December 22nd 1973.
John Sloane

Class 47 No. 1829 and Class 50 No. D426 sit beside Motherwell shed as they await their next duties on September 10th 1973. *John Sloane*

From the Archives

Two tone green liveried Class 25 No. D7550 approaches Motherwell from the Mossend direction with a train of coal empties on September 10th 1973. *John Sloane*