

Railtalk Magazine

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Submissions & Contributions

Railtalk Magazine, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.



Welcome to Issue 223

Could it be all systems go for St. Pancras International to accept other international operators? We've sort of heard this before but there has been some new incentives to allow other companies to use the facilities....

London St. Pancras Highspeed (the new trading name of HS1 Ltd) has unveiled a groundbreaking incentive scheme for new and existing international train operators to accelerate the growth of rail travel from London to Europe on the UK's only high-speed railway. The International Growth Incentive Scheme will encourage train operators to introduce new services, launch new destinations, connect intermediate stations, deploy new rolling stock and increase passenger volumes.

Train operators who qualify will be entitled to discounts of up to 50 per cent in year one, 40 per cent in year two and 30 per cent in year three on the Investment Recovery Charge (IRC) which is paid to run services on the line, plus an incentive to grow passenger volumes. Currently the high-speed line which runs from London St. Pancras to the Channel Tunnel in Folkestone operates at 50% capacity. London St. Pancras Highspeed wants to maximise the number of international services to drive growth, offer greater choice and lower fares to passengers, to increase sustainable tourism, and provide a valuable boost to the UK economy.

The International Growth Incentive Scheme is available to all international high-speed passenger service operators using and proposing to use the high-speed line and has two parts:

1. New Services Incentive, offering a discount on the IRC for new train services, launching new destinations and intermediate stations, and deploying new rolling stock.

2. Passenger Incentive, offering a rebate equivalent to £1 for every additional passenger carried above previous levels. This is to be paid into a joint fund to support marketing and other activities aimed at growing passenger demand.

The proposals come amid plans to more than double international passenger capacity at St. Pancras station to nearly 5,000 passengers per hour to accommodate the expected growth over the next decade and beyond.

Robert Sinclair, CEO of London St. Pancras Highspeed, said: "The International Growth Incentive Scheme is an innovative and groundbreaking proposal designed to boost international rail travel with more services to more destinations in Europe.

"We are enabling operators to expand their services, increase the network of destinations they serve and invest in new rolling stock.

"Our ambition is to make rail the preferred mode of travel to Europe, and we know that high-speed rail can reduce carbon emissions by up to 96% compared with flying. We believe this will boost the UK's economic growth and contribute to our national effort to cut carbon."

Public demand for international train travel is growing with 60% of Londoners supporting a ban on short-haul flights where high-speed rail alternatives exist.

London St. Pancras Highspeed recently signed a Memorandum of Understanding with Eurotunnel to work jointly on measures to reduce journey times, improve timetable coordination, and incentivise more trains and new routes.

The proposed International Growth Incentive Scheme has been published today for consultation with operators and the Office of Rail and Road (ORR). The scheme is set to commence on Friday May 30th, subject to the outcome of the consultation.

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

On March 4th, Class 56 113 crosses Strand Road with the last empty tank move to Eastriggs. *Mark Enderby*

Front Cover

Southern Bulleid No. 34081 '92 Squadron' crosses Brooksbottom Viaduct with the 09:00 from Bury to Rawtenstall and for the first time in preservation carrying full 'Devon Belle' regalia on March 15th. *Brian Dobbs*



DB Cargo's Class 66 651 heads through Newport on March 13th working 6Z53 Portbury - Margam. *Ken Mumford*

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With Thanks

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

The Settle & Carlisle Spring Express

On March 1st, No. 34067 ‘Tangmere’ passes Horton in Ribblesdale working the return ‘The Settle & Carlisle Spring Express’, 1Z51 from Carlisle - Newport, ‘Tangmere’ working the train as far as Preston. *Michael Lynam*



Charter Scene Railway Touring Company

The Stratford Flyer

On March 8th, Black 5 No. 45212 hauling the 1Z65 Manchester Piccadilly to Stratford upon Avon approaches Stafford. *Richard Hargreaves*



Charter Scene S.R.P.S. Railtours

The Seven Counties Rambler

Class 20 096 and 20 107 working 1Z32 11:46 Carlisle - Preston pass Hoghton on March 8th.
John Balaam

Charter Scene S.R.P.S. Railtours

The Seven Counties Rambler

The LSL green Class 20s Nos. D8096 and D8107 are seen at Long Preston with 'The Seven Counties Rambler' railtour on March 8th.
Lee Stanford



S.R.P.S. Railtours

The Seven Counties Rambler

On March 8th, Class 20s Nos. D8107 and D8096 pass Pleasington working 1Z32 Carlisle to Carlisle with Class 37 403 on the rear.
David Hollowood

On March 8th, Class 20 096 and 20 107 pass through Kirkby Stephen working the Carlisle - Preston leg of 'The Seven Counties Rambler' via the S&C, with 37 403 attached on the rear.
Michael Lynam

On March 8th, Class 20 096 and 20 107 approach Preston from Blackburn with 'The Seven Counties Rambler' railtour from Edinburgh.
John Sloane







Charter Scene S.R.P.S. Railtours

The Seven Counties Rambler

On March 8th, Class 20s Nos. D8107 and D8096 arrive into Preston working 1Z32 Carlisle to Carlisle with Class 37 403 on the rear.
John Sloane



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

SR Pacific No. 34067 ‘Tangmere’ heads the northbound ‘Cumbrian Mountain Express’ towards Greenholme and Scout Green on March 29th. *Gerald Nicholl*



Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Bullied No. 34067 ‘Tangmere’ is seen at the popular location of Lowgill on a dull March 29th as it heads ‘The Winter Cumbrian Mountain Express’ towards Carlisle. *Lee Stanford*



Vintage Trains

The Shap Mountaineer

On March 29th, Class 47 773 arrives into Preston working 1Z43 Tyseley to Carlisle. *Richard Hargreaves*

Class 37 240 passes north through Golborne heading to Hellifield to meet the tour on March 29th. *Jeff Nicholls*

Vintage Trains' Class 47 773 passes Leyland heading north on March 29th. *Jeff Nicholls*







Vintage Trains

The Shap Mountaineer

Jubilee No. 45596 ‘Bahamas’ makes what is believed to be its first run over the Northern Fells in preservation and is seen storming up Grayrigg Bank on March 29th at the head of ‘The Shap Mountaineer’. *Lee Stanford*

Jubilee Class 4-6-0 No. 45596 ‘Bahamas’ gives a spirited display near Heversham with ‘The Shap Mountaineer’ on March 29th.
Gerald Nicholl

On March 29th, Jubilee No. 45596 ‘Bahamas’ is seen at Grayrigg working 1Z43 Tyseley to Carlisle. *Mark Enderby*







The Shap Mountaineer

Class 37 240 leads 47 773 with the 1Z44 Carlisle - Birmingham New Street at Stafford on March 29th. *Carl Grocott*



Charter Scene Footex

Footex

On March 16th, Class 87 002 and 47 805 top'n'tail 1Z31 Liverpool Lime Street - Wembley Central 'Footex' through Acton Bridge. *Mark Enderby*



Charter Scene Footex

Footex

On March 16th, Class 86 259 and 86 401 top'n'tail 1Z35 Liverpool South Parkway - Wembley Central 'Footex' through Acton Bridge.
Mark Enderby



Charter Scene Footex

Footex

An immaculate ‘Les Ross’ heads a rake of blue and grey stock south through Acton Bridge on March 16th, taking a load of soon-to-be-disappointed Liverpool fans to Wembley for the Carabao Cup Final. *Jeff Nicholls*

Footex

Footex

Class 86 259 ‘Peter Pan’ passes Northampton with ‘Footex’ working 1Z35, the 10:11 Liverpool South Parkway to Wembley Central conveying Liverpool supporters to The Carabao Cup Final on March 16th. *Derek Elston*

On March 16th, Class 47 805 is seen on the rear of a Wembley bound ‘Footex’ headed by 87 002 as it passes through Acton Bridge. *Jeff Nicholls*

On March 16th, Class 87 002 and 47 805 top’n’tail 1Z31 Liverpool Lime Street - Wembley Central ‘Footex’ through Northampton. *Derek Elston*







Charter Scene Midland Pullman

Winter West Highland Pullman

The Blue Pullman heads south past Winwick Junction on March 21st working 1Z34 Fort William - Swansea. *Jeff Nicholls*

Charter Scene Pathfinder Railtours

The Heart of Wales Explorer

Class 37 676 and 37 668 pass Kemps Eye on March 29th working 1Z38 17:25 Shrewsbury - Eastleigh. *Phil Martin*



Charter Scene Pathfinder Railtours

The Heart of Wales Explorer

West Coast's Class 37 676 and 37 668 power Pathfinders 'Heart of Wales Explorer' railtour from Eastleigh to Shrewsbury passing the signals north of Craven Arms on March 29th.
Chris Morrison

Charter Scene Vintage Trains

The Shakespeare Express

Class 37 240 heads the 09:08 Birmingham Snow Hill - Worcester Shrub Hill 'Shakespeare Express' on April 6th. 'Clun Castle' was on the rear. *Chris Morrison*

Charter Scene Inter-City

The East Anglian 2

Class 40 No. D213 'Andania' working LSL's 'The East Anglian 2' railtour, 1Z31 06:39 Crewe to Norwich approaches Northampton on March 1st with Class 47 No. D1935 on the rear.
Derek Elston



Charter Scene Northern Belle

Northern Belle

On March 1st, West Coast's Class 57 313 passes through Horton in Ribblesdale in charge of the 'Northern Belle', 1Z64 from Manchester Victoria to Carlisle with 57 601 attached to the rear. *Michael Lynam*



Charter Scene ECS and Light Engine Moves

Class 20 132 and 20 118 head southbound at Winwick with 5Z20 Carlisle Upperby TMD LSL to Loughborough Brush ECS move on March 20th. *Brian Dobbs*

Charter Scene

ECS and Light Engine Moves

Class 50 008 ‘Thunderer’ heads past Saddleworth as 0M50 Knottingley to Castleton on March 25th. *Russell Clarke*

On March 17th, LNER B1 No. 61306 is seen at Moore returning to Crewe from the ELR. *Mark Enderby*

LMS 4-6-0 Black 5 No. 45212 and support coach departs Stockport on March 9th, working 5Z69 12:28 Castleton Hopwood to Southall engine move (later terminated at Rugby). *Barry Longson*







Charter Scene ECS and Light Engine Moves

On March 13th, A4 Class No. 60007 ‘Sir Nigel Gresley’ works 5Z07 Crewe to Grosmont through Keerholme to Hellifield and on to Grosmont for ‘Railway 200’. *Shep Woolley*

Charter Scene ECS and Light Engine Moves

ScotRail liveried Class 37 401 ‘Mary Queen of Scots’ heads an Eastleigh - Crewe ECS past Dorridge on March 10th. *Chris Morrison*



Charter Scene ECS and Light Engine Moves

Newly painted in BR green livery, new build Class A1 No. 60163 crosses Whalley Viaduct with 5M53, a loaded test run from Hellifield to Carnforth on March 26th. *Brian Dobbs*



Charter Scene ECS and Light Engine Moves

On March 26th, with Ingleborough Fell in the background and looking resplendent in her new livery, LNER A1 Class No. 60163 ‘Tornado’ works 5M52 away from Clapham heading for Hellifield during the loaded test run.
Shep Woolley

Charter Scene ECS and Light Engine Moves

Sporting a new paint-job following overhaul, A1 Class 4-6-2 No. 60163 'Tornado' is seen on its loaded test run near Clapham on March 26th.
Gerald Nicholl

Charter Scene

ECS and Light Engine Moves

On March 26th, the photographers own personal cloud turns up just at the wrong moment as 'Tornado' works 5M53 over Whalley Viaduct during its loaded test run on its way back to Carnforth. *Shep Woolley*



LSL's Class 20 132 and 20 118 pass Stafford on March 20th with 5Z20 08:08 Carlisle Upperby to Loughborough Brush works. *Barry Longson*



Railfreight grey Class 20 132 and 20 118 were employed on a stock move from Carlisle Upperby to Loughborough on March 20th and the pair are seen shortly after passing Winwick Junction. *Lee Stanford*



Charter Scene

ECS and Light Engine Moves

On March 13th, LNER A4 No. 60007 'Sir Nigel Gresley' passes Giggleswick on a positioning move from Crewe (LSL) - Grosmont (NYMR).
Michael Lynam

A West Coast ECS move from Castleton to Southall departs Castleton on March 9th after its overnight stay, working a special to Stratford on Avon and back on the previous day.
Russell Clarke

Running just shy of an hour early, Class 57 311 'The Institution of Mechanical Engineers' passes Northampton on 5Z31 10:57 Crewe H.S. to Southall Loco Services Ltd on March 4th.
Derek Elston







Charter Scene

ECS and Light Engine Moves

Class 50 008 hauls 45 108, 47 715, 31 108 and 50 015 as 0P50 Butterley - Princes Risborough past Barrow on Trent on March 26th.
Carl Grocott

Vintage Trains' Class 47 773 passes Winwick Junction on March 21st with a route learner.
Jeff Nicholls

Class 47 812 pilots Stanier Class 5 4-6-0 No. 45212 near Clapham on a positioning move from York to Carnforth on March 20th.
Gerald Nicholl







Charter Scene

ECS and Light Engine Moves

Power cars Nos. 43059 and 43058 pass Kemps Eye with 5Z71 10:00 Crewe H.S. - Landore TMD on March 20th. *Keith Davies*



Class 20 007 and 20 205 run light engine through Northampton as 0G18, the 13:58 Wembley H.S. to Kidderminster S.V.R. on March 11th.
Derek Elston



Class 86 259 waits patiently at Preston on March 29th for the return from Carlisle of 'The Winter Cumbrian Mountain Express' which it would then take forward to London Euston.
Richard Hargreaves



Charter Scene

ECS and Light Engine Moves

Class 37 676 ‘Loch Rannoch’ and 37 668 lead 5V42, the 11:23 Carnforth Steamtown to Southall WCR with 47 812 on the rear looking as though it is doing all the work, as they pass Barby Nortoft on March 28th. *Derek Elston*



Two tone green liveried Class 57 009 heads an empty stock move from Derby St. Andrews to Carnforth past Standish on March 16th. *John Sloane*



LNER B1 No. 61306 ‘Mayflower’ opens up as it passes Winwick with 57 003 in tow at the rear during a move from Crewe to the ELR on March 14th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

LNER No. 60163 ‘Tornado’ storms towards Pleasington during a test run on March 26th. *John Sloane*

Class 37 676 and 37 668 work a Carnforth to Southall empty stock train past Euxton on March 28th with 47 812 on the rear. *John Sloane*

‘Tornado’ drifts out of Blackburn tunnel during a test run around the Hellifield circuit on March 26th. *John Sloane*





Charter Scene

ECS and Light Engine Moves

Class 57 313 ‘Scarborough Castle’ is seen at Northampton on the rear of the Northern Belle stock running as 5M43, the 10:19 Southall WCR to Hooton worked by 47 746 and 57 601 on March 28th. *Derek Elston*

With Deltic No. D9000 ‘Royal Scots Grey’ in tow, Class 37 401 ‘Mary Queen of Scots’ passes Leamington Spa as 0Z47 08:33 Crewe H.S. to Eastleigh Arlington (Zg) on March 10th. *Derek Elston*

Class 47 812 is seen on the rear of 5V42 11:23 Carnforth Steamtown to Southall WCR passing Barby Nortoft on March 28th. *Derek Elston*







Avanti West Coast

Class 390 016 now bears the number 390 200 in recognition of the 'Railway200' events and on March 19th it is seen arriving at Stockport with the 12:55 Manchester to London Euston service. *Lee Stanford*

On March 6th, Class 390 002 arrives at Wigan North Western with 1S58 the 11:30 London Euston to Glasgow Central, as 390 103 waits to depart with 1M11 the 10:58 Glasgow Central to London Euston service. *Paul Senior*

With the direct route north closed, Class 390 104 crawls through Northampton with 1H16 the 11:05 London Euston to Manchester Piccadilly on March 16th. *Derek Elston*







Avanti West Coast

Having departed London Euston 55 minutes late, Class 805 003 pauses at Flint with the 17:02 Holyhead service from the capital on March 5th. By this time, the lateness had stretched to 72 minutes. *Jeff Nicholls*



Class 390 047 climbs Grayrigg on March 29th with a London Euston - Glasgow Central service. *Mark Enderby*



Class 390 104 calls at Crewe on March 8th with a service to London Euston. *Richard Hargreaves*



Avanti West Coast

Class 390 020 runs through the cutting at Heaton Chapel in low winter sun on March 6th, working the 13:15 Manchester Piccadilly to London Euston service. *Barry Longson*



Avanti West Coast colleagues swap beds for station concourse for charity

A team of Avanti West Coast colleagues swapped their mattresses for the floor at Birmingham New Street station concourse to raise money for the Railway Children charity. Supporting the charity's yearly fundraiser – The Big Sleepout, the group of eight hardy volunteers joined industry colleagues in spending a night at the railway station as part of the cause's aim to raise awareness of child homelessness. The team, which included frontline and office-based colleagues, raised over £2,500 through sponsorship.

Taking on the challenge were Jo Bird, Communications Director; Joanna Buckley, Community Manager; Cleo Lindo, Internal Communications Executive; Amy Dawson, Reporting Analyst; Natalie Richbell-Beer, Safeguarding Manager; Nicola Hague, Customer Experience Strategy Manager; Marcia Graver, an on-board chef; and Louise McGregor, Management System Administrator.

This year's Big Sleepout is being held at nine stations across the country, with Avanti West Coast joining the event at Birmingham New Street. Money raised from the event goes towards the charity's work to combat child homelessness in the UK, India and Tanzania.

Speaking after the sleepout, Jo Bird, said: "There is something incredibly powerful about colleagues from the railway industry coming together up and down the country, to take on the challenge of sleeping overnight in a station to raise money for such a worthwhile cause.

"This is only my 2nd Big Sleepout, and I fully recommend others from across our industry to get involved next year. The Railway Children is a charity close to my heart for the fantastic work they do to help vulnerable young children on the streets here in the UK and also in India and Tanzania."

Rob Capener, Railway Children's Group Chief Executive Officer, said: "Our Sleepout always has a brilliant atmosphere. Working closely with the British Transport Police, we know that hundreds of vulnerable young people are identified on the UK rail network every day. The Sleepout event is a great way to raise vital funds for our programmes that help us reach children in need of urgent support while increasing awareness of our work with thousands of people who use the transport system."

Avanti West Coast

Class 807 006 working the 9A53 Blackpool North to London Euston service approaches its Stafford stop on March 8th. *Richard Hargreaves*



Pride liveried Class 390 119 heads away towards Balshaw Lane Junction on March 26th. *John Sloane*



Class 390 121 heads north past Euxton on March 28th. *John Sloane*



Caledonian Sleeper

On March 21st, Class 66 713 ‘Forest City’ and 73968 are seen at Inverness with 1M16 to London Euston. *Russell Clarke*

Caledonian Sleeper

A rare daytime movement on March 26th saw Class 92 023 work 0Z23 11:44 Wembley ICD to Crewe TMD (E) and is seen about to pass platform 12 at Crewe. *Barry Longson*

Chiltern Railways

Class 68 014 calls at Leamington Spa on March 5th working 1H41 Birmingham Moor Street to London Marylebone service.
Richard Hargreaves

Class 168 004 approaches Leamington Spa on March 5th working 1H30 Birmingham Moor Street to London Marylebone service.
Richard Hargreaves

On March 5th, Class 68 011 departs Leamington Spa working 1R21 London Marylebone to Birmingham Moor Street service.
Richard Hargreaves







Chiltern Railways

East West Rail services planned to begin this year as Chiltern Railways named operator



Chiltern Railways named as operator for first East West Rail services later this year

Passengers will benefit from better and faster connections between Oxford and Milton Keynes, unlocking job, education and business opportunities

Forms a critical part of the government's mission to kickstart economic growth by unleashing the potential of the Oxford-Cambridge Growth Corridor

In a significant step towards boosting connectivity and growth between Oxford and Cambridge, the Rail Minister has on March 25th named Chiltern Railways as the operator for the first stage of East West Rail. This comes ahead of its planned launch later this year, which will support almost 100 new jobs at Chiltern, boost local economies along the route and see passengers benefit from slashed journey times and better access to jobs, education and business opportunities. When delivered in full, East West Rail is set to generate £6.7 billion of growth per year in Oxford-Cambridge by 2050, bolstering the thriving life science cluster and supporting up to 28,000 jobs in Cambridge alone.

Serving 6 stations, the new line will initially link Oxford and Milton Keynes for the first time in nearly 60 years, accelerating the regeneration of town centres and helping build new homes across the full line as part of our Plan for Change.

Rail Minister Peter, Lord Hendy, said: "Appointing Chiltern Railways to run the first East West Rail services is one of the crucial last steps in getting the line up and running later this year and means local people in the area are closer to experiencing the benefits of this transformative project. This milestone demonstrates that we are serious about unlocking the potential of the Oxford-Cambridge Growth Corridor, providing greater connectivity across the region and delivering on our Plan for Change mission to drive economic growth."

A brand-new station at Winslow will reconnect the town to the rail network for the first time since the 1960s, with trains also stopping at Oxford Parkway and Bicester Village and a revamped Bletchley station along the new line. Chiltern will manage the newly constructed station in Winslow, opening up better employment opportunities, easier access to public services and reduced reliance on road travel.

Richard Allan, Managing Director of Chiltern Railways, said: "The first stage of East West Rail will provide fast, direct train services between Oxford and Milton Keynes and we are delighted that Chiltern has been announced as operator. "Chiltern has a proud track record of delivering new services and infrastructure, including our London to Oxford connections and introduction of new stations at Oxford Parkway and Bicester Village. We are looking forward to carrying customers on this exciting new route which is set to make a critical contribution to the UK's economic growth."

David Hughes, CEO of East West Railway Co, said: "This is a huge milestone which will allow Chiltern Railways to deliver a much-needed rail service linking the dynamic cities of Oxford and Milton Keynes, providing new opportunities for commuters and leisure travellers alike. This is the first part of East West Rail's vision to extend services to Bedford and Cambridge, which will transform connectivity across the region and unlock new opportunities for economic growth."

The announcement comes following a 10-week consultation period giving local people the chance to shape the second and third stages of East West Rail, which will see the line reaching Bedford from 2030 and Cambridge from the mid-2030s.

This outlined the government's aim for trains to be powered on the route with greener traction and hybrid battery-electric trains, which would result in cleaner and faster journeys for passengers.

Gary Walsh, Route Director for West Coast South at Network Rail said: "We're delighted by today's announcement, which is fantastic news for passengers who will soon benefit from the new journey opportunities that East West Rail provides between Milton Keynes and Oxford."

Following completion of major construction, which included installing 70km of new track, 17 brand new bridges and a modern signalling system, we're working closely with our partners at Chiltern Railways and the DfT ahead of passenger services starting later this year.

Chiltern Railways

Class 168 323 and 168 113 working 1H32 Birmingham Snow Hill to London Marylebone service arrive into Leamington Spa on March 5th. *Richard Hargreaves*

Class 68 012 departs Leamington Spa on March 10th with 1R21 10:02 London Marylebone to Birmingham Moor Street service.
Derek Elston

Class 165 016 working 2R16 Leamington Spa to Birmingham Moor Street service departs Leamington Spa on March 5th.
Richard Hargreaves







Colas Rail

On March 6th, Class 56 051 departs Crewe with 6K39 15:24 Bradwell Sidings to Basford Hall Yard. *Barry Longson*

Class 56 113 arrives at Crewe on March 26th, working 6K39 15:24 Bradwell Sidings to Crewe Basford Hall. *Barry Longson*

On March 23rd, Class 70 817 departs Barnetby Yard light engine heading for Lindsey Oil Terminal. *Michael Lynam*







Colas Rail

Class 70 803 kicks out plenty of exhaust as it departs Crewe working 6K58 15:43 Basford Hall Yard to Longport Bradwell sidings on March 26th. *Barry Longson*

Colas Rail

Class 97 302 and 37 405 climb Hencote Bank with 6C56 09:50 Aberystwyth Krono Colas to Chirk Kronospan on March 1st. *Keith Davies*

Colas Rail

An unusual sight at Northampton is Class 70 801 running light engine as 0Z70, the 14:00 Rugby D.E.D. to Oxford route learner on March 5th. *Derek Elston*



COLAS RAIL UK URBAN DIVISION UNVEIL COVENTRY VERY LIGHT RAIL CONTRACT AWARD

Colas are delighted to announce that Coventry City Council (CCC) has appointed Colas Rail UK (CRUK) to deliver a 220m on road test section of the Coventry Very Light Rail project. Led by our Urban division, our team has been tasked with installing track using innovative Coventry Very Light Rail track system technology, previously demonstrated as part of a trial by CRUK. This award marks the first permanent installation of this strategically important and pioneering concept.

The On Road Test will provide local people and interested parties with an opportunity to ride in the vehicle and provide feedback. This concept has the potential to revolutionise the Light Rail market and make urban transport significantly more affordable for cities and larger towns.

Work commenced on February 4th 2025 with the initial phase due to be completed in Spring with the four-week showcase taking place in the Summer. In the long-term Coventry Council has an aspiration to develop a network across the city.

What is Very Light Rail?
The concept comprises of precast track slab panels cast using an innovative Ultra High Performing Concrete. The reduced depth of these track slabs means that the overall construction of the system is much shallower than what is usually required for typical light rail construction. A key benefit of this approach is removing the requirement for extensive excavations and large-scale highway modifications which makes the Coventry system much more affordable than current light rail systems.

Lower Carbon Emissions & Costs
The shallow depth panels also bring benefits including reduced carbon emissions during the installation works as a result of a smaller scale build with one of the key benefits being removing the requirement for costly and time-consuming buried service diversions as the slabs reduced depth do not clash with existing networks.

A global leader in light rail, Colas Rail has a long track record in delivering Urban rail schemes to benefit the West Midlands, renewing, upgrading and extending the Tram network on behalf of Transport for West Midlands as the principal contractor of the Midland Metro Alliance since 2016.

Speaking on the contract award, Urban Managing Director, Iain Anderson said “We are delighted Coventry City Council chose Colas Rail UK for this strategically important scheme and look forward to developing this innovative solution together.”

CCC Councillor Jim O’Boyle cabinet member for jobs, regeneration and climate change said, “I am pleased that Colas has been appointed to deliver this really exciting stage of Very Light Rail in Coventry City Centre. We think it will be a real game changer in terms of how people move around, especially in towns and cities and it will save cash, cut carbon and eventually provide a driverless hop on and hop off option.

“It will be great to see it in the street scene and for local people to be able to actually ride on it. And of course, there is lots of interest from across the Uk and further afield so we are really looking forward to showing everyone how quickly the track can be laid – that really is the clever bit of our system.”

Richard Parker, Mayor of the West Midlands and West Midlands Combined Authority chair, said: “This revolutionary Very Light Rail technology, in which the West Midlands is leading the way, will slash costs and accelerate construction times for tram networks – allowing us to better deliver on my vision to connect communities with more affordable and accessible public transport. We are investing millions in this project, and the start of work on this test track shows how close we are to making this a reality.”

Colas Rail

Class 70 815 and 59 003 working the 6M50 Westbury to Bescot engineers are seen at Leamington Spa on March 5th.
Richard Hargreaves

Class 70 814 heads through Swindon on March 17th running 74mins late as 0Z74 Westbury Down - Bescot Up Engineers sidings.
Ken Mumford

Having run round its train, Class 56 051, now one of the dwindling number of the class in service, waits to depart from Crewe on March 13th working the 10:08 Basford Hall to Bradwell sidings. *Lee Stanford*







Colas Rail

An unidentified Colas Class 70 crosses Whalley Viaduct with 6J37 Carlisle to Chirk logs on March 26th. *Brian Dobbs*

CrossCountry

3 car Class 170 110 runs into Nuneaton on March 5th, with the 13:18 Leicester to Birmingham New Street service. *Barry Longson*

On March 5th, Class 221 132 working the 1O12 Manchester Piccadilly - Bournemouth service approaches Leamington Spa.
Richard Hargreaves

Class 220 028 with the 1V83 Newcastle to Reading service arrives at Leamington Spa on March 5th. *Richard Hargreaves*







CrossCountry

On March 13th, Class 170 101 calls at Newport whilst working 1M68 Cardiff - Nottingham service. *Ken Mumford*

Class 170 104 heads out of Newport on March 13th and towards the end of its journey working 1V02 Nottingham - Cardiff Central service. *Ken Mumford*

A CrossCountry Voyager speeds into Swaythling with a Bournemouth to Manchester service on March 18th. *John Sloane*







CrossCountry

Newly repainted Class 170 101 passes Raynor's crossing near Stenson Jct. working 1D52 07:19 Birmingham New Street to Nottingham service on March 8th. *Mark Pichowicz*



Class 221 131 approaches Southampton with a service to Manchester Piccadilly on March 19th. *John Sloane*



A Class 221 gathers speed as it heads out of Southampton on the last leg of its journey from Manchester to Bournemouth on March 19th. *John Sloane*



DB Cargo

Recently modified Class 66 656 approaches Plumley station with the 10:04 empty hoppers from Arpley to Tunstead on a sunny March 20th. *Lee Stanford*



Class 66 014 passes New Barnetby on March 23rd with a rake of empty Ore wagons from Santon FOT - Immingham BSC Ore Terminal. *Michael Lynam*



On March 20th, Class 66 124 leads 4O21 09:20 Trafford Park to Southampton Western Docks through a sunny Stafford. *Barry Longson*



DB Cargo

Class 66 066 and its all red consist stands out against the backdrop of New Mills South Junction on March 4th as it passes with 4H75 10:04 Arpley Yard to Tunstead Quarry. *Barry Longson*

The sheep is more interested in the grass as Class 66 057 passes Bolton-le-Sands on 4S38, the 14:16 Seaforth to Mossend on March 19th.
Colin Kennington

DB Cargo UK and sister company DB Cargo Polska ensure wagons roll for Tata Steel

DB Cargo UK and its sister company DB Cargo Polska are combining years of engineering excellence to breathe new life into 60 BAA wagons for Tata Steel. The refurbished wagons, which will be capable of carrying steel slab and/or coil, are essential to support Tata Steel's £1.25 billion transition in the UK from traditional iron and steel production to the use of cleaner and greener electric arc furnace technology.

DB Polska is currently manufacturing new 40ft wagon frames for the BAAs at its state-of-the-art engineering facility in Rybnik, Poland, which are then being sent to the UK for final fitting, assembly and testing at DB Cargo UK's wagon maintenance facility at Stoke.

The first of the wagons is now complete and entered service in February 2025.

DB Cargo UK's Chief Sales Officer Roger Neary said the collaboration with DB Cargo Polska was playing a pivotal role in meeting Tata Steel's changing demands of rail freight.

"This innovative project underlines the positive benefits of being part of DB's large international network of companies and we are delighted to be working with DB Cargo Polska on such an important project.

"Tata Steel is one of the UK business's biggest customers, which is going through major change to further improve its long-term sustainability as well as its environmental and economic performance.

"DB Cargo UK is an integral and important part of Tata Steel's supply chain, and the delivery of these new wagons will play a pivotal role in its smooth transition to green steel production," he added.

Tata Steel recently unveiled plans to transform its UK business into a world-leading centre for green steelmaking.

Its £1.25 billion investment in state-of-the-art electric arc furnace steel making and upgrades to the Port Talbot site in Wales will transform the industry and underpin the manufacturing sector for decades to come.

Following the closure and decommissioning of its traditional iron and steelmaking assets, Tata Steel is now importing steel slab and coil, which will be processed for customers through its existing rolling, coating or tube-making lines.

The new BAA wagons will transport the slab from local ports to Port Talbot and can be converted to transport feedstock for the new electric arc furnace when it starts production.

Kerys Twinberrow, Deployment Operations Manager for Tata Steel UK, said: "This current transition phase of our operations is absolutely critical in maintaining service to our customers and maintaining confidence in supply. It is therefore important for us to have trusted partners who are also willing to invest in the long-term support of UK manufacturing. This collaborative wagon refurbishment programme is exactly the sort of joined-up thinking that will ensure both companies' success."

DB Cargo

Class 66 074 leaves the single line section at Rainford with 6E26, Knowsley FLT to Wilton EfW refuse train on March 11th. *Brian Dobbs*

Class 66 020 hauling the 4O20 Trafford Park - Southampton approaches Leamington Spa on March 5th. *Richard Hargreaves*

Class 66 133 is seen stabled in the head shunt at Peak Forest on March 4th. Of note is the window sticker informing staff that it is Loco 2. *Barry Longson*







DB Cargo

On March 23rd, Class 66 027 passes New Barnet by with an Iron Ore train from Immingham BSC Ore Terminal - Santon FOT. *Michael Lynam*



Class 67 006 'Royal Sovereign' working light engine as 0A06, the 13:32 Crewe T.M.D. (E) to Wembley H.S. passes Northampton on March 26th. *Derek Elston*



Fresh from a repaint at Toton, Class 66 053 leads 6V06, the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. through Northampton on March 18th. *Derek Elston*



DB Cargo

On March 4th, Class 66 003, 66 182 and 66 133 are seen at Peak Forest, all in the latest DB red livery.
Barry Longson



DB Cargo UK has created what it believes to be the UK's first 'net zero' rail freight terminal

Situated in Cricklewood, North London, the busy rail terminal is used to transport aggregates and waste construction material in and out of the capital, significantly reducing congestion on London's already crowded road network. While each of DB's trains already carries the equivalent of up to 129 HGV's and emits 76% less carbon dioxide emissions, it is the company's incorporation of a wide range of other environmental features that has really slashed the Cricklewood site's carbon footprint.

These include:
Construction of one of Europe's largest green acoustic barriers to minimise the impact of noise and dust on nearby homes. The south facing, 18m high barrier is planted with approximately 3,520m2 of native green foliage. The wall, which has become a haven for birdlife (a flock of bright green ring-necked parakeets are regular visitors to the barrier), insects and other wildlife, is installed with its own irrigation system and provides a natural carbon sink for the site.
Nine species of native trees have also been planted and unused areas of land have been rewilded, with the site providing an urban habitat for wildlife and a home to wild bees.
Water used on site is recycled and reused through a surface water capture system

The site procures 100% REGO verified renewable energy.
Switching from the use of white diesel to Hydro-treated Vegetable Oil (HVO) to fuel its on-site machinery and plant has reduced the site's Scope 1 emissions by 98 tCO2e a year. The three plant machines consumed almost 55,000 litres of white diesel in 2024. The HVO biofuel emits 98% less CO2e per litre than mineral diesel.

Investing in new, more modern and fuel-efficient machinery, with a new Volvo L180H Wheel Loader recently delivered and a new Liebherr LH40C loading machine on order. The new Volvo wheel loader can do the work of the two ageing loading shovels used previously. This will reduce our plant machinery fuel consumption to approximately 41,000 litres.

Installation of a new, drive-through wheel wash which has reduced water consumption through more efficient filtering and re-use of water. The new system is also more energy efficient and provides improved filtration, reducing the use of chemicals.
Installation of new electric vehicle charging points for all staff and visitors.
In 2024, it avoided 40 tonnes of embedded carbon through a circular economy reuse project, whereby modular office facilities were relocated from its site at Barking.

Sustainability Manager Stacie Scullion said the company was now in the process of having the site's environmental performance officially accredited as carbon neutral on the basis that it will set a new standard for the sector.

"For years now we have talked about the environmental benefits of transporting freight by rail rather than road, however we can make an even bigger contribution towards helping the UK meet its carbon reduction targets by the way we operate our sites," she said.

"At Cricklewood we've tried to incorporate as much mitigation as we possibly can into our operations which not only has an environmental benefit, but a significant social value too in terms of improving the quality of life for those residents who live nearby."

"Throughout the development of Cricklewood we have consulted closely with the council's planning department, residents and their elected representatives, to not only minimise the risk of any disturbance caused by our operations but to enhance the area too, added Stacie.

"Cricklewood is now the jewel in our crown and will form the blueprint for the future development of our terminals across England, Scotland and Wales."

DB Cargo

With a fine collection of semaphore signals in view, Class 66 067 runs past Peak Forest SB working 6H52 12:05 Dowlow to Ashburys on a sunny March 4th. *Barry Longson*

On March 8th, Class 66 004 heads through Swindon working 6W02 Thingley Junction to Hinksey Sidings. *Ken Mumford*

An immaculate Class 66 053 working 4M54 Southampton to East Midlands Parkway heads through Leamington Spa on March 5th. *Richard Hargreaves*







DB Cargo

Recently out-shopped into DB livery, Class 66 067 exits Upholland Tunnel with 6E26 Knowsley to Wilton loaded refuse train on March 19th. *Brian Dobbs*



On March 5th, Class 66 190 hauling the 6E11 Appleford to Milford West passes through a sunny Leamington Spa. *Richard Hargreaves*



Class 66 066, 66 094 and 66 087 are seen stabled in Peak Forest south yard awaiting their next duties on March 4th. *Barry Longson*



DB Cargo

Class 66 124 emerges from the trees on the approach to Swaythling on March 18th with the Trafford Park to Southampton Western Docks service. *John Sloane*

Class 66 659 heads through Newport on 6F07 Margam - Newport Docks, hauling some Touax wagons. *Ken Mumford*

Class 66 103 with the 4E94 Southampton to Masborough passes through Leamington Spa on March 5th. *Richard Hargreaves*







DB Cargo

Class 66 047 'Maritime No. 2' coasts down grade from Orrell, towards Pemberton, with 6E26 the 10:51 Knowsley to Wilton Tees, Domestic and Industrial Waste train on March 18th.
Paul Senior

Class 66 021 with the 4O43 Wakefield to Southampton Western Docks passes through Leamington Spa on March 5th.
Richard Hargreaves

On March 17th, Class 66 025 waits round the back of Swindon station before moving to the east of the station, running around its train, 6B52 Swindon Sheet Stores - Llanwern Exchange Sidings. *Ken Mumford*







DB Cargo

On March 17th, coal traffic is alive and well in North Lincolnshire with not only the flow from Immingham to the steelworks at Scunthorpe, but also to Earles Sidings for the cement works. The latter train runs usually a couple of times a week at not very sociable hours but, now that the mornings are getting somewhat lighter, the Monday morning train is just about photographable. 6M63 is seen soon after departing Entrance C with Class 66 115 hauling 18 loaded HTAs. *Steve Thompson*

Class 66 244 passes alongside platform 4 at Swindon on March 17th with 6C03 Northolt Sidings to Severnside Sita, running 27mins early! *Ken Mumford*

Class 66 158 heads through Loughborough on March 6th with a Corby to Lackenby working. *Mark Enderby*







DB Cargo

Recently modified Class 66 656 has 3 steel wagons in tow working 6V71 1157 Warrington Arpley to Margam, seen at Shrewsbury on March 26th. *Barry Longson*

Class 66 080 approaches Walsden hauling the 10:51 6E26 Knowsley to Wilton Binliner on March 26th. *Colin Kennington*

Still carrying its the original EWS livery, Class 66 179 approaches Leamington Spa on March 4th working the 10:32 Southampton to Halewood empty car carriers, of note is the loco still carries an addition made to it when working in France. *Lee Stanford*







DB Cargo

Class 66 047 ‘Maritime Intermodal Two’ approaches Wigan Wallgate, with 6M16 05:40 Wilton Tees, to Knowsley, Industrial and Domestic Waste empties on March 6th. *Paul Senior*



Class 66 659 passes Burgs Lane, Baystan Hill on March 18th working 6V75 09:30 Dee Marsh - Margam steel. *Phil Martin*



On March 27th, Class 66 177 joins the up slow at Heaton Norris Junction, while in charge of 6H59 13:50 Ashburys to Dowlow Briggs. *Barry Longson*



DB Cargo

Having been on its holidays in France for a while, Class 66 179 passes Bayston Hill with 6V71 09:58 Arpley Sidings - Margam T.C. on March 5th. *Keith Davies*

Class 66 656 passes Kempseye with 6V71 11:57 Arpley Sidings - Margam T.C. on March 26th. *Keith Davies*

A light load for Class 66 096 on March 18th as it passes Bayston Hill with 6V71 11:57 Arpley Sidings - Margam T.C. *Keith Davies*







DB Cargo

Class 66 651 passes Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on March 15th. *Keith Davies*



Class 66 115 approaches New Barnetby on March 23rd with a coal train from Immingham Bulk Terminal - Scunthorpe. *Michael Lynam*



On March 4th, Class 66 652 is seen at All Stretton with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



DB Cargo

On March 23rd, Class 66 027 and 66 014 pass in opposite directions working Iron Ore trains between Immingham Ore Terminal and Santon FOT. *Michael Lynam*



Class 66120 leads 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. through Northampton on March 19th. *Derek Elston*

On March 26th, Class 66 150 works through Northampton with 6V06 the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. *Derek Elston*





DB Cargo

On March 18th, Class 66 124 approaches Manchester Piccadilly with a Trafford Park - Southampton intermodal. *Michael Lynam*

Class 66 175 ‘Rail Riders Express’ working 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings heads through Northampton on March 26th. *Derek Elston*

Class 66 137 working 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings passes Northampton on March 19th. *Derek Elston*







DB Cargo

With seagulls flying overhead, Class 66 142 approaches Horseshoe Bridge with a Southampton to Wakefield service on March 18th. *John Sloane*

Class 66 124 weaves out of Eastleigh station with a Trafford Park to Southampton Western Docks working on March 17th. *John Sloane*

A convoy of Class 66s consisting of 66 002, 66 066, 66 175 and 66 137 pass through Leyland on an Arpley to Carlisle move on March 8th. *John Sloane*







DB Cargo

Hydro treated vegetable oil powered Class 66 004 passes Tyseley with the 4M71 Southampton - Birch Coppice intermodal on March 27th. *Chris Morrison*



Class 66 107 and 66 017 are seen stabled next to Eastleigh station on March 17th. *Derek Elston*



Class 66 100 heads through Charnock Richard cutting on March 13th with a Seaforth to Mossend intermodal. *John Sloane*



DC Rail Freight

On March 31st, Class 56 301 passes Moore working 6M89 Middleton Towers to St. Helens. *Mark Enderby*

DC Rail wasted little time in putting its newly acquired Class 56 301 to work. Here, it takes the Down Slow line at Golborne heading for St. Helens with a full load of sand from Middleton Towers on March 31st. *Jeff Nicholls*





Direct Rail Services

Class 68 007 passes Raynor's crossing near Stenson Jct. on March 8th with 4E59 04:12 Trafford Park to South Bank Tees Dock. *Mark Pichowicz*

A lash-up of DRS locos comprising Class 66 428, 66 434, 68 033, 66 421 and 68 007 pass through Charnock Richard cutting during a move from Crewe to Kingmoor on March 14th. *John Sloane*

Class 68 002 winds into Preston at the head of the 4S44 intermodal service from Daventry to Mossend on March 8th. *John Sloane*







Direct Rail Services

Class 68 005 hauling the 4M27 Coatbridge - Daventry intermodal passes through Stafford on March 8th. *Richard Hargreaves*

On March 20th, Class 66 432 runs through Stafford with 4G94 12:20 Basford Hall to Bescot engineers. *Barry Longson*

On March 13th, Class 66 426 heads through Newport working 4V44 Daventry (Tesco's) - Wentloog. *Ken Mumford*







Direct Rail Services

With the sound only a class 68 can make, Class 68 005 speeds towards Stafford leading 4S44 12:13 Daventry to Coatbridge on a glorious March 20th. *Barry Longson*



Class 88 002 and 88 008 lead the 4S43 Daventry - Coatbridge away from Stafford on March 8th. *Richard Hargreaves*



On March 4th, the first appearance of a Class 88 over the Calder Valley line when 88 006 hauled 68 006 as 0Z88 Crewe to Leeds Balm Road for tyre turning, seen passing Mills Hill station. *Russell Clarke*



Direct Rail Services

On March 20th, Class 68 017 with a Mossend to Daventry working heads through a sunny Warrington Bank Quay. *Mark Enderby*

Class 88 005 with the 4H43 Daventry - Trafford Park intermodal heads through Stafford on March 8th. *Richard Hargreaves*

On March 15th, Class 88 003 working the 4S43 Daventry to Mossend passes through Warrington Bank Quay. *Mark Enderby*







Direct Rail Services

Class 68 006 hauling the 6G94 Crewe - Bescot passes Slindon on March 6th. *Carl Grocott*



Class 88 002 and 68 033 with a Daventry to Mossend working pass Grayrigg on March 29th. *Mark Enderby*



With no end of the train in sight, DRS duo of Class 88 002 and (DIT) 68 033 climb Grayrigg on March 29th with the regular Daventry to Coatbridge 'Tesco' service. *Lee Stanford*



Direct Rail Services

Class 68 017 heads a Mossend to Daventry working past Grayrigg on March 29th. *Mark Enderby*

Class 66 423 with Colas' 66 791 (DIT) is seen passing Hellifield on March 18th working service 6K05 the 12:31 Carlisle to Basford Hall. *Lee Stanford*

On March 31st, Class 66 432 and 66 068 pass Moore working the daily Carlisle to Crewe engineers. *Mark Enderby*







Direct Rail Services

Class 88 004 ‘Pandora’ glides through Northampton on March 5th with 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl. *Derek Elston*

Class 66 432 passes Stafford on March 20th with 6G94 12:20 Basford Hall Yard (Fl) to Bescot Up Engineers Sidings. *Derek Elston*

On March 8th, Class 68 002 passes Hest Bank working a Daventry - Coatbridge ‘Tesco’ intermodal service. *Michael Lynam*







Direct Rail Services

Class 88 003 ‘Genesis’ working 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl heads through Northampton on March 19th. *Derek Elston*



Class 88 004 ‘Pandora’ working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl passes through Northampton on March 7th. *Derek Elston*



Sounding superb, Class 68 017 ‘Hornet’ growls through Stafford with 4M27 05:33 Coatbridge (DRS) to Daventry International Railfreight Reception Fl service on March 20th.
Derek Elston



Direct Rail Services

Class 68 002 sweeps through Charnock Richard cutting on March 14th at the head of the 4S44 service from Daventry to Mossend.
John Sloane

East Midlands Railway

Class 222 016 is seen at Leicester on March 12th with the 06:42 service to Nottingham. *Allison Twycross*



Class 170 202 stands at Skegness station on March 12th, having arrived on a service from Leicester. *Allison Twycross*



Class 170 417 'The Key Worker' calls at Newark Castle with 2L64 12:36 Lincoln Central - Leicester on March 20th. *John Balaam*



East Midlands Railway

On March 4th, 3 car Class 170 416 is on time as it runs past New Mills South signal box, working the 10:51 Liverpool Lime Street to Norwich service. *Barry Longson*

Class 158 753 slows on the approach to Loughborough, while working the 12:40 Grimsby Town to Leicester service on March 18th. *Barry Longson*

East Midlands Railway

Class 222 007 is seen at Loughborough on March 6th working a Sheffield - London St. Pancras service. *Mark Enderby*

Class 222 005 calls at Long Eaton with a London St. Pancras to Sheffield service on March 6th. *Mark Enderby*

On March 6th, Class 222 016 stands at Derby with a London St. Pancras to Sheffield service. *Mark Enderby*







East Midlands Railway

On March 6th, Class 222 016 arrives at Derby with a Sheffield - London St. Pancras service. *Michael Lynam*

On March 18th, Class 170 201 departs Worksop with a service to Nottingham. *Michael Lynam*

On March 23rd, Class 170 534 passes New Barnetby working a Leicester - Grimsby Town service. *Michael Lynam*







East Midlands Railway

Soon to be replaced by new Class 810 bi-modes, Meridian Class 222 101 speeds nonstop through Loughborough with the 14:37 Sheffield to London St. Pancras service on March 18th. *Barry Longson*



Class 222 011 calls at Derby on March 27th with a service to London St. Pancras. *Mark Enderby*



The East Midlands Class 170 units are becoming more regular on the long distance Liverpool to Norwich services and on March 24th, Class 170 515 and 170 270 were recorded passing Heaton Norris Junction with the 10:56 service from Norwich. *Lee Stanford*



Freightliner

As seems common practice, the first two wagons are empty while the rest are fully loaded, as Class 66 516 lows for a signal check at Nuneaton on March 5th, with 4L54 11:00 Ditton to Felixstowe North Freightliner terminal. *Barry Longson*

Class 66 563 with the 4L44 Trafford Park to Tilbury liner passes through Stafford on March 8th. *Richard Hargreaves*

Class 70 002 hauling the 4O90 Leeds to Southampton liner, passes through Leamington Spa on March 5th. *Richard Hargreaves*







Freightliner

Class 70 002 approaches Mount Pleasant Crossing, Southampton on a slightly hazy March 5th with 06:04 Leeds - Southampton Maritime liner. *John Goodrich*

Freightliner

On March 22nd a convoy passes Manchester Oxford Road as 0K42 Trafford Park to Crewe Basford Hall, comprised of Class 66 556 towing 66 413, 66 419 and 66 541. *Russell Clarke*



Class 70 007 with the 4M55 Southampton to Lawley Street liner is seen at Leamington Spa on March 5th. *Richard Hargreaves*



Class 66 571 heads the 4M81 08:01 Felixstowe North to Garston, through Nuneaton on March 5th. *Barry Longson*



Freightliner

‘New’ celebrity loco Class 66 601 drifts south through Winwick on March 26th with 6Z26, Shap Summit Quarry - Basford Hall. A very subjective opinion, but the Freightliner 60 livery looks tastefully done. *Jeff Nicholls*



Class 66 553 arrives at Doncaster on March 6th with 4L87 09:31 Tees Dock - Felixstowe and passing 801 219 departing with 1S15 11:30 London King’s Cross - Edinburgh service.
John Balaam



Class 90049 and 90043 with the 4M88 Felixstowe - Ditton pass Slindon on March 26th.
Carl Grocott



Freightliner

Class 59 102 approaches Eastleigh on the Chandlers Ford line with 09:11 Westbury - Crawley stone working on a sunny March18th. The photograph was taken from Archers Road footbridge, a short distance from the station. *John Goodrich*



Class 70 001 working the 4O27 Crewe Basford Hall to Southampton liner heads through sunny Stafford on March 8th. *Richard Hargreaves*



On March 17th at Swindon, Class 66 560 working 7B12 Merehead Quarry - Wootton Bassett passes Class 800 022 and 800 002 working 1B15 London Paddington - Swansea and Carmarthen service. *Ken Mumford*



Freightliner

On March 26th, Class 66 601 in its new livery makes a colourful sight as it passes Moore working Shap to Crewe stone. *Mark Enderby*

Class 66 546 passes through Kirkby Stephon on March 8th with a rake of empty Box wagons from New Biggin - Hunslet. *Michael Lynam*

Class 66 601 is seen in the yard at Eastleigh Works freshly painted in Freightliner 60th Anniversary livery on the morning of March 19th. Shortly after midday it left as a light engine working to Southampton Maritime depot, and was then conveyed to Crewe in 14:57 Southampton Maritime - Basford Hall. *John Goodrich*







Freightliner

Class 90 016 and 90 004 hauling the 4L67 Trafford Park - Felixstowe liner pass Slindon on March 6th. *Carl Grocott*



The infrequent Weaste to Tunstead cement train ran on March 31st and Class 66 604 is seen passing Guide Bridge with the returning discharged tanks. *Lee Stanford*



Class 59 104 passes along platform 4 with 6C48 Appleford - Whatley Quarry at Swindon on March 17th. *Ken Mumford*



Freightliner

Class 70 011 leads the 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. through Northampton on March 19th. *Derek Elston*

Class 90 005 and 90 003 pass Daventry International Railfreight depot with 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. service on March 28th. *Derek Elston*

Class 66 502 'Basford Hall Centenary 2001' working 4L46 the 11:48 Lawley Street F.L.T. to London Gateway liner passes through Northampton on March 19th. *Derek Elston*







Freightliner

Class 90 040 and 90 045 working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. head through Northampton on March 10th. *Derek Elston*



Class 66 601 passes Charnock Richard at the head of a Shap to Crewe stone working on March 26th. *John Sloane*



Class 66 556 passes Hest Bank on March 8th with a Grangemouth - Daventry liner. *Michael Lynam*



Freightliner

Freightliner continue to use their class 90s, as seen here at Stafford on March 20th, with Class 90 012 and 90 045 on 4L67 10:20 Trafford Park to Felixstowe. *Barry Longson*

Recently repainted to celebrate 60 years of Freightliner services, Class 66 601 is seen at Stockport with the diverted 6F91 12:23 Ince & Elton to Basford Hall Yard redundant hoppers move on March 24th. *Barry Longson*

Newly outshopped in '60th Anniversary' livery, Class 66 601 heads southbound at Winwick with 6Z26 Shap to Basford Hall Yard on March 28th. *Brian Dobbs*







Freightliner

Class 70 017 slows for a signal check in platform 6 at Stafford while working 4Z21 12:46 Walsall to Basford Hall on March 20th. *Barry Longson*

Class 66 548 approaches Stockport on March 26th, working the 6M42 12:55 Hunslet Yard to Basford Hall, conveying a selection of wagons after repair. *Lee Stanford*

On March 8th, Class 66 541 passes Hest Bank with a Daventry - Grangemouth liner.
Michael Lynam







Freightliner

Class 90 016 and 90 004 working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. head through Northampton on March 5th.
Derek Elston

Class 90 043 and 90 013 pass Northampton with 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner on March 5th. *Derek Elston*

Class 70 011 sits in Northampton Castle Yard on March 26th having worked in with 6B71, the 07:16 from Tunstead Sidings (Fhh).
Derek Elston







Freightliner

Class 90 016 and 90 040 hurry past Daventry Freight Terminal with 4M88 09:32 Felixstowe North F.L.T. to Ditton (O'Connor) liner on March 28th. *Derek Elston*

Class 70 001 passes Saxon Rd, Southampton with a Southampton Maritime to Trafford Park service on March 19th. *John Sloane*

Class 90 012 and 90 045 glide into Stafford working 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on March 20th. *Derek Elston*







Freightliner

Class 66 616 hurries through Stafford with 6B71 07:16 Tunstead Sidings (Fhh) to Northampton Castle Yard on March 20th. *Derek Elston*

Class 66 515 hurries through Swaythling on March 18th with a Mountfield to Southampton working. *John Sloane*

Class 90 005 and 90 040 double head the 4L67 10:20 Trafford Park F.L.T. to Ipswich S.S. through Bletchley on March 3rd. *Derek Elston*







Freightliner

Class 90 012 and 90 045 power through Northampton with an empty rake of container flats running as 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on March 19th. *Derek Elston*

Class 66 516 runs past Eastleigh with the Mountfield to Southampton empty gypsum service on March 17th. *John Sloane*

Class 70 011 rolls past Bradley at the head of the Shap to Crewe stone train on March 10th. *John Sloane*







Freightliner

Class 66 585 working a well laden 4L46, the 11:48 Lawley Street F.L.T. to London Gateway heads through Northampton on March 5th. *Derek Elston*



Class 90 041 ‘Pete Waterman OBE’ and 90 047 are seen double heading 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on March 24th. *Derek Elston*



Class 90 003 and 90 048 with 66 519 DIT work through Northampton with 4M88 09:32 Felixstowe North F.L.T. to Ditton (O’Connor) liner on March 11th. *Derek Elston*



Freightliner

Class 70 015 departs Eastleigh on the last leg of its journey from Lawley St. to Southampton Maritime on March 17th. *John Sloane*

Class 66502 and 66512 creep past Southampton Up Yard at the head of a Southampton Maritime to London Gateway working on March 18th. *John Sloane*

Class 66 587 ‘As One We Can’ passes St. Denys at the head of the Wentloog to Southampton liner on March 18th. *John Sloane*







Freightliner

Class 70 011 runs past St. Denys on March 18th with a Lawley St. to Southampton Maritime liner. *John Sloane*

Class 70 016 departs Southampton with a service from Leeds to Southampton Maritime on March 19th. *John Sloane*

Freightliner

Class 66 512 heads a train amongst all the stacked containers at Southampton Maritime terminal on March 19th. *John Sloane*



Class 66 510 has crept out of Western Docks and is approaching Saxon Road at Southampton with a train to Lawley St. on March 19th. *John Sloane*



A view of Southampton Maritime depot with Class 70 016, 66 507, 70 005 and 08 585 in view on March 19th. *John Sloane*



GBRf

On March 24th, Class 69 009 ‘Western Consort’ approaches Swindon on 5Q93 Eastleigh TRSMD to Long Marston with SWRs 701 059 in tow. *Colin Pidgeon*

Class 66 753 passes Cononley with an aggregate train from Arcow Quarry - Bredbury on March 13th. *Michael Lynam*

On March 18th, Class 66 723 heads through Leicester working 6M01 10:51 Tinsley to Bardon Hill. In the right background Class 56091 can be seen stabled. *Barry Longson*







GBRf

On March 20th, Class 66 308 was to be found working the 07:42 Liverpool to Drax Biomass train and is seen shortly after passing Plumley West signal box. *Lee Stanford*

Class 66 761 is well loaded working 4L05 05:45 Ditton to Felixstowe South, although due to a lineside emergency, was running 168 minutes late at Stafford on March 20th. *Barry Longson*

Class 47 739 heads through Oxford on March 20th working 0V73 Oxford to Oxford via Bletchley High Level route leaner.
Colin Pidgeon







GBRf

A working which usually appears a couple of times a week is 6D05 Down Decoy - Roxby, conveying spoil originating from Renwick Road. On March 17th, the train was worked by Class 66 797 and the empty working, 6D21, is seen approaching Scunthorpe station returning to Doncaster after running round at Barnetby. *Steve Thompson*



Class 60 021 on 6F69 Ribblehead to Tuebrook heads through Pleasington on March 7th. *David Hollowood*



Former European Class 66 314 was used to work 6G83 12:24 Basford Hall to Ravensthorpe (along with sister 66 313 out of sight on the rear) and was noted at Heaton Norris Junction, Stockport on March 3rd. *Barry Longson*



GBRf

Once a regular sight heading south on Stockport Viaduct, Class 66 773 is seen on the SuO 4M61 12:03 Doncaster Decoy to Liverpool Docks. On weekdays the empties now run via Manchester Victoria and Newton-le-Willows. *Barry Longson*



GBRf

On March 5th, Class 66 766 runs through Stafford working 6V84 07:45 Clitheroe to Avonmouth cement tanks. *Barry Longson*



Class 66 732 hauling the 6G99 Tunstead to Banbury stone heads through Leamington Spa on March 5th. *Richard Hargreaves*



Unique liveried Class 66 718 adds some colour to Stafford station on March 13th whilst hauling the 08:28 Hindlow to Small Heath.
Lee Stanford



GBRf

Newly painted Class 69014 plays to the crowd as it passes Stafford on March 20th with 0M45 the 10:20 Eastleigh to Longport EMD works, where it was named a few days later.
Barry Longson

On March 8th, Class 66 736 hauling the 4L05 Ditton to Felixtowe heads through Stafford.
Richard Hargreaves

A number of engineers trains frequently operate to the large engineering project at Ravensthorpe and on March 19th, Class 66 314 was captured approaching Stockport returning to Crewe with one of these workings.
Lee Stanford







GBRf

Class 66 779 ‘Evening Star’ passes through Manchester Oxford Road on March 22nd working 4M10 Felixstowe to Trafford Park intermodal. *Russell Clarke*

Class 66 722 heads towards Plumley West on March 20th working the Hindlow to Small Heath loaded stone train. *Lee Stanford*

Class 69 002 is seen at Derby on March 27th with a Doncaster - Toton engineers train. *Mark Enderby*







GBRf

On March 16th, after working overnight in the Hitchin area, 6G32 returned to Trent Yard from Biggleswade, an RDT set top and tailed by Class 66 315 and 66 748, seen here approaching Scunthorpe station. *Steve Thompson*

Class 66 718 in TfL livery heads northbound at Winwick with 4F57 Hams Hall to Seaforth on March 28th. *Brian Dobbs*

Class 66 723 passes through Sheffield on March 18th with an aggregate train from Tinsley Yard - Bardon Hill. *Michael Lynam*







GBRf

On March 12th, a colourful start to the day as Class 69 002 hauls 66 032 and a handful of YKAs through Scunthorpe station on 6D74 Up Decoy - Ent C. *Steve Thompson*

Class 66 768 working the 6M42 Avonmouth - Penyffordd cement tanks passes Oakengates on March 31st. *Carl Grocott*

The last imported Class 66, No. 66 316, was transferred to Longport on March 26th for final UK specification work and is seen passing Stockport in a convoy of other locomotives. *Lee Stanford*







On March 13th, Class 60 085 approaches Cononley with an empty rake of hoppers from Hull Dairycoats - Rylston Tilcon terminal. *Michael Lynam*

GBRf

Class 69 012 leads SWR's 701 005 through Swindon on March 11th on 5Q89 Long Marston to Eastleigh East Yard to form 5Q90 Eastleigh East Yard to Wimbledon Park Depot Sidings. *Colin Pidgeon*



Class 60 085 passes Keighley station on March 20th with empty hoppers from Hunslet - Rylstone (Tilcon). *Michael Lynam*



Class 66 741 is seen at Duncote Mill with 6M42 09:21 Avonmouth Hanson Sidings - Penyffordd Cement on March 19th. *Keith Davies*



GBRf

The Class 60 locomotives are now regular motive power on the stone trains to the quarries in North Yorkshire. On a sunny March 18th, Class 60 021 approaches Hellifield with the loaded 11:25 Arcow Quarry to Bredbury. *Lee Stanford*



Class 66 768 passes Sharpstones on March 30th with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings . *Phil Martin*



On April 1st, Class 47 739 working 5Q89 Long Marston to Eastleigh East Yard heads through Swindon with SWR EMU Class 701 509 in tow. *Ken Mumford*



GBRf

Some recent vegetation clearance and the laying down of what appears to be a pad for RRVs at the east end of the former West Yard at Scunthorpe has opened up a viewpoint which hasn't been available for several years. On March 12th, Class 66 308 is seen passing the site on the Up Main whilst working 6D91 Rylstone - Entrance C stone train. *Steve Thompson*



On March 4th, Class 69 004 passes through Doncaster with 6E86 Middleton Towers to Monk Bretton sand train. *Russell Clarke*

Class 69 012 'Falcon 2' arrives at Bletchley off the Marston Vale line with Class 720 104 in tow as 5Q68, the 12:45 Derby Litchurch Lane to Willesden T.M.D. on March 3rd. *Derek Elston*





GBRf

Class 66 722 'Sir Edward Watkin' working 6G92, the 08:28 Hindlow GBRf to Small Heath Lafarge GBRf passes through Stafford on March 20th.
Derek Elston

On March 13th, Class 69 010 heads light through Euxton during a move from Sellafield to Crewe.
John Sloane

Despite RTT showing Class 69 012 booked for 0Z11, the 12:19 Leicester L.I.P. to Wembley H.S. it was a disappointment when 57 310 rolled into view at Northampton on March 10th.
Derek Elston







GBRf

Class 66 775 ‘HMS Argyll’ passes Barby Nortoft with 4M47 12:18 London Gateway GBRf to Hams Hall GBRf on March 28th. *Derek Elston*

On March 7th, Class 66 787 ‘Three Bridges ASC’ working 6O55 14:40 Daventry GBRf to Dollands Moor GBRf empties heads through Northampton. *Derek Elston*

Class 66 315 hurries through the Northamptonshire country side at Church Brampton with 4L62 13:39 Ditton (O’Connor) GBRf to Felixstowe North on March 26th. *Derek Elston*







GBRf

Class 69 014 was outshopped from Eastleigh in 'Kestrel' livery after the 1967 prototype diesel. It is seen approaching Dorridge on March 20th en route to Longport. *Chris Morrison*



GBRf body snatcher Class 57 310 nears journeys end with 360 102 heading for some TLC as 5B60, the 12:51 Kettering Stabling Sidings to Northampton Emd on March 7th.
Derek Elston



Class 66 747 'Made in Sheffield' working 4M22, 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf passes through Northampton on March 11th. *Derek Elston*



Class 66 786 ‘Cambridge University Railway Club’ is seen departing Eastleigh East Yard on March 17th.
John Sloane



GB RAILFREIGHT STARTS NEW SERVICE FOR PORT TALBOT STEELWORKS

GB Railfreight (GBRf), one of the UK’s leading transporters of goods for businesses and consumers, has started a new service for Tata Steel UK, moving imported steel slab from the Port of Bristol at Portbury to the giant steelworks at Port Talbot.

GBRf will be running this service until the end of 2027 when Tata Steel’s new three million tonne-per-year Electric Arc Furnace is due to be commissioned.

The first Tata Steel train left Portbury on March 3rd.

To minimise downtime and drive productivity, the Bristol Port Company is supporting GBRf with their brand-new battery-powered electro-permanent lifting magnets. These will be used to lift the slabs of steel, each of which can weigh up to 30 tonnes – around the same as 15 family cars. The special magnets will improve train preparation efficiency and minimise downtime.

Alex Kirk, Commercial Director of GB Railfreight, said: “We are always looking for innovation and ways to improve our own productivity and to provide industry-leading service for our customers. Innovations such as the new lifting magnets from Bristol Ports help us achieve this.

It’s fantastic news that we’ll be moving steel for Tata for the next two years as they prepare to transition to low carbon steelmaking.”

Kerys Twinberrow, Tata Steel UK’s Manager of Deployment Operations, added: “Maintaining a reliable supply of materials for our customers is absolutely critical as we transition to green steelmaking. Collaborating with innovative and forward-thinking industrial partners such as GB Railfreight gives us the confidence to focus on implementing our £1.25 billion investment programme to sustain steelmaking in the UK.”

GBRf

Class 66 760 sets off outside Southampton with an intermodal service to Trafford Park on March 19th. *John Sloane*

Class 66 792 is seen in the yard at Eastleigh Works on March 19th. *John Sloane*

Class 66 795 pulls through Balshaw Lane Junction with a Prestwick to Grain tank train on March 27th. *John Sloane*







Greater Anglia

Greater Anglia 'Aventura' Class 720 104 passes Northampton for the final time on mileage accumulation run 5Q31, the 13:22 Rugby Udt Signal Rn4184 to Camden Road Junction on March 10th. *Derek Elston*

Great Western Railway

CrossCountry's Class 221 116 is sat awaiting departure from Bodmin Parkway with 1V60 08:20 Aberdeen - Penzance while 802 020 awaits to depart with 2M77 19:15 Penzance - Bristol Temple Meads. *Barry Beeston*

Great Western Railway

Power car No. 43188 is seen awaiting to depart Bodmin Parkway with 2P27 18:50 Penzance - Plymouth with 43092 on the rear on February 27th. *Barry Beeston*



Great Western Railway

Power car No. 43092 departs Bodmin Parkway with 2C22 13:43 Plymouth - Penzance with 43188 on the rear on March 1st. *Barry Beeston*

Class 166 210 working the 1F16 Portsmouth Harbour - Cardiff Central service calls at Newport on March 13th. *Ken Mumford*

On March 26th, Class 387 154 and 387 161 on 1L13 Cardiff to London Paddington, are seen at Swindon. *Colin Pidgeon*







Great Western Railway

Class 165 103 sets off from Southampton Central with a service from Portsmouth to Cardiff on March 19th. *John Sloane*



Great Western Railway

On March 1st, Class 802 012 operating 2C47 14:17 Plymouth - Penzance is captured exiting off St. Pinnock's Viaduct. *Barry Beeston*

On April 1st, the 1L24 Swansea to London Paddington, consisting of IET units Class 800 001 and 800 002 are seen snaking across from platform 1 to get to the Up Main Line for its journey east at Swindon. *Ken Mumford*

Class 158 771 is seen at the rear of a Cardiff to Portsmouth service as it arrives at Southampton on March 19th. *John Sloane*







L.N.E.R.

On March 15th, Class 801 215 stands at Leeds having arrived with a service from London King's Cross. *Mark Enderby*

Class 800 111 passes through North Queensferry on March 6th with 1E11 07:52 Aberdeen - London King's Cross service. *Barry Beeston*

DVT No. 82214 leads the 1A30 12:45 Leeds - London King's Cross into Doncaster on March 4th with Class 91 111 on the rear.
Barry Beeston







L.N.E.R.

Class 91 130 stands underneath the York station roof on March 8th waiting to work 1Y84 the 12:02 to London King's Cross. *Andy Pratt*

Class 91 111 working 1D17 London King's Cross to Leeds service arrives at Doncaster on March 4th. *Russell Clarke*

Class 91 130 'Lord Mayor of Newcastle' stands at Doncaster after arrival with 1N83 11:06 London King's Cross - York on March 6th. *John Balaam*







L.N.E.R.

The Tech Keeping A Watch On Train Times

Machine learning experts at LNER have developed new technology that can help to predict train delays.

Following a successful trial at Peterborough and Newark Northgate stations, the capability is now being introduced across the LNER station network, helping to keep trains on time.

The tool takes data from previous train performance, adds factors such as the number of people travelling and weather conditions, and highlights services which may encounter a delay at an LNER station.

The tech is available to all colleagues via their LNER mobile phone and can identify services with the potential for delay and the expected cause, enabling station teams to plan accordingly. Using the information, they can adapt the support they provide more closely to the needs of customers, meaning journeys and trains run smoother.

The extra foresight and planning mean that across the trial, dwell times of LNER trains at Peterborough and Newark Northgate stations improved. Data collected showed that over 450 potential delays were avoided, helping LNER to keep trains running in accordance with the timetable.

Ian Whittles, Station Delivery Manager at Peterborough, said: “The new capability, developed by our in-house Machine Learning Team, has proved to be an invaluable tool for my team. Peterborough is a busy station, so we are well experienced at reacting quickly and resolving issues which may occur throughout the day. The insight provided by the predictive delay tool allows us to plan more effectively, keeping our customers and our trains on the move.”

Steven Lloyd, Machine Learning Product Lead for LNER, said: “We saw an opportunity to provide a solution for our teams, which would help them to not only deliver fantastic service to customers, but also enable them to get ahead of any potential issues. This solution really is the embodiment of the saying ‘to be forewarned is to be forearmed.’ It highlights pinch points, enabling teams to be proactive in reducing the reason for delay.

“The data captured from the trial has been positive, so we’re now rolling out the capability across our whole station network. It’s not just the time saved either, we’re also considering the carbon savings of trains being on the move more and dwelling at platforms less. So, this solution may have even more benefits than initially estimated.”



Robin Gisby, DFTO Chief Executive, said: “The rollout of this innovative technology across the LNER station network is a huge step forward in reducing delays and improving reliability.

We are striving to improve the experience of all our passengers through harnessing new technologies, to deliver the modern and dependable railway that customers want and need.”

Customers Confirm That LNER Is Top Of The TOCs

LNER has been named the best train operating company in Great Britain when it comes to customer satisfaction following a survey by Transport Focus.

The independent watchdog collects information from train travellers on the journey elements that matter most to them, including punctuality, value for money and station standards. Published today, the latest survey of passengers who travelled in the last six months puts LNER at the top of the TOCs with an overall journey satisfaction of 94 per cent.

LNER has seen increases in all six categories measured, pushing the East Coast Main Line operator to the top of the chart. The LNER station score is at 91 per cent, higher than any other operator, and follows the introduction of a Family Lounge at York Station, with more being planned.

Colette Casey, Customer Experience Director at LNER, said: “Our teams work hard day-in-day-out to provide the best possible service for our customers - be that through the booking process, at our stations or on our trains. We’re beyond proud that Transport Focus’s latest survey now recognises us as the number one train operator in the UK for journey satisfaction. Our onboard and station teams are dedicated to ensuring our customers at the heart of everything they do.”

L.N.E.R.

LNER Azuma Carries Out First Ever Test Run To London St. Pancras

While most of the country slept, an LNER Azuma train was carrying out an important return test run between Leeds and London St. Pancras during the early hours of Friday March 28th.

As part of ongoing work to keep customers moving during significant engineering work when parts of the East Coast Main Line (ECML) are closed, LNER is currently exploring options to divert into alternative London terminal stations.

Using a 9-car bi-mode LNER Azuma train, the unit (no. 800 108) started its journey at Leeds, left the ECML at Doncaster, before joining the Midland Main Line at Chesterfield and terminating in London St Pancras. LNER teams carried out various safety and validation checks before returning north.

While further work to operate into London St Pancras with customers onboard would be required, the test is an exciting step towards looking at the potential of offering LNER customers more options and freedom to travel during engineering work.

Mark Smith, Development Engineer at LNER, said: “While planned engineering work is vital in delivering infrastructure upgrades and keeping the rail network safe, it can be disruptive to customer journeys. With this test, LNER is looking at how it can keep its customers on the move and minimise disruption to journeys when engineering work is being carried out.

“There is still work to be done, but this is an encouraging development for future service options.”



LNER Lifts The Lid On Its Recycling

LNER has lifted the lid on its work to turn recycled rubbish into practical products with a special visit. It welcomed Andrew Pakes MP for Peterborough, Mayor of Cambridgeshire and Peterborough, Dr Nik Johnson, and Deputy Mayor, Councillor Anna Smith, to its recycling and 3D printing hub based at Peterborough Station.

After a tour of the facility, the visitors saw firsthand how LNER is turning waste collected from its trains and stations into plastic products which are used within the business. Rubbish is collected and brought into the hub and hand sorted by a dedicated team, who ensure every item is managed responsibly. Plastic waste is separated and handed over to an on-site team from Automedi, who use cutting-edge technology to turn the waste plastic into filament, which is then used in 3D printing. Automedi was a finalist in the innovation programme, Future Labs, in 2023.

Using state-of-the-art 3D printers, the team creates items which are then put to use. Since November 2024 over a tonne of waste plastic has been turned into usable products through this process, avoiding nearly seven tonnes of CO_2 emissions. One example is a plug-drainer which has been customed designed for use in an Azuma train kitchen. Speaking about the innovative use of waste plastic, Olivia Richardson, Environmental Partnerships Manager for LNER, said: “At LNER we are always looking for new ways to minimise waste, so this idea from Automedi fitted our ambitions perfectly. The fact that we have created a time saving solution for our onboard teams, by producing a bespoke drainer from waste plastic, highlights the possibilities of this project and just some of the work we are doing as a responsible business.”

Andrew Pakes MP, who represents Peterborough, said: “It’s brilliant to see a facility like this on the doorstep in Peterborough. Too often we don’t think about where our recycling ends up, so it is great seeing staff working hard to sort waste, producing filament which can be used in 3D printing. We’re keen to see more innovative ideas like this, and I hope this is the start of some great partnerships in Peterborough and across the railway network.”

Dr Nik Johnson, Mayor of Cambridgeshire and Peterborough, said: “I’m blown away by the innovation LNER has shown in developing this recycling hub and by the passion and dedication of the people who work here. It’s an ambitious project and an example of the circular economy in action. The Combined Authority is fully supportive of these kinds of projects and are keen to see more.”

Robin Gisby, Chief Executive Operator at DFTO, said: “DFTO and our train operators are committed to finding innovative ways to drive further sustainability improvements. Rail is already one of the most environmentally friendly modes of transport, and through initiatives like the LNER recycling and 3D printing hub, we are making rail even greener.”

Network Rail

Power cars Nos. 43013 and 43062 on 1Q15 Derby RTC to Landore TMD are seen at Swindon on March 11th. *Colin Pidgeon*

Colas Rail power cars Nos. 43357 and 43257 top and tail 1Q48 14:18 Rugby Depot Access Line to Derby R.T.C.(Network Rail) via the Bletchley to Oxford route through Northampton on March 18th. *Derek Elston*

Class 97 304 and 97 302 working the 6C75 Crewe - Newtown pass Hardwicke on March 27th. *Carl Grocott*







Network Rail

Class 37 405 and 97 302 working 6C56 Aberystwyth - Chirk cross the Cefn Mawr aqueduct on March 1st. *Carl Grocott*



Class 97 304 passes Bell Vue with 6C75 12:40 Crewe Basford Hall Yard - Newtown (Powys) on March 27th. *Keith Davies*

On March 18th, Network Rail's inspection train Class 153 376 waits its path at Sheffield working 2O32 Derby RTC - Leeds. *Michael Lynam*





Network Rail

Class 97 302 with the 6A40 Newtown - Coleham passes Westbury on March 2nd. *Carl Grocott*

Class 97 304 and 97 302 working the 6C75 Crewe - Newtown passes Meole Village on March 27th. *Carl Grocott*

Network rail inspection unit Class 950 001 is seen at Heaton Norris junction on March 24th with a working which entailed covering large amounts of trackwork in the North West. *Lee Stanford*







Network Rail

On March 1st, power car No. 43277 leads the 1Q68 02:49 Doncaster - Derby past Potters Lock near Ilkeston.
Mark Pichowicz



Rail Adventure

Having taken ex TfW Class 769 452 to Crewe electric depot, RA power cars Nos. 43484 and 43465 plus two barrier vehicles and 43480 and 43468 at the rear pass Stafford working 5G87 14:43 Crewe to Kings Norton Ot plant on March 20th. *Barry Longson*



Power cars Nos. 43468 and 43480 plus 43465 43484 on the rear top'n'tail Class 769 452 at Stafford with 5Q90 08:43 Honeybourne Sidings to Crewe T.M.D. (E). on March 20th.
Derek Elston



Rail Operations Group/Europhoenix

Class 37 800 has a very light load of one van, working 7M02 13:20 Crewe South Yard to Burton Wetmore Sidings, seen at Stafford on March 20th. *Barry Longson*

Class 37 884 heads through Derby on March 27th with a light engine working to York. *Mark Enderby*

Class 37 608 ‘Andromeda’ and failed 37 501 ‘Teesside Steelmaster’’ pass Barby Nortoft with 5Q58 15:10 Northampton to Derby R.T.C.(Network Rail) on March 28th. *Derek Elston*







Rail Operations Group/Europhoenix

Class 37 901 working 7E25 Crewe - Attercliffe passes Slindon on March 6th. *Carl Grocott*



Class 37 501 passes Cranberry on March 22nd working 5Q87 Widnes - New Cross Gate. *Carl Grocott*



Class 37 800 'Cassiopeia' hurries through Stafford with a single barrier vehicle in tow as 7M02, the 13:20 Crewe South Yard to Burton on Trent Wetmore Sidings on March 20th. *Derek Elston*



Rail Operations Group/Europhoenix

On March 4th, Class 37 510 passes Doncaster with 5Q23 Gasgoine Wood to Belmont with LNW EMU No. 730 216 in tow. *Russell Clarke*

Class 37 884 passes Winwick running light engine on March 21st. *Jeff Nicholls*

Class 37 800 working 5Q76 Walton Old Junction M.S.C. Sidings to Newport Docks (Sims) approaches Swindon on April 1st.
Ken Mumford







Rail Operations Group/Europhoenix

Class 37 800 opens up and plays to the gallery at Moore, hauling 321 011 and 321 007 from Wallton Old Yard to Newport Sims Metals on April 1st. *Jeff Nicholls*

Class 37 800 propels two 321 units across the Mersey in Warrington before hauling them to Newport for scrap on April 1st. *Jeff Nicholls*

Class 321 007 trails behind 321 011 and 37 800 at Moore on 5Q76 Walton Old Yard - Newport Sims Metals on April 1st. *Jeff Nicholls*





Rail Operations Group/Europhoenix

Running two hours later than scheduled, Class 37 884 'Cepheus' passes Northampton with Class 730 230 it tow as 5Q72 08:30 Gascoigne Wood Sidings to Willesden T.M.D. on March 19th. *Derek Elston*



Class 37901 'Mirrlees Pioneer' stands at Northampton on the rear of 5M57, the 13:03 Wolverton Centre Sidings to Derby R.T.C.(Network Rail) on March 4th. Class 37 510 was the leading loco. *Derek Elston*



Class 37 800 'Cassiopiea' working light engine as 0H72 the 13:50 Leicester L.I.P. to Wembley H.S. passes through Northampton on March 5th. *Derek Elston*



Rail Operations Group/Europhoenix

Former DRS machine Class 37 218 stands at Bletchley having arrived 30 minutes down with 5Z63, the 11:11 Leicester L.I.P. to DB Cargo Fan A and B Sidings on March 3rd. *Derek Elston*

Class 37 501 'Teesside Steelmaster' working 8Q70, the 02:08 Ely Mlf Papworth Sidings to Wolverton Centre Sidings delivering 175 008 and 175 007 with 37 608 'Andromeda' on the rear head through Northampton on March 19th. *Derek Elston*

On March 27th, Class 37 884 runs light engine past Heaton Norris Junction, working 0E16 10:49 Derby RTC to York.
Barry Longson







TransPennine Express

Class 185 106 speeds along the up slow at Heaton Chapel on March 6th, working the 12:19 Liverpool to Cleethorpes service.
Barry Longson

Class 185 150 leads a 6 car Liverpool Lime Street service through Greenfield on March 20th.
Mark Enderby

On March 20th, Class 185 115 calls at Greenfield, whilst another class member speeds through with a service to Manchester Piccadilly.
Mark Enderby







TransPennine Express

On March 29th, Class 397 006 passes Grayrigg with a service to Carlisle. *Mark Enderby*

Class 397 005 hurries towards Charnock Richard on March 14th with a service from Glasgow to Liverpool. *John Sloane*

Class 397 003 arrives at Preston with a Manchester Airport to Edinburgh service on March 8th. *John Sloane*







Transport for Wales

Class 230 010 is seen near Cefn-y-bedd with a Bidston - Wrexham Central service on March 15th. *Chris Morrison*



Class 67020 pauses at Flint with the 17:22 Cardiff - Holyhead service on March 5th. *Jeff Nicholls*



Class 67020 with the 1V46 Manchester Piccadilly to Cardiff Central service approaches Crewe on March 8th. *Richard Hargreaves*



Transport for Wales

The 13:21 Bidston - Wrexham service calls at a sunny Hawarden station on March 6th with Class 230 006 in charge. Is it just me or do these units look they have a smile on their faces? *Jeff Nicholls*

Class 153 318 working the 2N71 Newport - Ebbw Vale service waits departure time at Newport on March 13th. *Ken Mumford*

Class 67 014 departs Newport on March 13th with a Holyhead - Cardiff service. *Ken Mumford*







Transport for Wales

Transport for Wales loco hauled trains continue to generate interest within the hobby and on March 20th, Class 67 015 approaches Levenshulme with the 14:30 Manchester Piccadilly to Cardiff service. *Lee Stanford*

Class 197 104 working the 1V96 Holyhead - Cardiff Central service calls at Newport on March 13th. *Ken Mumford*

Class 67 015 waits to depart platform 10 at Manchester Piccadilly station with 1V42 the 12:30 to Cardiff Central on March 10th.
Andy Pratt







Transport for Wales

Class 197 112 stands at Llandudno on March 10th waiting for the right away with 1H85 the 09:42 to Manchester Airport. *Andy Pratt*



Class 153 333 and 153 369 arrive at their destination of Shrewsbury, having traversed the Central Wales line with the 08:56 Swansea service on March 26th. *Barry Longson*



Class 197 048 and 197 122 pass The Oaks on March 8th working 1V44 Manchester Piccadilly - Pembroke Dock service. *Phil Martin*



Transport for Wales

Class 67 014 with DVT No. 82226 on the rear pass Bayston Hill on March 4th working 1V42 Manchester Piccadilly - Cardiff Central service. *Carl Grocott*

Class 67 010 passes Kempseye on March 4th with 1V46 14:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

Class 67 016 is seen at Hadnall with 1W53 12:53 Cardiff Central - Manchester Piccadilly service. *Keith Davies*







Transport for Wales

On March 6th, Class 67 012 stands at Crewe working 1V10 Crewe - Cardiff. *Mark Enderby*

Class 67 029 'Royal Diamond' is seen departing Manchester Piccadilly with 1V59 10:30 to Cardiff Central on March 20th. *John Balaam*

Class 67 020 and DVT No. 82227 pass Bayston Hill on March 4th working 1V42 Manchester Piccadilly - Cardiff Central service. *Carl Grocott*







Transport for Wales

On March 15th, Class 67 017 passes Bomere Heath working 1V42 06:20 Holyhead - Cardiff Central, running for the Wales - England Six Nations Rugby match at Cardiff. *Phil Martin*

Class 67 014 passes All Stretton with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on March 4th. *Keith Davies*

DVT No. 82200 and Class 67 017 pass The Oaks, Hadnall on March 8th working 1W59 12:53 Cardiff Central - Manchester Piccadilly service. *Phil Martin*







Transport for Wales

On March 8th, Class 67 020 passes The Oaks, Hadnall on 1V46 14:30 Manchester Piccadilly - Cardiff Central. *Phil Martin*

On March 30th, Class 197 102 passes Sharpstones Lane, Baystan Hill working 1V18 15:30 Manchester Piccadilly - Swansea service. *Phil Martin*

On March 19th, Class 197 017 and 197 009 pass All Stretton with 1W38 09:30 Manchester Piccadilly - Fishguard Harbour. *Keith Davies*







Transport for Wales

Class 67 029 passes Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on March 8th. *Keith Davies*

On March 4th, Class 67 029 is seen at All Stretton with 1V39 10:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

Class 67 015 is seen at Bayston Hill with 1V39 10:30 Manchester Piccadilly - Cardiff Central . *Keith Davies*







Units: DMUs and EMUs

Northern's Class 156 455 calls at Lytham on February 12th. *Jeff Nicholls*



Northern's Class 150 008, the latest of the three car sets to be created with a class 150/2 in the middle, is seen at Sheffield on March 18th waiting to work a service to Leeds via Bolton upon Dearne. *Michael Lynam*



Northern's Class 195 110 passes Winwick with a Chester to Leeds working on March 14th. *John Sloane*



Units: DMUs and EMUs

Northern's Class 195 103 is dwarfed by the phone mast at New Mills South as it gets the all clear to proceed with the 11:48 Manchester to Sheffield all stations service, on a sunny March 4th. *Barry Longson*

Units: DMUs and EMUs

Southern's Class 387 128 passes St. Denys with 12:43 Brighton - Southampton on a partly cloudy but bright March 13th.
John Goodrich



Northern's Class 158 853 stands at the recently re-opened Ashington station having just arrived with 2T39 the 14:49 from Newcastle, before returning at 15:30 with 2T40 on March 6th. *Andy Pratt*

Fresh from the paint shop, Northern's Class 323 242 working 5N36 Wolverton to Allerton speeds through Crewe on March 8th.
Richard Hargreaves





Units: DMUs and EMUs

Gatwick Express liveried Class 387 209 passes Mount Pleasant Crossing, Southampton on March 5th with 12:13 Brighton - Eastleigh - Southampton service. *John Goodrich*



On a dull March 21st, Class 323 218, now employed by Northern, slows for its Heaton Chapel stop with a service for Crewe.
Lee Stanford



Now sporting Northern livery. former West Midlands Class 323 207 departs from Stockport on March 26th working the 14:45 Manchester Piccadilly to Stoke on Trent service.
Lee Stanford



Units: DMUs and EMUs

Northern's Class 195 129 leading and 195 127 on the rear, wait to depart Preston, with the 19:45 service to Barrow in Furness on March 8th. *Paul Senior*



Still carrying West Midlands livery, Class 323 218 passes Levenshulme on March 20th working the 13:55 Stoke to Manchester Piccadilly service. *Lee Stanford*



C2C liveried Class 387 302 has been transferred to Southern and it is seen taking the Netley line at Horseshoe Bridge, St. Denys, on a sunny March 4th with the 15:20 Southampton - Brighton service. *John Goodrich*



Units: DMUs and EMUs

Two services head towards the camera on Stockport Viaduct on March 24th, with Northern's Class 156 408 and 150 101 forming the 13:10 Manchester Piccadilly to Chester service, while Class 323 205 arrives with the 13:06 from Manchester to Crewe. *Barry Longson*

South Western Railway's Class 444 024 is seen leaving the main line for Fareham at Horseshoe Bridge, St. Denys, as the rear unit on the regular 15:05 Northam Depot - Fareham empty stock move on March 4th. The stock then formed 15:58 Fareham - London Waterloo via Havant. *John Goodrich*

Northern's four car Class 331 101 approaches Levenshulme on March 20th working the 14:38 Manchester Piccadilly to Alderley Edge service. *Lee Stanford*







Units: DMUs and EMUs

Platform 0 at Stockport is under used to say the least, but March 24th was an exception. Here Northern's Class 156 424 makes a rare sight passing Stockport No. 2 signal box on the far line with the 13:51 Manchester Piccadilly to Buxton service. *Barry Longson*

Still in the West Midlands Railway livery but now operated by Northern, Class 323 202 waits to depart the market town of Chelford with the 14:06 Manchester Piccadilly to Crewe service on March 15th. *Paul Senior*

SWR's Class 458 402 is seen as the leading unit on 13:20 Basingstoke - Bournemouth Depot test run at Mount Pleasant Crossing, Southampton on March 5th. The unit was delivered to Bournemouth from Widnes after reformation and refurbishment on 23rd October.
John Goodrich







Units: DMUs and EMUs

On March 8th, Northern's Class 158 752 calls at Kirkby Stephen working a Leeds - Carlisle service. *Michael Lynam*



West Mid's Class 196 114 and 196 106 stand side by side at Shrewsbury, awaiting their next turn of duty on a bright March 26th.
Barry Longson



On March 1st, Northern's Class 158 908 calls at Horton in Ribblesdale working a Carlisle - Leeds service. *Michael Lynam*



Units: DMUs and EMUs

On March 13th, Northern's Class 333 011 is seen near Cononley working a Skipton - Leeds service. *Michael Lynam*



South Western Railway's Class 444 010 departs Southampton with a service to Weymouth on March 19th. *John Sloane*



Northern's Class 158 903 departs Giggleswick on March 13th working a Leeds - Morecambe service. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 333 015 departs Cononley on March 13th with a service to Bradford Foster Square. *Michael Lynam*



West Mids' Class 196 005 arrives at Leamington Spa on March 5th with the 2G74 service from Nuneaton. *Richard Hargreaves*



Still wearing Stagecoach livery, South Western Railway's Class 158 883 approaches Eastleigh with a stopping service from Salisbury to Romsey on March 17th. *John Sloane*



Units: DMUs and EMUs

A Northern Class 195 passes the site of the former Vulcan Foundry Locomotive Works at Newton-le-Willows with a service from Leeds to Chester on March 24th. *Brian Dobbs*

Units: DMUs and EMUs

Northern's Class 158 905 is seen at Braithwaite with 2H06 Leeds to Morecambe service on March 26th. *Brian Dobbs*



London Northwestern's Class 150 141 arrives into Bletchley and journeys end with 2S12, the 11:47 service from Bedford on March 3rd. *Derek Elston*



LNW Class 730 202 glides through Northampton with mileage accumulation run 2Q94, the 13:45 Crewe to Wembley InterCity Depot on March 18th. *Derek Elston*



Units: DMUs and EMUs

South Western Railway's Class 158 890 approaches Horseshoe Bridge, St. Denys with a train to Romsey on March 18th. *John Sloane*



Southern's Class 387 302 departs St. Denys whilst working the 15:13 service from Brighton to Southampton on March 18th. *John Sloane*



South Western Railway's Class 458 402 passes through Southampton Central whilst working from Basingstoke to Bournemouth depot on March 19th. *John Sloane*



Units: DMUs and EMUs

Northern's Class 150 118 and 150 148 arrive at Blackburn from Clitheroe on March 26th. *John Sloane*

Southern's Class 377 162 approaches Horseshoe Bridge with the 16:50 Southampton to Brighton service on March 18th. *John Sloane*

South Western Railway's Class 444 012 approaches Swaythling with a London Waterloo to Poole service on March 18th. *John Sloane*







Scotrail

Power car No. 43163 heads through Croy with 1T26 09:44 Aberdeen - Glasgow Queen Street with 43033 on the rear on March 6th.
Barry Beeston

On March 6th, power car No. 43139 heads through Croy with 1T84 08:41 Inverness - Glasgow Queen Street with 43169 on the rear.
Barry Beeston

On March 6th, power car No. 43033 leads the 1A43 12:40 Glasgow Queen Street - Aberdeen through Croy with 43163 on the rear.
Barry Beeston







Power car No. 43150 arrives into Edinburgh Waverley on March 6th with 1B80 12:07 Aberdeen - Edinburgh Waverley service with 43132 on the rear.
Barry Beeston



Scotrail

Class 320 305 arrives at Partick on March 11th with a service to Larkall. *Michael Lynam*



Class 334 012 calls at Partick on March 11th with a service to Springburn. *Michael Lynam*



Class 334 029 departs Partick on March 11th with a service to Dalmuir. *Michael Lynam*



Nottingham Trams (NET)

Tram No. 218 departs Nottingham train station on March 12th with a service to Phoenix Park.
Allison Twycross

Manchester Metrolink

Tram No. 3003 is seen in Aytoun Street with a service to Etihad Campus on March 20th. *John Balaam*

Midland Metro

Midland Metro Urbos 100 trams Nos. 33 and 57 cross at Grand Central, Birmingham on March 1st. *Derek Elston*

National Rail



Spoiling the poppy liveried Class 800 306 is really one of the worst! We can only hope that the perpetrators were caught. *Ken Mumford*

Greater Anglia improves reliability at Ilford depot

Greater Anglia has improved reliability at one of its depots by increasing operational flexibility and options during essential maintenance works.

Ilford depot is located in east London and is a critical facility for train maintenance and cleaning, which is carried out around the clock on the company's commuter train fleet.

The large depot, which has a total of 23 lines outside for train movements and to stable trains between duties, and 16 lines inside a train shed for maintenance and cleaning, is also home to a carriage washing machine, through which the trains pass before they go into passenger service.

Before February 2025, if the carriage washing machine needed to be switched off for any reason, such as scheduled maintenance, the power supply to the rest of the depot's sidings also needed to be turned off and no trains could move at all.

It meant that lots of planning had to take place to ensure the maintenance time did not cause unnecessary delays to scheduled train movements and unscheduled problems could have an adverse impact on train services.

A special switch has now been fitted, meaning the overhead power line on the piece of track on which the carriage washing machine is located can be isolated independently from the power supplies for the rest of the depot, when needed. Therefore, train movements around the rest of the depot can carry on as normal with no impact on passenger services.

Simone Bailey, Asset Management Director at Greater Anglia, said: "This is a small but significant piece of work that means the resilience of our crucial Ilford depot is improved. It means the reliability, punctuality and cleanliness of our train services can remain high for our customers across the Greater Anglia network."

Fares Advice with RailUK

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

Catering entitlement with Seatfrog upgrade…

Q: I recently used Seatfrog to upgrade myself and my 1 year old daughter to first class for a Plymouth to Bristol trip with CrossyCountry, in order to have a more comfortable experience (I'm really not a fan of CrossCountry). There was no catering offered which was disappointing. We had enough food / water with us but I was hoping for a cup of coffee and a biscuit

I assume there's no entitlement to catering and that it's just luck if it's available? On previous trips elsewhere on CrossCountry we've been very generously looked after in first class with more food offered than we could eat!

A: I think it is fairly easy to establish a contractual entitlement to catering, incorporated by virtue of the Consumer Rights Act.

Section 50(1) of the Act states:
(1) Every contract to supply a service is to be treated as including as a term of the contract anything that is said or written to the consumer, by or on behalf of the trader, about the trader or the service, if—

(a) it is taken into account by the consumer when deciding to enter into the contract, or

(b) it is taken into account by the consumer when making any decision about the service after entering into the contract.

When deciding whether to upgrade to first class, you might well be influenced by the benefits that XC advertise their first class as having. That would make the benefits a term of the contract.

The page on their website regarding First Class states:

What is included with First Class train tickets?
While different train operators offer different levels of First Class service, at CrossCountry we like to make sure our First Class passengers can make the most of their journey. A First Class ticket comes with larger, more spacious seating, and complimentary refreshments.

Benefits of First Class Train Tickets
One of the biggest benefits of travelling First Class with CrossCountry is the complimentary refreshments. Our First Class Food & Drink offering is available on most First Class services, to help you stay refreshed and content throughout your journey.

They therefore recognise that the refreshments are a major part of the incentive for upgrading. Whilst their First Class Food & Drink page tries to qualify this by stating that:

***First Class catering is subject to, route, journey time and availability. All items and offers listed are subject to availability, may change or may be withdrawn at any time.*

I think they would very much struggle to convince a judge (if it ultimately came to it) that they would be in compliance with the implied term regarding catering by failing to provide any catering at all. That is, subject to it being a service where the timings and catering map indicate that it will be provided.

Under the Act, a failure to comply with an implied term of the contract gives you the right to a 'price reduction', i.e. a partial refund, given that the other 'repeat performance' is not practicable in the context of a contract for travel where the journey has been completed.

In my experience, TOCs usually try to fob you off with platitudes, discount codes for future travel, or derisory "gestures of goodwill" when you complain about first class catering not being provided. Obviously it depends on how much you paid and how much of an appetite you have to complain and pursue it further, but I wouldn't take no for an answer.

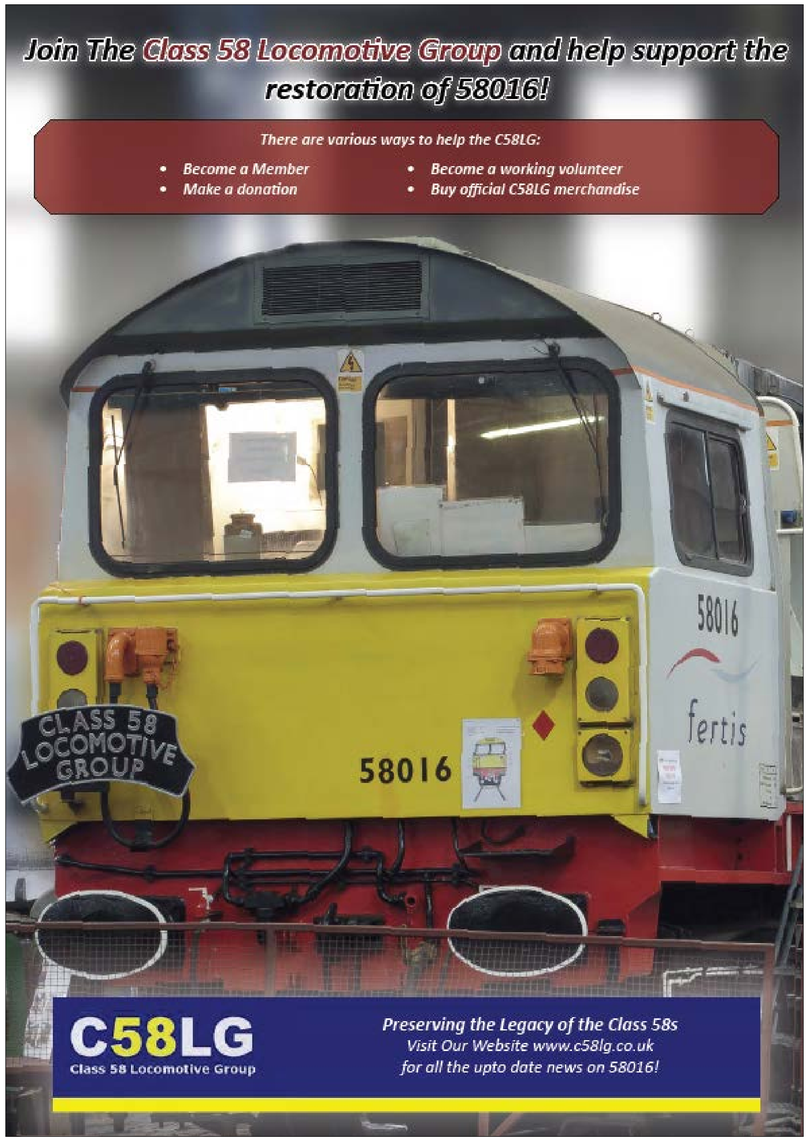
SeatFrog are effectively just the ticket retailer here. The liability for the failure to provide the service in accordance with implied terms lies with XC as the TOC.

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!

Colas Rail Tamper No. DR73930 runs through Cheadle Hulme on March 5th working 6J01 09:30 Crewe Gresty Lane to Guide Bridge. *Barry Longson*





Greater Anglia wins Operator of the Year award at the Spotlight Rail Awards 2025

Greater Anglia has been named Operator of the Year at the Spotlight Rail Awards 2025. It is the third national "operator of the year award" GA has received in the last seven months, following on from the Passenger Operator of the Year award at the National Rail Awards and the Train Operator of the Year award at the Rail Business Awards. Judges described GA as the "clear winner".

Greater Anglia has been the most punctual operator in the UK since April 2023 with annual performance at 94.2% using the long-standing public performance measure (PPM - which measures arrival at destination within 5 minutes) and 94.1% against the more demanding "Time to 3" metric (which measures arrivals of every train at every station it serves). Its best performing routes are even achieving annual performance of between 95.0% and 98.3% on the PPM measure.

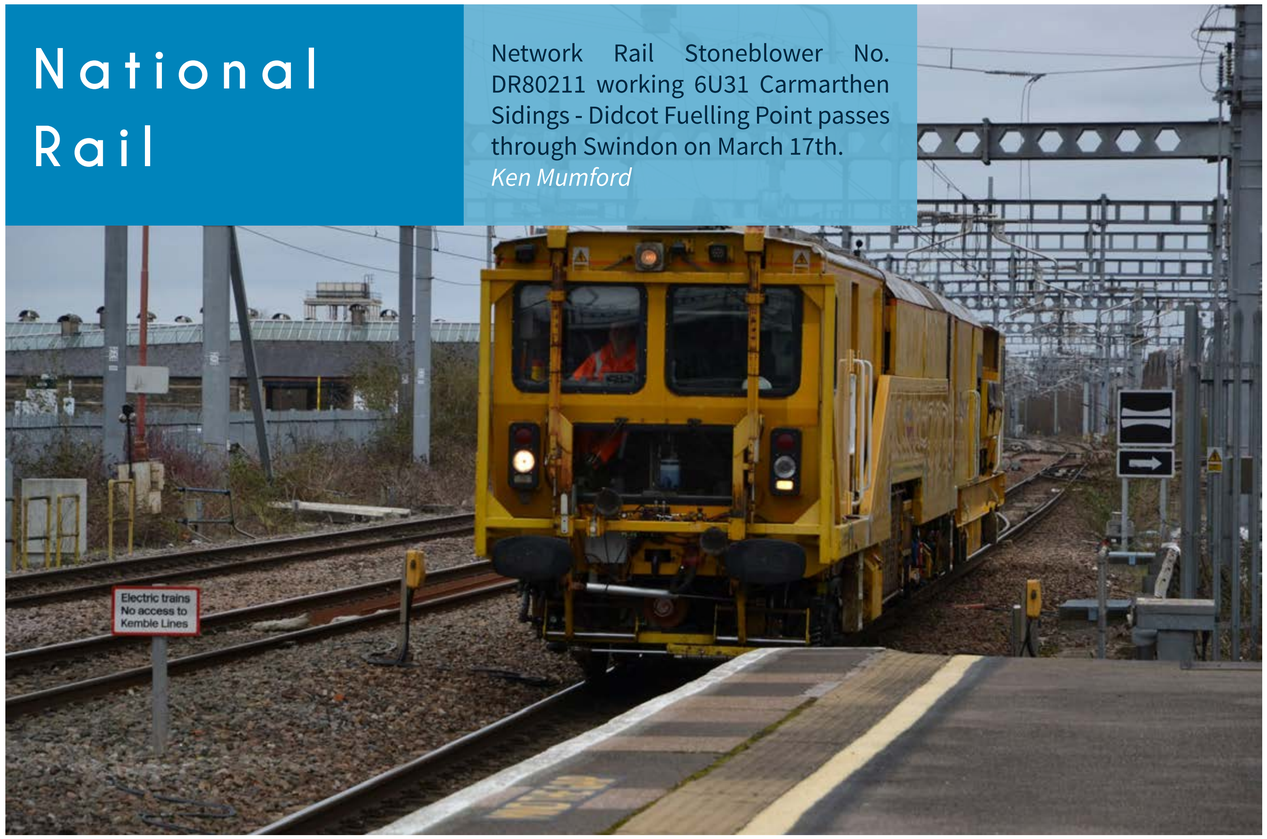
The company has transformed travel across its network, replacing its entire fleet, with brand new, state of the art, more comfortable trains, with Wi-Fi, plug points, USB points, air conditioning and improved accessibility. They also offer more seats, provide better reliability and service resilience, and have enabled additional services and quicker journey times to be introduced across its network – plus new, direct services, such as from Norwich to Stansted Airport. At the annual awards event, Greater Anglia (GA) was also a finalist in the Net Zero Pioneer award (which it won in 2024) and the Corporate Social Responsibility award.

Martin Beable, Managing Director, Greater Anglia said: "We are proud to have won the Operator of the Year award at the Spotlight Rail Awards. Coming hot on the heels of our operator of the year accolades at the National Rail Awards and the Rail Business Awards, it provides further independent endorsement of our progress and achievements in delivering a high-quality service for our region. I'd like to pay tribute to the efforts of colleagues right across Greater Anglia, who are passionate about doing their best for the customers and communities we serve.

With excellent performance, a commitment to great customer service, high quality new trains, and effective partnerships with other rail industry organisations and wider stakeholders, we're fully focused on maintaining our high standards.

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

National Rail



Network Rail Stoneblower No. DR80211 working 6U31 Carmarthen Sidings - Didcot Fuelling Point passes through Swindon on March 17th.
Ken Mumford

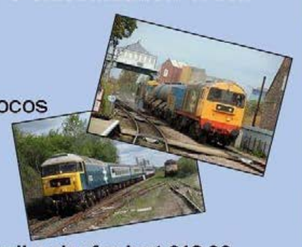
Loco Fleet List Ten

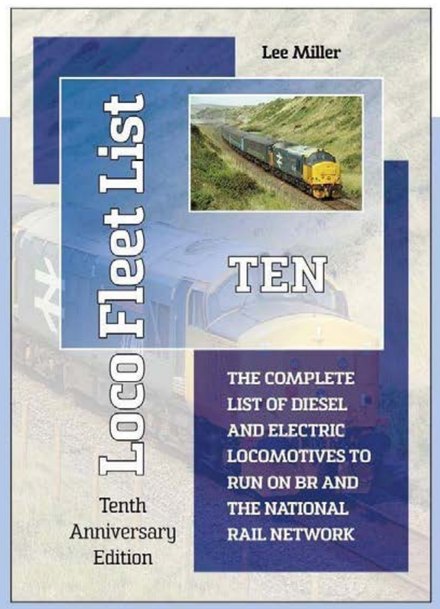
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Network Rail trials revolutionary approach to aerial operations with British drone companies

Network Rail and partners Drone Major Limited and Dronecloud have begun trials of "beyond visual line of sight" aerial operations on the railway to test a concept that could bring major improvements for passengers and rail freight customers. Beyond visual line of sight (BVLOS) drones have the technology to cover many more miles of track than their Visual Line of Sight equivalents, filling the gap between standard drones and the Network Rail helicopter*. With delays from trespass becoming one of the most significant causes of disruption on the railway – with over 1.5 million minutes since April 2024 – drones offer a game-changing speed of response. Similarly, the potential to survey the railway safely from above means Network Rail's maintenance colleagues could be directed to potential faults quickly, rather than being forced to walk miles along the railway to find them, exposing them to risk and delaying any fixes.

Two trials are underway with the aim of establishing protocols for the safe operation of BVLOS drones on the network and achieve Civil Aviation Authority (CAA) approval for their wider use. In Birmingham, Network Rail's Rail Operating Centre has a drone operations centre set up by Dronecloud to provide aerial coverage of the network around the city for incident response and general infrastructure monitoring. Set up in partnership with drone operator RUAS alongside drone manufacturers Velos Motors and Evolve Dynamics, the Operating Centre has CAA permission to cover a range of 10km in the area. The service has already provided its worth after intervening in an incident at Birmingham New Street last year, saving passengers cumulatively hours of disruption by responding quickly. While the system is being trialled, the drone has to be monitored visually by observers on its flights, although the operator remains at the control point. Should CAA approval be received – hopefully later this year – the drone will be allowed to fly truly Beyond Visual Line of Sight.

Meanwhile, in Wolverhampton and on the private Severn Valley Railway, Drone Major and Network Rail are trialling a system called Digital Tethering™ to allow for BVLOS drone operations in areas with poor GPS/GNSS (Global Positioning System/Global Navigation Satellite System) coverage. Both solutions offer faster response to operational incidents while assuring the safety of trains and people on the ground, and safety and privacy for lineside neighbours. The aim is to gain CAA approval for both aspects so they can be offered to Network Rail regions for use on the railway.

Network Rail's programme manager for national drone strategy, Dominic Mottram said: "The potential for these projects to deliver a more reliable, safer railway for our passengers and colleagues is huge and could even be a game-changer. We operate one of the safest railways in the world, but it is also one of the busiest, so keeping trains running reliably while monitoring tracks and dealing with incidents can be a challenge and delays can spread quickly and far from the original source. Information provided by drones will mean our colleagues' expertise in maintaining the railway can be focussed where it is needed, without exposing them to the risk of the 'live railway', and instances of trespass can be tackled much more quickly."

Jan Domaradzki CEO of Dronecloud said: "Dronecloud's vision is to deploy multiple Hubs with satellite drones ports to deliver a common capability for all asset managers and drone operators needing to fly BVLOS across the UK. This will be a truly game-changing capability, opening the door for centralised mass-scale deployment of drones across all Critical National Infrastructure."

Robert Garbett, Founder and Chief Executive of Drone Major Limited commented: "Drones represent enormous opportunities across a huge number of industries. Network Rail's initiative as a 'first mover' in trialling our Digital Tethering™ concept sets an example worldwide. In the UK, it presents an opportunity to fully modernise our rail infrastructure; deliver a faster, safer, more effective and efficient service for customers; and ultimately drive economic growth for the whole of the UK."
Through proving the concept and gaining CAA approval for full BLVOS drone usage, it is hoped that the technology will spread across the railway and beyond, with the UK becoming a world leader in the field.

*Network Rail's helicopter, an Airbus twin-squirrel (Ecureil 2), is still a very important part of the company's air operations, with the ability to cover many miles of track quickly and the ability to carry a variety of imaging technology, including the company's new MACS (Multi Aspect Camera System). It is particularly suited to Scottish operations, where many miles of track run through isolated parts of the Highlands, and London.

National Rail

Greater Anglia wins three national awards for train performance for the third year running

Train operator secures unprecedented "treble treble"

Greater Anglia has won three national awards for train performance for the third year in a row.

At the Golden Whistles Awards 2025 – an annual event organised by Modern Railways magazine and the Chartered Institution of Rail Operators to celebrate excellence in UK railway operations – the train operator again won the award for Best London and South East operator (for its commuter and regional services), Best Long Distance operator (for its Norwich – Ipswich – Colchester – London intercity services) and Best Operational Performance (for minimising delays).

It is the first time that an operator has achieved such success at the awards three years running.

The awards are based solely on actual operational results and statistics, rather than any wider factors, and reflect Greater Anglia's sustained high levels of train performance over the last year.

The Greater Anglia moving annual average PPM figure is now at 94.2%, using the long-standing public performance measure (PPM) which records train arrivals at destination within 5 minutes of schedule time (or 10 minutes for intercity services) - continuing the historically high results being delivered by the train operator for the last five years.

The impressive results are also evident using the more challenging "Time to 3" performance measure – which measures the arrival within 3 minutes of every single train at every single station it serves. On this measure GA's annual performance is 94.0%.

A number of routes - including the lines from Norwich to Sheringham, Great Yarmouth and Lowestoft, from Ipswich to Felixstowe, from Marks Tey to Sudbury and from London to Southend, Chelmsford, Clacton, Walton and Harwich – even have annual punctuality results of over 95%.

These consistently good results, and associated recognition at the awards event, are testament to a number of factors, including the positive impact of the new trains in place across the entire Greater Anglia network (which accelerate quicker, brake quicker, are more reliable and enable better recovery from delays than the trains they replaced); a real focus from teams across Greater Anglia on improving performance, and joint work between Greater Anglia and Network Rail to raise punctuality and reliability standards (including better infrastructure performance delivered by Network Rail).

It means that GA is consistently the best-performing operator in the UK, despite operating over one of the more complex and congested networks.

Martin Beable, Managing Director, Greater Anglia said:
"We are really proud to have received these three major awards for the third year in a row. It's further deserved recognition for our teams and the excellent performance being delivered across Greater Anglia over the past 12 months.

"Customers consistently rate a punctual and reliable service as their key priority for rail travel, so we have been focusing relentlessly on meeting those expectations and, with the help of our new trains and targeted work by colleagues across our company, day in, day out, we have been delivering performance at the highest standards ever seen in our region, on an ongoing basis, for five years now. We also recognise the work of our key industry partners, such as Network Rail, Stadler and Alstom, in providing such a good service.

"We pledged that with the help of our new trains we would transform the rail travel experience in East Anglia, both in terms of the on-train environment and performance standards. We're achieving that aim and we are fully focused on maintaining and further improving service standards in the years ahead to deliver an even better, even more consistent service."

Far North Line to undergo £11.5 million track upgrade this summer

Network Rail is set to carry out an £11.5 million project to significantly improve the Far North Line this June. The work will increase reliability of rail services for passengers by refurbishing a 5-mile stretch of track between Brora and Helmsdale and replacing almost 9 miles of track between Invergordon and Fearn. To allow the upgrades to be delivered safely and efficiently, the line will be closed with no trains running north of Dingwall from Sunday June 8th until Monday June 30th.

Ross Moran, route director at Network Rail Scotland, said: "Some components on the track are approaching 100 years old, so it's really important this project goes ahead as we continue to build a railway fit for the future. There's never an easy time to close the line, but we know the majority of passengers prefer one continuous period like this, rather than overnight and weekend closures across a much longer timeframe. I'm grateful in advance for the understanding and patience from both passengers and those who live in the area while this work is carried out. Once complete, journeys will be much smoother and more reliable for years to come."

Mark Ilderton, ScotRail Service Delivery Director, said: "We know how important the Far North Line is to the communities it serves, and while this work will mean some temporary disruption to journeys, it's a vital investment in the future of the route. While the work takes place, we'll have alternative travel arrangements to keep customers moving and get them where they need to be. This includes running as many trains as we can between Inverness and Dingwall, with rail replacement bus services also operating to minimise disruption.

We appreciate our customers' patience and encourage anyone planning to travel to check their journey in advance."

Dalchalm level crossing will also be temporarily closed during the work, with traffic diverted via the A9.

Anyone intending to travel between June 8th-30th 2025 on rail services between Inverness/Dingwall and Wick/Thurso should check with ScotRail for further information, or National Rail Enquiries.



National Rail

On March 21st, power car No. 43058 ‘Loch Eil’ leads the Blue Pullman as it passes Leyland working 1Z31 07:00 Swansea - Fort William. *John Balaam*





Track upgrade planned for Cumbrian coast line in August



Passengers are being given early notice of plans to replace a section of track on the Cumbrian coast line in August this year.

The track renewal work will involve closing the line on the Barrow Coast Route between Sellafield and Workington from August 30th for approximately 23 days.

Part of the line has been affected by the ochre-contaminated water flowing from abandoned mines through Bransty tunnel before discharging into Whitehaven Harbour. The discharge of the ochre-contaminated water, first reported in December 2022, is subject to on-going discussions with several public bodies and local stakeholders. In the interim and separate to these discussions, Network Rail is undertaking the scheduled track renewal works, with the track and drainage in Bransty tunnel being replaced, to ensure its longevity for the future.

The track renewal work is not designed to remedy the dis-colouration of the harbour water which is caused by ochre contaminated water flowing from abandoned mines. The works are part of Network Rail’s normal track and drainage work bank.

Phil James, North West route director, said: “We know that local residents are frustrated about the historic mine water in Whitehaven harbour. Our focus is on keeping the railway running safely through Bransty tunnel. We have had to take extra time to carefully plan this work and gain the necessary permissions. We are now fully committed to delivering a full renewal of the track and drainage in August.”

Craig Harrop, regional director for Northern, said: “Work to protect the reliability of the rail infrastructure is essential for our future service delivery and despite the short-term disruption it might bring, it is always welcome. Customers can rest assured we will put a plan in place to ensure they can still get to where they want to be during the line closure. More details will be released closer to the date.”

Network Rail has been working with the Environment Agency and the Mining Remediation Authority (formerly the Coal Authority) to ensure we have the necessary permits and permissions for the work.

National Rail

£1m vegetation management programme on Heart of Wales line nears completion

A £1 million programme of work aimed at reducing train delays and cancellations caused by fallen trees and branches on the Heart of Wales line is nearing completion.

Work started on the project in early January, and teams are set to finish their work this week, having cut back and removed vegetation including overhanging branches that could fall onto the 60 miles of track between Craven Arms and Llandovery.

To minimise the disruption to passengers, teams have been working overnight when trains are not running, in all weather conditions, to clear the vegetation.

The benefits of the work will be felt immediately but will be particularly beneficial when the weather is worst in autumn and winter. Last winter, during Storm Darragh, the line was closed for almost a week as Network Rail dealt with more than 70 fallen trees in total, of which around 30 were uprooted. At least 56 trees fell within one 10-mile section of the line alone.
The work on the Heart of Wales line is part of a significant five-year investment to make the railway safer, more resilient, and more reliable across the whole Wales & Borders route, with teams using cutting-edge methods including Artificial Intelligence (A.I.) to safely manage lineside vegetation.

By using a camera on-board a train to take pictures of the vegetation as the driver sees it, the programme then evaluates which areas are at risk/in need of attention, and highlights them for action.

Mathew Gore, Network Rail project manager, said: “As we approach the end of this project, it’s satisfying to see the efforts the whole team have put in during the past 12 weeks.

“Carrying out this work during the night in winter and early spring, the conditions have often been challenging, but by working in this way we have managed to keep the disruption to passengers to a minimum.

“We would like to thank our teams for their hard work and dedication, and we also thank our lineside neighbours for their patience and understanding.

“This is a hugely significant project to us, because we saw during Storm Darragh the importance of managing the lineside vegetation on this line.”

Railway training facility set to be complete this summer

A new railway training facility in Doncaster continues to take shape and is set to be complete this summer.

Network Rail took over the building in late 2024 and since then have been making plans to transform the building so it can be used to train railway workers from across the industry.

The site, in Carolina Way near Lakeside, was once the former National College for Advanced Transport and Infrastructure and will soon open as a hub for operational training, education and development for up to 1,000 rail workers each year.

Laura Smith, Network Rail’s programme manager for the new training centre, said: “We are proud to be opening our new training facility in Doncaster, a city with huge railway heritage, and in a year when we are celebrating the 200th anniversary of the railway.

“The facility will allow us to provide top class training to current and future colleagues across the railway industry.”

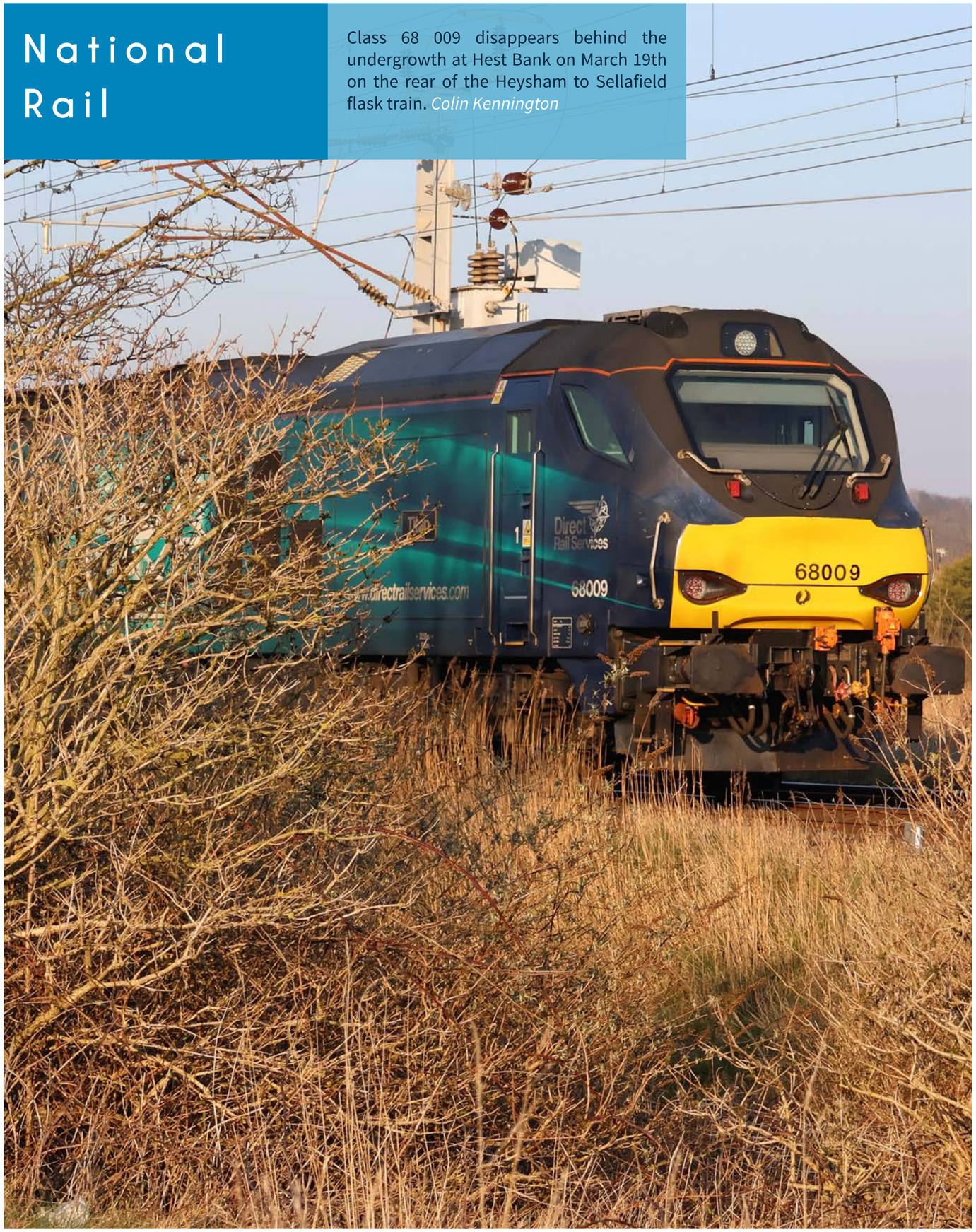
City of Doncaster Council’s Mayor Ros Jones, said: “This is great news for the rail industry in offering further training facilities and a centre of excellence in Doncaster. To have such renowned rail leaders using this bespoke building as their training hub is great news and furthers our training and skills opportunities in the city.

“I am looking forward to visiting the site as it gets ready for its students over the coming months. This is sure to be a great partnership and I would like to thank everyone at the council and at Network Rail for making this happen.”

Continuing the use of the site in post-16 education would support Doncaster’s Education and Skills 2030 strategy opening up opportunities towards local and skilled employment that will benefit Doncaster’s economy.



National Rail



Class 68 009 disappears behind the undergrowth at Hest Bank on March 19th on the rear of the Heysham to Sellafield flask train. *Colin Kennington*

This is MCR: new sculpture unveiled to welcome and protect passengers



A new light-up sculpture has been revealed outside Manchester Piccadilly station. The 8-foot artwork sits outside the station's taxi rank on Fairfield Street to welcome passengers in and out of the city. Whilst proudly standing as a new addition to the cultural architecture of the city centre, the sculpture also has an important safety purpose. It has been installed as part of measures to protect passengers in high-pedestrian areas from vehicles which may mount the footpath.

Rebecca Rathore, Network Rail's North West route strategy director, said: "I'm so pleased to see the MCR sculpture installed outside of Manchester Piccadilly station. We're proud to be a part of this city, and we take our responsibility to keep people safe extremely seriously. The sculpture is part of a wider project to keep passengers safer at our stations across the North West. We are always working to improve our station security, and the sculpture is part of a new, comprehensive line of defence to help people feel more secure when they're out and about."

Peter Gibbons M.B.E., Network Rail's Chief Security Officer said: "We are continually striving to improve station security across our network, and this sculpture will help people feel even more secure while on the move."

Thesculpturewasdesignedcreatedincollaboration by Network Rail, Thornton Tomasetti, ATG Access and delivered by Commercial Property Maintenance Services (CPMS). Designed and manufactured by ATG's in-house engineering team, the sculpture pays homage to Manchester's rich industrial and engineering heritage.

James Mitchell, BTP Chief Inspector for Manchester, said: "We're pleased to see this new addition outside of the station. The safety of those using the railway is British Transport Police's number one priority and we continue to work alongside the rail industry to ensure passengers feel safe and confident during each part of their journey."

Richard Ellis, Managing Director of ATG Access, said: "We are delighted to celebrate our long standing relationship with Network Rail and the City of Manchester by attending the unveiling of the MCR statue today which is a culmination of many months of hard work and collaboration. As a leading global supplier based in the North West UK of products that help mitigate against hostile vehicle attacks, we are immensely proud and honoured to have played our part in the design, fabrication and installation supported by our supply chain by protecting what matters".

Drawing inspiration from industrial elements still present throughout Manchester Piccadilly station and the trains that once graced the railway, whilst integrating the sculpture with a modern lighting system, the MCR sculpture shines a new light on Manchester's rich heritage. Alongside the unveiling of the MCR sculpture, a bee statue has also been presented outside of Manchester Piccadilly. The sculpture, named 'Guardian' was created by UK based artist movi_808, and reflects the city's industrial heritage and follows on from the existing honeybee sculptures in the city. Placed on one of the station's existing blocks, the sculpture also functions as a barrier to prevent vehicles from entering the footpath.

National Rail



Colas Rail tamper No. DR73929 passes Northampton as 6J40 the 08:13 Rugeley Engineers Sidings to Watford London Concr GBRf on March 24th. *Derek Elston*



Heritage traction at Northampton on March 10th as Class 20 205 and 20 007 whistle their way through with Colas tamper No. DR73905 in tow. *Derek Elston*

£500k investment to improve drainage on Merseyrail Network



Network Rail is upgrading the drainage at a Cheshire flooding hotspot for passengers travelling between Liverpool and Chester.

Services passing through Ledsham near Hooton have been subject to delay in recent months following heavy rainfall in the North West.

Engineers have designed a solution to improve the drainage in this area, which will make Liverpool to Chester services more reliable for passengers.

Paul Owen, Network Rail's area director for Merseyside and Cheshire, said "We are seeing more extreme weather events and during autumn and winter 2024, the track at Hooton has been blocked due to flooding for several days on three occasions. We recognise that this isn't good enough and have invested in some work that we hope will solve the problem and keep passengers on the move. Unfortunately we need to close the railway to carry out this work and we thank passengers for their patience."

Greg Suligowski, Head of Corporate Affairs at Merseyrail said "We know how disruptive the flooding in and around the Hooton area has been to Merseyrail customers. We have been working closely with partners including Network Rail, who own and maintain the track on which we operate, to find a solution to this long-standing issue".

"We do know that these drainage works will cause some further disruption, however we hope that they will help significantly improve the reliability of the rail service we can offer to our customers travelling on the Wirral line. A comprehensive rail replacement bus service will be in operation during the works to help customers complete their journeys. We will continue to work with partners to measure the effectiveness of the new drains and to continually improve the reliability of our railway".

By installing purpose built catch pits the water will be diverted and stored away from the railway track, which reduces the likelihood of delays and cancellations in poor weather.

National Rail



Former GWR bi-mode Class 769 949 has been renumbered to 769 549 and is rumoured to be converted into a parcels unit. Seen here at Leicester on March 18th along with Class 37 218. *Barry Longson*



Southern Pacific No. 34067 ‘Tangmere’ passes a wet Lostock Hall with 1Z87 14:18 Carlisle - London Euston on March 29th. *John Balaam*

Uncovering the hidden secrets of Salisbury station

Network Rail and South Western Railway (SWR) engineers have discovered tunnels and rooms from a bygone era underneath Salisbury station. The discovery of this secret world beneath the station came about as part of the ongoing £5.3m station forecourt upgrades which will see the front of the station significantly transformed. When doing drainage checks, an old phone box to the right immediately outside the station entrance was moved revealing sleepers, that once lifted, uncovered a dark and hidden tunnel leading underneath the station. Naturally intrigued, engineers ventured underground and found a labyrinth of tunnels and rooms, and are now hoping to uncover its origins and purpose as part of a larger effort to delve into the historical infrastructure beneath the railway station. The tunnel leads beneath platform 4, opening into a curious area with a side room on the right. The primary chamber beneath the platform features a striking architectural detail, with sections of rail repurposed as structural supports for the ceiling, reflecting the ingenuity of railway engineers from a bygone era. Remnants of old signal equipment have also been uncovered, crafted from timber and showing the passage of time. These artefacts provide a glimpse into the station’s operational past.

Further studies have uncovered that the tunnel once played a role in the station’s logistical operations. When trains were equipped with guard’s vans, barrels of beer and cider were transported to other stations and unofficial trade, such as the collection of eggs from stations like Whitchurch, took place. Beer and cider were also sold and served at the station, although referred to as ‘refreshments’ rather than a bar. In earlier times, green hatch doors were used at the tunnel entrance, and planks were installed along the steps, allowing beer barrels to be rolled down with ropes. Eventually, these hatch doors were replaced entirely by planks and sleepers, which remain today. Occasionally, Christmas trees were gathered from the line side near Grateley for sale to the public. These were collected using tools originally intended for removing minor track obstructions. Additionally, the twin rollers found stored on site were part of an old signalling system, designed to guide the points that allow the trains to switch tracks.

Salisbury station occupied a much larger footprint in the city than it does today with the old Great Western Railway platforms still in place behind the South Western Railway depot. The old GWR station building is now a social club for members.

Platform 1 contains a building that is no longer in passenger use and features a map from the pre-Beeching era. A room leading to a ladder that goes under the station has also been discovered, with this room yet to be explored, leading to more questions about the station’s history.

The railway celebrates its 200th birthday this year and, throughout these two centuries, it has been a spearhead for technological advancements. Salisbury station is used today by two million people each year, but this discovery provides a small glimpse into part of the station that has been left unused and forgotten about for decades.

Steve Kelly, Network Rail asset engineer, said: “This was one of the most interesting discoveries during my career on the railway. It just goes to show that no two days are the same in this industry. The tunnel’s origins and purpose have become a topic of fascination, linking modern development with historical exploration. The tunnel offered a rare look into the hidden layers of the railway’s history, preserving a snapshot of the site’s legacy.”

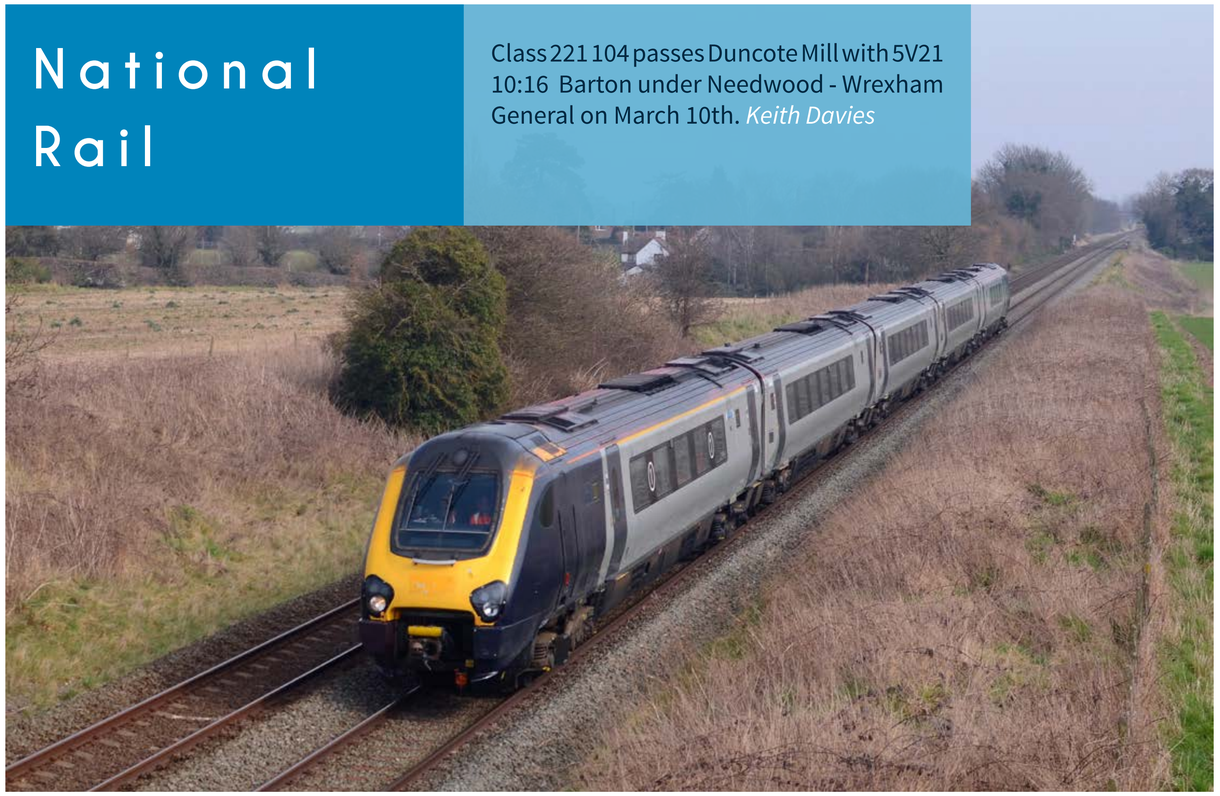
Anna Jipps, Company Secretary for the Railway Heritage Trust, said: “Discoveries like this prove that there is more to discover about our railway history and make it a fascinating industry to be involved in. We are intrigued by the tunnel, but despite consulting with experts, we are still not clear where it leads to. It is an exciting part of Salisbury’s railway heritage, and we are keen to learn more. If you feel you can help with this, be it from a historical perspective or an engineering one, please do get in touch.”

Daniel Holmes, Salisbury flagship station manager for South Western Railway, said: “This is a beautiful building with a lot of heritage and history. For me, it’s hugely important we get everyone involved. I want to make sure everyone knows about the importance of Salisbury and the history around it, so it’s been great being able to do that and share it with so many different people.”

Dan Sherwood, Site Manager at Octavius Infrastructure said: “We’re thrilled that our survey works led to the incredible discovery of a hidden tunnel beneath the SWR car park redevelopment construction works. It’s a reminder of the beauty of undiscovered historical infrastructure—hidden beneath our modern world, waiting to tell its story. We look forward to the second phase, to expose the wall and explore its possible link to the old hospital and uncovering where the staircase leads.”

National Rail

Class 221 104 passes Duncote Mill with 5V21 10:16 Barton under Needwood - Wrexham General on March 10th. *Keith Davies*



On March 20th, Class 68 029 runs light engine through Stafford as 0Z68, the 12:28 Crewe Gresty Bridge (DRS) to Long Marston. *Derek Elston*



Freight is great! The benefits of using freight on the Wales & Borders route



Rail freight is often unfairly viewed as the second-class citizen of the railway – especially as it's difficult to argue that almost every single one of us benefits from it in one way or another.

Do you eat baked beans or soup? The chances are the tin in which it is packaged was produced in Wales and transported via Network Rail's Wales and Borders route.

Do you use coins? Again, the metal for the coins were almost certainly made in Port Talbot in Wales.

The same goes for supermarket goods, petroleum, aggregate and timber. So many commodities that affect so many lives travel on the railway throughout the Wales and Borders route daily, underlining the huge and underrated role rail freight plays.

In Network Rail's continued support of International Women's Day, we interviewed Jess Lippett, senior regional freight manager for Wales and Western, who said: "Not everyone uses the railway as a passenger – but we all use the railway when it comes to freight.

"If freight wasn't moving, we'd notice pretty quickly! We've got containers bringing a huge amount of different supermarket goods into container terminals in Cardiff; for example, so people would quickly notice if the good were no longer available to buy, and I think a lot of that is hidden sometimes.

"Big construction jobs across the whole of the UK would come to a halt, as would major production lines, so it's critical that we keep these freight services running. In Wales and Borders, we're committed to growing freight, because the economic and environmental benefits are so significant."

Such is the dedication to growing freight in Wales and Borders, significant investment was made to the rail infrastructure in and around Machen quarry, near Caerphilly, where the recent growth has been exponential.

Tata Steel, with sites at Port Talbot and Llanwern, Newport, is Network Rail's biggest commercial freight partner in Wales, loaded with 100 loaded trains on the network in a busy week – saving 30,000 tonnes of carbon from the motorways in the process. One trainload of steel carries enough to make 1,000 new cars or 60,000 white goods.

From petroleum at Milford Haven and timber at Aberystwyth, to Welsh slate at Llandudno, the freight portfolio in Wales and Borders is diverse.

Jess added: "Wales and Borders really benefit from freight. It's important that we build strong relationships, not only with the freight operators but with the freight end users, and that means being flexible to their individual needs and requirements.

"Rail freight is a more cost effective and sustainable way of transporting goods – every single train equates to about 129 lorries taken off the motorways, which is a mile of congestion per train.

"There's a whole multitude of benefits to freight. These can really be split down into two main fundamental categories: economic and environmental.

"Rail freight contributes £2.5 billion to the economy every year, and 90 per cent of those benefits are actually felt outside London and the South East. When we look at the environmental factors, each train service can cut CO2 emissions by up to 76 per cent, which is hugely significant."

National Rail

On March 16th, an unusual working saw the Newark Thunderbird, Class 47 815, perform a circular route-refresher from Newark to Barnetby via Lincoln, then return via Scunthorpe and Doncaster. Here, 0Z19 is seen passing through Scunthorpe station in some pretty gloomy weather!. *Steve Thompson*



On March 31st, Class 68 023 passes Moore with another Longsight to Longsight (via Crewe, Liverpool and Preston) TPE stock move. *Mark Enderby*



Leeds station's new safe hub is hailed by police and charities

A pioneering safe hub has launched at Leeds station, creating a dedicated space where vital support services can reach and help vulnerable people in the community.

The hub will host various key organisations including British Transport Police, Samaritans, and the Women's Night Safe Space group, with additional charities already looking to join this innovative partnership.

It will operate on a flexible booking system – allowing organisations to book and use the space when their services are most needed.

All the items inside the hub, including furniture and artwork, have been donated.

Julie Swift, station interface manager for Leeds station, said: "This vital new hub represents a significant step forward in supporting vulnerable people across Leeds. By partnering with trusted local organisations, we're not just creating a space – we're building a link where people can access essential support in times of need.

"The hub is the culmination of years of careful planning and collaboration and will enable us to reach more people than ever before. It's a proud moment to see this initiative come to life, knowing it will make a lasting difference to our community."

Sue Starkey, branch director for Leeds Samaritans, said: "We are excited to join the charity hub initiative at Leeds station, raising awareness and connecting with our community. We've a long-standing relationship with the station teams and host events throughout the year, supporting national events like Small Talk Saves Lives, Brew Monday, and World Suicide Prevention Day.

"The charity hub allows us to pilot tailored outreach events, providing space to offer emotional support, strengthening our relationship with the community, Network Rail and partners."

Inspector Kelly Durant, British Transport Police, said: "This is a fantastic opportunity for British Transport Police to support and work with charity partners to offer an accessible safe space for those in need.

"By coming together, we can make best use of our resources to officer a coordinated approach which ensures that people receive the right support at the right time.

"To report a crime or any concerns on the rail network you can text BTP discreetly on 61016 or call 0800 40 50 40. In an emergency always call 999."

Shreena Gobey, women's night safe space coordinator for Women Friendly Leeds, said: "It's great to see the opening of a new community space available in Leeds. We know from our Women Friendly Leeds safety survey that 97% of women believe being a woman affects their personal safety and 43% of women have experienced harassment or assault using public transport.

"We welcome this initiative supporting increased awareness and response to address violence against women and girls."

The hub has launched initially as a trial, with plans to make it permanent following evaluation of its effectiveness and impact on the local community.



National Rail

This mosaic sign pointing to Edgeley station (in Stockport) is from the days when the town had two stations. The sign is located on the bridge over the railway which is to be replaced over a 12 month period. Despite only being called Stockport station now it is hoped the mosaic will be incorporated in the new structure. *Lee Stanford*



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.



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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:

Heavyweight loco....

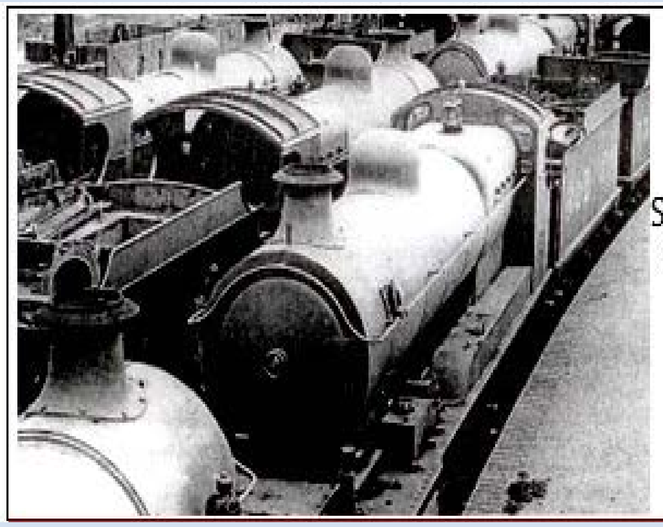
In May 2015 34092 'City of Wells' was being transported by road from the KWVR to the Gloucester Warwickshire Railway when the low-loader was stopped at junction 30 on the M62 when a weighbridge check identified that the vehicle was over the permitted axle-loading. This was because 34092 had not been emptied of water before the journey – in fact it was full and the total weight was 86 tons whilst the maximum permitted load was 72 tons. After emptying the boiler 34092 continued to the Gloucester Warwickshire Railway.

This incident resulted in Bradford Metropolitan District Council imposing a ban on abnormal loads (vehicles over 44 tons) using a bridge just outside Ingrow West station. As this bridge would be used by any locomotive moved to or from the KWVR, as Ingrow West is where they are loaded or unloaded, it effectively means that 34092 cannot be returned to the railway by road.

Due to the ban on returning the locomotive by road to Haworth 34092 it remained at the East Lancs Railway.

It was some time later that (when Bradford Metropolitan District Council eventually got round to examining the river bridge at Ingrow) it was found to be in excellent condition and the weight restriction was removed.

Going Cheap...



After the 1914-18 war some ROD 2-8-0s were stored at Tattenham Corner [*left*], Gretna, Sandycroft, Morecambe and some parts of Birkenhead. The Government initially asked £10,000 each for them, but by 1927 the LMS was able to buy them for £340 each!

A Different View

Class 168 321 working 2L44 Stratford upon Avon to Leamington Spa is seen at its final destination on March 8th.
Richard Hargreaves

A Different View

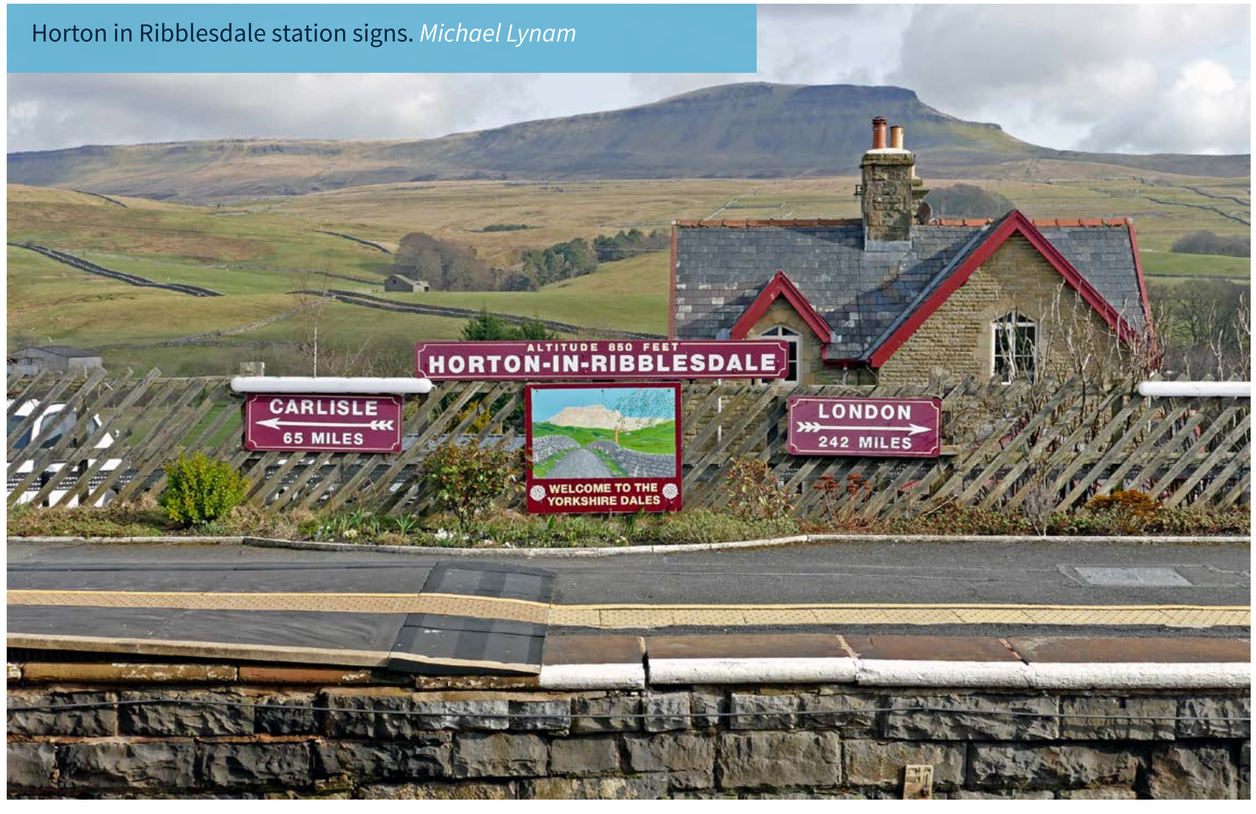
Newport - in a timewarp. There used to be weighing machines on many of the stations in the UK, don't see that many now, the same can be said for phone boxes. *Ken Mumford*



Jubilee No. 45596 'Bahamas' and Black 5 No. 44871 head away from Ingrow Station with an afternoon train from Keighley on March 20th. *Ben Bucki*



Horton in Ribblesdale station signs. *Michael Lynam*



A Different View



On March 23rd, during the Spring Steam Gala at the Keighley and Worth Valley Railway, visiting No. 44871 heads a morning train into Ingrow station, on the way to Oxenhope. *Ben Bucki*

Preserved Railways

A New Era of Dining on the Rails: The Steam & Whistle Gastro Pub Experience Arrives at Great Central Railway

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE



Food lovers and railway enthusiasts alike are in for a treat as Great Central Railway launches an exciting new dining experience - The Steam & Whistle - a gastro pub experience set to delight passengers on selected Saturday evenings.

Combining vintage rail travel with exceptional cuisine, The Steam & Whistle offers a unique opportunity to indulge in a delicious three-course, gastro-pub style meal while soaking up the stunning views. This immersive dining journey provides a unique way to enjoy locally sourced, quality food in a first-class setting - perfect for a Saturday night out with friends or a double date night with a difference.

Guests can savour a carefully curated menu featuring mouth-watering dishes, including the below options and many more:

Starters: Freshly Baked Focaccia & Charcuterie to share

Mains: Slow Cooked Lamb Shoulder with a Cheddar & Rosemary Dumpling, Fish Pie, or Spiced Red Lentil & Vegetable Curry

Desserts: Warm Portuguese Tart or Wild Berry Delice

Prices start from £55 per person and include a ticket to ride the railway on the day of the booking giving guests the opportunity to explore and work up an appetite, before finishing their time at Great Central Railway with a delicious meal.

Whether you're dining with friends, catching up with family, or looking for an extraordinary date night experience, The Steam & Whistle promises an unforgettable evening of dining aboard the historic Great Central Railway. Don't miss your chance to embark on this exceptional dining adventure - book your spot today!

The Riverside Museum

Glasgow's 'The Riverside Museum' preceding what was Glasgow Museum of Transport. Glasgow subway driving car No. 128 (New era) built by Metro-Cammell in 1977-79. *Michael Lynam*

An earlier Glasgow Subway carriage, No. 39T. *Michael Lynam*

South African Railway -15F 4-8-2 No. 3007, built by The North British Locomotive Co, Glasgow in 1945. *Michael Lynam*







East Lancs Railway

Courtesy of Locomotive Services, visiting loco LNER B1 No.61306 departs Ramsbottom with the 09:00 Bury to Rawtenstall service during the 'Legends of Steam Gala' on March 16th. *Brian Dobbs*

East Lancs Railway

Southern Pacifics Nos. 34081 ‘92 Squadron’ and 34092 ‘City of Wells’ head away from Ramsbottom with the 10:00 service from Bury to Rawtenstall, on March 16th. *Brian Dobbs*

East Lancs Railway

On March 15th, LNER B1 No. 61306 departs Bury with a service to Heywood. *Russell Clarke*

Southern Pacific Nos. 34081 '92 Squadron' approaches Bury Bolton street on March 15th with a service from Heywood. *Russell Clarke*

Replacing No. 60163 'Tornado', (and with a number containing exactly the same digits), 61306 'Mayflower' crosses Brooksbottom Viaduct on March 15th, second day of the lines 'Legends of Steam' gala. *Jeff Nicholls*







East Lancs Railway

With the Irwell surprisingly low for the time of year, Southern Pacific No. 34092 ‘City of Wells’ and LMS Black Five No. 44871 have a ‘Who can make the loudest noise’ competition at Summerseat on March 15th. *Jeff Nicholls*

Southern Pacific Nos. 34081 ‘92 Squadron’ departs Ramsbottom with a service to Rawtenstall on March 15th. *Jeff Nicholls*

Black 5 No. 44871 passes Bury South Box and is about to start its climb over the Metrolink line as it heads for Heywood on March 14th.
Lee Stanford







East Lancs Railway

Double headed Bullieds Nos. 34081 ‘92 Squadron’ (carrying ‘Devon Belle’ markings) and 34092 ‘City of Wells’ slow for their stop at Irwell Vale during the ELR Spring steam gala hauling the 09:45 Heywood to Rawtenstall service. *Lee Stanford*

Hauling five blue and grey mark 1 coaches, Class 50 015 rekindles memories of local services in the South West although here it passes Townsend Fold Box as it heads the final service of the day to Bury on March 23rd.
Lee Stanford

A sight not often seen is a loco arriving at the East Lancs Railway from the mainline but such an event occurred on March 14th as LNER B1 No. 61306 is seen crossing Green Lane and approaches Heywood station to take part in the lines spring steam gala. *Lee Stanford*







East Lancs Railway

An immaculate Black 5 No. 44871 is seen shortly after leaving Bury as it heads towards Heywood on March 14th. *Lee Stanford*

Briefly visiting the ELR 'Legends of Steam' gala as a replacement for unavailable No. 60163 'Tornado', LNER B1 4-6-0 No. 61306 'Mayflower' passes Townsend Fold on March 16th. *Gerald Nicholl*

Stanier Class 5 4-6-0 No. 44871 heads away from Rawtenstall during the ELR 'Legends of Steam' gala on March 16th. *Gerald Nicholl*







East Lancs Railway

On March 15th, Black 5 No. 44871 is seen departing Summerseat en route to Heywood. *Michael Lynam*

Bullied No. 34081 ‘92 Squadron’ approaches Summerseat with a service to Rawtenstall on March 15th. *Michael Lynam*

LNER B1 4-6-0 No. 61306 ‘Mayflower’ departs Summerseat with a service to Heywood. *Michael Lynam*







East Lancs Railway

The sun was shining on March 16th as LNER B1 No. 61306, visiting from LSL at Crewe, crosses Summerseat viaduct working the 09:00 Bury to Rawtenstall service.
Lee Stanford

Danum Gallery, Library & Museum

No. 4771 ‘Green Arrow’ and No. 251 are seen in the Danum Heritage Centre, Doncaster on March 6th. *John Balaam*

Keighley and Worth Valley Railway

Visiting the KWVR for the 2025 Spring Steam gala was Black 5 No. 44871 which is seen working the 12:55 Keighley to Oxenhope along the Great Northern straight on March 22nd. *Lee Stanford*

Keighley and Worth Valley Railway

On March 21st, the Friday of the Spring Steam Gala, visiting 8F No. 48305 climbs towards Oxenhope with an afternoon train for Keighley.
Ben Bucki

Taff Vale tank loco No. 85 stands at the head of the vintage carriage rake used on the Keighley - Ingrow shuttles at Keighley on March 21st.
Ben Bucki

On March 21st, Avonside 'Dora' brings the vintage carriage rake used on the Keighley - Ingrow shuttles into Keighley station.
Ben Bucki







Keighley and Worth Valley Railway

8F No. 48305 is seen arriving at Oakworth with a service to Oxenhope. *Michael Lynam*

On March 21st, newly-arrived Sentinel 'Ann' and Avonside 'Dora' pull into Ingrow West station with the last vintage-stock shuttle service of the day. *Ben Bucki*

Visiting the KWVR spring steam gala was Jinty No. 16440 seen here at Keighley on March 23rd awaiting to depart with a shuttle to Ingrow. *Lee Stanford*







Keighley and Worth Valley Railway

On March 20th, during the Spring Steam Gala, No. 52044 and visiting 'Jinty' No. 16440 wait to pull away from Keighley with a morning train for Oxenhope, whilst No. 52044 propels a goods train out of the loop.
Ben Bucki

LNER SE 0338, 10 ton self propelled steam crane, built in 1945 by Grafton Engineering Bedford is seen in Oxenhope yard. *Michael Lynam*

Vertical Boiler Sentinel loco 'Ann' is seen at Keighley on March 22nd during a shunting manoeuvre at the lines Spring Steam gala.
Lee Stanford







Keighley and Worth Valley Railway

At the Spring Steam Gala, March 22nd, Coal Tank No. 1054 simmers at Keighley with a vintage-stock shuttle working from Ingrow. The canopy here is still under restoration, following the comprehensive refurbishment of both the KWVR and mainline portions of the shared station. *Ben Bucki*

Keighley and Worth Valley Railway

On March 20th, No. 52044 and visiting 'Jinty' No. 16440 wait to pull away from Keighley with a morning train for Oxenhope. *Michael Lynam*

On March 23rd, resident 2MT No.78022 works light-engine out of Keighley, on the way to collect the vintage stock for the shuttle services from Ingrow Yard. *Ben Bucki*

During the Spring Steam Gala on March 20th, the morning demonstration goods train drifts towards Oakworth with No. 52044 heading the return train to Keighley. *Ben Bucki*







Lakeside and Haverthwaite

Class 110 BRCW DMU Nos. E52077 and E52071 are seen shortly after departing Newby Bridge on March 30th with a service for Haverthwaite. *Lee Stanford*

Ivatt 2MT No. 46441 rests at Haverthwaite on March 30th as its diesel colleagues take the limelight. *Lee Stanford*

Former Longmoor Military railway shunter and Class 11 lookalike No. 878 is stabled in Haverthwaite Yard on a sunny March 30th. *Lee Stanford*







Lakeside and Haverthwaite

The diesel gala provided the opportunity to see Class 20 214 in action and in lovely spring light on March 30th the loco approaches Newby Bridge with a Lakeside to Haverthwaite service.
Lee Stanford

The line held a diesel gala over the March 29th/30th weekend where their two Class 03 shunters (03 072 in Black and No. D2117 in Maroon) were paired up for and are seen at Haverthwaite awaiting their next duty.
Lee Stanford





Ribble Steam Railway

Sharp Stewart and Co. Furness Railway No. 20 heads alongside the river Ribble on March 29th. *Richard Hargreaves*

Borrows No. 48/1906 ‘The King’ and Grant Ritchie No. 272/1894 head through the station at Strand Road. *Richard Hargreaves*

Peckett No. 1935/1937 ‘Hornet’ and Andrew Barclay No. 1969/1929 ‘JN Derbyshire’ are seen giving brake van rides on March 29th using No. ADS56299 *Richard Hargreaves*







Ribble Steam Railway

Andrew Barclay No. 1969/1929 ‘JN Derbyshire’ heads a freight working alongside the river on March 29th. *Richard Hargreaves*

Grant Ritchie No. 272/1894 brings up the rear of a freight working at the line on March 29th. *Richard Hargreaves*

GWR Hall 4-6-0 No. 4979 ‘Wootton Hall’ is seen in the workshops at Strand Road on March 29th. *Richard Hargreaves*







Exbury Garden Railway

‘Naomi’ an 0-6-2 built in 2002 stands at Exbury Central between services on the Exbury Garden Railway on March 18th. *John Sloane*



‘Naomi’ is seen at Exbury Central on March 18th. *John Sloane*



‘Rosemary’ and ‘Mariloo’ rest inside the shed at Exbury Central on March 18th. *John Sloane*



From the Archives

With the old King's Cross signal Box still in place, Class 55 010 'The King's Own Scottish Borderer' waits to depart with an express for the north on June 14th 1975. *John Sloane*

West Midlands 'Mid Line' DMU No. 55083 is seen in Tyseley depot on October 4th 1987. *John Sloane*

LNWR No. 790 'Hardwick' approaches Silverdale with a shuttle to Grange over Sands on May 9th 1976. *John Sloane*







From the Archives

Passing the man made waterfall at Marsden, Class 45 145 heads a Newcastle to Liverpool TransPennine service on June 20th 1983.
Barry Longson

From the Archives

Class 47 377 leads a dead 50 007 passing through Grateley with a London Waterloo - Exeter service in the late eighties.
Michael Bennett

On September 19th 1981, work stained Class 45 104 is seen at Derby. *Brian Hewertson*

On March 8th, 28 years ago, Class 55 022 is seen stabled at Longsight. The loco had brought a charter into Manchester Piccadilly.
Brian Hewertson





From the Archives

Former North British 0-6-0 steam locomotive No. 673 ‘Maude’ and LNER 4-6-2 No. 60009 ‘Union of South Africa’ stand outside the former Ayr locomotive depot in 1980. *Brian Dobbs*

Class 45 014 waits to depart Manchester Piccadilly with a cross country service in 1981. *Brian Hewertson*

Class 37 272 and 37 116 pass through Andover on a unidentified freight working in the late eighties. *Michael Bennett*







From the Archives

Class 40 196 runs off Healey Mills Yard heading towards Wakefield, on a bright June 20th 1983. *Barry Longson*

From the Archives



No. 68961 sits in a line of other J50's at Doncaster shed on November 11th 1962. It was later transferred to Departmental stock at Doncaster Works and renumbered Dep 14. *John Sloane*

Class 92 002 powers through Coppull with the Daventry to Mossend 'Tesco' service on October 19th 2013. *John Sloane*



C.E.G.B. No. 1 does some vigorous shunting at Castle Donnington power station on June 23rd 1985. *John Sloane*



From the Archives

Class 58 020 'Doncaster Works' is seen stabled at Shirebrook depot on December 28th 1987.
John Sloane

From the Archives

Class 50 033 ‘Glorious’ and D400 pass Aller Junction on October 16th 1993. *Barry Longson*



Hopefully making a return to the main lines in the not too distant future, GWR No. 6024 ‘King Edward I’ slogs up the last few yards to Ais Gill summit with ‘The Cumbrian Mountain Express’ on April 4th 1998. *Jeff Nicholls*



Steam locos at Bold Colliery that were taking part in the re-enactment of the Rainhill Trials in 1980. The site of Bold Colliery and power station is now a residential area. *Brian Dobbs*



From the Archives

On February 14th 1994, snow had fallen in the capital, as Class 91 010 and 91 013 wait to head north from King's Cross. Of note is the long line of brute parcel carriers also waiting their next use. *Barry Longson*



Probably one of the last photos ever taken of this Stanier 8F. No. 48287 waits in the yard next to Wednesbury station for its turn to be dragged into Cashmore's Scrap Yard at Great Bridge in 1967. *Jeff Nicholls*



Class 37 401 passes Standish at the head of the Blackburn to Arpley trip working on April 29th 2009. *John Sloane*

