



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 206

What an interesting time in the rail industry at the moment, and some bizarre decisions taking place....

We have the sale of redundant HST stock to overseas interest, the total lack of use for the DB Class 90 fleet as electric prices are too high, a fleet of brand new Class 701 EMUs stored at various locations around the UK, the cancellation of part of HS2, more Freightliner Class 66s heading for Poland and the on/off closure of ticket offices.

However at least common sense has prevailed regarding London Travelcards which were also on the hit list, as an agreement has been reached to continue the sale of Day Travelcards, which offer unlimited travel on most public transport in London and can be bought in combination with rail tickets to the capital from elsewhere.

'The offer now on the table saves a much-valued product for visitors to London, while giving Transport for London a fairer share of ticket revenue,' said Mayor of London Sadiq Khan on October 24th.

The government has required Transport for London to make significant savings in return for the emergency funding agreements put in place after fares revenue collapsed during the pandemic.

As part of this, TfL gave notice of its intention to withdraw from the Travelcard Agreement from January 2024, which would have effectively ended the product. The way Travelcard revenue is shared between TfL and National Rail operators means TfL's share is lower than it would be from the same journeys made with Oyster smart card or contactless pay-as-you-go and fare capping; TfL estimated that it would gain £40m/year if Travelcard users switched to using PAYG, with customers in London paying the same or less while people travelling from outside London may pay more.

TfL said its withdrawal notice could be retracted if the Department for Transport and train operators proposed a financially acceptable alternative arrangement. Following negotiations with DfT and the Rail Delivery Group, which represents operators, an agreement has now been reached.

This includes a one-off price increase averaging 3% for Travelcards bought with tickets from outside Zones 1-6 from March 2024. This is designed to offset the revenue impact on National Rail operators, and is in addition to any general regulated fares increase.

'As part of the Covid-19 financial deal TfL made with the government, there is a requirement to make savings of £600m,' said Khan. 'I refused to countenance removing weekly,

monthly or season Travelcards and I am pleased to confirm the Day Travelcard is also now safe.'

London TravelWatch CEO Michael Roberts said 'passengers will find having to fork out an extra 3% a ticket on top of the annual fares rise in March a nasty sting in the tail, especially with budgets still tight for many. The outcome is not perfect but ultimately we're glad a solution has been found.'

An agreement has been reached to continue the sale of Day Travelcards, which offer unlimited travel on most public transport in London and can be bought in combination with rail tickets to the capital from elsewhere.

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

GWR power car No. 43004 leads the 2C11 10:15 Plymouth - Penzance through Menheniot with 43198 on the rear on October 10th. [Barry Beeston](#)

Front Cover

LMS Class 7P No. 46100 'Royal Scot' works 1Z70 Rugby to Hellifield through Leyland on October 21st. [Alan Naylor](#)



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These issues wouldn't be possible without contributions from:

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Charter Scene West Coast Railways

The Dalesman

Jubilee Class 4-6-0 No. 45699, running as 45562/45627 'Alberta'/'Sierra Leone', makes a spirited departure from Hellifield with the northbound 'Dalesman' on October 5th.

Gerald Nicholl



Charter Scene West Coast Railways

The Dalesman

With no let up in the rain and darkness quickly approaching, No. 45627 'Sierra Leone' heads the return 'Dalesman' through Ribbleshead station back to Hellifield on October 5th.

Shep Woolley



Charter Scene West Coast Railways

The Dalesman

Class 37 676 heads a return excursion to Chester from Carlisle past Euxton on September 19th. Class 37 685 was at the rear. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On October 7th, another dire weather day as SR BoB Class No. 35018 'British India Line' works the return 'Cumbrian Mountain Express' through Dent Station and onto Preston.

Shep Woolley



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

On October 7th, West Coast's Class 57 012 had to stand in for regular loco 86 259 to work a Cumbrian Mountain Express because the electric had been blocked in a siding by a parked tamper machine. The diesel loco is seen here powering through Coppull. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR MN Class No. 35018 'British India Line' approaches Cherry Tree at the head of a returning excursion from Carlisle to Manchester which it worked as far as Preston. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Class 86 259 passes Farington Curve Junction at the head of a 'Cumbrian Coast Express' from London Euston to Carlisle on September 30th.
John Sloane



Charter Scene Pathfinder Railtours

The Cumbrian Coastal Express

With the moody Coniston Fells in the background, SR MN Class No. 35018 'British India Line' drifts down to Park South Signal Box on October 21st with the return leg of 'The Cumbrian Coastal Express', shortly afterwards to stall on Dalton Bank. *Shep Woolley*



Charter Scene Railway Touring Company

The Hadrian

Viewed from the Benedictine Priory at Wetheral, LNER A3 No. 60103 'Flying Scotsman' works the return 'Hadrian' railtour over the River Eden heading back to Derby. *Shep Woolley*



Charter Scene Railway Touring Company

The Hadrian

LNER A3 Pacific No. 60103 'Flying Scotsman' accelerates towards Long Preston heading 'The Hadrian' on October 14th. *Gerald Nicholl*



Charter Scene Saphos Trains

Pennine Moors Explorer

LMS Class 7P No. 46100 'Royal Scot' works
1270 Rugby to Hellifield through Leyland on
October 21st. *Alan Naylor*



Charter Scene Saphos Trains

Pennine Moors Explorer

On October 21st, LMS 4-6-0 No. 46100 'Royal Scot' cruises along the Wenning Valley with the 'Pennine Moors Explorer' to Hellifield.
Gerald Nicholl



Charter Scene Saphos Trains

Pennine Moors Explorer

On October 21st, having recovered from several slips at Borwick, Royal Scot Class No. 46100 'Royal Scot' puts on a show as it works the 'Pennine Moors Explorer' through Starricks Farm heading for Hellifield. *Shep Woolley*



Saphos Trains

Pennine Moors Explorer

▶ No. 46100 'Royal Scot' emerges from Blackburn tunnel with the return working from Hellifield to Rugby on October 21st. *John Sloane*

▶ No. 46100 'Royal Scot' is seen near Farington Junction with 1Z71 14:45 Hellifield - Rugby on October 21st. *John Balaam*

▶ 'Royal Scot' forges through Euxton on October 21st at the head of a Rugby to Hellifield charter with Class 47 No. D1935 on the rear. *John Sloane*



BR green liveried Class 40 013 (D213) 'Andania' calls at Coventry with the 1Z71 return charter from Appleby to Rugby, which it had headed from Crewe on October 21st. *Chris Morrison*



Charter Scene Railway Touring Company

The Mancunian

The return 16:13 Manchester Victoria to London Euston 'The Mancunian' excursion on October 21st was diverted down the Styal line at Slade Lane Junction as a consequence of line damage on its booked route. This created the very unusual sight of a steam hauled train on this route and believed to be the first since July 2004, Jubilee No. 45596 'Bahamas' is seen approaching Mauldeth Road as it heads back south. *Lee Stanford*



Charter Scene Railway Touring Company

The Mancunian

Jubilee Class loco No. 45596 'Bahamas' arrives into Rugby with 'The Mancunian' railtour, 1Z96 07:12 London Euston to Manchester Piccadilly on October 21st, with Class 47 804 attached on the rear. *Derek Elston*



Charter Scene Statesman Rail

Settle & Carlisle Circular

On October 7th, an excursion returning from the S&C to Loughborough passed Farington Curve Junction with Class 47 583 on the front and 47805 on the rear. *John Sloane*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Autumn colours are beginning to break out at Moore as Class 47 593 tops and tails with D1935 on a Loughborough - Appleby special on October 7th. *Jeff Nicholls*



Charter Scene Railway Touring Company

The Buxton Spa Express

Jubilee No. 45699 'Galatea' approaches Disley on a sunny October 29th as it heads the 10:35 Preston to Buxton excursion. *Lee Stanford*



Charter Scene Railway Touring Company

The Buxton Spa Express

LMS Jubilee No. 45699 'Galatea' pounds upgrade towards Davenport on October 29th, while working 1Z90 'The Buxton Spa Express', 10:35 Preston to Buxton with Class 47 802 on the rear, out of sight. *Barry Longson*



Charter Scene Midland Pullman

Settle and Carlisle Pullman

On October 14th, power cars Nos. 43046 and 43047 depart Crewe working the 1Z53 Eastleigh - Carlisle charter. *Richard Hargreaves*



Charter Scene Midland Pullman

Settle and Carlisle Pullman

Having been delayed just outside Warrington Bank Quay station, the Blue Pullman set accelerates through Platform 3 with an Eastleigh - Carlisle special on October 14th.

Jeff Nicholls



Charter Scene Midland Pullman

Settle and Carlisle Pullman

Midland Pullman's 'Settle & Carlisle Pullman' HST passes Helwith Bridge on October 14th with power car No. 43047 leading.
Gerald Nicholl



Charter Scene Belmond British Pullman

British Pullman

On October 11th, Class 67 021 worked the 'British Pullman' into Andover to form the 1Z84 16:53 to London Victoria. *David Lindsell*



Charter Scene

The 125 Group/BLS

Midland Venturer

The 125 Group ran their first mainline tour with their HST set from Ilkeston to London St. Pancras (via Sheffield) on October 28th and in really dismal conditions the set led by power car No. 43159 was captured approaching Chesterfield. *Lee Stanford*



Branch Line Society

The Garsdale Growler

▶ Class 37 401 and 37 425 run into Bolton with a BLS charter from Derby to Ribbleshead on August 27th. *John Sloane*

▶ Class 92 029 passes Euxton with the return BLS charter from Carlisle to Crewe on August 27th, Class 67 005 was at the rear. *John Sloane*

▶ Class 67 005 is seen on the rear of the charter as it departs Bolton. *John Sloane*



Charter Scene Northern Belle

Northern Belle

On October 28th, dark overcast conditions as WC BoB Class No. 34067 'Tangmere' speeds through the old Holme Station site heading the 'Northern Belle' to Carlisle. *Shep Woolley*



Charter Scene Northern Belle

Northern Belle

On October 28th, passing over Aisgill Viaduct on the approach to the summit, No. 34067 'Tangmere' works the return leg of the 'Northern Belle' to Preston. *Shep Woolley*



Charter Scene Northern Belle

Northern Belle

Class 57 601 leads and 57 313 tails as a charter from Liverpool to Carlisle approaches Balshaw Lane Junction on September 14th. *John Sloane*



No. 46115 'Scots Guardsman' rushes past Bradley with a Lune Rivers Trust excursion from Carnforth to Stratford on Avon on September 30th. *John Sloane*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER A4 No. 60007 'Sir Nigel Gresley' climbs through Standish in poor weather conditions on September 20th as it works a 'Fellsman' excursion to Carlisle with Class 47 No. D1935 on the rear. *John Sloane*



Charter Scene Statesman Rail

Settle to Carlisle Coastal Statesman

Class 47s Nos. D1924 and D1935 top'n'tail a Statesman charter from Milton Keynes to Carlisle as it approaches Balshaw Lane Junction on September 16th. *John Sloane*



Charter Scene Pathfinder Tours

The Pilgrim Centurion

Class 50007 and 50049 approach Balshaw Lane Junction at the head of a Swindon to Carlisle charter on September 16th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ Class 67 021 passes through Little Bedwyn with the 5Z83 Newbury to Salisbury ECS on October 11th. *Michael Bennett*

▼ Class 57 009, recently repainted in two tone green and 57 012 whisk past Standish with an empty stock movement from Southall to Carnforth. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ A rather unusual consist at Winwick on October 3rd as Black 5 No. 45231 'Sherwood Forester' heads south from Carlisle to its Crewe base with 'Bubble Car' No. 55022 hitching a lift on the rear. *Jeff Nicholls*

▶ Class 47 802 and 47 812 are seen running north of Coppull on October 23rd as they work empty stock from Bristol back to Carnforth. *John Sloane*

▶ Class 47 815 'Great Western' heads an ECS working from Burton to Carnforth past Euxton on October 17th with 47 813 on the rear. *John Sloane*



Charter Scene

ECS and Light Engine Moves

On October 22nd, West Coast's Class 47 826 works 5Z55 Barnetby - Carnforth, with 47 815 on the rear, towards Scunthorpe station in a welcome bit of sunshine, having worked the previous day's Cleethorpes - Edinburgh charter. *Steve Thompson*

West Coast's Class 47802 working 5M43 10:19 Southall WCR to Carnforth Steamtown heads through Northampton on October 13th. *Derek Elston*

Class 47 746 'Chris Fudge' is seen on the rear of 5M43 10:19 Southall WCR to Carnforth Steamtown as it passes through Northampton on October 13th. *Derek Elston*



Avanti West Coast

Class 390 138 slows for the stop at Wigan North Western, with the 11:36 Glasgow Central to London Euston service on October 12th.

Paul Senior



Pendolino named Asquith Xavier in honour of train guard who fought the colour bar

Avanti West Coast has named one of its Pendolino trains after a trailblazer who successfully fought to become a train guard at Euston despite being barred from the role because of his race. Pendolino 390103, has been named after Asquith Xavier and was unveiled officially on September 28th at London Euston station.

Asquith became part of rail history in 1966 when he overturned a decision not to employ him because of his ethnicity after he applied to become a guard at Euston station. This unofficial policy was known as the “colour bar”.

Not only did his campaign result in the ruling being reversed but also contributed to a change in the Race Relations Act in 1968, which made it unlawful not to employ an individual on the grounds of race.

Before applying for the job at Euston, Asquith worked at Marylebone station after arriving in the UK from the Caribbean island of Dominica in 1956.

Designers at Avanti West Coast consulted with Asquith’s family on the train nameplate which captures him at work as a train guard.

The unveiling took place with members of Asquith’s family alongside representatives from the train operator, Network Rail and the RMT union.

Asquith’s daughter, Maria Magdalena-Xavier, said: “To think about what our father experienced, whilst applying for a promotion as a train guard at Euston Station with the racial discrimination he faced, and now to this day - a train being named after him in his honour and recognising his important campaign, is truly amazing.

“I sincerely hope that the passengers on their train journey will take the time to look up and learn about our father’s journey to justice. I also hope that in addition to this, that staff at stations and on board will find the story of Asquith Xavier an inspirational one.”

Rail Minister Huw Merriman said: “Asquith Xavier’s fight against discrimination paved the way for equality across the railways, leading to crucial change across the country and shaping the Race Relations Act.

“His story and determination for fair employment is one that everyone should know, and I’m delighted to see his name adorn this train for passengers up and down the country to see and be inspired by.”

Andy Mellors, Managing Director for Avanti West Coast, said: “To mark Asquith Xavier’s achievements like this is a wonderful honour for someone who left an incredible legacy which goes beyond the rail industry. This will be seen around our network and will celebrate his campaign which still has an impact today.”

Simon Bennett, Head of Stations and Passenger Experience for West Coast South at Network Rail, said: “We were delighted to host this train naming event in honour of Asquith Xavier at London Euston station. Along

with the plaque installed in the station in 2020, it will be another reminder of Asquith’s legacy as we continue with our commitment to being an industry where each individual is valued, respected and encouraged to reach their full potential.”

RMT general secretary Mick Lynch described the train naming as an “important initiative to remember National Union of Railwaymen member and guard Asquith Xavier”.

He added: “I am proud that members of my union’s predecessor the National Union of Railwaymen backed Asquith in his fight and the union raised the issue with British Rail which agreed to end institutional racial discrimination at London stations.

“We have come a long way since then and my union stands for equality across society which still needs to be championed by everyone.”

Avanti West Coast

Class 805 005 works 5Q47 Blackpool North to Oxley Car P.M.D. through Leyland station on October 30th. *Alan Naylor*



Birmingham to London for less than a tenner with Avanti West Coast Superfare

Avanti West Coast has slashed its Superfare ticket on the London to Birmingham route to just £9 one way.

The Superfare ticket enables customers to book a journey for a specific date with the choice of morning, afternoon, or evening slots at a cheaper fare – with the exact time of travel being selected by the intercity operator.

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

To date over 10,000 customers have snapped up a Superfare bargain since the ticket was launched earlier this year on routes to Liverpool, Manchester, Preston

and the West Midlands. Of those Superfare customers surveyed, two thirds said they would have not travelled or would have done so by a different mode of transport.

The number of tickets available on a route each day will vary, and bookings can be made at least seven days and up to 21 days before travel.

Sarah Copley, Commercial Director at Avanti West Coast said: "We're working hard to encourage more people to take the train and the new Superfare ticket on the Birmingham route, at just £9 for over one hundred miles, is great value for money.

"And with a fastest journey time of one hour 17 minutes, the train is the best way to travel between the capital

and the West Midlands."

In a separate initiative Avanti West Coast, following a successful trial on the Liverpool route, is partnering with the rail upgrade business Seatfrog, offering customer a chance to bid for Standard Premium upgrades at a lower price. Those travelling from London can upgrade for as little as £11 to and from Birmingham, as opposed to the normal price of £15.

Standard Premium fares for Manchester and Liverpool to and from London start at £18, down from £25 and Glasgow customers can pay just £22, down from £30.

Standard Premium has recently celebrated the second anniversary of online sales, with 1.1 million tickets sold,

with customers benefiting from roomier seats, greater space and a guaranteed table.

Customers with a valid Standard ticket can bid for the upgrade via the Seatfrog app, and if successful receive notification to their device prior to departure.

The West Coast operator is also reporting growing numbers of customers booking more than two weeks in advance to take advantage of its Advance single fares. This includes tens of thousands of tickets for £32 or less on the London to Manchester route, for £25 or less on the Liverpool route and for £16 or less on the Birmingham route and for £40 or less to Glasgow.

Avanti West Coast

The diverted 1A15 08:35 Manchester Piccadilly to London Euston formed of Class 390 104 passes through Northampton on October 17th. *Derek Elston*



Avanti West Coast helps boost public artwork in Cheshire town

Avanti West Coast has helped boost a Cheshire town's public artwork, as part of a unique project to create a local art trail. Working with the local authorities at Cheshire East and Macclesfield, the intercity operator has supported the town to welcome eight new pieces of art and create a specially designed trail map that identifies local cultural interest spots. The Macclesfield art trail – a collection of outdoor public art installations located across the area – brings together existing artwork in the town centre, as well as the recently-commissioned pieces of art that pay tribute to the community. Macclesfield station, which is managed by Avanti West Coast and served by its Pendolino trains, is the location for two artworks – a townscape and large-scale mural.

The metal townscape outside the main entrance of the station was designed by sculptor, Tim Davies, using images created by young people in Macclesfield. Featuring landmarks, including designer furniture store, Arighi Bianchi, and the original Hovis Mill, the art piece reflects the town's rich heritage. UK-based street artist, Peachzz, painted the large mural on the lift tower. Inspired by Macclesfield artist, Charles Tunnicliffe, who

remains one of Britain's most popular artists of the natural world, the mural features swifts in a nod to the town's efforts to increase the local population of the species.

Supported through Avanti West Coast's Customer and Communities Investment Scheme – a funding pot available for projects that bring positive changes to communities local to the West Coast Main Line – the self-guided trail features 20 pieces of art in total spread across Macclesfield that can be enjoyed using the illustrated map. The map has been specially designed to guide residents and visitors to major artworks at their leisure and was created by an illustrator whose work adorns the interior of Macclesfield station's footbridge – an illustration celebrating the town's heritage and culture.

Laura Harper, Avanti West Coast Station Manager at Macclesfield, said: "We're proud to have supported the Macclesfield art trail, as we want to champion the people, places, and communities we serve while making a positive difference locally. There is now a brilliant range of artwork located across the town and we're excited

Macclesfield station is home to some beautiful pieces that feature in the trail. Macclesfield station is an important gateway to the region, and with a townscape created with the help of local young people and a mural inspired by Charles Tunnicliffe, we hope it will give residents a sense of pride, as well as offer a warm welcome to those visiting the area by train or taking part in the trail."

Councillor Nick Mannion, Vice Chair of Cheshire East Council's economy and growth committee, said: "The installation of these significant artworks has been an outstanding project to be involved with and I am extremely grateful to our colleagues at Avanti West Coast, who made it possible. Working on these projects has been a truly collaborative experience – the input of local residents and the Macclesfield Cultural Forum especially, has been integral to the final works we can all now enjoy. The artworks that have been delivered with this grant funding will encourage people to stay in the town longer, which in turn will support local businesses and impact positively on the visitor economy. I'm really impressed with how this funding has managed to go so far in terms of the added impact to the presence of visual

art in the town – which is now extremely impressive."

Tim Davies said: "The Macclesfield station townscape was a collaborative artwork, a testament to the town's history, and a tribute to its vibrant community. Created in partnership with local school and college pupils, it represents the collective spirit and creativity that defines Macclesfield as well as creating a warm welcome to visitors and commuters on arrival. I am immensely proud to have played a role in the Macclesfield Art Trail, it is heartwarming to see how art can bring people together and breathe new life into a place. I look forward to seeing the trail continue to inspire and captivate both residents and visitors alike."

Peachzz said: "I feel honoured to have painted at such an iconic space in Macclesfield station – a building where so many people come and go to visit such a beautiful place. I decided to get involved with the Art Trail because the brief was so exciting looking at the work of a historical illustrator, Charles Tunnicliffe, who lived in Macclesfield. His work has clearly had a huge impact on the town and it was humbling to create a piece of art inspired by him."

Avanti West Coast

▶ Class 221 110 passes through Northampton with a diverted 1A14 06:49 Holyhead to London Euston on October 17th. *Derek Elston*

▶ The COP26 liveried Pendolino races through Coppull on October 7th with a London Euston to Glasgow Central service. *John Sloane*

▶ Class 390 153 working the diverted 9A31 07:00 Lancaster to London Euston service heads through Northampton on October 17th. *Derek Elston*





Sign of the (train) times: Chiltern Railways install British Sign Language screens at busiest locations

Train operator Chiltern Railways has installed British Sign Language (BSL) screens at locations across the network to provide latest, up-to-date passenger information and foster a more accessible environment on the railway.

The trial consists of BSL totems at four of Chiltern's busiest locations: London Marylebone, Birmingham Moor Street, Banbury and Leamington Spa. Figures from the Royal National Institute of Deaf People (RNID) estimate that there are currently over 150,000 BSL users in the UK, and for 87,000 people, BSL is their first or preferred language.

This means that they may not always understand text-based information, particularly if standard customer boards are elevated or far away. Not only are the new totems pre-loaded with standard messaging and

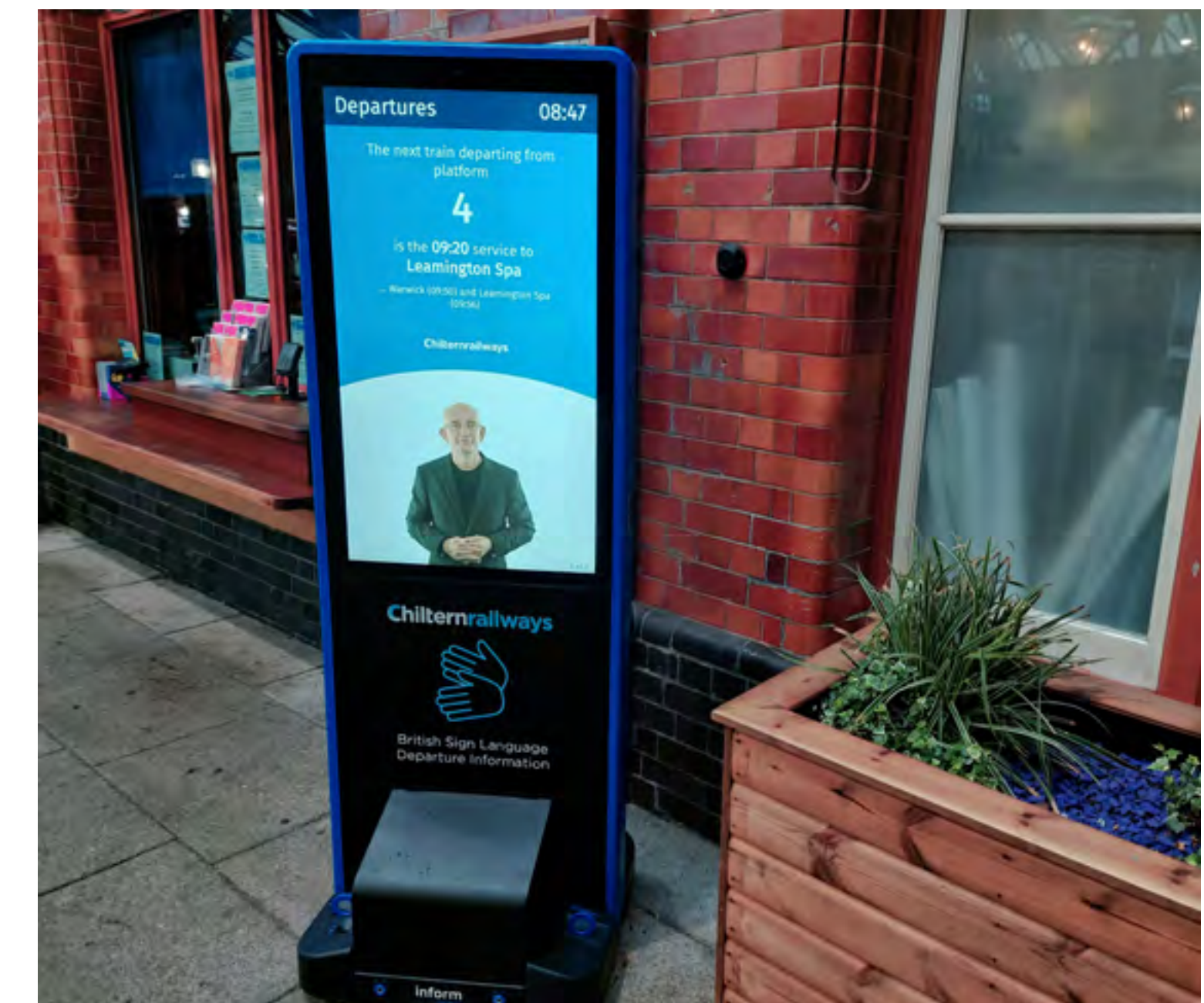
timetable information, but these innovative screens are also interactive in providing customers with information during periods of unexpected disruption.

The screens also offer journey planning and onward travel functionality, meaning that customers can view local area maps and next direct trains. An NFC (near field communication) pad on the side of the totem also allows customers to wirelessly transfer information to their phone or device by touching the pad, meaning that the benefit of the machines extends far past the station concourse.

Introducing this technology marks a strong step in the right direction for Chiltern in providing customers using BSL the reassurance they need to travel confidently on

the railway. Following a successful trial at four locations, Chiltern's aim is to explore rolling out this facility further across the network, enhancing accessibility and inclusivity in all of the regions it serves.

Steve Scutt, Accessibility and Integrated Transport Manager, said: "We know that for those with accessibility needs, travelling on the railway can be challenging, particularly during periods of disruption. We are proud to have installed these screens, which will give customers who use BSL real-time departure information and allow them to travel with confidence. Moving forwards, pending a successful trial, we are determined to explore making these the new normal at stations across our network."





FREIGHT TEAM TRIAL SUSTAINABLE SOLID OXIDE FUEL CELL TECHNOLOGY

Colas Rail UK's Freight Business has collaborated with G-Volution Ltd to decarbonise locomotive operations by using solid oxide fuel cells (SOFC) running on near net zero carbon emission Bio Liquefied Petroleum Gas (Bio-LPG) to generate power for auxiliary load. With the majority of locomotives heavily reliant on diesel and a major source of our carbon emissions, Colas Rail UK were approached by G-Volution to partner with them on a project to install a SOFC into a Class 37 locomotive to power the auxiliary systems.

This proof of concept was successfully showcased at our Rugby Depot on September 21st where over 40 delegates witnessed a demonstration of the innovation

of the SOFC providing power for the exterior and interior lighting of our Class 37 254 locomotive.

Route simulations by the University of Birmingham using a 35kW SOFC show that for a typical Class 37 operation using two locomotives will save on average 50 tonnes (12%) of CO₂e per annum and combined with an average 8% reduction in fuel costs.

Other benefits brought by this approach are improved air quality (zero particulate matter and nitrogen oxides are produced by the SOFC) and significant reduction in noise and engine idling.

Speaking about the success of the trial, Paul Conway, our Head of Engineering and Compliance said "Innovation with a focus on decarbonisation is essential given the challenge to reduce dependency on fossil fuel. This trial has proven that a lower carbon option is available for auxiliary power generation. It's still early days for this technology but it's an excellent start and something that Colas Rail Services have been proud to be a part of."

What is SOFC?

SOFC's are fuel flexible and process Bio-fuels such as Bio-LPG, Bio-LNG and hydrogen and generate electricity.

Who is involved in this collaboration?

The SOFC project funded by the Department for Transport's Innovate UK First of a Kind competition, the main project contributors were as follows:
G-Volution – Project Lead and Engineering Lead
Colas Rail UK – Class 37 Operator
Aegis Engineering Systems – Standards and Approvals Consultant
Adelan Ltd – SOFC Supplier
DG8 (An Equans Company) – PoC Integration Design
Pragmatex – Project Management
SBL Rail – Systems Engineering
Tully Engineering Limited – Emissions Measurement
University of Birmingham – Engineering Support and Modelling

Colas Rail

On October 11th, this was, we believe, the first time a Class 66/8 has worked 6D79 Lindsey - Neville Hill with Class 66 850 being broken in gently with a solitary tank wagon, seen approaching Scunthorpe station.

Steve Thompson

On September 21st, Class 56 096 worked through Scunthorpe on 6D80 Neville Hill - Lindsey with 5 TEAs. *Steve Thompson*

On September 18th, the Haverton Hill to Preston Dock tank train was massively diverted to run via Derby and is seen on the last leg of its extended journey as it takes the slow line at Balshaw Lane Junction. *John Sloane*



Colas Rail

▶ Class 56 051 and 56 114 pass Bradley with the Carlisle to Chirk log train on September 18th.
John Sloane

▶ Class 70 816 stands at Warrington Bank Quay on November 2nd with the Carlisle - Chirk logs.
Mark Enderby

▶ Class 70811 passes Wollascott on October 22nd with the 6C37 13:00 Chirk Kronaspan - Carlisle empties.
Phil Martin



CrossCountry

▶ CrossCountry Voyagers Class 220 005 and 221 119 catch the late evening sun at Church Fenton on October 16th as they pass with the 13:04 Edinburgh to Plymouth service.

Lee Stanford

▶ Class 221 130 catches the sun as it races through Heaton Chapel station on October 14th, working the 10:25 Manchester to Bournemouth service.

Barry Longson

▶ On October 14th, Class 220 008 approaches Stafford with a Manchester to Reading service.

Richard Hargreaves



DB Cargo

On October 11th, the 6E20 Margam - Immingham SS coil carriers is seen passing through Scunthorpe towards the end of its overnight haul with Class 66 030 and 60 040, which was destined for Toton, on the front. *Steve Thompson*

A very clean Class 66 156 leads 6M45 06:53 Dollands Moor Siding to Daventry International Railfreight Reception Rfd through Northampton on October 3rd. *Derek Elston*

With the 2M23 London Waterloo - Chessington South service departing towards Chessington North, the yard man at Tolworth Day Aggregates (along with some trainee observers) awaits phone clearance from Basingstoke before releasing the 6Y08 discharged aggregates service to Hoo Junction, under the control of Class 66 244, on September 26th. *Ian Callander*



DB Cargo

▶ Class 60 062 'Sonia' is seen at Peak Forest with an Arpley to Tunstead working on October 6th.
John Sloane

▶ Class 66 060 and 37 901 draw a loaded train out of the Cemex sidings at Peak Forest on October 6th.
John Sloane

▶ Under the 'Cunard'-style canopy of Tolworth Station, the driver of Maritime-liveried Class 66 148 'Maritime Intermodal Seven' waits for the end of the train to clear the points before opening the throttles as it commences its run to Cliffe Brett Marine on October 9th, forming the regular 6Y08 service.
Ian Callander



DB Cargo

▶ In hazy light on October 16th, Class 66 009 awaits the off signal at the old Peak Forest station, working 6H52 13:05 Dowlow Briggs to Ashburys SS. *Barry Longson*

▶ Class 66 089 working 6071 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings ambles through Northampton on October 16th. *Derek Elston*

▶ Making an imposing sight, Class 66 007 eases across the points to gain the 'up' road as it begins its return trip to Hoo Junction Down Yard on October 5th, forming the regular 6Y08 discharged aggregates service. *Ian Callander*



DB Cargo

On September 26th, one of the dwindling fleet of DB Class 60s, 60 024, passes through Lincoln Central on 6E54, returning 32 TEAs from Kingsbury to Humber Oil Refinery, Immingham. *Steve Thompson*

Class 60 062 arrives at Peak Forest from Tunstead on October 6th with Class 67 005, 66 006 and 66 009 also in view. *John Sloane*

On October 17th, Class 66 150 sweeps through Malden Manor at the head of the regular 6Y08 aggregates empties, en route for Cliffe Brett Marine. *Ian Callander*



DB Cargo

▶ Class 66 221 in charge of the 4021 Trafford Park to Southampton passes through Micheldever on October 31st. *Michael Bennett*

▶ Class 66 100 passes Charnock Richard on September 13th with the 4N25 intermodal to Daventry. *John Sloane*

▶ Class 66 148 'Maritime Intermodal Seven' has passed beneath the WCML as it approaches Wigan Wallgate with a Knowsley to Wilton noxious smelling binliner train on August 28th. *John Sloane*



DB Cargo

▶ Class 66 028 working the 4021 Trafford Euro Terminal to Southampton Maritime is seen near Worting on October 24th. *Michael Bennett*

▶ On October 24th, Class 66 005 'Maritime Intermodal One' rolls through Motspur Park station, which is currently undergoing extensive rebuilding, the 1938 footbridge and booking office now being consigned to history. *Ian Callander*

▶ On October 18th, Class 66 004 rescued a failed 66 174 on the 4M25 service from Mossend to Daventry. The pair are seen running 2 hours late as they come off the slow line at Balshaw Lane Junction. *John Sloane*



DB Cargo

▶ From Trafford Park to Arpley Sidings is about fifteen miles as the crow flies. It's a lot further if you have to go via Crewe and a run-round! Class 66 034 is photographed at Moore, only a mile or so from its destination, with two empty container flats on October 7th. *Jeff Nicholls*

▶ Class 66 165 leading 6C53 Parkandillack - Exeter Riverside passes through Resprynn on October 11th. *Barry Beeston*

▶ A wet morning on October 30th sees Class 66 065 arriving at Tolworth on 'Thunderbird' duty, having run light engine, as service 0Y01 from Hoo Junction Down Yard, to rescue failed loco 66 170, and its rake of wagons. *Ian Callander*



DB Cargo

▶ Wearing its rather lurid 'Steel on Steel' colour scheme, Class 60 062 'Sonia' crosses the Mersey at Twelve Arches, Warrington, with Arpley - Tunstead empties on October 7th.

Jeff Nicholls

▶ Class 66 060 draws a loaded rake out of the Cemex sidings at Peak Forest on October 6th.

John Sloane

▶ Class 66 056 heads out of Swindon East Loop on October 11th working 6C03 Northolt to Severnside. *Ken Mumford*



DC Rail Freight

▶ Class 60 055 takes the slow line at Golborne with a Kings Lynn - St. Helens sand train on October 16th. *Jeff Nicholls*

▶ Class 56 091 passes through Bamber Bridge on October 14th with the return of a trip from Leicester to Hellifield. *John Sloane*

▶ On a bright and sunny October 5th, Class 60 029 'Ben Nevis' rumbles up the incline from Malden Manor station at the head of the 6015 Willesden - Chessington South aggregates service. *Ian Callander*



DC Rail Freight

Class 60 029 working 5Z60
Willesden to Merehead passes
through Wootton Rivers on
October 17th. *Michael Bennett*



Direct Rail Services

▶ Class 57 304 stands at Stockport on October 18th, waiting further instruction before heading off to recover a failed train. *Lee Stanford*

▶ Class 88 010 has just passed Coppull summit on the climb from Wigan as it works a northbound 'Tesco' train on October 7th. *John Sloane*

▶ Class 66 423 coasts past Balshaw Lane Junction at the head of the 4S44 intermodal train from Daventry to Mossend on October 18th. *John Sloane*



Direct Rail Services

Class 66 031 is seen at Bayston Hill with 4V38 10:38 Daventry DRS (Tesco) - Wentloog FLT on October 14th. *Keith Davies*

Class 68 003 and 68 033 pass Charnock Richard with the lightweight flask train from Sellafield to Crewe on October 21st. *John Sloane*

Class 66 433 'Carlisle Power Signal Box' heads the 6K05 Shap to Crewe stone train through Balshaw Lane Junction on October 18th. *John Sloane*



Direct Rail Services

▶ Class 68 017 works a lightweight engineers train from Carlisle to Crewe at Balshaw Lane Junction on August 24th. *John Sloane*

▶ Class 88 005 passes Balshaw Lane Junction with a northbound 'Tesco' train on September 14th. *John Sloane*

▶ Class 66 427 passes Chorley Road, Charnock Richard at the head of the 4S44 intermodal from Daventry to Mossend on October 23rd. *John Sloane*



Direct Rail Services

▲ A bit of Black-and-white for a change! As Class 88 010 races through Warrington Bank Quay station with the 'Tesco' express on October 14th. *Jeff Nicholls*

▲ Class 88 003 heads through Stafford on October 14th with a Mossend to Daventry working. *Richard Hargreaves*

▲ 'Cool' liveried Class 88 010 passes Coppull Hall at the head of the 4M27 intermodal from Mossend to Daventry on September 29th. *John Sloane*



Direct Rail Services

▶ Class 88 003 and 68 016 pass Charnock Richard during a Carlisle to Crewe move on September 12th. *John Sloane*

▶ Class 66 031 passes Wistanstow on October 14th working the 4V38 10:40 Daventry - Wentloog 'Tesco' train. *Phil Martin*

▶ Class 66 434 coasts through Wigan North Western with the 6K06 12:11 Shap Summit Quarry to Crewe Basford Hall stone train on November 3rd. *Paul Senior*



Direct Rail Services

▶ Carrying a 'DRS London on a Mission' headboard Class 68 019 'Brutus' eases through Northampton with 6Z63 07:57 Eastleigh Arlington (Zg) to Crewe Coal Sidings (DRS) on October 13th. *Derek Elston*

▶ Class 66 031 eases through Northampton running 23 minutes early working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal service on October 11th. *Derek Elston*

▶ Class 66 424 'Driver Paul Scrivens 1969-2021' passes through Northampton with 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal on October 16th. *Derek Elston*



Direct Rail Services

▶ Class 66 031 powers the 4V38 Daventry - Wentloog 'Tesco' train passing the semaphore signals at Craven Arms on October 14th.

Chris Morrison

▶ Class 66 126 waits time at Warrington Bank Quay with 6K06 12:14 Shap Summit Quarry - Basford Hall on October 26th. *John Balaam*

▶ Class 66 427 leads an empty rake of container flats through Northampton running as 4M07 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) on October 6th.

Derek Elston



East Midlands Railway

On October 29th, Class 158 777 and 158 812 approach the Stockport suburb of Davenport, working the 12:44 Manchester Piccadilly to Norwich service. *Barry Longson*

A pair of EMR 158s still in Stagecoach colours, with Class 158 889 leading, call at Stockport on October 10th working a Norwich - Liverpool Lime Street service. *Michael Lynam*

Class 158 852 passes Hunt's Cross on October 26th leading the 1L12 12:51 Liverpool Lime Street - Nottingham service. *John Balaam*



Freightliner

▶ Class 59 204 with the 6C48 Banbury Road to Whatley is seen passing Manningford on October 17th. *Michael Bennett*

▶ Class 66 543 passes Gobowen on October 8th working the 6G64 12:00 Dee Marsh Jct. - Bescot engineers. *Phil Martin*

▶ Class 59 102 rounds Crofton curve with the 6C48 Appleford to Whatley on October 11th. *Michael Bennett*



Freightliner

▶ Class 66 569 rounds Crofton curve with an empty stone working to Merehead on October 11th. *Michael Bennett*

▶ Class 59 104 with the 6C31 Theale to Whatley passes Wootton Rivers on October 17th. *Michael Bennett*

▶ Class 70016 creeps through Shrewsbury station at the head of a train of empty container flats running from Bristol freightliner terminal to Crewe on October 13th. *John Sloane*



Freightliner

▶ Class 59 102 passes Wootton Rivers with the 6A24 Whatley to Appleford on October 17th.
Michael Bennett

▶ On October 10th, Class 66 597 passes through platform 5 at Nuneaton with a Trafford Park F.L.T. to Felixstowe North F.L.T. liner.
Allison Twycross

▶ Class 66 610 departs Tunstead Works and passes Great Rocks signal box with a working to Elstrow on October 6th. *John Sloane*



Freightliner

▶ Class 66 585 working the 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. heads through a sunny Northampton on October 17th. *Derek Elston*

▶ Class 66 570 leading the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. passes through Northampton on October 3rd. *Derek Elston*

▶ Class 66 538 working the 6C58 Oxford to East Usk pulls out of Swindon East Loop and heads into Swindon station on October 9th. *Ken Mumford*



Freightliner

▶ Held briefly at a red light, Class 66 622 prepares to tackle the climb out of Lewisham station on October 13th, with the 6V18 Allington - Whatley Quarry empties in tow. *Ian Callander*

▶ Class 70 014 working the 4035 Crewe to Southampton Maritime passes Worting on October 24th. *Michael Bennett*

▶ Class 66 602 passes through platform 6 at Nuneaton with a London Gateway to Crewe Basford Hall S.S.M. working on October 10th. *Allison Twycross*



Freightliner

▶ Class 66 548 is seen at Gobowen on October 8th working the 6G62 14:00 Dee Marsh Jct. - Bescot engineers. *Phil Martin*

▶ On October 16th, Class 66 547 leading the 4L46 12:16 Lawley Street F.L.T. to London Gateway heads through Northampton. *Derek Elston*

▶ Class 90 004 and 90 014 'Over The Rainbow' pass through Northampton on October 16th working 4L90 12:20 Trafford Park F.L.T. to Felixstowe North F.L.T. *Derek Elston*



Freightliner

▶ Class 66 419 'Lionesses Roar' working 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal passes through Northampton on October 13th. *Derek Elston*

▶ Class 66 591 is seen at Upton Magna on November 5th working the 6Y97 07:20 Llanfairfechan - Bescot. *Phil Martin*

▶ Running 40 minutes behind time, Class 66 546 leads 4L9706:15 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on October 31st. *Derek Elston*



Freightliner

▶ Class 66 605 passes Bennerley Viaduct working 6Y52 14:00 Chinley South Jct. to Toton North Yard on October 15th. *Mark Pichowicz*

▶ Class 66 534 'OOCL Express' working 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. heads through Northampton on October 3rd. *Derek Elston*

▶ Class 59 202 with the Whatley to West Drayton working passes GWR Class 165 119 on a Newbury to Bedwyn service on October 11th. *Michael Bennett*



Freightliner

FL are to export some more of their Class 66s to Poland. The first one to be taken from Midland Road Depot to Immingham Nordic Terminal was 66 526, an unfortunate choice given the name it carried, at least the plates had been removed and will hopefully see reuse on another loco. It was hauled by 66 413 on October 14th as OD66 and is seen drifting along E Line at Scunthorpe. *Steve Thompson*

The 6R93 09:07 Willesden Euroterminal GBRf to New Bilton (Cemex) loaded spoil passes Northampton with Class 66 591 in charge on October 31st. *Derek Elston*

Class 59 204 with the 6A19 Whatley to West Drayton Frays Sidings passes through Little Bedwyn on October 11th. *Michael Bennett*



Freightliner

▶ Class 90 014 'Over the Rainbow' and 90 004 ease the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on October 6th. *Derek Elston*

▶ Class 66 416 approaches Stockport working light engine from Guide Bridge - Northenden on October 10th. *Michael Lynam*

▶ Class 66 542 passes through Stockport on October 10th with a Runcorn - Brindle Heath empty bin train. *Michael Lynam*



▶ Class 66 548 is seen at Woolascott with 6Y62 14:00 Dee Marsh Jct. - Bescot Up Engineers Sidings on October 8th. *Keith Davies*

▶ On October 14th, Class 90 047 and 90 016 approach Stafford with a Felixtowe to Crewe liner. *Richard Hargreaves*

▶ Class 66 606 works 6H51 Hardendale Quarry to Tunstead Sidings through Leyland station on October 30th. *Alan Naylor*



Freightliner

▶ Class 66 415 'You Are Never Alone' has passed St. Denys station, which is seen in the background, and approaches Horseshoe Bridge on October 17th with 13:41 Chichester - Merehead empty stone wagons. *John Goodrich*

▶ Class 66 534 accelerates eastwards through Swindon on October 9th with 4L33 Wentloog to London Gateway liner. *Ken Mumford*

▶ Class 66 568 seen on Battlefield Bank with 6Q97 10:02 Donnington RFT - Crewe Basford Hall on October 3rd. *Keith Davies*





FREIGHTLINER IS AWARDED A 5-YEAR SERVICE CONTRACT WITH THE MALCOLM GROUP

Freightliner, a subsidiary of Genesee & Wyoming Inc. (G&W), has been awarded a 5-year contract with The Malcolm Group, which signifies the start of a long-term future relationship.

The Freightliner service which began on September 3rd runs from Daventry to Grangemouth covering 2 overnight services 7 days a week, moving up to 36 platforms of domestic product each way.

This service which supports Malcolm's strategy to connect the golden triangle within the central belt of Scotland, benefits from a 25% increase in the volume of goods which can be moved due to using Freightliner lighter wagons, which in turn creates greater efficiencies throughout the supply chain.

"We are delighted to be working with Freightliner and look forward to enhancing our existing services and developing new opportunities with the Freightliner team for the benefit of our customers", Andrew Malcolm

The Malcolm Group,CEO.

The Malcolm Group are using Freightliners Omnia tool which provides real-time data at their fingertips covering running times, live tracking of their containers and a view into carbon emissions.

Tim Shoveller, G&W UK/Europe CEO presented, The Malcolm Group CEO, Andrew Malcolm with 'The Malcolm Group' plaque to mark this relationship at The Donald Malcolm Heritage Centre in Linwood, which will be

accompanied by a locomotive naming ceremony in the following weeks.

"We are delighted to be supporting The Malcolm Group on this service and look forward to building our long-term future relationship", Tim Shoveller, G&W, UK/Europe CEO.

Freightliner

▶ Class 70 016 passes Bayston Hill with 4V18 08:10 Crewe Basford Hall to Bristol Freightliner Terminal on October 14th. *Keith Davies*

▶ Class 90 010 and 90 003 glide through Northampton with the 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. on October 16th. *Derek Elston*

▶ Class 70010 working 4035 09:55 Crewe Basford Hall S.S.M. to Southampton M.C.T. heads through Northampton on October 3rd. *Derek Elston*



Class 66 781 is seen at Gobowen on October 8th working the 13:00 Dee Marsh Jct. - Bescot.
Phil Martin

On September 21st, some good old British traction, as Class 60 047 passes through Scunthorpe station on 6X74 Doncaster Belmont - Scunthorpe Ent C, comprising FEAs loaded with concrete sleepers and a Kirow Crane.
Steve Thompson

Class 66 725 hauling the 4M46 Southampton to Trafford Euro Terminal passes through Worting on October 24th.
Michael Bennett





GB RAILFREIGHT OPENS NEW SIDINGS FOR NEW PETERBOROUGH MAINTENANCE HUB

GB Railfreight (GBRf) has opened new sidings on the north side of its Peterborough yard which will connect its newly opened £5.75 million Maintenance Hub to the national railway network.

The opening has been a culmination of three years of work between GBRf, Network Rail and railway contractors K&J Price. Several new points have been installed, slewing the existing track to create five intermodal

length sidings accessible from both north and south, as well as additional capacity for spare wagons.

The new sidings will be vital in unlocking the full potential of the Maintenance Hub, which will double the capacity of the yard. This investment forms part of GBRf's ambitious growth plans to run around 80 intermodal services a day by 2025.

John Smith, CEO of GB Railfreight: "The new sidings at the north end of our yard is a huge step forward in bringing our Maintenance Hub in to operation. This will enable us to run even more intermodal services, allowing our current and future customers to move an even wider range of goods by rail."

Mark Bridel, Regional Freight Manager at Network Rail: "Network Rail is proud to have been a part of this project, from initial concept through to property agreements and delivery of signalling solutions. The project supports the shift to rail and green ambitions by enabling maintenance and stabling of longer intermodal trains on the East Coast Main Line."



On October 10th, Class 66 713 runs through Stockport working 4H88 08:13 Hams Hall to Hindlow quarry empty box wagons.

Barry Longson

On October 26th, Class 60 087 stops for a crew change at Edge Lane Jct. whilst working 6M36.

Mark Enderby

Class 66 768 heads through Nuneaton on October 10th with an Elstow Redland Siding to East Usk Yard working.

Allison Twycross





GB RAILFREIGHT SUCCESSFULLY TRIALS INNOVATIVE BRAKE MONITORING SYSTEM

On October 24th, GBRf announced a successful four-week test of an innovative new solution for monitoring wheel and brake issues. Developed in collaboration with Icomera, DG8 and SENSEi, this world-first system enables battery-powered sensors to remotely share status and out-of-tolerance alerts with drivers and operational control centres, whilst they perform vehicle pre-checks.

This IoT (Internet of Things) technology can help to create a safer and more efficient rail network by reducing the amount of incidents relating to wheel and brake faults.

No known method has previously existed for delivering freight wagon brake sensor data to the driver in the locomotive wirelessly, via a closed system. When using the system, train drivers receive sensor data directly to an application on a tablet in their cabin. This allows them to take immediate action to mitigate against potential wheel or brake-related risk factors as well as respond to real-time feedback on the results of their actions.

Following this successful test, the next set of solutions are currently being developed with further trials being scheduled.

David Golding, Asset Director, GB Railfreight, said: "Working with our trusted industry partners, we have proven the concept of a first-of-its-kind application in the rail sector. GBRf is really proud to be leading the freight industry by developing these innovative solutions to reduce incidents relating to wheel and brake issues."

Peter Kingsland, SVP, Icomera UK, said: "Rail freight operators are rightly paving the way for digitally driven solutions to mitigate risks as the freight industry grows. Connecting drivers and the engineering teams that support them to real-time trainborne sensor data is a natural step towards a safer and more efficient rail

network for all users."

Damon Thomas, Chief Executive Officer, SENSEi Networks Limited, said: "The utilisation of low-power sensors, long range, wireless networking and edge intelligence is enabling long sought ambitions for autonomous monitoring and real-time alerting to be realised in the freight rail sector, fulfilling the potential for significant improvements to operational efficiency, cost and safety."

Having arrived at Peak Forest with 6M03 the 12:41 Doncaster Down Decoy, Class 66 742 shunts its wagons towards the auto loader in Dove Holes quarry on October 16th.

Barry Longson

The 12:32 Liverpool to Drax is seen approaching Heaton Norris Junction on October 14th led by Class 60 002 with 56 098, which was being taken for repairs, coupled behind.

Lee Stanford

Class 69 009 passes through Worting in undercoat working the 4Y19 Mountfield to Southampton on a brighter day, October 24th.

Michael Bennett



On October 13th, Class 69 008, en route from Mountfield Sidings to Southampton, passes Class 66 244 heading from Park Royal to Angerstein Wharf with the 6098 service at Lewisham. *Ian Callander*

With the shadows encroaching onto the running lines on October 16th, Class 66 703 arrives with 6H03 11:39 Wellingborough to Peak Forest. *Barry Longson*

Class 66 711 passes Bayston Hill on October 31st with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



Large logo Class 56 098 sits awaiting clearance while working 0Z26 11:35 Leicester to Crewe HS on October 25th. The working was then amended to 0Z57 and ran forward to Tuebrook sidings. *Barry Longson*

Class 66 717 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on October 17th. *Keith Davies*

Class 66 708 'Glory to Ukraine' heads through Charnock Richard cutting at the head of the Hams Hall to Mossend intermodal on September 13th. *John Sloane*



▶ Class 60002 and 56098 pass Winwick on October 14th with a Drax bound Biomass working. *Jeff Nicholls*

▶ Class 60 056 passes Bamber Bridge at the head of a Ribblehead to Tuebrook stone train on September 14th. *John Sloane*

▶ Class 66 717 passes Kemps Eye on October 14th working the 6V75 09:30 Dee Marsh - Margam empty steel. *Phil Martin*



Running 25 minutes late under an overcast sky with rapidly worsening light, Class 69009 is seen at Mount Pleasant Crossing, Southampton, with 12:24 Mountfield - Southampton Western Docks empty gypsum wagons. The locomotive is running with green undercoat rather than the normal GBRf livery. *John Goodrich*

Class 66712 and 66729 top'n'tail the 6G61 15:00 Dee Marsh Jct. - Bescot through Gobowen on October 8th. *Phil Martin*

On October 8th, Class 66781 passes Woolascott with 6Y63 13:00 Dee Marsh Jct. - Bescot Up Engineers Sidings. *Keith Davies*



On October 16th, a colourful offering on 6D74
Doncaster Belmont - Frodingham Trent Yard as
Class 66 718 ambles along E Line at Scunthorpe
with its RDT set in tow. *Steve Thompson*

Class 66 791 works through Northampton with
6055 14:40 Daventry GBRf to Dollands Moor
Sidings on October 6th. *Derek Elston*

Class 66 792 is seen at Shrewsbury on October
8th working the 6M30 11:17 Margam - Dee
Marsh loaded steel. *Phil Martin*



Class 66 731 labours up to Peak Forest signal box with a Hindlow to Small Heath stone train on October 6th. *John Sloane*

Class 66 713 passes through Stockport on October 10th with empty stone box wagons from Hams Hall - Hindlow. *Michael Lynam*

Class 66 765 'Julie Garn' working 4L68 13:55 Birch Coppice GBRf to London Gateway GBRf heads through Northampton on October 16th. *Derek Elston*



On October 20th, Class 69 010 was working the 6D74/6D75 diagram when it failed in Trent Yard prior to departure of 6D75. Fortunately, sister engine 69 006 was working 0Z69 Down Decoy - Trent Yard route-learner and was commandeered to assist 6D75 back to Belmont. Here it is, brightening up a somewhat dismal morning, hauling 69 010 and its loaded RDT through the station. *Steve Thompson*

Class 66 732 'GBRf The First Decade 1999-2009 John Smith - MD' leads 6M45 06:53 Dollands Moor (GBRf) to Daventry International Railfreight Reception through Northampton on October 27th. *Derek Elston*

Class 47 727 eases through Northampton running 48mins early as it returns 360 108 to Kettering after servicing at Northampton as 5Z97 11:52 Northampton EMD to Kettering Stabling Sidings on October 31st.

Derek Elston





▶ Class 66 735 approaches Great Rocks with a Hams Hall to Hinlow working on October 6th.
John Sloane

▶ The empty 05:52 Washwood Heath to Tunstead sidings approaches Great Rocks Junction behind Class 66 702 on October 25th.
Lee Stanford

▶ Still in the old livery of Colas Rail, GBRf owned Class 60 056 coasts passed Alder Lane, Winwick, with the late running Sunday's 6E10 11:35 Liverpool Biomass Terminal to Drax, on October 22nd.
Paul Senior



Class 60 021 is seen getting to grips with the climb up to Scunthorpe station after departing from Trent Yard with 6D75 to Doncaster Belmont, comprising a loaded RDT set.

Steve Thompson

Class 66 780 'The Cemex Express' eases 4M22 10:36 Felixstowe North GBRf to Trafford Park Euro Terminal GBRf through Northampton on October 16th.

Derek Elston

Class 66765 'Julie Garn' working 4L68 13:55 Birch Coppice GBRf to London Gateway GBRf passes Wilson's Crossing on October 17th.

Derek Elston



Still in undercoat, on October 18th, Class 69 010 works up the grade towards Scunthorpe station with 6X75 Entrance C - Doncaster Up Decoy, its load comprising two Kirow cranes and support vehicles. *Steve Thompson*

Class 66 730 is about to set off from Peak Forest to go to Salford Hope St. on October 6th. *John Sloane*

The autumn colours in the trees add a splash of colour on a dull day as Class 60 047 leads 56 098 (on its way for repairs) through Reddish South with a Drax bound Biomass service on November 4th. *Lee Stanford*



Greater Anglia

Class 720 137 eases through Northampton on a mileage accumulation run returning to Wembley as 5Q35, the 13:20 Rugby Udt Signal Rn4184 to Wembley InterCity Depot on October 3rd. *Derek Elston*



Great Western Railway

▶ Class 165 131 leads 166 215 through St. Denys with 14:23 Portsmouth Harbour - Cardiff on October 17th. *John Goodrich*

▶ Class 387 167 and 387 168 are about to weave their way from platform 3 onto the main line heading east - next stop was Didcot for this very crowded train! Swindon - London Paddington on October 22nd. *Ken Mumford*

▶ Class 802 008 working the 1A77 Plymouth to London Paddington is seen passing Little Bedwyn on October 11th. *Michael Bennett*



Great Western Railway

Class 166 214 has just passed Mount Pleasant Crossing, Southampton and is seen heading towards Horseshoe Bridge, St. Denys, under a threatening sky on October 25th whilst working 12:30 Cardiff - Portsmouth Harbour.

John Goodrich

Power car No. 43189 working 2U20 10:50 Penzance - Cardiff Central heads away from the outskirts of Redruth on October 6th.

Barry Beeston

Class 165 119 passes through Little Bedwyn on October 11th with a 5T16 Newbury to Great Bedwyn ECS working. *Michael Bennett*



Great Western Railway

Power car No. 43188 leads the 2P86 11:15 Penzance - Plymouth with 43092 powering on the rear, over St. Pinnock Viaduct East on October 7th. *Barry Beeston*



Great Western Railway

▶ Power car No. 43188 crosses Coombe Viaduct with 2M72 15:50 Penzance - Bristol Temple Meads with 43092 powering on the rear on October 7th. *Barry Beeston*

▶ On October 10th, power car No. 43189 powers up Hemerdon Bank whilst working 2U20 10:50 Penzance - Cardiff Central. *Barry Beeston*

▶ Power car No. 43098 leads the 2U24 12:50 Penzance - Cardiff Central, seen passing over Clinnick Viaduct on October 11th. *Barry Beeston*



Great Western Railway

Power car No. 43186 leads the 2C67 08:00 Cardiff Central - Penzance with 43189 powering on the rear passes over St. Pinnock Viaduct East on October 7th.
Barry Beeston



Great Western Railway

Class 802 112 working the 1C82 London Paddington to Plymouth service is seen near Pewsey on October 17th. *Michael Bennett*



LNER CELEBRATES FIVE YEARS OF SUPPORTING CALM WITH LAUNCH OF 'YOU BELONG' LIVERIED TRAIN

London North Eastern Railway (LNER) is marking a milestone of five-years in partnership with suicide prevention charity Campaign Against Living Miserably (CALM) during which customers and colleagues have raised more than £530,000 for the cause.

LNER and CALM have collaborated to launch a newly liveried train, named 'You Belong'. The name was chosen as creating a sense of belonging is a key part of protecting everyone across the UK against suicide. CALM is there for anyone who's struggling with life, providing life-saving services 365 days a year to ensure no-one ever feels like there's nowhere to turn.

The brightly liveried train will run the full length of the LNER route from the Scottish Highlands to London King's Cross. It joins the Azuma fleet as the third named

train, along with 'Century' and 'Together' which both launched earlier this year.

Fundraising activities for CALM have included LNER customers donating their Delay Repay compensation and LNER Perks loyalty credit. Colleagues have taken part in the Great North Run, participated in CALM's annual Lost Hours Walk and heritage LNER nameplates including Highland Chieftain have raised thousands of pounds at auction. The money raised will continue to support the vital work of CALM.

The new livery has been applied to unit 800106.



OBSOL-EAT?

New research released by LNER names the foods we think will have disappeared from our plates within 100 years - including beef, chocolate and avocados. To celebrate the 100th anniversary of London North Eastern Railway (LNER), and the evolution of its iconic onboard menu over the years, research has been commissioned into the future of food, looking at how we may be dining one hundred years from now. The research reveals that one in five Brits expect avocados to have disappeared from our diets in entirety by 2123, along with seafood (36 per cent) and chicken nuggets (32 per cent). In fact, one in 10 even predict that chocolate will cease to exist.

More than one in seven (13 per cent) anticipate that our meals will all be plant-based by 2123, with 60 per cent per cent of those claiming it is because we will have even more understanding of the environmental impact of eating animal products. A further 52 per cent of people say by this time vegan food will continue to be tastier, healthier, and more affordable, making it the more desirable option.

More than two fifths (43 per cent) of those who claimed avocados would be cancelled put it down to climate change, and the adverse weather conditions that would make the ingredients difficult to grow. Meanwhile, one in five (20 per cent) thought chocolate would be too

expensive. In addition, a further 20 per cent thought in the future we would shun large supermarkets in favour of farm shops and growing our own food, and not consume produce that had been imported from far-flung destinations, racking up the food miles and carbon footprint.

LNER conducted the research in advance of the launch of 'The LNER 1923 Restaurant', which opened from the November 6th at The Cookery School at The Grand in York. The building was once the former headquarters of LNER, providing the perfect historic backdrop for the unique, pop-up. The specially designed restaurant will serve guests a delicious three-course meal taking diners on a tasting journey through the past century and beyond. The menu will consist of a 1920s-style starter, a main course inspired by LNER's present day onboard menu and a futuristic dessert that imagines a sweet treat from 2123.

Food futurologist, Robin Fegen, alongside the LNER chef team, have created the 'pudding from the future' - designed to reflect the potential onboard cuisine 100 years from now. Offering a taste of what may feature on menus of the future, the special dessert is infused with unusual ingredients such as spirulina, mushroom, and amaranth - all predicted to be popular staples in our

future diet.

Robin Fegen said: "Sustainability, ethics, and nutrition are becoming increasingly important when it comes to food. High in protein, spirulina and other types of algae are healthy and easy to produce, but currently have an acquired taste - which is why they aren't as popular right now. However, genetic modification could mean we can make these ingredients taste just as good as the likes of chocolate, allowing us to indulge in a tasty dessert, while also reaping the health benefits."

While 59 per cent of Brits claim they couldn't imagine their lives without chocolate, according to Fegen, who is collaborating with LNER, the much-loved treat could very well be extinct by 2123.

"During the next century, we predict that society will be incredibly conscious about its carbon footprint. As well as being difficult to source, cocoa trees need very specific conditions in order to survive, so rather than exporting ingredients like cocoa beans, we will be turning to foods we can produce closer to home to limit our carbon footprint as much as possible. Thanks to climate change, we are already seeing a dramatic reduction in cocoa trees, so it is very possible that chocolate will naturally filter out of our diet - gradually substituted by

easily produced, more sustainable alternatives."

Bug burgers, cricket cakes and mealworm macarons may well become menu mainstays, as insects are also set to become a regularly-used ingredient in the food of the future, according to Robin. More than a quarter (26 per cent) of those surveyed said they'd be open to trying a bug-based dish, with 52 per cent agreeing food will become more daring and imaginative in the future. However, many Brits are open to reducing the amount of animal products they consume with 38 per cent saying they would consider becoming vegetarian or vegan.

Highlighting the growing appetite for a healthier, more organic lifestyle, more than a third (33 per cent) predict that by 2123, there will be no such thing as an 'unhealthy food', thanks to genetic modification and food substitutes, while 36 per cent believe artificial intelligence will play a large role in the food we consume, tailoring our meal plans to meet our individual dietary needs. Food futurologist Robin says, they're not far off the mark as "By 2123, we may even have microchips in our bodies that monitors our blood, informing us when we need more or less of particular nutrients in our system, and how much we actually require, making sure we don't under-eat or overeat."

Loram Rail Operations

Class 37 418 propels the 'Caroline' inspection saloon away from Charnock Richard on a Derby to Mossend movement on August 23rd. *John Sloane*



Class 37 099 passes Attenborough nature reserve on the rear (with 37 421 leading) of 1Q86 19:44 Derby RTC - Derby RTC via Lincoln, Doncaster and Peterborough on October 14th. *Mark Pichowicz*



Network Rail

▶ Class 56 049 leads sister 56 078 on 3S71 02:43 Coleham to Coleham RHTT (via North Wales) past Crewe Heritage Centre on October 25th. *Barry Longson*

▶ Power car No. 43274 passes Stanton Gate on the rear of 1Q28 10:22 Derby RTC to Darlington on October 15th. *Mark Pichowicz*

▶ Class 37 421 and 37 610 pass Kempseye with 1Q20 05:04 Derby RTC (Network Rail) - Crewe on October 6th. *Keith Davies*



Network Rail

▶ The 09:50 RHTT service encountered problems with the spraying equipment on October 16th and had to return to base for attention. As it passes through York the autumnal sun highlights the grime on loco Class 37 407.
Lee Stanford

▶ On November 1st, Class 56 049 is seen working the 3S71 North Wales Coast RHTT solo as it heads through Chester. *Mark Enderby*

▶ I'm still not sure what to call these, but NNMT will do for now, I think. Here is Class 153 311 arriving at Scunthorpe station on September 28th with 2Q13 from Wakefield. A view of the 'business end' was possible while the driver changed ends ready to depart again back to Wakefield, via York. *Steve Thompson*



▶ The RHTT season is now underway and on a bright October 12th, DRS operated Class 37 407 crosses the River Ouse at York with the 09:50 from York Thrall Europa. *Lee Stanford*

▶ On October 4th, it's that time of year again, and while no passenger trains were about, due the ASLEF strike, the RHTTs and other freight had a free rein. Taking advantage, and running all of 3 minutes early, Class 66 849 and 66 847 top and tailing 3S13 Wrenthorpe - Grimsby Town through Scunthorpe. *Steve Thompson*

▶ On September 23rd, Class 37 607 and 37 610 top'n'tailed the 1Q68 track recorder from Holgate Sidings to Derby RTC via Scunthorpe, where it is seen arriving prior to reversal. *Steve Thompson*



Network Rail

On October 16th, Class 37 425 leads the 09:50 RHTT service from York Thrall Europa across Selby swing bridge. *Lee Stanford*

Class 37 612 is seen at Kempseye on October 15th with 3Z01 08:50 Canton Taff Vale Sidings - Derby RTC (Network Rail). *Keith Davies*

On October 16th, the 3S13 Wrenthorpe - Grimsby Town RHTT, is seen being worked by Class 66 847 and 66 849 as they top the bank at Scunthorpe West Jct. *Steve Thompson*



Network Rail

▶ Class 56 113 and 56 051 pass Sharpstones Lane with 3S31 11:58 Swindon Transfer - Worcester TC on October 8th. *Keith Davies*

▶ Class 69 007 'Richard Trevithick' top'n'tailed with 69 004 approaches Broxbourne with RHTT working 3S81 Broxbourne Down Tamper Siding GBRf to Broxbourne Down Tamper Siding GBRf on October 10th. *Derek Elston*

▶ Class 66 846 and 66 848 working the 3S59 Moreton-on-Lugg to Swindon Transfer RHTT passes through Swindon on October 9th. *Ken Mumford*



▶ Class 56 049 and 56 078 pass Upper Battlefield with 3S71 21:13 Coleham Lmd - Coleham Lmd on October 26th. *Keith Davies*

▶ Former Cross Country power car No. 43285 running in a 2+1 formation with 43251 approaches Cheadle Hulme working the 14:59 Stockport to Derby on October 29th. *Lee Stanford*

▶ Class 56 049 and 56 078 are seen at The Oaks with 3S71 21:13 Coleham Lmd - Coleham Lmd on October 28th. *Keith Davies*



Network Rail

▶ Class 66 846 top'n'tail with 66 846 work the 3S59 Moreton-on-Lugg to Swindon Transfer through Swindon on October 16th. *Colin Pidgeon*

▶ Class 66 155 and 66 044 working the 3J43 Didcot Fuelling Point to Didcot Fuelling Point pass through Swindon on October 16th. *Colin Pidgeon*

▶ Class 66 766 and 66 734 'Platinum Jubilee' pass Wilson's Crossing working 3J01 11:52 Kings Norton On Track Plant Depot to London Euston RHTT on October 17th. *Derek Elston*



▶ Class 56 078 and 56 049 pass Hadnall with 3S71
19:36 Coleham Lmd - Coleham Lmd on October
9th. *Keith Davies*

▶ Class 56 113 and 56 051 are seen at Bayston
Hill on October 15th with 3S31 11:58 Swindon
Transfer - Worcester TC. *Keith Davies*

▶ Class 97 302 leads 37 607 at Meole Brace
Shrewsbury with 6C55 09:57 Aberystwyth
Krono Colas to Coton Hill on October 16th.
Keith Davies



Rail Adventure

Rail Adventure HST power car No. 43465 passes Rowley Regis leading the 5Z26 14:29 Laira - Chaddesden conveying redundant former Crosscountry Mk3s. *Chris Morrison*



Rail Adventure

▶ Power cars Nos. 43468, 43480, 43484 and 43465 lead 6Q77 13:29 Wembley Receptions 1-7 to Walton Old Jct. M.S.C. Sidings into Northampton. *Derek Elston*

▼ Power cars Nos. 43480, 43468, 43465 and 43484 working 0Z82 12:47 Wembley Reception to Laira TRSMD pass Langstone Rock on October 13th. *Barry Beeston*



Rail Operations Group

▶ Class 37 884 passes Bayston Hill with 5Q79 11:58 Crewe South Yard - Newport Docks (Sims Group) on October 5th. *Keith Davies*

▶ Class 37 884 works past Coppull as it hauls GWR battery conversion 769 959 from Long Marston to Kilmarnock on September 25th. *John Sloane*

▶ Class 37 884 is seen at Kempseye on October 9th with 5Q78 11:55 Birkenhead North EMU depot - Newport Docks (Sims Group). *Keith Davies*



Rail Operations Group

On October 3rd, Class 37 884 approaches Coppull Moor whilst hauling GWR 769 922 from Long Marston to Kilmarnock. *John Sloane*

On October 5th, Class 37 510 and 37 611 had the job of transferring defective 397 007 at restricted speed from Longsight to Kilmarnock and are seen passing slowly through Leyland. *John Sloane*

Class 37 901 'Mirrlees Pioneer' stands in the Cemex sidings at Peak Forest on October 6th. *John Sloane*



Rail Operations Group

With the autumn colours starting to show through Mirrlees powered 'Slug' Class 37 901 pulls a set of loaded box wagons forward into the departure sidings at Peak Forest on October 25th. *Lee Stanford*

Class 37 884 'Cepheus' with 323 214 in tow is seen at Northampton with 5M70 08:48 Soho L.M.D. to Wolverton Centre Sidings on October 17th. *Derek Elston*

Class 37 901 'Mirrlees Pioneer' sits in the headshunt at Peak Forest, awaiting its next turn of duty on October 16th. *Barry Longson*



TransPennine Express

▶ Class 397 001 is seen on the approach to Mauldeth Road on October 12th, working the 12:12 Edinburgh to Manchester Airport service. *Barry Longson*

▶ Class 397 009 arrives at Bolton with a delayed train from Preston to Manchester on August 27th. *John Sloane*

▶ A Class 397 races through Leyland working a Manchester Airport to Edinburgh service on October 5th. *John Sloane*



TransPennine Express

Running 33 minutes down, Class 68 029 'Courageous' leads TPE Set 1 through Northampton with a 30mph restricted 7H70 06:43 Longsight T.M.D. (D) to Wolverton Centre Sidings on October 3rd. *Derek Elston*



TransPennine Express

Class 68 026 passes Guide Bridge on a sunny September 13th with the 11:35 Manchester Piccadilly to Scarborough. *Lee Stanford*



Transport for Wales

▶ Class 158 829 and 158 841 pass Shrewsbury box as they arrive with a Birmingham International to Holyhead train on October 13th.

John Sloane

▶ Class 158 841 working a service to Holyhead train passes West Midlands' Class 196 107 shortly to depart Shrewsbury for Birmingham International on October 13th. *John Sloane*

▶ On October 13th, Class 153 367 and 153 926 form a service from Milford Haven to Manchester for any long suffering, long distance passengers as they call at Shrewsbury. However they never reached Manchester as they were running 40 mins late and in the event the wretched train was terminated at Wilmslow. *John Sloane*



Transport for Wales

▶ Class 67 008 heads a Cardiff to Manchester Piccadilly service as it arrives at Shrewsbury on October 13th. *John Sloane*

▶ Class 158 825 passes Upton Magna on November 5th working 1104 09:20 Chester - Birmingham International. *Phil Martin*

▶ On October 8th, Class 158 829 and 158 833 pass Gobowen working the 13:34 Chester - Birmingham International. *Phil Martin*



Transport for Wales

▶ Class 197 016 approaches Shrewsbury North Junction whilst working a service from Holyhead to Cardiff on October 13th.

John Sloane

▶ Class 197 013 passes Kemps Eye on October 14th working the 09:30 Manchester - Carmarthen service. *Phil Martin*

▶ Transport for Wales' Class 756 102 is seen at Swindon on October 16th with a 3Q36 Cardiff (Canton) to Swindon mileage accumulation run. *Colin Pidgeon*



Transport for Wales

▶ Class 67 015 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on October 17th. *Keith Davies*

▶ Class 175 005 working a 5Q50 Landore to Ilford move is seen at Swindon on October 9th. *Ken Mumford*

▶ Class 150 237 passes Kempseye with 1V40 11:30 Manchester Piccadilly - Carmarthen service on October 9th. *Keith Davies*



Transport for Wales

On October 30th, Class 67 015 passes Kempsey with 1V42 12:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

Class 153 325, 153 935 and 153 329 pass Sharpstones with 1V16 14:30 Manchester Piccadilly - Swansea service on October 8th. *Keith Davies*

Running just shy of an hour late, Class 175 110 passes Northampton ECS as 5Q50 10:35 Chester to Ilford EMU depot on October 27th. *Derek Elston*



Transport for Wales

On October 25th, Class 67 014 departs Crewe with the 14:49 Wilmslow to Cardiff Central. In reality this should have been the 14:30 from Manchester, but the inbound service was terminated at Wilmslow, 33 minutes late.

Barry Longson

Class 197 020 passes Bayston Hill with 1V93 06:31 Holyhead - Cardiff Central on October 14th. *Keith Davies*

Class 197 020 and 197 002 pass Bayston Hill working the 1V38 09:30 Manchester Piccadilly - Cardiff Central service on October 17th.

Keith Davies



Transport for Wales

Transport for Wales still provide varied types of trains for their services from the north to South Wales and October 8th was no different when Class 153 325, 153 935 and 153 329 were found passing Heaton Chapel working the 14:30 Manchester to Swansea service.

Lee Stanford

Class 197 112 stands at Chester on November 1st working a service to Crewe.

Mark Enderby

Class 153 362 and 153 935 glint in the morning sun on October 14th at Heaton Chapel, as they pass working the 05:30 Swansea to Manchester service. *Barry Longson*



Transport for Wales

On October 12th, Class 197 012 is seen on the approach to Mauldeth Road, working the 12:54 Llandudno Junction to Manchester Airport service. *Barry Longson*

New CAF DMUs now add to the variety of traction that run services between North West England and Wales. On any day you can see Class 150, 153, 158, 175 or 197 and if you are lucky Class 67 with Mk4 coaches. On October 10th, Class 197 105 arrives at Stockport with the 10:52 Cardiff to Manchester Piccadilly service. *Barry Longson*

Slowly taking over from older units on the North West run, Class 197 012 departs Crewe working the 10:06 Carmarthen to Manchester Piccadilly service on October 25th. *Barry Longson*



Units: DMUs and EMUs

Merseyrail's Class 507 018 is seen stabled at Southport on October 16th. *John Sloane*

On October 6th, Merseyrail's Class 777 148 waits to depart Headbolt Lane on a service to Liverpool Central while 77 146 waits to depart to Kirkdale on route learning duties. *Michael Lynam*

Merseyrail's Class 507 030 stands at Southport with a service to Hunts Cross on October 16th. *John Sloane*



Units: DMUs and EMUs

▶ A colourful Class 345 055 stands at Stratford (London) with 9W10 10:37 London Paddington to Shenfield on October 10th. *Derek Elston*

▶ Northern's Class 195 002 tails sister 195 024 as they pass the long disused signal box at Halifax working the 11:28 Chester to Leeds on October 12th. *Lee Stanford*

▶ Blackburn is a hot spot for Northern Class 150 units. On October 7th, the station contained 150 148 and 150 113 working East Lancashire line services. *John Sloane*



Units: DMUs and EMUs

▶ South Western Railway's Class 455 859 passes St. Denys on a sunny October 10th with the 10:01 Wimbledon Depot - Bournemouth depot stock move. *John Goodrich*

▶ A pair of Royal Mail units head north through Winwick with a Daventry - Sheildmuir working on October 26th, the units in question being Class 325 008 and 325 002. *Jeff Nicholls*

▶ West Midland's Class 730 033 and 730 027 arrive at Nuneaton on October 10th on a test run from Crewe. *Allison Twycross*



Units: DMUs and EMUs

On a sunny October 10th, Northern's Class 331 007 awaits departure time at Stockport, while working the 13:46 Manchester Piccadilly to Stoke service. *Barry Longson*

Merseyrail's Class 777 015 stands at Chester on November 1st working a service to Liverpool Central. *Mark Enderby*

South Western Railway's Class 159 106 and 159 015 working the 1L36 Exeter St. Davids to London Waterloo service approaches Andover on October 19th. *Michael Bennett*



Units: DMUs and EMUs

▶ Northern's Class 331 019 and 331 022 pass non-stop through Mauldeth Road on October 12th working the 13:26 Blackpool to Manchester Airport service. *Barry Longson*

▶ London NorthWestern Railway's Class 350 116 arrives at Nuneaton on October 10th with a Crewe to London Euston service. *Allison Twycross*

▶ Merseyrail's Class 508 120 arrives at Brunswick with 2U25 11:39 Southport - Hunt's Cross service on October 26th. *John Balaam*



Units: DMUs and EMUs

▶ Northern's Class 150 106 and 156 408 form the 09:14 Buxton to Manchester Piccadilly service, seen at Heaton Chapel on October 14th. *Barry Longson*

▶ Merseyrail's Class 777 148 stands at Headbolt Lane with the 2F25 11:41 to Liverpool Central on October 26th. *John Balaam*

▶ West Midlands' Class 196 102 stands at Shrewsbury on October 13th with a service to Birmingham International. *John Sloane*



Units: DMUs and EMUs

On October 9th, SWR's Class 458 407 restarts the 13:20 test train from Basingstoke - Bournemouth Depot, seen here at Millbrook. *John Goodrich*



Units: DMUs and EMUs

▶ Southern's Class 377 117 is seen approaching Mount Pleasant Crossing, Southampton, on October 25th with 13:35 London Victoria - Southampton. Going in the opposite direction, Class 70015 is restarting the 14:57 Southampton Maritime - Coatbridge Freightliner which had been held at signals by Horseshoe Bridge, St. Denys. *John Goodrich*

▶ On September 23rd, Northern's Class 158 790 makes a pleasant change to the normal Class 150/2 on 2P02 Scunthorpe - Doncaster, seen at Scunthorpe waiting departure time. *Steve Thompson*

▶ Northern's Class 331 012 departs Bolton with a service to Manchester Oxford Road. *John Sloane*



Units: DMUs and EMUs

Merseyrail's Class 777 148 stands at Liverpool Central waiting to work 2K23 12:05 to Headbolt Lane on October 26th. *John Balaam*

Class 150 136 is at the rear of a service from Southport to Manchester Oxford Road as it awaits departure from Wigan Wallgate. *John Sloane*

Class 444 045, still in South West Trains livery, heads for Southampton with the late running 14:35 London Waterloo - Weymouth, passing 450 093 in South Western Railway livery on 14:32 Bournemouth - Winchester on October 25th. They are seen at Mount Pleasant crossing, Southampton. The difference in the shade of yellow used by South West Trains and South Western Railway can be seen. *John Goodrich*



Units: DMUs and EMUs

▶ Southern's Class 377 103 is seen passing St. Denys on October 17th working the 12:35 London Victoria - Southampton service.

John Goodrich

▶ Northern's Class 156 403 calls at Bamber Bridge with a service to Colne on September 14th.

John Sloane

▶ Northern's Class 195 132 approaches Bamber Bridge crossing box as it works a York to Blackpool train on September 14th.

John Sloane



Units: DMUs and EMUs

Soon to be withdrawn Northern's Class 319 381 passes Charnock Richard with a Blackpool to Liverpool service on September 13th.

John Sloane

South Western Railway's Class 458 417 is the leading unit of 11:19 Bournemouth Depot - Basingstoke on a sunny October 9th as it passes Millbrook. The rear unit is 458 407.

John Goodrich

One of the last Class 450 units in blue livery, South Western Railway's Class 450 059, passes St. Denys with the 14:49 Winchester - Southampton on October 17th. *John Goodrich*



Units: DMUs and EMUs

Merseyrail's Class 508 103, picks up passengers at Seaforth and Litherland, with the 15:54 service to Hunts Cross on October 21st.

Paul Senior

Northern's Class 319 385 takes the down slow line at Balshaw Lane Junction with a Liverpool to Blackpool service on September 16th.

John Sloane

Northern's Class 158 859 and 158 791, wait to depart Wigan Wallgate, with the 19:49 service to Leeds on October 9th. *Paul Senior*



Units: DMUs and EMUs

West Midland's Class 196 103 passes Upton Magna on November 5th working 2G06 10:40 Shrewsbury - Birmingham New Street service.
Phil Martin

Merseyrail's Class 777 011 and 777 018 are seen stabled in the bay platform at Rock Ferry on October 6th.
Michael Lynam

Merseyrail's Class 508 104 departs Rock Ferry working a service to Chester on October 6th.
Michael Lynam



Units: DMUs and EMUs

South Western Railway's Class 158 881 leads 159 106 and 159 105 working the 1L48 Exeter St. Davids to London Waterloo service as it approaches Winchfield on May 30th.

Michael Bennett

Merseyrail veteran Class 507 004 is seen under the lights at Southport, waiting to depart with the 18:54 service to Hunts Cross on October 21st. *Paul Senior*

Northern's Class 319 379 speeds past Balshaw Lane Junction with a Blackpool to Liverpool service on September 14th. *John Sloane*



Units: DMUs and EMUs

Merseyrail's battery powered Class 777 142, waits to depart Britain's newest station, at Headbolt Lane Kirkby, after a heavy downpour, with the 15:09 service to Liverpool Central on October 14th. *Paul Senior*

Merseyrail's Class 508 137 and 507 015 pass at Rock Ferry working Liverpool Central - Chester services on October 6th. *Michael Lynam*

Merseyrail's Class 507 031 departs Rock Ferry on a service to Chester on October 6th. *Michael Lynam*





Greater Anglia donates accessibility ramps to help heritage railway

Greater Anglia has donated several accessibility ramps to the North Norfolk Railway, to help customers with accessibility needs who travel on this popular heritage line. The train operator has donated seven ramps to the North Norfolk Railway, a heritage line which operates steam and diesel trains between Sheringham and Holt. The ramps, which were previously used to help passengers on and off Greater Anglia's Class 321 trains, will be used by the heritage railway to help customers on and off their trains. Previously, the North Norfolk Railway used heavy ramps, which often required the strength of two people. The ramps donated by Greater Anglia are much lighter and can be operated by one person.

Jonathan Denby, Head of Corporate Affairs, Greater Anglia, said: "We are very pleased to support the North Norfolk Railway by donating these ramps. We know many people use Greater Anglia services to travel to Sheringham, where they enjoy a day out on the Poppy Line, so it is great to help improve accessibility for passengers making those trips in North Norfolk. New trains are now running on all routes

across our network. Although some of our trains low floors and a retractable step enabling level boarding at many stations, we have an entire set of new ramps, compatible with our new trains, to assist any passengers who may need help, where they are needed. This meant the previous ramps were available for further use, so we thought it would be helpful to donate them to colleagues at the North Norfolk Railway, as a local heritage line which connects with our services at Sheringham. We are always happy to support the local community where possible and practical."

Graham Hukins, Commercial, Business & Administration Manager, North Norfolk Railway, said: "We are very grateful to Greater Anglia for these ramps which will help improve accessibility to our historic steam and heritage diesel trains. The vintage carriages we use were built before access was a consideration in the design, so having sufficient lightweight ramps will enable us to widen the range of historic vehicles that are accessible to wheelchair users and will form a key part of our initiative to diversify our audience and welcome more visitors with disabilities."

Fares Advice with RailUK

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

Promise To Pay

Q: I recently obtained a 'promise to pay' ticket for my journey as my phone had run out of battery (despite buying a ticket online!). During the journey I didn't see a ticket person and I alighted at a very rural stop - clearly with no way of paying.

I'm just curious what the legal situation is here, say if someone did this for many journeys without being asked to buy a ticket. It doesn't seem like a fine could be given, at worst the person would just be expected to pay for the journeys they made? (I plan on continuing to buy on my phone, regardless...I'm just curious)

A: *Promise to pay is for when you are intending to pay using cash but there are no facilities to do so (eg. a card only TVM). So you would exchange your promise to pay ticket at the first opportunity (either a conductor/inspector or at your destination at the ticket office) to pay with cash.*

If stopped by a revenue inspector and you present a promise to pay, with no intention of paying using cash I would imagine it'd be a penalty fare or travel irregularity report etc.

If you are going from a station with no cash purchasing facilities, to another with no cash purchasing facilities, you should pay the conductor onboard the train.

Which operator would be running the train? I suppose it would be the old fashioned method of "pay train" style.

For example the Bidston-Wrexham line operated by Transport for Wales has no ticket facilities full stop at most stations, meaning if the guard doesn't come through (or has a dead machine etc) then it's a free ride as there was no opportunity to pay.

If we are talking Northern then all their trains have conductors onboard who will be able to sell the ticket. If they can't for whatever reason then you've had no opportunity to pay so not much can be done. Just be aware using a promise to pay on Northern, if you aren't intending to pay with cash, could well land you in hot water. It's a bit of a grey area!

Tickets retained by barriers before destination

Q: Three times now, I have seen Cardiff Bay - Cardiff Central and Cathays - Cardiff Central tickets be sucked into the barriers at Queen Street, when I've gone to the Spar shop, so break of journey (or when I can't be bothered waiting for the next train and walk the rest)

This is surely unacceptable? My ticket is to Central, therefore I am entitled to return through the barriers later and get a train - to Central!

A: *You are absolutely correct. You should ask to be let out and show your ticket manually. If they insist on you inserting it explain that you cannot do so because it will be wrongly retained and you wish to continue your journey later.*

Of course a ticket to a named station should never be retained by the barriers at any other station and I can't understand why anyone would programme the barriers to do so.

The same used to happen at Haymarket with tickets to Edinburgh (haven't been there recently so it might be fixed now) and at London Bridge with tickets to St Pancras (fixed the last time I was there).

Same happens at Argyle Street. Close enough that I suspect its never an issue, but catches me out every time as technically it does have some validity left so I don't expect it (I frequently buy to Glasgow Central as it's the same price and I might change my mind on the way).

Ticket Advice for All

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

National Rail

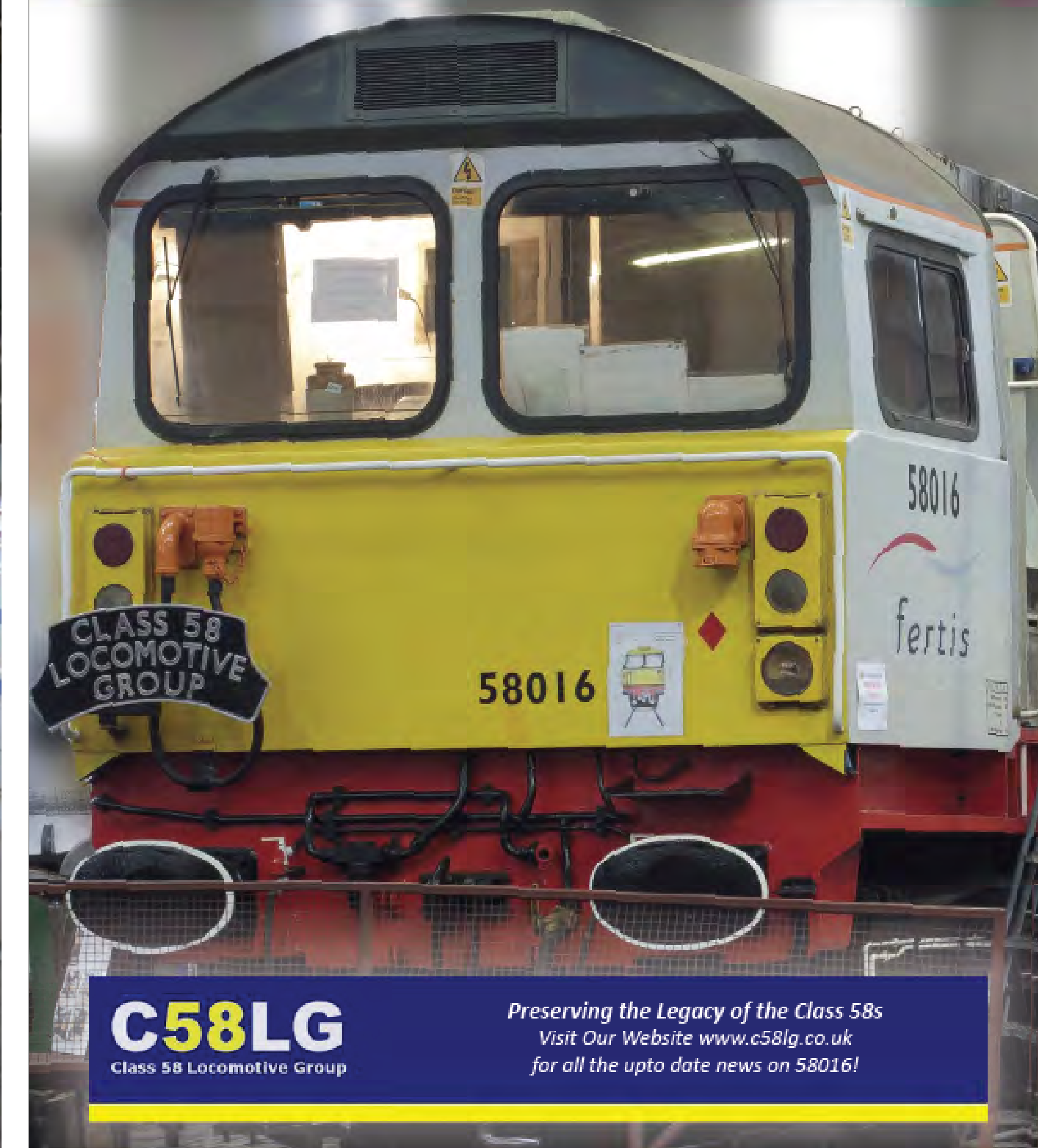
On October 13th, MPV Nos. DB98930 and DB 98980 were to be seen shuttling back and forth through Lewisham Station, undertaking RHTT duties.
Ian Callander



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

Greater Anglia reduces carbon emissions for the third year in a row

Greater Anglia's reported carbon emissions have decreased by 17% compared to last year, figures show. Greater Anglia's carbon emissions[1] were reduced by over 67,000 tonnes between 1 April 2022 and 1 March 2023 according to a report by independent environmental consultancy, WSP.

This is the third year in a row that the train operator has reduced its carbon emissions. The saving is the equivalent of the emissions produced by over 130,000 homes' annual electricity usage and has been achieved thanks to a series of energy and carbon reduction measures. The train operator has been working to minimise its carbon emissions and become an even more sustainable organisation, to achieve Net Zero along with the rest of the rail industry by 2050.

This has seen Greater Anglia introduce new more energy-efficient trains, cut waste, increase recycling and work with partners and communities on projects to improve sustainability and biodiversity at stations. The company has also worked to install wireless energy management systems at its rail stations to ensure heating and lighting are used efficiently and taken steps to reduce water consumption. The reduction in emissions is also in part thanks to the continued 'greening' of the National Grid which now uses more renewable sources to generate electricity, and this in turn powers Greater Anglia's electric trains, depots, and stations.

Commenting on the figures, Greater Anglia's Environment & Energy Manager, Nir Barak, said, "I am pleased that

we have made even more progress in the last year towards becoming ever more sustainable as an organisation. Research shows that trains are the most environmentally friendly form of transport after cycling and walking, with greenhouse gas emissions per kilometre by rail being far less than cars. Our new trains are more efficient and produce less particulate pollution than our old ones which is helping to make rail travel in East Anglia an even more environmentally friendly option."

Greater Anglia's new trains are designed to be more efficient and are built to higher emissions standards compared to the old ones. Aerodynamic fronts, lighter chassis and brakes which return energy back to the network are some of the features of Greater Anglia's

new trains which are making train travel even more sustainable. They are also longer with more seats, which means that they can carry more passengers and take even more cars off the road - preventing tonnes of harmful CO2 emissions from being released into the atmosphere as well as reducing congestion.

People can visit www.greateranglia.co.uk/GreenerAnglia to try the train operator's new Carbon Calculator and find out how they can reduce their carbon footprint by switching to rail.

[1] Carbon emissions figure relate to Scope 1 and 2 emissions

National Rail

A view of the Barrow Hill Roundhouse, with the AC Locomotives Groups, Class 81, 82, and 85 and the Baby Deltic Project's No. D5910 are seen round the turntable. *Paul Senior*



Stevenage celebrates station's half-century with strawberry sponge

UK's first New Town celebrates station's 50th birthday

Mayor reveals plaque and cuts cake

Over 40 community and rail industry guests attend, including local councillor who attended 1973 opening

Stevenage is celebrating the 50th anniversary of the opening of its railway station. Local community representatives joined station staff and others in the rail industry to share a celebration cake on September 29th.



“Our 20-year, £1bn regeneration programme for the town centre is designed to forge even stronger connections between the station and the community it serves. So, as someone who was honoured to attend the original station opening, I was delighted to help mark its 50th Anniversary and I’m sure we’ll still be celebrating its vital contribution in another half century.”

Another memory of the opening year was brought by Herts County Council’s Strategic Transport Team Leader Trevor Mason, in the shape of two 50-year-old platform tickets.

Angie Palmer, Head of Stations for Great Northern and Thameslink, said: “It was a truly lovely event, and it was great to celebrate with both my team and members of the local community, some who have been involved and supported the many improvements that have been made here over the years. I’d like to pay special tribute to the team at Stevenage because they really do take pride in their station, and that makes all the difference. I also thank Cllr Myla Arceno, Mayor of Stevenage for doing the honours of unveiling the plaque to commemorate this very special anniversary.”

Justin Swain, Customer Account Manager at Network Rail, said: “We want to wish Stevenage station a very happy 50th birthday! For the last half century, the station has served millions of passengers travelling on the East Coast Main Line and beyond, and we look forward to working alongside the station’s train operators to make sure it continues to do so for the next 50 years and more.”

Cllr Myla Arceno, Mayor of Stevenage, unveiled a steel commemorative plaque to be installed on the footbridge between the town centre and the booking hall. The Mayor then completed the official proceedings by slicing and sharing the celebration strawberry jam sponge. The cake was decorated with the British Rail logo from the decade the station was built.

The Mayor said: “This 50th anniversary plaque celebrates the half-century this station has served the town of Stevenage. The original rebuilt station we’re standing in today was originally opened 50 years ago, almost to the day, by the late Baroness Williams, the MP for Stevenage in 1973. The original station was 1,500 metres to the north of the current station.”

Cllr Arceno was joined by fellow Borough councillors, and representatives from Hertfordshire County Council, Network Rail, LNER and Govia Thameslink Railway, who operate Great Northern and Thameslink trains. Guests included Cllr Lloyd Briscoe, who had attended the station’s official opening on 26 September 1973. Councillor Briscoe said: “Stevenage is very much a town in demand, with major employers looking to come here, and that’s partly because of our excellent rail links. Since it first opened in 1973, the station has always been important to the town and will remain at the heart of our future economic prosperity.”

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.

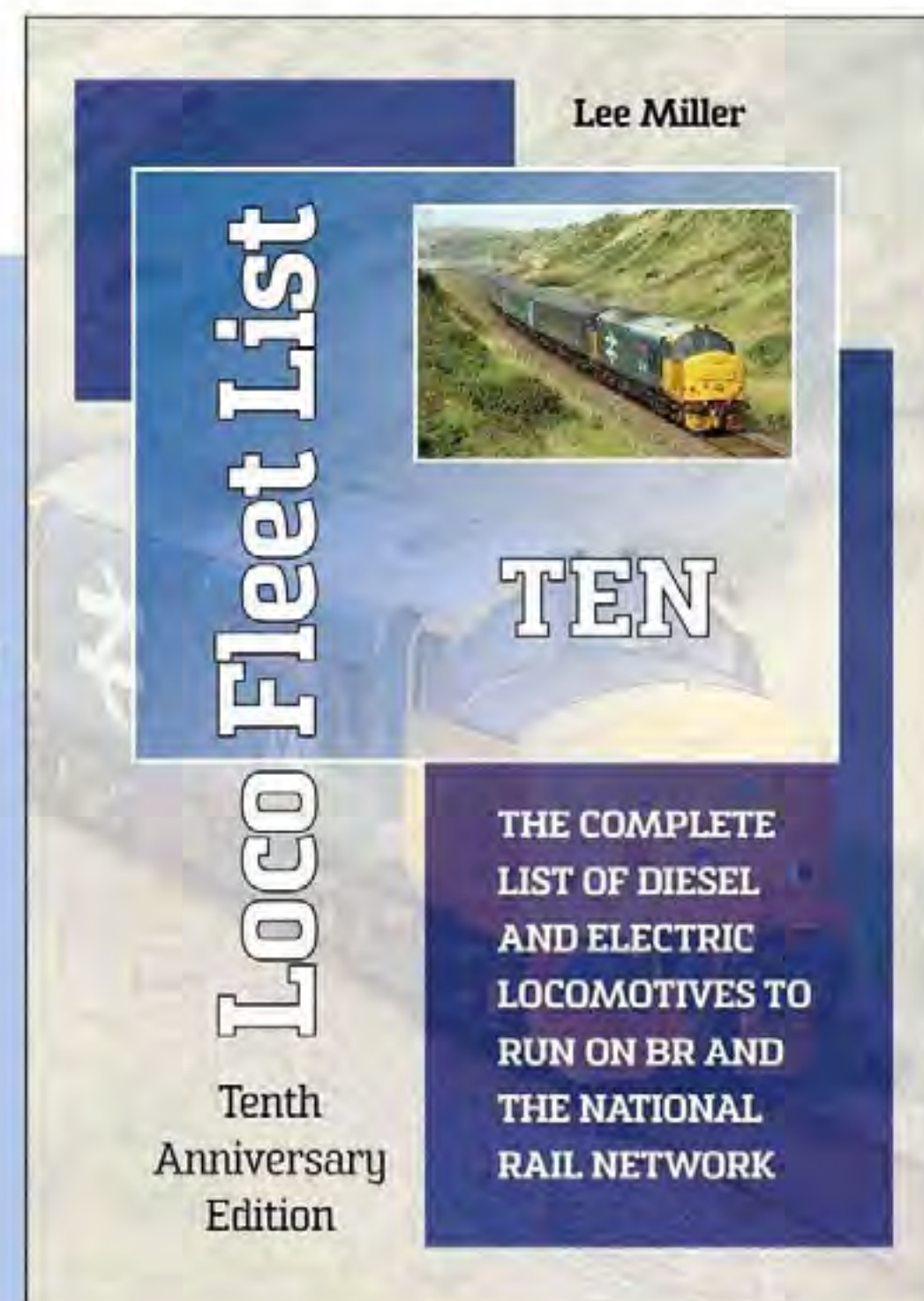
Features:

- 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



National Rail

Class 60 083 and 60 023 are seen dumped at Toton on October 3rd. *Derek Elston*



A heavily graffitied Class 60 043 stands amongst the vegetation at Toton awaiting a final decision on it's fate. *Derek Elston*



Corus liveried Class 60 033 'Tees Steel Express' still carries it's namplates. *Derek Elston*



Withdrawn Class 60s silently awaiting a decision on their final destination at Toton on October 3rd. *Derek Elston*



The paint is peeling off Railfreight Grey liveried Class 60 072. *Derek Elston*

Still bearing it's 'Rugby Flyer' nameplates, Class 60 094 awaits it's fate at Toton. *Derek Elston*



National Rail

Network Rail's MPV No. DR98901 leads a Springs Branch - Springs Branch RHTT near the WCML at Moore on October 7th. *Jeff Nicholls*



Train company helps thousands of art fans flock to Eastbourne for the Turner Prize

Southern Rail has partnered with Towner Eastbourne to celebrate the prestigious Turner Prize coming to Sussex for the first time.

To help drum up excitement for the exhibition, a meet and greet team has been set up at Eastbourne station, welcoming visitors from all over the country who have travelled by train to catch a glimpse of this year's unique entries.

With Towner situated just 15 minutes away from the station, Southern is helping to transport thousands of art fans in and out of the area.

Phoebe Ociepka-Tearle is one of the volunteers working at Eastbourne station. She helps to direct people arriving by train to the gallery, whilst enticing other members of public to visit the exhibition, which is clearly working as nearly 18,000 people have visited the gallery since the exhibition opened on September 28th.

Phoebe, 19, applied as soon as she saw the call-out for volunteers at Eastbourne station. "Being part of the meet and greet team for a few days a week means I can help raise awareness of the Turner Prize and encourage passengers to see this amazing artwork as part of their trip. I think it's great the exhibition is so accessible; I've met people who have travelled from across Sussex and beyond using the train and they can easily walk to the gallery once they arrive in Eastbourne."

Culture seekers can catch a glimpse of the four shortlisted exhibitions, created by Jesse Darling, Ghislaine Leung, Rory Pilgrim and Barbara Walker, at Towner Eastbourne until Sunday April 14th 2024. The winner of the Turner Prize is set to be announced on Tuesday December 5th in Eastbourne's Winter Garden.

Jenny Saunders, Customer Services Director for Southern, said: "It's amazing to have such a well-known art exhibition on our network. Although the Turner Prize is often open to visitors in London,



having it in Sussex for the first time ever makes it accessible to people living in the south of England. As the only train operator in the area, we're excited to bring new people to Eastbourne to discover all the area has to offer."

The Turner Prize is the world's leading prize for contemporary art and is the centrepiece of 'Towner 100' – a year-long celebration of arts and culture across Eastbourne and Sussex marking the centenary of Towner Eastbourne.

Joe Hill, Director, Towner Eastbourne, said: "We are thrilled to partner with Southern Rail, who are providing a safe, easy and environmentally friendly route to Towner which is hosting the Turner Prize 2023 as the centrepiece of Towner 100, the gallery's centenary year. The Turner Prize exhibitions, alongside the associated programme Eastbourne ALIVE, offers a unique opportunity for our town to promote engagement with contemporary art and showcase all it has to offer to visitors."

Those making the journey to Sussex can make the most of their visit discovering Southern's Coastal Culture Trail, featuring galleries in Bexhill and Hastings while exploring the landscapes of the South Downs National Park, award-winning vineyards, local shops and more.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

National Rail

LSL operated Class 40 No. D213 passes Coppull Moor on its way from Carlisle to Crewe on September 30th. *John Sloane*



Network Rail MPVs Nos. DR98962 and DR98912 approach Great Rocks Jct. with a Wigan to Topley Pike RHTT working on October 6th. *John Sloane*



£13.3m upgrade for customer information in Scotland's busiest stations

Scotland's two busiest stations, Edinburgh Waverley and Glasgow Central, are being upgraded with new high-definition customer information screens. The new screens, part of a wider £13.3m investment across Scotland's Railway, display clear information with white text on a black background, providing a much easier-to-read format than previous versions. Work on the large departure board screens in Edinburgh Waverley and Glasgow Central is due to be completed in November.

Multiple new screens and improved public address systems have been installed across Scotland, with more underway until February 2024.

These new, low power, digital screens are clearer in all lighting conditions and will respond to changes in ambient lighting while using smart power management to support Scotland's Railway's net zero ambitions.

By allowing the display to sleep during the night, the system saves energy and extends its working life.

Chris King, Station Manager at Edinburgh Waverley said: "It's great to see the new screens in place at Edinburgh Waverley. We regularly experience four seasons in one day here in Scotland, and so it's great news for our passengers that the information screens can adjust to the ever-changing light."

Phil Campbell, ScotRail Customer Operations Director, said: "Everyone across Scotland's Railway is committed to delivering the best possible service for our customers, and customer information is a huge part of that. The new information screens being installed at Edinburgh Waverley, Glasgow Central, and across the country make it even easier for customers to access live travel information. These high-tech screens support a sustainable railway and contribute to our journey towards net zero."



Network Rail looks to the next stages of south Devon railway resilience

The completion of a new rockfall shelter marks a major milestone for Network Rail's programme of work to protect the iconic coastal railway between Exeter and Newton Abbot from extreme weather. The 109m-long shelter at the northern end of Parsons Tunnel, near Holcombe, has taken two years to build and will protect the railway from falling rocks and debris from the steep cliffs. Made up of 185 pre-cast concrete units, coloured red to match the local sandstone, the striking structure is open on the seaward side so passengers can still enjoy the coastal views.

The teams from contractor Morgan Sindall Infrastructure carefully manoeuvred the pieces into place using a gantry crane that runs along rails. Most of the construction was carried out at night, while trains weren't running, to keep everyone safe. The roof of the shelter is covered with 4,100 tonnes of red sand and 5,132m³ of foam concrete was used to backfill between the shelter and the cliff. Above the structure, 7,000m² of stainless-steel netting, secured by 1,400 soil nails, has been installed to provide extra protection.

The £48m structure was funded by the Department for Transport as part of Network Rail's South West Rail Resilience Programme, set up after the major storm of 2014 that cut off the railway to the peninsula for eight weeks.

It brings the total invested in the Programme to £165m, including the new sea wall at Dawlish and work is currently under way to install 19,700 square metres of netting secured by 6,000 soil nails on the cliffs between

Dawlish and Holcombe.

Network Rail will shortly be submitting its outline business case for the final phase of the Programme between Parson's Tunnel and Teignmouth to the Department for Transport (DfT) for consideration. The proposed work follows three years of extensive analysis of existing data, plus further ground investigations on the 1.8km stretch of railway.

As outlined in a series of public events last November, engineers are working on a programme of targeted solutions for the cliffs ranging from soil nailing and netting to groundwater management. This would protect the railway without impacting the beaches between Holcombe and Teignmouth, leaving the track where it is.

Network Rail senior programme manager Ewen Morrison said: "We are delighted that the rockfall shelter is now complete, making journeys more reliable for our passengers on this vital transport link to the South West.

"Our teams worked through all weathers to get the job done and encountered very difficult ground conditions. Once the foundations were in place, it was impressive to watch the structure emerge. The gantry crane proved invaluable to meet the unique challenge of working in such a confined space between the cliffs and the sea.

"All that remains to do now are the finishing touches, such as planting local species on the roof of the shelter. We'd like to thank all our passengers and lineside neighbours

for their patience during this essential work.

"We are now looking to the future with our submission for Parson's Tunnel to Teignmouth to the DfT. It's the final piece of the jigsaw puzzle in the South West Rail Resilience Programme which will help us to protect this route for generations to come."

The Rail Minister Huw Merriman said: "This project marks another milestone in our commitment to improving rail infrastructure in the South West, providing vital protection from extreme weather and boosting service reliability across the network. Its completion is a prime example of this Government delivering its promises to grow the economy and improve rail connections across the UK."

MP for Newton Abbot Anne Marie Morris said: "I'm delighted we can celebrate another milestone on the journey to reinstating the resilience of our iconic railway line. The rockfall shelter is complete and the Dawlish to Holcombe resilience work well underway, that leaves just the final phase which is the last and most challenging part of the resilience programme - addressing the challenges of the cliffs at Teignmouth. Thank you to Network Rail, our very patient community and the many other unsung supporters of this vital project."

Devon County Council Cabinet Member for Climate Change, Environment and Transport Cllr Andrea Davis said: "The completion of the rockfall tunnel marks another milestone in the resilience journey. Thanks to Network Rail and their contractors we now have more

resilience on the route into the peninsula, giving more confidence for passengers and visitors to use the rail network.

"The upcoming submission of the business case for Parson's Tunnel to Teignmouth is reassuring to Devon County Council and Peninsula Transport and we welcome the continued support from the Government to ensure the South West continues to have a reliable and resilient rail network."

CrossCountry's regional director Sarah Gould said: "It's great news that the rockfall shelter on the sea wall is complete. This investment, together with the modifications to our Voyager trains to enable them to work in stormy weather, shows that the rail industry is committed to delivering a resilient service for the region and its rail users."

GWR regional manager west Mark Chorley said: "This is another vital step forward in the completion of the South West Resilience Programme, maintaining this key rail artery into Devon and Cornwall for years to come."

Morgan Sindall infrastructure managing director - rail Olivia Perkins said: "We are extremely proud of what has been achieved by our teams collectively, including our supply chain, to provide resilience to this iconic section of railway. The weather and ground conditions were challenging but the individuals involved have worked tirelessly on this complex project, utilising innovative approaches to minimise disruption to passengers and bringing this project to completion."



National Rail

Power car No. 43285 powers up Hemerdon bank whilst working 0Z30 Laira - Derby RTC on October 10th.
Barry Beeston



Former XC power cars Nos. 43366 and 43239 and stock head through Swindon on October 9th with 5Q00 Laira to Ely Papworth Sidings. *Ken Mumford*



Plaque unveiled at Kettering station to mark heritage award win

A plaque has been unveiled at Kettering railway station to mark Network Rail's win of 'Best Overall Entry' at the 2022 National Railway Heritage Awards.

At the awards ceremony in December 2022, Network Rail was awarded the 'Best Overall Entry' award for its careful restoration and modification of the platform canopies at Kettering station to ensure their safe integration following the introduction of overhead electrification through the station.

At the station on October 24th, a plaque celebrating the achievement was unveiled at the station's entrance by the Mayor of Kettering, Cllr Emily Fedorowycz, Colin Ramshall from Network Rail, and Andy Savage, Chair of the Railway Heritage Trust. They were joined by representatives from East Midlands Railway (EMR), the station's operator, Kettering Civic Society, and the National Railway Heritage Awards.

As part of a £2.5m project, working closely with the Railway Heritage Trust, Network Rail worked to restore the platform canopies at Kettering station as well as at nearby Wellingborough station. The work included the restoration of lost historical detail of the original features such as the finials and filigree gable ends and repairs to columns and roofs.

Colin Ramshall, Senior Portfolio Manager for Network Rail's East Midlands route, said: "Our project team faced stiff competition to win this award in December and we were thrilled to come out on top, reflecting the hard work and dedication shown in this restoration project."

"It has been great to unveil this plaque which will serve as a permanent reminder of the award-winning work carried out by Network Rail at the station and may even encourage passengers to look at the beautiful station around them while waiting to board their train."

Dave Meredith, Customer Services Director for EMR said: "This plaque is testament to the hard work carried out by Network Rail to restore the historic platform canopies at Kettering station."

"A well-deserved award win to modernise the infrastructure, whilst keeping its impressive original features that our customers can appreciate as they travel around Kettering station."

Photo: Refurbished Canopies©Network Rail



National Rail

Still located at Peak Forest are Class 20 007 and 20 205 which on October 25th were captured stabled in the sidings awaiting their next tasks.
Lee Stanford



Class 08 567 and No. 01508 (ex MOD 428 works No. RH466617) are seen stabled outside Arlington Eastleigh on October 14th. *Michael Lynam*



Network Rail completes first-of-its-kind zero emission engineering work at Royston

Network Rail has completed a set of engineering work at Royston which, for the first time in its Eastern region, has been carried out with the worksite producing zero carbon emissions. Teams worked over four nights to complete overhead line equipment renewals through the Cambridgeshire station, but traditional, carbon-intensive, diesel-powered generators and rail equipment were not used during the work.

Instead, Network Rail has piloted a zero-emission worksite, with engineers using hybrid rail engineering vehicles operating solely in battery mode, welfare facilities powered by batteries, and battery and solar powered tower lighting throughout the site. Engineers have been working on renewing the overhead line equipment at the station and the immediate surrounding area. The work has been designed to make the equipment more resilient which means that passengers can experience smoother, more reliable journeys. On site was an 80Kw battery pack which powered the welfare facilities and charged the rail vehicles after they had been used for the work. Engineers also used battery-powered tools, and materials such as plastics, paper and other consumables were all recyclable.

This way of working meant that zero carbon emissions were emitted on the site and is a first for Network Rail in its Eastern region. The organisation is looking at ways to roll this out across future engineering worksites after a positive pilot.

Zero emission worksites will aid Network Rail on its way to reaching its target of being net zero by 2050.

Hamish Critchell-Ward, Environment Manager at Network Rail, said: "This is a hugely positive step forward for Network Rail and the rail industry. We're passionate about finding better, more environmentally friendly ways of carrying out essential maintenance and this is a great example of that.

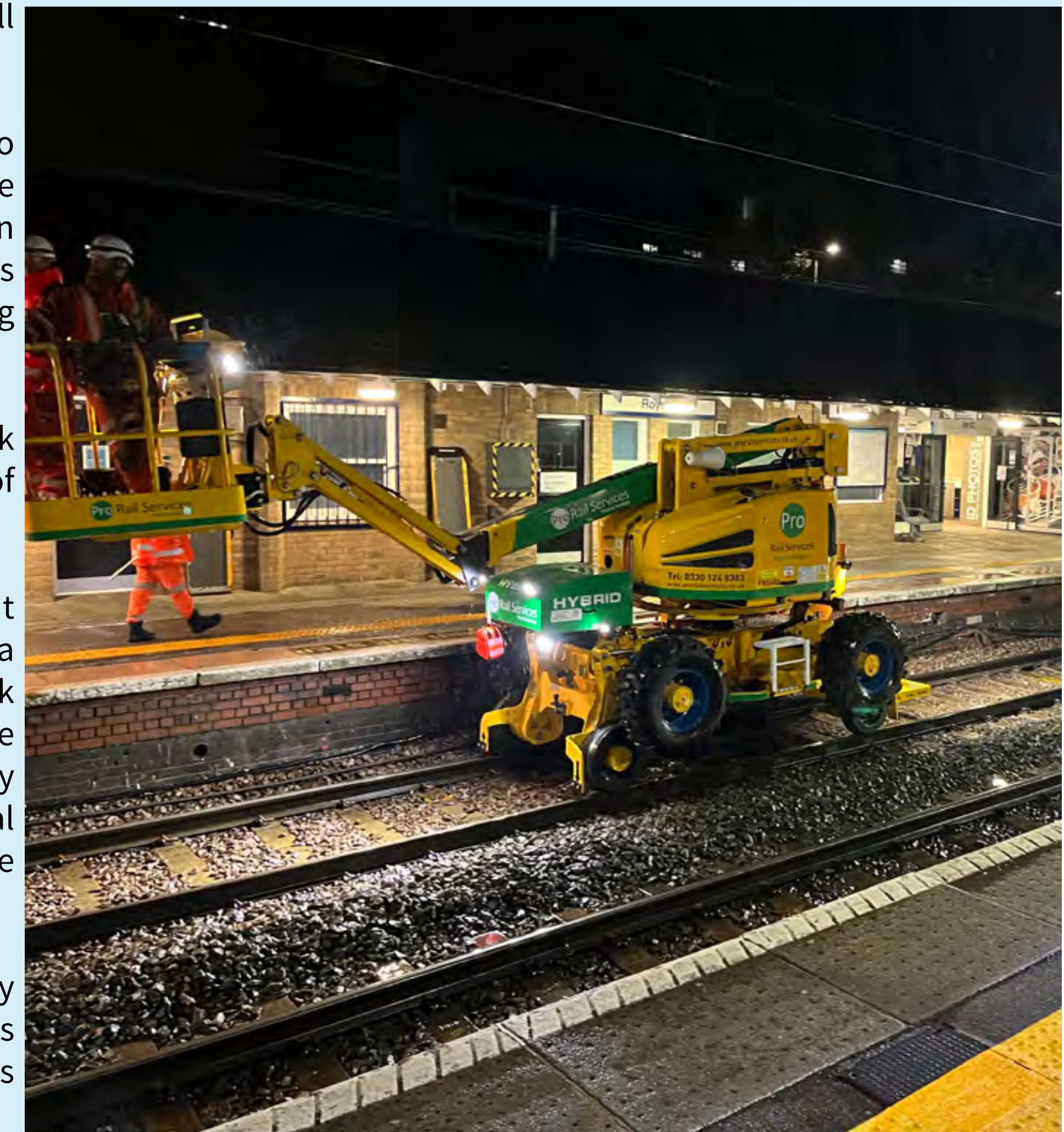
"It has been great to work with industry partners on this project. Their support has been invaluable in helping this pilot be as successful as it has been. As we move

forward and develop, Network Rail will continue to work closely with its supply chain to deliver environmental benefits during its work. This is just the beginning for us and we're confident that this way of working will expand further into future engineering work."

Owen Laws, Electrification & Sustainable Development Project Manager at Network Rail, said: "This project has been months in the planning and preparation, and I'm delighted that it has finally come to fruition and been so successful.

"We want this to be a rolling programme of work throughout Network Rail and I'm looking forward to helping other teams deliver engineering work projects in a more sustainable way.

"Renewing our overhead line equipment at Royston creates a more resilient railway network, improves reliability, and means more reliable journeys for passengers.



National Rail

New coffee shop and charging points for Piccadilly platforms 13 and 14

Passengers using platforms 13 and 14 at Manchester Piccadilly station will soon benefit from a revamp of the waiting area. From October 4th, Network Rail teams started to overhaul the lounge above the station's busiest platforms which see up to 40,000 passengers every day.

The £1.67m investment will bring: Two new shops created instead of just one; New seating across the lounge; New charging points for mobile phones and laptops; An accessible waiting area for passengers with additional mobility

needs.

During the upgrade work the toilets and seating areas will stay open, but it will see some changes for passengers - including the closure of the existing Costa coffee shop. People needing their caffeinated 'perk up' or bite to eat are being reminded to grab what they need from the numerous stores in place on the main concourse.

Kyla Thomas, Network Rail station manager for Manchester Piccadilly, said: "The waiting area above platforms

13 and 14 is crucial to how we manage passengers getting safely on and off their trains, so it's really important for us to make this investment so we can make it even better for customers. While trains won't be disrupted during the work, some of the facilities will be out of action while we build two new retail units and carry out a phased upgrade of the seating area and toilet facilities. I'd like to thank people in advance for their patience while we improve this well-used part of Piccadilly station for the tens of thousands of passengers who use it every day."

Class 37 521 with the 5Z21 Yarmouth to Eastleigh passes through Micheldever on October 31st.
Michael Bennett



Ensuring a colourful future for our wildlife: Network Rail unveils new artwork at Bristol Temple Meads

Network Rail has revealed a new artwork at Bristol Temple Meads station, which highlights the company's commitment to protecting wildlife and biodiverse habitats alongside the railway.

The artwork entitled 'ensuring a colourful future for our wildlife' is a print of three oil paintings by Cindy Powell, an artist based in Wiltshire and an MA student at Falmouth University.

The paintings depict icons of Bristol, including Clifton suspension bridge, hot air balloons and Isambard Kingdom Brunel, the world-famous engineer who built the Great Western Railway and the SS Great Britain, a historic ship and tourist attraction in the city.

The historical figures are shown in black and white, alongside a steam train. The wildlife is painted in vivid colour with a modern GWR train, highlighting the connections between the past, present and future, as well as the links to humans and animals and what we can do to preserve those connections.

The artwork is the second of a series painted by Cindy, with the first - depicting a GWR train and British wildlife in a surrealist style reminiscent of Alice in Wonderland - unveiled at London Paddington in April.

Susan Evans, Network Rail's head of passenger strategy for Western route, said: "The railway provides a rich and diverse tapestry of habitats for biodiversity and is home to many species of plants and animals, including some that are rare or endangered. We're committed to protecting these biodiverse habitats and achieving no net loss of biodiversity on railway land by 2024, with a net gain on each route by 2035.

"Cindy's artwork encapsulates the joy that nature and wildlife can inspire and centres on Network Rail's ambitious biodiversity targets, with trains, plants and animals co-existing with all the benefits that they bring to one another. Bristol is a historic city and the contrast between the past and present grabs your attention and shines a light on our continued stewardship of a biodiverse railway and what we must do to protect it.

"I hope the piece inspires passengers as they travel to and from Bristol so that we can all do our bit to look after our wild landscapes and the creatures that inhabit them."

Cindy Powell, who created the paintings, said: "By painting images of nature in colour and historic figures and monuments in black and white, I wanted to create a contrast between the past and the future. All the images are relevant to Bristol, including the Bristol Onion and

the statue of John Cabot.

"With the list of critically endangered animals, insects and plant species growing daily, it is vital for humans to create mutually beneficial relationships with nature. Network Rail is a prime example of a company that has taken this to heart and hopefully will inspire other

companies to do the same. I hope that my artwork will encourage people to reconnect with nature and help to ensure a colourful future, not only for our wildlife but ultimately for humans as well."

Visitors to the station can find the artwork at the northern end of platform 5.



A rare sight at Northampton, Visual Inspection Unit 2, the former Class 153 376 passes running as 2Q21 11:11 Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) via Bletchley on October 27th. *Derek Elston*



Colas Rail tamper No. DR73906 is seen stabled in Broxbourne Tamper Sidings on October 10th. *Derek Elston*



South Western Railway and Network Rail team up with Basingstoke artist Sian Storey to paint new and vibrant station mural

South Western Railway's (SWR) Basingstoke station has a new mural to brighten customer's journeys. The mural by Sian Storey depicts a view of London through a Hampshire hedgerow and was painted on the station's railway bridge, next to Clifton Terrace road.

It replaces a black and white mural that is believed to date back to the early 1990s. The idea to replace it came when SWR's Control Centre Manager Stefan Chybowski, who is based at Network Rail's Basingstoke Campus on Gresley Road, spotted Sian's artwork in Basingstoke town centre.

Stefan approached Sian to paint something in her distinctive style on the bridge that he and his Control Centre colleagues pass each day on their way to work. Sian developed a bespoke design with a historic hedgerow as its focus, showing a view through to London.

The hedgerow features flora and fauna native to Hampshire including blackberries, foxgloves, a brown hare, a robin, a pair of long tailed tits and a sleepy dormouse. At the centre of the design is the iconic London skyline with an SWR train in pride livery.

SWR provided funding for the mural while Network Rail

provided materials and labour in a collaborative project to brighten both customers and colleagues' journeys. The mural underlines SWR's commitment to improving its network for its customers and the strong ties to the communities it serves. The mural follows on from another that was recently painted below the railway bridge on Vyne Road, at the western end of the station.

Artist Sian Storey said: "South Western Railway wanted a fresh and bold mural that celebrates the journey from Hampshire's beautiful countryside to our nearby capital city. Every train journey from Basingstoke serves up mesmerising countryside views, so I wanted to capture that feeling of glimpsing through a hedgerow as the train glides past. Street art breathes new life and energy into an area - it can bring so much positivity and pride amongst the community too - so I hope this mural brings a new buzz to Basingstoke railway station."

Stefan Chybowski, South Western Railway's Control Centre Manager, said: "My colleagues and I walk past the bridge at least eight times a week and I had often thought about replacing the faded and damaged mural with something a bit more colourful. I was so pleased when I contacted Sian and she said she would love to work on the project.

"I'm very grateful to our colleagues at Network Rail Wessex who helped to make it possible and to Sian for the fantastic result we can see today."

Jenny Keen, South Western Railway's Basingstoke station manager, said: "I'm thrilled to see another fantastic mural completed at the station and have already seen

people stopping to take pictures and appreciate what Sian has done here. It's brilliant as well that this follows so closely after the completion of another mural painted in the Vyne Road tunnel under the station. Both of these works have added some colour and style to the area and I hope

our customers enjoy them as much as we do."

Mike Styles, Network Rail Wessex Route's Area Services Manager, said: "It was great to be involved in this fantastic mural. Sian's depiction of the Hampshire countryside is vibrant and eye catching and I'm really pleased that we were able to support this project."



'Rosenkavalier', a Krupp 4-6-2 Pacific, lined in light green was built in 1937. Along with 'Männertreushe' the pair were for use at a trade fair in Düsseldorf. This loco arrived at Bressingham in 1973 and has been a mainstay of the Waveney Valley Railway, but was withdrawn from service in 2011 in need of a major overhaul and is currently on display in the Exhibition Hall. *David Lindsay*



Class 323 214 is seen being dragged by 37 884 'Cepheus' bound for Wolverton Works through Northampton on October 17th. *Derek Elston*



Network Rail delivers £34m investment of bridge protection works

Network Rail and its contractor Story have completed a £34m programme of works to protect a number of bridges across Scotland's Railway.

Over the last four years, specialist engineers have worked on 50 structures to safeguard them against scour damage.

This happens when fast-flowing water erodes material around the foundations and is the leading cause of bridge failures on the railway over the last 100-years, which can result in having restrictions placed on them.

Working mainly from river level, much of the work at each bridge involved setting up a portable dam system to reduce the water flow.

A scour mattress was laid to the contours of the riverbed and the pockets were filled with concrete. The mattress was then covered with the original riverbed material so the area looks the same as it did prior to work starting.

It's all designed to extend the lifespan of these structures, as the majority were built in the late 19th century, while helping to protect them against weather damage as part of a wider maintenance programme.

Inver Viaduct, which carries passenger and freight

services on the Highland Mainline over the River Braan in Dunkeld, is the last bridge to be completed. The line there has been closed three times over the last two years due to the river breaching safe levels and disrupting services.

Alex Hynes, managing director of Scotland's Railway, said: "We have a responsibility to make sure assets that play such a vital role on our network are maintained to help minimise the impact of rising water levels during extreme weather, allowing us to keep trains running."

"This is all part of our commitment to dealing with the impact of climate change on Scotland's Railway. The team has done a superb job in delivering this vital work, it'll help further improve the operational resilience, safety, and performance of the railway for our customers."

Jeremy Spence, Route Delivery Director, said: "Scour protection can be one of the more challenging elements of our renewals programme, as it involves working from river level much of the time and often in areas with challenging topography that can make

access difficult for our teams.

"This has been a huge undertaking by the team since the work started in 2019 and it's great to see the successful completion of all 50 structures. The collaborative effort by Network Rail and Story has not only delivered this

project on time but means we won't need to carry out repairs on this scale for many years to come."

Photo: Inver Viaduct, Dunkeld,, Highland Main Line - scour protection works complete. ©Network Rail



National Rail

Rather an unusual photo as Class 66 711 is seen at Ludgershall MOD on October 18th. The Class 66 had arrived the day before with unusual flats from Eastleigh. After spending two nights at the MOD site the Class 66 with the wagons departed.

Dennis Rowland

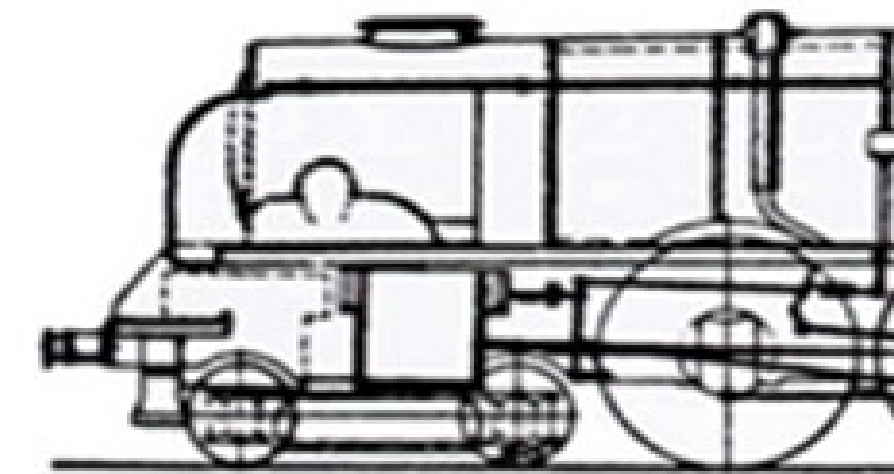


Did you Know - Ken Mumford

Some more of the nations oddities this month:

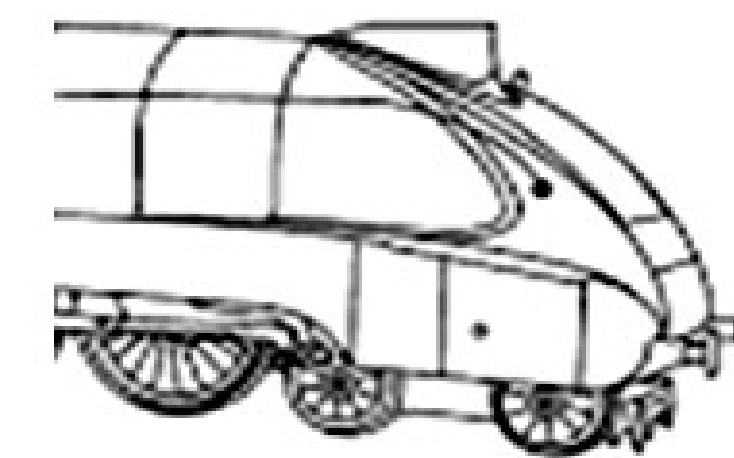
86+ years ago!

- [1] LMS loco No. 5348 [then named 'Coronation' and stationed at Chester being kept in an excellent condition] has had its nameplates removed. Why?



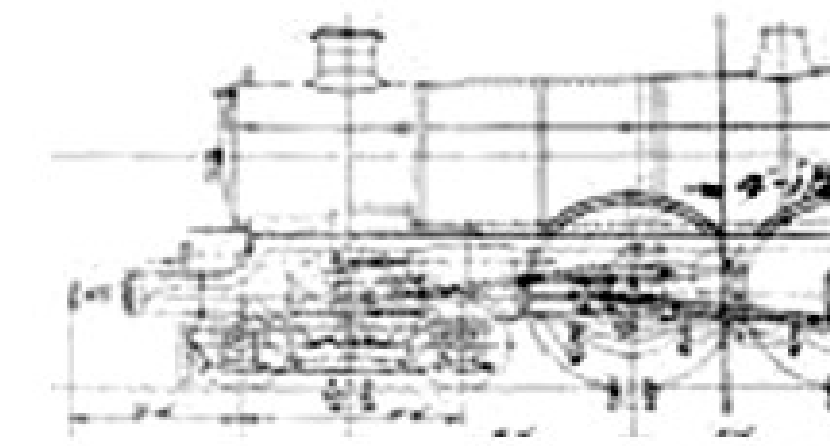
Now [1937] a 4-6-2 Stanier designed locomotive [above] is to carry that name.

- [2] 4482 'Golden Eagle' - the first of the LNER streamlined Pacifics for high-speed services - made the



first of a series of test runs with heavy main-line trains on January 6th 1937, hauling the 1.20 p.m. Scottish express from Kings Cross as far as Newcastle. The 16 'sister' locos of 'Golden Eagle' will shortly be in service, and 14 more of the same type will be built at Doncaster Works this year - 1937.

- [3] An interesting observation was made by a railway correspondent of that year concerning a GWR London bound express from the

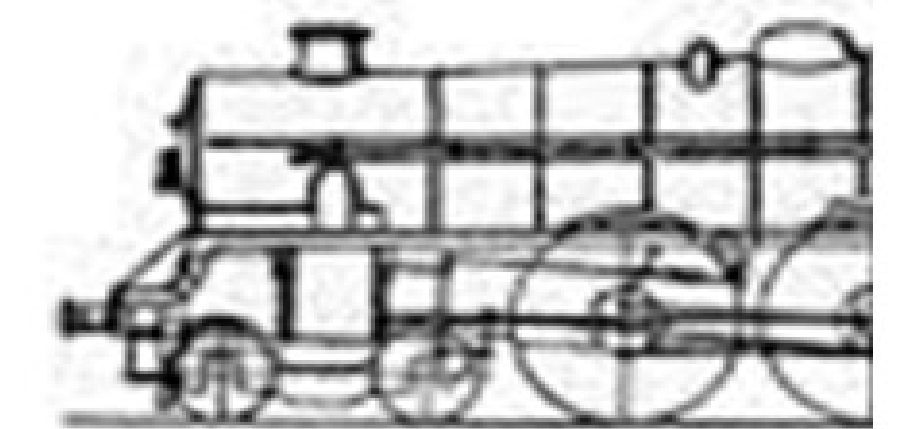


West of England. The train loco was 4-cylinder 'Star' class 4-6-0 No. 4035 'Queen Charlotte' piloted by another of the 'Star' class - 4045 'Princess Charlotte.' To this observation, the correspondent added:-

'If history is correct.

The princess and the queen are one and the same person!

- [4] A train of 8 Southern Railway corridor coaches, with the Pullman car 'Sapphire' plus two carriages with headboards lettered 'London - Margate - Broadstairs - Ramsgate' was observed at Stafford [on the



West Coast Main Line] hauled by Stanier "5X" 'Jubilee' class 4-6-0 No. 5727 'Inflexible' WAS THE TRAIN LOST?

Charlton Athletic football club were playing Bolton Wanderers that day [December 20th] and that train presumably carried some of the London club's supporters BUT as the time that this train was observed at Stafford the time was then 1.30 p.m. and the kick-off at Bolton was at 2.25 p.m.

HOWEVER

by the time this train's supporters got to the ground it seems that the match was virtually over - bar the shouting!!



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A Different View

On October 14th, a service hauled by BR Standard Class 2 No. 78022 and 37 075 pulls out of Keighley station, on the Saturday of the Beer and Music Festival. *Amy Bucki*

October 23rd sees Freightliner/G&W-liveried Class 59 203 passing through Malden Manor in control of the 7002 Acton - Tolworth aggregates service. *Ian Callander*

On October 15th at the Keighley and Worth Valley railway, the first night of the Beer and Music Festival saw Pacer Class 144 011 operating the services along the line. Not long before an evening arrival, Oakworth Station stands in the near darkness. *Ben Bucki*

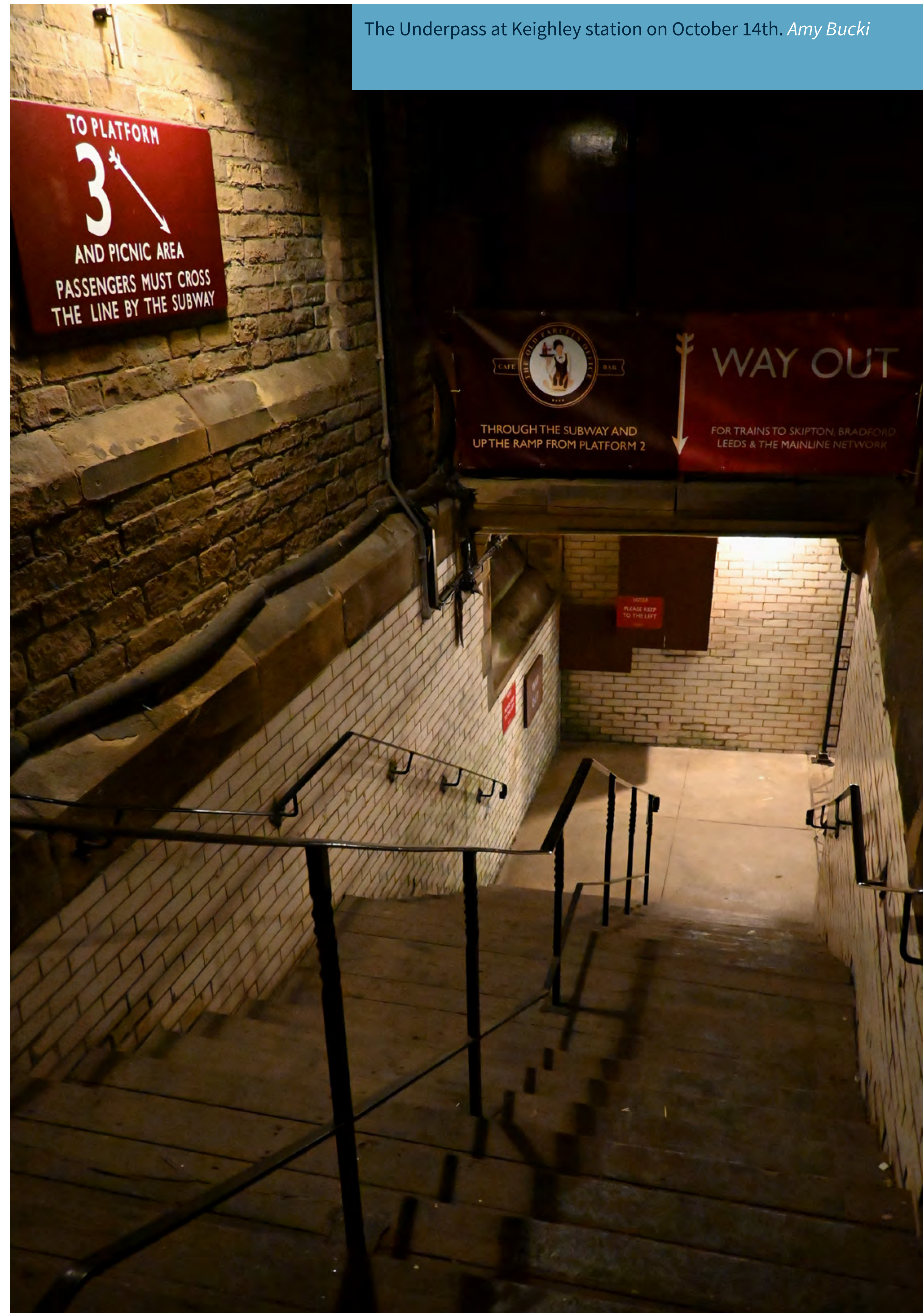


A Different View

On October 14th, a service hauled by BR Standard Class 2 No. 78022 and 37 075 waits departure time at Keighley. *Amy Bucki*



The Underpass at Keighley station on October 14th. *Amy Bucki*





The A1 Steam Locomotive Trust (A1SLT) has taken a step closer to the completion of their second new build project, receiving the first of three key deliveries: the fabricated 3-cylinder monobloc. It is an exciting time in the new build project, as the Trust is due to take delivery of over £1million of components, including the boiler and tender frame, by the new year.

The Trust, who built and operate No. 60163 'Tornado' and are now building a new P2 Class locomotive, No. 2007 'Prince of Wales', held their annual Convention on Saturday October 14th in the Trust's hometown of Darlington. In what was the highlight of the day, the A1SLT Trustees, staff and volunteers were delighted to reveal the first of the major component deliveries, the fabricated monobloc, to the crowd of over 130 supporters and their guests assembled at the Trust's new Locomotive Works.

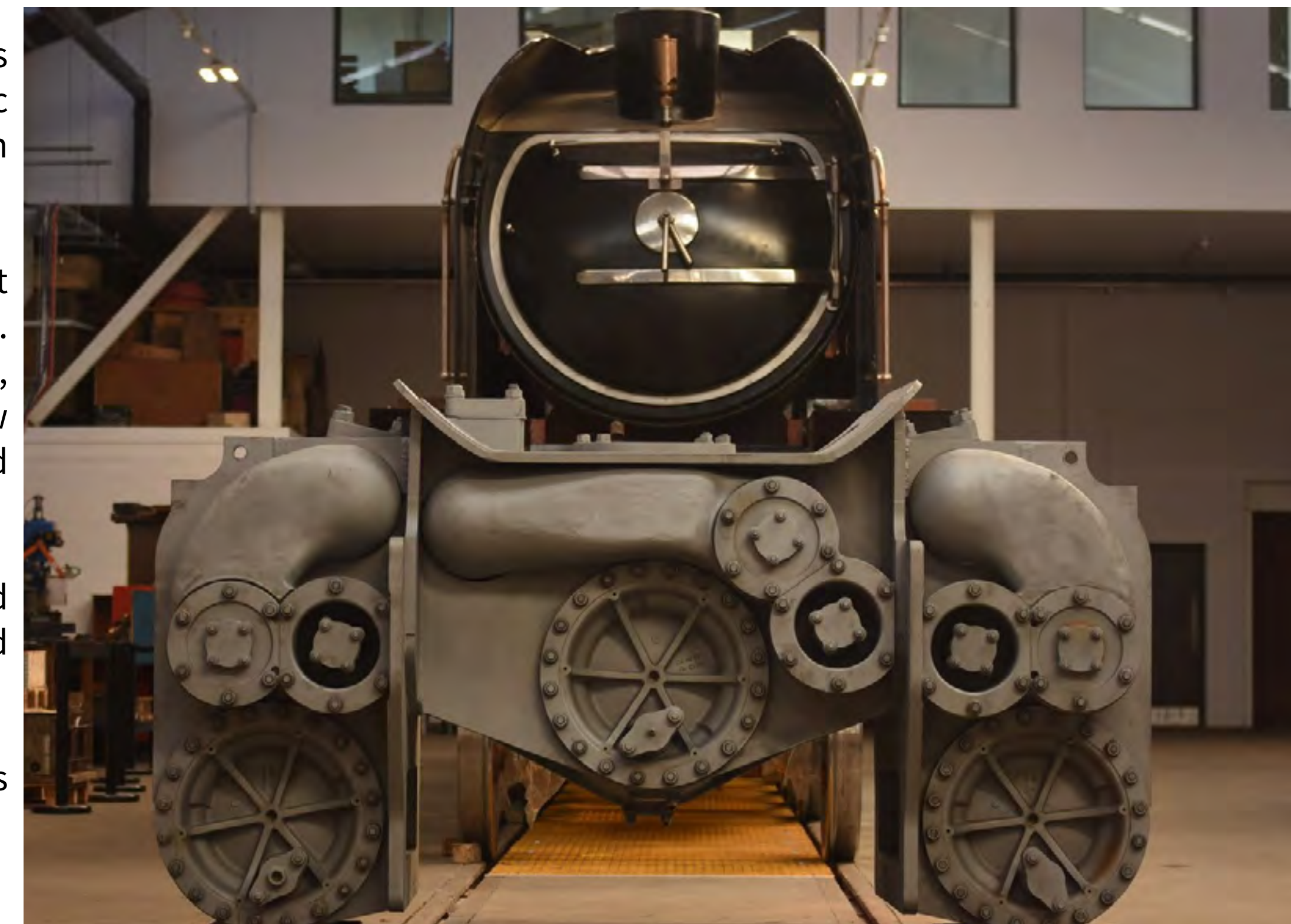
Described as "simply awesome" by one supporter, the cylinder block was unveiled to resounding applause. The £250,000 component manufactured at Howco, Irvine, is the first monobloc produced since the 1940s. The Trust is proud to have pioneered the fabrication process when casting of the complex cylinder was not an option, in a first for steam locomotive new builds and preservation.

The proving of this method is not only vital for the P2, but the Trust's next build project - the V4 - will require a similarly fabricated monobloc cylinder. This method could also be applied to heritage locomotives, such as the V2, No. 4771 Green Arrow.

With further large deliveries imminent for the P2, fundraising continues at pace to see this much anticipated locomotive steam in the next few years. Whilst the locomotive will soon look largely complete, with the monobloc, boiler and tender in place, those who followed Tornado's build, will know that there is still a huge effort required, including extensive piping and electrics.

With a dedicated Club launching in the new year, the Trust seeks to fund the Lentz-Franklin Valve Gear which is the final large component required for Prince of Wales.

Further details of how to support the project to build No. 2007, Britain's most powerful steam locomotive, can be found at www.p2steam.com.



CHURCH BELLS RING OUT TO MARK UNIQUE VICTORIAN STEAM LOCOMOTIVE HAULING FIRST TRAIN SINCE 1945 AFTER RESTORATION



Church bells rang out in Swanage to mark a unique Victorian steam locomotive hauling its first passenger train since 1945 - following a challenging six-year £650,000 restoration - after the engine escaped being scrapped so it could mark the centenary of London's Waterloo station in 1948.

One of the guests attending the launch ceremony at Swanage station on October 7th for the T3 class locomotive No. 563 was Swanage Railway Trust Patron Sir Philip Williams whose great-grandfather was on the Board of the London and South Western Railway Company that designed and built the steam locomotive. The bells at St Mary's Church - overlooking Swanage station - rang out in celebration thanks to several Swanage Railway volunteers who are keen bell ringers at the Victorian church. Built in 1893 to a design by renowned engineer William Adams - and one of the finest express passenger train locomotives of the Victorian era - the non-working London and South Western Railway T3 class No. 563 was donated to the Swanage Railway Trust by the National Railway Museum in 2017.

No. 563 hauled its first two passenger trains - carrying only invited guests and supporters of the Swanage Railway Trust's ambitious and historic T3 restoration project on October 7th, with the special trains departing Swanage for Harman's Cross, Corfe Castle and Norden at 12:35 and 14:05. Resplendent in its 1890s Drummond passenger livery, the 81-tonne T3 hauled its first public-carrying passenger trains on October 8th. Special guests attending the T3 launch ceremony at Swanage station on October 7th included the King's representative in Dorset, Lord-Lieutenant Angus Campbell; senior National Railway Museum curator Anthony Coulls; Swanage Railway Trust Patron Sir Philip Williams as well as Robert Adams, a descendant of the T3's Victorian designer William Adams.

Swanage Railway Trust chairman Gavin Johns said: "We were able to celebrate the T3's return to passenger service after 78 years thanks to the National Railway Museum's faith in the Swanage Railway Trust, the dedicated work of the 563 team, the strong support of our donors who shared the vision to return the engine to steam and

the engineering skills of the team at the Flour Mill in Gloucestershire. What a brilliant and very original experience which is a great example of enthusiasm for Britain's railways at their very best. It was a pleasure to greet the Lord-Lieutenant and his wife who, along with Sir Philip and Lady Williams, were our guests of honour. It was good to see that they were able to meet as many supporters and guests as possible and had a great day on the Railway.

"The newly restored T3 looked magnificent in the October sunshine with the locomotive resplendent in its London and South Western Railway livery," added Gavin who is also a volunteer signalman on the Swanage Railway. One of 563 Locomotive Group's small team of volunteers who masterminded the ambitious and challenging restoration of the T3, Will Sheret, had the honour of firing the T3's first passenger train since 1945.

Will explained: "It was great fun and wonderful to see so many T3 supporters and donors enjoying No. 563 and the Swanage Railway - a day that I could have scarcely imagined three years ago when we restarted the project after the end of the Covid-19 lockdowns. It was brilliant to enjoy the honour of firing the T3 on its first passenger train since 1945. It was somewhat of an adjustment compared to our bigger resident steam locomotives on the Swanage Railway like our 1940s Bulleid Pacifics.

"With a smaller boiler, you have to focus and be on top of the job at all times but it's a real privilege to fire a Victorian locomotive hauling passenger trains for the first time in 78 years," added Will who travels from London to volunteer on the Swanage Railway.

Living in West Dorset, Swanage Railway Patron Sir Philip Williams has a special link to the T3 - as well as to the London and South Western Railway - because his great-grandfather joined the Board of the London and South Western Railway in 1892 when the first of its T3 locomotives was built.

Generations of Sir Philip's ancestors also played an important part in enabling the London and South Western Railway to reach Dorchester, from Southampton, in 1847 by helping to promote the required Act in Parliament and buying land over which the railway would need a right of way.

No. 563's first passenger trains since 1945 - when the locomotive was the last member of the T3 class

and withdrawn from service by the Southern Railway after running more than 1.5 million miles - will mark the centenary of the Southern Railway and the 185th anniversary of the formation of the London and South Western Railway.

Anthony Coulls, Senior Curator of Rail Transport and Technology at the National Railway Museum, said: "The National Railway Museum transferred the T3 class locomotive No. 563 to the Swanage Railway Trust in 2017 because of the heritage railway's outstanding record in recreating a classic Southern Region branch line and the locomotive's strong historical connections to the area. "We are thrilled to see the T3 returning to steam for the first time in 75 years and now being able to offer passengers the unique experience of riding behind the Victorian locomotive through the Purbeck countryside," he added.

The Lord-Lieutenant of Dorset, Angus Campbell, said: "Returning the T3 to the rails is a triumph for the Swanage Railway as well as its dedicated volunteers and supporters. An elegant example of living history, No. 563 will be seen in all her glory in the Isle of Purbeck to the delight of all.

"The restoration of No. 563 is a magnificent example of what can be done with true dedication, determination and very hard work. She brings the beauty of our Victorian past back to Dorset and is yet another triumph for the Swanage Railway," he added.

Swanage Railway Trust Patron, Sir Philip Williams, said: "The T3 is a magnificent and supremely elegant locomotive - a wonderful living exemplar of the great age of steam in the territory for which she was designed. It will be fantastic to see No. 563 in steam and raring to go again.

"It is also a very great pleasure and privilege for me to have been asked to participate in No. 563's launch ceremony and ride in her first train. Because of my family link to the London and South Western Railway and the T3, I will have a real sense of history in re-launching the locomotive," he added.

Restoration was started on the T3 in late 2017 with work on the locomotive being carried out by specialist contractors at the Flour Mill workshops in the Forest of Dean, Gloucestershire, as well as at the Swanage Railway's Herston engineering works on the outskirts of Swanage.

DEDICATED VOLUNTEERS LAUNCH £450,000 'SAVE YOUR RAILWAY' APPEAL



An appeal to raise £450,000 has been launched by the Swanage Railway Trust to help save the Dorset heritage line – rebuilt from nothing since 1976 - against a challenging background of rising operating costs and declining passenger numbers.

The 'Save Your Railway' appeal is aimed at boosting the financial reserves of the Swanage Railway through the early months of 2024 before the main trading season resumes in the spring.

As well as the Swanage Railway Trust launching its 'Save Your Railway' appeal to raise £450,000, the Swanage Railway Company – which runs the heritage steam trains on behalf of the Trust - aims to reduce operating costs

by £350,000 while also working on an initiative to attract more visitors to the Isle of Purbeck during 2024.

Swanage Railway Trust chairman Frank Roberts said: "We are well aware that the cost of living crisis is affecting very many people but every pound donated to our 'Save Your Railway' appeal will help the Swanage Railway.

"Since the Covid-19 pandemic and the war in Ukraine, the Swanage Railway has found it challenging to attract more passengers while also trying to reduce strong inflationary and economic pressures.

"While our passenger numbers are recovering – more than 141,000 people so far this year compared with more

than 202,000 people for the whole of 2019 - they have not returned to 2019 levels while inflation continues to increase our operating costs with the Swanage Railway having to pay more for coal, oil, water and other services. "We have also had to carry out the expensive upgrade and overhaul of a Victorian metal girder bridge, carrying the Swanage Railway over a road, near Furzebrook at the western end of our heritage line.

"To increase income, we will be repositioning the Swanage Railway into a broader and more commercial visitor experience while also maintaining our heritage train business. It's a challenge as well as an opportunity to shape the Swanage Railway for the future.

"We are working to make the Swanage Railway more efficient and effective as well as being capable of attracting increasing numbers of passengers. We have gaps in our management structure that need to be filled by willing volunteers with relevant skills and experience. The longer term survival of the Swanage Railway depends on a positive and quick response to our call to arms," added Frank who lives in Swanage and has been a dedicated Swanage Railway volunteer on the Dorset heritage line for almost 40 years.

The Swanage Railway Trust has a national membership of 4,000 people while 450 people volunteer their services on the Swanage Railway - in a variety of operational, maintenance, restoration and commercial roles - so the steam trains can run.

After the ten-mile branch line from Wareham to Corfe Castle and Swanage was controversially closed by British Rail in January, 1972, most of the line was lifted.

Volunteers with the Swanage Railway Society started restoration work at a disused and boarded up Swanage station in February, 1976.

The first diesel trains ran over a few hundred yards of track at Swanage in 1979 with the first steam trains appearing at the restored Victorian station in 1980.

In 1984, the train service was extended out of Swanage station to the one-mile point at Herston where a halt was built while the track was relaid further westwards. Steam trains were extended to the three-mile point at Harman's Cross in 1989 where another station was built – the first in Dorset in more than half a century.

Steam trains returned to Corfe Castle and Norden in 1995 and by 2002 the Swanage Railway had relaid a total of almost seven miles of track from Swanage so the heritage line could meet the national railway network at Furzebrook.

Photo: Swanage Railway track maintenance Corfe Castle © ANDREW PM WRIGHT

The Crowle Peatland Railway

And now for something completely different.....the Crowle Peatland Railway, a developing 3ft gauge system in the Isle of Axholme with some interesting items of stock, an enthusiastic membership and a nice cafe.

A few photos to give a flavour of the line, starting with a pair of Wickam Trollies, one powered and one unpowered, seen departing from the platform at the current outer extremity of the site.

Inside the shed is a selection of the stock, including Schoma diesel locos and a Lisbon tram, the chassis of which was built by Maley & Taunton of Wolverhampton, who also built some for Blackpool and the Isle of Man,

Finally a luxury coach, well it has a roof, hauled by one of the Schoma locos, complete with it's "slave" unit to give extra power, not quite Tinsley Hump but similar principle. A nice place for a visit with a difference. *Steve Thompson*



Lakeside and Haverthwaite

Progressing its running in period, Ivatt 2MT
Class No. 46441 is seen near Finsthwaite on
November 6th. *Shep Woolley*



Mid Hants Railway

▶ No. 72 'Fenchurch' enters Medstead station with the two coach 12:20 shuttle from Alresford on October 6th. *David Lindsell*

▶ Class 47 579 is seen in the yard at Ropley on October 6th. *David Lindsell*

▶ LSWR S15 Class No. 506 and SR Schools Class No. 30925 'Cheltenham' are seen in the yard at Ropley during the lines Autumn steam gala on October 6th. *David Lindsell*



Mid Hants Railway

▶ Coal Tank No. 1054 is seen after departing Alresford on October 6th bringing up the rear of the 15:30 express to Alton. *David Lindsell*

▶ Peckett & Sons 0-4-0ST, works No. 1788 'Kilmersdon' heads the 15:45 shuttle for Ropley out of Alresford attacking the 1 in 60 gradient on October 6th. *David Lindsell*

▶ WG Bagnall 0-6-0ST No. 401 'Vulcan' is seen at Ropley with the 14:00 local service from Alresford to Alton on October 6th. *David Lindsell*



Great Central Railway

GWR Modified Hall No. 6990, running as classmate No. 6988 'Swithland Hall', departs Loughborough with the 11:15 to Leicester North during the lines steam gala on October 8th. *Mark Pichowicz*



Great Central Railway

▶ BR Class 9F No. 92214, running tender first, passes Kinchley Lane with the 11:30 Loughborough to Rothley during the lines Autumn steam gala on October 8th.

Derek Elston

▶ Visiting the line for the Autumn steam gala from the Severn Valley Railway was 0-6-0PT No. 7714 which is seen here at Kinchley Lane on a mixed freight working on October 8th.

Derek Elston

▶ Metro Cammell Class 101 DMU Nos. 50321 and 51427 strengthened by No. M79900 'Iris' passes Kinchley Lane with the 12.15 Loughborough to Mountsorrel service on October 8th.

Derek Elston



Great Central Railway

▶ Visiting from Didcot Railway Centre for the Autumn steam gala was GWR No. 2999 'Lady of Legend' seen passing Kinchley Lane with the 12:45 Loughborough to Leicester North Service on October 8th. *Derek Elston*

▶ Freight trains cross at Kinchley Lane with BR Class 9F No. 92214 working to Loughborough and Stanier 8F 2-8-0 No. 48305 working to Swithland Sidings. *Derek Elston*

▶ BR Standard 2MT No. 78019 pilots No. 78018 approaching Kinchley Lane with the 12:00 Loughborough to Leicester North on October 8th. *Derek Elston*



Great Central Railway

On October 7th, GWR Modified Hall No. 6988 'Swithland Hall' is seen outside the shed at Loughborough. *John Alsop*



Great Central Railway

On October 8th, Pannier tank No. 7714 approaches Loughborough as No. 6990 running as classmate No. 6988 'Swithland Hall' waits to drop onto the stock for the next departure. *Mark Pichowicz*



Bressingham
Railway Museum

DB/NSR Class 52 2-10-0 No. 5865 'Peer Gynt' which was built in 1944 was found in a caved-in tunnel and restored. It is now on static display and seen here on October 20th.
David Lindsell



Nene Valley Railway

Hunslet 0-6-0ST works No. 3193 'Norfolk Regiment' (WD75142/68012) is seen arriving at Wansford from Peterborough over the swollen River Nene running around 15 minutes late on October 21st. *David Lindsell*



North Norfolk Railway

BR Class 9F No. 92203 is seen running round
its train at Sheringham on October 17th.

David Lindsay



North Norfolk Railway

Great Eastern Railway's Y14 'small goods'
Class 0-6-0 No. 564 and former BR Class 08
No. D3935 are seen at Weybourne on October
17th. *David Lindsell*



Swanage Railway

The restored T3 No. 563 is seen heading through Harmans Cross station during its first return trip on October 7th. *David Lindsell*

LSWR T3 No. 563 is seen at Harmans Cross on October 7th. *David Lindsell*

SR Maunsell U Class 2-6-0 No. 31806 is seen working its second train of the day from Swanage to Norden approaching Corfe Viaduct on October 7th. *David Lindsell*



North Yorks Moors Railway

At Pickering, LNER A4 No. 60007 'Sir Nigel Gresley' attracts plenty of attention from passengers on October 25th as it stands under the impressive roof of the terminus station.

Ben Bucki

Near Goathland, BR Standard Tank No. 80116 slogs through the rain on October 25th with an afternoon train to Pickering.

Ben Bucki

At Goathland on October 25th, BR 9F No. 92134 awaits the right-away with an afternoon train to Grosmont.

Ben Bucki



Beamish

Despite poor weather, the crowds were out at Beamish Museum for the half-term holiday in October, and in the Colliery area the industrial narrow gauge railway was being operated by a steam loco, making demonstration moves around the network of lines.

Andrew Barclay 'Glyder' was doing the honours on October 24th, and the loco is pictured at various locations around the demonstration line. *Ben Bucki*



Beamish

The former Sheffield Tramways vehicle No. 264 slows for the stop near the farm and colliery on October 24th. *Ben Bucki*

Former Sheffield Tramways vehicle No. 264 rolls through the Edwardian town on October 24th with a clockwise-running service. *Ben Bucki*

Oporto Tramways vehicle No. 196 picks up speed on October 24th as it heads away from the stop near the farm and colliery. *Ben Bucki*



Severn Valley Railway

On October 28th, Warship No. D821 and Clayton No. D8568 are seen outside the diesel depot at Kidderminster. *Richard Hargreaves*

LMS Ivatt Class 4 No. 43106 is seen departing Kidderminster on October 28th with a service to Bridgnorth. *Richard Hargreaves*

On October 28th, with its steam boiler working nicely, Class 40 106 departs Kidderminster with a service to Bridgnorth. *Richard Hargreaves*



East Lancs Railway

Having just crossed the Ski-jump at Bury on October 15th, Jinty No. 47298 heads the first train of the day to Heywood. *Lee Stanford*



East Lancs Railway

▶ Visiting LMS Jubilee No. 45690 'Leander' crosses Brooksbottom Viaduct with the 10:30 service from Bury to Rawtenstall on October 15th. *Brian Dobbs*

▶ Bullied No. 34072 '257 Squadron' is seen making a dramatic departure from Ramsbottom with the 09:50 from Heywood to Rawtenstall on October 14th. *Lee Stanford*

▶ A stranger at Baron Street depot, Bury on October 15th was Class 153 317 which was visiting for commercial reasons. *Lee Stanford*



East Lancs Railway

▶ Visiting SR4-6-2 No. 34072 '257 Squadron' pilots SR 4-6-2 No. 34092 'City of Wells' working the 16:10 Bury to Rawtenstall service on October 22nd. *Brian Dobbs*

▶ Visiting SR 4-6-2 No. 34072 '257 Squadron' stands at Bury Bolton Street station on the evening of October 22nd. *Brian Dobbs*

▶ LMS Stanier 8F No. 48305 departs Ramsbottom with a service to Rawtenstall on October 13th. *Jeff Nicholls*



East Lancs Railway

Bulleid Light Pacific power: No. 34072 '257 Squadron' briefly loses its feet piloting 34092 'City of Wells' away from Ramsbottom on October 22nd. This was the last day of duty for 34072 before returning to the Spa Valley Railway. *Gerald Nicholl*



East Lancs Railway

LMS Pug No. 11243 scampers across Summerseat viaduct with a short freight on October 14th.
Lee Stanford



Keighley & Worth Valley Railway

▶ At the lines DMU Gala on October 29th, the two Pacer units are seen heading south near Haworth late on the Sunday afternoon with a service from Keighley to Oxenhope. *Ben Bucki*

▶ The newly-repainted Class 101 is seen heading towards Mytholmes Tunnel, near Haworth, with a train from Oxenhope for Keighley on October 28th. *Ben Bucki*

▶ On October 29th, the newly-repainted Class 101 is seen arriving at Keighley Station with a mid-day shuttle from Ingrow back to Keighley. *Ben Bucki*



Keighley & Worth Valley Railway

▶ The newly-returned Black 5 No. 45212 entered service after coming back from a summer of operating charters in Scotland. The loco is seen climbing beside the River Worth near Damems with a mid-day train on October 8th. *Ben Bucki*

▶ On October 12th, Pacer Class 144 011 is seen at Oakworth with an evening Keighley - Oxenhope service on the first night of the Beer and Music Festival. *Ben Bucki*

▶ W&M Railbus No. M79964 pulls away from Damems en-route for Keighley, on October 15th, the Sunday morning of the Beer and Music Festival. *Ben Bucki*



From the Archives

▶ Class 37 107 heads a ballast train off the Chester line at Crewe, date unknown. *Derek Elston*

▶ Newly re-numbered Peak Class 45 002 (D29) stands outside Derby Works on June 16th 1973. *John Sloane*

▶ Class 37 033 gets the road at Glenfinnan, date unknown. *Derek Elston*



From the Archives

▶ A traditional scene at London King's Cross on June 14th 1975 with Deltic Class 55 010 "The Kings Own Scottish Borderer" preparing for departure and a Brush Type 2 heading into Gasworks tunnel with empty stock.

John Sloane

▶ 'Lion' passes Burscough Bridge on its way to Bold Colliery for the Rainhill celebrations on May 18th 1980. *John Sloane*

▶ Class 37 031 with an engineering train heads through Darlington. *Derek Elston*



From the Archives

▶ HST power cars Nos. 43041 and 43055 display the then new Inter-City livery between a blue and grey set as they approach Doncaster on May 3rd 1986. *John Sloane*

▶ Then based on the East Lancs Railway, Jubilee No. 5690 'Leander' blasts out of Ramsbottom during a steam gala on October 29th 2006. *Jeff Nicholls*

▶ Class 37 407 'Loch Long' in large logo livery is seen heading toward County March summit. *Derek Elston*



From the Archives

▶ Unbranded Class 56 311 rolls through Kensington Olympia on July 30th 2009.
John Sloane

▶ Class 37 610 and 37 612 are seen stabled at Clapham Junction. *Derek Elston*

▶ Class 37 423 is seen stabled at Fort William. *Derek Elston*



From the Archives

▶ Jubilee No. 5690 'Leander' pauses at Ramsbottom whilst double-heading with No. 76079 during a steam gala on February 28th 2004. *Jeff Nicholls*

▶ On May 27th 1996, Class 37 074 leads 31 407, 73 133 and 33 109 past Dawlish Warren heading back home after doing some runs on the Paignton and Dartmouth railway. *Brian Hewertson*

▶ Steam loco No. 48125 makes light work of a northbound coal train approaching Standish Junction on May 9th 1967. *John Sloane*



From the Archives

A very scruffy Class 33 117 departs from London Waterloo with a service to Salisbury on July 18th 1986. *John Sloane*

