

Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 37 - Pictures

Pg 160 - News and Features

Pg 179 - Did you Know

Pg 180 - Different View

Pg 182 - Preserved/Industrial

Pg 222 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 225

Are they really necessary or have we become such a nation of incompetents that they are needed ?

Now Land Sheriffs will keep UK railways safer with trespass and welfare deployment.....

Specialists in smarter security, Land Sheriffs, are helping keep the UK rail network safer with their trespass and welfare deployment.

From their headquarters in Harlow, Essex, Land Sheriffs provide a range of security services to keep railways throughout the UK safe, including mobile patrols, manned guarding and 24/7 covert and overt CCTV monitoring.

This year they have launched a new trespass and welfare deployment – an evolution of their long-standing welfare patrols – to help prevent trespassing and protect the welfare of train network users, including station staff and train drivers

"Our trespass and welfare deployment will see our highly-trained officers on duty across the Thames Valley Corridor from Oxford to Acton Main Line Stations. By patrolling platforms and remaining alert to welfare concerns, we will be helping to protect our clients, their staff and passengers," says James Coyle, Managing Director of Land Sheriffs.

According to National Rail, trespassing was one of the biggest causes of delay in the financial year 2023/24, resulting in over 108,000 minutes of delays for passengers.

As part of their new deployment, the Land Sheriffs' team will prevent trespassing by deterring people from walking off the ends of platforms or jumping down onto tracks to reach another platform or retrieve dropped items.

"Trespassing occurs much more regularly than you might think and it causes significant disruption, including major delays for passengers and freight, alongside significant costs for the rail industry. And, most importantly, trespassing is extremely dangerous, posing risk of serious injury and even loss of life. With this deployment, we're helping ensure the rail network remains safe, secure and free from disruption," adds James.

Whilst patrolling stations, welfare officers will be vigilant for people in need of support, offering reassurance, signposting them to safety and seeking aid from the necessary authorities if needed.

With officers trained in Samaritans Managing Suicidal Contact – which helps them identify and engage with vulnerable individuals – Land Sheriffs have already made a big difference when it comes to protecting people in danger at rail stations.

"To date, Land Sheriffs have made 462 life-saving interventions, with individuals receiving a Life Saver Award for their courage and quick action. Our trespass and welfare deployment is proving to be a proactive approach which helps saves lives, and addressing concerns for welfare incidents before they escalate further. says James.

Land Sheriffs are trusted to deliver smarter, people-focused security solutions across the UK. The trespass and welfare deployment strengthens their existing offering, which is transferable across the network, designed to help them reduce disruption, protect passengers and save lives.

"This deployment is a natural progression of our commitment to safeguarding the railway. It's about being visible, responsive and making a real difference where it matters most," concludes James.

Once again, thanks for all the photos sent in this month, we really appreciate the time taken to send them to us. Until next month, stay safe.

Andy

This Page

Class 66 774 hauling the 6M42 Avonmouth to Penyffordd cement tanks stands at Shrewsbury on May 5th.

Richard Hargreaves

Front Cover

Class 56 103 and 56 301 are seen at Cofton heading the Willesden DC Rail Sidings to Merehead Quarry on a sunny May 16th. *Dennis Rowland*



On May 16th, during the Severn Valley Railway's diesel gala, Class 57 003 departs Highley with a service to Kidderminster. *Paul Godding*

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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, Paul Godding, 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 Railway Touring Company

The Great Britain XVII

West Coast's Class 57 314 whisks the Great Britain tour from Cardiff through Euxton on April 28th. *John Sloane*



Charter Scene Midland Pullman

Settle to Carlisle & Coastal Pullman

Just before sunset, the Midland Pullman lead by No. 43047, takes the slow line at Alder Lane, Winwick, with the late running 16:04 Carlisle to Cardiff 'The Settle to Carlisle and Coastal Pullman' on May 17th. *Paul Senior*



Midland Pullman

The Settle to Carlisle & Coastal Pullman

Power cars Nos. 43049 and 43058 pass Ribblehead on May 7th, working ‘The Settle to Carlisle & Coastal Pullman’ from St Albans - Carlisle. *Michael Lynam*

Power cars Nos. 43049 and 43058 pass Ribblehead on May 7th, working ‘The Settle to Carlisle & Coastal Pullman’ from St Albans - Carlisle. *Michael Lynam*

Power cars Nos. 43049 and 43058 pass Ribblehead on May 7th, working ‘The Settle to Carlisle & Coastal Pullman’ from St Albans - Carlisle. *Michael Lynam*







Charter Scene Vintage Trains

The North Wales Coast Express

Class 37 240 hauling the 1Z31 08:41 Birmingham New Street to Llandudno, storms through Abergele and Pensarn on May 3rd with GWR Castle Class No. 7029 'Clun Castle' on the rear.
Michael J Alderdice

The North Wales Coast Express

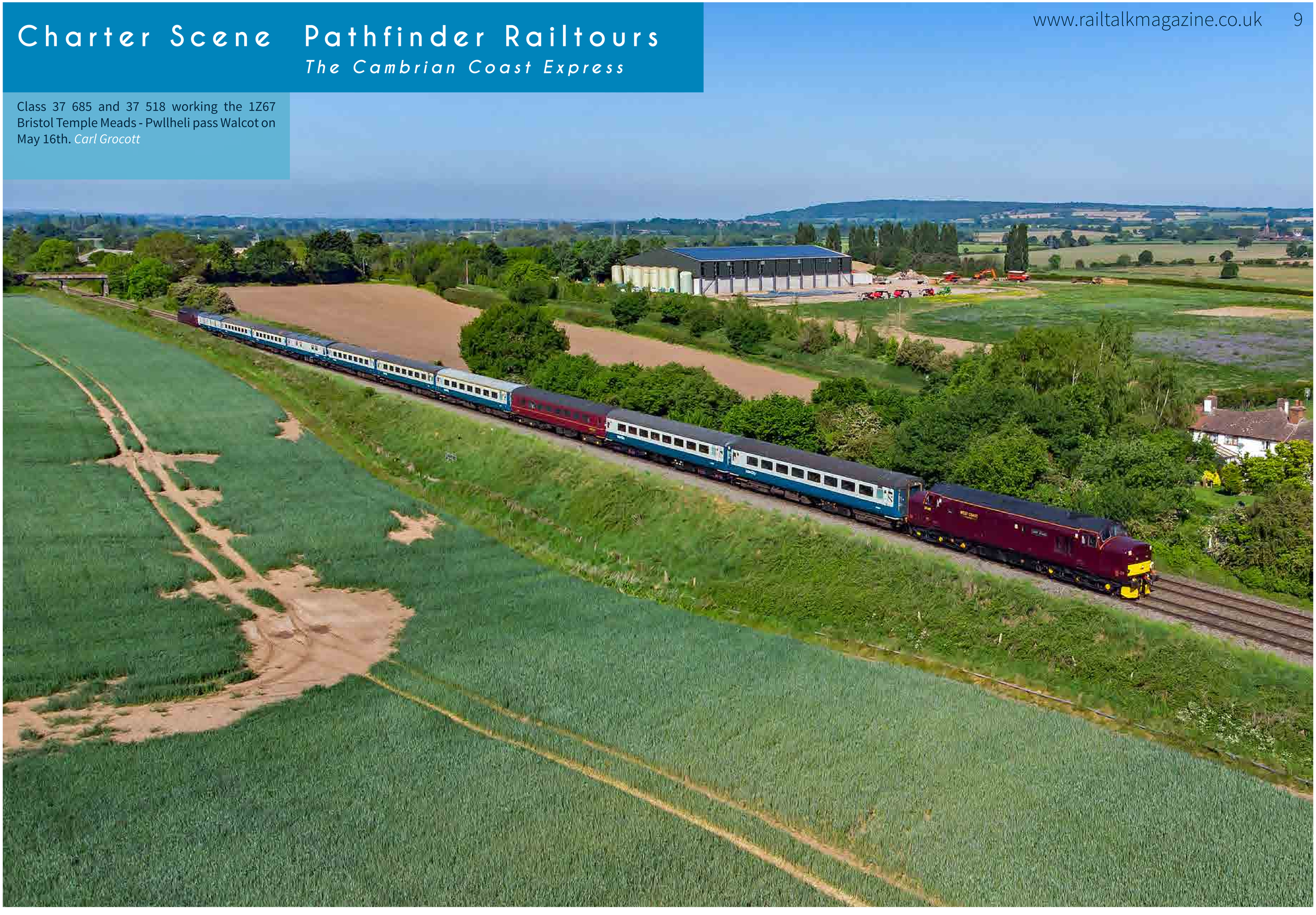
GWR No. 7029 ‘Clun Castle’ passes Hargrave with a returning excursion from Llandudno to Birmingham on May 3rd. Clun Castle is a medieval building in Shropshire managed by English Heritage. *Brian Dobbs*



Charter Scene Pathfinder Railtours

The Cambrian Coast Express

Class 37 685 and 37 518 working the 1Z67 Bristol Temple Meads - Pwllheli pass Walcot on May 16th. *Carl Grocott*



Pathfinder Railtours

The Cambrian Coast Express

Class 97 302 and 37 685 cross Barmouth Bridge on May 16th working 1Z67 05:57 Bristol Temple Meads - Pwllheli. *Phil Martin*

Class 97 302 and 37 685 pass Barmouth Harbour on May 16th working 1Z67 05:57 Bristol Temple Meads - Pwllheli. *Phil Martin*

Class 97 302 and 37 685 cross Barmouth Bridge on May 16th working the return 1Z68 16:25 Pwllheli - Bristol Temple Meads. *Phil Martin*







Charter Scene West Coast Railways

Private Charter

Generating some steam exhaust on a warm afternoon leaving Hellifield, Jubilee Class 4-6-0 No. 45627 'Sierra Leone' and Class 47 245 are seen with a private charter at Nappa on May 9th. *Gerald Nicholl*



Carnforth's Jubilee Class 4-6-0 dressed as No. 45627 'Sierra Leone' with Class 47 245 in close attendance heading a returning private charter from Carlisle cruises down the S&C grade towards Selside on May 9th. *Gerald Nicholl*



Charter Scene West Coast Railways

Private Charter

Heading a private charter through Garsdale on May 9th, Jubilee Class No. 45627 'Sierra Leone' puts on a fine sight as it heads for Blackburn and onwards to Brighouse. *Shep Woolley*



Charter Scene UK Railtours

The Soul Exchanger

Class 97 302 and 37 685 depart Newtown with UK Railtours' 16:21 Aberystwyth to London Euston return railtour on May 24th.
Chris Morrison

Charter Scene UK Railtours

The Soul Exchanger

Network Rail's Class 97 302 and West Coast Railways' 37 685 approach Newtown with UK Railtours' return 'Soul Exchanger' from Aberystwyth to London Euston on May 24th.
Chris Morrison

Charter Scene Vintage Trains

The South Devon Explorer

Class 52 No. D1015 'Western Champion' top'n'tail with 37 240 on 1Z77 'The South Devon Explorer' Birmingham New Street to Plymouth arrives at Swindon on May 10th. *Colin Pidgeon*

The South Devon Explorer

Class 52 No. D1015 'Western Champion' top'n'tail with 37 240 on 1Z77 'The South Devon Explorer' Birmingham New Street to Plymouth arrives at Swindon on May 10th. *Colin Pidgeon*

Charter Scene Vintage Trains

The South Devon Explorer

‘Western Champion’ arrives at Widney Manor with Vintage Trains return ‘South Devon Explorer’ from Buckfastleigh to Birmingham New Street on May 10th. *Chris Morrison*



Charter Scene Northern Belle

Northern Belle

Class 57 601 is seen on the rear of the Northern Belle, crossing Glyn Ceiriog Viaduct, Chirk on a Cardiff - Llandudno trip on May 31st. 57 313 was heading the train. *Chris Morrison*

Charter Scene Northern Belle

Northern Belle

Class 57 313 'Scarborough Castle' leads posh ex 1Z64, the 06:39 Manchester Victoria to London Victoria through Northampton on May 22nd with 57 601 'Windsor Castle on the tail.
Derek Elston



Charter Scene Northern Belle

Northern Belle

Class 57 313 and 57 601 pass Kempseye with 1Z29 07:41 Cardiff Central - Llandudno Junction on May 31st. *Keith Davies*



Charter Scene Northern Belle

Northern Belle

Class 57 313 ‘Scarborough Castle’ heads northbound at Winwick just before sunset with 1Z69, the returning Northern Belle from Holyhead to Liverpool Lime Street on May 16th.
Brian Dobbs

Charter Scene Northern Belle

Northern Belle

Class 57 601 heads a Coventry to Carlisle excursion past Standish on April 26th with 57 313 on the rear. *John Sloane*



Charter Scene Vintage Trains

Investec Zebra Express

Class 37 240 and 20 142 and 20 189 top'n'tail the Investec Zebra Express through Swindon on May 24th. *Ken Mumford*



Railway Touring Co.

The Royal Duchy

LNER A1 No. 60163 ‘Tornado’ is seen climbing away from Liskeard whilst operating 1Z34 16:10 Par - Bristol Temple Meads the return leg of ‘The Royal Duchy’ railtour on May 25th. *Barry Beeston*

LNER A1 No. 60163 ‘Tornado’ exits off St. Pinnock Viaduct whilst working 1Z33 08:48 Bristol Temple Meads - Par, ‘The Royal Duchy’ on May 25th. *Barry Beeston*





Charter Scene Saphos Trains

Welsh Marches Express

Southern loco No. 34046 passes Kempseye with 1Z48 16:05 Shrewsbury - Paignton on May 28th. *Keith Davies*



Charter Scene Settle & Carlisle RDC

The West Yorkshireman

With a moody Pen-y-ghent in the background A1 Class No. 60163 ‘Tornado’ heads ‘The West Yorkshireman’ through Selside on May 31st heading to Carlisle. *Shep Woolley*

Charter Scene Settle & Carlisle RDC

The West Yorkshireman

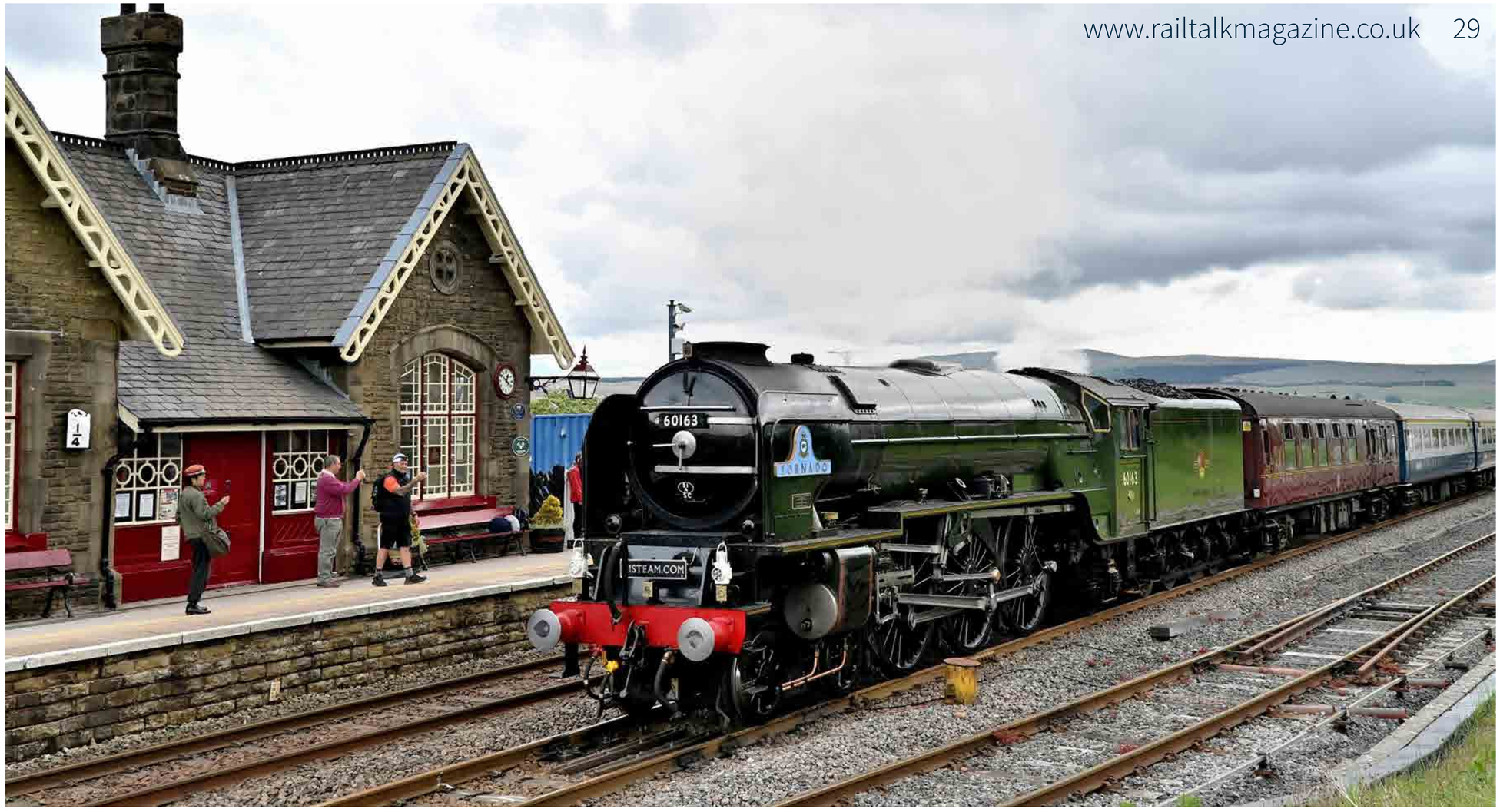
On May 31st, under threatening skies, A1 Class No. 60163 'Tornado' is seen approaching Shap village with the return leg of 'The West Yorkshireman'. *Shep Woolley*



Settle & Carlisle RDC

The West Yorkshireman

Peppercorn A1 Class 4-6-2 No. 60163 'Tornado' attracts attention at Ribblehead station heading 'The West Yorkshireman' on May 31st.
Gerald Nicholl



LNER A1 No. 60163 'Tornado' passes Helwith Bridge working 'The West Yorkshireman' railtour from Bradford Forster Square - Carlisle with Class 47 815 on the rear on May 31st.
Michael Lynam



LNER A1 No. 60163 'Tornado' passes Helwith Bridge working 'The West Yorkshireman' railtour from Bradford Forster Square - Carlisle with Class 47 815 on the rear on May 31st.
Michael Lynam



Charter Scene Steam Dreams

Horsham & Surrey to Chester

BR No. 70000 ‘Britannia’ blows off profusely working Steam Dreams 1Z70 06:44 Horsham to Chester as it passes Northampton with Brush type 4 No. D1924 ‘Crewe Diesel Depot’ on the tail on May 10th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

On May 16th, SR BoB Class No. 34067 ‘Tangmere’ works 5Z55 over the Lancaster Canal at Capernwray heading for Hellifield and onwards to York for the ‘Edinburgh Flyer’ tour. *Shep Woolley*

On May 12th, Class 47 815 ‘Great Western’ passes Charnock Richard during a move from Newark to Carnforth. *John Sloane*

Class 37 706 and 45 108 pass Winwick on their way back from Swanage to Bury on May 13th. *John Sloane*







Charter Scene

ECS and Light Engine Moves

Having just passed beneath the East Lancashire Road, and with a loud blast on the horn, Class 37 685 leads 47 815 on an empty stock move from Carnforth to London Euston on May 23rd. Class 47 804 was trailing along on the rear of the train. *Jeff Nicholls*



Class 57 002 'Winston Churchill' leads ECS move 5Z70, the 06:52 Crewe H.S. to Southall Loco Services Ltd. through Northampton on May 22nd. *Derek Elston*



LNER A1 No. 60163 'Tornado' and support coach cross the River Nene at Kingsthorpe running as 5M43, the 10:19 Southall WCR to Carnforth Steamtown on May 29th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

Class 37 409 ‘Loch Awe’ arrives at Crewe from Grosmont with No. 60007 ‘Sir Nigel Gresley’ in tow on May 6th. *Bryan Roberts*

Class 37 685 and 37 518 top’n’tail the 5Z67 Carnforth - Bristol ECS past Kemps Eye on May 15th. *Carl Grocott*

West Coast’s Class 47 802 and 47 245 “ VE Day 75th Anniversary” pull away from Crewe with three coaches from Carnforth to Southall on May 6th, which was two days before the 80th Anniversary of VE Day. *Bryan Roberts*







Charter Scene

ECS and Light Engine Moves

Class 37 409 ‘Loch Awe’ escorts A4 No. 60007 ‘Sir Nigel Gresley’ through Winwick as they return from the NYMR to Crewe on May 6th. *John Sloane*



West Coast’s Class 37 676 passes Winwick on May 13th with a Crewe to Carnforth light engine move. *John Sloane*



An unusual sight at Crow Nest Junction on May 4th was Class 57 313 heading a Derby St. Andrews to Carnforth empty stock working which had followed an involved route due to Sunday engineering works. *John Sloane*



Charter Scene

ECS and Light Engine Moves

Having travelled from Carnforth to the East Lancs Railway to collect Class 45 108, on May 6th, 37 706 heads south through Winwick with the 'Peak' in tow, destination Barrow Hill. *Jeff Nicholls*



Indifferent weather sees A1 Pacific No. 60163 'Tornado' heading north on the slow line at Winwick with an ECS working to Carnforth on May 29th. *Brian Dobbs*



LSL's Class 45 118 heads north light engine through Golborne on its way to Carlisle on May 20th. The 'Peak' was on its way to work a special the following day out of Carlisle. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

Class 47 593 and 47 805 top'n'tail the 5Z72 Wembley - Crewe ECS past Slindon on May 11th. *Carl Grocott*



Class 37 403 'Isle of Mull' passes Winwick on May 13th whilst working from Bo'ness to Crewe. *John Sloane*



West Coast's Class 37 685 heads a Carnforth to Bristol ECS past Bradley on May 15th. *John Sloane*



Avanti West Coast

Class 390 152 speeds south with 9M47 Edinburgh to London Euston service on May 17th. *Brian Dobbs*



Avanti West Coast introduces new enhanced timetable

Avanti West Coast has added more services across its routes as part of its latest timetable change. Launched on May 18th, the new timetable means the long-distance operator is scheduled to operate an additional 62 services each week – taking it to a new weekly total of 1,957 – an increase of 3.3 percent. Customers in the West Midlands will benefit from extra services between London and Birmingham, as well as more direct trains to and from Scotland. Liverpool will see a further step up in the timetable, while those living in North Wales will now have the option of an early service that provides a morning arrival into London before 9am.

The extra services, coupled with the greater use of Avanti West Coast's new £350m fleet of Evero trains, will deliver an additional 28,030 seats each week – bringing the weekly total of available seats to over one million.

Highlights of the train operator's May timetable include:

• Liverpool – an additional 20 services each week on the route to London, as well as additional calls at Lichfield Trent Valley and Tamworth providing improved connectivity.

• West Midlands – three additional weekday services between Birmingham and London, as well as two extra trains on both Saturday and Sunday.

• Scotland – two existing services from London rerouted to Glasgow, which will also provide two additional services southbound services from Scotland to the West Midlands.

• Chester and North Wales – two additional midweek services between Holyhead and London. On Saturday two extra trains will operate – one from Holyhead to London, and one from London to Chester. On Sunday an existing service from Holyhead will be extended to London, plus an additional northbound train from London to Chester will operate.

Andy Mellors, Managing Director at Avanti West Coast, said: "We're excited to have introduced our new timetable – one that delivers on our commitment to improve connectivity to the regions we serve, with the aim of encouraging more people to travel by train. The investment in our fleet has really made an impact. This combined with running more trains and offering over one million seats each week, is key to restoring the confidence of our customers. It comes as we look forward to more enhancements in the second half of 2025 – a year that marks the 200th anniversary of the railway in the UK."

The new timetable will see greater use of the Evero fleet, with the new trains due to operate around a quarter of all Avanti West Coast services. Built by Hitachi at its factory in Newton Aycliffe, County Durham, the Evero fleet is quieter and roomier than the Voyagers it replaced. Customer benefits include wireless charging for electrical devices, improved Wi-Fi, more seats than the trains they replaced and greater legroom, larger luggage racks and more real-time customer information screens which are easier to read.

The Evero trains also feature improved wheelchair spaces with contrasting carpet and a large accessibility symbol, improved accessible toilets, as well as Braille and large print labels on seats.

Avanti West Coast

Class 390 044 approaches Mauldeth Road station on April 20th with the diverted 15:53 Manchester Piccadilly to Milton Keynes Central. *Lee Stanford*

Class 390 008 leaves Chat Moss with the diverted 06:33 London Euston - Glasgow via Birmingham service on May 26th. *Jeff Nicholls*

Class 807 009 is seen at Liverpool Lime Street on May 27th. *Mark Enderby*







Avanti West Coast

Class 805 011 passes Hargrave leading the 1D90 London Euston to Holyhead service on May 3rd. *Brian Dobbs*

Avanti West Coast

On May 9th, first of the class 390 001 passes Winwick Junction with the 10:52 Edinburgh to London Euston service. *Lee Stanford*

Over the late May Bank Holiday weekend WCML services were diverted between Preston and Crewe and on May 25th, Class 390 127 makes a rare sight at Ladybridge (near Bolton) as it works the 09:34 Glasgow to London Euston. *Lee Stanford*

Class 390 138 passes Charnock Richard on May 23rd with a service to London Euston. *John Sloane*





Avanti West Coast

On May 8th, Class 57 307 rescued 390 011 which had failed at Lambrigg and dragged it past Charnock Richard on its way to Longsight. *John Sloane*

Class 390 118 races south past Charnock Richard on May 8th with a service to London Euston. *John Sloane*

On May 23rd, Class 390 011 races past Charnock Richard with a Glasgow bound service. *John Sloane*







Caledonian Sleeper

Class 92 038 stands at London Euston on May 13th having arrived on 1M11 23:40 Glasgow Central and Edinburgh to London Euston.
Kevin McCormick

Chiltern Railways



On April 22nd, Class 68 015 speeds through Tyseley with a London Marylebone - Birmingham Moor Street service. *Paul Godding*

Chiltern Railways announces new charity partnership with The Marylebone Project

Rail operator Chiltern Railways has announced a new partnership with The Marylebone Project, a London-based charity dedicated to supporting homeless and vulnerable women. As part of this new partnership, customers will now have the opportunity to donate their Delay Repay compensation to the charity, helping to support vulnerable people in local communities.

The partnership, which will last from April 2025 to March 2027, builds on Chiltern's collaboration in delivering the Marylebone on Display project in 2024. This project supported attendees of The Marylebone Project to engage in art therapy sessions to support their emotional wellbeing. The artwork was displayed at London Marylebone Station from December 2024 to raise awareness of the challenges homeless women face in the local area.

In addition to customer Delay Repay contributions which involve customers donating refunds directly to the charity, Chiltern Railways will also contribute the proceeds from auctioning lost property that is not claimed by customers. Chiltern intends to support the charity's wider activity throughout the next two years, including using meeting rooms at Space in Marylebone, and using the in-house catering service, Munch in Marylebone, which provides employment opportunities for women accessing The Marylebone Project.

Zach Bailey, Regional Growth Manager at Chiltern Railways, said:
"We're delighted to be formalising our partnership with The Marylebone Project and play a part in supporting their vital work in helping vulnerable women across North West London. Customers will have the option to donate their Delay Repay refunds directly to the charity, providing tens of thousands of pounds of funding to an important local cause."

Miriam Kennedy, Centre Manager at The Marylebone Project, said:
"We are thrilled to have been chosen as Chiltern Railways' Charity Partner! This partnership will raise vital awareness and support for women facing homelessness and crisis, bringing our work into the everyday journeys of travellers across the network. Demand for our services has never been greater, and at a time when charities are facing significant challenges, we are incredibly grateful for this opportunity. Thank you to Chiltern Railways, its staff, and every traveller for being part of our journey, standing with women and supporting the work of The Marylebone Project."
Chiltern Railways would also like to thank the National Literacy Trust, the rail operator's 2024-25 charity partner. Chiltern will continue to work closely with the National Literacy Trust on the "Dream Big for STEM" scheme, a programme designed to inspire and empower children to pursue careers in Science, Technology, Engineering, and Maths (STEM).

Colas Rail

Class 70 807 is seen at Cewe on May 6th, with a train of stone from Penmaenmawr to Bradwell Sidings. *Bryan Roberts*

Class 70 807 with a Carlisle to Bradwell working passes Moore on May 22nd. *Mark Enderby*

Class 70 810 is seen at Crewe on May 6th, with engineers wagons from Basford Hall to Bradwell Sidings. *Bryan Roberts*







Colas Rail

Class 70 812 passes Hortin in Ribblesdale on May 7th working the 6J37 log train from Carlisle - Chirk log train via the S&C.
Michael Lynam

The Carlisle to Chirk log train on May 29th was worked by Class 70 812 and is seen passing Coppull. *John Sloane*

Class 70 807 is seen on the slow line southbound at Winwick with 6E41 Carlisle New Yard to Bradwell Up Sidings on May 13th.
Brian Dobbs







Colas Rail

Class 70 812 drags the heavy log train from Carlisle to Chirk through Euxton on April 28th.
John Sloane



The Orange One! Swietelsky's Class 37 405 treks north through Winwick on a Coleham - Grangemouth light engine move on May 2nd.
Jeff Nicholls

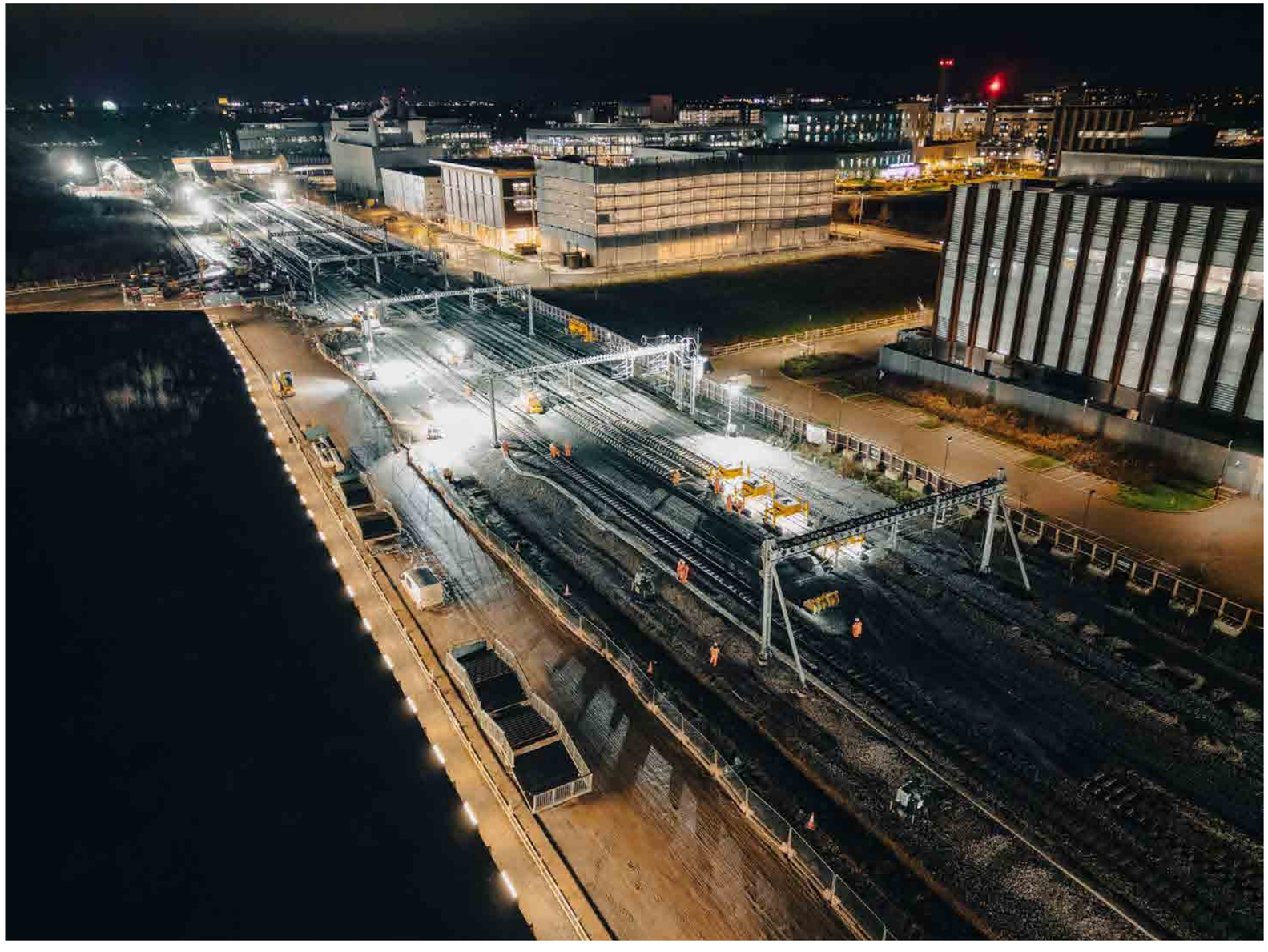


Class 70 812 passes through Horton in Ribblesdale working the 6J37 log train from Carlisle - Chirk log train via the S&C on May 7th.
Michael Lynam



Colas Rail

SRSA COMPLETE CAMBRIDGE SOUTH RAIL SYSTEMS UPGRADES



The South Rail Systems Alliance (SRSA) has successfully completed the required infrastructure upgrades on the West Anglia main line to support the future rail services for Cambridge South station. Appointed in September 2023, SRSA (comprised of Colas Rail UK, Network Rail and AECOM) has delivered a range of major infrastructure upgrades between Shepreth and Cambridge as part of a multidisciplinary programme working alongside station contractor, Murphy and signalling partner, Alstom. These include:

Renewal of 5.7km of track between Shepreth and Cambridge and realignment of 1.4km of track to serve the new four-platform station

Installation of eight new switches which allow trains to switch from one track to another.

Upgrades of the overhead line electrification (OLE) consisting of 110 new foundations to support 79 new OLE structures, and almost 10km of new overhead wiring. Installation of eight new signals

Remodelling of Shepreth branch junction to unlock higher train speeds through the junction

Upgrades to ancillary systems such as communications, telecoms and power supplies

All of this work has been safely delivered by Colas Rail UK staff and its supply chain with 124,000 site staff hours completed over 10,000 working shifts with no major accidents or incidents. The key milestones for the project including the 2023 Christmas blockade when the existing main lines were diverted onto two new alignments to facilitate the construction of the station platforms.

Key weekend dates in May and June 2024 saw SRSA install new switches and crossings which allow trains to change between tracks, while modifications were made to the overhead lines to maintain power supplies to train services along the new track alignment.

Christmas 2024 saw SRSA undertake a successful remodelling of Shepreth branch junction while the railway was closed for almost two weeks. The modified junction has been made longer, reducing the curve radius which makes it more efficient for train services to navigate the junction at increased speeds.

This will enable train services to travel through the junction at the line speed of 50mph (instead of 30mph) once the signalling upgrades have been completed anticipated for the end of 2025. The Christmas 2024 work also included the connections of two new tracks onto their final alignments through the station, making Cambridge South a four track/platform station.

As part of its social value contribution to the local community, SRSA has joined forces with with the local authority's environmental team to undertake volunteering days. This included managing local vegetation, removing litter and installing new fencing for a local nature reserve, to positively contribute to the community.

Richard Flanagan, Project Director for SRSA and Colas Rail UK Enhancements said: "The completion of our works over the Christmas 2024 blockade brings a close to the track systems works we have undertaken over the last 18 months at Cambridge South.

"I am delighted with the progress we made at each key stage of the project. Safely delivering our full scope whilst meeting our programme milestones. Safety is our number one priority, to support our safety culture as a team we embrace new innovative technology, Geofencing and tagging supplements enhances our safety systems by adding an additional layer of protection. Its simplicity and ease of use has enabled Colas Rail UK and the SRSA to engage with the workforce and roll out seamlessly."

Kevin Sullivan, Programme Manager for Network Rail said: "The safe and successful completion of the rail systems by SRSA is a major milestone in the journey to deliver this brand new station for the south of Cambridge, the neighbouring biomedical campus and Trumpington communities.

"Their commitment and drive to complete this work safely is a testament to their dedication and professionalism and this work has highlighted how well we can work together to improve and upgrade the railway for our customers and our passengers."

The station is due to open in 2026.

CrossCountry

Class 220 005 and 221 127 approach Mauldeth Road station on April 20th with the diverted 15:25 Manchester Piccadilly to Bristol service. *Lee Stanford*

Several of the former Avanti Voyagers are now seeing service with Cross Country and on May 17th, Class 221 117 was captured passing Heaton Chapel working the 14:25 Manchester Piccadilly to Bournemouth. *Lee Stanford*

On May 22nd, three car Class 170 638 sits in Cardiff Central platform 2, with the 13:45 to Nottingham service. *Barry Longson*







CrossCountry

Class 170 620 approaches Whittlesea station working 1N55, the 12:27 Stansted Airport to Birmingham New Street service on May 9th. *Derek Elston*

Class 220 009 and 220 026 head south past Scremerston with an Edinburgh to Plymouth service on May 21st. *John Sloane*

Class 221 132 calls at Berwick upon Tweed with the 06:20 Plymouth to Edinburgh service on May 21st. *John Sloane*







CrossCountry

Class 221 133 arrives at Alnmouth on a Plymouth to Glasgow working on May 19th.
John Sloane

DB Cargo

On May 1st, Class 66 128 passes Southampton with the 09:31 Southampton Maritime Container Terminal - East Midlands Gateway. *John Goodrich*

Class 66 165 threads the deep cutting at Charnock Richard on May 7th with the Seaforth to Mossend intermodal. *John Sloane*

On May 15th, the regular 6Y08 discharged aggregates service departs Tolworth Day Aggregates eight minutes early, at the start of its run back to Cliffe Brett Marine, with motive power supplied by Class 66 097. *Ian Callander*







DB
Cargo

Class 66 060 passes Cardiff Central on May 22nd with the 12:20 Margam to Newport Docks.
Lee Stanford

DB Cargo

Class 66 005 'Maritime International One' working 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings empties heads through Northampton on May 21st. *Derek Elston*

Class 66 065 working 4L45 the 10:02 Wakefield Europort to Felixstowe North approaches Whittlesea on May 9th. *Derek Elston*

On May 2nd, Class 66 126 'Driver Jack Mills' runs into Northampton light engine having worked route learner 0Z72 10:27 Hinksey Sidings to Northampton via the East-West route.
Derek Elston







DB Cargo

Despite being surrounded by modern buildings Cardiff Central retains its GWR heritage as Class 66 186 passes through hauling the 11:20 Cardiff Docks to Margam. *Lee Stanford*

South Wales appears to be the place to see the re geared class 66/6s, Here Class 66 654 is in charge of 6B41 11:45 Westerleigh to Robeston empty oil tankers on May 22nd. *Barry Longson*

Class 66 654 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on May 14th. *Keith Davies*







DB Cargo

The white blossom is in bloom at Pemberton foot crossing, as Class 66 012 passes with 6E26 10:51 Knowsley to Wilton, domestic and industrial waste train on May 13th. *Paul Senior*



Class 66 651 passes Kempseye with 6V75 09:33 Dee March Reception Sidings - Margam T.C. on May 20th. *Keith Davies*



On May 9th, Class 66 656 passes Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*



DB Cargo

A shiny Class 66 007 leads the 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. through a sunny Northampton on May 16th. *Derek Elston*

Class 66 244 trundles through Northampton with 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. on May 2nd. *Derek Elston*

Class 66 140 approaches Wilson's farm crossing with 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd on May 7th. *Derek Elston*







DB Cargo

On May 23rd, Class 66 069 powers through Cardiff Central, working 6V05 the 09:12 Round Oak to Margam. *Barry Longson*



In soft evening light Class 66 074 passes Newport on May 21st working the 10:32 Corby to Margam steel train. *Lee Stanford*



Class 66 100 leads sister 66 651 through Cardiff on May 22nd, working 6E47 16:23 Margam to Middlesbrough. *Barry Longson*



DB Cargo

Class 66 143 is seen basking in the sun at Acton T.C. on May 23rd. *Ian Callander*

On May 31st, Class 66 125 heads through Manchester Piccadilly with a Trafford Park - Arpley working. *Mark Enderby*

Class 66 012 and 66 207 run light through Durham on May 18th during a move from Carlisle to Tees Yard. *John Sloane*







DB Cargo

On April 29th, Class 66 034 heads through Scunthorpe working 4R48 Drax - Immingham Biomass empties. *Steve Thompson*

Re geared Class 66 659 eases its train through Lincoln on May 17th, while working 6E54 10:38 Kingsbury to Humber oil tanks. *Barry Longson*

Class 67 007 in the Queen's Platinum Jubilee 2022 livery leads 67 021 in Pullman livery running light engine though Northampton as 0A06, the 13:32 Crewe T.M.D. (E) to Wembley H.S. on May 16th. *Derek Elston*







DB Cargo

Class 66 012 exits Up Holland tunnel, near Orrell, with 6E26 the 10:51 Knowsley to Wilton Tees, Domestic and Industrial Waste train on May 6th. *Paul Senior*

Class 66 654 approaches Shrewsbury on May 26th with the 6V75 Dee Marsh - Margam steel. *Richard Hargreaves*

Class 66 088 is seen marshalling wagons in the sidings at Swindon Stores on May 22nd. *Colin Pidgeon*







DB Cargo

Class 66 096 is seen working 6M00 14:49 Humber to Kingsbury loaded oil tankers, through Lincoln Central on a cloudless May 12th. *Barry Longson*

Class 66 659 passes Whittlesea with 6M20 12:13 Norwich Goods Yard to Toton North Yard on May 9th. *Derek Elston*



Major mobilisation work underway at Toton Traction Maintenance Depot

Construction has started at several locations across the site to ensure the company can hit the ground running when the first locomotives arrive for retrofitting in July. In total, nine of DB's Class 66 locomotives will be fitted with ETCS by March 2026. To accommodate the work, significant modifications are being made to the inside of the main engineering shed at Toton.

Four lanes have been set aside to accommodate the new fleet fitment work, with the heating system being removed from the roof to accommodate new cranes.

New track infrastructure is being installed in the north end yard to accommodate the construction of a second, additional load bank, where locomotive engines are tested.

A new, fully-automated wash plant is also being built in the north end yard to replace the manual operation, which currently takes place in the main engineering shed.

Vegetation clearance work has started next to the oil tanks adjacent to the main crossing, where new modular office accommodation will be sited alongside the new ERTMS Mobile Training Facility. This work was scheduled to be completed outside of the nesting season to minimise its impact on the site's abundance of bird life.

The office accommodation will provide a base for colleagues from Siemens Mobility, who will be working alongside DB on the fleet fitment contract.

Siemens Mobility is the East Coast Digital Programme's chosen partner, responsible for designing, integrating and installing its Trainguard 200 Onboard unit onto freight locomotives.

The onsite preparatory work at Toton is being co-ordinated by Traction and Rolling Stock Maintenance Manager James Bodill, who said there was a real sense of excitement around the start of the new contract.

"We're working to a challenging timetable while ensuring that the mobilisation work does not impact on the other important engineering and maintenance activities that take place on the site," said James.

"Running alongside the infrastructure improvements is a recruitment drive to ensure we have the necessary resource and skills to fulfil our growing portfolio of work," he added.

James said the new contract would ultimately require the recruitment of an additional 24 new engineers and maintainers.

"This year the UK is celebrating the 200th anniversary of the birth of the modern railway. Well here at Toton were proud of the role we're delivering in the rollout of ERTMS here in the UK which will inspire the next generation of pioneering young rail talent," said James.

DC Rail Freight

Class 60 055 heads northbound at Winwick with 6M89 Middleton Towers to Ravenhead sand train on May 10th. *Brian Dobbs*

DC Rail Freight

Class 60 055 crosses Carr Mill Viaduct with 6D85 Ravenhead Sidings to Chaddesden Sidings on May 12th. *Brian Dobbs*

On May 20th, another delivery of aggregates to the Cappagh facility at Chessington South, courtesy of DC Rail's Class 56 103 and 56 301. This time, the 6Y20 service originated at Grain Foster Yeoman. The two Class 56 locos have been shuttling between Chessington and the Thames estuary recently. *Ian Callander*

On May 15th, a less regular working saw a DC Rail service, operating as 6Y20, running an aggregates flow from Cliffe Brett Marine to Chessington South. Double-headed Class 56 103 and 56 301 are seen at the head of the 2000-ton shipment, as they roared through Malden Manor Station. *Ian Callander*







DC Rail Freight

Class 60 055 ‘Thomas Barnardo’ approaches Whittlesea with 6L92 the 11:08 Chaddesden Sidings to Kings Lynn T.C. on May 9th. *Derek Elston*

Class 60 055 passes Charnock Richard at the head of a Leyland to Chaddeston working on May 23rd. *John Sloane*

On May 22nd, Class 60 055 is seen at Frodsham Jct. with a Penmaenmawr to Leyland working. *Mark Enderby*







DC Rail Freight

Making a change from its usual sand train duties, Class 60 055 heads a stone train from Leyland to Chaddesden Sidings through Golborne on May 23rd.
Jeff Nicholls

Direct Rail Services

Class 88 010 and 68 018 with the 4Z43 Daventry - Coatbridge storms through North Stafford Jct. on May 3rd. *Michael J Alderdice*

Direct Rail Services

Class 68 018 makes it way through Platform 4 at Carlisle on May 6th with the 4M27 05:33 Coatbridge Down Refuge Siding to Daventry International Rail Freight Terminal Reception.
Kevin McCormick

Class 68 033 'The Poppy' speeds through Wigan NW with a northbound Tesco train.
Bryan Roberts

On May 6th, Class 66 108 was looking smart as it passes light engine through Crewe.
Bryan Roberts







Direct Rail Services

Class 68 007 heads the 4S44 service from Daventry to Mossend through Charnock Richard cutting on May 23rd. *John Sloane*

Class 88 008 ‘Ariadne’ hurries the 4S44 12:13 Daventry International Railfreight Reception Fl to Coatbridge (DRS) through Stafford on May 13th. *Derek Elston*

Class 68 018 ‘Vigilant’ growls its way through Stafford working 4M27 05:33 Coatbridge (DRS) to Daventry International Railfreight Reception Fl. on May 13th. *Derek Elston*







Direct Rail Services

Class 68 005 and 68 009 pass Moore on May 14th with a Crewe - Sellafield flask working. *Mark Enderby*

Class 68 003 is working a Coatbridge to Tees South Bank service as it passes 801 221 at Durham on May 18th. *John Sloane*

Class 68 008 and 66 432 run past Winwick on May 13th on a move from Carlisle to Crewe. *John Sloane*







Direct Rail Services

Diverted from its usual WCML route, Class 68 006 climbs noisily away from Parkside Junction towards Chat Moss with 4M27 from Coatbridge to Daventry on May 26th.
Jeff Nicholls

Class 66 429 approaches Horton in Ribblesdale on May 7th working the 6K05 engineers from Carlisle - Crewe Basford Hall via the S&C.
Michael Lynam

Class 68 033 works the 4M27 service from Mossend to Daventry past Standish on April 26th. *John Sloane*







Direct Rail Services

Now a regular working into Manchester, Class 88 005 has charge of 4H43 07:44 Daventry to Trafford Park, seen passing East Didsbury on May 10th. *Barry Longson*

On April 26th, the Daventry to Coatbridge 'Tesco' service was hauled past Standish by Class 88 010 and 68 003. *John Sloane*

Class 68 007 hurries through Standish on April 26th during a move from Crewe to Doncaster. *John Sloane*







East Midlands Railway

Class 158 799 leads classmate 158 777 on the 09:55 Norwich to Liverpool Lime St. service past Heaton Norris Junction, on May 1st.
Barry Longson



Class 170 531 is seen passing St. Mary's church next to Lincoln Central on May 12th, working the 13:41 Leicester to Grimsby Town service.
Barry Longson



Class 170 511 is seen departing Crewe with the 16:10 service to Newark Castle on May 9th.
Barry Longson



East Midlands Railway

Class 158 777 passes Whittlesea signal box running as 1R74, the 12:56 Norwich to Liverpool Lime Street on May 9th. *Derek Elston*

EMR's Class 360 121 gets a tow home through Northampton by 47 739 running as 5F60 the 16:19 Northampton E.M.D to Kettering Stabling Sidings on May 2nd. *Derek Elston*

Freightliner

On April 22nd, Class 66 568 and 70 004 head through Tyseley with a Leeds - Southampton liner. *Paul Godding*



Class 70 005 approaches Nuneaton on May 23rd hauling the 4M38 Lawley St. to Felixstowe liner. *John Alsop*



Class 66 518 is seen at Guide Bridge on April 20th with the 09:30 Heaton Lodge to Doncaster Belmont engineers train. *Lee Stanford*



Freightliner

Class 90 013 and 90 042 head southbound at Winwick with 4M30 Grangemouth to Daventry on May 17th. *Brian Dobbs*

Running around a blockage on the 'freight only' line, a lightly-loaded Class 66 541 is seen trundling through Acton main line station, using the 'Elizabeth Line' rails, on May 23rd. *Ian Callander*

Class 66 536 ambles through Acton T.C. on May 23rd with a loaded aggregates train in tow. *Ian Callander*







Freightliner

Work for the Trans Pennine upgrade saw several engineering trains operate over the Easter weekend and on April 20th, Class 66 567 was captured passing Guide Bridge hauling the 08:58 Bradley Wood Jct. to Toton. *Lee Stanford*

Class 59 102 'Village of Chantry', recently repainted from its long-standing Hanson livery, prepares to depart Acton T.C. yard on May 23rd, having discharged its aggregates load there. *Ian Callander*

With a lightly-loaded intermodal train in tow, Class 66 516 rolls through Acton T.C. on May 23rd. *Ian Callander*







Freightliner

Class 70 020 with Freightliner 60 markings passes Horseshoe Bridge, St. Denys, in excellent late afternoon light with the 13:28 Wentloog - Southampton as SWR's Class 450 111 heads north with 16:02 Bournemouth - Winchester on May 23rd. The yellow end of 387 201 can just be seen rounding the curve into the station in the background with the 15:13 Brighton - Southampton service. *John Goodrich*

Another trainload of aggregates rumbles through Acton T.C. on May 23rd, headed by Class 66 538.*Ian Callander*

Class 90 008 and 90 011 have an almost full load in tow, working 4M42 02:29 London Gateway to Trafford Park on May 10th, seen approaching Mauldeth Road. *Barry Longson*







Freightliner

On May 13th, Class 90 005 and 90 010 approach Gatley with the 15:20 Trafford Park to London Gateway liner. *Lee Stanford*

Class 66 501 ‘Spirit of ‘65 Celebrating 60 years of Freightliner’ working 4L59, the 06:54 Trafford Park F.L.T. to London Gateway heads through Northampton on May 1st. *Derek Elston*

Class 66 533 passes Helwith Bridge on May 31st with a rake of box wagons from New Biggin - Hunslet Yard. *Michael Lynam*







Freightliner

Class 70 002 drags a Shap to Crewe aggregates train past Coppull Hall on April 30th. *John Sloane*

Class 90 043 and 90 047 power the 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. service through Northampton on May 28th. *Derek Elston*

Class 66 536 and 66 564 are seen at Kempseye with 6Y40 21:01 Bescot Up Engineers Sidings - Crewe Basford Hall on May 11th. *Keith Davies*







Freightliner

A sunny May 8th, sees Class 59 001 cross the River Adur working the 09:11 Westbury to Crawley. *Lee Stanford*

Freightliner

Class 66 515 working 4L33 10:34 Lawley Street F.L.T. to London Gateway liner is seen heading under the as yet unopened bypass approaching Wilson's crossing on May 7th. *Derek Elston*

Class 66 539 trundles the 4L59 06:54 Trafford Park F.L.T. to London Gateway Freightliner service through Northampton on May 12th. *Derek Elston*

Class 66 554 working 4L60 07:20 Trafford Park F.L.T. to London Gateway Freightliner passes through Northampton on May 22nd. *Derek Elston*







Freightliner

On May 13th, Class 70 016 passes Stafford with 6B71, the 07:16 Tunstead Sidings (Fhh) to Northampton Castle Yard with loaded aggregates. *Derek Elston*

A lightly loaded 15:20 Trafford Park to London Gateway passes Wilmslow on May 15th behind Class 90 007 and 90 049, the latter still carrying an earlier livery. *Lee Stanford*

Passing Manchester Deansgate on May 31st is Class 90 004 and 90 044 with 4M42 London Gateway to Trafford Park liner .
Russell Clarke







Freightliner

On May 31st, running early, and nicely backlit, Class 66 507 passes through Winwick on the slow line with the second of two Caldew Junction - Crewe engineer's trains.
Jeff Nicholls

Saturday's Freightliner clearout of Trafford Park sees 4K51 to Crewe Basford Hall hauled by Class 66 539, 66 559 and 66 598, seen here passing Manchester Deansgate on May 31st.
Russell Clarke

Class 70 017 hammers through Stafford with 4Z21 the 12:46 Walsall Freight Terminal to Basford Hall Yard (Fl) on May 13th. *Derek Elston*







GBRf

Gold liveried Class 66 301 ‘Drax Power Station 50’ has a very light load, working 4L15 the 11:39 from Doncaster iPort to Felixstowe North seen passing Lincoln Central on May 12th.
Barry Longson

Class 66 777 ‘Annette’ slows for a red light as it passes through Acton T.C. on May 23rd.
Ian Callander

Class 66 313 working a late running 4M29, the 10:46 Felixstowe North GBRf to Birch Coppice GBRf heads through Whittlesea on May 9th.
Derek Elston







GBRf

Class 66 788 is seen between Gatley and East Didsbury on May 10th, while working 4M10 00:55 Felixstowe North to Trafford Park intermodal. *Barry Longson*



Class 66 776 rolls through Lincoln Central on a very warm May 12th, working 4L06 13:28 Doncaster iPort to London Gateway. *Barry Longson*

Class 60 002 passes through St. Helens Central with 6F65 Ashton-in-Makerfield to Tuebrook Sidings on May 23rd. *Brian Dobbs*





GBRf

Making its much-anticipated debut at Scunthorpe in its new livery on April 29th, Class 69 014 ‘EMD Longport’ (AKA ‘Kestrel 2’) passes at Frodingham Jct. on 6D74 Up Decoy - Trent Yard with an empty RDT set and a couple of FEAs. *Steve Thompson*



Class 66 795 heads southbound at Winwick with 6Z69 Prestwick BP Oil Terminal to Grain Oil Terminal on May 9th. *Brian Dobbs*



On May 22nd, Class 69 008 with the 5Q75 Eastleigh TRSMD to Long Marston heads through Swindon with SWR’s Class 701 007 in tow. *Colin Pidgeon*



GBRf

Class 60 076 ‘Cross Fell’ working the 6N44 Drax - Tyne Dock is seen passing Hartlepool Pipe Mills, Seaton Carew on May 26th.
Michael J Alderdice

GBRf

On May 12th, Class 66 717 is captured on the approach to Lincoln Central working 4E21 11:18 Felixstowe South to Tinsley. Note the lack of anything on the bypass, which for the time of day (16:10) was very rare. *Barry Longson*

Class 66 708 'Glory to Ukraine' approaches Whittlesea with 4L05 05:45 Ditton (O'Connor) GBRf to Felixstowe South GBRf on May 9th. *Derek Elston*

Class 66 750 passes Hellifield with a rake of empty cement wagons from Carlisle - Clitheroe on May 5th. *Michael Lynam*







GBRf

Class 69 016 shows off it's new livery with nameplates still covered prior to being named at London Waterloo on May 30th. *Derek Elston*

Class 47 739 passes through Northampton on May 2nd with 5F60 16:19 Northampton EMD to Kettering Stabling Sidings returning 360 121 to EMR after maintenance. *Derek Elston*

On April 29th, Class 69 014 working 6X75 Entrance C - Up Decoy, passes through Scunthorpe station. Its lengthy train comprised a crane with its associated support vehicles, a loaded RDT set and 6 FEAs loaded with short rails. *Steve Thompson*







GBRf

Class 60 087 'Ingleborough' departs Ribblehead Virtual Quarry on May 7th with an aggregate working to Tuebrook via Blea Moor for the loco to run round its train. *Michael Lynam*

Class 66 712 'Peterborough Power Signalbox' powers through Whittlesea with 4E21 11:27 Felixstowe North GBRf to Tinsley Yard GBRf on May 9th. *Derek Elston*

Class 73 128 'Kent & East Sussex Railway' with 69016 'British Transport Police' in tow are seen passing Clapham Junction as 0Z73 13:16 London Waterloo to Eastleigh Works on May 30th. *Derek Elston*







GBRf

Class 60 087 ‘Ingleborough’ passes through Horton in Ribblesdale on May 7th with an aggregate train from Ribblehead Virtual Quarry - Tuebrook. *Michael Lynam*

On April 29th, the 6O01 Trent Yard - Eastleigh was somewhat shorter than usual, Class 66 737 hauling just two empty FEAs, seen approaching Scunthorpe station. *Steve Thompson*

Class 66 794 heads a long rake of fuel tanks on a Prestwick to Grain working at Bradley on April 28th. *John Sloane*







GBRf

Class 66 780 slows to a stop for a driver change in Newport, while working 6B92 16:49 Portbury to Margam on the early evening of May 22nd. *Barry Longson*

Class 66 734 ‘Platinum Jubilee’ working 6M41 06:53 Dollands Moor (GBRf) to Daventry GBRf is seen at Northampton on May 22nd. *Derek Elston*

Class 66 717 ‘Good Old Boy’ approaches Whittlesea some 95 minutes late with 4L28 07:19 Doncaster iPort to Felixstowe South on May 9th. *Derek Elston*







GBRf

On May 13th, Class 66 758 'The Pavior' working 6G92 08:28 Hindlow GBRf to Small Heath Lafarge GBRf with loaded aggregates heads through Stafford. *Derek Elston*

Class 66 775 'HMS Argyll' working 4M47 12:18 London Gateway GBRf to Hams Hall GBRf intermodal heads through Northampton on May 2nd. *Derek Elston*

Class 69 004 'RIDC Melton' leads the 6E88 12:26 Middleton Towers GBRf to Goole Glassworks through Whittlesea on May 9th. *Derek Elston*







GBRf

Class 60 087 passes Cononley on May 28th working the 6E69 aggregates train from Ribblehead - Hunslet. *Michael Lynam*

Class 66 789 ‘British Rail 1948-1997’ is seen working through Northampton with 4M22 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal intermodal on May 2nd.
Derek Elston

Class 47 739 on 5Q75 Eastleigh TRSMD to Long Marston taking SWT units Nos. 701 512 and 701 517 back for a second time of storage! The consist is seen passes Purton Lane foot crossing on May 19th. *Ken Mumford*







GBRf

Making a welcome return to the Biomass circuit on May 9th was Class 60 002 which is seen passing Winwick Junction working the 11:00 Liverpool to Drax PS. *Lee Stanford*

Class 73 964 'Jeanette' trundles through Northampton running as route learner 0Z10, 09:15 Leicester L.I.P. to London Euston on May 7th. *Derek Elston*

Class 69010 hammers past Whittlesea signal box working 6E85 08:15 Middleton Towers GBRf to Barnby Dun Roc. Glass on May 9th.
Derek Elston







GBRf

Class 60 087 passes Coppull Hall in charge of a Ribblehead to Tuebrook stone train on April 30th. *John Sloane*

With maintenance completed on EMR's Class 360 101 it is hauled through Northampton on May 16th as 5F60 16:19 Northampton EMD to Kettering Stabling Sidings by 69 008 'Richard Howe'. *Derek Elston*

Class 66 751 'Inspiration Delivered' is seen crossing to the East Lancs line at Lostock Hall Junction with 6M90 05:06 Avonmouth - Clitheroe on May 22nd. *John Balaam*







GBRf

Class 66 733 runs past Winwick at the head of the Hams Hall to Mossend intermodal on May 13th. *John Sloane*



The infrequent 05:30 Prestwick to Grain tanks is seen passing Winwick Junction on May 9th behind Class 66 795. *Lee Stanford*



Class 66 774 passes Walcot with 6M42 09:19 Hanson Avonmonth Sidings - Penyffordd Cement on May 14th. *Keith Davies*



GBRf

Class 66 768 passes Scremerston with a Mossend to Doncaster intermodal on May 21st. *John Sloane*

Class 92 010 and 66 312 'Nigel Harris' cross the River Nene working 6X43 09:30 Dagenham Dock Reception to Garston Car Terminal on May 29th. *Derek Elston*

Class 66 741 'Swanage Railway' passes Alnmouth signal box as it hauls the Fort William to North Blyth Alcan working on May 19th. *John Sloane*







GBRf

Class 66 768 speeds through Alnmouth at the head of a Mossend to Doncaster intermodal working on May 22nd. *John Sloane*

GB RAILFREIGHT CELEBRATES CIRO'S 25TH BIRTHDAY AT WATERLOO STATION

GB Railfreight, a leading transporter of goods for businesses and consumers, held a special naming ceremony at London Waterloo station to celebrate the Chartered Institution of Railway Operators' (CIRO) 25th anniversary.

GB Railfreight's Chief Executive Officer, John Smith OBE and Vice Chair of the CIRO Board, Phil James unveiled GBRf 66 728 new nameplate 'Chartered Institution of Railway Operators – Celebrating 25 Years' at a packed-out Platform 19 at Waterloo Station.

Established in 2000, CIRO has over 13,000 members. With a strong emphasis on education, innovation, and collaboration, it has established itself as a pillar of professional development in railway operations.

This naming ceremony is one of many special commemorative events for CIRO throughout the year, as the Institution marks its Jubilee Year—a celebration of 25 years' dedication to operational excellence.

John Smith OBE, Chief Executive Officer of GB Railfreight said; "This is a fond milestone to mark, as CIRO was formed just before I set up GB Railfreight. The sector has changed a lot since 2000 and will change a lot in the coming years, but what has been a constant is CIRO, which has done some vital work helping skilled professionals progress across the railway."

Phil Sharratt, Chief Executive Officer of Chartered Institute of Railway Operators said; "Seeing our Chartered title proudly carried by this locomotive is a moment of great pride for CIRO. It reflects not just our evolution as a professional body over the last 25 years, but also the vital role railway operators play every day. We're hugely grateful to GB Railfreight for helping mark

GBRf

At Charnock Richard on May 7th, Class 60 087 on a Ribblehead to Tuebrook working passes the rear end of the Seaforth to Mossend intermodal which was headed by 66 165. *John Sloane*

GB RAILFREIGHT EXTENDS ITS CONTRACT WITH MARITIME

GBRf are delighted to announce that Maritime has extended its contract with GB Railfreight, launching two new intermodal rail services connecting DP World London Gateway with its inland terminals at Hams Hall and iPort Doncaster

Running Monday to Saturday, the new services commenced in May. Both services have been introduced in response to growing volumes at DP World London Gateway – where a £1bn expansion is set to begin this month to increase capacity at the Port – and reflect Maritime's continued investment in expanding its rail network and infrastructure, improving inland connectivity, and driving modal shift across key UK routes.

Julie Garn, Intermodal Director at GB Railfreight, said: "Rail plays a hugely important role in our national supply chains. In addition to driving our economy, moving goods by rail reduces emissions and supports the UK's transition to more sustainable transport. Using rail freight reduces carbon emissions by c.76% compared to road. These new services are a great example of what long-term collaboration can achieve, delivering practical, lower-carbon alternatives to road that benefit the wider supply chain."

John Bailey, Managing Director – Intermodal at Maritime Transport, said: "London Gateway is seeing strong growth in container volumes, supported by its role in the Gemini Cooperation's Asia–Europe network and a major expansion project that will further strengthen its position as one of the UK's leading deep-sea ports. As throughput increases, so too does the need for reliable inland connections. These new rail services provide the additional capacity needed to support that growth, enhance our national network, and enable a more meaningful shift from road to rail as part of a lower-carbon, more efficient UK supply chain."

Greater Anglia

Greater Anglia's No. 419 is seen working a service to Norwich at Ely on May 30th. *Allison Twycross*

Greater Anglia

Class 755 401 approaches Whittlesea with 2L75 11:50 Peterborough to Ipswich service on May 9th. *Derek Elston*



Class 755 423 is seen at Whittlesea working 2L77 13:50 Peterborough to Ipswich service on May 9th. *Derek Elston*



Great Western Railway

A smart looking Class 150 216 departs from Dawlish on April 28th with a local service from Exmouth to Paignton. *Lee Stanford*

Great Western Railway

The remaining Great Western HST diagrams are now confined to Cornwall and on April 30th, power car No. 43093 was captured at Scorrier with the 15:55 Plymouth to Penzance service. *Lee Stanford*

Great Western Railway

A friendly wave from the driver of power car No. 43097 as it passes Hallenbeagle Mine Engine House on the approach to Redruth with the 15:47 Plymouth to Penzance service on April 30th. *Lee Stanford*

Great Western Railway

Class 387 153 and 387 161 on 1L13 Cardiff Central to London Paddington service call at Swindon on May 22nd. *Colin Pidgeon*



Pride liveried IET Class 800 008 stands at Cardiff Central on May 22nd having terminated with a service from London Paddington.
Lee Stanford



Class 802 106 operating 1A84 10:20 Penzance - London Paddington is seen passing through Trerulefoot on May 16th. *Barry Beeston*



Great Western Railway

Class 802 107 approaches Trenceek on the way into Newquay with 1N77 11:18 Plymouth - Newquay on May 18th. *Barry Beeston*

Power car No. 43098 leads the 2C22 13:43 Plymouth - Penzance as it exits off Angarrack Viaduct with 43188 on the rear on May 17th. *Barry Beeston*

On May 16th, power car No. 43098 leads the 2C11 10:14 Plymouth - Penzance off the Royal Albert Bridge and arrives into Saltash with 43188 on the rear. *Barry Beeston*







Great Western Railway

Power car No. 43189 is sat awaiting to depart on the rear 2P15 12:50 Penzance - Plymouth with 43097 powering up front, while 43188 has arrived with 2P65 10:42 Plymouth - Penzance with 43098 on the rear. Both sat under the canopy at Penzance station on May 15th. *Barry Beeston*

Class 150 246 is seen sat in the Oiler Sidings in Penzance station on May 17th awaiting its next duty. *Barry Beeston*

Class 150 232 passes through Trenceek after departing Newquay with 2N17 15:43 Newquay - Par service on May 31st. *Barry Beeston*







Great Western Railway

On May 17th, power car No. 43189 powers away from Hayle with 2P24 15:15 Penzance - Plymouth with 43097 on the rear. *Barry Beeston*

On May 20th, No. 43198 is seen sat in Truro Yard while 43156 receives attention after failing early in the day with power issues.
Barry Beeston

Power car No. 43156 leads the 2P95 19:30 Penzance - Plymouth passing the old Marazion station with 43198 on the rear on May 17th.
Barry Beeston







Great Western Railway

A 10 car set formed of Class 800 010 and 800 036 approaches Cardiff, with the 11:27 Carmarthen to London Paddington service on May 22nd. *Barry Longson*

At Penzance on May 15th, power car No. 43098 is sat on the rear of 2C65 10:14 Plymouth - Penzance with 43188 up front. Whilst No. 43097 awaits to depart with 2P15 12:50 Penzance - Plymouth with 43189 on the rear. *Barry Beeston*





L.N.E.R.

‘Swallow’ Swoops In To Celebrate 225 Day

To celebrate close to 40 years of powering along the East Coast Main Line, LNER has celebrated its iconic InterCity 225 (IC225) fleet with its first ever 225 Day. Throughout the years, these stalwarts of the East Coast, originally working alongside the famous Intercity 125 High Speed Train (HST), have carried generations of customers. They have clocked up many millions of miles, transporting people across the country for day trips, holidays, meetings, sporting events, and so much more. In a day of celebrations, LNER has given a very special name – ‘Swallow’ – to one of its Class 91 locomotives, 91106. The name is a nod to the historic rebrand of the former railway company, Intercity, which used the bird as a representation of grace and speed, evocatively describing its services of the time.

On May 22nd, special guests from across the rail industry were invited to join the 12:45 Leeds to London King’s Cross service, where all customers could enjoy an onboard museum, curated by railway historian and TV presenter, Tim Dunn.

Among the day’s special guests was Paul Varley, an LNER Onboard Customer Experience Host based in Leeds. Paul is one of the longest serving colleagues at LNER, having joined in 1979, and has worked onboard the IC225s since their introduction, delivering silver service and much more.

Speaking of his memories, Paul Varley said: “These trains are so special to me, I feel like I was born on them. Together, we have shared a lifetime, and I have so many memories from being onboard them. One of my fondest recollections was regularly welcoming Sir Fred Trueman who used to travel all the time with us in our restaurant cars. I was here when these trains were introduced, and it was great being trained up on them. We knew they were brilliant trains from the moment they were brought in. They are magnificent. A pleasure to work on.”

Jon Starkey, Head of Engineering and Fleet Assurance at LNER, whose team has helped maintain the fleet over many years of service, said: “Today has been a very special day. Our InterCity 225 fleet has served East Coast Main Line customers for close to 40 years, continuing to this day as they carry thousands of customers each week – that is some feat.

“As they enter their twilight years, it has been fitting to celebrate the whole fleet and the unparalleled service that they have given to millions of customers on the East Coast.”



Tim Dunn, railway historian and TV presenter, said: “It has been a fantastic day, celebrating a train that is such a striking part of the railway. It cuts a line through the landscape, as it has done for almost 40 years.

“These trains are such clever trains. They were hand-built and hand-designed, one of the last trains to be so. This train is so clever that it can go at top speed, 125mph, backwards!”

Commemorative pin badges were given away alongside other free merchandise on all InterCity 225 services, with a limited-edition A3 print available in exchange for a donation to LNER charity partner, CALM.

LNER Customer Services Moves To New Home In Heart Of Newcastle

LNER has reinforced its commitment to the North East with the opening of its new Customer Solutions Centre in the heart of Newcastle city centre.

A hundred and thirty colleagues are now based in offices at 1 St James’ Gate, just a few minutes’ walk from Newcastle Station, following a move from offices in Gosforth.

The dedicated customer services team receives more than one million emails each year and 260,000 calls from customers seeking support or advice on their travel.

LNER colleagues have the expertise and latest technology at their fingertips to help with queries which range from booking tickets, to changing journeys and advice if things don’t go to plan.

LNER serves more than 50 destinations across its almost 1,000-mile East Coast route between the Scottish Highlands and London King’s Cross. Over the past year it has seen more than 26 million journeys.

Colette Casey, Customer Experience Director at LNER, said: “Our customers are at the heart of everything we do at LNER.

Our Customer Solutions team plays such an important role in helping provide support and information to help make sure their experience is the best it can be. We are delighted the team is keeping its base in Newcastle, and the opening of this new centre shows our continued support for the city, which is key to our route.”

L.N.E.R.

Lincoln is served by EMR, Northern and LNER. Here Class 800 201 arrives into the city with the 14:06 service from London King's Cross on May 12th. *Barry Longson*

Class 801 208 speeds through the centre road at Durham heading for Edinburgh on May 18th. *John Sloane*

Class 800 111 heads through Durham on May 18th with the 1E17 service from Inverness to London King's Cross. *John Sloane*







L.N.E.R.

Class 801 209 slows for its stop at Berwick upon Tweed on May 21st whilst working the 13:30 from Edinburgh to London Kings Cross. *John Sloane*



An LNER Azuma passes over Durham Viaduct on May 18th. *John Sloane*

Class 801 204 speeds past Beal level crossing with a London King's Cross to Edinburgh service on May 21st. *John Sloane*





L.N.E.R.

Class 800 106 working the 07:55 Inverness to London King's Cross service passes across the Royal Border Bridge at Berwick upon Tweed on May 21st. *John Sloane*

On May 22nd, Class 801 213 races through Almouth with an Edinburgh to London King's Cross service. *John Sloane*

Class 801 223 speeds through Alnmouth with a London King's Cross to Edinburgh service on May 19th. *John Sloane*







Lumo

Class 803 005 passes Alnmouth on a London King's Cross to Edinburgh working on May 22nd.
John Sloane

Network Rail

On May 11th, a Network Rail test train, running as 1Q17 from Derby to York, passes through Saltaire, West Yorkshire with Colas-branded power car No. 43277 leading. *Ben Bucki*

On May 15th, power cars Nos. 43274 and 43357 are seen at Swindon working 1Q23 Bristol Kingsland Road to Derby RTC. *Colin Pidgeon*

Power car No. 43251 heads north at Winwick with 1Q47 Network Rail's Test Train from Derby RTC to Carlisle on May 6th. *Brian Dobbs*







Network Rail

Class 37 422 'Pegasus' top'n'tails with 37 610 working the 3Q54 Carlisle - Derby R.T.C. are seen approaching North Stafford Jct. in the early morning sun on May 3rd. *Michael J Alderdice*

Network Rail

Class 97 304 and 97 302 pass Duncote Mill with 6C70 22:07 Bescot Up Engineers Sidings - Bescot Up Engineers Sidings on May 18th. *Keith Davies*

On April 8th, power cars Nos. 43277 and 43257 pass Wigan Northwestern working from Derby RTC to Carlisle. *Bryan Roberts*

Power car No. 43013 leading 1Q18 05:43 Reading Triangle Sidings - Newton Abbot via Penzance is seen passing through Trerulefoot with 43062 on the rear on May 30th. *Barry Beeston*







Network Rail

Power cars Nos. 43062 and 43277 pass Kempseye on May 16tth working 1Q36 03:26 Derby RTC (Network Rail) - Derby RTC (Network Rail). *Keith Davies*

Power car No. 43251 brings up the rear of a Hull to Darlington test train as it powers through Durham on May 18th. *John Sloane*





Rail Adventure

Power cars Nos. 43423 and 43467 arrive at Doncaster on May 29th with 6Q34 Wembley to York conveying new Tyne and Wear Metro units Class 555 035 and 555 016. *Russell Clarke*

Scruffs on tour, as power cars Nos. 43423 and 43467 are held at a red signal at Northampton whilst working 0A11 08:15 Kings Norton On Track Plant Depot to Wembley Receptions 1-7 on May 8th. *Derek Elston*

On May 28th, power cars Nos. 43423 and 43467 with Colas tamper No. DR73907 pass through Northampton as 6A11 15:31 Rugby Depot Access Line to Wembley H.S. *Derek Elston*







Rail Adventure

On June 2nd, Rail Adventure sent power cars Nos. 43484 and 43465 to Castleton to pick up Class 45 108 and 50 015 and take them to Kidderminster, Severn Valley Railway as 0Q82 and the convoy is seen passing Moston.
Russell Clarke



Rail Operations Group/Europhoenix

Class 37 501 ‘Teesside Steelmaster’ is seen hauling 720 229 into Doncaster station on May 29th as 5Q16 Belmont Yard to Gascoigne Wood.
Russell Clarke



Class 37 884 approaches Swindon on May 15th working 5Q76 Ely Papworth Sidings to Newport Docks with Networker Class 465 236 in tow.
Colin Pidgeon



Class 37 884 ‘Cepheus’ heads south through Wigan NorthWestern on April 8th taking Northern’s Class 769 431 back to Allerton Depot after attention at Kilmarnock Bonnyton Depot.
Bryan Roberts



Rail Operations Group/Europhoenix

Class 37 884 on 7Q76 Ely Papworth Sidings to Newport Docks with Class 465 238 and 465 239 is seen at Swindon on May 22nd. The reason for the class 7 headcode (Max speed 45 mph) was that 465239 had severe wheel flats. *Colin Pidgeon*



On May 28th, a working to take Northern's Class 331 010 from Allerton to Neville Hill was handled by 37 501 which is seen speeding through Euxton. *John Sloane*



Rail Operations Group/Europhoenix

Class 37 611 ‘Pegasus’ runs through Northampton light engine as 0M57, the 09:44 Wembley H.S. to Derby R.T.C.(Network Rail) on May 12th. *Derek Elston*

Class 37 510 with 730 234 in tow, working 5Q77 the 11:06 Gascoigne Wood Sidings to Bletchley T.M.D. passes Northampton on May 21st. *Derek Elston*

Class 37 800 ‘Cassiopeia’ tows 730 232 through Northampton running as 5Q77 10:45 Gascoigne Wood Sidings to Bletchley T.M.D. on May 2nd. *Derek Elston*







Rail Operations Group/Europhoenix

On May 28th, Class 37 510 'Orion' delivering 730 216 as 5Q77 09:50 Gascoigne Wood Sidings to Bletchley T.M.D. passes Northampton. *Derek Elston*

Class 37 501 and 331 010 pass Golborne Junction on May 28th heading from Allerton to Neville Hill. *Jeff Nicholls*

Class 37 510 'Orion' passes Manchester Victoria with Northern's 331 010 on May 14th. The unit was being taken to Neville Hill Depot from Allerton Depot. *Bryan Roberts*







TransPennine Express

Class 185 118 and 185 134 pass Guide Bridge on April 20th with a local service bound for Huddersfield. *Lee Stanford*

Diverted from the normal route via Stockport, Class 185 123 and 185 149 make an unusual sight passing Reddish North with a Manchester Piccadilly to Cleethorpes service. Prior to these diversions starting substantial staff familiarisation with the route had been undertaken. *Lee Stanford*

An unusual TPE visitor to Sandal & Agbrigg as Class 185 113 passes through on May 26th forming the 5B68 08:00 Crofton Depot to Doncaster ECS move. *Tim Saunders*







TransPennine Express



Class 397 001 gets into its stride at East Didsbury while working the 10:04 Manchester Airport to Oxenholme on May 10th. *Barry Longson*



Class 802 215 calls at Alnmouth with an Edinburgh to Newcastle working on May 19th. *John Sloane*



Class 802 203 arrives at Durham with a Leeds to Newcastle service on May 18th. *John Sloane*

TransPennine Express

Class 397 008 hurries through Burnage on May 9th with the 12:12 Edinburgh to Manchester Airport service.
Lee Stanford

Transport for Wales

Class 67 016 approaches Mauldeth Road on Easter Sunday with the diverted 15:30 Manchester to Swansea service. *Lee Stanford*

The new order for the developing Cardiff Metro system is seen at Taffs Well as Class 756 111 slows for the station stop on May 22nd with an Aberdare to Merthyr Tydfil service. *Lee Stanford*

Class 150 284 sits awaiting departure time with the 17:19 Barry Island to Caerphilly, while Class 67 029 has arrived with the 14:30 Manchester terminating service in Cardiff Central on May 20th. *Barry Longson*







Transport for Wales

A smart Class 67 025 departs from Stockport on April 23rd with the 14:30 Manchester Piccadilly to Cardiff service. *Lee Stanford*



Class 197 020 passes Hargrave on May 3rd working 1D62 Crewe to Chester service. *Brian Dobbs*



On May 21st, Class 197 045 and 197 118 are seen at Swansea about to reverse out of the station with the 07:30 Manchester to Milford Haven service. *Barry Longson*



Transport for Wales

Class 150 257 approaches its Barry Docks station call, passing a long abandoned signal post on the docks branch, with a Caerphilly to Barry Island service on May 22nd. *Lee Stanford*



On May 22nd, Class 756 113 is seen awaiting departure time from Cardiff Central with the 10:26 to Treherbert service. *Barry Longson*



The end of the line, as Class 197 018 sits short of the buffer stops at Pembroke Dock on May 21st having arrived with the 12:06 from Swansea. *Barry Longson*



Transport for Wales

Following a collision on a level crossing on May 22nd, TfW DVT No. 82229 was taken to Crewe TMD and is seen at Crewe station clearly showing the damage. *Lee Stanford*

Class 150 259 departs Barry with the 12:19 Barry Island to Caerphilly service on a sunny May 23rd. *Barry Longson*

A general view of the new Taff's Well tram/train depot on May 22nd. On view and identifiable are Class 398 012, 398 019, 398 023, 398 101 and 398 001. *Barry Longson*







Transport for Wales

Class 67 020 gets back underway from its Wilmslow station stop on May 14th with the 12:53 Cardiff to Manchester Piccadilly service. *Lee Stanford*

The use of Class 150/2 units with TfW are now numbered with several already withdrawn, however 150 231 was still gainfully employed on May 21st and is seen at Barry Island with the 14:49 service to Caerphilly. *Lee Stanford*

Class 153 353 and 153 528 working 2K50 Shrewsbury to Crewe service are seen shortly after departure from Shrewsbury on May 26th. *Richard Hargreaves*







Transport for Wales

Class 197 018 arrives at Swansea on May 21st with the 10:54 Cardiff to Pembroke Dock service. *Lee Stanford*



Last of the class, No. 150 285 approaches Cardiff Central on May 22nd working the 17:29 Caerphilly to Penarth service. *Lee Stanford*



Stadler built Class 756 110 is seen near Taff's Well, working the 13:39 Merther Tydfil to Aberdare service on May 22nd. *Barry Longson*



Transport for Wales

Stadler built Class 756 110 arrives at Pontypridd on a sunny May 22nd working the 15:52 Aberdare to Merthyr Tydfil service. *Lee Stanford*

Class 67 014 working the 1V39 Crewe to Cardiff service is seen departing Shrewsbury on May 5th. *Richard Hargreaves*

Class 153 552 and 153 382 are seen stabled at Shrewsbury on May 5th. *Richard Hargreaves*







Transport for Wales

On May 5th, Class 158 825 and 158 832 working the 1I16 Aberystwyth and Pwllheli to Birmingham International service are seen at Wellington. *Richard Hargreaves*

Running a quarter of an hour late, the 12:51 Cardiff Central - Pembroke Dock passes through Lamphey station on May 10th. Set AT02 comprised of 153 353, 153 528 and 150 280. There being no customers, the train did not stop here. *Jeff Nicholls*

Class 67 008 passes Kempseye on May 9th with 1W55 08:49 Cardiff Central - Manchester Piccadilly. *Keith Davies*







Transport for Wales

Class 150 254 passes Lamphey on May 13th. *Jeff Nicholls*



Class 67 022 working the 1W55 Cardiff to Wilmslow service calls at Shrewsbury on May 5th. *Richard Hargreaves*



Class 67 010 is seen at Harlescott with 5T03 10:30 Crewe T.M.D. (E) - Crewe C.S on May 13th. *Keith Davies*



Transport for Wales

Class 67 016 climbs Hencote Bank with 1W96 17:27 Cardiff Central - Holyhead service on May 29th. *Keith Davies*

On May 20th, Class 67 015 passes Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly. *Keith Davies*

On May 22nd, Class 197 125 is seen at Chester working a service to Liverpool Lime Street. *Michael Lynam*







Transport for Wales

Class 67 017 passes Sutton Bridge Jct. with 1V46 14:30 Manchester Piccadilly - Cardiff Central on May 8th. *Keith Davies*

DVT No. 82229 leads Class 67 029 up Hencote Bank with 1W96 17:17 Cardiff Central - Holyhead service on May 14th. *Keith Davies*

Class197 115 is seen at Burgs Lane on May 1st with 1V94 08:18 Holyhead - Cardiff service. *Phil Martin*







Transport for Wales

Class 67 015 passes Bayston Hill on May 14th working1W5508:49CardiffCentral-Manchester Piccadilly. *Keith Davies*



Class 67 016 is seen at Burgs Lane on May 1st propelling the 1W55 08:53 Cardiff Central - Manchester Piccadilly. *Phil Martin*



Class 197 017 and 197 015 pass Burgs Lane on May 1st with the 1V38 09:30 Manchester - Fishguard Harbour service. *Phil Martin*



Transport for Wales

Class 158 826 is seen at Barmouth Harbour on May 16th with the 11:37 Pwllheli - Machynlleth service. *Phil Martin*



Class 158 840 working the 2J19 14:08 Birmingham International - Pwllheli crosses Barmouth Bridge on May 16th. *Phil Martin*



Class 67 014 passes Burgs Lane on May 1st working the 1V39 Manchester Piccadilly - Cardiff Central service. *Phil Martin*



Transport for Wales

Class 67 016 heads the 1V46 14:30 Manchester Piccadilly - Cardiff Central past the signals at Craven Arms on May 31st. *Chris Morrison*

Class 230 010 arrives into Bidston with 2F50 07:44 from Wrexham Central on May 13th. *Derek Elston*

Class 197 108 passes Winwick on May 6th with a service from Manchester Airport to Llandudno. *John Sloane*







Units: DMUs and EMUs

Northern's Class 150 136 rolls downhill towards the castellated footbridge at Turton with the 12:22 Clitheroe - Rochdale service on May 1st. *Jeff Nicholls*



On May 9th, Merseyrail's Class 777 025 prepares to depart Birkenhead North with the 12:21 West Kirby to Liverpool Central service. *Barry Longson*



On May 14th, London Overground's Class 378 201 is seen at Sydenham. *Paul Godding*



Units: DMUs and EMUs

Northern's Class 150 129 leads sister 150 122 through Reddish North on April 20th with an empty stock move from Newton Heath to Buxton. *Lee Stanford*

Pairs of Class 323 units are now appearing on the Blackpool to Manchester Airport diagrams and the number used is set to increase at the May timetable change. 0n May 9th, Northern's Class 323 228 and 323 217 pass Burnage on the final leg of their journey to Manchester Airport. *Lee Stanford*

Northern's Class 150 134 crawls past the disused platform of Turton station with the 10:52 Rochdale - Blackburn service on May 1st. *Jeff Nicholls*

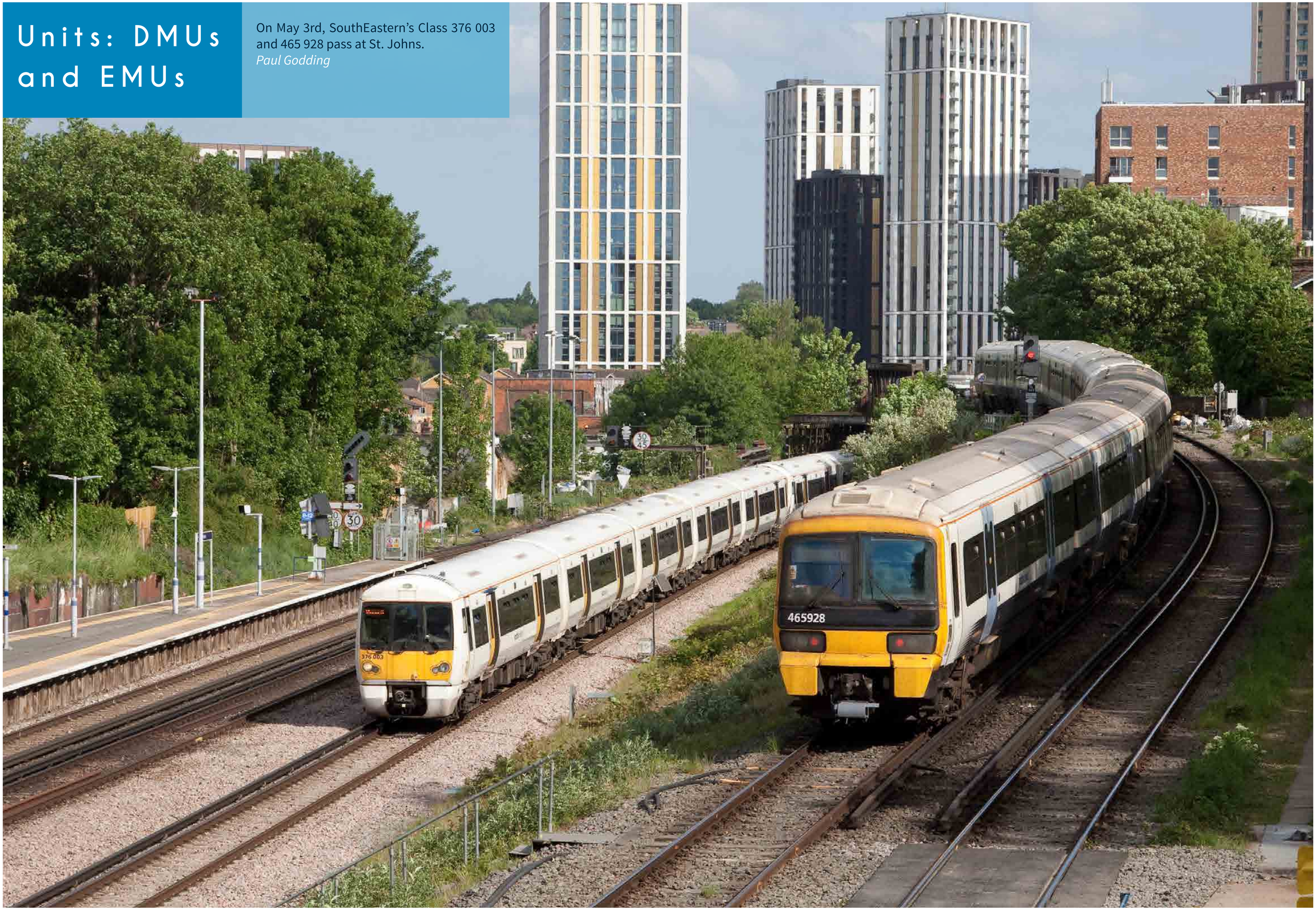






Units: DMUs and EMUs

On May 3rd, SouthEastern's Class 376 003 and 465 928 pass at St. Johns.
Paul Godding



Units: DMUs and EMUs

Northern's Class 323 234 departs from Guide Bridge on April 20th with a Manchester Piccadilly to Hadfield service. *Lee Stanford*

Northern's Class 150 149 brings up the rear of the 13:22 Clitheroe - Rochdale service as it enters Bromley Cross station on May 1st. Class 150 149 was the other half of the train.
Jeff Nicholls

Former West Midlands unit, now with Northern, Class 323 213 arrives at Wilmslow on May 14th with a local service for Alderley Edge.
Lee Stanford





Units: DMUs and EMUs

Northern's Class 150 113 is about to pass under the medieval style footbridge near Turton Tower with the 11:52 Rochdale - Blackburn service on May 1st. The footbridge was built in this style at the insistence of the landowner. *Jeff Nicholls*



Northern's Class 331 021 and 331 030 form the 10:48 Manchester Airport to Blackpool North, seen between Burnage and Mauldeth Road on May 10th. *Barry Longson*



Northern's Class 323 207 has just arrived at Glossop with 2G25, the 18:02 from Manchester Piccadilly. The train will reverse here before continuing it's journey to Hadfield. *Andy Pratt*



Units: DMUs and EMUs

Southern's Class 387 128 departs Southampton on May 1st with the 09:50 Southampton - Brighton service. *John Goodrich*

On May 14th, SouthEastern's Class 465 029 speeds through New Cross. *Paul Godding*

West Mid's Class 196 101 sits at Hereford, waiting to depart with the 16:40 to Birmingham New Street on May 23rd. *Barry Longson*







Units: DMUs and EMUs

On May 14th, South Western Railway's Class 458 415 is seen on the rear of a service departing Vauxhall. *Paul Godding*

South Western Railway's Class 701 528 is one of four class 701s seen stabled at Clapham Junction on May 31st, the others in the photo being, from left to right, 701 044, 701 041, and 701 012. None of the units in the photo have entered service. *John Goodrich*

On May 5th, West Mid's Class 196 001 working the 2G12 Shrewsbury to Birmingham New Street service, calls at Telford Central. *Richard Hargreaves*







Units: DMUs and EMUs

Thameslink's Class 700 117 speeds through Penge West on May 14th. *Paul Godding*

Northern's ex-works Class 150 004 calls at Swinton (South Yorkshire) working 2N18 Leeds to Sheffield service on May 29th. *Russell Clarke*

On May 14th, London Overground's Class 378 145 approaches New Cross Gate. *Paul Godding*







Units: DMUs and EMUs

On May 14th, London Overground's Class 378 136 is seen at Honor Oak Park. *Paul Godding*

LNWR Class 350 104 was a dazzling sight at Crewe on May 6th with a service to London Euston. *Bryan Roberts*

South Western Railway's Class 458 529 is one of a handful of 5-car class 458/5 units that remain in service. It is the leading unit on the 12:12 London Waterloo - Shepperton service which is seen calling at Clapham Junction on May 31st. *John Goodrich*







Units: DMUs and EMUs

Still carrying its unique livery, LNWR operated Class 350 104 with sister 350 127 depart from Stafford on April 22nd with a London Euston service. *Lee Stanford*

SWR's Class 444 020 arrives at Southampton with the 08:20 Weymouth - London Waterloo service on May 1st. *John Goodrich*

On May 3rd, SouthEastern's Class 376 017 approaches New Cross. *Paul Godding*







Units: DMUs and EMUs

On May 1st, an unusual visitor to the area with Northern's Class 158 786 working a couple of trains before being substituted for the inevitable Class 150. Seen departing Scunthorpe on 2P02 to Doncaster. *Steve Thompson*



SWR's Class 450 048 prepares to depart Brockenhurst with the 14:42 branch service to Lymington Pier on May 22nd. The passengers on the platform are going to board the 13:05 London Waterloo - Weymouth service which has just arrived on the other side of the island platform. *John Goodrich*



On May 14th, Southern's Class 171 808 heads through Sydenham. *Paul Godding*



Units: DMUs and EMUs

On May 3rd, SouthEastern's Class 376 013 approaches St. Johns. *Paul Godding*



Southern's Class 377 702 is the rear unit of 10:14 Horsham - London Victoria service which is seen departing Clapham Junction on May 31st. *John Goodrich*



South Western Railway's Class 455 741 calls at Clapham Junction on May 31st with the 12:03 London Waterloo - Guildford via Cobham service. *John Goodrich*



Units: DMUs and EMUs

On May 2nd, Northern's Class 150 146 and 156 441 arrive at Langho working a Clitheroe - Rochdale service via Manchester Victoria. *Michael Lynam*



Northern's Class 158 752 approaches Horton in Ribblesdale on May 7th working a Carlisle - Leeds service. *Michael Lynam*



Northern's Class 156 413 passes Helwith Bridge on May 31st working the Saturday and Sunday only service from Ribbleshead to Rochdale via Clitheroe. *Michael Lynam*



Units: DMUs and EMUs

London NorthWestern's Class 730 210 working 5Q30, the 11:51 Rugby to Birmingham International via Northampton driver training turn is seen at Wilson's farm crossing on May 29th. *Derek Elston*

Northern's Class 150 127 leaves the Atherton line at Crow Nest Junction on May 4th. *John Sloane*

Northern's Class 333 007 approaches Cononley working a Leeds - Skipton service on May 7th. *Michael Lynam*





Units: DMUs and EMUs

On May 7th, West Midlands Railway's Class 196 102 passes Walcot with 1J54 13:52 Birmingham New Street - Shrewsbury service. *Keith Davies*

On May 28th, Northern's Class 331 011 departs Cononley working a Skipton - Leeds service. *Michael Lynam*

On May 22nd, Merseyrail's Class 777 035 waits to depart Southport working a service to Liverpool Central. *Michael Lynam*





Units: DMUs and EMUs

London Oveground's Class 378 229 has recently been repainted into the operator's latest livery. It is seen waiting to depart Clapham Junction on May 31st with 12:33 to Willesden Junction. *John Goodrich*

On May 8th, Scotrail's Class 156 467 is seen returning home after attention at Wolverton Works as it passes Northampton as 5S07 09:45 ECS working from Wolverton Centre Sidings to Corkerhill C.S.M.D. *Derek Elston*

On April 22nd, West Mid's Class 172 004 approaches Tyseley. *Paul Godding*







Scotrail

Class 153 377 leads a Class 156 on 1Y29 16:34 Glasgow Queen St. High Level to Oban as they pass Cardross on May 5th. *Kevin McCormick*



Power car No. 43145 heads HST set HA14, with 1T:77 1033 Aberdeen to Glasgow Queen Street through Carnoustie on May 25th.
Kevin McCormick



Power car No. 43035 is seen on the rear of HST set HA23, with 1A81 09:33 Glasgow Queen Street to Aberdeen through Carnoustie on May 25th. *Kevin McCormick*



Scotrail

On May 25th, power car No. 43035 arrives at Arbroath leading the 1T82 13:34 Aberdeen to Glasgow Queen Street service. *Kevin McCormick*

Power car No. 43035 arrives at its destination, Glasgow Queen Street, with the 1T82 13:34 Aberdeen to Glasgow Queen Street on May 25th. *Kevin McCormick*

LNER's Class 800 111 approaches East Haven near Carnoustie with 1E19 11:47 Aberdeen to London King's Cross service on May 25th. *Kevin McCormick*







Great Orme Tramway

Tram No. 7 is seen arriving at the summit of the Great Orme on May 4th. *Derek Elston*

Tram No. 6 is seen descending the Orme on May 4th. *Derek Elston*

Tram No. 4 arrives back at Llandudno from the halfway station on May 4th. *Derek Elston*







Blackpool Trams

Bombardier Flexity 2 tram No. 016, in Coral Island livery, travels along Lord Street en route to Fleetwood Ferry on May 5th. *Michael Lynam*

Tram No. 009 arrives in Cleveleys on driver training duties heading towards Fleetwood on May 5th. *Michael Lynam*

Tram No. 015 approaches North Pier from Blackpool North station en route to Starr Gate. *Michael Lynam*







London Underground

On April 5th, Piccadilly line unit No. 878 is seen at Turnam Green with a service to Cockfosters. *Paul Godding*



London Underground

On April 5th, District line unit No. 21333 is seen at Turnam Green with a service to Edgeware Road. *Paul Godding*



London Underground

Central Line unit No. 91231 is seen performing a shunt move at Hainault on June 5th.
John Balaam

National Rail



Class 66 142 passes through Lostock Hall with 6E73 08:13 Shap Summit - Doncaster Up Decoy on May 22nd. *John Balaam*

Greater Anglia to be nationalised from October

The Department for Transport has confirmed that Greater Anglia – the UK's most punctual train operator and the current Train Operator of the Year – is set to be nationalised on October 12th 2025.

We are committed to ensuring a smooth transition to public ownership and have both the plans and expertise in place to deliver this outcome. In the meantime, we will continue to provide safe, punctual, and high quality services for passengers in the East Anglian region, building on the industry-leading standards we've been delivering for some time now.

For the second consecutive year, Greater Anglia is the most punctual operator in the UK. We have increased passenger demand and are the fastest-growing train operator in London and the South East, with 82 million passenger journeys across our network in 2024/25.

Since 2012, Greater Anglia has implemented a £2bn investment programme to upgrade its services - introducing an entirely new fleet of trains, and transforming performance and service quality for customers across our region. We've also collaborated with local stakeholders to improve our environmental performance and community impact.

It is important to confirm that train services, timetables and station facilities are unaffected by the transition, with no changes to ticket validities or conditions of carriage. Employees' roles are also unaffected, as they will all transfer across into the publicly owned company.

Martin Beable, Managing Director, Greater Anglia, said:
"I am very proud of what we have achieved here in East Anglia over the past thirteen years, significantly improving standards, investing in a complete fleet of new trains, and working closely with the local community. As we transition to a publicly owned railway, we remain focussed on delivering outstanding levels of service for our passengers."

Fares Advice with RailUK

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

Selby to Doncaster fare revision: Removal of 'any permitted' fare route…

Q: This goes as a lesson to us all when we try to fight for reasonable routes: The sequence of events:
Following correspondence with Hull Trains one weekend when their trains either didn't call at Doncaster or were marked pick up only Southbound, I complained about the lack of options for passengers travelling from Selby to Doncaster, a relatively popular flow. They said they thought that via Leeds ought to be permitted. I pointed out there were no map permissions for this.

Off to LNER! Who after an initial incompetent reply referring me to Network Rail, then said that Selby to Doncaster had never been valid via Leeds or York, and that they saw no reason why it should be. They also said that where possible, they will seek to remove 'any permitted' route tickets where they offer no additional value. Now of course, they've done just that. Why is it that when I presented them with a commercial opportunity: Make more money by allowing passengers to buy a more expensive ticket, their response was 'ner-ner, you can't do that'!

I'm honestly at a loss as to how anti-passenger, beyond even any profit-seeking rationale, LNER have become. It's not necessarily nationalisation. Under BR this may or may not have been a valid route, but then service patterns were vastly different. Also at current fare levels, it would have passed the 'reasonable route' test. I'm sure East Coast also wasn't this bad. When will LNER's management see sense? Also, does there have to be any consultation on the removal of such fare routes, given the likelihood it contains a regulated fare (I'm guessing the 'any permitted SVR' was regulated?)

Could it be worth contacting TPE and/or Northern who arguably have an even greater commercial interest in the flow, granted they're part of the same organisation but have separate management? I just don't get any logic behind this.

A further thought: What if it weren't for Hull Trains? Does LNER like open access so much they want to give them 80% of the journey possibilities? I thought they didn't like Open Access, so why are they giving them a near monopoly? IF Hull Trains were to fold, passengers would have few options other than a torturous route via Gilberdyke with poor interchange times and an even more infrequent service. Again, this doesn't sound like the way to encourage people to travel by train.

A: Of course, the Establishment just want to "simplify" fares and make things easier for passengers. LNER management are a disgrace, however we'll still be lumbered with them unfortunately.

I suspect LNER's motivation is to want as few local passengers on their trains as possible so they can sell more lucrative fares to London?

The "Any Permitted" fare didn't actually add any validity immediately prior to its removal, since travelling via York or Leeds wasn't a permitted route: it wasn't the shortest route or within 3 miles thereof, it wasn't a mapped route, and there wasn't an easement that allowed it.

The fare was clearly priced and intended to be used via Leeds or York (and that's the reason it was priced by LNER as opposed to Northern or TPE), so the sensible thing to do here would have been to add mapped routes via Leeds and York. But LNER just took the easy option instead and deleted the fare.

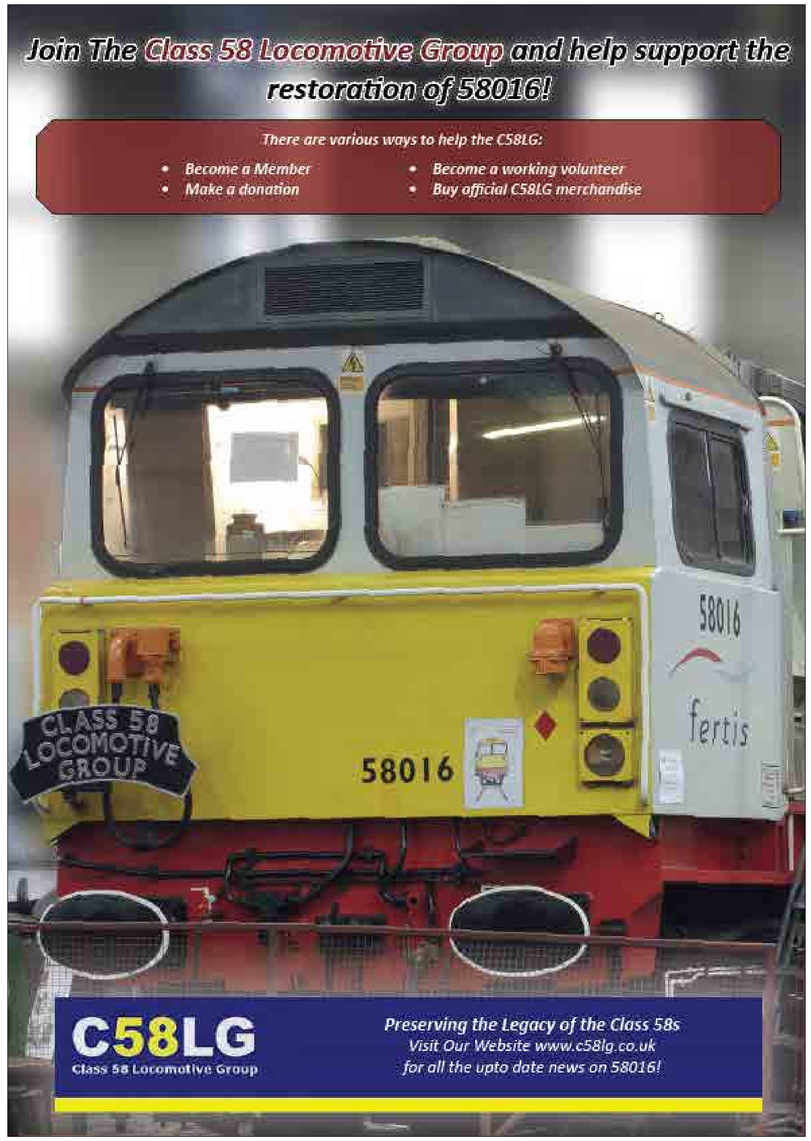
Bonkers that you can now buy an LNER-priced Any Permitted ticket to Bentley or Adwick and travel via Leeds, but not get a ticket for Doncaster!
(travelling Selby to Bentley or Adwick via Leeds is unlikely to use any LNER trains either...) That ticket would be valid to get to Doncaster via York or Leeds, provided you returned via the opposite route and took a stopper that called at Bentley. You could plausibly take LNER on that ticket between York and Doncaster, or Leeds and Wakefield.

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!

Looking good in its new livery, Class 37 422 passes Andover on May 30th working 0Z14 Reading Triangle Sidings to Derby via Andover and Westbury.
Dennis Rowland





Commemorative booklet to mark 200 years of the railway launched on Greater Anglia network

A commemorative booklet charting the history of Britain's railways has been produced in Essex as part of the industry's national Railway 200 celebrations. The 45-page book was created and produced by the Essex & South Suffolk Community Rail Partnership, with funding support from Community Rail Network, to commemorate 200 years of the modern railway in Britain.

The booklet is authored by David Gibson, a local rail enthusiast and station adopter for Cressing and Braintree rail stations. Greater Anglia, Network Rail, Rail Delivery Group, and the National Railway Museum have all supported the project.

The pictures in the book were drawn and designed by the children of Great Totham Primary School, Terling School, and Maltings Academy, Witham, both in Essex. The book describes the beginnings of the railway and how it developed thanks to the ingenuity of George and Robert Stephenson, and from there, how the advent of the railway changed the world, the importance of the railway during two world wars, and other key milestones in the history of rail in the UK.

Jayne Sumner, Rail Engagement Manager for Essex & South Suffolk Community Rail Partnership, said:"We are absolutely thrilled that, after months of research and development, the book is now available for all to enjoy and to help celebrate 200 years of the railway.

"I am so grateful to everyone who helped to put it together – especially David Gibson for his knowledge and commitment and all the local schoolchildren whose amazing drawings and designs have added so much to the book and really brought it to life."

Paul Webster, Region Support Manager, Community Rail Network, said: "Community Rail Network are delighted to have been able to support the production of this booklet which is packed with facts, pictures, games and artwork from the school. This combination perfectly captures the Railway 200 timeline and presents it in an informative and engaging style that readers of all ages can learn something new from."

Mike Lamport, Railway 200 Community Rail Ambassador, said: "We at Railway 200 are delighted to welcome the publication of David's timely work, coming as it does in this bicentenary year.
We are grateful to Jayne and the Essex & South Suffolk Community Rail Partnership for this wonderful initiative, to Greater Anglia and our other industry partners for their support, but particularly grateful to the schoolchildren who are our rail travellers and hopefully, railway people, of the future."

National Rail



Class 66 306 with the 4M78 Felixtowe to Hams Hall intermodal approaches Nuneaton Abbey St. on May 23rd.
John Alsop

Loco Fleet List Ten

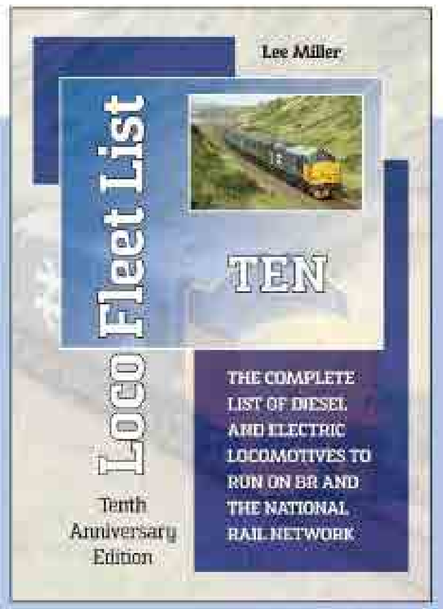
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

£1.7 million invested into station improvements across UK's largest railway network

Some £1.7 million has been allocated to improve stations across the country's largest railway network – following a bumper year of projects at stations across London and the south east.

Passengers travelling across Govia Thameslink Railway's network of 236 stations will have noticed a raft of changes designed to make stations more accessible for passengers.

From new information screens in Brighton to better bike parking in Huntingdon, teams have been hard at work across the network to deliver projects set out in the Minor Works Fund and Station Improvement Fund.

And following on from the success of the 2024/25 funding tranche, Govia Thameslink Railway, which operates Southern, Thameslink, Great Northern and Gatwick Express, has secured £1.739m for the current financial year from the Department for Transport.

The annual funds are dedicated to enhancing the station environment with improvements which make travel easier for passengers.

Louis Rambaud, chief customer officer for Govia Thameslink Railway, said: "These funds help us to deliver our goal of creating great journeys every day.
"While we have major projects under way, including introducing digital signals and renovating our fleet of Electrostar trains, these smaller schemes also go a very long way for the passengers who use our stations every day. We take pride in the environments in and around our stations, and want them to be welcoming, safe and comfortable for all. I'd like to thank our passengers and station teams who tell us about the ways we can make each journey even just a little bit better than the last."

Some 51 improvement projects have been planned for the coming year – ranging from building new, heritage-style shelters, to installing additional CCTV cameras to make stations safer.

Highlights include:
Network-wide:
Additional ten 3D maps at key stations
Bedford
St Albans City
Stevenage
West Hampstead Thameslink
Sutton
Balham
Redhill
Three Bridges
Haywards Heath
Eastbourne
Touch-screen information boards
Improving CCTV at 20 Thameslink and Great Northern stations based on crime data

North of London:
Introduce access to retail park next to Luton Airport Parkway station
Accessibility improvements to Hitchin station cafe
Wheelchair access to Downham Market ticket office
Improved facility for rail replacement bus passengers at Royston station

London:
Design work for a Changing Places facility at Peckham Rye station
Relocate ticket office at Elephant and Castle due to the redevelopment of the wider area, and planned reopening of a second entrance to the station

South of London:
Survey and design work to remodel toilets at Brighton station
Build two high-quality, heritage-style shelters at Lewes station
Preparation for a second gateline at Worthing station
More secure bike parking at Chichester station, accessible via a key fob

Among the improvements which have been completed in the past year is the rollout of 5 interactive screens, which offer passengers key information on their journey at their fingertips.

The screens, which are at Brighton, Gatwick Airport, East Croydon and Finsbury Park, also feature a British Sign Language departure board – so that passengers with hearing loss can understand station announcements and navigate stations with confidence.
Elsewhere on the network, a trial of ten 3D maps to help passengers plan their journey through some of the railway's larger stations has proved such a success, ten more have been commissioned for stations across the Thameslink, Southern and Great Northern network.

National Rail

Royal Artillery honoured by the railway as locomotive rededicated



Network Rail, South Western Railway and the Ministry of Defence gathered together in Salisbury for a rededication of the locomotive to the Royal Artillery following a major overhaul of the train.

The train, named The Royal Artilleryman, was unveiled at Salisbury station, close to the Royal Artillery's headquarters in Larkhill, with military personnel, notably battery personnel, Royal Artillery Association Members and the Honour Guard, in attendance alongside railway colleagues.

Senior regiment representatives arrived on the rededicated train, having boarded at Warminster, and were saluted on arrival at Salisbury.

The Dean of Salisbury Cathedral provided a blessing of the locomotive, owned by Locomotive Services Limited (LSL), before guests made a special journey on the train via Southampton and Eastleigh before returning to Salisbury.

This year marks 200 years of the modern-day railway and there has always been a strong relationship between the railway and the military. To mark the 80th anniversary in Haslemere, Network Rail and South Western Railway held a service and unveiled a plaque to honour the 626 people who lost their lives during the war.

Network Rail signed the Armed Forces Covenant with the MoD in 2017 and is a Gold Award holder for the Defence Employer Recognition Scheme (ERS) which demonstrates our exemplary support and advocacy to the Armed Forces community. Approximately 10% of Network Rail staff come from a military background.

South Western Railway has also signed the Armed Forces Covenant and holds the Defence Employer Recognition Scheme Silver Award and are now working towards the Gold Award. SWR has an active Armed Forces Network of colleagues who have served with a number present today. Last year, SWR partnered with charity Scotty's Little Soldiers to support bereaved military children.

Mark Goodall, Network Rail's Wessex Route Director, said: "The railway has a proud history of supporting our Armed Forces community and I am delighted that this train has been rededicated to the Royal Artillery.

Network Rail is honoured to have won the Gold Award as part of the Defence Employer Recognition Scheme and it is something we are determined to maintain for years to come. We will continue to work closely with South Western Railway to deliver a railway that honours the Armed Forces community and we pay homage to their service."

Stuart Meek, Chief Operating Officer at South Western Railway, said: "Today's rededication of the Royal Artilleryman train at Salisbury station marks another chapter in the special relationship between SWR and the Armed Forces.

"The Salisbury area is one of the many military communities served by our network, and during Railway 200, it's especially fitting to celebrate and deepen the connection between the us and the Royal Artillery.

"Armed Forces veterans make a massive contribution to our industry, including SWR colleagues in our Armed Forces Network. We are proud signatories of the Armed Forces Covenant and are actively working towards achieving the Gold Award in the Defence Employer Recognition Scheme."

Lieutenant-General Sir Andrew Gregory KBE CB DL, Master Gunner St James's Park, said: "It gives the Royal Artillery enormous pleasure to see our locomotive restored to its full glory, with a level of care and attention to detail which is truly impressive. As she roams the National Rail Network, she will be a lasting memorial to the Gunner Family and a symbol of the British Army's long relationship with the railway industry especially during the year of the Railway 200 birthday celebrations."

Phil Swallow, a non-executive director of Locomotive Services (TOC) said: "As the operators of 'The Royal Artilleryman' we are honoured and delighted to be able formally to re-dedicate this locomotive to the Royal Artillery. We hope, as members of the public see it on the network, it will remind them of the service of previous and current Artillerymen in the defence of our country. In the year of Rail 200, it also reminds us of the long history of locomotive naming starting with No1 "Locomotion" on the Stockton and Darlington railway 200 years ago!"

2025 marks the 200th anniversary of the modern railway, inspired by the opening of the Stockton and Darlington Railway in 1825, a journey that changed the world forever.

Under the banner of Railway 200, nationwide celebrations are planned throughout the year, showcasing how the railway shaped Britain and the world and how its pioneering pedigree continues today and is shaping tomorrow.

Railway 200 encourages everyone to join in this once-in-a-generation opportunity, whether that's by displaying the Railway 200 logo, organising events and activities, running competitions, or sharing rail stories.

Photo: Sir Andrew Gregory unveils the nameplate.
©Network Rail

West Lancashire Light Railway No. 22 ‘Montalban’ is seen at Becconsall on May 4th. *John Balaam*





Network Rail Property, Places for London and the London Borough of Lambeth form a strategic partnership to regenerate Waterloo Station and South Bank

The creation of the new partnership follows the Waterloo Station Vision published last year which set out a series of long-term aspirations for both the station and the wider area.

London Waterloo Station is the fourth busiest station in Great Britain. Located next to the cultural hub of the South Bank and home to major organisations including St Thomas’s Hospital, The Old Vic, Southbank Centre and BFI Southbank, London Waterloo Station needs to serve and connect a growing workforce for the capital, alongside the growth for tourists and leisure customers during weekends and holidays.

The partnership between the three parties will explore opportunities to deliver a new station destination, improving the customer experience within and around the station environment. This forms an integral part of a wider regeneration plan.

Working closely with key stakeholders and the local community, future regeneration will improve wider permeability, create iconic open spaces, alongside bringing forward the widest range of development and investment opportunities.

The plans will be brought forward in a series of phases, working with both private and public sector partners.

Robin Dobson, Group Property Director, Network Rail said: “This is a great step forward in combining both our resources and assets across Waterloo and South Bank. We will work with neighbouring partners to deliver a regeneration plan that unlocks huge growth and investment opportunities across the Borough, delivering the widest mix of uses and something very special for this important part of London for future generations to come.”

Graeme Craig, Director and Chief Executive, Places for London added: “Millions of people pass through Waterloo every year to work and explore the South Bank and beyond. Through this new collaboration, we can ensure those customers are getting the very best London has to offer as they travel through this historic transport hub. This a great opportunity for Places for London to work with Network Rail and the London Borough of Lambeth to provide a new and improved vision for the community and all who come to Waterloo.”

Cllr Claire Holland, the Leader of Lambeth Council, said: “We are delighted to be joining Network Rail and Places for London in committing to this significant investment in Lambeth, and we look forward to working with them to progress this project.

The collaboration agreement we’ve signed paves the way for a transformation of both Waterloo station and the surrounding neighbourhood.

As a council we are keenly focussed on growth opportunities that benefit Lambeth residents. This project significantly supports that aim by creating job opportunities, attracting more businesses to the area and will also see new homes built.

We now look forward to working closely with local business groups, the South Bank’s world class arts centres, universities and hospitals in the area to ensure the scheme really delivers for Lambeth.”

National Rail

MPV Nos. DR98908 and DR98958 cross the River Nene working as 3Z08 09:30 Effingham Junction C.H.S. to Kings Norton OT Plant Depot on May 29th. *Derek Elston*



A lash-up of Network Rail MPV's hurry past Winwick on their way to Carnforth on May 6th. *John Sloane*



Great Northern route to City of London transformed into UK's first signals-free commuter railway

On May 19th, the Great Northern 'Northern City Line' to the City of London became the UK's first commuter railway to operate without signals at the side of the track, heralding a major milestone in the national deployment of cutting-edge digital technology. Traditional signals – the 'traffic lights' at the side of the track – have been used in one form or another since the route between Finsbury Park and Moorgate opened 121 years ago.

These signals were removed on the weekend May 17th/18th, as part of the £1.4bn East Coast Digital Programme (ECDP). In their place, drivers are being told how far and how fast they can travel on an in-cab train computer screen that is fed information from a digital signalling system known as ETCS (European Train Control System). This digital signalling system will give passengers greater reliability and better punctuality. The system is also even safer and more environmentally sustainable as there is much less physical equipment to produce and maintain.

Rail Minister Lord Peter Hendy said: "Thanks to £1.4bn of Government funding this cutting-edge programme is bringing our railways into the 21st Century and beyond. Digital signalling is not only more cost effective, but even safer and more resilient than traditional signalling. This technology, which is as advanced as it gets, could reduce delays by up to a third, evidence that this Government's Plan for Change is making a real difference to people's everyday lives. This is a Government on the side of working people and, through ambitious projects like this this one, is improving vital access to jobs, services and loved ones."

Ed Akers, industry partnership director, ECDP, at Network Rail, said: "This milestone represents a real step forward in how we work together as an industry to deliver change, with a deep collaboration across track and train. The learnings we have had from delivering a no signals railway in the heart of London, are what will enable us to deliver a railway transformation on the East Coast Main Line and then nationally. I want to thank our partners for their tireless work in making this happen, and also passengers for their patience while the work of transformation continues."

Oliver Turner, head of ERTMS and digital signalling at Govia Thameslink Railway, said: "This is a huge achievement, doing away with signals and moving to digital control on such an intensive commuter route. For the past 200 years there's always been something physical at the side of the tracks. In terms of modern signalling this is as cutting edge as it gets; it's like moving from a Nokia 3210 to an iPhone 16. It effectively allows our drivers to see around corners by telling them how far and how fast they can travel. They can drive more smoothly and efficiently, to the best of the train's capabilities, helping them arrive on time and doing so in even greater safety. Our train crews have been brilliant in the way they've migrated to this new way of working and taking on board a lot of new learning and I am also incredibly proud of the team here at GTR for what they've achieved alongside our industry partners."

Ben Lane, infrastructure lead and ECDP project director at Siemens Mobility UK&I, said: "This weekend, our engineering teams began removing lineside signals from the Northern City Line - a visible sign of how digital technology is transforming our railways. By integrating our ETCS solution with our Siemens Mobility Class 717 trains, we can see how important it is to bring track and train together. We will now see further benefits of ETCS on this route - from reduced maintenance and fewer disruptions to smoother, more reliable journeys for passengers. This achievement sets the standard for digital rail transformation across the UK and shows what's possible when industry partners collaborate to put passengers first."

A no-signals railway was introduced as an early pilot on the rural Cambrian line in 2011. This is the first time it has been introduced on a high-frequency metro railway. With work now under way to extend the system on to the East Coast Main Line and emerging plans to introduce it elsewhere in the country, digital signalling is projected to create significant cost savings long-term and play a key part in the future of the railway.
Passengers have seen dramatic advances on the Northern City Line, which runs mostly underground, serving six stations on its 3.5-mile route between Finsbury Park and Moorgate. Delivering such a change across track and train requires industry wide collaboration, and this initial project has proven the success of the unique delivery model involved.

National Rail

Passengers urged to plan for nine-day Cross City line closure for HS2 viaduct work

The Cross City line between Birmingham New Street and Lichfield Trent Valley will close for nine days this summer while an HS2 viaduct is built near the new Curzon Street station.

The closure will mean no trains will run between Lichfield and Birmingham on the north side of the Cross City line between Saturday July 26th until Sunday August 3rd. The line will reopen as normal on Monday August 4th.

Trains will continue to run normally between Birmingham New Street and Redditch/Bromsgrove on the southern section of the Cross City line.

To enable the safe completion of the complex bridge installation, train services between Birmingham and Tame Bridge Parkway will also be impacted.

A rail replacement bus service will be in use between Birmingham New Street and Lichfield Trent Valley, and between Birmingham New Street and Tame Bridge Parkway. Services to Rugeley Trent Valley will also be diverted and take slightly longer.

The closure is needed to install a 16.5 metre-wide steel section of a new viaduct which will carry HS2 trains into Curzon Street over the existing Victorian brick viaduct that connects the route from Duddeston to Birmingham New Street.

Denise Wetton, Network Rail's Central route director, said: "Everything has been done to plan this HS2 work to cause the least disruption to the fewest number of people. There is never a good time for closures like this and I am sorry for the inconvenience, but school holidays and summer breaks means passenger numbers are lower at this time of year.

"I understand that lots of journeys will be affected, which is why we are telling people as early as possible so they can plan ahead. Passengers should check with West Midlands Railway and National Rail Enquiries for travel information. Thank you to everyone for their patience while this vital work takes place."

Jonny Wiseman, customer experience director for West Midlands Railway, said: "I'd like to thank our customers for their patience while this major piece of engineering work is carried out and the northern section of the Cross-City Line is closed. We'll be running replacement buses throughout the work to keep our customers moving and I'd urge passengers to check their travel before setting out and allow extra time for their journeys."

Standing 24 metres high, the striking new structure will be the tallest in a one-mile stretch of new viaducts carrying high-speed trains into Birmingham. The curved design will feature a unique light installation, set to become a new landmark on the city's skyline.



Network Rail's application to transform London's busiest station validated by City of London

Network Rail has developed a bold and collaborative vision to transform Britain's busiest station, London Liverpool Street. The planning application for the redevelopment scheme has been validated by the City of London.

The proposals would futureproof the station for decades to come, providing more space and creating a connected station across the rail network, London Underground, the Elizabeth line, buses, cycling and pedestrian routes while also delivering a fully accessible gateway for customers across the capital and beyond.

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 by 35% to 158 million by 2041, the plans will ensure that the station is future-proofed, ready to accommodate over 200 million people in the decades ahead, while enhancing accessibility for all.

The plans are a first for Network Rail outlining a comprehensive and coordinated set of requirements to deliver a new and integrated station which have been developed with support from TfL. This approach is intended to serve as a model for how future infrastructure projects across the capital are managed.

Sir Andrew Haines, Chief Executive, Network Rail said: "The station proposed in this application is absolutely what London needs. An accessible, inclusive, world-class multi-modal transport gateway to the heart of London - designed to serve the City, all Londoners, and everyone who travels through it. "

Liverpool Street station no longer meets the expectations of passengers, and for some, the lack of step-free access and basic facilities makes travel difficult. The station already experiences heavy congestion at busy times, whether at ticket barriers, in the concourses, or moving to the underground and street level. Since the last major upgrade, passenger numbers have tripled.

Andy Lord, London's Transport Commissioner, TfL added: "Network Rail's vision for the station gives us an opportunity to work together to provide the excellent levels of customer satisfaction we want everyone to experience as they travel across our networks. We welcome that these plans include a comprehensive step-free solution for those using the Underground. At the heart of these plans is an unshakeable commitment to safety, top-tier performance, and delivering a transport system for London that is not only efficient, but environmentally sustainable."

The scheme will help drive long-term economic growth across the City of London. New figures released by Network Rail show the transformation of London Liverpool Street station could boost the City of London economy by up to £4.6 billion per year1 through increased visitor numbers [1], a contribution comparable in scale to a 1p change in the basic rate of income tax [2].

Since opening in 1875, Liverpool Street station and the 'Square Mile' area of London have developed in parallel, each driving the success and evolution of the other. As the City continues to grow, it is essential that the station is modernised to meet the demands of a 21st-century transport network and continue supporting the economic vitality of both London and the wider UK.

Network Rail has worked closely with TfL and other key stakeholders on the revised proposals, including Historic England, to ensure the transformation delivers a better customer experience alongside celebrating the heritage and creating a bold station interior.

[1] London Liverpool Street station Passenger Spend- Technical Note

[2] Direct effects of illustrative tax changes bulletin (January 2025), HM Revenue and Customs



National Rail

The Lynton and Lynemouth Cliff railway is a water powered funicular which opened in 1890 and is still in operation today. It is operated with 2 cars and one of these is seen at the top of the incline at Lynton on April 27th. *Lee Stanford*



New station benches offer moment to pause during mental health awareness week



Benches promoting positive mental wellbeing have being unveiled at several train stations in Scotland as part of mental health awareness week, which was from May 12th -18th. The seats encourage passengers and members of the community to take a moment to pause and reflect on their own mental health, as well as offering a dedicated space to talk through challenges and difficult times with others.

They've being delivered by Network Rail in partnership with ScotRail, NHS 24's Breathing Space service, the Samaritans and local authorities. They will be unveiled throughout the week at Dumfries, Dundee, Uddingston, Fort William and Cardonald railway stations.

Innis Keith, health, safety and environment director at Network Rail, said: "Mental health support belongs everywhere, including our railway. The benches provide an opportunity for people to transform the time spent waiting for their train into a moment to focus on their wellbeing. They invite you to pause, reflect, and, if you choose, share a conversation. Whether you're waiting for a train or simply passing through, taking a seat can be the first step toward easing feelings of stress, loneliness, or anxiety."

David Ross, ScotRail communications director, said: "We're proud to support an initiative that encourages kindness, openness, and mental wellbeing — values that are important to ScotRail and the communities we serve. Looking after mental health is something we all have a part to play in, and these benches are a simple but powerful reminder that no one has to face tough times alone. By working with our partners, we're helping to make stations welcoming spaces where people can pause, talk, and support each other. Sometimes just sitting down for a chat can make all the difference."

In Scotland Breathing Space benches are already installed at Glasgow Central, Edinburgh Waverley, Dalmuir, Dunbar, Falkirk High, Aberdeen and Hyndland. Across the UK, more than 50 exist, with feedback confirming they provide a supportive environment to seek mental health guidance.

Tony McLaren, national coordinator for Breathing Space added: "These benches are more than just a place to sit; they are a symbol of our commitment to encouraging open conversations about mental health. By providing a safe and welcoming space, we hope to inspire individuals to take a moment to reflect and reach out for support if needed. Let's continue to break the stigma surrounding mental health by remembering it's okay to not be okay and that reaching out for help is a sign of strength."

National Rail

‘Platform 2b, or not 2b’... Shakespeare statues greet passengers travelling to Stratford-upon-Avon

In a tale worthy of the Bard himself, the railway between Birmingham and the birthplace of William Shakespeare has been transformed into a unique tribute to the world-famous playwright.

‘All the world’s a stage’ according to Shakespeare’s As You Like It - and now so is the route between Birmingham Moor Street and Stratford-upon Avon after a noble quest was completed to install statues and connect each station with a different Shakespeare play.

The exciting artwork was unveiled on May 21st at Stratford-upon-Avon station and was celebrated with a short performance of an extract from As You Like It by students from King Edward VI School - the school Shakespeare himself attended.

The statues were made possible thanks to the Friends of the Shakespeare Line (FoSL), Network Rail, West Midlands Railway, and Chiltern Railways which worked together to fund and install them.

With each of the 18 stations adopting a famous play, and the Shakespeare statues being complemented by special planters with beautiful flowers looked after by volunteers along the line, passengers can now enjoy a unique journey as they travel to the home of the world’s most famous writer.

Some of the stations and plays connected along the route include Yardley Wood and Twelfth Night, Wood End and The Merchant of Venice, and Wilmcote and The Taming of the Shrew.

Neil Morgan, treasurer of Friends of the Shakespeare Line, said: “We have put the railway well and truly on the map with William Shakespeare now starring at each station along the line. All the volunteers have worked so hard and are so committed, and we are seeing benefits along the whole route with these special statues adding to this famous stretch of railway. We are building on other improvements made at stations along the way, including at Henley-in-Arden where we have brought new life to the station building and, in doing so, attracted more visitors to the town by train.”

Denise Wetton, Network Rail’s Central route director, said: “These unique statues at each station along the main route between Birmingham and Stratford-upon-Avon provides an impressive tribute to the world-famous William Shakespeare.

“It’s also fitting these beautiful statues have been officially unveiled during Community Rail Week, and as part of this year’s Railway 200 celebrations, marking both our local history, communities, culture, and the ongoing important role the railway plays.”

Jonny Wiseman, WMR customer experience director, said: “The Friends of the Shakespeare Line have done a fantastic job designing and installing these statues along the railway line. The West Midlands is rich in literary history, and we are sure these new artworks will bring a sense of local pride to the millions of passengers who pass through these stations each year.”

Michael Stewart, commercial & customer strategy director at Chiltern Railways, said: “We are delighted that The Friends of the Shakespeare Line have installed these statues on the route, including at Birmingham Moor Street which is one of Chiltern’s most renowned stations.

“Community Rail Week celebrates both the future and history of rail travel so it is perfectly fitting that this wonderful tribute to William Shakespeare has been unveiled in the region.”

The project benefits passengers and the local community and is supported by the Heart of England Community Rail partnership.

The statues have information on visiting the Shakespeare family homes in Stratford-upon-Avon, helping visitors and locals connect with the Shakespeare story in Warwickshire.

Luke Purser, director of development from the Shakespeare Birthplace Trust said: “What a fabulous opportunity to both celebrate Shakespeare and highlight the opportunities to explore the wider Shakespeare story in Stratford-upon-Avon via rail. We thank the Friends of the Shakespeare Line for their support, and we look forward to welcoming more visitors arriving by train to the home of Shakespeare.”

Nick Abbey, head of English at King Edward VI School “Shakespeare’s School”, said: “Shakespeare remains a central part of the English curriculum, not least because of the power and beauty of his language but also because the characters he creates and the emotions they experience still feel fresh and relevant to today’s students. “These statues will remind our students who travel by train to Stratford how lucky they are to attend school in the birthplace of William Shakespeare.”

There are a total of 34 Shakespeare statues along the line for passengers to spot and each station has information about the play it is connected to.

List of Shakespeare line stations and associated Shakespeare plays:

Station	Shakespeare Play
Moor Street	Cymbeline
Tyseley	All’s Well That Ends Well
Spring Road	Loves Labours Lost
Hall Green	The Merry Wives of Windsor
Yardley Wood	Twelfth Night
Shirley	Julius Caesar
Whitlocks End	The Tempest
Wythall	Macbeth
Earlswood	Comedy of Errors
The Lakes	As You Like It
Wood End	The Merchant of Venice
Danzey	Hamlet
Henley-in-Arden	Romeo and Juliet
Wootton Wawen	Much Ado About Nothing
Bearley	Henry V
Claverdon	King Lear
Wilmcote	The Taming of the Shrew
Stratford-upon-Avon Parkway	Measure for Measure
Stratford-upon-Avon	Midsummer Night’s Dream



National Rail

Colas Rail tamper No. DR73929 passes through Northampton as 6J40 09:25 Bletchley Civil Engineers Sidings to Nuneaton Civil Engineers on May 8th.
Derek Elston



Privately preserved ex Albright and Wilson, Portishead works No. P1611/23 is seen next to Beal level crossing on May 21st.
John Sloane



Severn Valley Railway cat keeps a watchful eye on proceedings during the diesel gala.
Paul Godding

Scotrail's Class 318 250 calls at Hyndland (on the North Clyde electric line) working 2F35 14:17 Motherwell to Dalmuir service on May 5th. *Kevin McCormick*

Work commences on world's oldest in-situ cast-iron railway bridge



Transpennine Route Upgrade (TRU) engineers have begun initial preparation work for the raising and renovation of Crawshaw Woods Bridge, the earliest cast-iron railway bridge to still be in place over an operational railway anywhere in the world.

Constructed between 1830 and 1834, the Grade II listed bridge has spanned the reign of eight monarchs and is recognised by Historic England as one of the most significant structures on the Transpennine route. It has overlooked trains steaming into Leeds during the city's textile production boom during the Industrial Revolution, and served as a main access bridge to the nearby Barnbow Munitions Factory during the First World War.

Now, after two previous renovations in 1943 and 1999, the cast-iron girders, bridge deck, parapets and original iron railings will be carefully removed for off-site repair and renovation. When reinstated, the historic bridge will be raised by approximately 1.5m to create enough room for the installation of overhead line equipment (OLE), which will power electric trains through the area and beyond as part of the multi-billion-pound Transpennine Route Upgrade.

Adam Sellers, Senior Sponsor for TRU, said: "Crawshaw Woods Bridge's Grade II listed status, and status as the world's oldest cast-iron bridge over a live railway, means great care has gone into its renovation, with its removal planned for October this year.

"Following our public consultation in 2022, where we took on feedback from the community, we're excited that preparation work has now started on what will ultimately improve journeys through West Yorkshire and across the Pennines on cleaner, greener services.

"The reinstatement of the bridge is expected in spring next year, when a structure that has seen such history will stand firm for the next generation of rail travel."

The work now underway at Crawshaw Woods Bridge is part of a Transport and Works Act Order (TWAO) approved last year, which also includes a number of other major TRU works between Leeds and Micklefield.

National Rail

Class 45 118 climbs up through Sandal & Agbrigg with InterCity's 'The Master Cutler' 1Z45 08:35 Leeds to London St. Pancras) after its Wakefield Westgate pick up on the morning of Bank Holiday Monday, May 26th. *Tim Saunders*



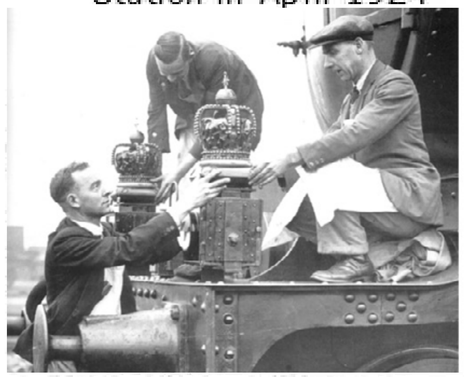


Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

In January 1936 the Royal locomotive [4082 '*Windsor Castle*'] is being fitted with the crowns as it would be pulling the funeral train of the late lamented King George V from Paddington to Windsor on Tuesday January 28th.

King George V had actually drive this locomotive from Swindon Works to Swindon Station in April 1924



when, accompanied by Queen Mary, he visited the Works. 4082 was newly built at that time.

The next Royal funeral, that of King George VI in 1952 posed a tricky problem for the Western Region of British Railways because 4082 was waiting an overhaul and therefore could not be used.

This problem was solved by transferring the numberplates and nameplates to the newer 7013 '*Bristol Castle*' which had been built in 1948 - a substitution that was to be permanent. Thus 4082 took over the identity of 7013 for the rest of its life and vice-versa - 7013 taking over the identity of 4082.

So, the locomotive hauling King George's VIs funeral train from Paddington was really 7013 posing as 4082!





16th November 1950 the late Queen [then known as Princess Elizabeth] visited Swindon Works. It is said that on the journey from the Works to the Station on 4057 '*Princess Elizabeth*', she drove that locomotive. Someone said that the gentleman in the right background is Dr. Beeching who lived between 1913 and 1985 - possible??

A Different View

Mistar Urdd is the mascot of Urdd Gobaith Cymru, the Welsh League of Youth. Seen adorning Class 197 119 at Shrewsbury on May 26th which was working 1D12 Birmingham International to Holyhead service. *Richard Hargreaves*

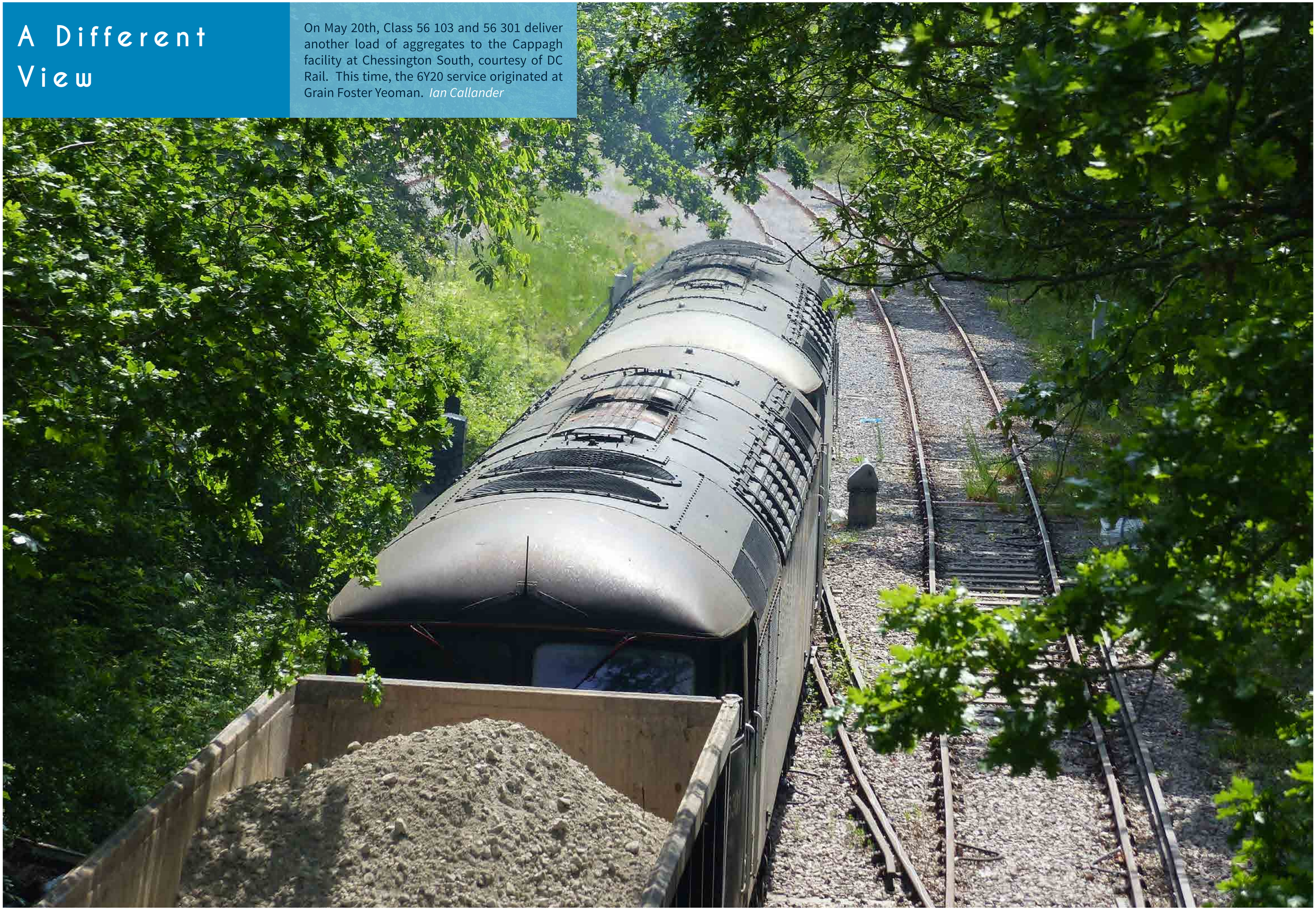
A Different View

Class 150 113 is neatly framed by the stonework of the footbridge at Turton as it works the 13:18 Blackburn - Rochdale service on May 1st. *Jeff Nicholls*

On May 11th, a Network Rail Test Train, running as 1Q17 from Derby to York, passes through Saltaire, West Yorkshire (with Colas-branded power car No. 43277 leading). *Ben Bucki*

A Different View

On May 20th, Class 56 103 and 56 301 deliver another load of aggregates to the Cappagh facility at Chessington South, courtesy of DC Rail. This time, the 6Y20 service originated at Grain Foster Yeoman. *Ian Callander*



Preserved Railways

ARMED FORCES COVENANT SIGNED ON 80th ANNIVERSARY OF VICTORY IN EUROPE ON (V.E.) DAY



An Armed Forces Covenant has been signed by representatives from the Swanage Railway, Swanage Town Council and the Royal Corps of Signals at Blandford Forum in Dorset on the 80th anniversary of Victory in Europe (V.E.) Day.

The special tripartite ceremony took place on Swanage station on Thursday May 8th, and involved signatories Swanage Railway Company chair Gavin Johns, the Mayor of Swanage Tina Foster and Major Grant Powell.

Hosting the special event was Swanage Railway Trust chair Frank Roberts – a former member of the Royal Corps of Signals – who has been a dedicated volunteer on the Isle of Purbeck heritage line for more than 40 years.

Frank explained: "The Armed Forces Covenant was created in 2022 and is a promise that signatories acknowledge and commit to that those people who serve, or have served, in the armed forces, their families, and the bereaved, should be treated with fairness and respect in their communities.

"The Covenant's first principle is that - recognising the unique obligations of, and sacrifices made by, the armed forces - those who serve in the armed forces, whether regular or reserve, those who have served in the past, and their families, should not experience disadvantage compared to other people in the provision of public and commercial services.

"The Covenant's second principle is that special consideration is appropriate in some cases, especially for those people who have given most such as the injured and the bereaved.

"The Covenant focuses on helping members of the armed forces community have the same access to Government and commercial services and products as any other citizen. This support is provided in healthcare, education and childcare, housing and accommodation, employment and financial services," explained Frank.

The Armed Forces Covenant has been implemented by a wide range of organisations, including the United Kingdom and devolved administrations, the Army, Royal Navy and the Royal Air Force, business and commerce as well as local government, the National Health Service, schools and charities.

Frank explained: "Members of the armed forces community bring a wealth of transferable skills and experiences to employers across the United Kingdom.

"With more than 12,400 organisations having signed Covenant pledges, now more than ever, employers across the United Kingdom are recognising that becoming an armed forces-friendly employer is a smart business decision.

The Royal Corps of Signals has been associated with the Swanage Railway for more than 40 years with the Corps being given the freedom of Swanage in 2005.

Between 1984 and 2017, a total of 5,000 servicemen and women from the Royal Corps of Signals have taken part in 65 exercises on the Swanage Railway, as the heritage line has developed, with the troops also helping the wider community in Swanage.

The Royal Corps of Signals carried out its first exercise on the Swanage Railway during 1984 when the fledgling heritage line had only been running trains for five years. In 1984, its soldiers installed lineside telephone poles and cables between Swanage station and the one-mile mark at the newly-built Herston Halt which was then the limit of the Swanage Railway's steam train operations. As the Swanage Railway has steadily extended its track and train operations – to the three mile point at Harman's Cross in 1988 and the five mile point to Corfe Castle and Norden in 1995 – so have members of the Royal Corps of Signals carried out exercises to install lineside telephone poles, phone lines and telephone exchanges.

Present and past members of the Royal Corps of Signals have also helped the town of Swanage through the Mercury Group. The Group has assisted with the upkeep of the town's war memorial, helped the Swanage branch of the Royal British Legion as well as raising money for military and community charities and good causes.

Photo: Armed Forces Covenant signing at Swanage station on May 8th. ©ANDREW PM WRIGHT

Preserved Railways

TRIBUTE TO BILL TRITE - FORMER LONG-TIME SWANAGE RAILWAY VOLUNTEER TRUSTEE & DIRECTOR



Tributes are being paid to former long-time dedicated Swanage Railway volunteer trustee and director Bill Trite who has died unexpectedly at the age of 77.

In 1991, it was Bill who led the fight to save the Isle of Purbeck heritage line from collapse in a financial crisis that threatened the very existence of the then fledgling Swanage Railway.

Bill passed away at his home in Swanage, which overlooks the heritage line, with Swanage Railway volunteers receiving the sad news on Sunday May 11th.

A volunteer director of the Swanage Railway Trust for 22 years - and a volunteer director of the Trust's trading subsidiary, the Swanage Railway Company, for 15 years - Bill was also the chairman of both organisations for many years.

A former mayor of Swanage and chairman of Purbeck District Council, Bill was a long-time Swanage, Purbeck and Dorset councillor who was a town councillor for Swanage and a Dorset Council councillor for Swanage at the time of his unexpected death.

Volunteer Swanage Railway Company chairman Gavin Johns – who served with Bill as a Swanage Railway Trust director for many years – has led the tributes to the former stalwart volunteer who became involved with the Isle of Purbeck heritage line in the late 1980s.

Gavin said: "The Swanage Railway sends its condolences to Bill's partner Cheryl - as well as his friends and colleagues – while we look forward to celebrating his life and recognising the important contribution that he made in many areas of the community and especially to the Swanage Railway.

"Facing the Swanage Railway's financial crisis in 1991, Bill was the right man in the right place at the right time. Thanks to Bill's strong leadership and his inspiring calls to arms, the financial crisis turned to triumph in 1995 when the Swanage Railway extended its heritage passenger train services to Corfe Castle and Norden.

"Learning of Bill's death was a shock across the Swanage Railway as well as to the wider community in the Isle of Purbeck and Dorset. Bill lived and breathed the Swanage Railway for many years with his dedicated contribution being vital to the survival and development of the heritage line loved and cherished by so many people."

"Bill performed a significant role on the Swanage Railway that has ensured the longevity of the heritage railway and its historic reconnection with the national rail network near Wareham in 2007," added Gavin who is a volunteer signalman on the Isle of Purbeck line.

Working as a marketing consultant in London, Bill joined the Swanage Railway's team of dedicated volunteers in the late 1980s when its two-mile extension from Herston to Harman's Cross was nearing completion.

Gavin explained: "The Swanage Railway reached a critical point in 1991 when a major financial crisis threatened the project's very existence. Bill led the vital and challenging recovery plan by assuming the chairmanship of the Swanage Railway Trust - taking difficult but critical decisions with the trustees and the directors of the Swanage Railway Company to re-set trading expenses and income while also securing significant support from members, key creditors and business partners. Railway members and volunteers in 1991 recall that Bill knew the only way for the railway to survive was to limit expenditure to just coal, water and the telephone. All other expenditure was more or less banned – a determined approach essential for survival. Thanks to diligent attention and professionalism, the Swanage Railway was saved and is now a thriving heritage line, in the best British tradition, that contributes more than £15 million a year to the Isle of Purbeck economy; a situation largely due to Bill's determined and inspiring leadership.

Bill held the chairmanship of the Swanage Railway Trust, and its Swanage Railway Company trading subsidiary, until 2008 when he retired as a director of the company to focus on his other interests. Until 2022, Bill remained a director of the Swanage Railway Trust where his interest and influence in the body responsible to the railway's membership remained considerable. Even in later years, Bill brought rigour to Swanage Railway Trust meetings – ensuring, as best he could, the continued well-being and prosperity of his legacy."

"To have achieved this enduring legacy is remarkable and all who love the Swanage Railway, as well as the Isle of Purbeck, will share some gratitude for the vision and hard work that Bill led on that has achieved this," added Gavin who is a volunteer signalman on the Isle of Purbeck heritage line.

Photo: Bill Trite and David Quarmby at Corfe Castle during the footbridge opening in 2007. © ANDREW PM WRIGHT

Preserved Railways

HISTORIC HORN BLOWN WHEN FIRST TRAIN DEPARTED SWANAGE IN 1885 SOUNDED AT 140th ANNIVERSARY COMMEMORATION



An historic Victorian brass horn reputed to have been blown to mark the departure of the first passenger train from Swanage to Corfe Castle and Wareham in May, 1885, was sounded again at a 140th anniversary commemoration at Swanage station.

Attending the special gathering on May 17th, was His Majesty the King's representative in Dorset - Lord-Lieutenant Michael Dooley - as well as the Mayor of Swanage Tina Foster, the Mayor of Wareham Zoe Gover and Major Rob Luke from the Royal Corps of Signals at Blandford Forum in Dorset.

A celebration of almost 50 years of volunteering to rebuild and develop the Swanage Railway - and connect the heritage line to the national railway network near Wareham - the 140th anniversary commemoration was hosted by Swanage Railway Trust chair Frank Roberts, a railway volunteer for more than 40 years, with the Swanage Town Band playing on the station platform to welcome dignitaries and guests just as their predecessors did in May, 1885.

Swanage Railway volunteers attending the special event – as well as those volunteers on duty on the heritage line on May 17th – were presented with a special commemorative badge designed by Swanage Railway Trust trustee and volunteer Clive Hardy who organised the special 140th anniversary commemoration.

The Swanage Railway's 140th anniversary commemorations on the afternoon of May 17th, also saw a special cake cut by dedicated Swanage Railway volunteers who had each completed more than 50 years of service on the award-winning Isle of Purbeck heritage line.
After speeches from Swanage Railway Trust chair Frank Roberts, the Mayor of Swanage Tina Foster and Swanage Railway Trust patron Sir Philip Williams, the London and South Western Railway brass horn was blown at Swanage station to mark the departure at 2pm of a special 140th anniversary steam train bound for Herston Halt, Harman's Cross, Corfe Castle and Norden.

Blowing the horn was long-time Swanage Railway volunteer Peter Sills who, as a teenager, travelled on the last British Rail passenger train from Swanage and Corfe Castle to the main line at Wareham on the evening of January 1st 1972 – New Year's Day.
With the dignitaries and other guests riding in a 1940s 'Devon Belle' Pullman observation carriage, the special train was hauled by 1940s Southern Railway Battle of Britain class Bulleid Pacific express steam locomotive No. 34072 '257 Squadron' which was the first Bulleid Pacific to haul trains on the Swanage Railway in November, 1990.

Bulleid Pacifics hauled trains from London to Corfe Castle and Swanage from the late 1940s through to the last steam-hauled timetabled train from the capital in September, 1966, after which diesel trains operated the Swanage branch service until the line was closed by British Rail in 1972.

It was No. 34072 '257 Squadron' that had the historic honour of hauling the first passenger train from Norden to Corfe Castle and Swanage when the line from Harman's Cross to Corfe Castle and Norden opened in August, 1995.

Swanage Railway Trust chair Frank Roberts said: "It was a wonderful occasion and we were delighted to welcome the Lord-Lieutenant of Dorset, the Mayors of Swanage and Wareham as well as representatives of the Royal Corps of Signals which has been helping the Swanage Railway with its telecommunication development along the relaid line since 1984. The afternoon was not just a commemoration of 140 years of history but also a celebration of almost five decades of devoted volunteer efforts by several generations of determined men and women who have battled and campaigned to rebuild the Swanage Railway from nothing in 1976 and develop it into the much-loved heritage railway that so many people enjoy today."

The Swanage Railway volunteers who have each completed more than 50 years service on the heritage line who attended the special 140th anniversary commemoration were Mike Brown, Nigel Clark, Peter Frost, Nick Hanham, Pete Short, Mick Stone, Peter Sykes and Jeremy Weller. Also present was volunteer Swanage Railway driver Mel Cox who joined British Rail at Bournemouth station as a 15-year old steam locomotive cleaner in 1964 and drove diesel trains between Wareham, Corfe Castle and Swanage in the late 1960s before the line was closed in 1972.

Mel explained: "When the volunteers started to rebuild the line from a disused and trackless Swanage in 1976, most people thought they were mad and would never do it – including me. Driving steam trains on the Swanage Railway is a privilege and I would never have been able to do it without the hard work and determination of generations of volunteers going back almost 50 years."
Fifty year Swanage Railway volunteer Nigel Clark said: "When we started to rebuild the Swanage Railway at a disused Swanage station almost 50 years ago, were were young and determined with a strong sense of camaraderie, friendship and working towards a shared goal. It's sad to think of the good friends we have lost over the years who have not lived to enjoy today's Swanage Railway."

Clive Hardy explained: "When the Swanage branch line opened in May, 1885, the new 25-minute train journey from Swanage to Wareham cost eleven pence compared with a traditional horse and carriage journey taking one and a half hours at a ticket price of two shillings and sixpence.
"The new Victorian railway was an historic and a seismic change for the Isle of Purbeck – turning Swanage from a fishing and quarrying town into a popular seaside resort and the picturesque village of Corfe Castle into a desirable day-trip destination," added Clive, a volunteer for eleven years.
The Swanage Railway's 140th anniversary comes in the year of Rail 200 - a national celebration, by heritage railways and the national railway system, marking the 200th anniversary of the railways; celebrating the railways past, present and future in England, Scotland, Wales and on the Isle of Man.

Photo: Sr BoB Class No. 34072 '257 Squadron' at Swanage on May 17th. © ANDREW PM WRIGHT

Great Central Railway

Deltic Class 55 019 ‘Royal Highland Fusilier’ arrives at Leicester North, with the 10:50 service from Loughborough on May 10th. *Paul Senior*

Ribble Steam Railway

Grant Ritchie 0-4-0ST No. 272/1894 approaches the swing bridge with a service train to Strand Road on May 4th. *Michael Lynam*

Grant Ritchie 0-4-0ST No. 272/1894 is seen taking a train to Strand Road on May 5th. *John Balaam*





West Lancs Light Railway

‘Sybil’ is a Bagnal 0-4-0ST and was built in 1906, seen here at Becconsall on May 4th. *John Balaam*

East Lancs Railway

L&Y 0-6-0ST No. 11456 and L&Y 0-6-0 No. 52322 depart Ramsbottom with the 09:15 Bury to Rawtenstall service on May 10th.
Brian Dobbs

East Lancs Railway

Class 50 015 'Valiant' crosses Brooksbottom Viaduct with the 10:20 Bury to Rawtenstall service on May 10th. *Brian Dobbs*

Keighley and Worth Valley Railway

Former West Yorks PTE ‘MetroTrain’ liveried Class 144 011 is seen approaching Haworth en route to Keighley on May 28th. *Michael Lynam*

Former West Yorks PTE ‘MetroTrain’ liveried Class 144 011 is seen approaching Haworth en route to Keighley on May 28th. *Michael Lynam*

Class 14 No. D9520 (45), Class 37 075 and 08 266 are seen in Haworth Yard. on May 28th. *Michael Lynam*







Keighley and Worth Valley Railway

On May 10th, the hot weather over the weekend saw some of the services hauled by Ivatt No. 41241 having to be diesel-piloted. English Electric D0226 ‘Vulcan’ is leading the steam loco during run-round of a mid-day train at Oxenhope. *Ben Bucki*

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Lynton and Barnstaple Railway

‘Sir George Newnes’ arrives at Woody Bay Station in the afternoon of May 3rd.
David Lindsell

Lynton and Barnstaple Railway

Replica Southern loco No. 762 ‘Lyn’ is seen shortly after departing from Woody Bay station on April 27th with the 16:00 service to Killington Lane. *Lee Stanford*

Lynton and Barnstaple Railway

Hunslet No. D6652 is seen stored outside Woody Bay station awaiting repairs on April 27th. *Lee Stanford*

Mid Hants Railway

On May 5th, LSWR T3 No. 563 stands at Medstead and Four Marks station. *David Mead*

West Somerset Railway

‘Fenchurch’ arrives at Minehead with the Blue Anchor shuttle on May 3rd. *David Lindsell*

West Somerset Railway

On May 2nd, Jubilee No. 45596 is seen at rest in Minehead shed yard. *David Lindsell*

Hudswell Clark No. 1857 is seen on the rear of the Blue Anchor shuttle on May 3rd. *David Lindsell*

GWR No. 2999 running as 2986 ‘Robin Hood’ departs Blue Anchor with a service to Bishops Lydeard on May 2nd. *David Lindsell*







West Somerset Railway

Collett No. 2807 attended the railway's Spring Gala and is seen approaching Roebuck crossing on May 2nd with a demonstration freight. *Lee Stanford*



An unusual pairing of LMS No. 11456 and GWR No. 9351 approach Dunster on May 3rd. *Lee Stanford*

Despite being withdrawn in November 1932, memories were rekindled when recent build 'Saint' Class No. 2999 masqueraded as 2986 'Robin Hood' at the gala where it is seen arriving at Minehead on May 3rd. *Lee Stanford*





West Somerset Railway

GWR Manor Class No. 7812 ‘Erlestoke Manor’ shatters the peace of the countryside as it approaches Roebuck crossing on May 2nd with a Norton Fitzwarren service. *Lee Stanford*

The lines 3 car DMU was in operation on April 25th and is seen approaching Blue Anchor with the final service of the day. *Lee Stanford*

GWR Castle HST set with power cars Nos. 43154 and 43155 is presently stored at Minehead on the West Somerset railway where it photographed on a sunny May 3rd. *Lee Stanford*







West Somerset Railway

Visiting the West Somerset railway for their Spring steam gala was Jubilee No. 45596 ‘Bahamas’ which is seen arriving at Minehead on May 3rd, with a service from Norton Fitzwarren. *Lee Stanford*



Jubilee No. 45596 ‘Bahamas’ drifts downhill at Woolston on May 3rd on the approach to its next call at Williton. *Lee Stanford*



Andrew Barclay ‘Fireless’ Boots No. 1 stands at Minehead on May 3rd, the loco was making its public debut at the West Somerset Railway having only recently been restored.
Lee Stanford



Severn Valley Railway

Class 20 189 and 20 142 arrive at Bewdley on May 15th, with a service to Kidderminster. *Barry Longson*

On May 15th, Class 20 142 and 20 089 approach Hampton Loade with the 08:15 service from Kidderminster. *Phil Martin*

West Coast's visiting loco, Class 37 706 approaches Arley on May 17th with the 15:05 Highley - Kidderminster service. *Phil Martin*







Severn Valley Railway

On May 18th, Class 33 108 departs Highley with the 14:30 Hampton Loade - Kidderminster service. *Phil Martin*



Rail Adventure power cars No. 43464 and 43468 approach Highley on May 17th with the 15:20 Kidderminster - - Highley service. *Phil Martin*



On May 17th, Class 40 106 stands at Hampton Loade having arrived with the 16:30 from Kidderminster. *Phil Martin*



Severn Valley Railway

Class 46 045 crosses Victoria Bridge with the 14:25 Hampton Loade - Kidderminster service on May 15th. *Phil Martin*



On May 15th, Colas' Class 56 094 approaches Kidderminster with a service from Hampton Loade. *Michael Lynam*

Class 50 035 departs Highley on May 18th hauling the 11:55 Hampton Loade - Kidderminster service. *Phil Martin*





Severn Valley Railway

On May 15th, Class 50 049 crosses Victoria Bridge working the 15:25 Hampton Loade - Kidderminster service. *Phil Martin*



On May 17th, Class 58023 stands at Arley working the 13:40 Hampton Loade - Kidderminster service. *Phil Martin*



On May 18th, Class 57 003 approaches Highley with the 15:20 Kidderminster - Highley service. *Phil Martin*



Severn Valley Railway

Freightliner's Class 66 509 arrives at Highley on May 18th with a terminating service from Kidderminster. *Lee Stanford*

The hybrid Class 101/108 unit was not in use on May 18th and was found looking quite at home stabled in Bewdley station. *Lee Stanford*

On May 17th, GBRf's Class 69 014 departs Highley with the 16:15 service to Kidderminster. *Phil Martin*







Severn Valley Railway

On May 15th, Warship No. D821 crosses Victoria Bridge hauling the 12:45 Hampton Loade - Kidderminster service. *Phil Martin*

Class 20 048 is seen running round its train at Bewdley on May 15th. *Richard Hargreaves*

Class 52 No. D1015 ‘Western Champion’ waits its next turn of duty, while Clayton No. D8568 seeks some mechanical attention at the Kidderminster diesel depot. *Michael Lynam*







Severn Valley Railway

On May 17th, Class 52 No. D1062 approaches Highley with a service from Kidderminster. *Paul Godding*

Class 50 033 approaches Highley on May 17th with a Kidderminster - Hampton Loade working. *Richard Hargreaves*

On May 15th, Class 37 706 stands at Bewdley on rear of a service to Kidderminster. *Richard Hargreaves*







Severn Valley Railway

GWR No. 6880 ‘Betton Grange’ is seen on Wribbenhall Viaduct, Bewdley on April 25th. *Phil Martin*



Class 56 113 arrives into Kidderminster on May 16th with a Hampton Loade - Kidderminster service. *Richard Hargreaves*



On May 16th, Class 58 023 is seen at Kidderminster. *Richard Hargreaves*



Severn Valley Railway

On May 16th, Freightliner's visiting loco, Class 70 020 stands in the sun at Kidderminster.
Richard Hargreaves



Wizzo No. D1062 arrives into Kidderminster on May 16th with a service from Hampton Loade.
Richard Hargreaves



On May 16th, Class 52 No. D1048 'Western Lady' is seen in the station at Kidderminster.
Richard Hargreaves



Severn Valley Railway

On May 18th, visiting from LSL, Class 57 003 departs from Bewdley with a service for Highley. *Lee Stanford*



Peak Class 46 045 awaits its next duty at Kidderminster on May 18th. *Lee Stanford*



Class 58023 kicks out plenty of clag as it departs Kidderminster light engine on May 15th. *Barry Longson*



Severn Valley Railway

West Coast's Class 37 706 crosses Victoria Bridge on May 17th with a service to Kidderminster. *Carl Grocott*

Class 69 014 is seen at Arley on May 17th. *Carl Grocott*

Railfreight liveried Class 57 003 crosses Victoria Bridge on May 16th with a service to Kidderminster. *Carl Grocott*







Severn Valley Railway

Class 58 023 heads across Victoria Bridge with a service to Kidderminster on May 17th. *Carl Grocott*

GWR No. 6880 ‘Betton Grange’ passes Severn Lodge on April 25th. *Phil Martin*

Great Western’s 81st Grange, No. 6880 ‘Betton Grange’ is seen at Arley on May 25th. *Phil Martin*







Gloucestershire & Warwickshire

1906 built Borrows 0-4-0WT, Works No. 48 'The King' is seen taking on water in Winchcombe Yard between shunting demonstrations during the Cotswold Festival of Steam on May 24th. *Derek Elston*

Class 47 376 'Freightliner 1995' was tucked inside the shed at Toddington on May 24th. *Derek Elston*

GWR No. 3850 works a demonstration freight and is pictured arriving at Toddington during the Cotswold Festival of Steam event on May 24th. *Derek Elston*







Gloucestershire & Warwickshire

Andrew Barclay Austerity 0-6-0ST No. 15 ‘Earl David’, a visitor to the GWR, seen being coaled at Toddington on May 23rd. *Derek Elston*

Visiting GWR Grange Class No. 6880 ‘Betton Grange’ adorned with ‘The Cornishman’ headboard arrives into Winchcombe with a Cheltenham Racecourse to Broadway working during the Cotswold festival of Steam.
Derek Elston

Cotswold Festival of Steam visitor courtesy of the Bluebell Railway, SECR class O1 No. 65 stands at Toddington awaiting its next duty on May 24th. *Derek Elston*







Gloucestershire & Warwickshire

Great Western Hall Class No.7903 ‘Foremarke Hall’ stands at Toddington awaiting an inbound service to clear before it can depart during the Cotswold Festival of Steam on May 24th.
Derek Elston



Former Willington power station shunter, RSH 0-6-0 works No. 7860, minus it’s radiator cowls is seen at Toddington on May 24th.
Derek Elston



Privately owned Class 20 137 was pictured stabled alongside the running line at Toddington on May 24th. *Derek Elston*



GWS Didcot

GWR Manor Class No. 7808 ‘Cookham Manor’ is seen alongside the locomotive shed on May 26th. *Ken Mumford*

Great Western Castle Class No. 4079 ‘Pendennis Castle’ was to be found in the yard at Didcot on May 26th. *Ken Mumford*

Located inside the main shed on May 26th was GWR Hall Class No. 6998 ‘Burton Agnes Hall’. *Ken Mumford*







GWS Didcot

An interesting line up of a sectioned ex-GWR 2-8-0T freight locomotive, a Brush Class 31 in blue and beyond that is one of two gas turbine locomotives that were built for the GWR/ Western Region. *Ken Mumford*

‘Flying Scotsman’ was operating passenger services on the ‘main’ line at Didcot on May 26th. *Ken Mumford*

Saddle tank loco ‘Trojan’ was the locomotive hauling the two coach train on the ‘branch’ line at Didcot on May 26th. *Ken Mumford*







Vale of Rheidol

On May 6th, due to a large line side fire, services at the line were cancelled. No. 7 is seen here at Devils Bridge waiting to head back to Aberystwyth. .*Phil Martin*



0-6-0 No. 10 with the water carrier is seen at Devils Bridge on May 6th. *Phil Martin*



Barclay shunter No. NG52 was on hand at Aberystwyth on May 6th. *Ken Mumford*



Whistlestop Valley

At Whistlestop Valley, previously known as the Kirklees Light Railway on May 3rd, 2-4-2 ‘Katie’ waits to depart Clayton West with a service to Shelley Woodhouse. *Michael Lynam*



No. 3 ‘Hawk’ an 0-4-0 + 0-4-0T built in 1998 and based on a 2ft 5ins gauge Kitchen Meyer built by Andrew Barclay for export to Chile, seen at Clayton West. *Michael Lynam*



‘Sian’ which is a sister engine to ‘Katie’ is seen on the turntable at Clayton West on May 3rd. *Michael Lynam*



Stephenson Railway Museum

Former Blyth Harbour loco works No. HL2918/12 is seen awaiting restoration on May 17th. *John Sloane*



A line up of BR Class 08 915, Steel Company of Wales No. 401 and former Consett Steelworks No. 10, amongst others are seen inside the workshops on May 17th. *John Sloane*



Ashington No. 5 (works No. P1970/39) is seen nearing completion of its overhaul in the workshop. *John Sloane*



Alne Valley Railway

Former NCB Andrew Barclay works No. 615/77 and former Drax power station RSH/DC No. 8199/63 are seen at Alnwick on May 22nd. *John Sloane*

Ex NCB No. 48 (works No. HE 2864/43) is seen awaiting restoration. *John Sloane*

Former West Yorkshire Class 144 004 is seen in the yard at Alnwick on May 22nd. *John Sloane*







From the Archives

Class 37 050 stands on the engine road at London Liverpool St. whilst it awaits its next duty on February 25th 1984. *John Sloane*

Class 60 094 creeps out of Warrington Arpley Yard on March 6th 1982. *John Sloane*

Black 5 No. 44664 is seen exiting Newton Heath shed on February 3rd 1968. *John Sloane*







From the Archives

Station pilots Class 03 094 and 03 078 are seen at Newcastle Central on June 17th 1983. *John Sloane*



From the Archives

On a sunny April 17th 1985, Class 87 014 approaches Stockport with a Manchester Piccadilly to London Euston service. *Barry Longson*



Class 86 232 heads south past the now long gone Norton Bridge signal box, with a service to London Euston on August 18th 1984. *Barry Longson*



Class 45 No. 25, later 45 021, approaches Taunton with a cross country working on a damp April 28th 1974. *John Sloane*



From the Archives

Deltic No. 9007 'Pinza' screams through Newark Northgate with the 10:00 London King's Cross to Edinburgh 'Flying Scotsman' service on a very gloomy December 28th 1970. *John Sloane*

The Sulzer beat of Class 26 024 reverberates around Ramsbottom as the loco waits at the head of a train of interesting coaching stock on July 5th 2007. *Jeff Nicholls*

Class 50 049 kicks out plenty of exhaust at Birmingham New St, while awaiting to return to the Western Region on a bright April 6th 1985. *Barry Longson*







From the Archives

No. 4, a Bagnall 0-6-0ST built in 1944, is engaged in some shunting at the Birchenwood Gas and Coke plant at Kidsgrove on July 17th 1971.
John Sloane



From the Archives

Long before Peak Forest was used a a stabling point, BR used the diesel depot next to Buxton station. Here we see Class 20 168 and 20 134, along with 20 185 and 20 186 and 47 100 on April 18th 1985.
Barry Longson

From the Archives

First Great Western HST power car No. 43180, speeds through the colourful landscape at Denchworth, Oxfordshire, leading the 09:05 Bristol Temple Meads to London Paddington service on April 21st 2015.
Paul Senior

From the Archives

SWCP No. 2 (HE 3192/44) is about to retire into the shed at Smithywood Coking Plant at Chapeltown on July 15th 1972. *John Sloane*



Class 31 No. D5600 waits to depart Irwell Vale during the 2006 East Lancs diesel gala on July 7th. Loadhaul liveried Class 56 003 was on the rear. *Jeff Nicholls*



Those were the days! Twenty years ago, on July 2nd 2005, Class 08 460 and two others rest in Arpley Yard, Warrington. Today, there might be as many as three 66s! *Jeff Nicholls*



From the Archives

Green liveried Class 20 174 is seen stabled at Westhouses shed on December 27th 1977. *John Sloane*

‘Darth Vader’ Class 460 007 approaches Clapham Junction with a southbound Gatwick Express service on January 26th 2008. *John Sloane*

Class 58 046, 58 045 and another are seen in store at Old Oak Common depot on January 25th 2008. *John Sloane*







From the Archives

Class 25 No. 5279 stands at Derby station with an unidentified arrival on June 16th 1973. *John Sloane*

