

Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 15 - Pictures

Pg 132 - News and Features

Pg 144 - Did you Know

Pg 145 - Different View

Pg 148 - Preserved/Industrial

Pg 165 - From the Archives

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 221

Some major changes for the Manchester rail network are planned with the announcement from Greater Manchester, Mayor Andy Burnham who has unveiled a phased plan to integrate rail services and stations into the Bee Network by 2028. The three-phase initiative aims to create a fully integrated, London-style public transport system, covering eight commuter rail lines and 64 stations, with the first services expected to be incorporated by December 2026. This approach will then be applied to the remaining Greater Manchester stations by 2030.The plan is designed to enhance passenger experience, encourage public transport use, and stimulate economic growth across the region.

Mayor of Greater Manchester, Andy Burnham, said: "Our rail system today is acting as a brake on growth and, as the UK's fastest growing city-region, Greater Manchester deserves better. We need a railway that is reliable and fully integrated with the rest of the Bee Network to drive growth and deliver new homes with public transport connections on the doorstep. Our plan puts passengers first by delivering a simplified, joined-up public transport network, with better services, stations and overall experience.

Only by making travel by train more reliable, simpler, flexible and accessible to everyone, will we convince more people to leave the car at home and make the switch to the Bee Network."

Integrated Ticketing and Fares
As part of the Bee Network plan, contactless tap-in, tap-out ticketing will be introduced on commuter rail lines, starting with services between Manchester, Glossop, and Stalybridge by December 2026.

Simplified fares will allow passengers to travel seamlessly across bus, tram, and train networks, with daily and weekly capped fares ensuring affordability.

Improved Stations and Services
All 64 stations will be upgraded to meet Bee Network standards, featuring improved accessibility, safety, and passenger facilities. Bee Network-branded trains will be trialled during the first phase of integration.

Underused land around stations will also be redeveloped to create connected communities, with plans to build 750 new homes near rail stations by 2028.

Accessibility Enhancements
Over 60% of stations on the eight lines will have step-free access by 2028, compared to 43% at the end of 2024. Work is already underway at stations like Irlam and Daisy Hill.

New Rail Infrastructure
Plans for a new 32 million GBP station at Golborne have advanced, with government approval for the outline business case. Construction could begin in 2026, with the station opening in 2027.

Phased Implementation
The integration of rail into the Bee Network will proceed in three stages:

Phase 1 (by December 2026): The first two lines—Manchester to Glossop and Stalybridge—will adopt contactless ticketing and upgraded stations, with flagship hubs at Manchester Piccadilly and Stalybridge.

Phase 2 (by December 2027): Two more lines, including services connecting Manchester Airport, Alderley Edge, and Buxton, will join the network. A new travel hub at Manchester Airport will enhance international connectivity.

Phase 3 (by December 2028): The remaining lines, including those connecting Rochdale, Wigan, and Southport, will be integrated, completing the transformation of the city-region's rail services.

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

Class 66 618 working Ince - Crewe and 66 130 running round its working from Ditton - Dollands Moor pass at Latchford on January 24th. *Mark Enderby*

Front Cover

After overnight temperatures of -7c, and a hard hoar frost, Class 66 653 'Barry Needham' passes Pemberton foot crossing, with 6E26 10:51 Knowsley to Wilton Tees Industrial and Domestic Waste train on January 10th. *Paul Senior*



LSL's Class 40 No. D213 'Andania' and 37 403 head northbound at Winwick with 0Z31 Crewe HS to Carlisle Upperby LSL TMD on January 9th. *Brian Dobbs*

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Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, Tom Blanpain, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Barry Robinson, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Steven Thompson, Mark Torkington, Brian Turner, Allison Twycross, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Intercity

The Y Cracyr Nadolig/The Christmas Cracker

Class 45 118 is seen at Shrewsbury on December 14th working 1Z29 Llandudno - Chester - Wolverhampton, top'n'tail with Class 40 No. D213. *Phil Martin*

Charter Scene UK Railtours

The Capital Tractors Positioning Tour

To get the stock in position for the UK Railtours excursion on December 14th, the outward movement operated as a one way tour from Preston to Stevenage. Unassisted and with load 12 in tow, Class 37 407 is seen arriving at Crewe on December 13th. *Lee Stanford*

Charter Scene Steam Dreams

Chester Christmas Market

LNER A4 No. 60007 'Sir Nigel Gresley' arrives at Crewe on December 13th with a Steam Dreams excursion from Ilford to Chester. *Lee Stanford*

Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

On February 1st, Class 86 259 speeds through the cutting at Coppull Hall with a London Euston to Carlisle 'Cumbrian Mountain Express' charter. *John Sloane*



Charter Scene InterCity

The Capital's Scot

Class 87 002 works 'The Capital's Scot' charter from London Euston to Edinburgh past a frosty Farington Curve Junction on January 10th. *John Sloane*



Charter Scene ECS and Light Engine Moves

The ‘Brighton Belle’ unit which has been under restoration for some time broke cover at Crewe on January 28th and was hauled to Chester to check its running gear. The second test run of the day is seen departing from Crewe led by Railfreight grey Class 20 132 with sister 20 118 on the rear. *Lee Stanford*

Charter Scene ECS and Light Engine Moves

Class 20 132 and 20 118 were used in top and tail mode with the Brighton Belle stock on January 29th, working 5K42 the 11:00 Chester to Crewe test run. *Barry Longson*



Charter Scene ECS and Light Engine Moves

Whistler in the Mist! Class 40 No. D213 ghosts south through a foggy Winwick on January 15th. The loco was working back to its LSL base at Crewe from Carlisle, having hauled 37 403 north during the previous week. *Jeff Nicholls*



Charter Scene ECS and Light Engine Moves

Sporting its fictional Scotrail livery, Class 37 409 hurries north through a wet Winwick on January 27th working empty stock from LSL at Crewe to their Carlisle base. *Jeff Nicholls*

Charter Scene ECS and Light Engine Moves

Class 40 No. D213 glides past Euxton during a movement from Carlisle Upperby depot to LSL at Crewe on January 15th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

Class 40 No. D213 passes Moore on January 15th with a Carlisle to Crewe light engine move.
Mark Enderby

On January 15th, Class 40 No. D213 'ANDANIA' passes light engine through Preston on a loco move from Carlisle Upperby TMD - Crewe HS.
Michael Lynam

Class 37 516 'Loch Laidon' passes Deansgate on January 4th working 0Z37 Carnforth to Stockport in preparation for snow clearing along the Hope Valley and Buxton lines.
Russell Clarke







Avanti West Coast

Class 805 003 working 1D83 Crewe to Holyhead service departs Crewe on January 4th. *Richard Hargreaves*

Class 805 005 and 805 007 working 1A28 Holyhead to London Euston are seen at a foggy Stafford on January 11th. *Richard Hargreaves*

Class 390 122 appears through the gloom at Stafford on January 11th. *Richard Hargreaves*







Avanti West Coast

Class 390 042 races through Euxton on January 14th with a London Euston to Glasgow service. *John Sloane*

Class 390 156 heads northbound gliding past Farington Curve Junction on a frosty January 10th. *John Sloane*

Class 390 123 heads south passing Northern's Class 156 424 at Farington Curve Junction on January 10th. *John Sloane*







Avanti West Coast

First of class, 807 001, glides through Rugeley on January 16th, working the 12:43 London Euston to Liverpool Lime Street service.
Barry Longson

Avanti West Coast onboard to celebrate Railway 200

Avanti West Coast has named one of its Pendolino trains at an event in Derby to mark celebrations marking 200 years of Britain's modern railway.

The iconic tilting train has been named Railway 200, and was one of the showpiece attractions at the launch event for Alstom's 'The Greatest Gathering'. It will feature in the train operator's plans to mark the year-long celebration.

Alstom's Derby site will be home to the UK's largest gathering of historic rolling stock in August 2025. With another Pendolino set to feature, the three-day festival aims to raise thousands for Railway 200 charities and the rail heritage sector.

The Pendolino train, which has been temporarily renumbered 390200, also sports the Railway 200 logo on its cab ends.

Avanti West Coast also announced plans to attempt a non-stop run between London and Glasgow later this year, aiming to beat the record of three hours, 52 minutes and 40 seconds set in 1984.

Managing Director of Avanti West Coast, Andy Mellors, said: "Railway 200 is a chance to celebrate the important role the UK rail industry has played in history over the last two centuries. It's our chance to tell the story and inspire the railway workers of the future.

"We should be proud of the part we have played and look forward to its exciting future. Our newly named 'Railway 200' Pendolino will be seen the length and breadth of the West Coast Main Line, a route at the heart of the UK's rail network, and just one of a number of events we have planned in the coming months."

Avanti West Coast

Class 390 009 is in charge of the 11:51 Blackpool - London Euston service as it passes through Winwick on January 10th.
Jeff Nicholls



Avanti West Coast

Class 807 007 on 5Q16 Darlington to Wembley delivery run, heads through the night at Leyland on January 29th. *David Hollowood*

Class 807 003 slows for a signal check at Stafford on January 16th, while working the 13:43 Liverpool to London Euston service. *Barry Longson*

Class 390 136 is seen rushing through Rugeley TV on January 16th, working the 12:55 Manchester to London Euston service. *Barry Longson*







Avanti West Coast

Pendolino Class 390 153 is seen shortly after passing Winwick Junction on January 30th working the 08:53 Edinburgh to London Euston.
Lee Stanford

On January 23rd, Class 805 008 departs Chester with a service for London Euston.
Michael Lynam

Colas Rail

On January 20th, at Strand Road, dozens of people watched what was broadcast as being the last train in and out of Ribble Rail. However, it turns out that the wagons it brought in are for steam cleaning before they too head for storage at Eastriggs but at a later date. A sad day, ridiculous to think it's all going to go by road now. Firstly Class 56 049 starts away from Ribble Rail, Preston, with a train of empty tank wagons bound for storage at Eastriggs.
Jeff Nicholls

Even young children turned out to watch what was thought to be the final working out of Ribble Rail, Preston, on January 20th. But it may not be quite the last...*Jeff Nicholls*

Class 56 049 plays to the gallery on Strand Road Preston as it crawls across with empty tanker wagons from Haverton Hill on January 20th. Although billed as the final working into the docks, it seems that there will be one more...
Jeff Nicholls







Colas Rail

Class 70 815 on 6M40 Westbury to Stud Farm heads through Swindon on January 14th. *Colin Pidgeon*

Class 66 846 with 70 810 in tow passes Stafford running as 0Z30, the 11:59 Bradwell Up Sidings Colas to Rugby D.E.D. on January 7th. *Derek Elston*

Class 70814 with 70 813 bringing up the rear heads through Swindon on the UML running 7mins late on January 27th working 6T20 Margam to Hinksey Sidings. *Ken Mumford*







Colas Rail

Class 56 049 ‘Robin of Templecombe’ has just topped the summit at Hoghton on January 20th with the penultimate tank train from Preston Docks which was taking tank wagons to Eastriggs for storage. *John Sloane*

Class 66 848 is seen at Morpeth on February 6th working 6S31 Doncaster to Millerhill engineers train. *Alan Sinclair*

Class 56 090 passes Morpeth on 6S31 Doncaster to Millerhill engineers on January 8th. *Alan Sinclair*







Colas Rail

Class 56 049, 56 302, 66 792 and 66 791 pass Pegswood on 6S31 Doncaster to Millerhill engineers on January 10th. *Alan Sinclair*



Colas Rail

On January 17th, Class 56 302, 56 090 and 66 096 pass Morpeth working 6S31 Doncaster to Millerhill engineers. *Alan Sinclair*

Colas Rail

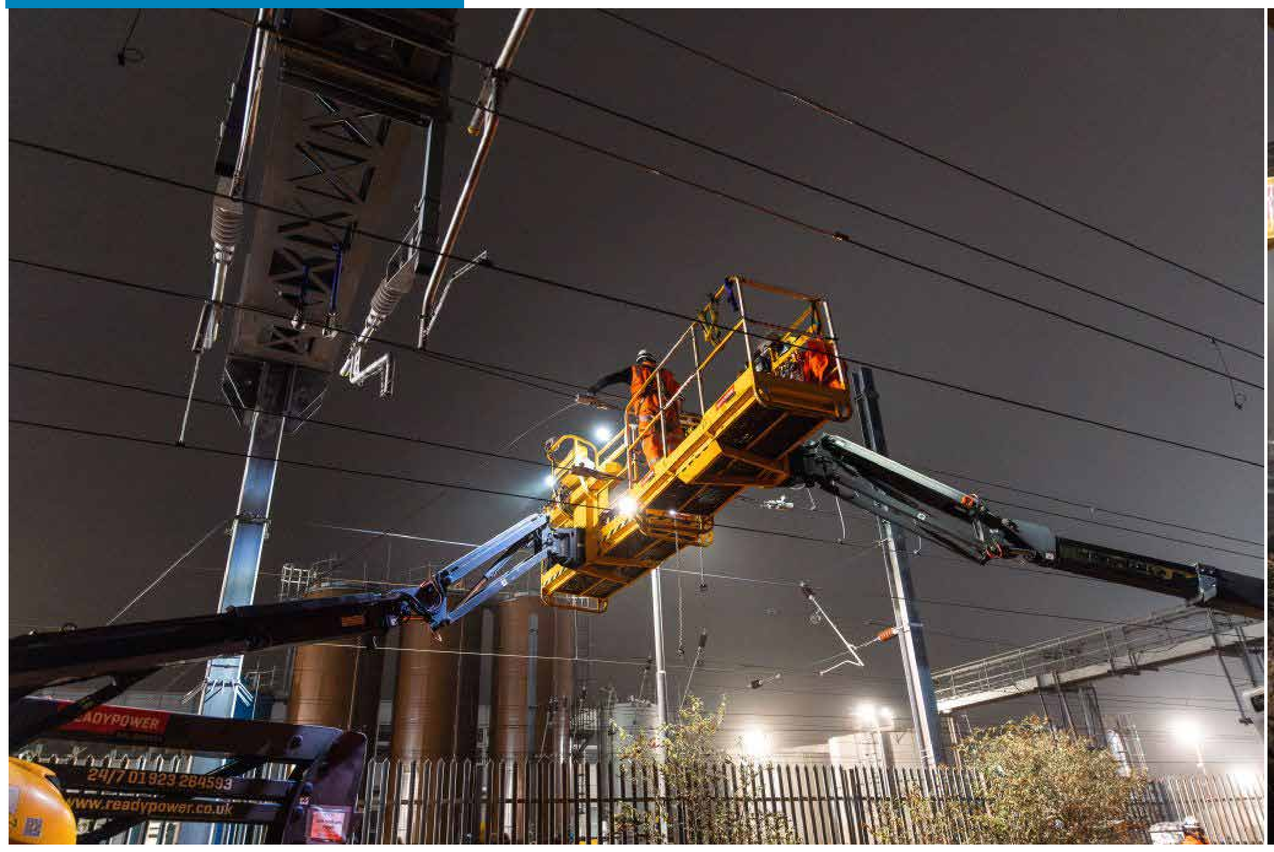
Class 56 105 and 66 849 pass Pegswood with the 6S31 Doncaster to Millerhill engineers train on January 30th. *Alan Sinclair*

Colas Rail

On January 12th, the 10:30 Chirk to Carlisle empty log carriers was diverted via Stockport and is seen passing Heaton Chapel behind Class 70 806. *Lee Stanford*

Colas Rail

SRSA COMPLETE 2024 OLD OAK COMMON CHRISTMAS PROGRAMME





As part of the South Rail Systems Alliance (SRSA), the Old Oak Common (OOC) division delivered a five-day multidisciplinary blockade over the Christmas period. The works were completed as part of the On Network Works programme, where the team are tasked with overhauling the railway infrastructure as part of:

Upgrades to make the infrastructure more resilient
Developments of the new eight platform High Speed 2 (HS2) conventional station
Infrastructure changes to mitigate disruption to passengers

Overhauling Overhead Line Electrification (OLE)
The project programme involved the upgrade of the OLE structures and assets to support the increased train activity. This included the installation of four new OLE overlaps, the installation of new Balance Weight Anchors, first in the UK, Tensorex series to ensure reliability and longevity. Existing Head-Spans were also replaced by transferring wires to new structures with the latest series 1 equipment to provide better structural integrity and mitigate future maintenance requirements. Other works delivered by our SRSA OOC team included the installation and section proving of two new switches and overlaps, updates to the Supervisory Control and Data Acquisition screens to ensure new electrification arrangements are controlled safely and accurately.

Renovating Rail Infrastructure
Team OOC took on a variety of track works throughout the five-day period, with two new switches and crossing (S&C) panels and High-Performance Switch Systems on the backline. This is the first new section of track installed for the OOC station and provides a route to the platforms at the low mile end of the new station.
Two new point ends were installed, 165m of associated plain line, two signals and four axle counters were also relocated, as well as removal of existing non-compliances on the backline.

Delivering Drainage
Throughout the blockade programme, the SRSA installed 200m of deep, linear drainage between tracks and four new cross drains to support the existing Main Lines. Almost 2km of drainage has been installed across the OOC project in total, providing resilience to the operational railway.

Electrification at Poplars
As part of the route electrification and decarbonisation works, a single-track cantilever and two sets of twin track cantilever booms and masts lifted into place. Four foundation piles were placed in an existing retaining wall, with one redundant wall broken out. Our work along the Poplars lines allow trains to pass the Great Western Mainline, North London Line and Great Eastern Mainlines and provides further scope for further decarbonisation initiatives.

Reshaping Signalling Systems
Updates were made to the nearby Thames Valley Signalling Centre's control screens to reflect the data changes and hardware upgrades. – this is part of signalling works. These changes will reflect the infrastructure alterations on the Back Line and to recover redundant signalling equipment from the scalable workstations.

Speaking on the success of the Christmas blockade, Network Rail's Western and Wales Programme Director, Charles Newlands said "I would like to take this opportunity to thank the Old Oak Common On Networks SRSA team, Network Rail Western Route colleagues and Capital Delivery teams for safely delivering over 15,000hrs of renewals during the Christmas 2024 blockade. The Thames Valley corridor is one of the most complex arteries linking the Southwest to London. Thanks to your hard work during 2024 and Christmas we have laid firm foundations on approaches to Old Oak Common station that will also increase route resilience for many years to come." Photos:©Colas Rail UK

Colas Rail

Class 97 302 leads 37 405 at Sutton Bridge Jct. with 6C56 09:50 Aberystwyth Krono Colas - Chirk Kronospan on January 25th. *Keith Davies*

Colas Rail

Class 66 849 passes Morpeth on 6S31 Doncaster to Millerhill engineers on January 27th.
Alan Sinclair



Colas Rail

Currently on hire to Colas, Class 70 009 is seen at Crewe on December 9th with the 10:08 Basford Hall to Bradwell sidings which was heavily delayed owing to flooding. *Lee Stanford*

On January 20th, Class 56 049 passes through Cherry Tree with the last of the oil tanks from 'Total Oil' on Preston Docks, seen en route to Eastriggs (MOD) north of Carlisle for storage. *Michael Lynam*

Class 97 304 and 37 405 hauling the 6C56 09:50 Aberystwyth - Chirk Kronospan are seen near Shrewsbury on December 14th. *Phil Martin*







Colas Rail

On December 21st, Class 97 304 and 37 405 working 6C56 09:50 Aberystwyth - Chirk Kronospan pass Meole Village, Shrewsbury.
Phil Martin

CrossCountry

Class 221 114 runs into Stafford with 1V55 12:03 Manchester Piccadilly to Bristol Temple Meads on January 7th. *Derek Elston*

On January 24th, Class 170 106 lays over between duties at Cardiff Central and will form 1M99 12:45 Cardiff Central to Nottingham service. *Derek Elston*

Class 221 119 departs Stafford with 1V53 11:03 Manchester Piccadilly to Bristol Temple Meads service on January 7th. *Derek Elston*







CrossCountry

The first full week of January 2025 saw the closure of the line from Sheffield to Dore and Totley for engineering work. As a consequence services were diverted via the old road through Beighton and rejoining the main line at Tapton Jct. On January 10th, Class 220 032 and 220 022 approach Chesterfield on the station avoiding lines with the 08:07 Edinburgh to Plymouth. *Lee Stanford*

Owing to flooding on the route via Macclesfield on December 9th, CrossCountry services were diverted via Crewe and unit 221 133 was recorded approaching Crewe working the 13:03 Manchester Piccadilly to Bristol service. *Lee Stanford*

Class 221 125 arrives into Stafford on January 16th, with the 11:03 Manchester Piccadilly to Bristol Temple Meads service. *Barry Longson*







CrossCountry

With clear blue skies as a backdrop, Voyager Class 221 122 gets ready to depart Stockport with the 13:03 Manchester to Bristol service on a very cold January 2nd. *Barry Longson*

Class 221 115 working the 1O16 Manchester Piccadilly to Bournemouth service is seen at Stafford on January 11th. *Richard Hargreaves*

Forming a 9 car set, Class 220 014 and 221 122 pass Heaton Norris on January 10th, with the 08:40 Bournemouth to Manchester service. *Barry Longson*







DB Cargo

On the last day of diversions due to the Crewe engineering work, Class 66 094 is seen approaching Stockport, working 4L56 13:09 Trafford Park to London Gateway on January 2nd. *Barry Longson*

Easing across onto the ‘up’ line, Class 66 181 leaves the Tolworth Day Aggregates facility on January 16th, en route to Hoo Junction Down Yard with its rake of 16 HRA hopper wagons, forming the regular 6Y08 service. *Ian Callander*

Class 66 130 with a Ditton - Dollands Moor working emerges from Latchford Sidings on January 24th. *Mark Enderby*







DB Cargo

Class 66 005 ‘Maritime Intermodal One’ is seen crossing Stockport viaduct on January 15th, with 6H59 the 13:50 Ashburys to Dowlow Briggs.
Barry Longson

DB Cargo

In stormy weather, Class 66 075 in EWS livery approaches Rainford with 6E26 Knowsley FLT to Wilton EfW 'Bin Liner' on January 3rd. *Brian Dobbs*

DB Cargo

With temperatures around zero on January 10th, re geared Class 66 653 has charge of 6E26 the 10:51 Knowsley to Wilton loaded waste, seen passing Heaton Norris. *Barry Longson*



Class 66 078 and 92 015 pass through platform 11 at Crewe on December 13th with a light engine move from Crewe IETD to Wembley. *Lee Stanford*



Class 66 128 on 6C03 Northolt to Severnside waste train heads through Swindon on January 14th. *Colin Pidgeon*

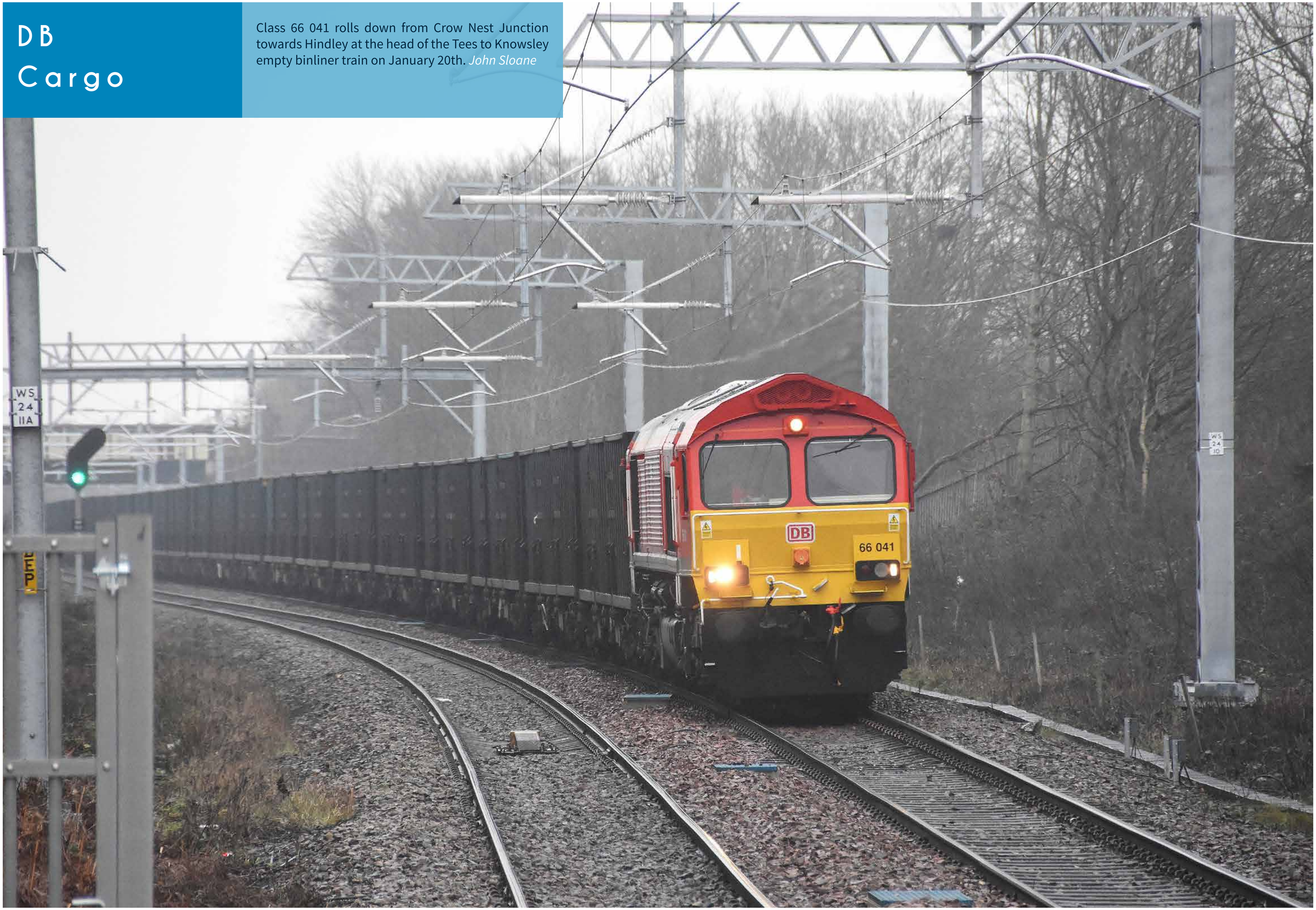


DB Cargo

The once regular Tunstead to Northwich services (known locally as The Hoppers) are due to cease operating very soon. On a cold and snowy January 11th, Class 66 063, still carrying full EWS livery, passes New Mills South Jct. with the 09:29 Arpley to Tunstead empties. *Lee Stanford*

DB Cargo

Class 66 041 rolls down from Crow Nest Junction towards Hindley at the head of the Tees to Knowsley empty binliner train on January 20th. *John Sloane*



DB Cargo

Class 66 130 hauling a Ditton - Dollands Moor working is seen at Latchford on January 24th. *Mark Enderby*



Class 66 114 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on January 9th. *Keith Davies*



The low sun and high trees create dappled light on Class 66 094 as it passes Heaton Chapel on December 30th working the 13:08 Trafford Park to London Gateway. *Lee Stanford*



DB Cargo

On January 15th, Class 66 652 passes Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

A work stained Class 66 078 hurries the loaded 10:51 Knowsley to Wilton waste train through Winwick on January 30th. *Lee Stanford*

As the 2M23 London Waterloo - Chessington South service accelerates away from Tolworth Station on January 14th, the yardman waits for permission to set the road for Class 66 181 waiting in the Tolworth Day Aggregates headshunt to start its return run to Cliffe Brett Marine with the 6Y08 discharged aggregates service. *Ian Callander*







DB Cargo

Having worked an early morning container train from Mossend to Seaforth on January 10th, Class 66 074 makes it way light through Winwick on its way to Arpley Yard. *Jeff Nicholls*

On January 16th, Class 66 075 passes Hale with a bin train from Knowsley - Wilton.
Michael Lynam

Class 66 158 bimbles through Cardiff Central working 6F07, the 10:51 Margam T.C. to Newport Docks on January 24th. *Derek Elston*





DB Cargo

Class 66 653 ‘Barry Needham’ works the lunchtime Knowsley - Wilton ‘Binliner’ south through a glorious Winwick on January 10th. *Jeff Nicholls*



On January 29th, Class 66 078 passes through Warrington Bank Quay in charge of a bin train from Knowsley - Wilton EfW. *Michael Lynam*



Class 67 024 runs light engine through Northampton as 0A06, the 13:32 Crewe T.M.D. (E) to Wembley H.S. on January 29th. *Derek Elston*



DB Cargo

Class 66 075 on the bins heads past Moore on January 15th. *Mark Enderby*



Class 66 134 passes a frosty Bayston Hill on January 11th with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



On January 29th, Class 66 019 passes through Manchester Piccadilly with an intermodal working from Trafford Park - London Gateway. *Michael Lynam*



DB Cargo

Regeared Class 66 656 passes through Cardiff running 188 minutes late with 6B13, the 05:00 Robeston Sidings to Westerleigh Puma on January 24th. *Derek Elston*

Class 66 102 working 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings empty water train heads through Northampton on January 29th. *Derek Elston*

Unusually routed through Crewe station on January 28th, was the 12:59 Arpley Sidings to Margam headed by Class 66 206 with four refurbished wagons in tow. *Lee Stanford*







DB Cargo

Class 66 078 approaches Rainford with 6E26 Knowsley FLT to Wilton EfW domestic waste on January 28th.
Brian Dobbs

DC Rail Freight

Class 60 055 on 6Z52 Tytherington Quarry to Appleford Sidings heads through Swindon on January 14th. *Colin Pidgeon*

On a bright but chilly February 4th, DC Rail operated, Cappagh liveried Class 60 028 rumbles around the curve into Malden Manor Station at the head of the occasional 6O15 Willesden DC Rail Sidings - Chessington South aggregates service. *Ian Callander*

On December 14th, Class 60 055 on 6Z52 Tytherington Quarry to Appleford Sidings passes under Stratton Green bridge.
Ken Mumford







DC Rail Freight

Class 60 028 hauling the 6D85 Ravenhead - Derby Chaddesden Sidings passes Moore on January 20th.
Mark Enderby



Direct Rail Services

A very clean Class 68 007 'VALIANT' passes through Wigan North Western at speed with the 4S44 12:13 Daventry to Coatbridge intermodal on January 16th. *Paul Senior*

Direct Rail Services

On January 15th, Class 68 023 passes Moore on a stock turn move from Longsight.
Mark Enderby



Class 57 307 pauses at Preston on January 15th whilst on driver training duties from Carlisle.
Michael Lynam



On January 16th, Class 68 034 was entrusted to work 4M27 05:33 Coatbridge to Daventry, seen passing Stafford in winter sunlight.
Barry Longson



Direct Rail Services

Class 88 010 working the 4H43 Daventry to Trafford Park heads through a foggy Stafford on January 11th. *Richard Hargreaves*

In bright winter sunshine Class 66 433 hurries through Stafford on January 14th with the 12:20 Crewe Basford Hall to Bescot. *Lee Stanford*

Class 66 424 ‘Driver Paul Scrivens 1969-2021’ awaits the road after reversal at Stafford on January 7th with 0Z66 11:55 Crewe Gresty Bridge (DRS) to Crewe Gresty Bridge (DRS). *Derek Elston*







Direct Rail Services

Having been out of service for several years, Class 88 008 has now made a welcome return to traffic and is seen passing Heaton Chapel on December 31st working the 10:14 Daventry to Trafford Park. *Lee Stanford*

Class 66 427 passes Kempseye with 4V38 10:10 Daventry DRS (Tesco) - Wentloog FLT on January 25th. *Keith Davies*

Class68034'RailRiders'working4M27,the05:33 Coatbridge (DRS) to Daventry International Railfreight Reception Fl heads through Stafford on January 7th. *Derek Elston*







Direct Rail Services

The diverted 11:59 Daventry to Coatbridge approaches Heaton Chapel on December 30th headed by Class 68 001 and 68 034.
Lee Stanford

Class 66 428 ‘Carlisle Eden Mind’ and 66 425 ‘Nigel J. Kirchstein 1969-2021’ are seen at Crewe ready to work light engine move 0Z96, the 15:34 Crewe Gresty Bridge (DRS) to Toton North Yard on January 7th. *Derek Elston*

DRS Route learner Class 66 429 passes Mills Hill working 0Z74 York to Preston on January 7th.
Russell Clarke







Direct Rail Services

On January 2nd, the 10:14 Daventry to Trafford Park was diverted via Stockport and was unusually double headed by Class 88 006 and 88 003, the pair both powering are seen in low winter light approaching Heaton Norris Junction. *Lee Stanford*



An unbranded and unnamed but nevertheless very presentable Class 68 019 passes Winwick on January 30th running as the 09:18 Carlisle Kingmoor to Crewe Gresty Bridge. *Lee Stanford*

Class 68 001 ‘Evolution’ roars through Stafford with 4S44, the 12:13 Daventry International Railfreight Reception Fl to Coatbridge (DRS) on January 7th. *Derek Elston*





Direct Rail Services

Former TPE Class 68 019 is now in unbranded dark blue livery and was on a movement from Kingmoor to Crewe when photographed at Coppull on January 30th. *John Sloane*



On December 20th, Class 68 001 is seen working the 4M27 intermodal service from Mossend to Daventry through Bradley north of Standish. *John Sloane*



Class 88 002 passes Coppull Hall with the 'Tesco' service from Daventry to Coatbridge on February 1st. *John Sloane*



Direct Rail Services

Class 88 008 and 88 009 have charge of the 4S43 ‘Tesco’ service from Daventry to Coatbridge as they pass Farington Curve Junction on January 10th. *John Sloane*



Direct Rail Services

On January 29th, Class 88 010 approaches Manchester Piccadilly working an intermodal from Daventry - Trafford Park. *Michael Lynam*

East Midlands Railway

January 10th saw snow still on the ground and sub zero temperatures. Here Class 158 773 hurries past Heaton Norris, with the 08:56 Norwich to Liverpool Lime Street service. *Barry Longson*

Two members of staff have a chat, before boarding Class 170 505, which is ready to work the 15:10 from Crewe to Newark Castle on January 25th. *Barry Longson*

On January 4th, Class 170 208 working the 1N13 Crewe to Nottingham service is seen waiting departure time at Crewe. *Richard Hargreaves*







East Midlands Railway

Class810004hammersthroughWellingborough working 5Q42, the 10:31 Sheffield to London St. Pancras International on January 16th.
Derek Elston

On a bright January 15th, Class 158 810 and 158 863 enter Stockport, working the 12:51Liverpool Lime Street to Norwich service.
Barry Longson





Freightliner

Class 66 566 hauling the 4L44 Trafford Park to Tilbury liner heads through a foggy Stafford on January 11th. *Richard Hargreaves*

Freightliner

Class 90 007 and 90 012 thread through Charnock Richard cutting on February 1st with a special Carlisle to Crewe working. *John Sloane*

Freightliner

Class 66 548 eases through Stockport on January 2nd with 6J34, the 11:16 Runcorn to Brindle Heath empty waste. *Barry Longson*

With four locos on the train, the 10:20 Trafford Park to Felixstowe passes Mauldeth Road on January 30th headed by Class 66 416 with 66 548, 90 016 and 90 042 DIT. *Lee Stanford*

On January 27th, the 6B12 Merehead Quarry to (Royal) Wootton Bassett, creeps up to the red signal at Swindon with Class 59 203 providing the power. *Ken Mumford*







Freightliner

Class 66 506 has an almost full load in tow with 4L54 the 10:24 Ditton to Felixstowe North on January 16th, seen at Rugeley Trent Valley.
Barry Longson

Freightliner

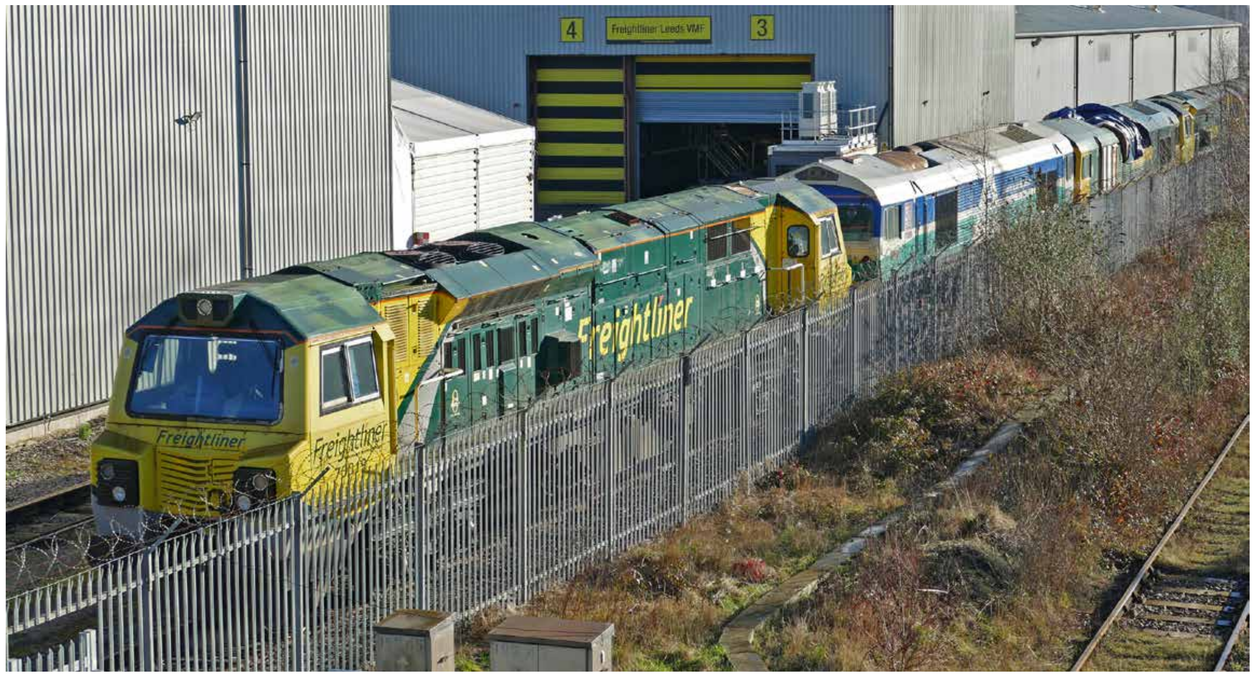
Class 90 012 and 90 044 hauling the 4M45 Felixtowe to Garston liner head through a chilly Stafford on January 11th. *Richard Hargreaves*

Class 70 019, 59 002 and 66 594 are seen on the storage line at Leeds Midland Road on January 30th. *Michael Lynam*

Class 66 508 ‘City of Doncaster’ working 4O38 the 09:52 Lawley Street F.L.T. to Southampton M.C.T. heads through Northampton on January 9th. *Derek Elston*







Freightliner

Diverted as a result of the Crewe blockade over the festive period sees Class 66 593 pass Bramhall on December 30th with the 10:20 Trafford Park to Felixstowe. *Lee Stanford*



Class 70 010 working 6B71, the 07:16 from Tunstead Sidings (Fhh) stands in Northampton Castle Yard on January 29th. *Derek Elston*



On a dull January 21st, Class 66 420 is seen crawling through Reddish South with the regular 09:20 Bredbury to Runcorn waste train. *Lee Stanford*



Freightliner

Class 66 597 approaches Chesterfield on January 10th with the 12:08 Dore South Jct. (the end of the engineering possession) to Whitemoor Yard. *Lee Stanford*

On January 29th, Class 90 016 and 90 048 pass through Manchester Piccadilly working a liner from Trafford Park - Felixstowe. *Michael Lynam*

Heavy Haul Class 66 615 was in charge of 6B71 the 07:16 Tunstead to Northampton Castle Yard, seen at Stafford on January 16th.
Barry Longson







Freightliner

On a very cold January 10th, Class 66 571 has charge of 6J34, the 11:16 Runcorn to Brindle Heath empty waste containers. *Barry Longson*

Class 66 560 is seen running light engine through Stafford on an unidentified working on January 7th. *Derek Elston*

The 09:12 Felixstowe to Trafford Park approaches Stafford on January 14th behind Class 90 010 and sister 90 041. *Lee Stanford*







Freightliner

Class 66 557 rounds the S bend at Rugeley on January 16th, working 4M81 the 08:01 Felixstowe North to Garston liner.
Barry Longson

Class 66 518 working 4Z81 08:01 Felixstowe North F.L.T. to Garston F.L.T. passes through Stafford on January 7th. *Derek Elston*

4 Up! As Class 90 013 and 90 003 with 90 047 and 90 043 dead in tow pass through Northampton with 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner on January 29th.
Derek Elston







Freightliner

On January 30th, Class 66 549, 66 546 and 70 008 are seen receiving attention at Midland Road depot, Leeds. *Michael Lynam*



Class 66 618 working 6F91 Ince - Crewe passes Moore on January 20th. *Mark Enderby*



Class 66 957 with the 6Y60 Soho North Junction to Crewe Basford Hall heads through Stafford on January 11th. *Richard Hargreaves*



GBRf

Class 66 734 with the 6M90 Avonmouth to Clitheroe cement tanks passes through a frosty Stafford on January 11th. *Richard Hargreaves*

Class 66 587 ‘As One We Can’ approaches Northampton with 4M94, the 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. on January 9th. *Derek Elston*

On January 4th, Class 66 734 waits time at Stafford whilst working 6M90 Avonmouth to Clitheroe cement tanks. *Richard Hargreaves*







GBRf

Former DRS operated Class 66 304 is now employed by GBRf but is in unbranded blue livery. On January 14th, it was to be found passing Stafford working the 08:28 Hindlow to Small Heath. *Lee Stanford*

On January 20th, Class 66 717 passes Moore working 4S57 Hams Hall - Mossend.
Mark Enderby

A very scruffy Class 69 012 passes Reddish South on January 29th running light from Doncaster Decoy to Longport F.D. *Lee Stanford*







GBRf

In low winter sun, Class 66 751 eases through Stockport with 6J46 the 08:50 Peak Forest to Salford Hope Street on January 25th. *Barry Longson*

Class 66 765 catches the low winter sunshine as it passes Stockport on December 4th hauling the 07:26 Liverpool to Drax Biomass service. *Lee Stanford*

On January 16th, Class 66 712 passes Altrincham with a Biomass working from Liverpool Docks - Drax P.S. *Michael Lynam*







Class 66781 comes out of the mist with 6E10 Liverpool Biomass Terminal to Drax heading southbound at Winwick on January 9th. *Brian Dobbs*



GBRf

Class 66717 heads northbound at Winwick on January 9th with 4S57 Hams Hall GBRf to Mossend Euroterminal. *Brian Dobbs*

BR blue Class 69 007 passes Heaton Norris Junction on January 2nd running light engine from Tuebrook to Longport. *Lee Stanford*

Class 66 734 'Platinum Jubilee' was allocated to work 6E10 the 11:00 Liverpool BT to Drax, seen at Heaton Norris on January 30th. *Barry Longson*







GBRf

On January 14th, Class 47 727 hauling SWR's Class 701 050 as 5Q87 Eastleigh TRSMD to Long Marston passes through Swindon. *Colin Pidgeon*



On January 14th, Class 47 727 hauling SWR's Class 701 050 as 5Q87 Eastleigh TRSMD to Long Marston passes through Swindon. *Colin Pidgeon*

On January 14th, Class 47 727 hauling SWR's Class 701 050 as 5Q87 Eastleigh TRSMD to Long Marston passes Stratton Green. *Ken Mumford*





GBRf

Class 66 793 working 6E10 Liverpool BT - Drax Biomass passes Moore on January 20th. *Mark Enderby*



Class 66 313 hauling the 4L05 Ditton - Parkeston SS passes through Stafford on January 4th. *Richard Hargreaves*



Recently introduced to traffic for GBRf is import loco Class 66 311, which on December 10th is seen passing Peak Forest signal box with a loaded train for Selby. *Lee Stanford*



GBRf

Class 60 047 is seen at Jubilee Est Bridge Ashington with 6N87 Lynemouth PS to Tyne Dock Biomass empties on January 7th. *Alan Sinclair*



Class 66 717 'Good Old Boy' works the Hams Hall to Mossend intermodal past Euxton on January 14th. *John Sloane*



Class 66 734 forges through Coppull on January 7th with the Avonmouth to Clitheroe empty cement tanks working. *John Sloane*



GBRf

Class 60 002 has joined the WCML at Farington Junction and is accelerating towards Leyland on January 27th with a Ribblehead to Tuebrook stone train. *John Sloane*

Class 66 308 passes Chorley Road, Charnock Richard whilst working the Avonmouth to Clitheroe empty cement tanks on January 28th. *John Sloane*

Class 66 779 'Evening Star' is at the head of the Clitheroe to Avonmouth cement tanks working at Bradley on January 20th. *John Sloane*







Class 66 712 crosses Sankey Viaduct, Earlestown with 6E10 Liverpool Biomass Terminal to Drax on January 16th.
Brian Dobbs

GBRf

Class 47 727 on 5Q87 Eastleigh TRSMD to Long Marston returning SWR Class 701 030 to Long Marston heads through Swindon on January 7th. The train was running 94 minutes late due to signalling problems at Micheldever. The unit was previously in store at Long Marston from April 5th 2023 - July 25th 2023. *Colin Pidgeon*

Class 66 781 'Ratcliffe Power Station' brings empty Biomass wagons from Drax to Liverpool towards Rochdale on January 30th, passing an opposite working. *Bryan Roberts*

On January 29th, Class 66 781 passes through Stockport with a Biomass working from Liverpool Docks - Drax P.S. *Michael Lynam*







GBRf

On January 29th, Class 47 739 heads through Swindon working 5Q89 Eastleigh to Long Marston, near Evesham, hauling SWR unit Class 701 010. *Colin Pidgeon*

Class 66 763 'Severn Valley Railway' working 6X43, the 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf heads through Stafford on January 7th. *Derek Elston*

Belfield, Rochdale on January 30th sees Class 66 311 heading towards Littleborough with a loaded Biomass train from Liverpool Biomass Terminal to Drax. *Bryan Roberts*







GBRf

Class 47 739 passes Purton Common foot crossing heading back to Eastleigh from Long Marston hauling SWR unit Class 701 026.
Ken Mumford

An unusual sight at Northampton as Class 73 963 ‘Janice’ and 73 962 ‘Dick Mabbut’ pass light engine as 0Z73 08:49 Derby R.T.C.(Network Rail) to Tonbridge West Yard on January 13th.
Derek Elston

Class 66 765 ‘Julie Garn’ working 6Z04 09:59 Carlisle New Yard to Kineton MOD passes through Stafford on January 7th. *Derek Elston*







GBRf

On January 22nd, Class 47 727 passes through Swindon on 5Q87 Eastleigh TRSMD to Long Marston with SWR's Class 701 033. This is the second time this unit has been to Long Marston.It was first taken there on June 1st 2023. *Colin Pidgeon*

Great Western Railway

Power car No. 43098 leads 2P26 15:48 Penzance - Plymouth passing The Old Engine House at Scorrier with 43042 on the rear on January 18th. *Barry Beeston*



Great Western Railway

Class 158 749 passes St. Denys on a cold but sunny January 7th with the 10:34 Salisbury - Portsmouth Harbour. The train started at Salisbury due to engineering work at Westbury. *John Goodrich*

Great Western Railway

On January 14th, power car No. 43198 leads 2C68 11:42 Plymouth - Penzance with 43097 on the rear, seen on the approach to the Old Engine House at Scorrier. *Barry Beeston*



Great Western Railway

Power car No. 43004 passes over Carvedras Viaduct on January 21st on the approach to Truro with 2C11 10:15 Plymouth - Penzance with 43093 on the rear. *Barry Beeston*

Class 802 009 is seen on the approach into Truro with 2P12 11:15 Penzance - Plymouth on January 21st. *Barry Beeston*

Class 800 314 arrives into Truro with 1A88 12:15 Penzance - London Paddington on January 10th. *Barry Beeston*





Great Western Railway

Power car No. 43004 passes through Coombe leading 2C20 12:43 Plymouth - Penzance with 43093 on the rear on January 18th.
Barry Beeston

On January 18th, power car No. 43097 heads through Coombe with 2P90 13:15 Penzance - Plymouth with 43198 on the rear. *Barry Beeston*

Class 800 026 and 800 018 are seen on the approach to Cardiff working 1B09 09:48 London Paddington to Carmarthen on January 24th.
Derek Elston







Great Western Railway

Having reversed at Malvern Wells signal box Class 800 028 crosses from the down to the up line heading towards Great Malvern station to begin a service to London Paddington on January 13th. *Neil Pugh*



Class 802 113 on 1G13 London Paddington to Cheltenham arrives at Swindon on January 14th. *Colin Pidgeon*



Great Western Railway

On January 21st, power car No. 43097 is sat awaiting departure from Truro with 2C65 10:42 Plymouth - Penzance with 43198 on the rear. *Barry Beeston*

Class 57 603 leads 5Z00 13:19 Exeter St. Davids - Long Rock TMD on January 16th after rescuing 57 605 which had failed on the Sleeper service the previous night. *Barry Beeston*

Power car No. 43042 passes over the Hayle Viaduct whilst leading 2C22 13:43 Plymouth - Penzance with 43098 on the rear on January 18th. *Barry Beeston*







Great Western Railway

Class 800 315 with 1L78 Cheltenham Spa to London Paddington passes Purton Lane foot crossing on January 30th. *Ken Mumford*



Class 800 014 and 800 036 await departure from Cardiff Central with 1L16, the 10:22 Swansea to London Paddington service on January 24th. *Derek Elston*



Class 165 102 approaches its final destination working 1F10, the 08:23 Portsmouth Harbour to Cardiff Central on January 24th. *Derek Elston*



L.N.E.R.

LNER Tackles Loneliness With Furry Friend Funding

A dog befriending charity which works to reduce loneliness and isolation has received valuable funding from LNER's Customer and Community Investment Fund.

North East charity Wag & Company aims to reduce loneliness and social isolation for older dog-lovers, who because of health or mobility reasons, are no longer able to care for their own dog. The charity currently has more than 370 volunteers, who with their dogs, give an hour or two most weeks to visit elderly people in their homes, or in care settings.

The funding provided by LNER means Wag & Company will be able to recruit and match another 40 volunteer owners and their very special dogs, enabling an extra 40 weekly home visits, or visits to up to 400 people in care homes or hospital settings.

The positive impact a visit from a furry friend and their human companion is shared in a heartwarming short film released by LNER, which shows 91-year-old Gladys receiving a visit from her four-legged pal Jasper and Wag & Company volunteer Helen.

Diane Morton, Founder and Chair of Wag & Company, said: "There are more than 50,000 elderly people in the North East, many of whom experience the mental and physical impact of loneliness. Many miss the companionship of a dog, so the chance to chat with a volunteer and cuddle a furry friend is something to look forward to. The funding from LNER will allow us to recruit more volunteers and their dogs and reach more people, preventing them from experiencing social isolation."

LNER Customer and Community Manager, Rachael Wilson, said: "Loneliness can increase the risk of developing conditions such as dementia, stress, anxiety, low mood and depression, so the work Wag & Company do to keep older people connected is so important. For those who can no longer care for a canine companion, weekly Wag visits are a real highlight. Almost 220 people and 200 care homes and hospitals already benefit from Wag & Co visits, but there are more on the waiting list. LNER is proud to fund the recruitment of 40 new volunteers and their dogs to brighten more people's days."



LNER Celebrates Top Employer Status for the Sixth Year Running

LNER has achieved Top Employer status for the sixth year in a row from the Top Employers Institute, showcasing its dedication to a better world of work through excellent HR policies and people practices.

More than three thousand people are employed by LNER, which serves destinations across its almost thousand-mile route which stretches between the Scottish Highlands, North East England, Yorkshire, the East Midlands and London King's Cross.

Top Employer certification is awarded based on a variety of topics such as People Strategy, Talent Acquisition, Equity and Inclusion and Wellbeing.

Paula Bullock, People Director at LNER, said: "Our people are at the heart of LNER, so it's amazing to see that our commitment to make sure that they have the best experience has been recognised for the sixth year in a row. This Top Employer award is a proud achievement, and we'll continue to work to make sure LNER is a brilliant place to work."

Top Employers Institute CEO David Plink said: "Amidst constant change—through technological advances, economic shifts, and evolving social landscapes—it is inspiring to see people and organisations rise to the challenge. This year, the Top Employers Certification Programme highlights the dedication of our Top Employers as they continue to set the standard, consistently delivering world-class HR strategies and practices. These Top Employers strive to foster growth and wellbeing, all while enriching the world of work. We are proud to celebrate these people-first leaders and teams as the Top Employers for 2025!"

L.N.E.R.

LNER To Boost Bradford Services From May 2025



LNER is planning to more than triple its daily direct connections between Bradford and London King's Cross from May 2025, operating seven services in each direction from Monday to Saturday.

The timetable change sees an additional five services in each direction, linking the 2025 UK City of Culture with the capital. LNER trains currently depart from Bradford Forster Square at 06:30 and 08:43.

From May 19th 2025, an additional five southbound departures to London King's Cross feature in the timetable, leaving Bradford at 11:17, 13:17; 15:16; 17:16 and 19:15 from Monday to Saturday, with journey times taking approximately two-and-three-quarter hours.

The enhanced timetable also sees earlier departures from London King's Cross to Bradford, making it possible for customers to enjoy a day trip to the city as it marks its special year as culture capital. From May, the first northbound service is due to leave London King's Cross at 07:03 meaning visitors will arrive in Bradford before 10:00. Further direct services will continue throughout the day.

Sunday services are expected to double from one to two in each direction, with further enhancements planned in December. Tickets are expected to go on sale in March. Customers can sign up for ticket alerts to be advised of the latest updates.

David Horne, Managing Director at LNER, said: "We are proud to be introducing additional services to and from Bradford, especially during the year it celebrates UK City of Culture status. We are delighted to be the official travel partner of Bradford 2025.

"The extra LNER services will make it even easier for people to visit the region and enjoy all it has to offer, while also benefiting the area by contributing an estimated £4 million per year of economic value."

Councillor Susan Hinchcliffe, Leader of Bradford Council, said: "I'm delighted the new platform at Forster Square, that we worked so hard to secure funding for, is providing this much-needed additional capacity meaning that LNER can more than triple its daily direct service to and from London.

"This increase in service will make it even easier for people to visit and join in the events and activities taking place across the district as we celebrate the district's year as UK City of Culture.

"Having this extra connectivity also enables greater economic growth and access to opportunity for people from across the district and is another step in making sure we are better connected."

The Mayor of West Yorkshire, Tracy Brabin, said: "I'd encourage anyone to take advantage of these new services and see Bradford at its best in its UK City of Culture year.

"This is a great example of transport and culture working in harmony to inspire people, attract visitors to the region and grow our economy.

"Working with our partners, we're building a stronger, brighter and better-connected West Yorkshire."

Jason Hamilton, North and East Route Director for Network Rail, said: "We're delighted that the introduction of additional services between Bradford and London will be made possible by Network Rail's delivery of the new platform 0 at Bradford Forster Square. We are working closely with LNER, Northern, Bradford City Council, West Yorkshire Combined Authority, and the Department for Transport to complete the work for Bradford's year as City of Culture 2025."

Rail Minister, Lord Peter Hendy, said: "This is brilliant news for the North and passengers travelling between Bradford and London, who are set to benefit from smoother, more frequent journeys from May.

"The new government-funded platform at Forster Square station will make sure as many people as possible can visit Bradford and be able to enjoy everything this great city has to offer as it celebrates being the UK's City of Culture for 2025."

On top of the additional services between Bradford Forster Square and London King's Cross, LNER recently welcomed the announcement of a new transformational industry timetable for its East Coast route. The new timetable, which will be introduced in December 2025, will see extra services and thousands of extra seats between Newcastle-upon-Tyne and London King's Cross, as well as faster journey times between Edinburgh and London, cutting travel time between the two capitals to close to four hours.

Network Rail

Power cars Nos. 43277 and 43257 working 1Q85 Crewe to Derby RTC are seen at Crewe on January 4th. *Richard Hargreaves*



Power car No. 43272 leads sister 43251 on a four carriage Network Rail test train, departing Crewe with 1Q29 the 11:43 to Derby on January 29th. *Barry Longson*



On a bright sunny day, Network Rail's 153 311 passes through the former Crosfields Works at Warrington with a Derby - Preston working on January 30th. *Jeff Nicholls*



Network Rail

Power car No. 43251 is seen at the head of a measurement train standing at Malvern Wells down main inner home signal on January 14th. As an aside this centre-pivoted lower-quadrant arm signal was salvaged from Evesham when the Cotswold line was redoubled some years ago, and the semaphores there were replaced with LED signals. *Neil Pugh*

Now working for Network Rail, Class 153 311 is seen passing Reddish South on January 21st operating the 07:40 Manchester Piccadilly to Derby infrastructure monitoring service. *Lee Stanford*

On January 23rd, power cars Nos. 43251 and 43303 pass through Chester working a test train from Derby -Crewe via Holyhead and Liverpool Lime Street. *Michael Lynam*







Network Rail

Power car No. 43274 leads the 1Q18 05:55 Reading Triangle Sidings - Paignton via Penzance through Bodmin Parkway on January 10th. No. 43303 was the rear power car.
Barry Beeston



Network Rail video recording unit Class 153 311 passes Lostock Hall during a journey from Preston to York on January 31st.
John Sloane



Power car No. 43303 leads the return leg from Penzance of 1Q18 05:55 Reading Triangle Sidings - Paignton via Penzance, passing through Truro on January 10th with 43274 on the rear. *Barry Beeston*



On January 14th, power cars Nos. 43303 and 43251 call at Swindon working 1Q15 Derby RTC to Landore. *Colin Pidgeon*



Network Rail

A bright sunny morning on January 30th at Fiddlers Ferry Marina as Network Rail's Class 153 311 passes by the rusting tugboat 'Bonchurch' on its way to a reversal at Garston, before retracing its steps past the marina. A pleasant change from the one or two light engine movements this line sees on a normal day. Notice that the signalman at Fiddlers Ferry 'box is already dropping his semaphore home signal.
Jeff Nicholls

Network Rail

Network Rail video recording unit Class 153 311 heads towards Lostock Hall Junction during a journey from Preston to York on January 31st. *John Sloane*



Power cars Nos. 43303 and 43257 pass Kempseye with 1Q36 05:00 Derby RTC - Derby RTC on January 24th. *Keith Davies*



Rail Operations Group/Europhoenix

Class 37 611 ‘Denise’ with LNW Class 730 220 in tow passes Stafford with 5Q58, the 10:49 Crewe C.S. to Old Dalby on January 7th. *Derek Elston*



Class 37 884 is hauling defective Northern EMU Class 769 431 from Allerton to Kilmarnock as it passes Euxton on January 14th. *John Sloane*



On January 10th, Class 37 611 ‘Denise’ is seen delivering 730 236 as 5Q72, the 07:47 Derby Litchurch Lane to Wembley InterCity Depot passing through Northampton. *Derek Elston*



Rail Operations Group/Europhoenix

Class 37 510 working 0M57 Crewe South Yard to Castle Donnington is seen at Crewe on January 18th. *Richard Hargreaves*



Class 93 001 on a Crewe - Carlisle test run heads through Warrington Bank Quay on January 15th. *Mark Enderby*



'Slug' Class 37 901 stands at platform 8 at Crewe on January 14th before returning light engine to Derby. *Lee Stanford*



Rail Operations Group/Europhoenix

At the third attempt, Class 37 510 leads Northern's 331 012 on a move from Allerton to Neville Hill. Seen here on the western fringes of Chat Moss at Glazebury on January 7th. *Jeff Nicholls*

Rail Operations Group/Europhoenix

Class 37 510 and 37 901 pass Upton Forge with 7Q46 06:04 Landore TMD - Ely Mlf Papworth Sidings on January 29th. *Keith Davies*

Rail Operations Group/Europhoenix

At its third attempt at working 5Q17 Allerton to Neville Hill, Class 37 510 and 331 012 fly past Diggle with a nice toot from the driver on January 7th. *Russell Clarke*



Class 37 884 hauls Northern's 769 431 past Hest Bank on 5Q08 11:29 Allerton to Kilmarnock on January 14th. *Colin Kennington*

Class 93 001 gets to a very rainy Leyland just before midnight on Jamnuary 13th with a Crewe South Yard to Carlisle test run. *David Hollowood*





TransPennine Express

A Class 397 passes Farington Curve Junction with a Manchester Airport to Edinburgh train on a frosty January 10th. *John Sloane*

Class 185 139 passes the frozen fields at Glazebury on January 7th. *Jeff Nicholls*

The 07:11 Glasgow Central to Manchester Airport operated by Class 397 006 passes Mauldeth Road on January 30th and nears the end of its journey. *Lee Stanford*

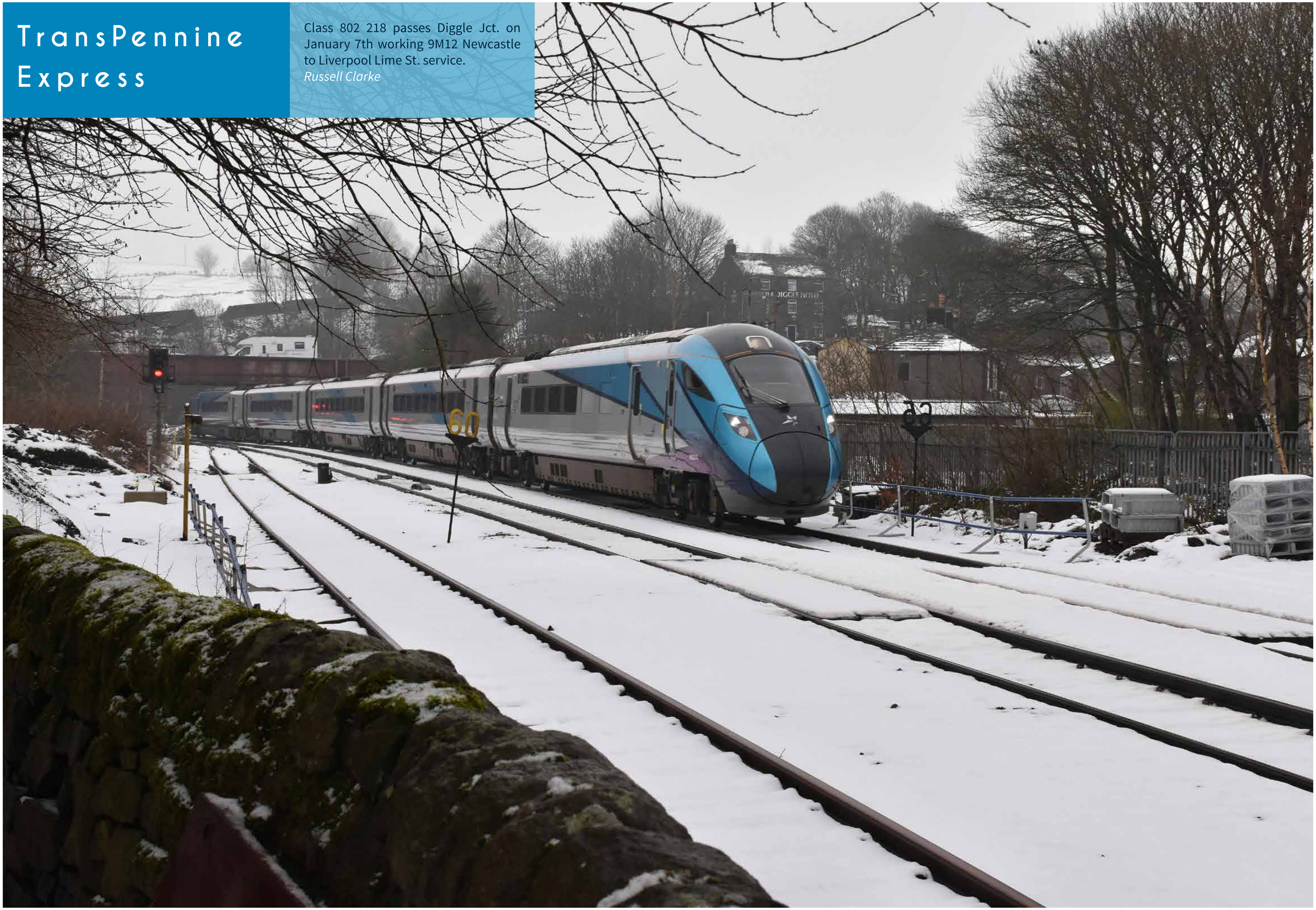






TransPennine Express

Class 802 218 passes Diggle Jct. on January 7th working 9M12 Newcastle to Liverpool Lime St. service.
Russell Clarke



Transport for Wales

Class 197 020 and 197 011 pass an unidentified class 323 at Stockport on January 2nd, as they work the 13:30 Manchester to Pembroke Dock. *Barry Longson*

Class 67 029 working 1W57 Cardiff to Manchester Piccadilly calls at Crewe on January 18th. *Richard Hargreaves*

Class 67 015 hauling the 1V39 Manchester Piccadilly to Cardiff service departs Crewe on January 18th. *Richard Hargreaves*







Transport for Wales

Class 67 020 with the 1W13 Swansea to Manchester Piccadilly is seen at Crewe on January 4th. *Richard Hargreaves*

Class 197 111 works a Llandudno - Manchester Airport service through a very atmospheric Winwick on January 15th. *Jeff Nicholls*

On January 18th, Class 150 252 stands at Crewe ready to work the 2J54 Crewe to Shrewsbury ‘local’ service. *Richard Hargreaves*







Transport for Wales

Class 230008 approaches Bidston on November 28th running empty from Birkenhead North depot to take up its diagram to Wrexham Central. *Lee Stanford*

On January 25th, Class 67 015 departs Crewe with the 10:30 Manchester to Cardiff service. *Barry Longson*

Class 197 009 passes Bayston Hill on January 11th with 1W55 08:55 Cardiff Central - Manchester Piccadilly service. *Keith Davies*







Transport for Wales

Class 158 840 stands at Shrewsbury on December 12th with a service to Chester.
Phil Martin

DVT No. 82201 and Class 67 014 pass Kempseye on January 24th working 1W55 08:53 Cardiff Central - Manchester Piccadilly service.
Keith Davies

Looking smart with black stock, Class 67 014 departs Crewe with the 10:53 Cardiff to Manchester Piccadilly on January 25th.
Barry Longson







Transport for Wales

Class 67 015 passes Kempseye with 1V55 08:59 Cardiff Central - Manchester Piccadilly service on January 28th. *Keith Davies*

Occasionally due to late running, some fast trains are routed via the slow lines, as in this instance, Class 67 029 is caught at Heaton Norris on the near track, working the 10:53 Cardiff to Manchester on January 30th. *Barry Longson*

DVT No. 82200 and Class 67 016 pass Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on January 23rd. *Keith Davies*







Transport for Wales

Class 67 020 departs from platform 6 at Crewe on January 28th working the 10:53 Cardiff to Manchester Piccadilly service. *Lee Stanford*

Class 150 267 departs Cardiff Central working 2R20, the 10:40 Bridgend to Rhymney on January 24th. *Derek Elston*

Class 197 108 passes Bayston Hill with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour service on January 11th. *Keith Davies*







Transport for Wales

Class 197 034 stands at Cardiff's platform zero on January 24th with 2B77 16:51 Cardiff Central to Swansea service. *Derek Elston*

Class 153 303 and 153 922 depart Crewe with 2J60 15:19 to Shrewsbury on January 7th. *Derek Elston*

Class 153 913 working 2K22, the 10:50 Penarth to Caerphilly service arrives at Cardiff Central on January 24th. *Derek Elston*







Transport for Wales

Class 67 013 approaches Cardiff Central with set HD06 in tow as 1V37 08:30 from Manchester Piccadilly on January 24th. *Derek Elston*

Class 231 009 departs Cardiff Central with 2Y34, the 10:10 Rhymney to Barry Island service on January 24th. *Derek Elston*

Class 231 008 arrives into Cardiff Central with 2D22, the 10:49 Barry Island to Bargoed service on January 24th. *Derek Elston*







Transport for Wales

Class 153 362 working 2P52 12:12 Coryton to Penarth service, arrives into Cardiff Central on January 24th. *Derek Elston*



DVT No. 82229 stands at the head of 1W57, the 10:53 Cardiff Central to Manchester Piccadilly on January 24th. *Derek Elston*

Class 67 015 stands at Cardiff Central after heavy delays due to storm Eowyn working 1V33 06:27 from Manchester Piccadilly on January 24th. *Derek Elston*





Transport for Wales

Class 67 016 approaches Cardiff Central with ECS working 5W57, from Cardiff Canton on January 24th. *Derek Elston*

Class 67 013 propels 1W59, the 12:53 Cardiff Central to Manchester Piccadilly service on January 24th. *Derek Elston*

On January 24th, Class 197 110 and 197 014 stand at Cardiff Central with 1V35 07:30 Manchester Piccadilly to Milford Haven which was terminated short at Carmarthen due to high winds. *Derek Elston*







Units: DMUs and EMUs

London NorthWestern's Class 350 262 departs Northampton on January 10th with 1Y23 10:40 to Birmingham New Street which should have formed the 09:23 ex London Euston but had started short. *Derek Elston*

On January 23rd, Northern's Class 150 113 arrives into Chester on a service from Manchester Piccadilly via Stockport. *Michael Lynam*

On January 15th, Northern's freshly repainted Class 323 205 and 323 208 (ex West Midlands) arrive at Preston working a Blackpool North - Manchester Airport service. *Michael Lynam*







Units: DMUs and EMUs

Winwick Winter Wonderland! as Northern's Class 195 022 and 195 007 work north on a Chester - Leeds service on January 10th.
Jeff Nicholls



Units: DMUs and EMUs

Northern's Class 323 207 working 2K34 Manchester Piccadilly to Crewe service arrives at its destination on January 4th.
Richard Hargreaves



Northern's Class 331 102 slows for the stop at Wigan North Western with 1N12 13:39 Liverpool Lime Street to Blackpool North service on January 16th. *Paul Senior*



Northern's Class 150 126 and 150 143 are on a Blackburn - Headbolt Lane journey, approaching Rochdale on the rare sunny day of January 30th. *Bryan Roberts*



Units: DMUs and EMUs

Northern's Class 156 415 heads away from Farington Curve Junction on January 10th with a service from Colne to Preston. *John Sloane*



Northern's Class 150 129 calls at Cherry Tree on January 20th working a Preston - Colne service. *Michael Lynam*



On January 16th, Northern's Class 156 410 calls at Hale station working a Chester - Manchester Piccadilly service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 331 013 passes Farington Curve Junction with a Liverpool to Blackpool service on January 10th. *John Sloane*



Northern operated pair Class 195 016 and 195 005 are seen shortly after passing Winwick Junction on January 30th working the 09:43 Leeds to Chester service. *Lee Stanford*



The slightly late running 1L46 14:05 Salisbury to London Waterloo headed up by SWR's Class 159 007 with another unit on the rear, passes Daisy Dell, Andover on January 16th.
David Lindsell



Units: DMUs and EMUs

On January 23rd, Merseyrail's Class 777 011 arrives at Chester with a service from Liverpool Central. *Michael Lynam*

Northern's Class 156 415 calls at Lostock Hall with a service to Colne on January 31st. *John Sloane*

Northern's Class 331 030 speeds past Heaton Norris on January 10th, while working the 12:55 Stoke to Manchester Piccadilly service. *Barry Longson*

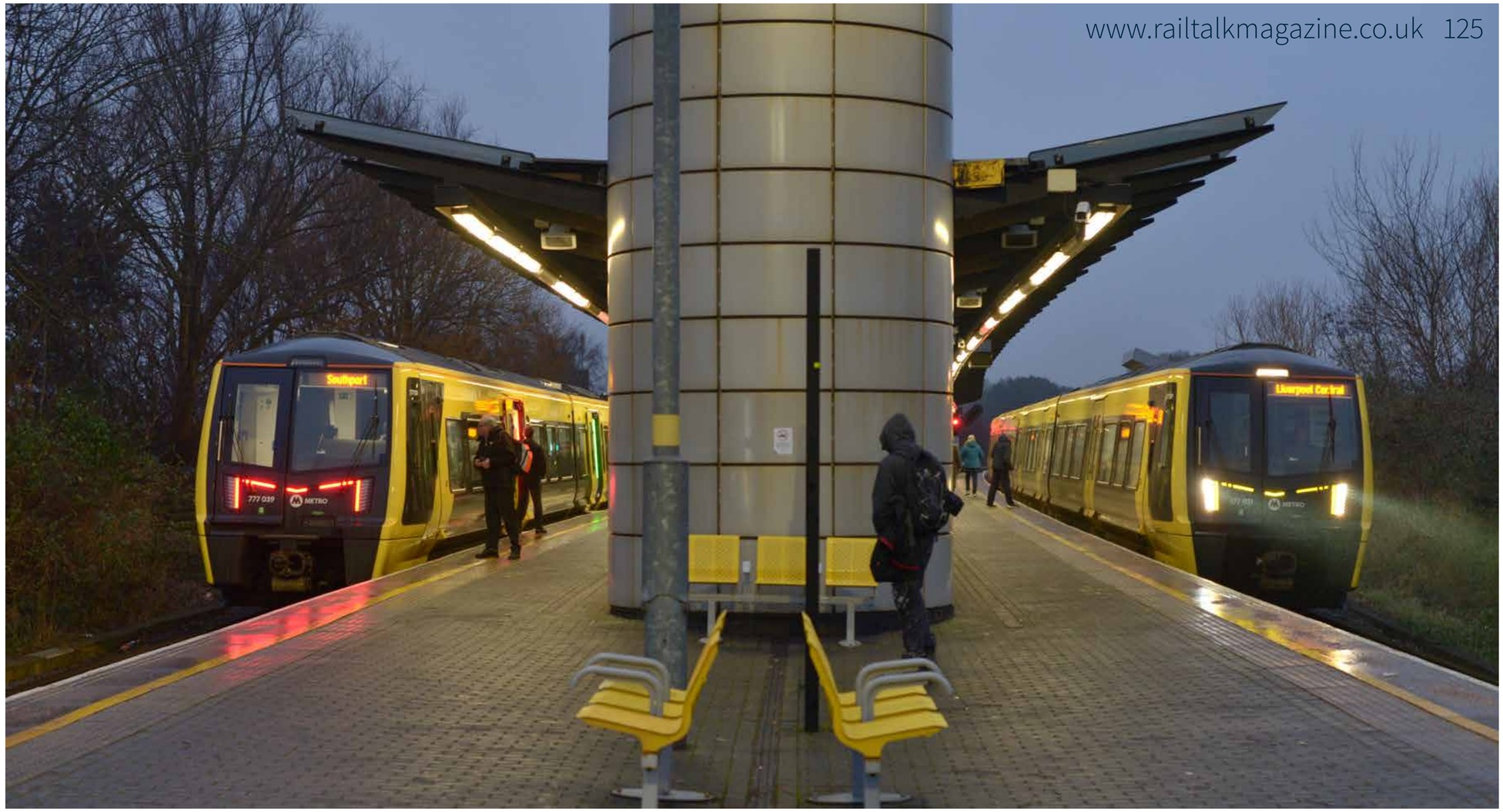






Units: DMUs and EMUs

Merseyrail's Class 777 029 and 777 021 call at Sandhills with services for Southport and Liverpool Central on January 14th. *Paul Senior*



Northern's Class 195 121 approaches Bamber Bridge with a Blackpool to York service on January 20th. *John Sloane*



On January 20th, Northern's Class 769 456 calls at Hindley with a Manchester Oxford Road to Southport service. *John Sloane*



Units: DMUs and EMUs

On January 20th, Northern's Class 195 114 passes Cherry Tree working a Blackpool North - York service. *Michael Lynam*

Northern's Class 156 427 is seen at Hindley on January 20th with a Blackburn to Headbolt Lane service. *John Sloane*

West Midlands' Class 730 004 is seen at Northampton with ECS working 5G30 11:38 Bletchley C.S. to Soho L.M.D. on January 9th. *Derek Elston*







Units: DMUs and EMUs

The winter light and snow make even Northern's Class 195 130 look attractive as it passes Winwick Junction with a Chester - Leeds service on January 10th. *Jeff Nicholls*

Former West Midlands' Class 323 202 is now operating for Northern and was captured departing Bramhall on December 30th with a local stopping service to Stoke on Trent. *Lee Stanford*

Northern's Class 158 902 passes Belfield, Rochdale with a Wigan Wallgate - Leeds service on January 30th. *Bryan Roberts*





Units: DMUs and EMUs

Class 387/1s are being transferred from Great Northern to Southern and are now appearing on Coastway services from Brighton. Class 387 126 is seen passing St. Denys on January 7th with the 11:20 Southampton - Brighton service. *John Goodrich*



London NorthWestern's Class 350 241 is seen in the gloom at Stafford on January 11th. *Richard Hargreaves*



Northern's Class 323 219 working the 2A96 Manchester Piccadilly to Crewe service arrives into Crewe on January 4th. *Richard Hargreaves*



Units: DMUs and EMUs

In freezing temperatures, and with hoar frost on the trees, Northern's Class 150 143 approaches Rainford with 2N96, Headbolt Lane to Blackburn on January 10th. *Brian Dobbs*



Units: DMUs and EMUs

South Western Railway's Class 450 097 restarts the 11:28 Southampton - Portsmouth & Southsea from St. Denys on a sunny January 7th. *John Goodrich*

A location infrequently photographed is Stockport carriage sidings where on December 18th former West Midlands Class 323 219 was the sole occupant. *Lee Stanford*

Northern's Class 195 109 passes Belfield, Rochdale with a Leeds - Chester service on January 30th. *Bryan Roberts*







Units: DMUs and EMUs

The final two SWR Class 458/4s, Nos. 458 414 and 458 419, were delivered to Bournemouth just before Christmas. Class 458 414 is the leading unit as they are seen on 11:19 test run from Bournemouth Depot to Basingstoke at Saxon Road, Southampton on a cold but sunny January 9th. *John Goodrich*



Northern's Class 156 403 and 150 140 depart Rainford with 2K65, Blackburn to Headbolt Lane on January 28th. *Brian Dobbs*



South Western Railway's Class 455 No. 5723 passes Swaythling on a sunny January 30th with 09:15 Wimbledon Depot - Bournemouth Depot stock move, No. 5702 was also sent to Bournemouth that day but is out of sight behind the station buildings and canopy.
John Goodrich



Aberystwyth Cliff Railway

The Aberystwyth Cliff Railway opened on August 1st 1896. It is a 778 feet (237 m) long funicular railway in Aberystwyth and is the second longest funicular railway in the British Isles, after the Lynton and Lynmouth Cliff Railway. Since November 1987, the Aberystwyth Cliff Railway has been a Grade II listed structure.

The Cliff Railway was developed as an element of Constitution Hill, a Victorian business venture by the Aberystwyth Improvement Company in the 1890s.

The cliff railway was originally a water balance system, but it was electrified during 1921. Passengers numbers were high during its initial decades, but dropped after the outbreak of the Second World War and stayed depressed for decades. The cliff railway is now owned and run by Constitution Hill Ltd, a registered charity. *All photos: Ken Mumford*







National Rail



Pullman liveried Class 67 024 is seen running light engine through Stafford as 0A06, the 13.32 Crewe T.M.D. (E) to Wembley H.S. on January 7th.
Derek Elston

Greater Anglia invests over £250k to upgrade platform canopies at Cambridge rail station

Passengers at Cambridge station can now enjoy a smarter, revitalised canopy after Greater Anglia invested £285,000 in a project to upgrade and refurbish the platform canopies.

200 new polycarbonate glazing panels have been installed along the entire length of the canopies over platforms 1 and 4 at the station. This will bring more light to the platforms, while ensuring a welcoming and comfortable environment for passengers at Cambridge station.

The work, which took place over three days from December 27th to 30th replaced the original glazing that had reached the end of its life.

The new glazing will ensure that the canopies remain watertight while sheltering the platforms and passengers from the weather.

Greater Anglia's Asset Management Director, Simone Bailey, said: "Keeping our stations in excellent condition is very important to us and helps us to meet the high standards of service our customers expect.

"The work at Cambridge has made a huge difference to the look and feel of the platforms and ensures that canopies will continue to shelter the platforms and our passengers effectively for years to come."

Fares Advice with RailUK

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

Southeastern Off-Peak Day Return…

Q: So, I'm going away for a couple of nights, with some of my journey using Southeastern Highspeed from Canterbury West to London St Pancras, returning 2 days later. The 09:21 from CBW (arriving STP 10:19) has an Off-Peak Single available, but not an Off-Peak Return. The following journey at 10:21 has an Off-Peak Single and Off-Peak Return available.

If I was to have a return journey on the same day, then the 09:21 does have an Off-Peak Day Return available.

Can anyone explain this? Why are the restrictions of an Off Peak Single different to an Off Peak Return? It seems rather complicated to me.

Ultimately I've just bought an Anytime Single from CBW to Ashford Intl (and the same for the opposite direction on my return), then an Off Peak Return from Ashford Intl to STP, as it has worked out cheaper.

A: You are comparing two products which have historically different origins, but which were confusingly renamed to have (essentially) the same name back during one of the industry's countless rounds of fares "simplification".

The Off-Peak Single you refer to is the Off-Peak Day Single (CDS - i.e. former "Cheap Day Single"). This is essentially a one-way version of the Off-Peak Day Return (CDR) priced at 20p less. CDRs for journeys in and around London & the southeast (the former Network Southeast area, which still forms the Network Railcard area) are generally valid to arrive into London from 10am, with no particular restriction on the time you leave the origin.

Meanwhile the Off-Peak Return you refer to is a period return (SVR). For journeys within the Network Area this is generally a descendent of the "Network AwayBreak Return", which was usually only valid from 09:30 onwards with no distinction made based on your time of arrival into London.

The only real justification you could give for the difference between the CDR and SVR restrictions is that people travelling away for a few days won't mind leaving later, whilst for day trips having to wait for another half an hour or hour would have a more substantial impact on the amount of time you can usefully spend at your destination (i.e. usually London).
Obviously it would make much more sense if the restrictions were harmonised between CDRs and SVRs, but you just know that the industry would use this as an opportunity to increase fares and/or restrictions under the guise of "simplification" - that's sadly what has happened with paper fares for most journeys within the scope of Project Oval - so we have to be careful what we wish for. For future reference, you could always buy the SVR from CBW, so that you don't have to pay separately from Ashford on the way back. It would be perfectly valid to start 'late' at Ashford provided you leave there at/after 09:30.

LNER/Northern/TPE cancelled trains and alternative routes…

Q: With regard to the arrangements between LNER, Northern and TPE accepting each other's tickets in the event of a cancelled train, do these arrangements limit you to the same route as the cancelled train (where the ticket is an Advance or otherwise route-limited)?

For example, if a TPE York-Middlesbrough train is cancelled, do these arrangements allow you to use LNER York-Darlington and Northern Darlington-Middlesbrough, even if the original ticket was an Advance for a direct York-Middlesbrough train?

*A: The phrasing in the brief was, "In the event of a **cancellation** to a participating train operator's service, customers holding a ticket valid for that service will be able to travel on any other participating train operator's service within the next two hours before or after the cancelled service on a direct or reasonable indirect routing (any service displayed in a journey planner) to their destination."*

If the token daily LNER to Middlesbrough is cancelled then the next direct TPE is only a few minutes behind at York and will likely be quicker than going via Darlington.

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

Greater Anglia to fund 34 projects in a £350K boost to communities across its network

Greater Anglia is funding 34 community projects as part of its new Customer and Community Improvement Fund initiative. Grants of up to £50,000 were available, with the train operator pledging a total of £350,000 this financial year, to projects across the Greater Anglia network as part of its ongoing support for communities.

Grants have been awarded to a wide range of projects that benefit both the community and the railway - from small-scale station enhancements to integrated transport projects, and schemes to introduce new or disadvantaged groups to rail travel. Funding has also been awarded to education projects, biodiversity projects, arts and heritage schemes, as well as ideas that help to promote rail services amongst local communities.

This scheme is aimed at supporting initiatives which deliver community benefits and enhance the railway's positive role in society. Applications were received from local organisations and bodies, such as community rail partnerships, station adopters, local authorities, parish councils, community groups, charities, and other stakeholders along the routes served by the train operator.

Greater Anglia's Managing Director, Martin Beable, said: "I am delighted that we are able to invest £350,000 into community projects across East Anglia, and we are looking forward to seeing the schemes and ideas put forward progress and flourish over the coming year.
We are always looking to enhance the role of the railway in support of the community it serves, and this new scheme is a way of supporting further locally focused enhancements in line with community needs."

Projects which have been awarded funding include:

Network-wide

£16,000 for Willow Brook Primary School Academy to run a series of free 'Intelino SmartTrain' workshops for children aged 10-14 directly aligned to learning outcomes from the National Curriculum for Computing, Mathematics and Physics. The workshops will be available to schools wishing to participate around the network.

£5,000 for the Thomas Pocklington Trust to curate an art exhibition called 'Do You See What I See'. The art will visually represent how sight loss impacts people differently, and in collaboration with a sighted artist, will reimagine an original piece of art into a collection based on descriptions from blind and partially sighted people highlighting the personal and diverse ways they perceive the world.

Essex

£50,000 towards improvements at Alresford station house as part of ongoing renovation plans for the old station building

£30,000 for the Landguard and Felixstowe Conservation Trust to install Harwich Haven Heritage Route wayfinding signage and information at key railway stations

£20,000 for Colchester City Council to install a wayfinding scheme between the rail station and the hospital

£20,000 for Colchester City Council to install new secure cycle parking facilities

£7,522 for the Essex & South Suffolk Community Rail Partnership to install new branded signage at various stations

£6,380 for the Hockley adopter group to create a new accessible outdoor space and seating area at the station and install an information board

£5,685 for Wivenhoe Library of Things towards restoration and leasing of the old station house so that they can carry out repairs to the building, purchase tools and equipment for their community

£5,000 to help transform a disused area of Battlesbridge station into an additional wildlife area

£3,350 for the Essex & South Suffolk Community Rail Partnership to run four event trains aimed at providing a day out for disadvantaged and/or vulnerable groups who do not usually travel by train

£3,000 for Wickford adopters to improve the look and feel of the wider station area

£2,935 for the Essex & South Suffolk Community Rail Partnership to install 14 new poster boards at stations in Essex in order to display artwork from the community

£2,600 for the Essex & South Suffolk Community Rail Partnership to install a planter and artwork at Alresford station

£625 for Funnelwick Limb to develop an art project about Katherine of Aragon which will see poems and short stories created by women from across Essex installed as posters at stations

£569 for the Essex & South Suffolk Community Rail to install wildlife information boards at 15 rail stations
Hertfordshire and London

£15,000 for Groundwork London to help educate refugees on how to use the railway in order to connect them to work, leisure and social opportunities. The funding will support workshops, station visits and train trips

£15,000 for the New River Line Community Rail Partnership to work with the community to produce a series of mosaics to enhance Rye House station

£700 for a self-watering planter at St Margaret's station
Cambridgeshire

£4,760 to upgrade the Hereward Community Rail Partnership website

Norfolk

£44,745 for Community Rail Norfolk to carry out improvements at Great Yarmouth station to create a new, more attractive arrival gateway to the station and the town centre

£25,000 for Postwick with Witton Parish Council for a feasibility study for the upgrade of walking, wheeling, and cycling routes in the area

£15,000 for Norfolk County Council to develop its 'Travel Norfolk' website to include real-time train information, including arrivals and departures, and any service alterations

£12,000 to enable Breckland District Council to carry out surveys of the Attleborough station building with a view to potential future use and utilisation of the building

£10,000 for Community Rail Norfolk to enhance the appearance of North Walsham station with the installation of eight large planters, panels of artwork and a lined pedestrian walking route from the car park

£4,000 for composting units and water butts at stations along the Norwich – Sheringham Bittern Line and Norwich – Lowestoft / Great Yarmouth Wherry Lines to improve sustainability

£2,500 for Community Rail Norfolk, the Bittern Line and Wherry Lines Community Rail Partnerships and the Broads National Park to update their walking guides which highlight walks from rail stations

£2,500 for the Norfolk Museums Service, collaborating with the Time and Tide Museum and young people from the national Saturday Club art and design programme, to create a community newspaper which will be available for free to the public at Great Yarmouth station

£500 for picnic benches at Gunton station to offer walkers an attractive place to rest and have refreshments

£500 for an Onward Travel information scheme at Lowestoft which would include printed materials that will be used to direct rail passengers arriving at the station to the appropriate location for onward travel to key destinations such as Southwold, Kessingland, Pakefield, Gorleston, Pleasurewood Hills Theme Park and Africa Alive Wildlife Park

Suffolk

£17,000 for the East Suffolk Lines Community Rail Partnership to purchase and install a defibrillator at every station between Ipswich and Lowestoft and between Ipswich and Felixstowe

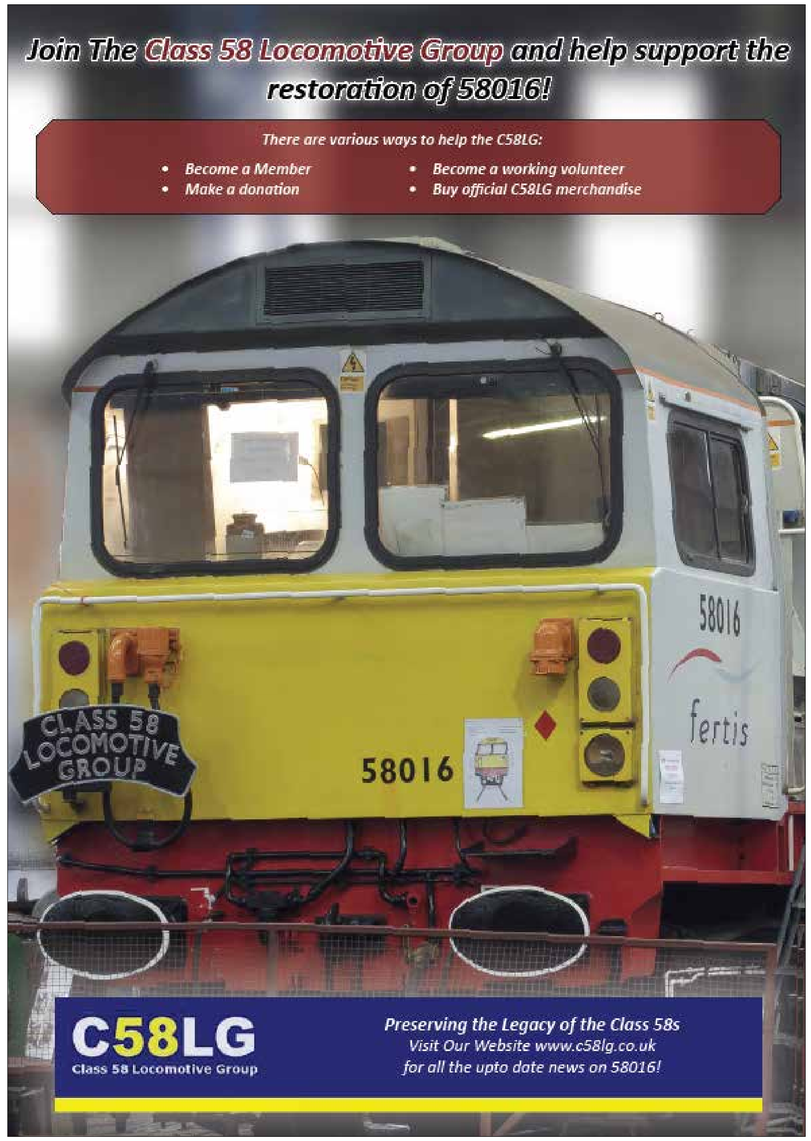
£1,200 for Sudbury In Bloom to improve plant watering capabilities at the rail station

£600 for a 'Bee Café' pollinator-friendly planter to help support bees at Beccles station

£500 for peat-free fertiliser to help maintain the planting at Somerleyton station

On January 4th, Class 37 405 working 0Z37 Derby to Derby via Doncaster, Leeds, Bradford, and Eccles, is seen entering Manchester Victoria. *Russell Clarke*





GTR recycles uniforms saving up to thousands of kilograms of greenhouse gases entering atmosphere

A staff uniform recycling scheme at the country's largest train company has helped save enough energy to drive from Peterborough to Cape Town in a petrol-powered car, preventing 2.4 tonnes of greenhouse emissions from entering the atmosphere.

Some 620 sacks of Govia Thameslink Railway (GTR) clothing has been recycled in the past year through an advanced process called material reclamation – giving textiles a second chance instead of going to landfill.

Thameslink, Southern, Great Northern and Gatwick Express branded garments, gear and shoes have all been turned into products such as mattress filling and sound buffering for cars, saving enough energy to charge 194,032 smartphones, or drive 6,112 miles in a petrol-powered car, in turn preventing the emission of 2,400kg of carbon dioxide into the atmosphere.

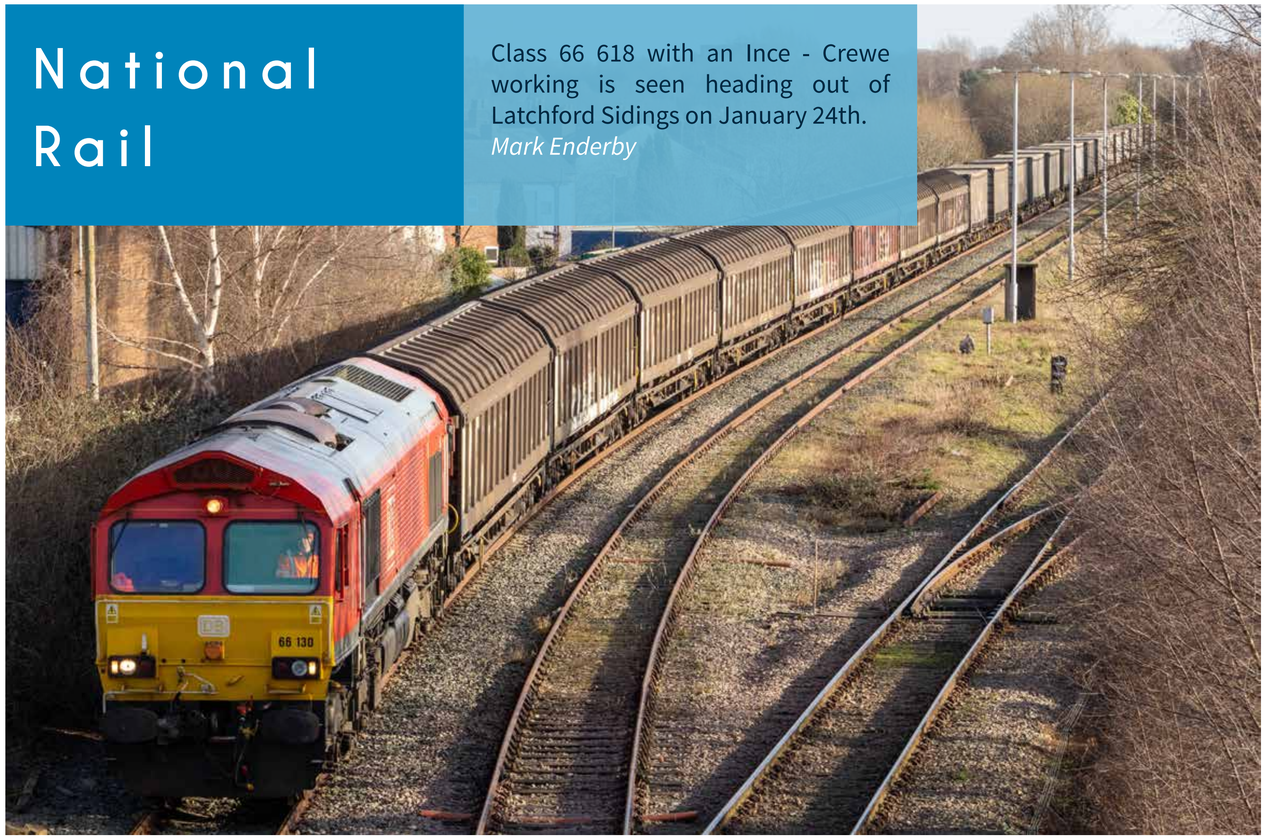
GTR's Head of Environment and Sustainability, Jason Brooker said: "We're passionate about reducing the environmental impact of what we do, and as part of our long-term commitment to reducing waste we're thinking about the way we use resources across our business.



"Each of our members of staff that require uniform will be able to return it when it's no longer needed so that it can be sent for recycling. Not only is this enabling us to think about resources in a more circular way, but also contributes to reductions in our carbon emissions in alignment with our 2050 net zero goals."

The train company – which operates trains across 11 counties almost the size of Belgium - is one of a very small number of businesses accredited by the corporate climate action organisation Science Based Targets initiative for its climate change goals.

National Rail



Class 66 618 with an Ince - Crewe working is seen heading out of Latchford Sidings on January 24th.
Mark Enderby

Loco Fleet List Ten

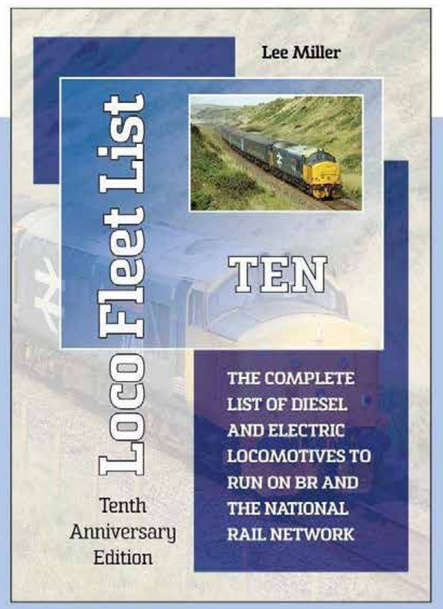
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

UK's largest train operator celebrates 10-year anniversary with the King's Trust

The two organisations have worked together since 2014 on the 'Get into Railways' programme.

Rail Minister, Lord Peter Hendy, was amongst those who joined a celebration event at the Houses of Parliament to mark the anniversary.

The event forms part of Railway 200 celebrations taking place across the industry.

Govia Thameslink Railway, the rail operator responsible for running Southern, Thameslink, Great Northern and Gatwick Express services, is starting the New Year by marking a milestone anniversary with the King's Trust, formerly the Prince's Trust.

Colleagues and stakeholders gathered at the Houses of Parliament on January 13th to celebrate 10 years of the successful 'Get into Railways' scheme, which was developed to help young people break into the industry. Over the past decade, the partnership has seen more than 200 candidates benefit from the scheme at GTR and there are currently over 40 alumni working across the business in roles ranging from HR and administration, to IT, engineering, customer service and train driving.

Through the 'Get into Railways' programme, candidates experience taster days and hands-on work placements, as well as CV-writing and interview masterclasses to prepare them for taking their first steps on the career ladder. Whilst jobs are not guaranteed as part of the scheme, many candidates have secured permanent job offers after impressing hiring managers.

The partnership remains as relevant today as it was 10 years ago, with many young people still facing barriers to employment.

Angie Doll is the CEO of Govia Thameslink Railway. She says: "This year, we celebrate 200 years since the opening of the world's first railway. This incredible milestone reminds us that our railways are more than tracks and trains; they are an ecosystem, built and sustained by people. At its core, the rail industry is about connections – connections between places, but more importantly, connections between people. At GTR, we are proud to invest in the people who make this ecosystem thrive.
"And as the industry is about to embark on significant change, we are committed to fostering talent and embracing fresh perspectives to help us meet the challenges and opportunities ahead. The 'Get into Railways' scheme is a shining example of how diversity of thought from different socio-economic backgrounds strengthens us all and bring fresh perspectives to the world of work."

Jonathan Townsend is the UK Chief Executive of the King's Trust. He adds: "The King's Trust is delighted to celebrate our 10-year anniversary with GTR. Young people have faced many challenges over the last decade, most notably the impact of the pandemic on their education and employment, making GTR's enduring commitment even more important. More than 200 young people have been supported to transform their lives, with many overcoming adversity to build valuable skills, gain vital experience and secure fulfilling careers in the rail sector. We are incredibly grateful to GTR for sharing our vision that every young person should have a chance to succeed and for putting their investment into the next generation. We look forward to continuing this work in the years ahead."

The celebration event saw 'Get into Railways' alumni come together with colleagues from across the GTR, in addition to meeting with charities, partners and MPs from all corners of its wide-ranging network.

The Rail Minister, Lord Peter Hendy, took part in the event. He said of the partnership: "This is a brilliant initiative that not only provides young people with a valuable platform to launch and progress their careers in rail, but also highlights the crucial role it plays in shaping our communities.

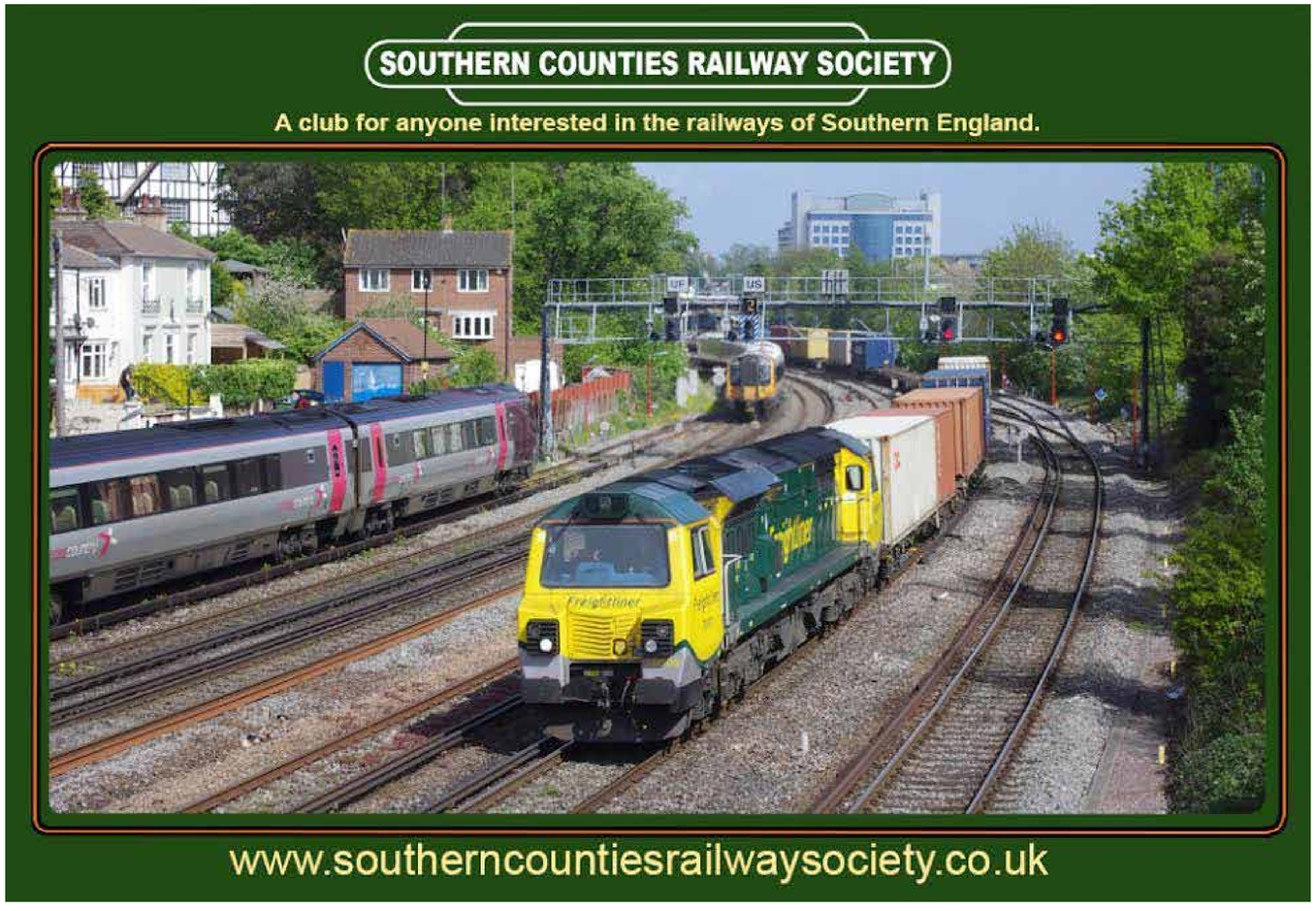
"As we celebrate the 200th anniversary of the railway this year, schemes like this serve as a reminder that rail offers far more than just getting people from A to B - it helps break down barriers and connects people to opportunities across the country."

The anniversary event forms part of Railway 200 celebrations, which is a year-long campaign to mark 200 years of the modern railway. Starting in January, a wide variety of activities and events are planned to celebrate rail's remarkable past, its role today, and its importance to a sustainable future.

National Rail



Plasser & Theurer 09-3X-RT tamper No. DR73106 stands at Stafford running as 6J54 08:32 Gresty Lane Down Sidings to Gresty Lane Down Sidings on January 7th. *Derek Elston*



Derby MPs visit Loram's RTC Derby workshops



Loram UK, the rolling stock and infrastructure engineering business, welcomed Baggy Shanker MP (Derby South) and Catherine Atkinson MP (Derby North) on a visit to the company's RTC workshops in Derby.

As well as being vocal champions for the rail supply chain in Derby and the wider East Midlands, both MPs are also members of the House of Commons' Transport Select Committee.

During their visit, which was hosted by Debbie Francis, Managing Director of Loram, Baggy and Catherine saw work taking place on construction of the first Loram RGX Rail Grinder, designed to meet growing demand for these specialist on-track rail re-profiling machines in markets both at home and abroad. The building of the first RGX in Derby represents significant continued investment in Loram UK by its US parent company, Loram Maintainance of Way.

The two MPs were also able to see how Loram delivers maintenance support to Network Rail's Infrastructure Monitoring fleet, which is also based in Derby. These instantly recognisable 'yellow trains' play a critical role in assuring the day-to-day safety and integrity of Britain's railway infrastructure.

The tour concluded with an opportunity to see Positive Traction's 08e battery-powered, zero-emission, shunting locomotive, which is being evaluated by Loram to see if this innovative technology can help reduce operational emissions as part of Loram's support for NR's Infrastructure Monitoring fleet as well as other on-site customers.

Catherine Atkinson MP said: "Derby is at the heart of the largest rail cluster in Europe and has a wealth of railway engineering and operational expertise. I am hugely fortunate, as a Derby MP, to be able to see firsthand what pioneering work local companies are undertaking in and around the city.

"During my recent visit to the Railway Technical Centre, I witnessed Loram's efforts to support Britain's railway including driving forward truly innovative technology to reduce operational emissions and working towards a greener sector. As we prepare for the arrival of the new Great British Railways HQ in our city, I look forward to working with the government and the rail sector to get passengers, goods, and our economy moving."

Baggy Shanker MP said: "Rail has been central to our city's rich heritage, and with Great British Railways establishing its home here in Derby, it will be driving forward our city's bright future too. Supporting the specialist skills within the rail sector is integral to delivering the high-quality rail infrastructure our country deserves. Visiting Loram's workshop it was fantastic to see that expertise in action."

Debbie Francis, MD of Loram UK, said: "I am very grateful to both Baggy and Catherine for taking time out of their very busy schedules to visit Loram and my team. We are very lucky to have such enthusiastic and committed supporters of both the railway, and our city, representing us in Parliament."

Photo: Baggy Shanker MP, Polly Bycroft-Brown of Positive Traction, Debbie Francis of Loram and Catherine Atkinson MP alongside the Positive Traction 08e battery shunter, which is being trialled at Loram. ©Loram

National Rail

Improvements for passengers with “milestone achievement” of modern South Kirkby signals



Journey experience for passengers has been improved with new, modern signalling equipment at South Kirkby.

The old manual set-up was obsolete – it had been installed more than 50 years ago and was increasingly difficult to maintain. It has been replaced with smart system which operates signals and points more efficiently, improving journey punctuality for passengers. Safety for Network Rail teams is also boosted, as the new system keeps a closer watch on which trains are occupying specific areas of track. The project introduced a computer-based interlocking system, Alstom’s Smartlock400, which is based at the York Rail Operating Centre. Interlocking keeps trains safe by preventing conflicting movements through junctions and crossings.

Lineside equipment has been renewed and new power supplies, feeder cables and casings installed. There are 26 new signals, which have been positioned to allow improved flow of trains.

Network Rail’s teams will be kept safer while working on track, thanks to new warning systems along the 17-mile route, and devices provided to allow staff to “lock out” sections of track for safety-critical work. The changes are forecast to save 880 hours’ staff maintenance costs per year, and the new set-up is compatible with the European Rail Traffic Management System (ERTMS), a digital train control system being rolled out across the country over the coming decades.

Paul Carabine, Network Rail senior project engineer, said: “The South Kirkby resignalling project brings noticeable benefits for passengers and our colleagues. The changes improve reliability and performance for services, while also boosting safety for our teams working on the track. This work was also combined with several other projects in the area to avoid increased passenger and freight disruption in the future, and being ‘digital-ready’ will be a major benefit in the future.”

Joanne Boocock, Alstom project director, said: “The successful completion of the South Kirkby resignalling project is a testament to the strong collaboration between Network Rail, Alstom and our supply chain. We’re proud to have delivered innovative, future-ready solutions – such as our computer-based interlocking system and object controller – enhancing railway reliability and performance for passengers and freight services.“This project exemplifies how digital advancements can futureproof the UK’s railway and we are delighted to have contributed to this milestone achievement.”

More than 350,000 trees planted and many more to come as The Tree Council and Network Rail renew award-winning partnership

Network Rail and The Tree Council are aiming to plant thousands of trees in hundreds of communities across the country as their award-winning partnership is renewed for an additional five-year period.

Their previous agreement saw the successful planting of more than 350,000 saplings in 180 communities, along with aftercare to secure the trees’ future.

The new agreement sees Network Rail pledge £1.2m towards tree establishment and care across three Network Rail regions in England - Eastern, North West and Central, and Southern - along with the company’s national Route Services function. The renewed partnership supports Network Rail’s ambition to achieve biodiversity net gain across its land by 2035.

The Tree Council will support local authorities, community groups, and other conservation organisations to establish trees, hedgerows, and orchards, nationwide, from small “tree whips” to more mature specimens. These efforts will help tackle climate change and empower communities to improve their surroundings and benefit from improved green spaces, increased tree canopy cover, better air quality, richer wildlife, and biodiversity. The programme also aims to deliver positive social value, teaching new skills and inspiring young people to explore green careers.

Network Rail Biodiversity Strategy Manager Neil Strong said: “Our railway lines are important corridors for wildlife and biodiversity, but safety comes first, and we do sometimes have to remove trees. Planting trees in safer spaces with The Tree Council is one of the ways we are able to do that and still protect and preserve biodiversity across the country and help encourage greener communities too. I’m delighted we are able to continue our partnership.”

Sara Lom, CEO, The Tree Council said: “After four years of a pioneering partnership with Network Rail, we are delighted to announce that this collaboration, which has already planted over 350,000 trees with 180 communities, will continue for another five years. The programme is helping tackle the dual climate and biodiversity emergencies, bringing wide-ranging benefits for people, wildlife and our planet.”

The Tree Council and Network Rail’s partnership began in 2020, with the aim of planting 20,000 trees. Over the past four years, it has:

Enhanced landscapes and wellbeing: More than 350,000 trees, hedges, and orchards have been planted, benefiting 180 communities. These efforts enriched local landscapes and improved the wellbeing of underserved communities.

Informed environmental best practice: Through various trials, the partnership has informed best practice and environmental improvements suitable for a changing climate. For example, exploring hedgerows as a long-term alternative to traditional fencing, enhancing biodiversity while delivering rail side safety.

Upskilled employees and contractors: Network Rail employees and contractors, at all levels, were upskilled and empowered to conserve and enhance wildlife habitats for future generations.

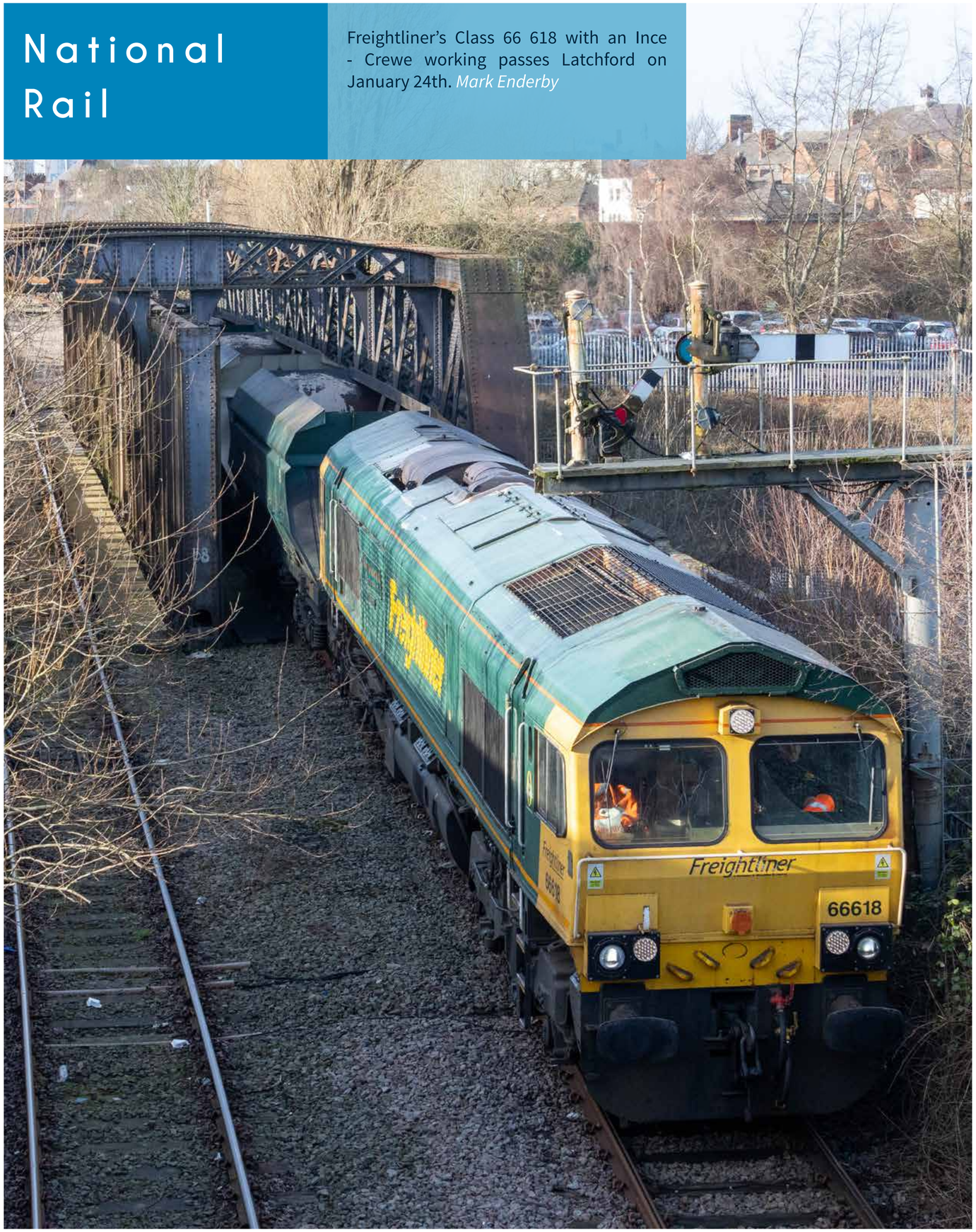
Engaged young people: The annual Big Bang Festival has inspired the next generation to get involved with nature, science, engineering and exciting green careers.

Awards and recognitions: Additionally, the programme’s success was recognised with two prestigious awards; the 2024 Rail Business Awards for “Sustainability & Environmental Excellence” and the Big Biodiversity Challenge Awards for “Community Engagement.”

In addition to the community planting programme, The Tree Council continues to serve as a ‘critical friend’ to Network Rail, providing essential support and counsel to manage vegetation, safeguard native wildlife, and maintain railway safety.

National Rail

Freightliner's Class 66 618 with an Ince - Crewe working passes Latchford on January 24th. *Mark Enderby*



Train services resume as Westbury rail upgrades complete



Train services through Westbury in Wiltshire have returned to normal following four weeks of round-the-clock track and signalling upgrades.

The railway junction to the south of Westbury station has been fully replaced, enabling the continued safe and reliable running of the railway for years to come. The teams laid 212 new pieces of track and replaced 1,700 tonnes of ballast (track stone), working through wind, rain and snow.

With Westbury station closed since Christmas Eve, Network Rail also took the opportunity to repair the storm-damaged platform canopy roof, while Great Western Railway completed refurbishments to the station waiting rooms, toilets and staff accommodation.

Further south, teams successfully completed strengthening work on Sherrington Viaduct, which spans the river Wylye.

Passengers are advised to check before they travel when planned follow-up work takes place on Saturday March 8th and Sunday March 9th. This includes minor work on the junction to the north of Westbury, as well as track replacement at nearby Hawkeridge.

Network Rail programme director Ross Mahoney said: "Four weeks is a long time to have the railway out of action, but we have completed an extensive overhaul of this critical junction. This work will improve reliability and reduce delays for passenger and freight services.

"The scale of the job we've completed is not to be underestimated. With up to 150 people out working on it through all kinds of weather – including over the Christmas period – I'd like to personally thank everyone who has made this important renewal such a success."

GWR station manager Jordan Welsby said: "This vitally important work will ensure the continued safe and reliable use of this key part of our network for years to come.

"As well as the maintenance of the infrastructure which Network Rail provide to us, we have also taken the opportunity to make some station improvements, and we are really grateful for customers' patience during this period."

National Rail

Heidelberg Materials UK cements commitment to cleaner shunting at Whatley Quarry

Heidelberg Materials, which supplies heavy building materials, has ordered its first zero emission battery shunting locomotive to support internal rail operations at one of the UK's leading quarry facilities.

The highly innovative 08e battery locomotive will be delivered by Chesterfield based Positive Traction in the summer of this year and follows two weeks of trials with the 08e prototype in October at Heidelberg Materials' Whatley Quarry in Somerset, the company's largest UK quarry.

Heidelberg Materials' 08e shunter will be upgraded to zero emissions operations by repurposing an existing 60-year-old vehicle from its current operational fleet and removing its carbon-based diesel power source, achieving an immediate reduction in carbon, NOx and particulate tail-pipe emissions. The move to zero emission shunting of thousand tonne trains within the Whatley Quarry site will also offer environmental benefits to nearby communities.

Vincent Pitt, Area General Manager at Heidelberg Material's UK, said: "Our order for a battery powered 08e shunter is part of Heidelberg' Materials' 2030 commitment to reduce scope 3 emissions in delivery transport by 15 per cent from our 2019 baseline and to be fully carbon neutral by 2050.

"We were enormously impressed by the trial of the prototype 08e easily mastering 1,000-tonne aggregate trains on what is a steep and challenging internal quarry network in places. By offering a donor vehicle for conversion by the Positive Traction team we can capitalise on our existing assets and secure the long-term future of these powerful shunting locomotives in a sustainable way."

Maggie Simpson, Director General of the Rail Freight Group, said: "This is an excellent example of the aggregates sector partnering with an innovative UK SME to deliver zero emission rail movements in a very demanding operational environment. I congratulate both Heidelberg Materials UK and Positive Traction on this announcement and look forward to seeing the 08e in operation later this year."

Alistair Gregory, Director of Positive Traction, said: "I'd like to thank the Heidelberg Materials team at Whatley Quarry for inviting us to trial the prototype 08e last year and for their swift move in placing an order for an 08e designed with their specific and demanding requirements in mind. All of us at Positive Traction are hugely excited by Heidelberg Materials' recognition of the opportunities presented by repurposing existing traction to meet the zero emissions demands of tomorrow's railway."

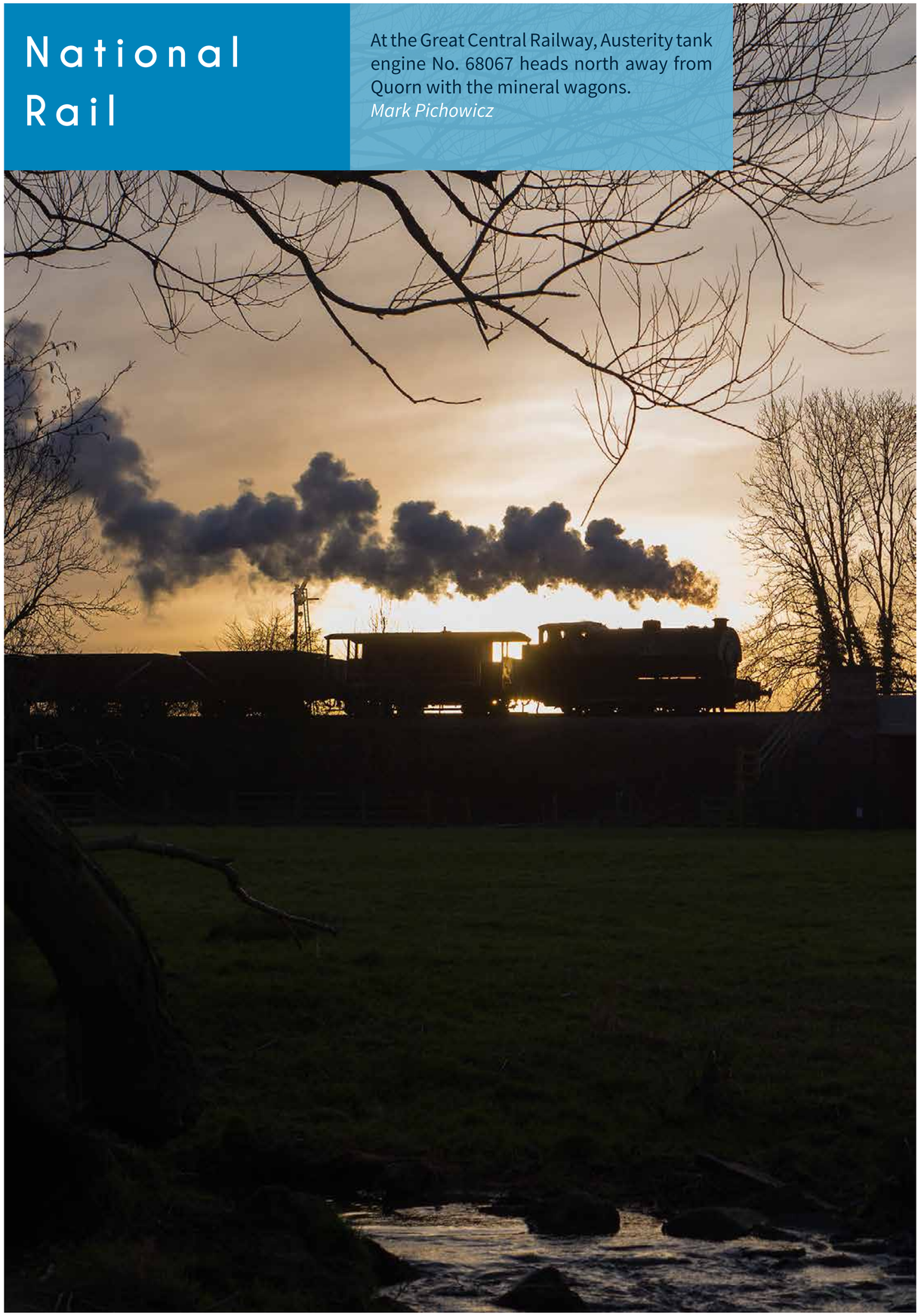
Photos:

Top - Photograph of the 08e on trial at Whatley Quarry. ©Positive Traction

Bottom - CGI Render of Class 08 296 with Heidelberg Livery mock up. ©Antonio Serban/Positive Traction



National Rail



At the Great Central Railway, Austerity tank engine No. 68067 heads north away from Quorn with the mineral wagons.
Mark Pichowicz

£1million restoration for the iconic Stockport Viaduct



The Grade II* listed Stockport Viaduct is getting a revamp. Built in 1840, the viaduct carries almost 400* trains every day between the West Coast Main Line and Manchester Piccadilly. Last year, Network Rail started the project to remove overgrowing vegetation, clean away graffiti and carry out extensive repairs to the viaduct's 11 million bricks. So far, 23 of the viaduct's 26 spans have received the VIP treatment.

The 550-metre long, 34-metre tall viaduct crosses the M60 and River Mersey. Engineers will abseil down the viaduct above the motorway to carry out work to the remaining arches. To carry out this work safely, from Monday February 17th – Sunday March 2nd the M60 will close between J27 and J1 in both directions. For 13 nights, the road under the viaduct will close at 10pm and open at 6am. Diversionary routes will be clearly signposted.

Rob Stephens, principal route engineer for the North West route, said: "Stockport Viaduct is an important piece of cultural heritage for the railway and the Stockport community. We are proud to be responsible for its upkeep. The final stage of the project will take place this February, as we want to make sure the nighttime road closure causes as little inconvenience as possible for the people of Stockport. The recent work means the overall appearance of the viaduct is much improved, but it also reduces the risk of damage caused by overgrown vegetation and graffiti. Managing plant growth on viaducts such as this is important in maintaining train performance as trees and shrubs can obscure signals and interfere with the overhead lines that power trains."

Cllr Grace Baynham, cabinet member for Parks, Highways and Transport Services, said: "Stockport Viaduct is an iconic feature of our town and it is great that Network Rail has been carrying out the restoration of this much loved structure. With the £1billion regeneration of our town centre continuing apace, it's even more important that our historical, listed, landmarks look their absolute best. I'm sure our residents and visitors have seen the improvement in the areas that have already been completed. We appreciate everyone's patience while this vital final section of the work is completed."

Navendu Mishra, MP for Stockport, said: "I am delighted that Stockport Viaduct is being cleaned and repaired to its former glory. I have raised concerns in Parliament about the condition of the Viaduct and called for funding to cover cleaning, maintenance and repair costs to this impressive and essential infrastructure. I congratulate Network Rail for recognising and embarking on this huge revamp project, which will benefit people who live, work and travel through Stockport."

*Around 398 trains run over the viaduct every day.

National Rail

Refurbishment of the iconic Hungerford Bridge has commenced



The 161-year old Hungerford railway bridge is to be restored to protect it for the future, with work set to be completed by the end of winter 2028

Starting on January 18th, Network Rail has begun essential work to refurbish the Hungerford Bridge, the structure that takes the railway over the Thames between the South Bank and London Charing Cross station.

The current bridge comprises spans made of wrought iron lattice girders dating from 1864. With such old infrastructure, it's important that the bridge is maintained so that the railway can be run safely and reliably for passengers.

During the work engineers will prepare and paint the bridge, test the truss pins - which join together the supports – and replace the pin end caps on the girders. All of the original metalwork will be retained and refurbished.

David Davidson, Network Rail's Kent Route director said: "Many of the bridges on Britain's railway are from the Victorian era and being responsible for this national heritage is both a privilege and a challenge. Some of the structures are very old, so are vulnerable to corrosion and damage from weather.

"Refurbishment of Hungerford Bridge will take three years, and we won't need to close the bridge to trains during this first phase as we'll be working at times that cause the least disruption to train services. This means we are carrying out some of our work during the night.

"To avoid further disruption, we will also use barges to deliver and remove waste materials to Surrey Pier for the period of the works to avoid creating extra traffic and the resulting pollution. This will avoid the equivalent of six truck freight deliveries through central London a week."

Hungerford Bridge crosses the River Thames from the South Bank, close to London Waterloo station, to the north side of the Thames at Charing Cross Station, east of Trafalgar Square. It is a steel truss railway bridge flanked by two more recent pedestrian bridges.

The work started in January 2025 and is expected to be completed by the end of winter 2028.

The refurbishment work will be carried out in two phases, with the first phase commencing on the spans on the Southbank and the south side of the river from January 2025 to January 2026.

The second phase of the works will be the main refurbishment works which will take place on the remaining spans across the river from January 2026 to winter 2028.

There will be additional weekend closures in 2026-2028, with the dates yet to be confirmed.

Major timber and glazing overhaul unveiled at Stoke-on-Trent station

Passengers are benefiting from an upgrade to the large expanses of glazing at both ends of Stoke-on-Trent station. As part of a multi-million pound investment, Network Rail has completed work to replace Stoke-on-Trent station's timber framed glazed walls - known as 'gable ends' - to keep them safe and reliable for decades to come. The walls, which span 25 metres over the West Coast Main Line on the north and south side of the Victorian-built train shed, had been exposed to the elements and deteriorated over time.

The essential upgrade included the replacement of timber frames to match the station's original design due to its listed building status. Network Rail, working with its partners at Murphy, have replaced all 220 panes of glass that the frames contain, with finishing touches to the project completing before Christmas 2024.

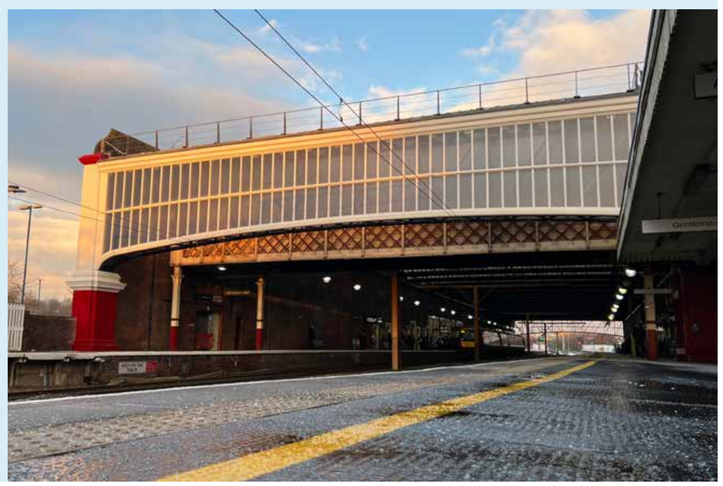
Alistair Bush, senior asset engineer for Network Rail said: "Our work at Stoke-on-Trent was focused on enhancing the railway for passengers while respecting the rich heritage of the station. By carefully replacing the timber frames and glazing to match the original Victorian design, this project will help to keep the station safe, reliable, and visually stunning for decades to come."

The work has been a long time in the planning, with discussions and consultations taking place with heritage experts at Stoke Council, as well as the Rail Heritage Trust who contributed £75,000 towards the cost of the improvements.

Councillor Chris Robinson, cabinet member for Stoke-on-Trent City Council, said: "Our officers worked closely with Network Rail to ensure this scheme was executed in accordance with listed building consent and that it was in-keeping with the Victorian look of the railway station. The station is an important gateway into the city and one of the first things visitors are greeted by when they arrive in Stoke-on-Trent. A wider programme of work is taking place to improve the look, feel and accessibility of the station and this work will play a key part in ensuring it is a safe and attractive place for residents, commuters, visitors and students."

Tim Hedley-Jones, executive director of the Railway Heritage Trust said: "We are pleased to have supported this project with a grant to Network Rail for the restoration of the gable ends. As a Grade II* listed building dating from 1847, Stoke-on-Trent is an important part of the city's railway heritage. The attention to detail taken by Network Rail and their contractors in restoring them is to be commended."

Laura Warwick, Avanti West Coast station manager for Stoke-on-Trent, said: "We're delighted with the results of the work to bring a key feature of the station back to its former glory. Stoke-on-Trent has a rich railway history, and this careful restoration has transformed the station while preserving an original part of the building to ensure it can be enjoyed for many more years. We would like to thank our customers for their patience while Network Rail restored this beautiful feature in keeping with the station's heritage."



National Rail

GWR HST power car No. 43187 is sat awaiting departure from Truro with 2C68 11:42 Plymouth - Penzance with 43189 on the rear on January 10th. *Barry Beeston*



Trickily tight tunnel track upgrade complete on West Coast Main Line



Engineers have completed a complex track renewal through a narrow Victorian railway tunnel to improve West Coast Main Line journeys for passengers and freight. Network Rail and its contractors* started work on New Year's Eve to replace 400 metres of railway line through Northchurch Tunnel between Berkhamsted and Tring.

Three tunnels take the West Coast Main Line's four tracks underground on this section of one of Europe's busiest mixed-use passenger and freight rail routes.

At this location the two fast lines share a tunnel, and the slow lines have one each – the oldest of which was built in 1836.

As track needing replacing through one of the slow tunnels, it made the renewal logistically tricky as traditional techniques were not an option in such a tight space.

Instead work had to be done in specific stages to get all the old equipment and material out before the new railway could go back in.

In total the work between December 31st and January 4th saw:

672 new sleepers installed on 24 track panels
1,860 tonnes of old spoil removed from the tunnel
2,200 tonnes of new track foundation stone (ballast) laid
Six engineering trains used
430 metres of steel rail installed
Staff working a total of 2,440 hours to get the job done

Because of the complexity of the essential upgrade, both slow lines were closed to trains throughout the project, with all trains using the fast lines instead.

All lines reopened on Saturday January 4th, and passengers are being thanked for their patience as trains ran at a reduced timetable during the improvement work.

Neil O'Toole, Network Rail Capital Delivery senior programme manager, said: "We know there's never an ideal time to close a section of railway, so I'd like to thank passengers whose journeys may have taken a little longer while we made these important improvements through Northchurch Tunnel.

"This track renewal was a bit of a Rubik's cube to complete as we had to do each stage in a predefined sequence and the job took nearly three years to plan. It was our priority to make it work and get the railway reopened on time. From today passengers will have a much smoother ride and fewer delays caused by further maintenance now we've brought the track here bang up to date."

*The work was delivered on behalf of Network Rail by the Central Rail Systems Alliance (CRSA), which is a partnership of Network Rail, Balfour Beatty, Atkins and TSO.

National Rail

On January 16th, Class 59 204 heads through Andover working 6V62 13:07 Southampton Up Yard to Merehead Stone empties, diverted via Andover and Didcot due to the Westbury engineering works.
David Lindsell



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



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



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



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



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



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



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



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



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



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



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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

DID YOU KNOW?

A4 Pacific No. 60016 '*Silver King*' was the only one of the original four silver/grey Pacifics to survive into 1964.

The BR passenger network shrank by 780 route miles in 1962.

Preserved LSWR 4-4-0 No. 563 was normally stored [with the Brighton 'Terrier' '*Bexhill*'] in the former GWR engine shed at Salisbury, but in August 1955 this 4-4-0 was displayed for public inspection with:

70014 '*Iron Duke*' from Stewarts Lane depot

35024 '*East Asiatic Company*' from Exmouth Junction depot

73050 Class 5 4-6-0 from Bath (Somerset & Dorset) depot

82014 Class 3 2-6-2T from Eastleigh depot

30065 'USA' 0-6-0 from Southampton (Docks) depot

15236 diesel shunter from Eastleigh depot.

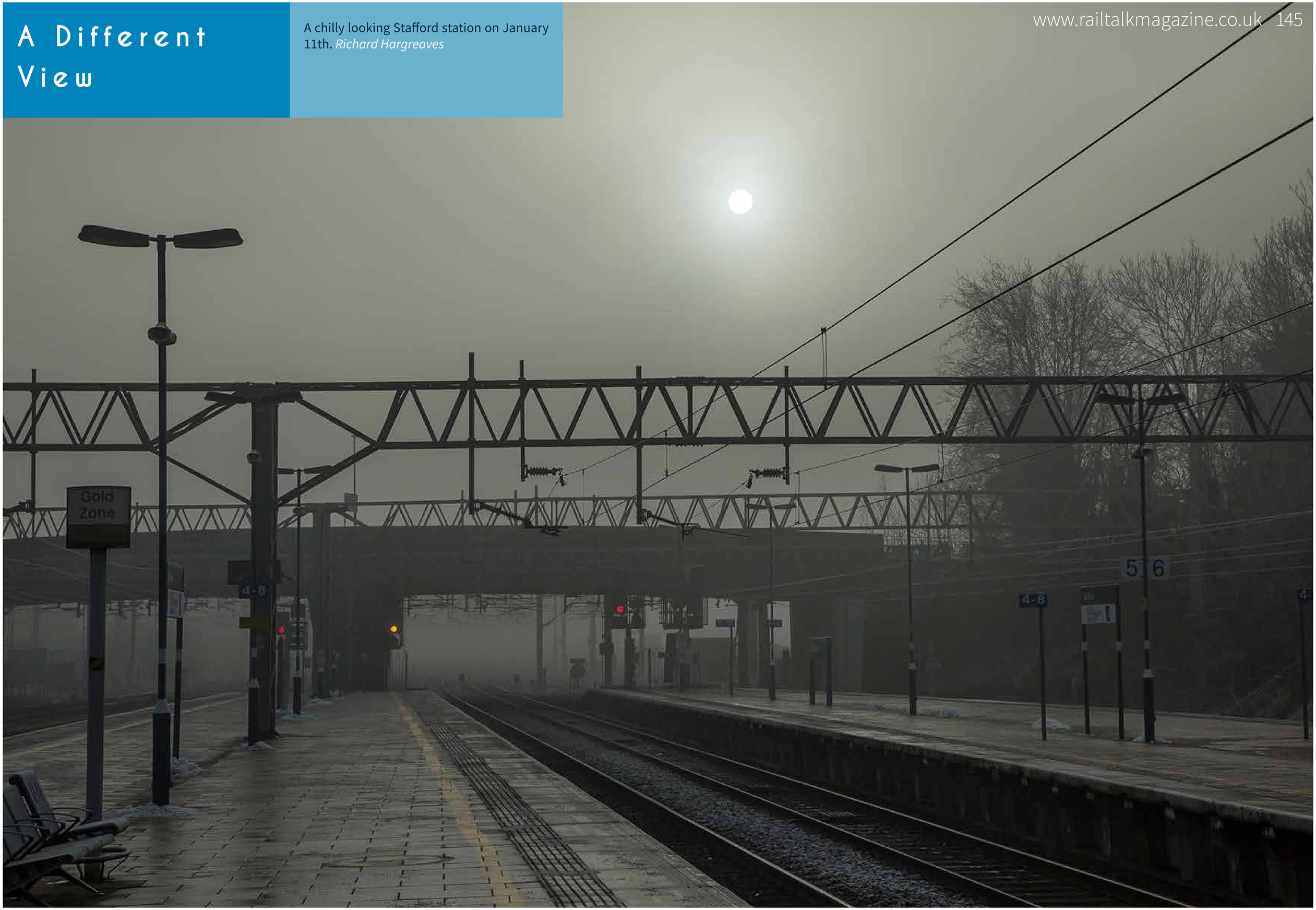
Was the demise of steam started by the 1955 publication of the British Transport Commission's '*Modernisation Plan*' for British Railways speeded up by the economies pushed for by Doctor Beeching some eight years later? Train-spotters were now left to collect (if they had a degree of number-collecting enthusiasm left) un-inspiring multiple units as a basic diet with such nicknames as '*boxes on wheels.*'

BR have never sold a steam locomotive before, so no one knows how to go about it. [Colin Morris (District Traction Engineer at Kings' Cross) to whom Captain Bill Smith had written [*around the beginning of 1959*] asking to buy a Great Northern Ivatt-designed engine. This letter was passed from one person to another as BR had never sold. . .]

Did you know that ASPIRIN was invented in1899?

A Different View

A chilly looking Stafford station on January 11th. *Richard Hargreaves*



A Different View

Contre-jour! As Class 197 115 works the 11:42 Llandudno - Manchester Airport service north through Winwick on January 10th.
Jeff Nicholls



A Different View

Class 60 002 creeps through Lostock Hall Junction with a Ribblehead to Tuebrook working on January 31st. *John Sloane*



Preserved Railways

SIR NIGEL GRESLEY'S OLDEST LOCOMOTIVE MOVES TO THE NORTH NORFOLK RAILWAY TO COMPLETE OVERHAUL





The N2 Overhaul Completion Club launched to raise £100,000

The Gresley Society is delighted to announce that the oldest surviving locomotive to the design of Sir Nigel Gresley has moved to the North Norfolk Railway (NNR) to complete its overhaul. The Society's class N2 GNR No.1744 was withdrawn from service late in 2018 for an overhaul that has proved to be considerably more extensive and costly than anticipated. This move is the next step towards its anticipated return to traffic in Spring 2025.

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

The steam test of the boiler successfully completed on Tuesday October 8th 2024 at the works of Northern Steam Engineering at Thornaby and the locomotive partially re-assembled for transport to the NNR's workshops at Weybourne on Thursday December 12th 2024 where the overhaul will now be completed. The NNR has generously agreed to initially fund this work, with the value reimbursed later through operation of the locomotive for a period without charge.

However, The Gresley Society still faces a substantial funding shortfall to meet the final overhaul cost and has launched The N2 Overhaul Completion Club to raise the required £100,000 from 100 members each donating £1,000 in up to eight instalments. Special benefits for those supporting the club include:

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

The Club was launched to Gresley Society Members in late November 2024 and has already raised £17,750 from existing members. Details of how to join The N2 Overhaul Completion Club can be found on Gresley.org.

Philip Benham MBE, Chairman of The Gresley Society, commented: "This is really good news for the future of No 1744, Sir Nigel Gresley's oldest surviving locomotive. The Society was created to preserve a working Gresley locomotive, and we owe it to our founders, and for the benefit and education of today's generation, to maintain that vision. The move to the North Norfolk Railway is one more step towards No. 1744's return to traffic in Spring 2025 resplendent in its distinctive Great Northern Railway livery.

"I wish to thank Northern Steam Engineering, who have shown great flexibility in agreeing how their work programme on the class N2 could be brought to an orderly close, and the North Norfolk Railway for their positive and constructive approach to the funding problem they could see we faced.

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

Preserved Railways

Wensleydale Railway once again chosen as filming location



Wensleydale Railway recently hosted a film crew from North East England. Actors George Heron and Tony Chapman, cameraman Ben Dodds and Louise Heron (first assistant director) spent time at Leeming Bar Station filming footage for 'Wenlock Road'. The film is set in the 1970s and tells the story of a boy called George who refuses to let his tough childhood in South Shields determine his future.

This is not the first time that filming has been done at Wensleydale Railway. Leyburn Station featured in the BBC tv series 'All Creatures Great and Small' based on the popular James Herriot books and also in an episode of 'Great British Car Journeys' on Channel 4 in 2019.

Finghall Lane also featured in the 'All Creatures Great and Small' and 'The Yorkshire Vet' television series and was renamed "Rainby Halt" for filming purposes.

More recently, the ITV's crime drama 'Vera' was filmed at Redmire and Michael Portillo visited to film for his 'Great British Railway Journeys' tv series.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "Wensleydale Railway offers a variety of historic and scenic locations that are perfect for tv and film production. From our award-winning restored 1900s Edwardian and Victorian station buildings at Scruton and Leeming Bar that are ideal for period dramas, a growing collection of heritage diesel locomotives and restored carriages, to stunning Yorkshire Dales scenery and views, we have much to offer filmmakers."

He added: "heritage and history are at the heart of what we do at Wensleydale Railway. Visitors step back in time at our restored stations and our wonderful period-costumed living history interpreters share historical knowledge about railway life in the 1900s."

The railway's 2025 operating season will begin during the February half-term holiday, including starting with its first event of the year, a Valentine's Day lunch train on 16 February 16th. Its full running season will start on March 1st and run until October 19th. November and December will see the return of THE POLAR EXPRESS™ Train Rides.

Read more about Wenlock Road here: https://www.wenlockroad.info/

Photo: ©Nick Keegan

Preserved Railways

Wensleydale Railway's afternoon tea trains return with extra dates added this year



Wensleydale Railway's popular afternoon tea train services are back this year, with new menus and extra dates.

Catering Manager Mo Park and her volunteer catering team, along with the railway's catering partner The Green Apple Tree Indian Restaurant in Northallerton, will once again bring a range of delicious food to the railway. Starting with a Valentine's Day lunch on Sunday February 16th, Mo and her team will serve up a total of 11 different food trains this year.

The afternoon tea train services begin with a Valentine's Day lunchtime train on Sunday February 16th. This will feature a delicious 'mezze' sharing platter. The railway will also have tea trains for Mother's Day (March 30th), Easter Sunday (April 20th), an Indian tea train on May 4th, Spring (May 18th), Father's Day (June 15th), Yorkshire Day (July 27th), Summer (August 17th), September 21st, Curry Night (October 6th) and Autumn (October 19th).

Your afternoon tea experience begins with a refreshing glass of fizz or orange juice once you take your seat. As the train departs for Leyburn, the railway's volunteer staff will serve a choice of tea or coffee and a selection of freshly cut sandwiches and savoury pastries. All you need to do is sit back and enjoy the food, drink and spectacular views of Wensleydale scenery from the comfort of your seat!

There will be a short rest break in Leyburn and then its back on board the train and time to enjoy a selection of delicious scones and cakes served with more tea or coffee as you return to Leeming Bar. Your afternoon finishes with a luxury chocolate as you say goodbye - until the next time!

The afternoon tea trains depart Leeming Bar at 2.30pm and the journey lasts around two hours.

Please do ensure that any food allergies are specified at the time of booking. Unfortunately, the railway's vintage coaches do not currently have access for wheelchair users. If you have mobility constraints, please let staff know at the time of booking and they will do their best to allocate a table close to the access door.

The cost is £49 per adult and £25 for children (aged 14 and under) and includes the rail ticket and a complimentary glass of fizz (or soft drink). Booking is essential to avoid disappointment.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "Our on-train food events were very popular with our customers last year. Thanks to the hard work and dedication of Mo and her catering team, who are all volunteers, we are able to expand the number of afternoon tea trains on offer this year. Our afternoon tea services are perfect for a special occasion, family celebrations, as a gift to a loved one or just a treat for you!"



He added: "we are delighted to continue our catering partnership with The Green Apple Tree Indian Restaurant of Northallerton. Sagar, Paul and their team always deliver amazing food and service. If you are in or near Northallerton, a visit to their restaurant is a must for authentic Indian food and great hospitality."

Photos: ©Nick Keegan



Preserved Railways

Wensleydale Railway holds evening photo shoot for railway photographers





Wensleydale Railway hosted an evening photo shoot for railway photographers and enthusiasts on Saturday January 25th at Leeming Bar Station. The railway's recently purchased locomotive, a class 47 diesel, number 47 714, was the star of the show and over 20 photographers had the opportunity to photograph the locomotive in various locations in and around Leeming Bar Station. The railway purchased the locomotive from The Harry Needle Railroad Company in Derbyshire, and it arrived at Leeming Bar on November 11th 2024.

The event was organised by members of the railway's Diesel Traction team and gave the photographers a unique opportunity to access areas of the railway that are normally closed to the general public.

The funds raised will go towards repairs and repainting of 47714, that are scheduled to start soon.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "This is the first time in many years that we've hosted a photo shoot event at the railway. It was very well supported, and we will certainly consider organising similar events like this again. We are grateful to the organisers Tom Robson, Rob Cooper-Williamson & Chris Gee and to everyone who supported this event on a rather cold Burns Night!"

47714 is a British Rail Class 47 or Brush Type 4 diesel. The design was developed in the 1960s by Brush Traction in Loughborough. 512 class 47 locomotives were built between 1962 and 1968 at Brush's factory in Loughborough and also the British Railways' factory in Crewe.

The railway's 2025 operating season will begin during the February half-term holiday, including starting with its first event of the year, a Valentine's Day lunch train on February 16th. Its full running season will start on March 1st and run until October 19th. November and December will see the return of THE POLAR EXPRESS™ Train Rides.

Preserved Railways

DONATION APPEAL SO 1960s BRITISH RAIL TC 'PUSH-PULL' DIESEL TRAIN CAN RUN AT SWANAGE FOR FIRST TIME SINCE 1971

SWANAGE RAILWAY



Dedicated volunteers have launched an appeal to raise £20,000 to complete the restoration of an historic TC carriage that will enable a 1960s British Rail 'push-pull' diesel train to run from Swanage to Corfe Castle for the first time since 1971.

The TC 'push-pull' diesel trains are an important part of Dorset railway history because they spanned the two decades from the end of main line steam trains between Bournemouth, Poole, Dorchester and Weymouth in July, 1967, to the start of new electric trains on the route in May, 1988.

Between Bournemouth, Southampton and London Waterloo, the TC carriage sets ran coupled to new electric trains that came into use with the end of steam in July, 1967, and ran until British Rail introduced modern electric trains on the main line in May, 1988. Pulled or pushed by Class 33 diesel-electric locomotives, the TC carriages operated in sets of three carriages (3TC set) or four carriages (4TC set) - with a driving cab at each end of the set – and ran from London Waterloo to Corfe Castle and Swanage between 1967 and 1969 with a special 4TC carriage set running to Swanage in September, 1971 - three months before the controversial closure of the branch line from Wareham.

The £20,000 appeal is being made by the Swanage Railway Trust's 4TC Group – formed in 2017 - so it can restore a third TC carriage, Driving Trailer Second Open No. 76275 which used to run in British Rail 4TC carriage set No. 404.

Two other TC carriages are currently being restored by the 4TC Group - Driving Trailer Second Open No. 76322 and Trailer Brake Second Corridor No 70824 - with the aim of operating a 3TC 'push-pull' train on the Swanage Railway by early 2026.

Swanage Railway volunteer diesel locomotive driver and 4TC Group member Dan Bennett said: "The restoration of our third TC coach – a Driving Trailer Second Open No. 76275 – is the last hurdle in our goal of running a 1960s TC 'push-pull' train at Swanage for the first time since September, 1971.

"It will cost £70,000 to restore the coach but, thanks to a generous benefactor, we need to raise £20,000 from the public – donations that will be matched by the Swanage Railway Trust of which the 4TC Group is a part.

"A TC 'push-pull' train is not only an important part of the history of the Swanage branch line – and the main line from London to Bournemouth and Weymouth – it also offers operational flexibility to the Swanage Railway as it does not require the locomotive to run round the carriages at Swanage or Norden stations.

The train could be used on the three-mile line beyond Norden to Furzebrook and the River Frome.

"Many people aged between 45 and 70 will remember British Rail's TC 'push-pull' trains in their blue and grey livery reliably running up and down the main line from Bournemouth to Dorchester and Weymouth," added Dan who lives in Wareham and is a director of the Swanage Railway Trust which is a registered charity.

Swanage Railway Trust chair Frank Roberts explained: "The tireless work of our 4TC Group's dedicated volunteers in restoring a unique TC 'push-pull' train that operated on the main line through south Dorset, from the 1960s to the 1980s, is an important part of the Trust's work to educate the public through living history.

"With the Swanage Railway Trust having restored a unique Victorian T3 steam locomotive from the 1890s, the restoration of a 1960s TC 'push-pull' train will enable the Swanage Railway to tell the fascinating story of the optimistic start and the sad end of the branch line from Wareham to Corfe Castle and Swanage," added Frank who has been a dedicated Swanage Railway volunteer for more than 40 years.

It was in 1966 that the TC 'push-pull' carriage sets were converted from 1950s British Railways Mark One carriages at British Rail's York carriage works. The interiors of the carriages were refurbished with grey and blue coloured laminate panelling replacing wood, improved lighting, electric heating and new seating fabric in a blue and green check pattern that became known as 'Bournemouth Blue'. The last TC 'push-pull' train to run to Corfe Castle and Swanage was in September, 1971, when the Poole Grammar School Railway Society ran its 'Dorset Venturer' rail tour around the county. 4TC carriage set No. 403 was pushed, or pulled, by Class 33 diesel-electric locomotive No. 33 111 which is based on the Swanage Railway.

Donations for the restoration of Driving Trailer Second Open No. 76275 can be made via the 4TC Group's website at www.4tcgroup.co.uk.

Photo: a photo of a British Rail 4TC train at Wareham in 1980. © ANDREW P.M. WRIGHT.

Preserved Railways

COMMUNITY WEEKEND TO GIVE PUBLIC OPPORTUNITY TO GO BEHIND THE SCENES ON THE SWANAGE RAILWAY



Dedicated Swanage Railway volunteers are to stage a fascinating two-day Community Weekend giving the public the opportunity to go behind the scenes of the award-winning heritage line that has been rebuilt since 1976.

The special event takes place on Saturday and Sunday, February, 22nd and 23rd, - between 10am and 4pm - with staff at Swanage, Herston, Harman's Cross, Corfe Castle and Norden stations taking part.

For people living in Dorset, half-price Community Weekend standard travel train tickets are available in advance from the Swanage Railway website - at swanagerailway.co.uk – and on the day at the Norden, Corfe Castle and Swanage station ticket offices.

Proof of Dorset residence has to be supplied when purchasers collect their tickets or purchase standard travel train tickets from ticket offices on the day.

With advance booking of tickets recommended at swanagerailway.co.uk, there will be the chance to drive a 1950s heritage diesel shunter at Swanage for £20, watch a train guard or on-train travelling ticket inspector perform their duties for £7.50 (additional train travel ticketpurchaserequired) as well as enjoy a £7.50 behind the scenes tour of the award-winning mechanical signal boxes at Harman's Cross or Corfe Castle stations.

The public can also book – via the Swanage Railway website – visits to the Swanage Railway's steam locomotive engineering works, located on the outskirts of Swanage, with a heritage bus service operating from Swanage and Norden stations to the works.

Walk-up non-advance bookable free attractions - with donations appreciated - will be visits to 1960s heritage telephone exchanges at Harman's Cross and Corfe Castle stations (both subject to volunteer availability) between 10.30am and 3.30pm as well as the chance to have a go at signalling at the Corfe Castle signalling museum, subject to volunteer availability.

Visitors will also be able to chat to volunteers at Herston Halt – which is only accessible on foot or by train - about the development of the community halt, which was the Swanage Railway's first station, since it welcomed its first train from Swanage in 1984.

Other walk-up non-advance bookable free attractions – with donations appreciated – take place on the Saturday and Sunday at Corfe Castle station. There will be the chance to meet the restorers of heritage carriages as well as view, and sit in, an historic 1940s crane that relaid the Swanage Railway tracks from Herston to Harman's Cross, Corfe Castle, Norden and beyond to near Furzebrook between 1985 and 2002. Demonstration narrow gauge diesel trains will also be operating between 11am and 3pm at the Swanage Railway Trust's Purbeck Mining Museum, next to Norden station, which explains and celebrates the 2,000 year history of Isle of Purbeck ball clay mining.

Event organiser and volunteer train guard Clare Collins said: "I am so excited to again be throwing open the doors of the Swanage Railway and welcoming the public to see behind the scenes of how one of Dorset's major tourist attractions is operated and maintained by our dedicated team of staff, most of which are devoted volunteers. The atmosphere at our first Community Weekend last year was incredible and it was wonderful that the event was so well supported and prompted so many compliments from the public who attended. Volunteering on the Swanage Railway is very fulfilling, it's a great way of meeting new people while assisting with worthwhile community projects at what has become one of Dorset's major tourist attractions," added Clare who is also a volunteer director of the Swanage Railway Trust which manages the heritage line and is a registered charity.

Swanage Railway Trust chairman Frank Roberts said: "It takes more people to operate, maintain and develop the Swanage Railway than many people realise. I find volunteering on the Swanage Railway very fulfilling and enjoyable while working with a splendid group of talented and committed people of all ages. We are delighted to give people across the Isle of Purbeck, Dorset and beyond the chance to enjoy a behind the scenes view of a very special heritage railway that has been rebuilt since 1976," added Frank who has been a dedicated Swanage Railway volunteer for more than 40 years.

More details about the Community Weekend's varied events – as well as terms and conditions for some of the activities and visits - can be found at swanagerailway.co.uk.

Photo: Heritage Class 08 ex-British Rail diesel shunter Swanage. ©ANDREW P.M. WRIGHT

Preserved Railways

Step Back in Time at Great Central Railway's 1940s Weekend



Great Central Railway is pleased to announce the return of its much-loved 1940s Weekend, taking place from May 31st to June 1st 2025. The event will commemorate the pivotal year of 1945 and the 80th anniversary of the nation emerging from the shadows of war, offering an immersive experience of life in Britain as it looked toward a brighter future.

The Great Central Railway's period stations will become a living, breathing time capsule, portraying the resilience, challenges, and triumphs of the British people as they adapted to peacetime.

From bustling railway stations to lively dance halls, visitors will witness firsthand the indomitable spirit of the home front, the changing role of women in the workforce, and the railway's crucial contribution to Britain's post-war recovery.

What's more, historical re-enactments and interactive exhibits will spotlight significant aspects of 1945, including the easing of rationing, the shock of Churchill's electoral defeat, as well as the lasting effects of the war on Loughborough and the surrounding communities.

The UK's only double-track, main line heritage railway, Great Central Railway runs a nostalgic 8-mile route between Loughborough, Quorn, Rothley, and Leicester North. Famous for its authentic steam train experiences, GCR offers an unparalleled opportunity to journey back in time and appreciate the golden era of rail travel.

Calling All Reenactors! To bring this historic event to life, we are inviting reenactors and living history enthusiasts to take an active part in the weekend's celebrations. Whether you portray a civilian, factory worker, railway staff member, or allied services military personnel, we

would love for you to join us and help make history come alive.

Reenactors and historical groups interested in participating should contact 1940s@gcrailway.co.uk to register their interest and discuss how they can contribute to this unique event.

Don't miss this extraordinary chance to experience the sights, sounds, and stories of 1945. Step aboard, relive history, and celebrate Britain's post-war resilience at the Great Central Railway's 1940s Weekend!

Find out more at www.gcrailway.co.uk

Photo: GCR 1940s Weekend_Image © Wayne Brownhill

East Lancs Railway

Having moved from the Nene Valley to the East Lancs Railway, Bullied No. 34081 '92 Squadron' was used on the final weekend of the Santa Specials and is seen passing Ramsbottom in some inclement weather on December 21st. *Lee Stanford*



East Lancs Railway

Following a winter break for maintenance works, the East Lancs Railway recommenced services on January 25th. 0-6-0 No. 2890 is seen at Burrs Country Park with 13:00 Bury to Rawtenstall service on January 25th. *Brian Dobbs*

East Lancs Railway

Class 50 015 ‘Valiant’ catches a rare bit of sunshine as it approaches Ramsbottom on December 21st with a Bury bound Santa special. *Lee Stanford*

A close up of CEGB No. 1378 which is a 4W Battery Electric locomotive which was previously at the Manchester Museum of Science and Industry and now in the care of the ELR. *Lee Stanford*

On January 18th, the line held an event to start the year of the ‘Railway 200’ celebrations. They used small engines and Nos. D2062 and 11506 along with new arrival CEGB 1378 were to be found lined up at Castlecroft. *Lee Stanford*







Battlefield Line

GWR Pannier Tank loco No. 1369 waits departure time on January 11th during the lines 'Winter Warmer' gala. *John Alsop*

GWR 2800 Class 2-8-0 No. 2807 is seen in operation at the lines 'Winter Warmer' gala in January. *John Alsop*

Built in 1945 by Robert Stephenson & Hawthorns, 0-6-0ST Austerity locomotive No. 71480 'Fred' was constructed for the War Department and delivered to the Longmoor Military Railway. Following it's duties with the WD, ownership passed to Manchester Collieries and the locomotive worked at various pits. It was given the name 'Fred' after a late superintendent of Manchester Collieries prior to the nationalisation of the industry, forming the National Coal Board (NCB). *John Alsop*







Great Central Railway

During the Great Central Railway's Winter Steam Gala, a Great Western pairing of GWR new build No. 6880 'Betton Grange' and 6990 'Witherslack Hall' are seen approaching Quorn and Woodhouse on January 31st with a limited stop Loughborough to Leicester service. *Lee Stanford*

Preserved Derby lightweight single car No. M79900 waits to depart from Quorn on January 31st with a service for Rothley. *Lee Stanford*

Derby lightweight railcar No. M79900 'Iris' awaits departure from Rothley with a service to Loughborough on January 25th. *John Alsop*







Great Central Railway

The Great Central Railway is one of the best at recreating sights from the past and with perfect timing on January 31st, Standard Class 5 No. 73156 is seen slowing for its Quorn stop as Standard Class 2 No. 78019 passes heading north with empty mineral wagons. *Lee Stanford*

Great Central Railway

GWR No. 6880 ‘Betton Grange’ crosses Swithland reservoir working the 12:00 Loughborough to Leicester North service. *Mark Pichowicz*



Great Central Railway

GWR No. 6880 ‘Betton Grange’ and 6990 ‘Witherslack Hall’ pass Kinchley Lane with the 13:45 Loughborough to Leicester North.
Mark Pichowicz

Severn Valley Railway

GWR HST power car No. 43122 stands at Bridgnorth on December 30th after arriving with a service from Kidderminster. *Phil Martin*

Class 46045 rests at Kidderminster on December 30th after a busy day at the line. *Phil Martin*

Providing steam heat to one of the sets on December 30th, Class 40 106 simmers at Kidderminster. *Phil Martin*







Severn Valley Railway

In bright winter sunshine, Class 50 035 is seen at Kidderminster on December 30th. *Phil Martin*

GWR Manor Class No. 7812 ‘Erlestoke Manor’ with the 15:55 Bridgnorth - Kidderminster service, waits departure time at Bridgnorth on January 4th. *Phil Martin*

HST power cars Nos. 43122 and 43094 depart Kidderminster on December 30th with a service to Bridgnorth. *Phil Martin*







From the Archives

Class 25 210, 20 187 and 20 157 are stabled in the yard at Toton MPD on March 3rd 1982. *Barry Longson*



4CEP EMUs Nos. 1530 and 1527 pass at Ashford on May 28th 1982. *Barry Longson*



Class 56 040 and 56 043 double head a heavy iron ore train through Cardiff General towards Llanwern steel works on May 14th 1982. *Barry Longson*



From the Archives

HC No. 2 (HC 1890/60) is seen engaged in shunting at Dodworth colliery on September 8th 1969. *John Sloane*



From the Archives

In First TransPennine livery, Turbostar Class 170 306, arrives at Selby with a Hull to Manchester Piccadilly service on May 25th 2013. *Paul Senior*



Class 56 053 passes Newbury with a rake of Whatley Quarry empties in mid eighties. *Michael Bennett*



No. D1015 'WESTERN CHAMPION' working 'The Western Trident' railtour is seen racing through Andover on the June 26th 2005. *Michael Bennett*



From the Archives

On June 19th 2010, Class 52 No. D1015 and GWR No. 6024 depart Taunton with a railtour to Minehead from London Paddington. *Michael Bennett*



Class 26 006 is seen stabled on Haymarket depart on April 11th 1981. *Brian Hewertson*



Class 40 029 is seen stabled at Manchester Victoria in August 1981. *Brian Hewertson*



From the Archives

Liverpool Lime Street on February 14th 1982 overrun with litter as AC locos stabled (R to L) are Class 86 239, 85 021, 86 243, 87 002 and 86 230. *Barry Longson*



From the Archives

LNE 0-6-0 No. 65033 and BR Standard 2-6-0 No. 78019 are seen at the Stainmore Railway, Kirkby Stephen East in August 2011. No. 65033 is currently being returned to working order off site and 78019 is operational on the Great Central Railway. Both classes of locomotives were regular visitors to Kirkby Stephen East in steam days. *Brian Dobbs*

From the Archives

Prior to the redevelopment of Preston Docks into a Marina, former Isle of Man steam turbine vessel TSS 'Manxman' is seen alongside the dock in the nineteen eighties, with Ex LMS Jinty No. 7298 and Industrial 0-4-0ST 'Waleswood' operating a shuttle on the now dismantled part of the dock's railway system. The plan to preserve the 'Manxman' was unsuccessful, and the vessel was broken up at Sunderland in 2012. The Jinty as No. 47298 is in operation on the East Lancs Railway. *Brian Dobbs*

From the Archives

Western No. D1034 ‘Western Dragoon’ calls at Taunton with a westbound service on April 28th 1974. *John Sloane*



Class 92 017 branded for Stobart Rail hurries past Standish with the Daventry to Mossend ‘Tesco’ train on July 31st 2010. *John Sloane*



Class 57 309 top and tailed with 57 305 call at Newport with a service to Cardiff on February 17th 2010 as 175 001 stands at the other platform with a following service. *John Sloane*



From the Archives

East Coast HST power car No. 43063 makes a smoky departure from London King's Cross on October 26th 1987. *John Sloane*

Class 142 044 First/Merseyrail livery departs Wigan Wallgate with a service to Manchester Victoria on January 15th 2003. *John Sloane*

No. D8233 stands in Basford Hall Yard on August 27th 1995. *John Sloane*







From the Archives

An English Electric Type 4 No. D333 approaches Chorley Road, Charnock Richard with a Coventry to Scotland car train on May 22nd 1973.
John Sloane