

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 224

After all these years, you still learn something new every day about the railways, and I'm talking 'Hedgehogs' .....

The groundbreaking 'hedgehog' sleeper design, funded by Network Rail's Wales & Western region and designed, tested and manufactured by Lankhorst Engineered Products, has been awarded the Spotlight Net Zero Pioneer Award.

Made of 90% recycled materials, the KLP® Hybrid Polymer "Hedgehog" Track Sleeper- nicknamed for its resemblance to hedgehogs nestling beneath the rails- will last at least twice as long as their concrete counterparts and can be laid mechanically, making replacement quicker and easier. Roll-out of this game-changing innovation will begin in early 2026.

Sleepers have been found to account for 30 per cent of the carbon embedded within railway infrastructure, so Network Rail looked for technology to reduce the carbon emissions generated by manufacturing them and to make sleepers more resilient to climate change. The polymer hedgehog sleepers contain 90 per cent less embedded carbon than wooden sleepers and 78 per cent less than those made from concrete.

Network Rail currently installs around 350,000 concrete sleepers annually. If those were to be replaced with hedgehog sleepers, it could represent an annual carbon footprint reduction of approximately 24.5 million kilograms of carbon dioxide; the equivalent of taking 12,250 family cars off the road annually.

In addition, approximately 150,000 wooden sleepers are replaced each year – if the new hedgehog sleepers were used instead, similar carbon equivalent savings could be made.

Nick Matthews, head of Transformation and Continuous Improvement for Network Rail's South Rail Systems Alliance, said: "I'm delighted the hedgehog sleeper design has been recognised for its potential to significantly reduce the carbon impact of the railway.

"Rail is already the greenest form of public transport and we're determined to continue making its credentials even stronger with innovations like this one."

Aran van Belkom, Technical Director for Lankhorst Engineered Products, said: "This project is a good fit with our purpose: think limitless, act sustainable for future generations. We appreciate Network Rail's engagement to set a new industrial standard."

The Spotlight Net Zero Pioneer Award recognises organisations or individuals who have demonstrated measurable success in reducing carbon emissions in rail infrastructure and construction.

But if the sleepers are called Hedgehogs because they look like Hedgehogs, how will they identify real Hedgehogs????

Just a final note to say a huge thanks for the enormous amount of photos we have received this month. I hope that you will appreciate that we just couldn't fit them all in the mag, but they are appreciated. Just shows what a bit of sunshine can do to us.

Until next month, stay safe.

Andy

This Page

On April 2nd, Class 37 425 heads through Stafford working 0Z57 Derby to Derby. *Richard Hargreaves*

Front Cover

Former DB pair Class 90 018 and 90 040 worked 0S92 Freightliner route refresher from Newcastle to Mossend on April 7th and are seen at Morpeth. *Alan Sinclair*



Having travelled light engine from Crewe to Preston to relieve Class 37 401 and 37 409 on a private charter, Class 90 002 dashes south through Golborne with 1Z44 from Dent to London Euston on April 23rd. *Jeff Nicholls*

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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting these magazines together a joy when we see so many great photos.

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 Saphos Trains

The Lakelander

A2 Pacific No. 60532 ‘Blue Peter’ attacks the climb at Meal Bank with Saphos Trains’ ‘Lakelander’ heading for Carlisle on April 5th. The return leg was re-routed because of trackside fires and to remove further fire risk on the Cumbrian Coast route. *Gerald Nicholl*

Charter Scene Saphos Trains

The Lakelander

After being looped at Grayrigg, A2 No. 60532 'Blue Peter' is seen at Lowgill on April 5th with 'The Lakelander' operating from Llandudno Junction to Carlisle. *Lee Stanford*



Saphos Trains

The Lakelander

LNER A2 Class No. 60532 'Blue Peter' puts on a fine sight and sound as it works 'The Lakelander' through Hincaster bound for Carlisle on April 5th. *Shep Woolley*

'Blue Peter' passes Beckfoot near Grayrigg in charge of the 'The Lakelander' 1Z31 railtour from Llandudno Junction - Carlisle. 'Blue Peter' had taken over the train at Preston. *Michael Lynam*

Class 40 No. D213 passes Moore on April 5th with the diesel leg of the tour. *Mark Enderby*







Saphos Trains

The Lakelander

On April 26th, another Lakelander railtour sees A2 Class No. 60532 'Blue Peter' accelerate away from Grayrigg loop heading towards Tebay and onwards to Carlisle. *Shep Woolley*



A2 Class No. 60532 'Blue Peter' is seen climbing Dalton Bank with the return 'Lakelander' railtour to Crewe on April 26th *Shep Woolley*



'Blue Peter' and Class 47 593 double head a 'Lakelander' excursion from Rugby to Carlisle as it forges past Standish on April 26th.
John Sloane



Saphos Trains

The Lakelander

Class 40 No. D213 ‘Andania’ speeds past Golbourn Junction, with 1Z31 07:09 Llandudno to Carlisle on April 5th. *Paul Senior*

Class 40 No. D213 takes the slow line at Balshaw Lane Junction with a Llandudno to Carlisle charter on April 5th. *John Sloane*

Class 57 311 is seen on the rear of ‘The Lakelander’ as it forges past Standish on April 26th. *John Sloane*







Charter Scene Midland Pullman

West Highland Pullman

On April 11th, the short Midland Pullman set operated by power cars Nos. 43059 and 43046 passes Mossley working the 07:13 Stafford to Fort William. *Lee Stanford*



Charter Scene Midland Pullman

Torbay Riviera Pullman

Power cars Nos. 43049 and 43058 pass Bomere Heath on April 12th working 1Z31 06:22 Chester - Paignton. *Phil Martin*

Steam Dreams

Southend to Cardiff

On April 16th, steam loco No. 70000 'Britannia' is seen at Swindon working 1Z48 Cardiff Central - Shoeburyness with Class 47 593 on the rear. *Ken Mumford*

On April 16th, steam loco No. 70000 'Britannia' is seen at Swindon working 1Z48 Cardiff Central - Shoeburyness with Class 47 593 on the rear and passing Class 66 622 in Swindon East Loop. *Ken Mumford*

On April 16th, steam loco No. 70000 'Britannia' is seen approaching Swindon working 1Z48 Cardiff Central - Shoeburyness with Class 47 593 on the rear. *Ken Mumford*







Northern Belle

The Cumbrian Coast Steam Special

On April 5th. SR BoB Class No. 34067 'Tangmere' working 'The Carlisle & Cumbrian Coast Steam Special' (Northern Belle) through Hincaster heads towards Oxenholme and onwards to Carlisle. *Shep Woolley*

SR BoB Class No. 34067 'Tangmere' rolls through Silverdale exactly an hour late on April 5th hauling 'The Carlisle & Cumbrian Northern Belle'. The delay was due to lineside fires. *Colin Kennington*

With 'Tangmere' leading, Class 57 313 is seen on the rear of 1Z71 York - Carlisle via Preston as they pass Beckfoot, near Grayrigg on April 5th. *Michael Lynam*







Charter Scene Northern Belle

The Cumbrian Coast Steam Special

Battle of Britain Pacific No. 34067 ‘Tangmere’ heads for the hills and the Lune Gorge with Northern Belle’s ‘Cumbrian Coast Steam Special’ on April 5th. *Gerald Nicholl*

Charter Scene Northern Belle

Northern Belle

On April 19th, Class 47 832 and 47813 top'n'tail 1Z70 Telford Central to Carlisle charter, seen here awaiting departure time at Telford.
Richard Hargreaves



Charter Scene Northern Belle

The Cumbrian Coast Steam Special

On April 5th, with the stunning Coniston Fells as a backdrop, No. 34067 'Tangmere' approaches Kirkby in Furness station with the return 'Northern Belle' towards Barrow and onwards to Carnforth and eventually Liverpool. *Shep Woolley*



Charter Scene Northern Belle

The Cumbrian Coast Steam Special

Bullied No. 34067 ‘Tangmere’ makes a smoky exit from the M6 overbridge as it approaches Lowgill on April 5th working a York to Carlisle Northern Belle service. *Lee Stanford*

Charter Scene UK Railtours

The East Anglian Freighter

Running 40 mins late, UK Railtours' 'The East Anglian Freighter' hammers through Ingatestone heading for Lowestoft with Class 20007 and 20205 leading and 37403 on the rear, seen here passing the listed former crossing lodge on April 27th. *Charlie Robbins*

Belmond

Belmond British Pullman

Merchant Navy Class No. 35028 ‘Clan Line’ and Class 67 024 arrive at London Victoria with a Pullman charter returning from an outing to Dover on April 10th. *John Sloane*

Merchant Navy Class No. 35028 ‘Clan Line’ and Class 67 024 arrive at London Victoria with a Pullman charter returning from an outing to Dover on April 10th. *John Sloane*

Class 67 024 leads the 1Z84 Bath to London Victoria near Grateley on April 12th.
Michael Bennett







Charter Scene Belmond

Belmond British Pullman

For the first time, the Orient Express to Liverpool for the Grand National manages to have both locos matching the carriages. Seen here crossing Dutton Viaduct on April 5th on its way to Aintree with passengers on board. The consist would pass this point six times during the course of the day! *Jeff Nicholls*

Charter Scene Railway Touring Company

The Great Britain XVII

Deputising for failed Black Five No. 45212, Class 57 314 motors north through Golborne with 'The Great Britain XVII' on April 28th.
Jeff Nicholls

Charter Scene Railway Touring Company

The Great Britain XVII

Making a fine sight, SR BoB Class No. 34067 ‘Tangmere’ accelerates away from Grange-over-Sands with day 4 of ‘The Great Britain XVII around the Cumbrian Coast to Carlisle and onwards to Edinburgh on April 29th.
Shep Woolley



Charter Scene Pathfinder Railtours

The Easter Highlander

Having left Craigendoran some nine hours previously, on April 21st, Class 37 518 and 37 516 roll into Preston with 'The Easter Highlander'. The two 37s will be replaced by a pair of 47s for their lengthy onward journey to Cardiff.
Jeff Nicholls

Charter Scene Pathfinder Railtours

The Easter Highlander

Having replaced Class 37 518 and 37 516, Sulzer pair 47 848 and 47 813 storm out of Preston with the last leg of 'The Easter Highlander' on April 21st. *Jeff Nicholls*

Charter Scene Railway Touring Company

The Yorkshireman

On April 12th, Black 5 No. 45212 working 1Z66 the 14:53 York to London Euston, passes Market Harborough in fading light with Class 47812 behind the tender and 57 314 'Conway Castle' on the tail. *Derek Elston*



Charter Scene Vintage Trains

South Devon Explorer

Class 52 No. D1015 'Western Champion' heads the Vintage Trains 1Z77 07:27 Birmingham New Street - Plymouth 'South Devon Explorer' past Tyseley on May 10th. *Chris Morrison*



Vintage Trains

The Shakespeare Express

Transrail liveried Class 37 240 passes Henley-in-Arden with the 14:51 Birmingham Snow Hill to Stratford upon Avon 'Shakespeare Express' on April 27th. *Chris Morrison*



GWR Castle Class No. 7029 'Clun Castle' approaches Henley in Arden with the 16:46 Stratford - Derby 'Shakespeare Express' on April 27th. *Chris Morrison*



GWR 4073 Class No. 7029 'Clun Castle' and Class 37 240 top'n'tail the 1T31 Worcester Shrub Hill - Stratford past Ladywood on April 6th. *Carl Grocott*



Charter Scene Pathfinder Railtours

The Grangemouth Growler

Class 37 518 'Fort William' and 37 516 head 1Z24 Cardiff Central to Falkirk Grahamston through Pleasington on April 18th. The two Class 37s working as far as Preston. *David Hollowood*

LSL Private Charter

The Chairman's Train

Class 90 002 is seen working 'The Chairman's Train' from Carnforth - Crewe on April 14th. *Mark Enderby*

Class 90 002 'Wolf of Badenoch' speeds past Standish with a test working for the train from Crewe to Carlisle on April 14th. *John Sloane*

Class 37 521 leads 37 667 over Hayle Viaduct whileworking1Z3115:38Lostwithiel-Penzance on April 18th. *Barry Beeston*







LSL Private Charter

The Chairman's Train

On April 17th, Class 57 002 on 1Z29 'The Chairman's Train' London Paddington to Kingswear (for Dartmouth) is seen at Swindon. The Class 57 was replaced by GWR 4-6-0 No. 5029 'Nunney Castle' from Bristol TM to Kingswear. *Colin Pidgeon*

Class 57 002 hurries through Coppull with Jeremy Hoskins' 'Chairman's Train' during its round UK journey on the leg between Llandudno and Oxenholme on April 20th.
John Sloane





Charter Scene UK Railtours

The Really Good Positioning Move

On April 26th, Class 37 403 heads the UK Railtours 'The Really Good Positioning Move' tour from Carnforth to Stratford past Small Heath with 20 205 and 20 007 on the rear.
Chris Morrison

Charter Scene UK Railtours

The Really Simple Positioning Move

Carrying its UK Railtour's headboard, Class 37 403 'Isle of Mull' crosses the river Nene at Kingsthorpe with 1Z92 10:07 Stratford (London) to Crewe on April 28th. *Derek Elston*

Charter Scene UK Railtours

The Really Simple Positioning Move

Class 37 403 working 1Z92 Stratford - Crewe passes Slindon on April 28th. *Carl Grocott*

Charter Scene

ECS and Light Engine Moves

Class 47 813 and 47 832 pass The Oaks, Hadnall on April 6th working 5Z23 13:11 Pengam - Carnforth ECS. *Phil Martin*



LSL bubble car 'Flora' is seen returning from Carlisle to Crewe at Moore behind Class 47 712 on April 30th. *Mark Enderby*



LNER A1 No. 60163 'Tornado' working from Carnforth to Coleham, passes Acton Bridge on April 3rd. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

Class 67 024 stands in Warrington Arpley Yard on April 5th whilst the 'Orient Express' set is watered. *Jeff Nicholls*

An authentic working at Winwick, SRPS Class 37 403 'Isle of Mull' heads northbound at Winwick with 5Z93 ECS working from Crewe to Carnforth on April 28th. *Brian Dobbs*

In a scene that could be from the last century, Class 37 403 heads north through Golborne with a full rake of blue-and-grey coaches working ECS from Crewe to Carnforth. April 28th. *Jeff Nicholls*







Charter Scene

ECS and Light Engine Moves

On April 18th, empty stock for Good Friday's Northern Belle from Manchester to Skipton rounds Lowton curve behind Class 47 813. Class 47 832 is out of sight at the rear of the train. This sylvan looking setting is the connection between the WCML and the Chat Moss route. *Jeff Nicholls*

LSL's 'bubble car' No. 55022 'Flora' bowls merrily through a gloomy Golborne with a Crewe - Carlisle move on April 16th.
Jeff Nicholls

LNER A1 No. 60163 basks in the sunshine in the Up Goods Loop at Warrington Bank Quay during a pathing stop. The A1 was en route from Carnforth to Coleham, Shrewsbury, in connection with overnight testing on the Cambrian route on April 3rd. *Jeff Nicholls*







Charter Scene

ECS and Light Engine Moves

After visiting Carnforth for a repaint into BR green, 'Tornado' ran to Shrewsbury Coleham Road depot from where it would be used on the Cambrian line to test the ETCS recently fitted to it. On a sunny April 3rd the loco and its support coach pass Acton Bridge en route to Shrewsbury. *Lee Stanford*



No. 60532 'Blue Peter' heads light engine past Balshaw Lane Junction on April 5th running from Crewe to Preston prior to taking over a Llandudno to Carlisle charter. *John Sloane*



Black 5 No. 45212 and support coach head through Swindon on April 26th, running 40 mins early. *Ken Mumford*



Charter Scene

ECS and Light Engine Moves

Southern Pacific No. 34046 waits at Swindon on April 30th working 0Z46 Southall Locomotive Services Limited to Bristol (St. Philips Marsh HSTD). *Ken Mumford*



Hanson and Hall operated Class 50 008 is seen at Mossley on March 25th taking Peak 45 108 and 50 015 from the East Lancs Railway to the Chinnor railway for their diesel gala. *Lee Stanford*



Class 57 311 and 47 593 top'n'tail the 5Z36 Rugby - Crewe ECS through Slindon on April 27th. *Carl Grocott*



Charter Scene

ECS and Light Engine Moves

Class 40 013 working 5Z36 Llandudno Jct. - Crewe passes Rowton on April 6th.
Carl Grocott



Class 121 022 passes Charnock Richard cutting during a move from LSL at Crewe to Carlisle Upperby depot on April 16th. *John Sloane*



Super power for 5M43, the 10:19 Southall WCR to Carnforth Steamtown on April 9th, as it traverses the Northampton Loop behind Class 37 676 'Loch Rannoch', 37 668 and 47848.
Derek Elston



Charter Scene

ECS and Light Engine Moves

Class 37 676, 37 668 and 47 848 haul a set of blue and grey stock past Acton Bridge on April 9th, working 5M43 10:19 Southall to Carnforth. *Barry Longson*

An empty stock train from Southall to Carnforth on April 5th was headed by Class 37 676, 37 668 and 47 848 and is seen running through the deep cutting at Charnock Richard. *John Sloane*

Class 47 746 'Chris Fudge' heads southbound at Winwick with 5M43 ECS working from Carnforth to Pengham sidings on April 17th.
Brian Dobbs







Charter Scene

ECS and Light Engine Moves

Class 67 021 leads the stock of the Orient Express on the Arpley - Liverpool South Parkway via Crewe ECS leg of its journey. The set had just been watered in Arpley Yard. Seen here passing through Moore on the sunny evening of April 5th. *Jeff Nicholls*

West Coast's Class 37 676 leads the Jubilee with the identity crisis No. 45562/45699/45627 through Golborne Dale on April 16th. The ensemble was on its way from Carnforth to Kidderminster SVR. Ironically, the 37 was piloting because of fire risk. The weather? Pouring rain! *Jeff Nicholls*

Class 37 676 'Loch Rannoch' leads 37 668 and 47 848 northbound at Winwick with 5M43 ECS Southall to Steamtown, Carnforth on April 7th. *Brian Dobbs*







Avanti West Coast

Class 390 039 crosses Docker Viaduct on April 5th working the 06:16 London Euston to Edinburgh service. *Lee Stanford*

On April 17th, Class 390 156 passes Northampton off route with 1R22, the 04:28 Glasgow Central to London Euston service. *Derek Elston*

Unique liveried Class 390 121 rushes through Acton Bridge on April 3rd with an Edinburgh to London Euston service. *Lee Stanford*







Avanti West Coast



Class 805 003 and 805 008 storm around the S bend at Rugeley TV, working the 15:00 London Euston to Holyhead service on April 1st. *Barry Longson*

Sustainability Partner of the Year honour for Avanti West Coast

Avanti West Coast has been named Rail Operator Sustainability Partner of the Year at BTN Group's 2025 Business Travel Sustainability Awards.

The intercity operator's progress in making sustainable rail travel a viable business alternative for its corporate customers across the west coast resulted in it winning the Rail Operator category.

The awards celebrate actions taken by companies to align their business travel program with corporate objectives and strategies to advance their sustainability practices.

Judges remarked that Avanti West Coast was recognised for its "ambitious and well-structured sustainability strategy and strong collaboration with corporate clients to encourage modal shift from air to rail".

They praised the train operator's effective commercial incentives, booking process, and targets backed by goals aligned to science-based targets - led by its Corporate Sales Team with the support of colleagues from Avanti's Responsible Business Team.

Working with one of its corporate clients, Mott MacDonald (a global engineering, management and development consultancy), Avanti introduced a fare framework to help them achieve modal shift from air to rail between London and Glasgow.

Designed to be economically attractive by being flexible and competitive, the Great Scot fare, offers three classes of business travel which can be used in two timeframes for journeys between two key city centre office locations.

The fare was integrated into Mott MacDonald's online booking platform – with journey time differences between rail and air travel, as well as carbon emissions highlighted – enabling the company to prioritise rail travel and helping to reduce its corporate travel environmental impact.

Through the partnership, Mott MacDonald achieved 56 percent of rail market share on the route between London and Glasgow – a 49 percent increase since the framework was introduced in August 2023. It also saw a 43 percent reduction in year-on-year carbon emissions from air travel on routes where new guidance was applied – the equivalent of 120 tonnes of CO_2 emissions or eight round trips from London to Sydney in business class.

Sarah Copley, Commercial Director at Avanti West Coast, said: "We're delighted to be recognised in this way. This achievement is a testament to the innovation, ambition, and dedication of our Corporate Sales and Sustainability Teams to help customers rise to the challenge of net zero. Our partnership with Mott MacDonald is a great example of this, where we've enabled them to prioritise rail travel and in turn reduce their environmental impact.

"By providing a sustainable way to connect business travellers to major destinations across the UK that is competitively priced and helps them to remain productive while on the move, we hope to encourage more business customers to make rail their transport of choice."

Mike Heath, Travel Specialist at Mott MacDonald, said: "We have greatly enjoyed collaborating with Avanti West Coast on our sustainable business travel efforts. Their support has been instrumental in helping Mott MacDonald shift towards lower carbon travel, contributing towards emissions reductions required for our science-based targets. This partnership has been essential for our Travel function in driving forward our behaviour change initiatives and reinforcing our sustainability commitments. We are delighted to be featured as part of their sustainability partner of the year submission."

Avanti West Coast

Train wrap celebrating ethnicity and the vibrant mix of colleagues and communities unveiled by Avanti West Coast

Avanti West Coast has unveiled a train wrapped in a bespoke artwork designed to celebrate the ethnicity of employees and communities across its network. The “Together We Roll” wrap - a brightly coloured tapestry - was produced following an idea from Avanti frontline employees to celebrate and represent people who live and work on the West Coast Main Line with a unique train. Created by digital artist, Baraka Carberry, who describes the design as “scenes of people, culture, colours, and joy”, the artwork stretches across all seven carriages of one of the intercity operator’s new Evero trains (set number 807 010).

The initiative is underpinned by Avanti West Coast’s Equality, Diversity and Inclusion strategy which is set to be launched in the coming months and will focus on fairness, respect, diversity, inclusion and engagement in the workplace. It will also look at advancing equality and inclusion through its work with colleagues, as well as with communities, suppliers and other organisations. This strategy will aim to achieve the Investors in Diversity accreditation. The original idea came from Avanti West Coast staff, including Onboard Customer Service Assistant, Marvia Norman and Onboard Chef, Marcia Graver who take a prominent role in recognising cultural events, such as Black History Month, as well as celebrating Ramadan and Diwali.



The train operator chose to work with Baraka – who is based in Burton upon Trent - because of her passion and experience in celebrating culture and heritage. Following a series of workshops with frontline colleagues, she brought to life their ideas – focusing on three key themes: inclusion, coming together, and future generations.

Born in Brixton, London and of Guyanese origin, Baraka, wanted to celebrate the many different cultures of Britain and connect people through “bold and unapologetic” artwork.

Reflecting on the Together We Roll train wrap, Baraka, said: “As a Black British artist, diversity and inclusion hold deep personal significance for me, making this project particularly meaningful. I envision it as a living, evolving artwork that has the potential to resonate with the public. My hope is that people will connect with the universal moments captured here and reflect on their own unique legacies. When we think of “legacy,” we often focus on grand, monumental achievements. However, I believe it’s the small, everyday moments—sounds, sights, and notes—that build the foundation for something much greater. True legacy evolves, growing and transcending to become something larger than life.”

Baraka added: “This project is an invitation to embrace diversity, honour intergenerational wisdom, and work together towards a thriving future. It celebrates the universal moments that connect us, while honouring our distinct perspectives. We are all icons, each contributing to a shared cultural legacy.”

Evero 807010 will be introduced into passenger service this summer – completing the roll out of Avanti West Coast’s Evero fleet. To mark the Together We Roll wrap becoming a permanent part of the train operator’s fleet, a competition will be held to name the train.

Rail Minister, Lord Peter Hendy, said: “Diversity is key to the success of any industry and creative work like this goes a long way in sparking conversations, encouraging inclusion and may inspire more people to choose a career in rail. We still have a long way to go until we have a railway which reflects the society we live in but Together We Roll shows Avanti West Coast’s commitment to representing more of the communities they serve, and I look forward to seeing Baraka’s artwork out on the track.”

Kathryn O’Brien, Customer Experience Director at Avanti West Coast, said: “Nothing like this has been seen on the UK’s railways, so we’re incredibly proud of this unique train and who it represents. As people are the heart of what we do, we listen and encourage talking, so we can further develop as a business and offer a place to work where colleagues feel valued and respected. By bringing to life the vibrant communities we serve and our employees we hope to highlight the many people of different cultures, backgrounds and heritage who have a connection to the railway. Working with Baraka to represent and celebrate this has been an absolute joy and we’re excited to see this striking train take to the rails later this year.

“We recognise there’s still more to be done at Avanti West Coast and within the rail industry to have a workforce that is representative of society and the communities we serve.

We are passionate about playing our part to attract talent from all backgrounds. This vibrant train marks our latest step towards this by sparking conversations about ethnicity and bringing a sense of togetherness across the west coast and beyond.”

Louise Williams, Hitachi Rail DEI and Employee Engagement Lead, said: “We were thrilled to collaborate with Avanti West Coast on the ‘Together We Roll’ livery, which beautifully reflects our shared commitment to diversity, equity, and inclusion. This initiative not only celebrates the rich tapestry of our communities but also underscores the importance of unity and representation in the rail industry. As we mark Railway 200, this project is a testament to the progress we’ve made and the future we envision. At Hitachi Rail, we believe that embracing DEI principles drives innovation and strengthens our workforce, and we are proud to support this meaningful project.”

Sonia Hazel, Ethnicity and Race in Rail, Rail Unites for Inclusion and EDI Charter for Rail, said: “This is a first for the rail industry and a fantastic step forward in giving a platform to the importance of ethnicity. I particularly love that the train wrap was borne from the ideas of staff and rolled into the introduction of a new fleet, so it remains authentic in its core. I hope this showcase of ethnic diversity on the West Coast Main Line captures the hearts of those who see it and encourages other train operators to think about representation in the regions they serve.”

RMT general secretary, Eddie Dempsey, said: “My union is extremely proud that our members at Avanti West Coast have directly pushed for this project to happen – celebrating the ethnicity of staff and their contribution to the running of the West Coast Main Line. This continues the excellent work naming a train after one of our members, Asquith Xavier, the first black guard back in 1966 to work at Euston. We have come a long way since then and it is wonderful to celebrate the diversity on our railways.”

TSSA General Secretary, Maryam Eslamdoust, said: “The Together We Roll train wrap is a bold and vibrant celebration of the rich diversity of the communities our railways serve. Representation matters — not just in design, but in the workplaces, policies, and leadership that shapes our transport network. As a union, we are committed to ensuring the railway is truly inclusive — a place where people from all backgrounds feel welcome, safe, and supported to reach their full potential. A diverse workforce is not just the right thing to strive for, it is essential to delivering the best service for passengers.“

Avanti West Coast

The new order on the West Coast main line is seen at Acton Bridge on April 3rd as Class 807 005 passes with a Liverpool Lime Street to London Euston service. *Lee Stanford*

Coventry station brightened up with £600,000 investment to replace skylights

A project to replace the skylights at Coventry station has now been completed thanks to a £600,000 investment from Avanti West Coast, Network Rail and the Railway Heritage Trust. The work saw all 27 skylights – which were over 60 years old – on platform 1 replaced, as well as new wayfinding signage installed throughout the station to improve the experience for customers.

Built in the 1960s, the previous skylights were at the end of their lifespan as well as being extremely dirty with no means to maintain. Each new structure, which enables more natural light through, consists of eight panels that can be individually removed to be cleaned. Furthermore, access points to the roof have been installed at either end of platform 1 to ensure that the maintenance of the new skylights can be easily carried out. New energy-efficient LED lighting has been situated alongside the skylights to reduce energy consumption at the station. The skylights and signage work are part of an ongoing transformation at the Avanti West Coast managed station. In 2022, the £82million purpose-built new look main building and multi-storey car park with a connecting footbridge to all four platforms opened.

Over the last three years, the customer experience has been further improved with the opening of retail outlets in the new station building, and the installation of a new courtyard area on platform 1 for customers to use whilst they wait for their trains.

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

Dean Duthie, Engineering and Infrastructure Director at Avanti West Coast, said: "Walking along Platform 1, the work has made a remarkable difference where customers will see a more vibrant look and feel from the natural light streaming through the new skylights. Coventry station boasts a rich railway history and has always been an important gateway to the city. It is undergoing a huge transformation to ensure that rail customers are given the best experience possible through easy accessibility, availability of shops, simple wayfinding and a relaxing atmosphere."

Federica Labanca, Principal Route Engineer at Network Rail Central route, said: "We're really pleased to have been able to support this fantastic station improvement project for passengers. At Network Rail, we take great pride in working with our industry partners to preserve and enhance Britain's iconic railway stations whilst making sure they meet the needs of the modern-day passenger. We hope that regular station users and visitors to the city enjoy the new station experience for many years to come."

Tim Hedley-Jones, Director of The Railway Heritage Trust said: "Our twentieth century railway heritage is just as important as that dating from the nineteenth century. Network Rail and Avanti West Coast are to be congratulated on looking after this iconic Grade II listed station so well.



Having clear natural light and visible signage for passengers waiting for trains is an important part of the customer experience and we are pleased to have supported this work with three grant awards".

Cllr Naeem Akhtar, Cabinet Member for Housing and Communities at Coventry City Council, said: "We welcome this latest investment in Coventry Station, which continues to build on the significant improvements made in recent years. "It's great to see upgrades like these enhance the station's architectural heritage while also meeting modern-day needs. The new skylights and signage absolutely strike that balance, helping to improve the customer experience while preserving the unique character of the station."

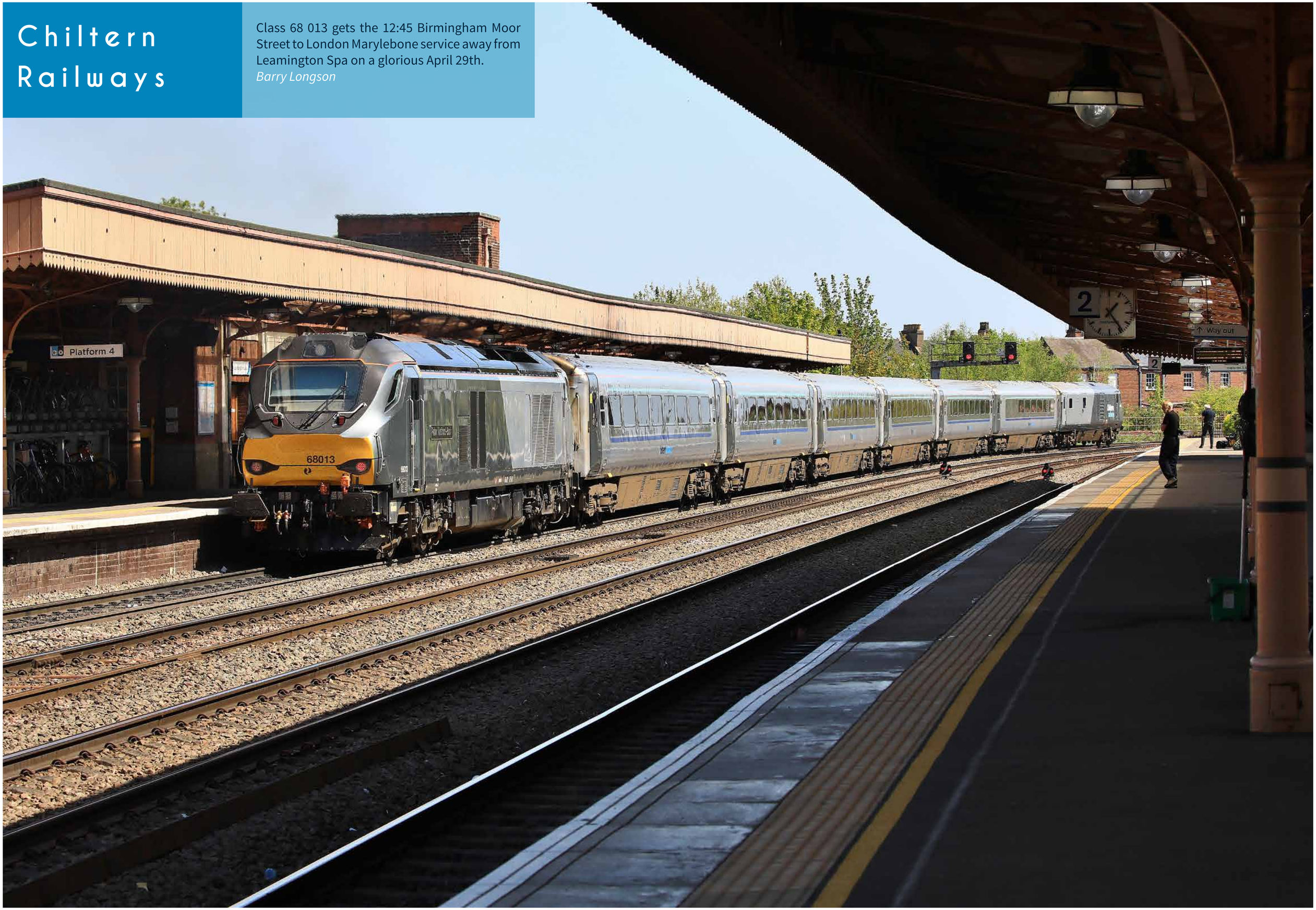
Avanti West Coast

Class 390 123 speeds past Coppull Moor with a Glasgow bound service on April 1st. *John Sloane*

Renumbered to celebrate 200 years of the railways, Pendolino 390 016 now carries the number 390 200 and is seen passing Heaton Chapel on April 11th with a London Euston bound service. *Lee Stanford*

Chiltern Railways

Class 68 013 gets the 12:45 Birmingham Moor Street to London Marylebone service away from Leamington Spa on a glorious April 29th.
Barry Longson



Colas Rail

On April 1st, something a little out of the ordinary, for this area, at least. Class 66 849 passes Frodingham Junction, Scunthorpe on 6B95 Grangemouth - Lindsey Oil Refinery hauling 21 TEA *Steve Thompson*

There are still some Class 56s on the Neville Hill fuel tanks, and on April 23rd Class 56 049 passes through Scunthorpe on 6D79 LOR - Neville Hill with its usual 2 TEAs. *Steve Thompson*

On April 2nd, Class 56 049 passes through Scunthorpe station working 6D79 LOR - Neville Hill fuel tanks. *Steve Thompson*







Colas Rail

Class 70 801 worked 6S31 Doncaster to Millerhill engineers on April 10th, seen here passing Pegswood. *Alan Sinclair*

On March 1st, Class 70 809 operating 6C20 Westbury - Burngullow Junction, exits off St. Pinnock Viaduct with sleepers for the new loop on Goss Moor. *Barry Beeston*

Class 66 849 was in the North East on April 7th, seen at Morpeth working 6S31 Doncaster to Millerhill engineers train. *Alan Sinclair*







Colas Rail

Class 56 049 with the Neville Hill - Immingham empty tanks passes Appleby on April 17th. *Mark Enderby*



Class 70 817 passes Crowle on April 17th with the Jarrow - Lindsey tanks. *Mark Enderby*



Class 66 846 passes Upton Magna with 6Y97 07:38 Abergele & Pensarn to Bescot Up Engineers Sidings on April 27th. *Keith Davies*



Colas Rail

Class 66 849 passes Butterwell Bridge near Ulgham Crossing in Northumberland with 6B95 Grangemouth to Lindsey tanks on April 1st.
Alan Sinclair

COLAS RAIL UK CONTINUE PLACE ON NETWORK RAIL'S ON-TRACK MACHINE FRAMEWORK

Colas Rail are delighted to announce that Colas Rail UK has been selected as one of four suppliers by Network Rail to operate and maintain the On-Track Machines used for track maintenance across Britain, covering several regions of the rail network: Wales & Western, Southern, Eastern, North West and Central.

As part of this contract, Colas Rail UK will operate and maintain 28 machines, including Tampers and Ballast Regulators, for a period of eight years.

Speaking on the success of the contract award, Colas Rail UK CEO, Jean-Pierre Bertrand said "Colas Rail UK has the largest fleet of OTMs in the country, which enables us to achieve high performance standards, with an efficiency ratio of over 99%. This excellence is based on the commitment and expertise of our teams, who are mobilised every day to guarantee reliable and efficient operations for our customers"

This latest success further strengthens the relationship of trust between Network Rail and Colas Rail. This follows the recent signing of a contract for the operation and maintenance of Network Rail's fleet of grinding and milling trains.

Echoing Jean-Pierre's thoughts, Colas Rail Group CEO, Hervé Le Joliff said "Colas Rail is proud to continue to support Network Rail in maintaining and securing Britain's rail infrastructure. This contract reflects the performance and operational excellence of our teams"

Colas Rail

On April 7th, Class 70 813 speeds through Swindon on the UML with 6M40 Westbury Down to Cliffe Hill Stud Farm running some 17mins late. *Ken Mumford*

An ‘X’ rated working! In its lurid ‘Swietelsky’ livery, Class 37 405 hurries through Golborne with 6X81 from Coleham LMD to Carlisle on a damp and gloomy April 18th. *Jeff Nicholls*

On April 25th, Class 37 405 runs past Euxton with two timber wagons on a move from Carlisle to Coton Hill. *John Sloane*







Colas Rail

Class 56 051 is seen arriving at Crewe on April 17th to run round its engineers train from Crewe Basford Hall - Bradwell Up Sidings.
Michael Lynam

CrossCountry

Class 221 119 working the 1M25 Bristol Temple Meads to Manchester Piccadilly service is seen departing Stafford on April 30th. *Richard Hargreaves*

Class 221 131 forms the 05:11 Manchester Piccadilly to Bournemouth passing Grateley on April 12th. *David Lindsell*

Class 221 116 working the 1O20 Manchester Piccadilly to Bournemouth service is seen at Stafford on April 2nd. *Richard Hargreaves*







CrossCountry

Class 221 122 passes Heaton Chapel on April 11th working the 15:03 Manchester Piccadilly to Bristol service. *Lee Stanford*

Class 221 134 working the 1O16 Manchester to Bournemouth service is seen near Grateley on April 12th. *Michael Bennett*

Basking in the afternoon sun, Cross Country's newly liveried Class 170 101 waits departure time from Cardiff Central with 1M73, the 15:45 to Nottingham on April 8th. *Derek Elston*







DB Cargo

Class 66 093 passes Rainford with 6E26 Knowsley to Wilton loaded refuse train on April 8th. *Brian Dobbs*

Class 66 030 working the 6C03 Northolt to Severnside Sita decided to go through the station using the UML at Swindon on April 26th instead of the usual platform 4. *Ken Mumford*

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

Class 66 135 with an Immingham - Scunthorpe iron ore working passes New Barnetby on April 17th. *Mark Enderby*



Class 66 077 with a loaded Immingham - Drax Biomass working passes Barnetby on April 17th. *Mark Enderby*



Class 66 177 with a loaded Immingham - Drax Biomass is seen rounding the curve at Brocklesby Jct. on April 17th. *Mark Enderby*



DB Cargo

Class 66 655 passes Gobowen on April 1st working 6V75 09:30 Dee Marsh - Margam steel. *Phil Martin*

On April 2nd, Class 66 654 passes Burgs Lane with 6V75 09:30 Dee Marsh - Margam steel. *Phil Martin*

On April 30th, Class 66 056 approaches Stafford working 4O21 Trafford Park to Southampton intermodal. *Richard Hargreaves*







DB Cargo

With a full load in tow, Class 66 021 speeds 4L56 13:20 Trafford Park to London Gateway past Rugeley TV on April 1st. *Barry Longson*

On April 12th, Class 66 019 heads the 6N02 06:21 Eastleigh Yard to Southampton Central engineers train via a Woking run round, seen here passing Grateley. *David Lindsell*

On April 7th, Class 66 169 arrived at Swindon to rescue 66 067 which had failed due to low oil pressure. The loco had been working 6B51 Llanwern Exchange Sidings to Swindon Stores. *Ken Mumford*







DB Cargo

Class 66 021 with an Immingham - Drax working passes South Killingholme on April 17th. *Mark Enderby*

Class 66 093 passes Pemberton foot crossing, in wonderful spring sunshine, with 6E26 10:51 Knowsley to Wilton Tees, Domestic and Industrial Waste train on April 8th. *Paul Senior*

On April 17th, Class 66 083 with a Drax - Immingham Biomass empties working passes Brocklesby Jct. *Mark Enderby*







DB Cargo

Passing the recently cleared East End (Frodingham Junction) at Scunthorpe, Class 66 077 is seen hauling the 4R48 empty Biomass from Milford to Immingham Biomass Terminal. *Steve Thompson*



Class 66 655 hauling the 6V75 09:30 Dee Marsh - Margam steel passes Kemps Eye, Shrewsbury on April 3rd. *Phil Martin*



On April 9th, Class 66 656 passes Burgs Lane hauling the 6V75 09.30 Dee Marsh - Margam steel. *Phil Martin*



DB Cargo

A photo that may not be on for much longer, Class 66 093 is seen working 6E26 the 10:51 Knowsley to Wilton waste train at Moore on a beautiful April 7th. *Barry Longson*

Class 66 021 with an Immingham - Drax Biomass crosses the magnificent bridge at Althorpe on April 17th. *Mark Enderby*

Class 66 165 passes Chorley Road, Charnock Richard with the Seaforth to Mossend intermodal on April 5th. *John Sloane*







DB Cargo

Class 66 093 is seen at Acton Bridge on April 3rd with the loaded 10:51 Knowsley to Wilton waste train. *Lee Stanford*

On April 8th, the driver of Class 66 125 gives a friendly wave while in charge of 6H52 12:05 Dowlow Briggs to Ashburys, seen passing Heaton Norris junction with Class 66 091 on the rear out of sight. *Barry Longson*

Class 66 065 stands amongst other locos stabled at Sudbury Junction, Wembley Yard on April 10th. *John Sloane*







DB Cargo

Class 66 111 is seen at Davenport on April 10th, working 6H59 13:50 Ashburys to Dowlow. *Barry Longson*



On April 24th, Class 66 244 passes Swindon working 6C03 Northolt to Severnside Sita. *Colin Pidgeon*

Class 66 080 with an Immingham - Scunthorpe loaded coke working passes Brocklesby Jct. on April 17th. *Mark Enderby*





DB Cargo

On April 17th, Class 66 137 is seen at Knabbs Crossing with a Kingsbury - Immingham working. *Mark Enderby*

Class 67 007 passes Harlescott with 0Z07 08:46 Cardiff Canton Sidings - Crewe TMD (E) on April 10th. *Keith Davies*

With an almost empty platform 2 at Leamington Spa providing a different view of a northbound freight as Class 66 176 heads 4M71 09:48 Southampton Western Docks to Birch Coppice on April 29th. *Barry Longson*







DB Cargo

On April 29th, Class 66 056 runs through Leamington Spa working 4O21 09:20 Trafford Park to Southampton Docks. *Barry Longson*

Class 66 083 with an Immingham - Drax Biomass is seen at Knabbs Crossing on April 17th. *Mark Enderby*

One of the few coal flows now running on the system is the Immingham - Earles, which usually runs a couple of times a week. On April 21st, Class 66 170 is seen approaching Scunthorpe Station on 6M63 Entrance C - Hope (Earles), having worked into Scunthorpe earlier from the HIT. *Steve Thompson*







DB Cargo

On April 30th, Class 66 118 with 6C03 Northolt Sidings to Severnside Sita had been in Swindon East Loop for 52 minutes having passed Highworth Junction running 6mins early heading into the loop and 23mins late through Swindon. *Ken Mumford*

Class 66 093 approaches Castleton on April 9th with 6E26 Knowsley to Wilton binliner. *Russell Clarke*

On April 24th, Class 66 004 moves west along the little used line parallel to that on Platform 4 to join up ready to depart with 6M53 Swindon Stores to Toton Up Sidings via Kemble and Worcester. *Colin Pidgeon*







DB Cargo

Class 66 118 passes Style on April 24th with an intermodal working from Trafford Park - London Gateway. *Michael Lynam*



Class 66 060 working 6H25 09:27 Margam T.C. to Llanwern Exchange Sidings passes through Cardiff Central on April 8th. *Derek Elston*



Class 66 659 rolls through Cardiff Central with 6V05 09:12 Round Oak to Margam T.C. on April 8th. *Derek Elston*



DB Cargo

On April 15th, Class 66 133 is seen on shunting duties at Cemex whilst 66 003 is on the fuelling point at Peak Forest. *Michael Lynam*

Class 66 140 passes Altrincham on April 8th with a rake of empty hoppers from Warrington Arpley - Tunstead. *Michael Lynam*

Class 67 006 reverses at Stafford on April 17th whilst on driver training duties from Crewe. *Michael Lynam*







DB Cargo

Class 66 137 is being worked hard as it crosses the river Nene with 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd service on April 9th. *Derek Elston*

On April 17th, Class 66 116 passes light engine through Stafford working from Warrington Arpley - Daventry. *Michael Lynam*

Class 66 656 eases the 6Z53 12:43 Portbury Automotive Terminal to Margam T.C. through Cardiff Central on April 8th. *Derek Elston*







DB Cargo

On April 21st, another coal flow, from Immingham to Scunthorpe for the steelworks, run on an as-required basis. A daily service utilising the same type of HTA wagons is the coke to feed the blast furnaces, threatened with closure only a few weeks ago but now, fortunately, saved. Class 66 144 is seen ascending Appleby Bank on one such service, 6C74 IBT - Entrance C. *Steve Thompson*



On April 1st, Class 66 007 approaches Coppull Moor at the head of the Seaforth to Mossend intermodal service. *John Sloane*

Class 66 100 'Armistice 100 1918-2018' trundles up to a red signal with 6F07 10:51 Margam T.C. to Llanwern Exchange Sidings at Cardiff Central on April 8th. *Derek Elston*





DC Rail Freight

Class 56 301 with the 6M89 Middleton Towers - Ravenhead is seen at Slindon on April 5th. *Carl Grocott*

On April 10th, Class 60 029 rumbles past Shepherds Bush with a Cliffe to Chessington train which will return later following reversal at Willesden. *John Sloane*

On April 30th, the 6Z52 Tytherington Quarry to Quainton Railhead hauled by Class 60 046 'William Wilberforce' is seen running 50mins early as it heads through Swindon. *Colin Pidgeon*







DC Rail Freight

Class 56 301, now operated by DC Rail, works south at Winwick with 6D85 Ravenhead Sidings to Chaddesden Sidings sand empties on the evening of April 6th. *Brian Dobbs*

Class 56 301 crosses Carr Mill Viaduct with 6M89 Middleton Towers to Ravenhead sand train on April 5th. *Brian Dobbs*

Class 56 103 top'n'tails 60 028 at Golborne on April 20th. *Jeff Nicholls*







DC Rail Freight

Class 56 301 with the 6M89 09:01 Middleton Towers to Ravenhead crosses Dutton Viaduct on April 5th. *Mark Enderby*

On April 26th, Class 60 046 working 6V23 heads through Swindon. *Colin Pidgeon*

Former Fastline Class 56 301 nears its journeys end , passing St. Helens Station box, with 6M89 the 09:01 Middleton Towers to Ravenhead on April 5th. *Paul Senior*







DC Rail Freight

Following a reversal at Willesden, Class 60 029 passes through a deserted Kensington Olympia with a Cliffe to Chessington working on April 10th. *John Sloane*



Direct Rail Services

The sun was out on April 1st, as Class 68 004 was captured at Rugeley TV while working 4M27 05:33 Coatbridge to Daventry.
Barry Longson

Direct Rail Services

Class 68 005 and 68 016 catch the last rays of Easter Monday sun as they pass beneath the East Lancs Road at Golborne with three flasks from Sellafield to Crewe on April 21st. *Jeff Nicholls*



Class 66 423 heads past Rugeley TV on April 1st, leading 4S44 12:13 Daventry to Coatbridge intermodal. *Barry Longson*



Class 68 023 powers through Wigan NorthWestern with 5Q32 13:12 Longsight to Preston on March 31st. *Paul Senior*



Direct Rail Services

Class 88 003 working 0Z45 Crewe Gresty Bridge to Daventry heads through Stafford on April 30th. *Richard Hargreaves*

Class 88 008 hauling the 4H43 Daventry to Trafford Park is seen departing Stafford on April 30th. *Richard Hargreaves*

Class 66 422 and 66 430 working 0Z66 Gresty Bridge to Daventry pass through Stafford on April 2nd. *Richard Hargreaves*







Direct Rail Services

Class 88 003 ‘Genesis’ substituting for a Class 66 on 4M07 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) crosses the river Nene at Kingsthorpe on April 28th. *Derek Elston*



Class 68 004 hauling the 4M27 Coatbridge to Daventry approaches Stafford on April 2nd. *Richard Hargreaves*



On April 23rd, Class 66 031 was tasked with taking 88 001 for tyre turning. The duo are seen here at Stockport with 0Z88 the 10:20 Crewe Gresty Bridge to Leeds Midland Road. *Barry Longson*



Direct Rail Services

Class 88 005 approaches Mauldeth Road on April 1st with the 17:20 Trafford Park to Daventry 'Tesco' service. *Lee Stanford*

Class 57 309 reverses at Crewe on April 17th working light engine from Rugby - Crewe Gresty Bridge. *Michael Lynam*

Class 88 002 passes Beckfoot near Grayrigg on April 5th with a Daventry - Coatbridge intermodal. *Michael Lynam*







Direct Rail Services

On April 24th, Class 88 008 passes Styal with an intermodal ‘Tesco’ train from Daventry - Trafford Park. *Michael Lynam*

On April 17th, Class 68 004 passes Stafford working an intermodal service from Coatbridge - Daventry. *Michael Lynam*

Class 88 003 ‘Genesis’ working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl passes Northampton on April 11th. *Derek Elston*







Direct Rail Services

Class 66 432 working 4M07, the 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) is seen approaching Wilson's Farm Crossing on April 9th. *Derek Elston*



Class 88 002 hurries into Wigan North Western with the Daventry to Coatbridge 'Tesco' service on April 10th. *John Sloane*



Class 88 003 'Genesis' leads the 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl over Wilson's Crossing on April 9th. *Derek Elston*



Direct Rail Services

The regular 06:25 Daventry to Coatbridge 'Tesco' service hauled by Class 88 002 passes effortlessly over Docker Viaduct on April 5th.
Lee Stanford

East Midlands Railway

Seen departing Stockport's platform 0, Class 158 770 and 158 780 were working the 13:51 Liverpool Lime Street to Norwich service on April 17th. *Barry Longson*

A pair of EMR Class 170s with 170 533 leading pass Bamford on April 15th working a Norwich - Liverpool Lime Street service. *Michael Lynam*

Stockport station was closed for 3 days over the Easter period resulting in services traversing the Hope Valley being diverted to and from New Mills South Junction. Here Class 170 422 and 170 423 pass through Reddish North with the 10:43 Nottingham to Manchester Piccadilly on April 20th. *Barry Longson*







East Midlands Railway

Class 158 788 and 158 773 pass Davenport on April 10th, with the 12:51 Liverpool to Nottingham service, running 31 minutes late. *Barry Longson*

Class 170 501 working the 1N07 Crewe to Newark Castle service calls at Derby on April 26th. *Richard Hargreaves*

Class 222 021 and 222 101 with the 1B64 Nottingham to London St. Pancras service departs Loughborough on April 26th. *Richard Hargreaves*







Freightliner

Class 66 554 with a Settle - Crewe engineers working crosses Dutton Viaduct on April 5th. *Mark Enderby*



Class 66 509 passes Ashley on April 24th with a bin train from Bredbury - Runcorn. *Michael Lynam*



Class 66 513 passes Altrincham on April 8th with an empty bin train from Runcorn - Brindle Heath. *Michael Lynam*



Freightliner

A number of engineers trains ran over the Easter holidays and Class 66 568 is seen at Guide Bridge in charge of 6Y94 10:00 Heaton Lodge to Doncaster Belmont Yard on a very sunny April 20th. *Barry Longson*



Class 66 559 passes through Kensington Olympia with a Purley to Wembley train on April 10th. *John Sloane*



Class 66 614 is seen stabled in the quarry entrance at Great Rocks on April 15th.
Michael Lynam



Freightliner

On April 9th, Class 70 015 has charge of 6Z26 12:53 Shap to Basford Hall box wagons, seen approaching Acton Bridge. *Barry Longson*



Class 70 008 working the 6B71 Tunstead to Northampton passes through Stafford on April 2nd. *Richard Hargreaves*



On April 3rd, Class 90 006 and 90 016 worked a route refresher, 0E90 Mossend to Newcastle and are seen on Pegswood north curve. *Alan Sinclair*



Freightliner

Class 66 509 ‘Josiah’s Wish’ working the 4M52 Hartlepool PD Ports - Willesden Euroterminal, conveying HS2 tunnel linings is seen passing Hartlepool Bay on April 27th. *Michael J Alderdice*

Freightliner

On April 7th, Class 66 603 passes the now disused Ratcliffe power station in the evening sun with 6M84 13:06 Dagenham to Earles Sidings cement empties. *Mark Pichowicz*

Freightliner

Class 90 009 and 90 011 working a route refresher are seen at Morpeth on the return 0S92 Newcastle to Mossend working on April 1st. *Alan Sinclair*

Class 90 015 and 90 010 head through Stafford on April 2nd working 4L67 Trafford Park to Felixtowe liner. *Richard Hargreaves*

The sand empties from Ellesmere Port to Basford Hall passes Frodsham Junction on April 2nd. It's not unknown to have a 70 on these workings but Class 70 005 made a welcome change from the usual diet of Class 66s.
Jeff Nicholls







Freightliner

Class 70 008 has worked out of the Peak district for a number of days and on April 1st was seen at Rugeley TV at the head of 6B71 07:16 Tunstead to Northampton Castle loaded box wagons. *Barry Longson*



Class 66 531 pulls out of Swindon East Loop on April 7th with 6V53 Oxford (Banbury Road) to Whatley Quarry. *Ken Mumford*



On April 24th, Class 66 506 with 4L36 Wentloog to Felixstowe passes through Swindon. *Colin Pidgeon*



Freightliner

A welcome sight at Moore as Class 90 014 and 90 009 head a new liner flow from London Gateway to Coatbridge on April 8th. *Jeff Nicholls*

Class 70 005 is seen easing slowly into Rugeley TV on April 1st, working 4Z21 12:46 Walsall FT to Basford Hall Yard. *Barry Longson*

To celebrate 60 years of operation, Freightliner have repainted Class 66 601 into a special livery and in sunny conditions on April 2nd the loco approaches Stockport hauling the 09:20 Bredbury to Runcorn. *Lee Stanford*







Freightliner

Class 90 005 and 90 003 head 4M63 09:12 Felixstowe North to Trafford Park past Rugeley TV on April 1st. *Barry Longson*

Class 70 001 with the 4O29 Garston to Southampton passes through Grateley on April 12th. *Michael Bennett*

Class 66 618 working the 6F91 sand empties heads towards Norton on April 14th.
Mark Enderby







Freightliner

Class 66 565 is seen approaching Manchester Piccadilly working 4L42 15:20 Trafford Park to London Gateway on April 2nd. Of note, there was not a single container in the consist.
Barry Longson

Class 66 616 catches the very last of the evening sun at Normanton on Soar working 6M08 16:46 Luton Crescent Road to Tunstead, on April 9th.
Mark Pichowicz

On April 17th, Class 90 018, 90 015 and 66 951 approach Manchester Piccadilly platform 13 with a Trafford Park - London Gateway liner.
Michael Lynam







Freightliner

Freightliner 60th Anniversary liveried Class 70 008 passes Shawford with the 08:32 Southampton Maritime - Lawley Street liner on April 17th. *John Goodrich*

On April 7th, Class 66 618 is seen at Moore working 6F91 12:23 Ince & Elton to Crewe Basford Hall. *Barry Longson*

Class 90 006 and 90 044 pass Styal in charge of a London Gateway - Trafford Park liner on April 24th. *Michael Lynam*







Freightliner

Class 66 502 ‘Basford Hall Centenary 2001’ working 6R93 10:37 Willesden Euroterminal Gbrf to New Bilton (Cemex) is seen on the Northampton loop on April 9th. *Derek Elston*



Class 90 013 and 90 006 ‘Roger Ford’ pass Wilson’s Farm Crossing, Kingsthorpe working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. on April 28th. *Derek Elston*



On April 9th, Class 90 043 and 90 007 cross the river Nene working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. *Derek Elston*



Freightliner

In it's smart Freightliner 60 livery, Class 66 501 is seen passing through Northampton with 4M91 10:37 London Gateway Freightliner to Lawley Street F.L.T. on April 11th. *Derek Elston*

Class 90 015 and 90 006 working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. pass through Northampton on April 11th.
Derek Elston

'Freightliner 60' liveried Class 70 008 is seen shunting the first cut of emptied stone wagons at Castle Yard from 6B71 07:16 Tunstead Sidings (Fhh) to Northampton Castle Yard on April 2nd.
Derek Elston







Freightliner

Class 66 416 leads a lightly loaded 4O71 14:42 Barry Docks Dow Chemicals to Southampton M.C.T. through Cardiff Central on April 8th. *Derek Elston*



Class 70 005 passes Kingsthorpe on the approach to Northampton with 4O38 Lawley Street F.L.T. to Southampton M.C.T. on April 28th. *Derek Elston*



Class 66 547 leads a late running 4M91 10:37 London Gateway Freightliner to Lawley Street F.L.T. service over the river Nene at Kingsthorpe on April 2nd. *Derek Elston*



Freightliner

Class 90 013 and 90 006 'Roger Ford' glide over the river Nene at Kingsthorpe working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. on April 28th. *Derek Elston*

Class 70 016 leads the 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. past Wilson's Farm Crossing on April 9th. *Derek Elston*

Class 66 528 'Madge Elliot MBE - Borders Railway Opening 2015' working 4L46 11:48 Lawley Street F.L.T. to London Gateway Freightliner, heads through Northampton on April 11th. *Derek Elston*







Freightliner

Class 90 049 and 90 047 approach Dalston Kingsland at the head of a Garston to Felixstowe liner on April 11th. *John Sloane*



Class 90 009 is stabled at Sudbury Junction, Wembley Yard on April 11th. *John Sloane*



Rare motive power on the sand empties from Ellesmere Port to Basford Hall. Having run round in Latchford Sidings, Class 70 005 approaches Walton Old Junction on the last leg of its journey.
Jeff Nicholls



Freightliner

Class 66 572 approaches Clapham Junction as it works the Mountfield to Southampton empty gypsum train on April 10th. *Derek Elston*

Class 90 043 and 90 007 cross the river Nene working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. on April 9th. *Derek Elston*

Class 90 043 and 90 044 powering 4M63, the 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. pass Wilson's Crossing on April 2nd. *Derek Elston*







GBRf

On April 23rd, Class 69 008 on 5Q75 Eastleigh TRSMD to Long Marston is seen passing through Swindon taking South Western Railway's Class 701 048 back to Long Marston for storage for the second time. *Colin Pidgeon*

Class 66 716 working the 6V41 12:26 Penyffordd - Avonmouth loaded cement passes Woolascott (Leaton) on April 6th. *Phil Martin*

On March 18th, Class 66 765 working 6D74 Belmont - Entrance C with the usual empty RDT set, heads past the recently cleared east end of Scunthorpe *Steve Thompson*







GBRf

Believed to be only the second time a Class 69 has worked the Tuebrook - Ashton stone train, as Class 69 010 propels the afternoon wagons towards the unloading point on April 2nd. *Jeff Nicholls*

On April 12th, Class 66 789 working the 6G12 Eastleigh to Southampton engineers via Woking passes Grateley. *Michael Bennett*

In the last golden light of the last sunny day of the current spell, Class 66 310 heads along the slow line at Golborne with an engineers train from Bescot to Garstang on April 13th. *Jeff Nicholls*







GBRf

Class 66 703 had charge of 4S57 10:58 Hams Hall to Mossend intermodal on April 7th, seen passing Moore. *Barry Longson*

Class 66 733 working the 4S57 Hams Hall - Mossend passes Norton on April 14th. *Mark Enderby*

On a bright April 3rd, Class 66 748 approaches Mobberley whilst working the 07:26 Liverpool to Drax loaded Biomass service. *Lee Stanford*







GBRf

On April 23rd, Class 66 798 is seen with a Mantle Lane to Fiddlers Ferry wagon move.
Mark Enderby

GBRf

Class 60 002 is pictured passing Ashington station on the Northumberland Line (Blyth & Tyne in old money!) on 6N87 Lynemouth P.S. to Tyne Dock Biomass empties on April 7th. *Alan Sinclair*

On April 8th, Class 66 732 passes the attractive station of Ashley in Cheshire, working 6G92 08:28 Hindlow to Small Heath. *Barry Longson*

Class 66 314 heads southbound at Winwick with 6E10 Liverpool Biomass Terminal to Drax on April 3rd. *Brian Dobbs*







GBRf

Class 66 777 hauling the 6O58 empty aviation fuel tanks passes Norton on April 14th. *Mark Enderby*



Class 66 703 passes northbound at Winwick with 4S57 Hams Hall to Mossend Yard on April 3rd. *Brian Dobbs*



Class 66 308 passes through the Cheshire countryside at Ashley on April 8th, working 6E09 07:26 Liverpool BT to Drax Biomass. *Barry Longson*



GBRf

On March 31st, the empty 08:13 Hams Hall to Hindlow passes New Mills South Junction behind Class 66 781. *Lee Stanford*

Class 66 794 with the Prestwick to Grain tanks passes Moore on April 28th. *Mark Enderby*

On April 9th, Class 66 781 moves onto the up slow at Acton Bridge while working 6E10 11:00 Liverpool BT to Drax Biomass.
Barry Longson







GBRf

On April 9th, Class 66 701 is seen approaching Acton Bridge while in charge of 4L62 13:39 Ditton to Felixstowe North liner. *Barry Longson*



On March 26th, Class 69 006 is seen at the east end of Scunthorpe with 6D74 coming off E Line to approach Trent Yard with an empty RDT from Belmont. *Steve Thompson*



Class 66 713 passes Harlescott with 6G84 07:22 Kineton MOD GBRf - Donnington RFT on April 9th. *Keith Davies*



GBRf

Class 66 713 passes Preston Boats with 6G84 07:22 Kineton MOD GBRf - Donnington RFT on April 9th. *Keith Davies*

Class 66 774 is seen at Woolascott with 6V41 12:26 Penyffordd Cement Works to Avonmouth Hanson Sidings on April 27th. *Keith Davies*

Class 66 768 passes Duncote Mill with 6M42 09:21 Avonmouth Hanson Sidings - Penyffordd Cement Works on April 2nd. *Keith Davies*







GBRf

One of only a few freights to run between platforms 3 and 4 at Doncaster, Class 66 710 passes with 6D62 11:47 Down Decoy to Scunthorpe Anchor on April 30th.
Barry Longson

Class 66 786 with the 6G99 Tunstead - Banbury approaches Stafford on April 30th.
Richard Hargreaves

Class 66 713 working the 6G85 Donnington RFT - Kineton passes Haston on April 9th.
Carl Grocott







GBRf

Double power for 6M09 16:28 Drax - Liverpool, as it approaches Culcheth foot crossing on April 29th with Class 60 002 and 66 301 in charge. *Jeff Nicholls*



Class 66 314 hauling the 6E10 Liverpool - Drax Biomass is seen at Acton Bridge on April 3rd. *Mark Enderby*



Class 66 787 passes alongside platform 4 at Swindon on April 24th with 4B77 Colnbrook to Avonmouth West Wharf. *Colin Pidgeon*



GBRf

Still very clean after being painted less than a month previously, Class 69 014 'EMD Longport' passes Shawford on April 17th with 09:01 Eastleigh Yard - Hoo Junction engineers train. *John Goodrich*

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

Class 66 713 passes Preston Boats with 6G84 07:22 Kineton MOD GBRf - Donnington RFT on April 9th. *Keith Davies*







GBRf

Class 66 786 eases its loaded stone train through Leamington Spa on April 24th, working 6G99 the 06:46 Tunstead to Banbury Reservoir Yard. *Barry Longson*

A nice sunny morning greets Class 69 004 as it winds its way off E Line and passes Frodingham Junction with an empty RDT set on 6D74 Belmont - Frodingham Trent Yard, April 2nd. *Steve Thompson*

Class 66 705 hurries through Tamworth on April 29th, working 4L62 13:39 Ditton to Felixstowe North. *Barry Longson*







GBRf

On April 8th, Class 66 732 approaches Altrincham working an aggregate train from Hindlow - Small Heath. *Michael Lynam*

Class 66 308 passes with a Biomass working from Liverpool Docks - Drax heads through Altrincham on April 8th. *Michael Lynam*

An interesting combination on 6D75 Frodingham Trent Yard - Doncaster Up Decoy saw Class 69 011 hauling 66 154 and a loaded RDT through Scunthorpe on April 24th.
Steve Thompson







GBRf

Making its first appearance of the year, on April 22nd, Class 69 011 passes Frodingham Junction on 6D74 Up Decoy - Frodingham Trent Yard hauling an empty RDT set. *Steve Thompson*



Class 66 303 passes Peak Forest on April 15th with an aggregate train from Peak Forest (Cemex) - Salford Hope Street. *Michael Lynam*



Class 66 739 passes Bamford on April 15th with a rake of empty hoppers from Bletchley - Peak Forest. *Michael Lynam*



GBRf

Class 60 021 passes Coppull Moor with a Ribblehead to Tuebrook stone train on April 1st. *John Sloane*

Class 66 310 ‘Bo’ness and Kinneil Railway’ hauling 6M41 06:53 Dollands Moor (GBRf) to Daventry GBRf crosses over the river Nene on the approach to Wilson’s Farm Crossing on April 17th. *Derek Elston*

Class 66 313 heads south through Northampton working 6O55 14:40 Daventry GBRf to Dollands Moor (GBRf) on April 11th. *Derek Elston*







GBRf

Class 66 725 ‘Sunderland’ working 6X43, the 09:28 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf Ford Motor Company train passes Kingsthorpe on April 17th. *Derek Elston*



Class 66 306 passes through Stafford on April 17th with an aggregates train from Hindlow - Small Heath (Lafarge). *Michael Lynam*



Class 66 714 ‘Cromer Lifeboat’ leads 6M41, the 06:53 Dollands Moor (GBRf) to Daventry GBRf over the river Nene at Kingsthorpe on the approach to Wilson’s Crossing on April 4th. *Derek Elston*



Class 66 750 ‘Bristol Panel Signal Box’ passes Kensington Olympia on its way from Crawley to Tonbridge Yard via Willesden Junction on April 10th. *John Sloane*

GB RAILFREIGHT AND NETWORK RAIL SIGN NEW DEAL TO KEEP TRACKS CLEAR AND PASSENGERS MOVING

GB Railfreight (GBRf) has been awarded a new five-year deal to run Network Rail’s fleet of autumn and winter treatment trains, keeping tracks clear and passengers and freight on time.

Until at least 2030, GBRf will take on leaf-blasting, snow and ice treatment trains and weed spraying in many locations across the country. In addition to retaining seasonal services at Broxbourne, Stowmarket & Tonbridge, from this August, GBRf will be running expanded operations from Peterborough and Kings Norton and operating new services from Inverness, St Blazey and Toton. GBRf will run Network Rail’s Multi-Purpose Vehicles (MPVs) in the north of the country. MPVs water jet leaf mulch from the railhead and apply adhesion modifier (a mix of sand, metal particles and water) in autumn, apply anti-ice fluid in winter and some herbicide weed spray services.

John Smith OBE, Chief Executive of GB Railfreight said: “Keeping the railway clear in autumn is an essential part of a successful rail network – ensuring passengers and goods arrive at their destinations on time. This award is a huge vote of confidence in GB Railfreight, it is testament to the hard work, professionalism and commitment of our staff and the exceptional standards we have set in recent years.”

Adam Southern, Supply Chain Delivery Director – Network Rail said: “Running trains reliably and safely in autumn and winter is a tough challenge and we rely heavily on specialist operators and equipment. Leaves on the line get crushed under train wheels and leave a material like black-ice on tracks, which can cause signals to fail and trains to slide. Ice on live rails can cause trains to stall and we all know the disruption that heavy snow can cause.”

Class 66 733 runs through Charnock Richard cutting on April 14th with a Hams Hall to Mossend intermodal. *John Sloane*

GB RAILFREIGHT LOCO 57310 DEDICATED TO UK RAILTOURS

GB Railfreight (GBRf) has named Class 57 loco 57310 as 'UK Railtours' in a ceremony at Southend Central station.

The nameplate was unveiled on Saturday April 12th by UK Railtours' (UKR) Managing Director Liz Morris and former Operations Director Simon Farrow; the children of the charter company's founder, the late John Farrow. John's widow Clare, owner of UKR, was also in attendance.

The Class 57 re-dedication was conducted during the layover of the GBRf-operated 'Thames Meanderer' tour, celebrating the 50th anniversary of the first rail tour that John Farrow organised under the auspices of the Lea Valley Railway Club. John independently established Hertfordshire Railtours in 1978, which was reformed as the contemporary UKR in 2007. Three locos have previously carried the name 'Hertfordshire Railtours', but 57310 is the first to appear as 'UK Railtours'.

Liz Morris, UK Railtours' Managing Director, said: "We want to thank GBRf for this wonderful gesture, as well as our loyal customers, industry partners and volunteer stewards, without whom we simply wouldn't be where we are today. We look forward to seeing where this amazing journey takes us over the next 50 years and hope to see 57310 'UK Railtours' at the front of many of our special trains."

Kev Adlam, GB Railfreight Account Manager, said: "In the 50th anniversary year of John Farrow's first train, it is only fitting that GBRf has dedicated a loco to his charter legacy. It is also a tribute to the team who have carried that torch forward since his death in 2020. We remain a proud and committed operational partner of UK Railtours."

Great Western Railway

Class 158 959 departs Bodmin Parkway with 2C36 18:30 Plymouth - Penzance on May 5th. *Barry Beeston*

Power car No. 43098 leads the 2C68 11:42 Plymouth - Penzance heading away from Burngullow on May 2nd with 43188 on the rear. *Barry Beeston*

On April 4th, power car No. 43093 arrives into St. Austell with 2C65 10:42 Plymouth - Penzance service with 43156 on the rear. *Barry Beeston*







Great Western Railway

On April 26th, Class 387 169 and 387 157 stand at Swindon working 1B14 London Paddington - Newport [curtailed between Newport and Cardiff]. *Ken Mumford*

On March 1st, Class 57 602 operating 5P90 Long Rock TMD - Laira TMD passes through Bodmin Parkway in preparation for a weekend closure of the mainline through Cornwall. *Barry Beeston*

Class 802 105 calls at Swindon on April 7th working 1A17 Bristol Temple Meads to London Paddington. *Ken Mumford*







Great Western Railway

On April 30th, Class 158 767 is seen at Swindon with a service to Westbury. *Ken Mumford*

On April 26th, the cleaner has just finished Class 158 750 after arrival at Swindon and heads for her next job. *Ken Mumford*

Power car No. 43004 leads the 2C22 13:43 Plymouth - Penzance over Hayle Viaduct with 43097 on the rear on April 19th. *Barry Beeston*







Great Western Railway

On May 5th, power car No. 43098 is sat awaiting to depart Bodmin Parkway with 2E26 18:15 Penzance - Exeter St. Davids with 43188 on the rear. *Barry Beeston*

Power car No. 43097 is seen sat waiting to depart Redruth with 2P26 15:48 Penzance - Plymouth with 43004 on the rear on April 19th, while 800 033 departs with 2C73 11:00 Cardiff Central - Penzance service. *Barry Beeston*

On April 19th, power car No. 43186 leads 2P24 15:15 Penzance - Plymouth with 43098 on the rear, seen on the approaching to Hayle. *Barry Beeston*







Great Western Railway

On April 5th, Class 800 004 crosses Malvern Common heading towards Malvern Wells signal box where it will reverse to Great Malvern station to begin a service to London Paddington.
Neil Pugh



Class 800 034 and 800 036 forming 1L16, the 09:21 Carmarthen to London Paddington make their station call at Cardiff Central on April 8th.
Derek Elston



Hull Trains

Class 802 304 ‘William Wilberforce’ works the 09:49 London King’s Cross to Hull as it approaches Harringay on April 11th. *John Sloane*

L.N.E.R.

Still looking good, Class 91 114 slows for its booked stop at Doncaster on April 30th, working the 10:33 London King's Cross to Leeds service. *Barry Longson*

Class 801 226 working the 06:00 from Berwick flashes past Harringay heading towards London King's Cross on April 11th. *John Sloane*

New and old pass at Doncaster on April 30th. Azuma Class 800 107 heads the 10:40 Neville Hill to Carr depot ECS, while Class 91 111 is working the 10:03 London King's Cross to Leeds service. *Barry Longson*







DVT No. 82225 leads the 06:56 Skipton to London King's Cross as it sweeps through Harringay on April 11th. Class 91105 was propelling. *John Sloane*



LNER Onboard Portal Hits 1.3 Million In First Year

Over one million LNER customers have received live journey updates, listened to top entertainment and ordered delicious food straight to their seat, since the launch of its market leading onboard information portal. In the last year alone, 1.3 million customers accessed the portal while travelling, by scanning a QR code found on the back of seats or at their table. Friday December 13th proved to be the most popular day for scans, with December being the busiest month overall.

The data comes as LNER prepares to roll out updates to its onboard digital offering, improving functionality, navigation and design.

Over 393,000 food and drink orders have been placed by LNER customers, with one of the most popular items being a cup of Yorkshire Tea. Over 82,000 cups have been delivered direct from the onboard café bar to customers' seats in the last twelve months alone.

Routes from LNER, the podcast where compelling conversations with well-known guests meet incredible journeys, is also available to stream direct from the portal. Season One, hosted by renowned presenter and broadcaster Clara Amfo, is now available to stream in full, featuring guests Mel B, Tom Grennan, Dynamo, Lennie James, Maisie Adam, and many more. Season Two – coming soon – will also be available through the portal, allowing LNER customers to enjoy top, original entertainment from the comfort of their seat.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "It has been brilliant to see just how many of our customers have been using our onboard portal since it launched a year ago. From live journey updates, to entertainment, to ordering catering direct to your seat – the intention was to create a one-stop digital destination for all your needs, to help our customers receive the best possible experience when they travel with us. We're really excited to show you what's coming next!"

Loram Rail Services

Loram liveried Class 37 418 is seen passing Millbrook on April 8th with inspection saloon No. 975025 ‘Caroline’ on 10:35 Exeter St. Davids - Guildford.
John Goodrich



Loram Rail Services

In the late evening sun on April 9th, Class 37 418 and 975 025 'Caroline' cross the river Soar north of Loughborough working 2Z34 Guildford to Derby R.T.C. *Mark Pichowicz*

Lumo

Class 803 004 speeds north at Doncaster on April 30th, with the 10:45 London King's Cross to Edinburgh Waverley service. *Barry Longson*



In near perfect lighting conditions, Class 803 002 speeds the 11:24 Edinburgh Waverley to London King's Cross through Doncaster on April 30th. *Barry Longson*



Network Rail

Power car No. 43013 leads the return leg from Penzance of 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance on May 2nd. Seen here on the approach to Burngullow with 43062 on the rear. *Barry Beeston*

On April 25th, Class 153 311 is seen at Scunthorpe working 2Q60 Doncaster CHS - Immingham East Jct. *Steve Thompson*

Network Rail inspection unit Class 153 385 was touring lines in the North West on May 1st, its itinerary including several trips down the Morecambe line and to Heysham. Here it is seen at Hest Bank using the curve to Bare Lane. *Colin Kennington*







Network Rail

Power cars Nos. 43272 and 43251 are seen working the 1Q23 Bristol Kingsland Road to Derby Network Rail via Swindon on April 24th. *Colin Pidgeon*

Network Rail video recording unit Class 153 376 passes Castleton on April 9th working 2Q42 York Parcel Sidings to Derby R.T.C. via Manchester. *Russell Clarke*

Power car No. 43277 is seen in the yard at Derby R.T.C. on April 26th. *Richard Hargreaves*







Network Rail

Class 97/302 and 97/304 pass Battlefield with 6C75 04:10 Machynlleth to Crewe Basford Hall on April 17th. *Keith Davies*

Network Rail

Network Rail Inspection train (VIU3) Class 153 385 passes through Stafford on April 17th working from Derby RTC - Crewe - Derby RTC. *Michael Lynam*

On April 10th, apparently soon to be withdrawn, Network Rail's Class 950 001 passes through Scunthorpe station on 2Q08 Doncaster - Immingham on the first leg of a tour of North Lincolnshire. *Steve Thompson*

Power car No. 43277 leads the return leg from Penzance of 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance. Seen here approaching St Austell on April 4th with 43274 on the rear. *Barry Beeston*







Network Rail

Network Rail Class 153 385 (Video Inspection Unit VIU3) crosses Malvern Common on a return trip from Hereford to Derby RTC on April 13th. *Neil Pugh*

Rail Operations Group/Europhoenix

On April 17th, Class 57 303 stands at Swindon working 5Q26 Walton Old Junction to Newport Docks with 321 312 and 321 319 in tow.
Colin Pidgeon

On April 22nd, Class 37 800 leads multiple unit 730 215 towards Hare Park Junction forming 5Q23 15:24 Gascoigne Wood Sidings to Doncaster Belmont Down Yard.
Tim Saunders

Class 37 800 working the 7H66 Crewe-Kingsbury passes Slindon on April 10th. *Carl Grocott*







Rail Operations Group/Europhoenix

Class 37 884 ‘Cepheus’ crosses Stephensons Viaduct at Earlestown with 5Q37 Allerton Depot to Darlington unit move on April 8th. *Brian Dobbs*



Class 57 303 passes Norton on April 14th running from Crewe - Walton Old. *Mark Enderby*

Class 37 800 with the 5Q76 Wembley to Newport Docks (Sims) hauling 321 316 for scrap passes through Swindon on April 24th. *Colin Pidgeon*





Rail Operations Group/Europhoenix

Class 37 510 ‘Orion’ with LNW’s 730 217 and 730 212 in tow as 5Q72 the 08:57 Old Dalby to Willesden T.M.D. passes Wilson’s Crossing on April 4th. *Derek Elston*

Class 37 608 ‘Andromeda’ passes Wilson’s Crossing running light engine 157 minutes late as 0Z59, the 09:57 Wembley InterCity Depot to Old Dalby on April 2nd. *Derek Elston*

Class 37 800 ‘Cassiopeia’ with LNW’s 730 203 in tow is seen traversing the Northampton Loop as 5Q58, the 12:45 Wembley InterCity Depot to Old Dalby on April 9th. *Derek Elston*





Rail Operations Group/Europhoenix

Class 37 800 working the 7H66 Crewe South Yard - Kingsbury EMR Sidings passes Heamies Farm, Staffs on April 10th. *Michael J Alderdice*

Rail Operations Group/Europhoenix

Class 37 608 runs light engine through Rugeley TV on April 1st, working 0R04 13:13 Stafford to Derby RTC. *Barry Longson*



Continuing the clearout of Walton Sidings, Warrington, Class 57 303 leads 321 308 and 321 306 on their last journey to SIms Metals, Newport. Photographed at Moore on a very sunny April 8th. *Jeff Nicholls*

Class 37 510 stands at Stafford on April 2nd working 0R02 Stafford to Derby.
Richard Hargreaves





Rail Operations Group/Europhoenix

Class 321 312 and 321 319 pass Northampton for the last time as 5Q26, the 06:28 Walton Old Junction M.S.C. Sidings to Newport Docks (Sims group) behind Class 57 303 on April 17th. *Derek Elston*

LNW's Class 730 212 and 730 217 are being dragged by Class 37 510 'Orion' as 5Q72 the 08:57 Old Dalby to Willesden T.M.D. passing Kingsthorpe on April 4th. *Derek Elston*

Class 57 303 trundles through Northampton with 321 326 and 321 320 making their last journey as 5Q33, the 07:24 Walton Old Junction M.S.C. Sidings to Newport Docks (Sims group) on April 10th. *Derek Elston*







TransPennine Express

Seen at Mauldeth Road on April 4th, Class 802 217 was working the 12:04 Manchester Airport to Edinburgh service. *Barry Longson*

Trans Pennine IET units are often found on the WCML on the Manchester Airport to Edinburgh axis where on April 5th, Class 802 202 was seen passing Lowgill with a service to Edinburgh. *Lee Stanford*

Class 185 141 and 185 148 climb away from Mossley on April 11th working the 08:54 Liverpool Lime Street to Hull service. *Lee Stanford*







TransPennine Express

CAF built Class 397 003 runs past Mauldeth Road working the 09:09 Glasgow Central to Manchester Airport service on April 4th. *Barry Longson*

TransPennine Express

The 09:24 Liverpool to Newcastle service operated by Class 802 203 passes Mossley on April 11th. *Lee Stanford*

Class 397 006 approaches Balshaw Lane Junction with a service from Liverpool to Glasgow on April 5th. *John Sloane*

Diverted away from its normal route due to the closure of Stockport station for 3 days over Easter, Class 185 130 and 185 142 pass Reddish North with the 12:17 Manchester to Cleethorpes service on April 20th. *Barry Longson*







Transport for Wales

On April 2nd, Class 197 029 and 197 109 pass Heaton Chapel with the 13:30 Manchester Piccadilly to Pembroke Dock service. *Barry Longson*



Class 153 318 and 153 325 working the 2J20 15:20 Crewe - Shrewsbury all stations service pass Hadnall on April 6th. *Phil Martin*



Class 197 122 working 1W55 08:53 Cardiff - Manchester Piccadilly is seen at Kemps Eye Shrewsbury on April 3rd. *Phil Martin*



Transport for Wales

On April 2nd, Class 67 008 working the 1V91 05:27 Holyhead - Cardiff service passes Bomere Heath. *Phil Martin*



Class 67 008 leads the 14:30 Manchester Piccadilly to Cardiff service through Levenshulme on a cloudless April 2nd. *Barry Longson*



Class 231 002 is seen on the approach to Cardiff Central with 2Y36, the 10:43 Bargoed to Barry Island on April 8th. *Derek Elston*



Transport for Wales

Class 67 010 passes Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly on April 10th. *Keith Davies*

On April 9th, Class 67 010 passes Burgs Lane with the 1W55 08:53 Cardiff Central - Manchester Piccadilly service. *Phil Martin*

Silver Class 67 029 'Royal Diamond' has charge of the 10:53 Cardiff Central to Manchester Piccadilly service on April 8th, seen powering past Heaton Norris Junction. *Barry Longson*





Transport for Wales

Class 67 013 passes Bomere Heath with 1V91 05:27 Holyhead - Cardiff Central on April 1st. *Keith Davies*

Class 158 838 and 158 820 working the 1I06 Chester - Birmingham International service passes Preston Boats on April 27th. *Phil Martin*

Class 67 022 working the 1V39 10:30 Manchester Piccadilly - Cardiff service passes Burgs Lane on April 2nd. *Phil Martin*







Transport for Wales

Class 67 017 working the 1V39 10:30 Manchester Piccadilly - Cardiff service is seen at Kemps Eye on April 8th. *Phil Martin*

Class 197 111 approaches Ludlow with 1V94 08:18 Holyhead - Cardiff Central on April 10th. *John Balaam*

Class 153 318 and 153 325 pass Harlescott with 2J60 15:20 Crewe - Shrewsbury local service on April 6th. *Keith Davies*







Transport for Wales

Class 67 016 is seen at Bayston Hill with 1V18 15:30 Manchester Piccadilly - Swansea service on April 20th. *Keith Davies*



DVT No. 82200 leads Class 67 026 at Sutton Park with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on April 10th. *Keith Davies*

Class 153 367 passes Harlescott with 2J54 11:19 Crewe - Shrewsbury local service on April 9th. *Keith Davies*





Transport for Wales

Black liveried Class 67 016 heads past Little Stretton with the 1V50 16:30 Manchester Piccadilly - Swansea service on May 3rd. *Chris Morrison*

Third time lucky! For the two days prior to this, the 5V33 ECS from Crewe CS to Manchester Piccadilly, was a Class 197, but on April 30th Class 67 008 heads towards Culcheth foot crossing just before 06:00. *Jeff Nicholls*

On April 11th, Class 67 025 departs Shrewsbury working 1V50 Manchester Piccadilly to Cardiff. *Richard Hargreaves*







Transport for Wales

Class 67 022 passes Bomere Heath with 1V91 05:27 Holyhead - Cardiff Central on April 3rd. *Keith Davies*

Class 67 014 passes Harlescott with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on April 30th. *Keith Davies*

Class 150 285 waits to depart Crewe for Shrewsbury on April 17th. *Michael Lynam*







Transport for Wales

On April 17th, Class 67 008 is seen speeding through Heaton Chapel, working the 10:53 Cardiff Central to Manchester Piccadilly. *Barry Longson*

Class 231 001 ‘Sultan’ stands at Cardiff Central with 2R26, the 12:35 Barry Island to Rhymney service on April 8th. *Derek Elston*

Class 153 325 and 153 318 depart Cardiff Central with 2L32 14:07 Ebbw Vale town to Maesteg service on April 8th. *Derek Elston*







Units: DMUs and EMUs

SWR's Class 159 103 departs Basingstoke on the sunny afternoon of April 19th with 14:50 London Waterloo - Salisbury. This was one of two Class 159 units to receive the South West Trains livery with a saw tooth edge to the colours at the ends of the unit, the other being 159 102 which was written off in the Salisbury Tunnel collision of October 31st 2021.
John Goodrich



Northern's Class 150 140 and 150 101 have passed through Bredbury tunnel and are on the approach to Romiley working the 14:18 Manchester to New Mills Central on April 24th.
Barry Longson



West Midland's Class 172 004 and 172 345 call at Rowley Regis with 2D43 10:40 Worcester Foregate Street - Stratford-upon-Avon on April 26th. *John Balaam*



Units: DMUs and EMUs

A shot showing the Junction at Romiley. Northern's Class 156 414 is working the 14:42 RoseHill, Marple to Manchester service, taking the route via Woodley and Hyde on April 24th. The two lines to the right go to Manchester via Bredbury and Reddish North. *Barry Longson*



London NorthWestern's Class 350 264 working the 2K88 from Crewe to Stafford approaches its destination on April 30th. *Richard Hargreaves*



Northern's Class 331 026 arrives at St. Helens Central with 2C25 Wigan North Western to Liverpool Lime Street service on May 1st. *Brian Dobbs*



Units: DMUs and EMUs

LNW Class 350 116 with the 11:30 Liverpool Lime Street - Birmingham crosses the M56 at Sutton Weaver on April 2nd. *Jeff Nicholls*

Northern's Class 331 015 arrives at St. Helens Junction with 2A13 Liverpool Lime Street to Manchester Airport on April 12th. *Brian Dobbs*

Northern's Class 331 112 hurries through Coppull Moor with a service from Blackpool North to Liverpool Lime St. on April 1st. *John Sloane*







Units: DMUs and EMUs

Southern's Class 377 428 departs Southampton with the 10:50 Southampton - Brighton on April 5th. *John Goodrich*



West Mid's Class 172 221 and 172 218 call at Smethwick Galton Bridge with 2K66 13:47 Whitlock's End - Kidderminster service on April 10th. *John Balaam*



Merseyrail's Class 777 009 pauses at a station rarely photographed, Conway Park, forming a Wirral Lines service to Liverpool Central on April 3rd. Note how the rear lights are incorporated in the design of the unit ends. *Colin Kennington*



Units: DMUs and EMUs

South Western Railway's Class 444 017 calls at Totton on April 5th with the 11:43 Brockenhurst - Winchester. The train was started at Brockenhurst rather than Bournemouth due to engineering work. *John Goodrich*



London Northwestern Railway's Class 350 118 calls at Wolverhampton with 1F61 15:04 Birmingham New Street - Liverpool Lime Street service on April 10th. *John Balaam*



West Mid's Class 730 030 calls at Smethwick Galton Bridge with 2A33 14:18 Wolverhampton - Walsall service on April 10th. *John Balaam*



Units: DMUs and EMUs

Vegetation clearance has opened up the view at the west end of Southampton Central station. SWR's Class 450 029 is seen arriving there on a sunny April 5th with 10:44 Brockenhurst - London Waterloo. (The train was started at Brockenhurst due to engineering work).
John Goodrich

The days of the LNWR operated Class 350/2 units are numbered but many of those still in use carry their original livery. One such example is 350 250 which is seen accelerating away from its Acton Bridge station stop on April 3rd with a service to Birmingham New Street.
Lee Stanford

Northern's Class 150 101 with sister 150 123 arrive at Heaton Chapel on April 11th with a Manchester Piccadilly to Buxton service.
Lee Stanford







Units: DMUs and EMUs

A tranquil scene at Strines on April 1st sees Northern's Class 150 124 arrive with the stopping service from Manchester Piccadilly to New Mills Central. *Lee Stanford*



SWR's Class 450 095 is seen arriving at Swaythling on the fine spring morning of April 7th with 08:02 Bournemouth - Winchester service. *John Goodrich*



Northern's Class 323 237 slows for its stop at St. Helens Central, with 2C23 16:34 Wigan North Western, to Liverpool Lime Street on April 5th. *Paul Senior*



Units: DMUs and EMUs

The 13:48 Manchester Piccadilly to Sheffield local service operated by Northern's Class 195 107 passes New Mills South Junction on April 1st. *Lee Stanford*

West Mid's Class 196 113 working the 2G06 10:40 Shrewsbury - Birmingham New Street service passes Preston Boats, Shrewsbury on April 27th. *Phil Martin*

On April 2nd, Northern's Class 323 223 runs non stop through Heaton Chapel with the 12:55 Stoke to Manchester Piccadilly service. *Barry Longson*







Units: DMUs and EMUs

Southern's Class 377 705 departs from Shepherds Bush for Watford whilst London Overground's 378 222 calls with a service to Clapham Junction on April 10th. *John Sloane*

On April 4th, Northern's Class 331 015 and 331 010 form a Manchester Airport to Blackpool North service, seen approaching Mauldeth Road. *Barry Longson*

Southern's Class 377 703 approaches Kensington Olympia with a train from Watford on April 10th. *John Sloane*







Units: DMUs and EMUs

West Mid's Class 197 113 passes Upton Forge with 2G06 10:40 Shrewsbury - Birmingham New St. service on April 27th. *Keith Davies*

Northern operated Class 331 015 arrives at Heaton Chapel on April 11th with a local service for Alderley Edge. *Lee Stanford*

West Mid's Class 196 114 passes Duncote Mill on April 2nd 2J20 14:26 Birmingham New St. - Shrewsbury service. *Keith Davies*







Units: DMUs and EMUs

Northern's Class 150 119 departs Altrincham on April 8th working a Chester - Manchester Piccadilly service. *Michael Lynam*



West Mid's Class 730 045 on an ECS transfer move passes Wilson's Farm Crossing as 5B01 11:55 Soho L.M.D. to Bletchley C.S. on April 17th. *Derek Elston*



London Northwestern's Class 350 104 leads the 1Y35 12:23 London Euston to Birmingham New Street service over the river Nene at Kingsthorpe on April 9th. *Derek Elston*



Units: DMUs and EMUs

Although still not in service, London NorthWestern's Class 730 212 and 730 217 offer a glimpse of what is to come as they traverse the Northampton loop with 5Q44, the 12:00 Willesden T.M.D to Crewe C.S. on April 9th. *Derek Elston*



Plenty of South Western Railway's Class 701 units are seen stabled at Clapham Junction on April 10th. *John Sloane*



London Overground's Class 378 234 approaches Kensington Olympia with a train from Stratford on April 10th. *John Sloane*



Units: DMUs and EMUs

SWR's Class 450 070 heads away from Clapham Junction on an empty stock working to London Waterloo on April 10th. *John Sloane*

Southern's Class 387 210 departs from London Victoria with a service to Gatwick and Brighton on April 10th. *John Sloane*

South Western Railway's Class 455 732 departs Clapham Junction for Epsom as 455 912 arrives on a London Waterloo bound service on April 10th. *John Sloane*







Units: DMUs and EMUs



London Overground's Class 378 205 'Every Story Matters' arrives at Clapham Junction from Stratford on April 10th. *John Sloane*



South Western Railway's Class 458 413 approaches Clapham Junction with a service to London Waterloo on April 10th.
John Sloane



South Western Railway's Class 455 908 sits outside the train washing plant at Clapham Junction on April 10th. *John Sloane*

Units: DMUs and EMUs

South Western Railway's Class 458 533 heads away from Clapham Junction towards London Waterloo on April 10th. *John Sloane*

South Eastern's Class 465 161 departs London Victoria with an outer suburban service on April 10th. *John Sloane*

South Eastern's Class 377 515 heads out of London Victoria on April 10th. *John Sloane*







Units: DMUs and EMUs

London Overground's Class 378219 approaches Dalston Kingsland on April 11th a Stratford service. *John Sloane*

On April 10th, Southern's Class 377 162 approaches Clapham Junction against a background of 'building block' architecture. *John Sloane*

London Overground's Class 378 232 calls at Kensington Olympia on its way to Clapham Junction on April 10th. *John Sloane*







Units: DMUs and EMUs

Thameslink's Class 700 005 speeds through Harringay with the 08:12 from Kings Lynn to London King's Cross on April 11th. *John Sloane*

Gatwick Express liveried Class 387 204 approaches Clapham Junction with a Brighton service on April 10th. *John Sloane*

New Tyne and Wear Metro trains are seen awaiting delivery in Wembley Yard on April 10th. *John Sloane*







Scotrail

Scotrail's Class 156 467 makes a rare sight at Rugeley TV on April 1st, working 5H70 09:05 Corkerhill depot to Wolverton works. *Barry Longson*

Manchester Metrolink

Tram No. 3031, in an advert for Soccer Aid, waits to depart Altrincham for Bury on April 8th. *Michael Lynam*

Tram No. 3079, in an advert for the Bee Network, arrives at Deansgate en route to Rochdale *Michael Lynam*

On April 8th, tram No. 3081, in an advert for J.D.Sports, arrives in St. Peters Square en route to Shaw. *Michael Lynam*







Manchester Metrolink

On April 8th, tram No. 3075 in an advert for National Trust Blossom Watch, departs Deansgate en route to Victoria. *Michael Lynam*



Tram No. 3097, in an advert for Sealife, approaches St. Peters Square en route to Piccadilly. *Michael Lynam*



Tram No. 3091, in an advert for Prosecco, departs St. Peters Square en route to East Didsbury. *Michael Lynam*



Midland Metro

West Midlands tram No. 18 is seen at The Hawthorns, working to Wolverhampton on April 26th. *John Balaam*

West Midlands tram No. 18 stands at Wolverhampton Bus Station with a service to Edgbaston Village on April 26th. *John Balaam*

West Midlands tram No. 41 departs Wolverhampton Bus Station for the railway station (for a return to Edgbaston Village). *John Balaam*







Isle of Man

Rush hour at Laxey on the Isle of Man with Manx Electric Railway trams Nos. 21 and 19 passing on services between Derby Castle and Ramsey while Snaefell Mountain Railway tram No. 5 waits to depart with a service to the summit. Both systems are electrified at 550V dc overhead, but the gauges are slightly different, the MER bring 3ft (914 mm) and the SMR being 3ft 6in (1067 mm). *Andy Pratt*



Snaefell Mountain Railway car No. 5 stands at Snaefell Summit on April 25th. As the summit building states, the summit is 2036 ft (621m) above sea level and is the highest point on the Isle of Man. Moments later the summit was shrouded in mist. *Andy Pratt*



On a gloomy April 25th, Manx Electric Railway car No. 21 awaits departure from Derby Castle terminus in Douglas. With Timetable C in operation, the train forms the 09:20 ECS to Laxey where it reverses to return to Derby Castle with the first southbound train of the day. Note the 'ELECTRIC RAILWAY' sign on the cliffs. *Andy Pratt*



Isle of Man

Isle of Man Steam Railway 2-4-0T No. 11 ‘Maitland’ departs Port St. Mary station on April 27th with the 09:50 Douglas to Port Erin service. *Andy Pratt*

Douglas Bay Horse Tramway car No. 6 powered by 0-4-0 Harry (1hp) is being closely pursued by the Council Dustcart along Queens Promenade with the first run of the day, the 09:05 from Derby Castle on April 25th. *Andy Pratt*

Isle of Man Steam Railway 0-4-0T No. 4 ‘Loch’ has backed down onto the stock at Port Erin to form the 16:00 to Douglas on April 25th.
Andy Pratt







National Rail



Class 57 002 heads past Golborne on April 20th with a run out for LSL's 'The Chairman's Train'. *Jeff Nicholls*

Welcome Point trial underway at Norwich railway station

Passengers using Norwich railway station are accessing travel information in a new way as part of the trial of a new type of Welcome Point at the station.

Located on the concourse near the customer service office, the new welcome point is a touch screen unit featuring technology that gives customers station and journey planning information, with the option of calling station staff if they need any assistance.

These enhanced Welcome Points have been installed on a temporary basis at 40 stations across the country as part of a trial by the Rail Delivery Group.

The unit at Norwich also features tactile text and Braille for assistance, an in-built Induction loop, and an interactive touch screen which displays live departures, departures in British Sign language, live arrivals, a station map, and a chance for customers to give feedback.

James Reeve, Area Customer Service Manager, Greater Anglia, said: "We are always looking to improve passengers' journeys and enhance information provision. We're keen to hear any feedback from those who have used the new Welcome Point at Norwich railway station. The trial will help inform future initiatives to improve customer information."

Jacqueline Starr, Chair and CEO of Rail Delivery Group, said: "Feedback from passenger bodies and accessibility groups has strongly indicated that there is a need to improve the customer experience on arrival at many stations. Previous customer feedback has highlighted the inconsistency and difficulty of understanding and accessing station services which can create a barrier to using the railway. We have listened to feedback and are assessing how new Welcome Points could greatly enhance the customer experience at stations."

Fares Advice with RailUK

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

Avanti Standard Premium with split tickets...

Q: If I hold two Off Peak Day Returns (A to B and B to C) covering one journey A to C that doesn't involve a change of train, would I be able to buy a Standard Premium upgrade onboard at the rate applicable for the A to C journey, or would I be asked to pay for two separate upgrades A to B and B to C?

The reason I ask is because the upgrade cost for A to C is £15.00, but would be £27.50 if I had to buy two separate upgrades for A to B and B to C.

I've tried to find the information on the Avanti website but it doesn't seem obvious.

A: I'm fairly sure I've had a through upgrade on a split ticket so it can be done, but I wouldn't put it past some fussy guards to refuse, and if they do you are stuck with it because if you refuse you've not paid for the SP you've used up to the point they got to you.

Might be worth doing it on Seatfrog (even though they likely charge a bit more) to avoid that risk?

I would be surprised if it's an issue for most guards, split tickets are very commonplace nowadays and you are still making one journey as far as they (and everyone else) are concerned.

However there will always be one or two people who try to make things difficult by charging it on a per-ticket basis. So I would prepare for this eventuality.

Advance tickets allocations, mechanics…

Q: Just interested to know how TOCs allocate the number of advances tickets for flows and how many at each price points. But interested not in straightforward flows like Bath-London which is all on one train operator, GWR, and one actual train usually.

I'd like to know how it is worked out for a journey like Weston Super Mare to Arundel, via Salisbury. Involves at least two GWR trains and a Southern train. Presume not many people buy this ticket.

So, is the advance availability based solely on the Bristol Southampton or Portsmouth service advance allocation, or would it include restrictions from the Weston to Bristol segment or input from Southern for their section?

And how is this all decided, does a pricing manager sit down every week and pore through advance tickets for all sorts of relatively poorly used flows and decide how many should be available on each service etc, or is it done by some sort of algorithm which can be tweaked perhaps?

A: Advances work as a number of tiers (often lettered or numbered) of fares at different price. For example, in descending order of price GWR use W1A, W1B, W1C etc. for most of their first class Advances and W2A, W2B, W2C etc. for standard class. TOCs then control whether or not they release availability for each given tier in the Rail Availability and Reservations Service (RARS), for when retailers check to see what tiers are available.

Most TOCs have implemented sophisticated revenue management systems (often similar to the ones that airlines etc. use), which automatically control the availability of each tier based on factors such as expected demand for the time of day, day of week and time of year. Concerts, sports matches, school holidays, Bank Holidays and even the average weather forecast can also influence it. So the vast majority of it will be automated; however there will be individual trains where Pricing Managers will intervene and increase/decrease/close availability.

For journeys involving multiple trains, Advance availability is constrained by the reservable train with the least availability; non-reservable trains do not impact the availability of Advances, so long as the route and operator restrictions of the ticket are met.

For multi-TOC journeys it is obviously more complicated; setting these up requires an agreement between the relevant TOCs, which (AIUI) dictates the revenue distribution and will likely contain provisions for how to map across tiers of Advances. So GWR's W2A tier may be mapped to Southern's SLV, for example..

Ticket Advice for All

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

National Rail

Greater Anglia the most punctual UK train operator for over 2 years

Figures released by Greater Anglia (GA) highlight continuing excellent punctuality results being delivered for customers across East Anglia, with GA the best performing train operator in the UK for over 2 years now. Annual performance for the 12 months to March 31st 2025 is at an impressive 94.1% - using the long-standing public performance measure (PPM), which measures arrival times at destination stations for each service – despite a very busy regional network and increasing challenges from extreme weather.

The historically high results being delivered by the train operator, for over five years now, include annual performance for Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree, Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, at 96.2%, rural services across Norfolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, averaging 95.0%, intercity services between Norwich, Ipswich, Colchester, Chelmsford and London averaging 94.2%, West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely averaging 92.0% and Stansted Express services at 90.1%.

Exceptional annual results of 95.0% or over have been achieved on seven routes:
Norwich to Great Yarmouth: 98.4%
Marks Tey to Sudbury: 98.1%
Norwich to Lowestoft: 97.5%
Norwich to Sheringham: 96.2%
London to Colchester/Clacton: 96.0%
London to Southend Victoria: 96.0%
Ipswich to Felixstowe: 95.1%

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 at 93.9%. In addition, recent figures published by the Office of Rail and Road showed GA as the best performing “on time” operator in the UK for the October to December 2024 period. It was the seventh quarter in a row that Greater Anglia had delivered the best punctuality results nationally.

Similarly, looking at annual performance over the last 12 months, Greater Anglia has delivered the best performance in the UK for on time at all stations (84.9%), “time to 3” at all stations (93.9%) and the public performance measure (94.1%), the fourth lowest number of cancellations (1.7%) and is fifth for “time to 15” at all stations (99.3%). Traditionally, annual PPM performance results across the Greater Anglia network have tended to average between 87% and 91%, with a previous highest annual result of 92.8% in June 2013.

However, over the last five years, annual performance has consistently averaged over 93% all year round – fulfilling, ahead of schedule, a commitment made by GA, when it was awarded the contract to continue operating services in the region in 2016, to increase punctuality to 93% by 2025. The higher performance levels are due to a combination of three main factors – sustained joint work by Greater Anglia and Network Rail to improve performance standards; the better performance provided by the new Greater Anglia trains, which have been being phased in over the last 5 years and now operate all Greater Anglia services; and work by Network Rail to improve rail infrastructure reliability. Commenting on the ongoing positive performance results, Martin Beable, Managing Director, Greater Anglia said: “We are pleased to be maintaining the consistently high levels of punctuality, for our customers and stakeholders across East Anglia, that have seen us be the best performing train operator in the UK for over two years now. I would like to pay tribute to the entire team at Greater Anglia. Delivering such impressive results on an ongoing basis is down to the dedication and commitment of my colleagues right across the organisation, be they in operations (such as drivers and conductors), train maintenance (such as our engineering and cleaning teams), customer service (such those working at stations or in on-board catering), or our business support and management teams.

“We are committed to keeping up these very high standards of performance, to complement the transformation in the journey experience brought by our new trains, with their greater comfort, better facilities (including plug/USB points and Wi-Fi), increased seating capacity and better accessibility.”

Greater Anglia donates almost 700 Easter treats for young people at Harlow hospital and for local charity

A whopping 697 chocolate eggs and sweet treats have been donated by Greater Anglia customers and staff to help the Enders Touch Foundation and Harlow’s The Princess Alexandra Hospital to put a smile on young people’s faces this Easter.

Half of the donations, which included chocolate eggs, Lindt bunnies, Haribo sweets, and books, were given to nurses and care staff who work on the children’s ward (Dolphin Ward) and the paediatric emergency department at The Princess Alexandra Hospital on Wednesday, April 16th.

The other half of the donation was given to the Enders Touch Foundation, which aims to support children and families living in poverty. They handed their donations to the children’s ward at Broomfield Hospital near Chelmsford, and the Lennox Children’s Cancer Fund.

All of the generous donations came from Greater Anglia’s customers and staff, as well as from other companies such as Tesco, Carlisle Support Services, and Western house in Stansted Mountfitchet along with Laura Todd, an Essex County Council worker. Collections ran at Stansted Mountfitchet, Bishop’s Stortford, Sawbridgeworth, Harlow Mill, and Harlow Town stations between February 24th and April 13th.

A staff raffle also raised £200 which went towards buying more eggs, and activity kits for young patients at the hospital.

The donation scheme, which first started in 2020, is the work of Michael King, who works as a relief ticket office clerk at Sawbridgeworth and Stansted Mountfitchet stations.

Michael King said: “I would like to give a massive thank you to all Greater Anglia’s customers and staff for donating to this great cause. I would also like to thank Lorraine Portnow, my colleague in the ticket office, for helping with the handover of the Easter eggs.

“While we were delivering the eggs to the hospital, we met a young child. Seeing them picking an egg and then smiling made this collection worthwhile. I know the eggs that have been donated will make children in hospital smile.”

Natalie Tarrant, Head of The Princess Alexandra Charity, said: “We are so grateful for the Easter treats collected for the young people in our care.

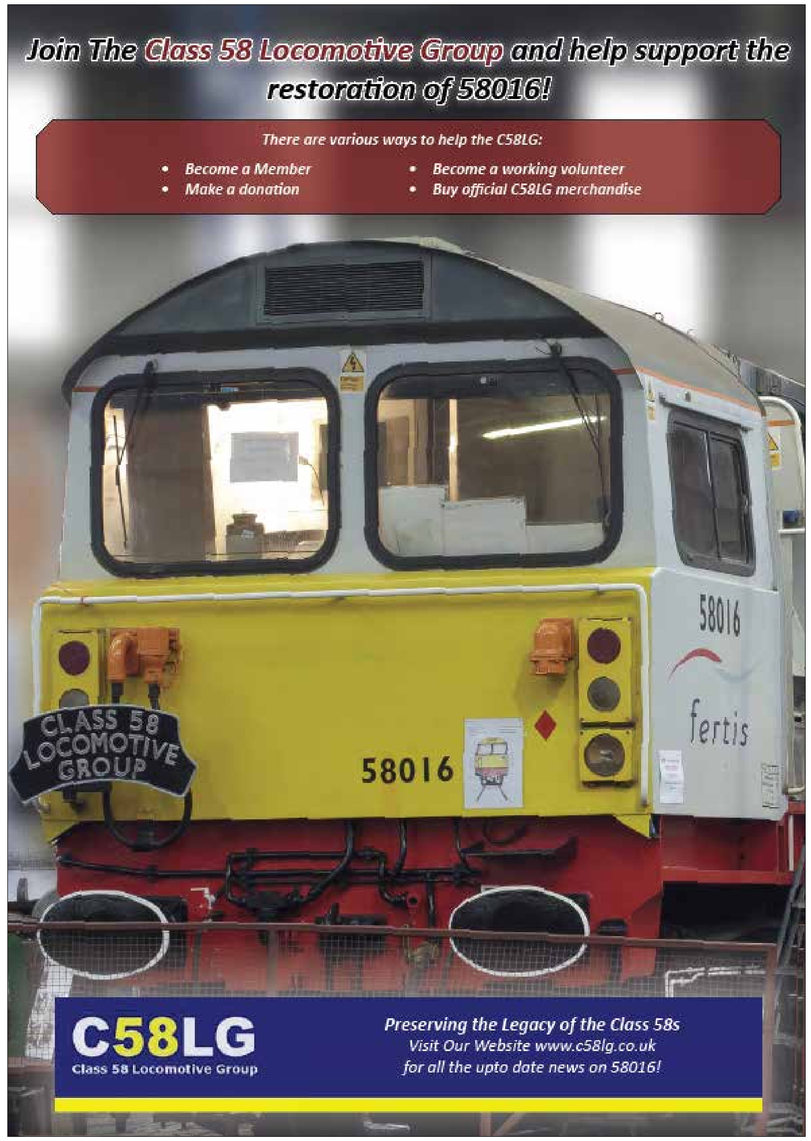
“On behalf of The Princess Alexandra Charity, a very heartfelt thank you to Michael, his colleagues and Greater Anglia’s customers for their contributions towards this generous donation.”

In 2024, more than 620 eggs and treats were handed over to The Princess Alexandra Hospital at Easter

National Rail

The Royden Park Miniature Railway is a 7 1/4” gauge line on the Wirral with an interesting track layout. These photos were taken on a NGRS visit on April 5th. *Colin Kennington*





Transport planning under way to deliver Brighton & Hove Pride 2025

Following the announcement of the legendary Mariah Carey as this year’s headliner for Brighton & Hove Pride 2025, the detailed planning to help the thousands of Pride visitors into the City to travel safely is well under way. Govia Thameslink Railway (GTR) is again working in close partnership with event organisers, the local council and other partners to plan for the celebrations, which is one of the biggest events in the UK’s Pride calendar.

GTR, which runs Southern, Thameslink and Gatwick Express services to and from Brighton, is already making plans for more trains and to provide extra capacity to help passengers get to and from the city safely over Pride weekend on Saturday August 2nd and 3rd.

Jenny Saunders, Customers Services Director at GTR, said: “We’re really proud to support Brighton & Hove Pride, and with the success of last year’s event my team and I are throwing ourselves into the planning for 2025 to make sure we deliver another safe and reliable service for festivalgoers. This is a largescale event, so we’re again working in close partnership with event organisers and the city to ensure that visitors can have lots of fun, whilst keeping safe.”

Paul Kemp, Managing Director of Brighton & Hove Pride, said: “This year’s Pride is shaping up to be one of our best yet! With the legendary Mariah Carey headlining and over 150+ LGBTQ+ artists performing across the weekend, there’s truly something for everyone.

“Pride is always a fantastic celebration of inclusivity in our city, and this year promises to be especially momentous. I’m incredibly grateful to the GTR teams, volunteer drivers, and all the station staff who will be working hard to ensure visitors arrive and leave safely.” Although one of the largest Pride events is still around four months away it’s never too early to start planning journeys. Hints and tips GTR is already providing for those planning to attend Brighton & Hove Pride include: Allowing plenty of time to get to and from events in the city over the Pride weekend as trains will be very busy and you may not be able to board the first service.

Make sure you have your train tickets in advance – including for your return home - to speed things up.

Train tickets for Pride weekend will go on sale in early May. Remember that for safety reasons any glass bottles or containers will not be allowed into stations or on to trains. Cans and plastic containers are welcome!

Advising everyone to give themselves at least an hour to get to Brighton station from any of the festival sites in the evening, as there will be large crowds leaving the city after the headline acts have finished their amazing sets. The train company, event organisers and partners are also working together on Brighton station’s special Pride weekend rainbow queuing system, which directs passengers leaving the city into the appropriate queue for passengers’ train and destination, before they get to the station entrance.

National Rail



On April 13th, the returning Highland Pullman speeds past Mills Hill on the outskirts of Manchester working 1Z78 Fort William to Stafford after a reversal at Stalybridge. *Russell Clarke*

Loco Fleet List Ten

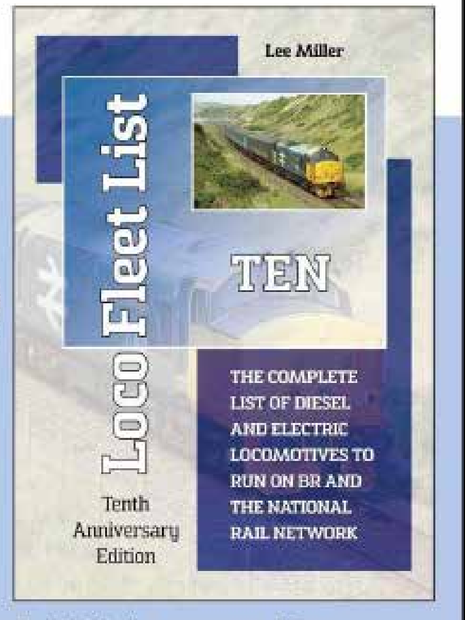
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

New toilets open at London Bridge station



38 new toilets almost double the number of toilets at the station to meet the growing needs of customers.

Passengers using London Bridge station can look forward to an improved experience as Network Rail has opened 38 new toilets, almost doubling the toilet capacity at the station.

To meet the growing needs of station customers, Network Rail converted two former retail units on Stainer Street into extra toilet facilities.

The new toilets will operate alongside the existing toilets to significantly increase provision.

The facilities include a mixture of female, male and unisex units. The new accessible toilets will improve access for those with non-visible disabilities, while the step-free entry to accessible toilets and baby changing areas will make it easier for people with impaired mobility, the elderly, and parents with children.

This investment was driven by passenger feedback, which indicated that the existing toilets did not meet the needs of the number of passengers using the busy station.

Cem Davis, Network Rail station manager for London Bridge, said: "As part of our wider investment to modernise stations and give people a better experience, we are delighted to have opened the new toilets, which has almost doubled toilet capacity at the station.

"The new toilets include a mix of male and female facilities. New and roomier toilets have been installed for passengers with non-visible disabilities, and a new accessible toilet and baby changing facility is provided for people with impaired mobility, the elderly, and parents with children.

"The new facilities provide a much more pleasant experience for customers and have been designed to better meet the needs of all passengers at this busy station.

"We were delighted to have them opened in time for the London Marathon."

National Rail



Class 50 008 'Thunderer' passes Diggle Jct. on April 9th, working 0M50 Knottingley to Castleton, running round 31 108, 45 108, and 50 015 heading back to the East Lancs Railway. *Russell Clarke*

SOUTHERN COUNTIES RAILWAY SOCIETY

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



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Network Rail signs new deal to keep tracks clear in autumn and winter



A new five-year deal has been signed to run Network Rail's fleet of autumn and winter treatment trains, keeping tracks clear and passengers and freight on time. The c£850m contract covers weedkilling, leaf-blasting, anti-ice and snow ploughing trains, with optional three yearly extensions on the table. The services will begin from August 2025 and run through until 2030 and possibly beyond.

Network Rail's supply chain delivery director Adam Southern said: "Running trains reliably and safely in autumn and winter is a tough challenge and we rely heavily on specialist operators and equipment. Leaves on the line get crushed under train wheels and leave a material like black-ice on tracks, which can cause signals to fail and trains to slide. Ice on live rails can cause trains to stall and we all know the disruption that heavy snow can cause.

"These contracts with established hauliers see our fleet of treatment trains maintained and run well for the next five years at least, providing passengers and freight customers with a reliable service whatever the weather."

The contracts include the introduction of six re-engineered MPVs, redesigned from overhead line use to seasonal vehicles with brand-new water jetting equipment to ease pressure on the existing fleet.

In addition, the contracts will facilitate the introduction of further vehicles and new technologies as they are separately developed during the term.

Freight operator GB Railfreight will run Network Rail's Multi-Purpose Vehicles (MPVs) in the north of the country, with Balfour Beatty doing the same in the south. MPVs water jet leaf mulch from the railhead and apply adhesion modifier (a mix of sand, metal particles and water) in autumn, apply anti-ice fluid in winter and some herbicide weedspray services

A mix of Colas and GB Railfreight will look after locomotive-hauled Rail Head Treatment Trains, with each operator running different circuits. Rail Head Treatment Trains are designed for water-jetting leaf mulch in autumn on longer runs than the MPVs.

Altogether Network Rail has 32 MPVs across the country and 29 RHTTs.

The company's fleet of 10 Snow and Ice Treatment trains will be looked after by GB Railfreight and finally Colas will be responsible for running snow clearance services, ranging from snow ploughs to Scotland's small fleet of two snow blowers.

National Rail

On April 7th, Colas Rail track machine No. DR73936 arrives at the former bay platform at Kemble working 6J02 Bristol (Kingsland Road) to Kemble. *Ken Mumford*

Class 97 304 and 37 405 pass Oakengates on April 30th running light engine as 0Z37 Coleham to Bescot. April 30th.
Richard Hargreaves

EMU driving coach No. 2304 spent several days in the DVSA Enforcement Check site at the end of the M65 in Preston. Seen here on April 26th.
Jeff Nicholls







National Rail

Engineers work their magic on world-famous Glenfinnan Viaduct

A team of specialist engineers have cast a protective spell over the iconic Glenfinnan Viaduct with the completion of a year-long, £3.4 million restoration project. The structure in the Scottish Highlands, made famous worldwide by the Harry Potter films, has undergone an extensive maintenance programme to safeguard its future for generations to come.

Network Rail, along with principal contractor AmcoGiffen, assessed the condition of the viaduct. Concrete repairs were carried out across the structure sympathetically, taking care to replicate its heritage appearance. New safety handrails for staff working at height were installed, along with renewing ballast retention systems at the ends of the structure. Ballast is the stone material under the track that maintains stability, drainage and prevents damage to the underlying structure.

Engineers also worked in the River Finnan, protecting the piers from erosion caused by the fast-flowing river. Meanwhile, specially trained rope access technicians descended from the viaduct, reaching and restoring areas that would otherwise be inaccessible.

Laura Craig, Scheme Project Manager at Network Rail, said: “This project was years in planning due to the complexity of navigating such a large-scale, historic structure. Our highly skilled team faced numerous challenges, from preserving the viaduct’s original integrity to implementing modern engineering solutions. Every step of the process required meticulous attention to detail and a deep respect for its heritage. It’s an honour to look after the Glenfinnan Viaduct, knowing how much it’s loved all over the world. We’re proud to see it standing strong and it’s a testament to the dedication and hard work of everyone involved.”

The Glenfinnan viaduct opened in 1901 and is the largest mass concrete viaduct in Scotland, spanning more than 1,000 feet. The build cost £18,904 at the time, which is around £2 million in today’s money.

Historic Environment Scotland have designated the structure as Category A, the highest level, meaning it’s of significant architectural and historical interest. As part of its preservation, Network Rail refrains from cleaning off efflorescence marks from the rain as it drains through, ensuring the character of the structure remains.

Ann MacSween, Head of Planning, Consents and Advice Services at Historic Environment Scotland, said: “We welcome Network Rail’s investment into the careful repair of this iconic structure. Glenfinnan is the most impressive of several mass concrete railway viaducts and bridges along the West Highland Line, which was built 1897-1901. These bridges were mostly designed with an exposed concrete finish, rather than being faced in stone, and are the earliest railway bridges of this style in Scotland. Over a century after it was first built, Glenfinnan Viaduct still stands strong today, in no small part due to Network Rail’s excellent care.”

The viaduct is an icon of Scottish tourism, drawing thousands of visitors each year. Many pass over the arches aboard ScotRail trains, as well as the ‘Hogwarts Express’ Jacobite steam train operated by West Coast Railways. Countless more tourists make the trip to Glenfinnan to admire the spellbinding views from the ground.

James Shuttleworth, West Coast Railways’ Commercial Manager, added: “Having run ‘The Jacobite’ for over three decades and celebrated its centenary in 2001, we truly appreciate the historic significance of the viaduct. The recent restoration work has further highlighted its importance, not only as a vital piece of railway heritage, but also as a beloved film star in Harry Potter, for which we proudly provided ‘The Hogwarts Express.”

The restoration of the viaduct is part of a broader programme of work in the Glenfinnan area. A two-year, industry-leading pilot project enhanced the natural habitat by planting trees across approximately 200 hectares to protect, restore and expand rainforest and peatland habitats. Additionally, deer fencing has been installed at Ardmolich to safeguard the newly planted native woodlands from overgrazing.

Network Rail is also investing £500,000 to renew over five kilometres of lineside fencing near the viaduct. The project aims to replace life-expired boundary fencing, ensuring the track remains safely separated from public areas.



National Rail

A lick of paint goes a long way: Network Rail Southern region prepares the railway for hot weather

Hundreds of Network Rail workers armed with brushes, rollers and approximately 1,500 litres of white paint are taking to the tracks to prepare the railway for the hot months ahead – helping to keep passengers and freight on the move. Spring is the season of DIY projects and a simple lick of paint can go a long way. Over the next few weeks, sections of railway line across the length and breadth of Britain's network will be painted white to help reflect the sun rays and reduce overheating and deformation.

With summer 2024 being Europe's warmest on record at 1.54°C above the 1991-2020 average - exceeding the previous record from 2022 (1.34°C) - extreme hot weather is a serious challenge for the railway. Britain's network has thousands of miles of track and in a summer heatwave, rails in direct sunshine can be as much as 20°C hotter than air temperature. As rails are made from steel, they expand as they get warmer, and can start to curve – otherwise known as 'buckling' which can lead to disruption for passengers.

From April 1st 2023 to March 31st 2024 buckled rails, due to heat, caused over 240 days (350,006 minutes) of delays for passengers across the country. While this represents a 14%reduction in delay minutes compared to the previous year (406,876 minutes), there is more work to be done.
Across Network Rail's Southern region, which serves rail passengers and freight operators from Devon in the West, to Kent in the East, there were 244 buckled rail-related incidents, due to heat, resulting in 64 days (92,015 minutes) of delays for passengers and a total of 647 trains cancelled.

Furthermore, two locations in Network Rail's Southern region ranked in the top three nationally for heat-related incidents that affected the greatest number of trains. Buckled rails in Earlswood on Network Rail's Sussex route was the second highest with 2,275 trains affected, while Sevenoaks on Network Rail's Kent route was the third highest with 2,144 trains affected.

Network Rail works hard to keep passengers moving in hot weather and minimise disruption caused by overheating rails. By painting parts of the rail white, they absorb less heat – reducing the risk of expansion. Typically, a rail painted white is 5°C to 10°C cooler than one left unpainted.

Alongside painting sections of rail white, Network Rail works closely with specialist weather forecasters and local weather stations to make necessary plans and take action so rails are less likely to buckle. This includes checking track stability each winter, as part of ongoing maintenance, and strengthening weak parts. Meanwhile, probes have been installed on certain parts of the network to alert when track temperatures rise. When very hot weather is forecast, train speed restrictions are introduced resulting in less force on the rail.

Lisa Angus, Network Rail's Industry Weather Response Director, said: "Soaring temperatures on the railway can put a huge amount of pressure on our infrastructure. With extreme weather events becoming more frequent we're working hard to keep passengers moving through the summer months ahead. Last year we announced plans to invest £2.8 billion over the next five years to make the network more resilient to the issues caused by climate change; helping to keep our railway safe, improve performance and minimise disruption."

Transformational upgrades set for Huddersfield station with 30-day closure confirmed

Huddersfield station will be closed from Saturday August 30th until Monday September 29th 2025 to enable major Transpennine Route Upgrade (TRU) engineering work. The ongoing upgrade of the Grade I listed station – which began over a year ago – is key to unlocking the benefits of improved rail travel across the North, and this marks the most significant stage of the programme to date.

The work set for the back end of summer includes major track and platform remodelling, which once the wider rail upgrades are complete in Huddersfield, will transform the layout of the station and enable more trains with more seats to run through the area on a greener, more reliable railway.

These upgrades will pave the way for further infrastructure improvements in the near future, with the installation of a new, accessible footbridge and the restoration of the historic Grade II listed tearooms, which were carefully dismantled in 8,000 different pieces last year so they can be repainted and relocated to a new location on the platform.

The restoration of the iconic station roof canopy continues, with the scaffolding and coverings of one section to be removed in the coming weeks. The renovation of one of the country's remaining few 'Euston style' roofs has been meticulously planned with engineers preserving the canopy's historic features whilst enhancing its durability for future generations.

During this 30-day closure, no trains will run through the station, with diversionary routes and rail replacement buses in operation to keep customers on the move. Following the 30-day closure, only three platforms will be in operation on a temporary basis.

Gareth Hope, TRU Sponsor, said: "Our upgrade of Huddersfield station is one of the most important projects across the entire TRU programme, and this 30-day closure will allow us to take a giant leap towards giving the station a deserved makeover without harming its heritage. Ultimately, the work in Huddersfield is key to improving the journeys of millions of people across the North – increasing the number of tracks through the station and remodelling its platforms means we will will be able to run faster, more frequent trains with enhanced capacity in the future.
We're pleased with the recent programme milestones in Huddersfield and are excited for these to progress further in the summer."



Chris Nutton, Major Projects and TRU Director at TransPennine Express, said: "The 30-day closure is a milestone in the history of Huddersfield railway station that will pave the way for the future benefits of the TRU programme to be unlocked and I'd like to thank everyone who's working hard in the background to turn this into a major success. During the closure, TPE won't be able to run trains through the station for 30 days, with Brighouse functioning as the gateway to Huddersfield in those weeks. We'll have more information on how our customers can travel across the Pennines in June, but for now, we encourage you to put these dates in your diaries."

National Rail

Colas Rail tamper No. DR73929 passes Wilson's Crossing as 6J40, the 09:34 Willesden Railnet OTM Sidings to Whitacre Tamper Sidings on April 4th. *Derek Elston*



Class 66 750 winds through the layout between Wandsworth Town and Clapham Junction at the head of a Crawley to Tonbridge Yard working on a very warm April 10th. *John Sloane*



It's time to transform London Liverpool Street

Plans to redevelop London Liverpool Street station will enable it to serve over 200 million passengers a year, significantly boost London's economy and establish a landmark gateway to the City of London. As Britain's busiest station, London Liverpool Street currently connects 118 million people a year within London, East Anglia and the east of England. With annual passenger numbers forecast to grow to 158 million by 2041, the plans will ensure that the station is future-proof, ready to accommodate over 200 million people in the decades ahead while enhancing accessibility to all.

The plans will turn Liverpool Street station into a destination in its own right with a new retail, leisure and workspace offer. The transformed station will improve connections to the wider City and public spaces, and provide a catalyst to deliver the City of London's plans to secure long-term economic growth, prosperity and opportunity for London and beyond. The City's growth plans aim to restore productivity growth to 2% a year, boost the local economy by £107 billion and create over 250,000 jobs by 2035, with an additional £32 billion in tax revenue for the Treasury. In a widespread public consultation on the plans which are focussed on improving the everyday experience of passengers, nearly 2,000 individual comments were received with three out of four supporting the redevelopment proposals.

The public's top three priorities were clear, with making the station fully accessible the standout:

Step-free access across the station; New lifts and escalators to increase accessibility to both mainline station and London underground; New toilet facilities, including family-friendly spaces on every level

Robin Dobson, Group Property Director for Network Rail Property said: "We're proud to be leading the submission of a transformative scheme for the redevelopment of London Liverpool Street station — one that is a truly accessible and inclusive space, can support the forecasted annual passenger rise to over 200 million and deliver vital improvements to the everyday experience of passengers while respecting and celebrating the station's historic character. Investing in transport infrastructure is essential to unlocking future economic growth for London and beyond. This investment will ensure Liverpool Street remains a landmark gateway to the City of London for generations to come. Following extensive consultation and engagement with a wide range of stakeholders, our plans put passengers first whilst respecting and retaining the station's Victorian features, including the iconic trainshed and the Great Eastern Hotel."

Transformation plans

The cost of transforming Liverpool Street station to meet future needs will run into hundreds of millions of pounds. The investment will be covered by private sector partnerships through the creation of new landmark office space above the station.

The plans to transform Liverpool Street station include:

8 new lifts to make Network Rail platforms and the London Underground fully accessible; Increasing the number of escalators from 4 to 10 to enable easier access to the trains; Increasing the size of the concourse to ease over-crowding; Step-free access across the station and London Underground; More ticket barriers to reduce queuing and additional waiting lounges; New toilets, including family facilities on all levels of the station; New landmark entrances on Liverpool Street, Bishopsgate and Exchange Square; Better signage throughout, making the buses and new waiting areas easier to find; More cycle storage, creating a safe and secure location to transfer between rail and onward destinations; A greater variety of cafes, restaurants and shops Pedestrian routes up to Exchange Square; New covered bus stop waiting areas; Prominent new entrances and visibility across the station.

Updated designs

Following extensive consultation with key stakeholder groups, including local communities, accessibility advocates, heritage groups including Historic England, and businesses the scheme has evolved significantly in several ways including:

Enhanced accessibility

Number of escalators increased from 8 to 10; Larger lifts for wheelchair users; Wider staircases and step-free access throughout; A clear wayfinding strategy to improve navigation; Family rooms within the station at all levels; Quiet areas to support passengers.

Architectural and heritage refinements

Redesigned station entrances to better celebrate and connect with the historic station architecture and the historic context; Roof design further developed in-line with original Victorian architectural principles; Landscaping and benches around the Kindertransport Statue redesigned to enhance visibility and public engagement; Office building realigned to better reveal the Grade II* listed Andaz Hotel; Revisions made to reduce the height and size of the office building to positively respond to the conservation area and protected views.

Public Realm

Inclusion of a dog friendly area within public spaces.

National Rail

The M6 and WCML run side by side for a short distance between Tebay and Low Gill, in June 1970 we were returning from a family holiday in a hired Bedford Dormabile camper and I managed to get this photo of an unidentified two tone green Class 47 on a southbound passenger working. No overhead wires back then... While I've travelled along that section of the M6 hundreds of times, it is 55 years before I managed to get a photo in the same area, again taken while passenger in a vehicle. This time it is a TPE Class 397 on a Glasgow Central to Manchester Airport service on April 17th. *Colin Kennington*





140-year-old rail bridges revived in Glasgow city centre



Historic rail bridges near Glasgow Central Station are standing the test of time with a £1.5 million makeover.

The Eglinton Street and Salkeld Street structures, both 140 years-old, have gone from deteriorating to dependable after the completion of a six-month refurbishment project by Network Rail.

The work included 'rivet busting' to remove and replace rivets holding the steel in place, as well as other steelwork repairs. Engineers also completed 'ballast retention' work, which involves securing the stone holding the rails in place to prevent it falling from the structure.

Once the repairs were complete, both bridges were partially repainted to refresh their appearance.

Christina Thomson, scheme project manager at Network Rail, said: "The bridges form part of key routes in and out of Glasgow, including the West Coast Main Line, so it's important we do all we can to ensure their longevity. Not only has the work significantly improved their appearance, but it has extended their lifespan by at least 20 years.

"Maintaining old rail bridges is crucial because it preserves our heritage, reduces environmental impact, and is often more cost-effective than building new structures. We know well-maintained bridges can continue to serve their purpose safely and efficiently for many more years."

Network Rail worked with principal contractor Story to carry out the repairs.

The project forms part of a wide-ranging bridge modernisation programme designed to protect and improve Scotland's Railway, with nearly £2 billion being invested to increase reliability and improve performance over the next five years.

This includes a multi-million programme of bridge improvement works around the city centre area including structures at Cumberland Street, Gorbals Street, Nelson Street, Clyde Viaduct (Glasgow Central), Saltmarket and Bell Street. The work improves the resilience of these vital rail links as well as the appearance of these visible parts of the city infrastructure.

Arriva Group invests in new battery hybrid train fleet in boost to UK rail industry

Order worth around £300 million for fleet of new trains, which will increase seats by 20 per cent, improving capacity and connectivity.

45 rail cars to be manufactured at Hitachi Rail in the North East and financed by Angel Trains, helping secure highly skilled jobs and unlocking a new advanced manufacturing opportunity for rail.

State-of-the-art 'tri-mode' train technology has proven its ability to cut emissions and fuel costs by around 30 per cent to support UK Government's decarbonisation agenda.

Announcement is made from Hitachi's Newton Aycliffe factory and attended by the Secretary of State for Transport, Heidi Alexander MP.

Arriva Group has announced an order for nine cutting-edge battery hybrid trains to replace its entire Grand Central fleet, providing a major boost to regional economies and offering passengers more comfortable, greener travel options.

The order for 45 Hitachi Rail 'tri-mode' cars, which have the flexibility to run on electrified and non-electrified tracks, along with a 10-year maintenance contract, represents an investment of around £300 million. Tri-mode means the trains can be powered using electricity, battery or diesel.

It follows approval by the rail regulator for extended track access rights for Grand Central's existing services through to 2038, with the investment underpinning Arriva's long-term commitment to UK rail and to delivering sustainable public transport solutions to communities up and down the country and across Europe.

The trains will be manufactured at Hitachi's Newton Aycliffe factory, helping to protect jobs and skills at their UK manufacturing base. Meanwhile, the battery element of the order unlocks a new advanced manufacturing opportunity for the factory, and wider supply chain. The order supports both the UK Government's Industrial Strategy and mission for economic growth, cementing the North East's role as UK battery hub.

The new trains will increase seat numbers by 20 per cent which means 400,000 additional seats per year will be available to passengers travelling between the North East, Yorkshire and London. Because of their tri-mode capability the trains could be used on other routes in the future. They are also expected to reduce both emissions and noise. The trains will be delivered in 2028 under a 10-year leasing arrangement, in partnership and financed by Angel Trains.

Amanda Furlong, Managing Director of Arriva UK Trains, said: "This major investment underscores our commitment to the UK market. We are proud to connect under-served communities with regional and national centres, helping make sustainable train travel the easy choice. These best-in-class, greener trains will deliver more comfortable journeys and a step-change in capacity on our popular Grand Central services. We look forward to announcing further rolling stock orders, providing jobs and wider economic benefits, as and when our network grows."

Secretary of State for Transport, Heidi Alexander MP, said: "Just four months since the Prime Minister and I welcomed a significant deal for Hitachi and its workforce in Newton Aycliffe, this new £300m investment marks yet another step forward in securing the future of rail manufacturing in the North East. The landmark deal is proof that our Plan for Change is delivering results – creating the right environment for investment, which in turn supports high-skilled jobs, drives economic growth and delivers real improvement in people's lives.

"Not only will this new battery technology deliver greener journeys for passengers, but it will also boost skills for the workforce and futureproof jobs here in Newton Aycliffe as we continue to deliver a railway fit for the 21st century."

North East Mayor, Kim McGuinness, said "I made it one of my first priorities as Mayor to secure the future of Hitachi in Country Durham, and with that the jobs of hundreds of people who work at the Newton Aycliffe plant. Today's announcement confirming a new £300m order by Arriva for state-of-the-art trains is just the latest sign we are succeeding. This is great news for Hitachi and its highly skilled workforce, showing there's real confidence in advanced manufacturing in North East England.

"I'm so proud to say that in the very near future, the entire Grand Central fleet which links Sunderland to York and London will have been proudly built in our region."

Jim Brewin, Hitachi Rail Chief Director of UK & Ireland, said: "As we celebrate 200 years since the birth of the modern railway in the North East, it's symbolic that innovative battery trains are being developed in Newton Aycliffe. Battery trains' ability to deliver cheaper, greener, and more reliable journeys means we are unlocking a new advanced manufacturing opportunity for rail today. Following the successful trial of this pioneering battery technology last year, Arriva and Angel Trains are transforming Hitachi's £17 million R&D investment into the first battery train order to be built in the UK."



David Jordan, COO of Angel Trains, said: "Our multimillion-pound investment into these state-of-the-art tri-mode trains will deliver significant benefits for Grand Central passengers, connecting communities across the North of England and driving essential economic growth.

"This latest development builds on the momentum created by the successful conclusion of our battery trial with Hitachi Rail at the end of last year and demonstrates the transformative potential of battery technology in both existing and new fleets." The pioneering technology will cut emissions and fuel consumption by around 30 per cent. The trains can enter and exit stations in zero-emission battery mode, helping improve air quality and reduce noise in urban centres. The new trains will include 20 per cent more seats than existing rolling stock, helping to meet increased passenger demand and encouraging the switch to public transport.

Travellers will also benefit from more luggage storage, in-seat power and an electronic reservation system.

Arriva has welcomed the swift decision-making by the regulator, the ORR (Office of Rail and Road) and the backing of the Department for Transport and Network Rail to extend its track access rights. It has two further outstanding applications currently under consideration, which if granted, would extend existing routes to bring direct rail services to under-served communities in the UK. The Group also has an option to buy more trains if applications are approved.

National Rail

Hastings Diesels power car No. 1001 emerges from Bo Peep Tunnel at St. Leonards Warrior Square leading 5Z49, the ecs for the East West DEMU railtour from Hastings to Milton Keynes Central on April 5th.
Andy Pratt



RMS Locotec celebrates new home and new leadership



RMS Locotec, the industrial railway specialist, has consolidated its leasing and maintenance operations, in Chesterfield, Derbyshire – home to Europe's largest cluster of rail related businesses. The move brings together teams and assets from multiple locations into an existing transport and engineering facility less than 500 yards from the grave of George Stephenson, the father of industrial railways.

RMS Locotec has also appointed Lauren Parker to the new role of General Manager. Lauren, who joined RMS in 2010, will now be responsible for growing the business, strengthening relationships with existing customers and expanding into new markets. RMS Locotec leases locomotives, provides rolling stock maintenance and engineering support, as well as infrastructure services to customers at depots, ports, terminals and quarries across Britain.

Lauren Parker, General Manager of RMS Locotec, said: "I'm really looking forward to deepening our relationships with existing RMS customers, so we can help meet both their current and future needs. I also want to expand the business by sharing our industrial railway expertise and capabilities with new clients. As we consolidate our business in Chesterfield, we will also be looking to play an active role in organisations that promote both our sector and the strategic value of industrial railways."

RMS Locotec currently has 16 shunting locomotives on-lease with a variety of passenger and freight operators, as well as with customers in the logistics, shipping and aggregate sectors. The business also has a further six locomotives available for spot, temporary or long-term hire. RMS Locotec infrastructure teams inspect and maintain track assets at more than eight locations across the UK.

National Rail



Class 89 001 ‘Avocet’ stands outside the LSL premises at Crewe on April 10th. *John Sloane*

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.



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



10+ Price: £7.60 EACH

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Derby Works

Visitors to Derby Works in the early 1960s were given some interesting information in a leaflet stating that Derby Works repaired 507 steam locomotives and 54 diesel locomotives during 1959. It also built 9 ‘Peak’ class type 4 diesel-electrics and 25 type 2 diesel-electrics during the same year.

Crewe Works

Between 1962 and early 1064 Crewe Works built 44 ‘Western’ class diesel-hydraulic locomotives [D1030 - D1073]. A visit to these Works in mid-1962 D1037 - D1051 were at various stages of construction whilst D1036 was receiving last-minute attention.

In addition Crewe Works went on to build large numbers of diesel locomotives
e.g. class 08 diesel-electric 350hp shunters
class 24 and 25 BR Sulzer Type 2 diesel-electric locomotives
2 power cars of the prototype HST
197 HST (Class 43) power cars
a batch of Class 45 ‘Peak’ diesel-electric locomotives
202 Brush Type 4 (Class 47) diesel-electric locomotives
39 ‘Western’ (Class 52) diesel-hydraulic locomotives
20 Class 56 diesel-electric locomotives
36 Class 87 25kV DC electric locomotives fir the WCML
the prototype Class 89 [No. 89001 ‘Avocet’
50 Class 90 electric locomotives
31 Class 91 electric locomotives

Thus, by 1990 over 8,000 locomotives [steam, diesel and electric] had been built at Crewe and once employed over 20,000 people.

Barry Scrapyard

297 withdrawn steam locomotives were bought by Dai Woodhams of Barry, South Wales between 1959 and 1968. ONLY 80 were actually dismantled and scrapped - the rest is history!

Southern Bulleids

28 Bulleid pacific locomotives were bought BUT ONLY 2 were cut up - 34045 Ottery St. Mary’ [rebuilt October 1958] and unrebuilt 34094 ‘Mortehoe’.

A Different View

On April 5th, a mural sponsored by Cross Country and South Western Railway was unveiled at a ceremony on Ashurst New Forest station. The 55 ft long mural depicts the New Forest as a visitor attraction. *David Mead*

A Different View

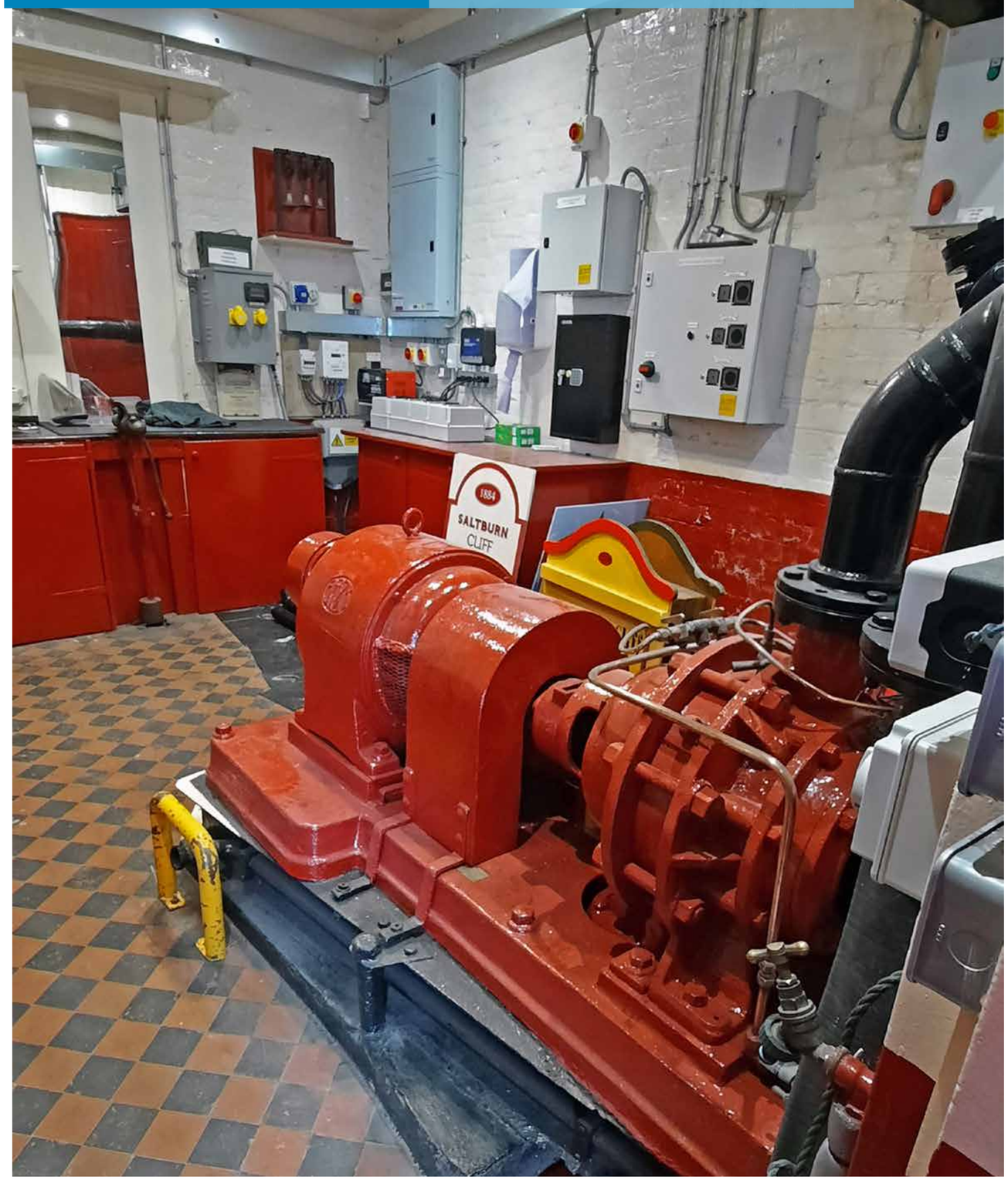
On April 29th, not quite what I expected as I didn't notice the heat haze. This is Class 57 002 with the LSL Chairman's train heading from Llandudno Jct. to Oxenholme. *Mark Enderby*

A Different View

A different view of Class 37 800 hauling LNW Class 73 0214 on 5Q16 14:08 Doncaster Decoy Yard to Gascoigne Wood on April 30th.
Barry Longson

A Different View

The Saltburn Cliff Railway at Saltburn - by - the - Sea, Redcar, Cleveland is being prepared for the 2025 season, having been extensively damaged by fire in the electrical plant room in January 2024. *Michael Lynam*





Preserved Railways

Leicestershire Visitor Attraction Invites Families to Let the Train Take the Strain Aboard their New Explorer Experience

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE



The Great Central Railway is inviting visitors to take a break from the timetable and embark on an unforgettable journey through railway history with its new Explorer Ticket experience, which has just launched. Designed for both first-time guests and returning enthusiasts, the Explorer Ticket has been designed by the railway to provide everything needed for a seamless and engaging day out across the heritage railway's four historic stations and fleet of vintage locos.

Operating on selected weekends and during holiday periods throughout the year, the Explorer Tickets are £25 per adult, and £5 per child, and ensures a stress-free adventure for families and railway enthusiasts alike. From a carefully planned itinerary to engaging activities for children and immersive storytelling, every aspect of the visit is thoughtfully arranged, allowing visitors to simply enjoy their time while the railway takes care of the details.

"Let the Train Take the Strain"

Guests can begin their journey at either Great Central Railway's Loughborough Central or Quorn and Woodhouse stations, where they will start their experience with a welcome guide and film and receive a detailed itinerary outlining the day's schedule. Every stop is carefully curated to ensure a well-paced and enriching experience. As passengers travel aboard the beautifully restored fleet of vintage trains, they will uncover fascinating stories from the history of rail travel, including surprising facts. Did you know the Great Central Railway had ambitious plans in the past to connect Britain to France via a Channel Tunnel?

Explorer Ticket Highlights

The Explorer Ticket offers a structured yet flexible experience, making every stop along the railway engaging and educational. Each ticket includes a special Explorer Pack, featuring:

A personalised itinerary – including start and arrival locations, details of on-the-day activities, and vouchers for pre-booked extras such as picnic lunches or afternoon tea.
Fun facts and station stories – providing insights into each station's historical significance.
Interactive activity sheets – featuring treasure hunts and I Spy challenges to encourage exploration and discovery.
Collectible handbills – a unique keepsake from each station, allowing visitors to piece together the full story of the Great Central Railway.

Explorer Badge Challenge

For those looking to add an extra element of excitement, the Explorer Badge Challenge encourages visitors to get their activity pack stamped at each station. Upon completing the challenge, participants will earn a special Explorer Badge, marking their achievement and granting them entry into the exclusive Explorer Club.

Explorer Club Membership

Earning the Explorer Badge comes with added perks. Members of the Explorer Club will receive early access to exciting developments at the Great Central Railway, invitations to special events and themed weekends, and exclusive discounts.

The Explorer Ticket is the perfect way for families and railway enthusiasts alike to immerse themselves in the magic of heritage rail travel while enjoying a well-organised and memorable day out.

Preserved Railways

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



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

The Great Central Railway's period stations will become a living, breathing time capsule, portraying the resilience, challenges, and triumphs of the British people as they adapted to peacetime. From bustling railway stations to lively dance halls, visitors will witness firsthand the indomitable spirit of the home front, the changing role of women in the workforce, and the railway's crucial contribution to Britain's post-war recovery.

All along the line, from Loughborough to Leicester North, scenes from the home front will be brought vividly to life. Period re-enactors will portray everyone from Merchant Navy sailors and Land Army girls to civilians doing their bit, with wartime chatter, and a fair bit of cheeky 1940s banter. A traditional street party will add a burst of colour and joy, complete with bunting, dancing, and singalongs.

There will be no shortage of live entertainment. Popular performers Jane Darling and Johnny Victory will return with their beloved wartime sets, alongside the Ashby Big Band Sound, DJ Woody, and other musicians keeping the atmosphere lively across the stations. Dance lessons in the Lindy Hop and Jitterbug will run throughout the weekend, offering visitors a chance to step back in time on the dancefloor. The much-anticipated Shirls Girls fashion show will also be back, combining 1940s fashion whilst sharing true stories from ladies that lived and contributed throughout the war and after, while comedy duo Royal Air Farce promise to raise plenty of smiles.

Rothley station will host a range of vintage stalls, selling period clothing, homeware, and collectables. Historic vehicles, including military trucks, classic cars, and wartime commercials, will be displayed across the railway, adding even more authenticity to the sights, sounds, and smells of the 1940s.

The event will also reflect on the profound social changes taking place in 1945 – from the winding down of rationing to Churchill's unexpected election defeat – and explore how communities across Leicestershire and beyond adapted to a new world. Thought-provoking exhibits and moments of reflection will complement the joyful celebration of peace and resilience.

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

Whether you're a lifelong railway enthusiast, a history buff, or simply looking for a memorable day out, the 1940s Weekend promises an unforgettable celebration of Britain's wartime spirit and the hope of better days ahead.

Image ©: Wayne Brownhill

Preserved Railways

Appeal Launched to Match Grant Funding for Historic Signal Box in Nottinghamshire

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE



Hotchley Hill signal box on the Great Central Railway in Nottinghamshire will be connected to mains power for the first time, thanks to a grant from Nottinghamshire County Council Local Community Fund.

The box is being restored to control heritage trains on the line. In the future, when the GCR in Nottinghamshire is linked to the Leicestershire section as part of the Reunification project, it will be a key place for trains to pass.

The grant for £8,500 from the Local Community Fund run by the council will fund half the cost of running power cables to the box. Great Central Railway (Nottingham) have launched an appeal for the same amount to complete the job.

Andy Fillingham of Great Central Railway (Nottingham) said, “We’re very grateful for the grant. It unlocks further restoration work on the box itself and the scheme to re-signal the area to control trains. Volunteers who have done so much to restore the building already are now preparing for the power connection, our contractors are standing by, but we need some donations please to finish the job. This is an unusual piece of railway history and it’s wonderful to see it coming back to life.”

The signal box was built in 1946 by the London and Northeastern Railway to handle additional trains running to the British Gypsum plant opposite. The plant survives today but after the GCR was closed the box was eventually abandoned and for many years was a deteriorating brick shell.

Following thousands of hours of volunteer effort and fundraising it is once again watertight; the flat roof has been re-felted and extensive concrete repairs have been completed. A new floor has been installed along with a lever frame and a signalling scheme designed to allow trains to cross or terminate with locos running round.

The box is located about 200 metres north of Rushcliffe Halt station and will control a long passing loop and separate goods loop. Derelict signals, also abandoned after the railway closed, will be reused in the new scheme.

Connecting the mains to the box will also allow future work on the station to provide platform lights and power to the two station shelters.

Andy concluded, “The more we raise with this appeal, the more we can do, potentially getting Rushcliffe Halt connected too. It’s another important step forward in the revival of the GCR in Nottinghamshire and the Great Central Railway Reunification scheme. A heartfelt thank you to everyone who supports us.”

Donations can be made via the GCR(N) supporting charity at www.lnergctrust.org

East Lancs Railway

Bullied No. 34081 ‘92 Squadron’ in early British Railways ‘Sunshine’ livery is seen at Ewood Bridge with the 09:15 Bury to Rawtenstall service on April 6th.
Brian Dobbs

East Lancs Railway

SR No. 34092 ‘City of Wells’ is seen amongst the bluebells at Burrs Country Park with the lunchtime dining train from Bury to Rawtenstall on April 27th. *Brian Dobbs*

Winner of the loudest loco competition at the East Lancs Railway’s ‘Western Weekend’, Hymek No. 7076 clags out of Irwell Vale for Rawtenstall on the Sunday of the event, April 27th. *Jeff Nicholls*

Class 50 015 ‘Valiant’ passes amongst the bluebells at Burrs Country Park with a service from Rawtenstall to Heywood on April 27th. *Brian Dobbs*





East Lancs Railway

Warship No. 832 ‘Onslaught’ passes Burrs Country Park with a service from Heywood to Rawtenstall on April 27th. *Brian Dobbs*

The soundtrack of my Cornish boyhood holidays! Warship No. D832 ‘Onslaught’ departs Ramsbottom for Rawtenstall during the ELR’s ’Western Weekend’ on April 27th.
Jeff Nicholls

With a matching set of blue-and-grey Mk1s, Class 50 015 ‘Valiant’ prepares to leave Irwell Vale station on the second day of the East Lancs Railway’s ‘Western Weekend’, April 27th.
Jeff Nicholls







Mid Hants Railway

Lancashire & Yorkshire Railway Class 23 No. 11456 arrives at Medstead with the 12:50 working from Alresford to Alton on April 26th.
David Lindsell



LSWR T3 4-4-0 No. 563 arrives at Medstead with the 11:15 from Alresford to Alton on April 26th.
David Lindsell



SR Merchant Navy Class No. 35005 ‘Canadian Pacific’ arrives at Medstead with the 10:20 Alresford to Alton service on April 26th.
David Lindsell



Mid Hants Railway

LSWR T3 4-4-0 No. 563 with the 14:30 Alresford to Alton banked by No. 41312 passes Bighton Bridge on April 26th. *David Lindsell*

Lancashire & Yorkshire Railway Class 23 No. 11456 with a well loaded bogie brake van is seen at Medstead on April 26th. *David Lindsell*

Lancashire and Yorkshire Railway Class 27 0-6-0 No. 52322 arrives at Medstead on April 26th with the 12:26 freight from Alresford to Alton. *David Lindsell*







Welsh Highland Railway

With the loco about to be withdrawn for its 10-year overhaul, Hunslet 'Russel' approaches the long tunnel in the Glaslyn Pass, having worked a rare full-line Porthmadog - Caernarfon return service on the line on April 18th. *Ben Bucki*

After working in a special train from Porthmadog (as the loco is about to be withdrawn for its 10-year overhaul), Hunslet 'Russel' runs-round at Caernarfon on April 18th. *Ben Bucki*

After working in a special train from Porthmadog, Hunslet 'Russel' heads for a top up of its water tanks on April 18th. *Ben Bucki*







Severn Valley Railway

GWR Manor Class No. 7802 ‘Bradley Manor’ departs Highley on April 20th. *Phil Martin*

GWR 6800 Class No. 6880 ‘Betton Grange’ stands at Hampton Loade with the 07:55 arrival from Kidderminster on April 18th. *Phil Martin*

GWR 6800 Class No. 6880 ‘Betton Grange’ passes the Engine House at Highley on April 20th with the 12:50 Kidderminster - Highley service. *Phil Martin*







Severn Valley Railway

Jubilee No. 45596 ‘Bahamas’ approaches Highley on April 20th. *Phil Martin*

Jubilee No. 45699 ‘Galatea’ but running as No. 45627 departs Highley with a service to Kidderminster on April 20th. *Phil Martin*

Met Cam DMU Nos. M52064, E59250 and E50253 departs Highley on April 19th with a service to Kidderminster. *Richard Hargreaves*







Severn Valley Railway

Clayton No. D8568 is seen in the yard at Kidderminster on April 19th.
Richard Hargreaves

GWR Manor Class No. 7802 ‘Bradley Manor’ departs Highley on April 19th.
Richard Hargreaves

GWR Manor Class No. 7812 ‘Erlestoke Manor’ simmers in the station at Kidderminster on April 19th. *Richard Hargreaves*







Battlefield Line

Class37906isseeninthesidingsatShackerstone on April 18th. *Allison Twycross*

Bubble Car No. 55005 arrives at Shackerstone on April 18th with a service from Shenton. *Allison Twycross*

Class08502isseeninthesidingsatShackerstone on April 18th. *Allison Twycross*







Battlefield Line

On April 18th, Robert Stephenson & Hawthorne 0-6-0 ‘Fred’ is seen being prepared for the days services. This loco has had a major rebuild by the team at the line. The loco was dormant for 46 years after NCB ownership. *Allison Twycross*

Great Central Railway

Class 37s Nos. D6700 and 37 716 are seen at Loughborough on April 26th. *Richard Hargreaves*



‘Bubble Car’ No. M79900 arrives at Loughborough on April 26th with the 14:03 Rothley Brook service. *Richard Hargreaves*



Class 50 017 arrives at Loughborough with the 14:05 service from Leicester North on April 26th. *Richard Hargreaves*



Great Central Railway

Class 55 019 arrives at Loughborough on April 26th with the 12:55 service from Leicester North. *Richard Hargreaves*



Class 20 No. D8001 working the 13:30 Leicester North to Loughborough service arrives at its destination on April 26th. *Richard Hargreaves*



On April 25th, Class 55 019 departs Loughborough with a service to Leicester North. *John Alsop*



Great Central Railway

Met Cam Class 101/117 DMU Nos. 50203, 59506, and 50266 forms the 10:50 from Loughborough passing Kinchley Lane on April 25th. *Derek Elston*

English Electric type 3s (Class 37s) Nos. 37 714 ‘Cardiff Canton’ and D6700 top’n’tail the 2C27 the 14:20 Loughborough to Rothley local at Kinchley Lane on April 25th. *Derek Elston*

Visiting EE type 1 No. D8001 working 2A19, the 12:45 Loughborough to Leicester North passes Kinchley Lane on the first day of the diesel gala, April 25th. *Derek Elston*







Great Central Railway

Class 50 017 ‘Royal Oak’ passes Kinchley Lane working 2A28 the 14:30 Loughborough to Leicester North service on April 25th. *Derek Elston*

Class leader No. D6700 working 2A16, the 12:12 Loughborough to Leicester North passes Kinchley Lane during the first day of the diesel gala on April 25th. *Derek Elston*

Class 37 716 leads a service to Leicester North on April 25th. *John Alsop*





Great Central Railway

Class 55 019 ‘Royal Highland Fusilier, approaches Kinchley Lane with 2A10, the 11:00 Loughborough to Leicester North service during the lines diesel gala on April 25th.
Derek Elston

Part way through bodywork repairs, Class 33 No. D6535 is seen working during the diesel gala on April 25th and approaches Kinchley Lane with 2A25 13:55 Loughborough to Leicester North. *Derek Elston*

English Electric Rules! Class 50 017 ‘Ark Royal and 37 714 ‘Cardiff Canton’ pass Kinchley Lane with 2C20, the 13:00 Loughborough to Rothley on the first day of the diesel gala, April 25th.
Derek Elston







Ffestiniog Railway

On April 17th, ‘Lyd’ prepares to pilot a train hauled by new-build Double Fairlie ‘James Spooner’ at Porthmadog Harbour. *Ben Bucki*



Garratt No. 130 pulls away from Porthmadog Harbour with a Welsh Highland Railway service on April 17th. *Ben Bucki*

‘Lyd’ runs-round its train at Porthmadog Harbour on April 17th. *Ben Bucki*





Llangollen Railway

During the lines excellent Branch Line gala, new build Great Western No. 6880 ‘Betton Grange’ passes non stop through Carrog on April 13th with a service for Corwen. *Lee Stanford*

Llangollen Railway

GWR Pannier Tank loco No. 7754 working the 13:40 Glyndyfrdwy to Carrog service awaits departure time. *Richard Hargreaves*



Class 14 No. D9525, running as No. D9537 is seen at Llangollen. *Richard Hargreaves*



GWR 2-8-0 Heavy Freight loco No. 3802 departs Glyndyfrdwy with the 11:10 to Corwen service. *Richard Hargreaves*



Llangollen Railway

Great Western No. 6880 ‘Betton Grange’ waits departure time at Llangollen on April 13th with the 13:05 to Corwen service. *Phil Martin*



GWR Pannier Tank loco No. 7754 stands at Carrog on April 13th with a local service to Glyndyfrdwy. *Phil Martin*



In a rare patch of sun on April 12th, Teddy Bear Class 14 No. D9525 sits next to Carrog signal box awaiting departure time with a service from Corwen to Llangollen. *Barry Longson*



Llangollen Railway

Teddy Bear Class 14 No. D9525 working the 12:12 Llangollen to Corwen service approaches Glyndyfrdwy. *Richard Hargreaves*

DMU No. M50454 is seen under repair at Llangollen on April 12th. *Richard Hargreaves*

DMU Nos. M54504 and M51933 are seen in the yard at Llangollen on April 12th.
Richard Hargreaves







Llangollen Railway

GWR Panier Tank No. 7754 drifts into Carrog on April 12th with a terminating service from Glyndyfrdwy. *Barry Longson*



GCR North Railway

Nearing journeys end, Class 20 No. D8154 crosses Stanford Viaduct with the 15:15 Ruddington Fields to Loughborough Junction on April 6th.
Mark Pichowicz

GCR North Railway

Class 20 No. D8154 approaches East Leake (Rushcliffe Halt) with the 09:45 from Ruddington during the GCR Reunification weekend event on April 6th. *Mark Pichowicz*

The Stanmore Railway

On April 20th, Lytham St Annes Peckett 0-4-0 works No. 2111 built in 1949 was in operation top'n'tailed with Hibberd Planet diesel shunter shunter 'Elizabeth'.*Michael Lynam*

On April 20th, Lytham St Annes Peckett 0-4-0 works No. 2111 built in 1949 was in operation top'n'tailed with Hibberd Planet diesel shunter shunter 'Elizabeth'.*Michael Lynam*

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Lakeside and Haverthwaite

On March 31st, Longmoor Military Railway 0-6-0 shunter built in 1945 at Derby No. AD878, restored to its original livery, is seen shunting rolling stock. *Michael Lynam*



Class 03 No. D2117 is seen between shunting duties at Haverthwaite on March 31st. *Michael Lynam*



LMS Ivatt Class 2 2-6-0 No. 46441 is seen in the yard at Haverthwaite on March 31st. *Michael Lynam*



Ribble Steam Railway

On April 5th, Burrows 0-4-0WT ‘The King’ is seen on its first public outing on its own with the 11:00 Riverside to Strand Road service. *Brian Dobbs*

On April 19th, Furness No. 20 is seen at Lockside Road Crossing returning to Riverside station. *Michael Lynam*

Burrows 0-4-0WT ‘The King’ is seen crossing the Marina bridge with the 15:00 Riverside to Strand Road service. *Brian Dobbs*







Keighley and Worth Valley Railway

LNWR Coal Tank No. 1054 and Jinty No. 16440 departs Keighley for Oxenhope on March 20th. *Michael Lynam*

Nos. 75078 and 45596 ‘Bahamas’ await their next duty, stabled on Haworth shed on March 20th. *Michael Lynam*

The railway runs a diesel service on selected midweek dates and on April 23rd, Class 144 011 was providing the service. It was good to see the train busy, helped by several coach parties travelling on the line. Although the 144s were built for services in West Yorkshire, the Oxenhope branch closed before they were built. *Colin Kennington*







Keighley and Worth Valley Railway

8F No. 48305 waits to depart Keighley with a demonstration freight to Damems.
Michael Lynam

On March 24th, 8F No. 48305 arrives at Oakworth with a service to Oxenhope. *Michael Lynam*

A Ruston & Hornsby 0-4-0 shunter is seen moving the 50 ton Craven Breakdown Crane No. RS1015/50 into Ingrow West Yard.
Michael Lynam







From the Archives

What seems like a thing of the past, Doncaster works held an open day on July 28th 1984, which also had railtour visit named 'The Plant Invader', worked by Class 20 054 and 20 093 seen here at Hexthorpe Junction. *Barry Longson*



From the Archives

LMS Stanier 4-6-2 No. 46229 ‘Duchess of Hamilton’ exits Standedge Tunnel with an excursion from Liverpool Lime Street to Leeds on November 10th 1980. This locomotive was a long term resident of Edge Hill shed, and is now preserved at the NRM as a streamlined example of the class. Photograph was taken under BR supervision. *Brian Dobbs*



Class 58 016, 58 017 and 58 018 have their numbers chalked on the cab sides, inside the erecting shop at Doncaster works open day on July 28th 1984. *Barry Longson*

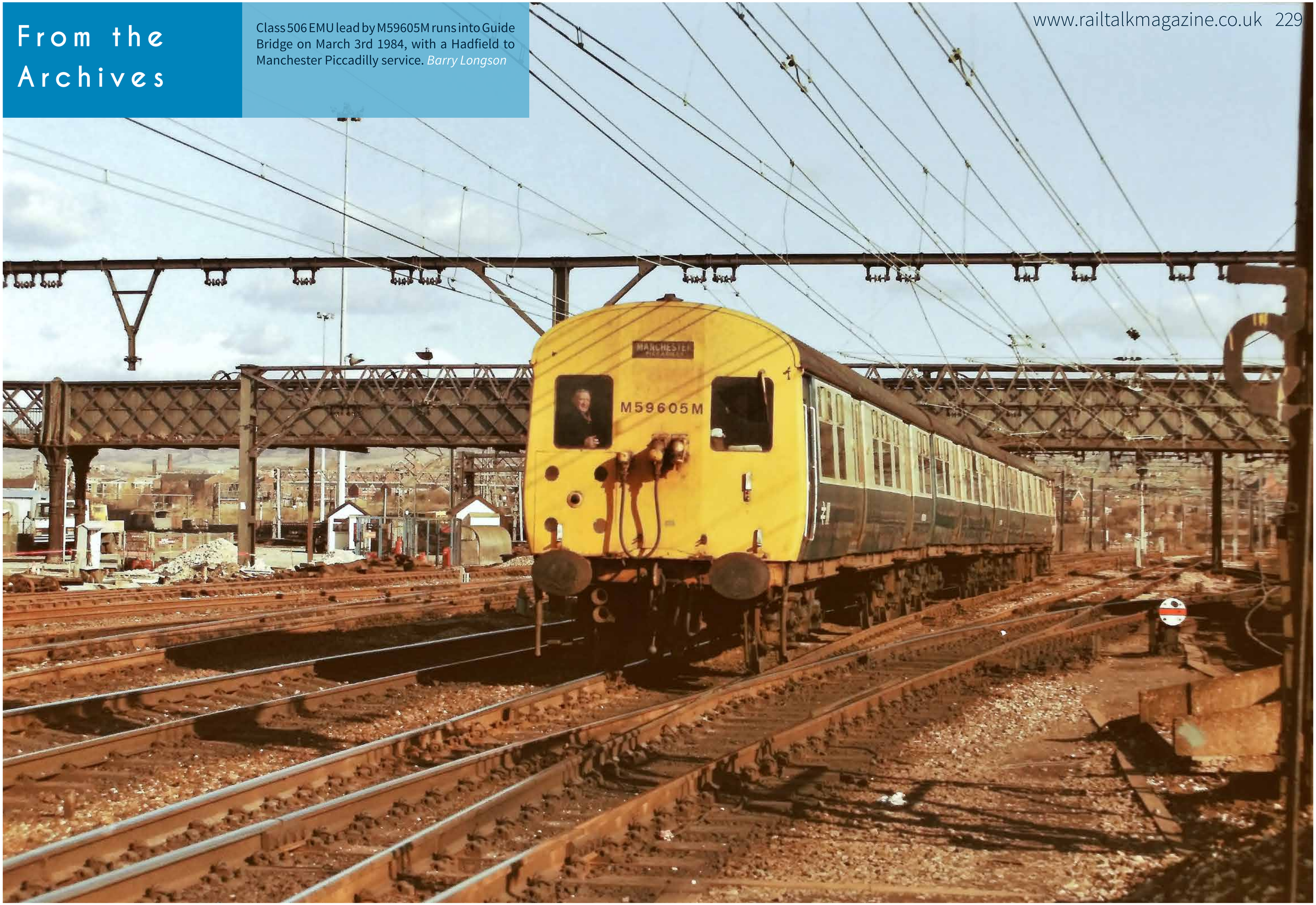


London Liverpool Street before BR modernised it, with Class 47 135 running into the sunshine having seen its stock released, on a sunny May 23rd 1984. *Barry Longson*



From the Archives

Class 506 EMU lead by M59605M runs into Guide Bridge on March 3rd 1984, with a Hadfield to Manchester Piccadilly service. *Barry Longson*



From the Archives

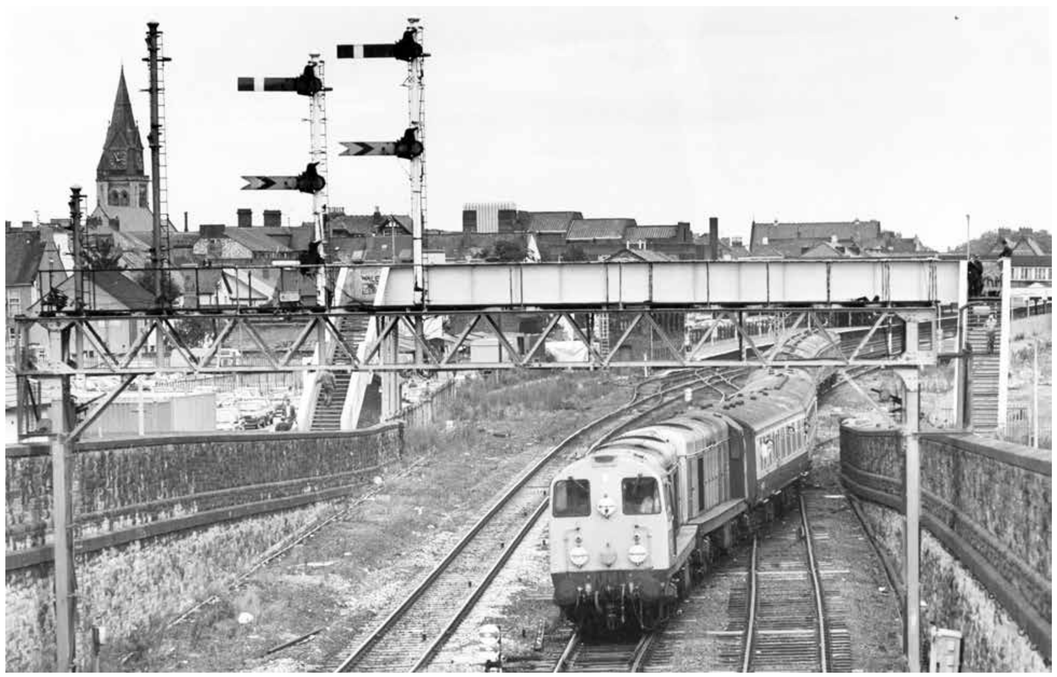
Class 25 244 is seen at Bescot with a truly mixed freight, on May 24th 1984. *Barry Longson*



From the Archives

HST power car No. E43109 is brand new having recently emerged from the new construction shop at Crewe Works on December 3rd 1978. *John Sloane*





Northern's Class 180 103 calls at Leyland with a service to Manchester on July 27th 2009. *John Sloane*



Class 20 056 and 20 019 depart Rhyl for Llandudno with an excursion from Blyth Bridge on August 29th 1989. The former steam locomotive shed was located where the car park is. *Brian Dobbs*

From the Archives

Class 31 014 as ADB968015 stands at Norwich Thorpe shed on April 30th 1980. *John Sloane*



Class 33 027 passes Sutton Bridge Junction, Shrewsbury with a Cardiff to Crewe service on April 23rd 1983. Photo taken under BR supervision. *Brian Dobbs*



4CIG Unit No. 7309 climbs Grosvenor Bank out of London Victoria with a Brighton service on July 30th 1983. *John Sloane*

