

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 226

Some really great news for lovers of the iconic HST this month with the news that work has started to make the classic HSTs fit for the future.....

Work has started to fit equipment for digital in cab signalling to the iconic High Speed Trains (HSTs), a symbol of British rail heritage, significantly in the year of Railway 200.

Sixteen Class 43 power cars are being fitted with European Train Control System (ETCS) equipment. The fitment is part of the £1.4 billion East Coast Digital Programme (ECDP), that will transform rail operations by replacing traditional, lineside signals with continuous information displayed inside drivers' cabs, delivering a more reliable, greener and even safer railway.

The first four power cars to be fitted belong to RailAdventure, a specialist European freight operator, and are used for freight and rolling stock movements.

Four of the power cars belong to Locomotive Services Limited and are used for private charter trains. The remaining eight are leased by Colas Rail from Porterbrook, and are used for infrastructure management, including Network Rail's New Measurement Train (NMT).

Upgrading these 16 power cars with ETCS will ensure they are fit for the future to run on the East Coast Main Line (ECML), and on other routes as ETCS expands across the network. The work to fit all 16 is expected to be completed by the middle of 2026.

Ben Mason, charter and heritage lead for ECDP said: "In this year of Railway200 we're pleased to be equipping iconic older generation trains for the next generation railway.

"This work will enable the much loved Class 43s to continue providing vital freight movements, infrastructure work and charter services for many years to come. ECDP continues to progress and build capability as we work to deliver a more reliable, greener and even safer railway."

Paul Maynard, Vice President, Integrated Communications Supervision (ICS), Hitachi Rail, commented: "Giving Britain's legendary InterCity 125 power cars a 'digital brain' shows how the past and future of rail can run side-by-side. By equipping these Class 43s with ETCS, we're making them even safer and better connected, extending their working life for charter, freight, and infrastructure duties.

"Working shoulder-to-shoulder with Network Rail through the East Coast Digital Programme, we're proving that brownfield integration can unlock quick wins on the journey to a fully digital railway."

Kevin Walker, managing director, Rail Adventure, added: "RailAdventure are both proud and excited to play our part in the introduction of ETCS signalling on the ECML. Having supported the project through the last 12 months of testing by operating data collection test trains, having our own locomotives ETCS compliant will put in place our final building block for full ETCS readiness."

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

LSL owned Class 142 003 heads out of Crewe on a test run to Chester on June 25th. *Barry Longson*

Front Cover

Running some 99 minutes late, Class 66 031 speeds through Chesterfield trying to make up for lost time, while working 4E49 11:37 Daventry to Doncaster iPort on June 11th. *Barry Longson*



Class 89 001 is seen along with 86 101 and 90 034 at Crewe on June 21st. *Richard Hargreaves*

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With Thanks

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

These issues wouldn't be possible without contributions from:
Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, Tom Blanpain, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Barry Robinson, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Steven Thompson, Mark Torkington, Brian Turner, Allison Twycross, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Belmond

Belmond British Pullman

Class 67 024 is seen powering the British Pullman on its regular trip to Bath through Andover station on June 18th. Note that some of the vegetation has been cut down at last making photography possible again after many years. *David Lindsell*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER No. 60007 ‘Sir Nigel Gresley’ heads southbound at Winwick just before sunset with a returning Saphos Trains railtour from Carlisle to Crewe. *Brian Dobbs*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

With little apparent assistance from the Class 47 on the rear of the train, No. 60007 roars north through Golborne with the 'Settle and Carlisle Fellsman' on June 11th. *Jeff Nicholls*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Generating the barest minimum of obvious steam on a warm evening, A4 Pacific No. 60007 ‘Sir Nigel Gresley’ climbs Hoghton Bank on June 11th with the ‘Settle & Carlisle Fellsman’. *Gerald Nicholl*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

LNER A4 No. 60007 'Sir Nigel Gresley' rolls through Hellifield station on June 11th with the 'Settle and Carlisle Fellsman'. *Jeff Nicholls*

Saphos Trains

Settle & Carlisle Fellsman

LNER A4 No. 60007 'Sir Nigel Gresley' passes Moore on June 11th with a Crewe - Carlisle 'Settle & Carlisle Fellsman' working. *Mark Enderby*

Class 47 No. D1924 is seen on the rear of the charter from Crewe to Carlisle on June 11th. *John Sloane*

LNER A4 No. 60007 'Sir Nigel Gresley' gets away from its call at Balshaw Lane and Euxton station as it works a 'Fellsman' excursion from Crewe to Carlisle on June 11th. *John Sloane*







Charter Scene Saphos Trains

The Lakelander

Under threatening skies, and thunder rumbling around, LNER Thompson class B1 No. 61306 'Mayflower' heads 'The Lakelander' through Holme and onwards to Carlisle on June 14th.
Shep Woolley



Charter Scene Saphos Trains

The Lakelander

Running slightly late, LNER B1 Class No. 61306 'Mayflower' approaches Furness Abbey tunnel on June 14th with the return leg of 'The Lakelander' to Crewe and onwards to Leicester.
Shep Woolley

Saphos Trains

The Lakelander

Class 57 002 makes all the running at Golborne on June 14th; the sound of it working hard could be heard well before the train came into sight. LNER B1 No. 61306 'Mayflower' was almost silent at the front of the train, with 57 311 on the rear. *Jeff Nicholls*



LNER B1 No. 61306 'Mayflower' and Class 57 002 head a 'Lakelander' excursion from Leicester to Carlisle as it passes Standish on June 14th. *John Sloane*



No. 60532 'Blue Peter' and Class 57 311 head 'The Lakelander' charter past Standish on July 5th. *John Sloane*



Charter Scene West Coast Railways

The Dalesman

Despite the wet weather, LNER A1 Class No. 60163 ‘Tornado’ puts on a fine show leaving Helwith Bridge with the inaugural ‘Dalesman’ for 2025 on June 5th. *Shep Woolley*

Charter Scene West Coast Railways

The Dalesman

With a moody Whernside as a backdrop, a lucky splash of sunshine catches No. 60163 'Tornado' as it trundles through Ribblehead with the return leg of 'The Dalesman' to Hellifield and onwards to York on June 5th. *Shep Woolley*

A1 Class 4-6-2 No. 60163 'Tornado' climbs away from Helwith Bridge heading northbound with 'The Dalesman' on June 5th. *Gerald Nicholl*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 'Les Ross' speeds through Stafford on June 21st with the London Euston - Carlisle CME. *Paul Godding*



Railway Touring Company

The Cumbrian Mountain Express

Class 57 012 has charge of 'The Cumbrian Mountain Express' on June 21st as it approaches Pleasington. *John Sloane*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

LNER A1 No. 60163 ‘Tornado’ is seen with the return working of ‘The Cumbrian Mountain Express’ on June 28th. *Shep Woolley*

Charter Scene S.R.P.S. Railtours

The Lochalsh Chopper

Class 20 118 and 20 132 break new ground for a 60+ year old class as they stand at Kyle of Lochalsh with SRPS' 'Lochalsh Chopper' railtour from Inverness on June 22nd.
Mark Pichowicz

Charter Scene S.R.P.S. Railtours

The Lochalsh Chopper

With the Isle of Skye behind, Class 20 132 and 20 118 stand on the blocks at Kyle of Lachalsh after arriving with SRPS' 'Lochalsh Chopper' railtour, believed to be the first visit of the class to this outpost on June 22nd. *Mark Pichowicz*

Charter Scene S.R.P.S. Railtours

The Lochalsh Chopper

As immaculate as ever, Class 87 002 ‘Royal Sovereign’ leads the ‘Kyle of Lochalsh Choppers’ railtour round the curves past Golborne Junction on June 21st. The Class 87 would give way to 20 118, 20 132 and 37 403 at Carlisle for the onward journey to Inverness.
Jeff Nicholls



Charter Scene S.R.P.S. Railtours

The Lochalsh Chopper

Class 87 002 ‘Royal Sovereign’ approaches Farington Curve Junction with a charter returning from Inverness to Crewe on June 23rd. *John Sloane*

Charter Scene Private Charter

Wedding Belle Express

No. 70000 'Britannia' exits Shakespeare tunnel on the approach to Dover working 1Z92 12:30 Edenbridge to Paddock Wood via Dover and Canterbury, it would then go forward to London Victoria via Edenbridge on May 25th.
Mark Pichowicz

Charter Scene Vintage Trains

The Western Mountaineer

A very unusual working took place on July 2nd, as Class 52 No. D1015 'Western Champion' worked 1Z16 Vintage Trains from Birmingham to Carlisle via Shap and returning over the S&C. Under the shadow of Whernside, No. D1015 works off Ribblehead Viaduct heading south with Class 37240 on the rear. *Brian Dobbs*

Charter Scene Vintage Trains

The Western Mountaineer

DTG owned Class 52 No. D1015 ‘Western Champion’ takes the down fast at Golborne Jct with 1Z15 Birmingham New St - Carlisle, ‘The Western Mountaineer’ on July 2nd.
Dave Harris



Charter Scene Vintage Trains

The Western Mountaineer

Class 52 No. D1015 calls at Appleby with the return 15:09 Carlisle - Birmingham New Street ‘Western Mountaineer’ on July 2nd.
Chris Morrison

Vintage Trains

The Western Mountaineer

On July 2nd, Western Class No. D1015 'Western Champion' runs through Charnock Richard cutting at the head of a Birmingham New St. to Carlisle charter. *John Sloane*



No. D1015 'Western Champion' runs through Pleasington on its way back to New St. from Carlisle on July 2nd with Class 37 240 on the rear. *John Sloane*



'Western Champion' impressively restarts the Vintage Trains' Carlisle to Birmingham New St. charter away from Crewe on July 2nd.
Lee Stanford



Charter Scene Vintage Trains

The Western Mountaineer

Class 52 No. D1015, with Class 37 240 on the rear, pass Moore working the Tyseley - Carlisle and return charter on July 2nd. *Mark Enderby*



BR Blue Western No. D1015 'Western Champion' speeds past Alder Lane, Winwick, with the return 1Z16 15:09 Carlisle to Birmingham on July 2nd. *Paul Senior*

Charter Scene Pathfinder Railtours

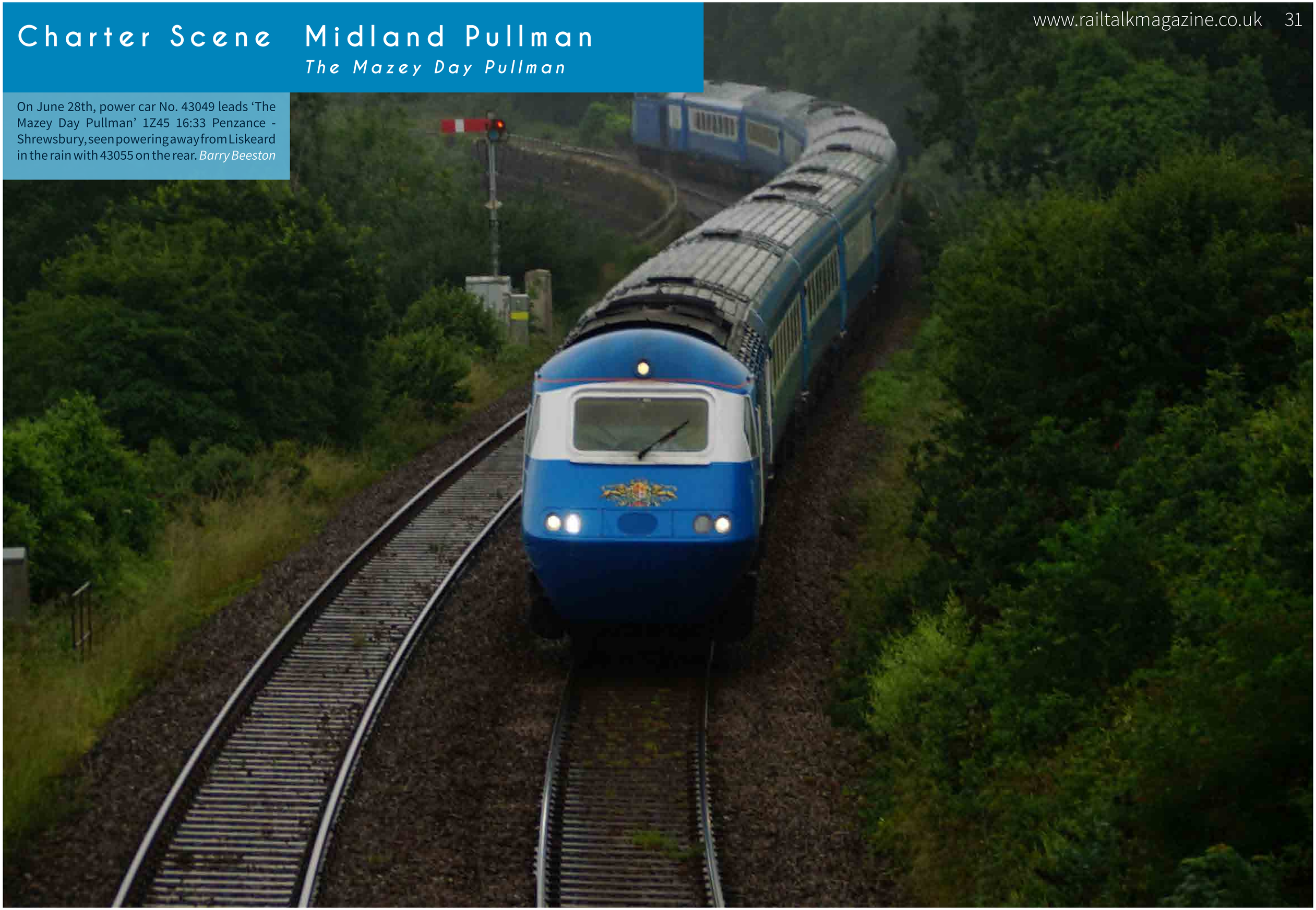
The Mazey Day Special

On June 28th, Class 52 No. D1015 'Western Champion' leads the return leg of Pathfinder's Mazey Day Special 1Z53 16:00 Penzance - Dorridge powering away from Liskeard with 47 815 idling on the rear. *Barry Beeston*

Charter Scene Midland Pullman

The Mazey Day Pullman

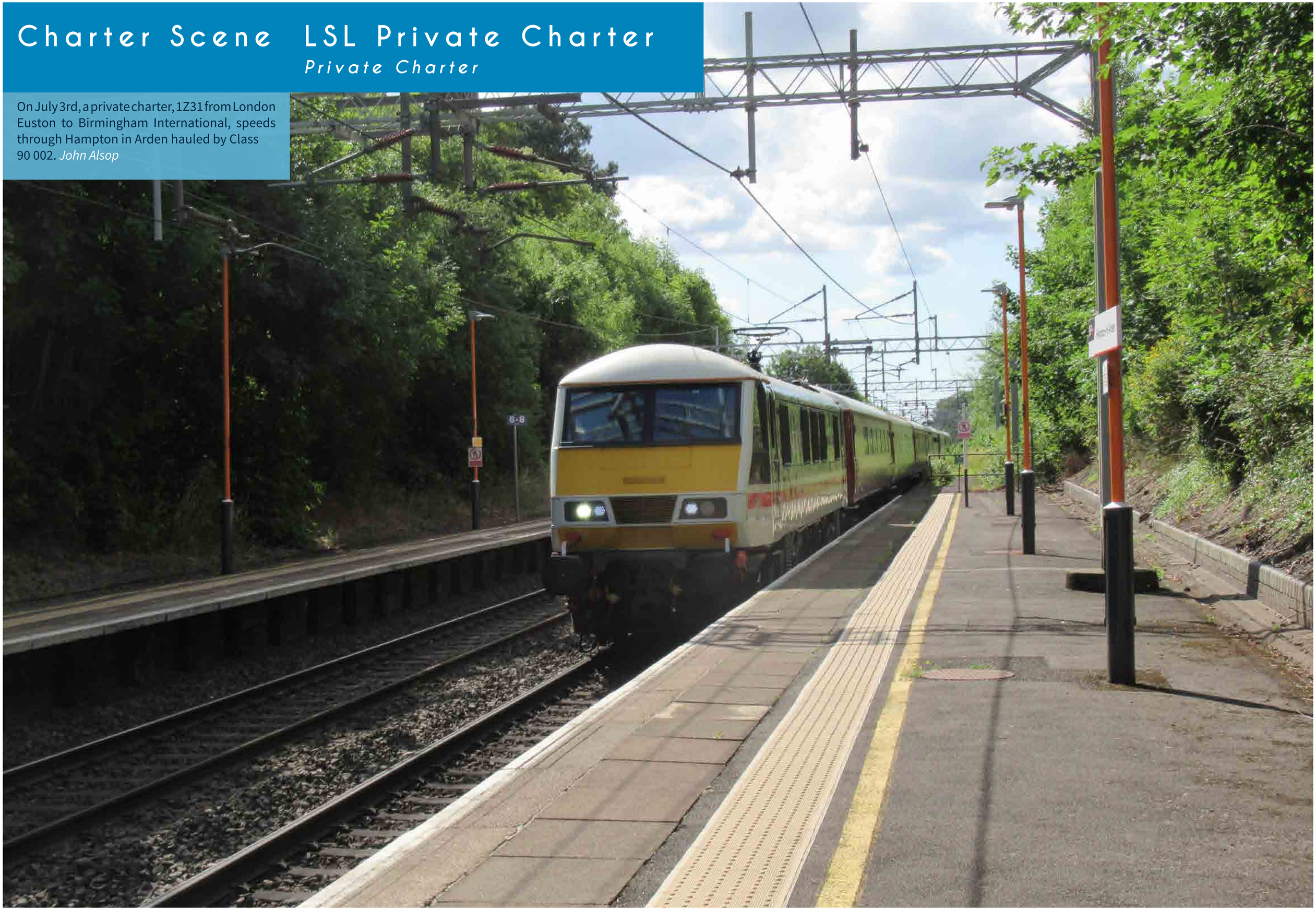
On June 28th, power car No. 43049 leads 'The Mazey Day Pullman' 1Z45 16:33 Penzance - Shrewsbury, seen powering away from Liskeard in the rain with 43055 on the rear. *Barry Beeston*



Charter Scene LSL Private Charter

Private Charter

On July 3rd, a private charter, 1Z31 from London Euston to Birmingham International, speeds through Hampton in Arden hauled by Class 90 002. *John Alsop*



Charter Scene

ECS and Light Engine Moves

Class 57 003 ‘Inter-City Railway Society 50th Anniversary 1973-2023’ working 5Z19 13:21 Kidderminster S.V.R. to Eastleigh Arlington (Zg) heads through Northampton on June 9th. *Derek Elston*



LNER A1 No. 60163 ‘Tornado’ crosses the River Nene on the Northampton Loop with 5M43 the 10:19 Southall WCR to Carnforth Steamtown on June 16th. *Derek Elston*



Class 57 311 ‘The Institution of Mechanical Engineers’ hangs on the tail of 5Z63 14:00 Northampton Down Goods Loop to Crewe H.S. as it approaches Wilson’s Crossing on June 8th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

GWR Castle Class No. 5029 ‘Nunney Castle’, Class 37 No. D6817 and 37 401 pass Standish with a Crewe to Preston test run. *John Sloane*

On June 16th, Class 57 008 and 57 012 lead LNER A1 No. 60163 ‘Tornado’ past Coppull whilst the loco was returning from Southall to Carnforth. The diesels had been attached at Stafford on account of the fire risk in the North West. *John Sloane*

Class 57 002 ’Winston Churchill’ passes Coppull Moor at the head of a Bo’ness to Crewe empty stock working on June 16th. *John Sloane*







Charter Scene

ECS and Light Engine Moves

GWR Castle Class No. 5029 ‘Nunney Castle’ rounds the curves at Golborne Junction on June 18th with a test run. Class 37 521 was behind the ‘Castle’ with 37 401 on the rear. *Jeff Nicholls*

Class 47 712 running as 47 711 (or 47 709 on the other side!) passes Charnock Richard with empty stock from Crewe to Carlisle Upperby on June 26th. *John Sloane*

GWR Castle Class No. 5029 ‘Nunney Castle’ , Class 37 No. D6817 and 37 401 pass Standish with a Crewe to Preston test run. *John Sloane*







Charter Scene

ECS and Light Engine Moves

On the first of its two days of test runs between Crewe and Preston, GWR Castle Class No. 5029 'Nunney Castle' rounds the curves at Golborne Junction on June 18th. Class 37 521 was behind the 'Castle' with 37 401 on the back. *Jeff Nicholls*



Class 40 No. D213 'Andania' crosses the River Nene homeward bound with ECS working 5Z63 14:00 Northampton Down Goods Loop to Crewe H.S. on June 8th. *Derek Elston*



Locomotive Services' Class 47 712 (running as 47 709) passes through Preston on June 26th with an ECS working from Crewe - Carlisle Upperby. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

On June 7th, Class 57 310 leads 5Z21 09:17 Fairwater Yard - Penzance, which was operator routing training for the upcoming Britannic Explorer Railtours. 66 751 was on the rear of the working. *Barry Beeston*

On July 1st, Class 37 240 escorted Jubilee No. 45596 'Bahamas' from the K&WVR to Tyseley and is seen passing through Euxton. *John Sloane*

'Scots Guardsman' and Class 37 706 pass Charnock Richard on July 4th on a move from Carnforth to Kidderminster. *John Sloane*







Charter Scene ECS and Light Engine Moves

Class 97 303 and 37 405 pass Belle Vue, Shrewsbury, with 5Z12 08:11 Haverford West - Pwllheli on June 10th. *Keith Davies*

Charter Scene

ECS and Light Engine Moves

GWR Castle Class No. 5029 ‘Nunney Castle’ passes Moore on June 18th. Class 37 521 was behind the ‘Castle’ with 37 401 on the back.
Mark Enderby

On June 25th, the Midland Pullman led by power car No. 43055 is seen at Crewe.
Richard Hargreaves

Class 47 711 ‘Highland Chieftain’ works north at Winwick with 5Z07 ECS from Crewe HS to LSL Carlilse Upperby Depot on June 26th.
Brian Dobbs







Charter Scene

ECS and Light Engine Moves

Class 57 601 ‘Windsor Castle’ is seen top’n’tail with 57 313 ‘Scarborough Castle’ heading through Shrewsbury with an ECS working from Bristol to Carnforth on June 1st. *David Lindsell*

On June 17th, ‘Flying Scotsman’ heads under Marston footbridge working from Didcot to the West Somerset Railway. *Ken Mumford*

On June 11th, Rail Adventure power cars Nos. 43465 and 43484 haul 47715 past Swinton (South Yorkshire) working 0Z47 to the Wensleydale Railway to collect 47 714 and haul the pair to the KWVR. *Russell Clarke*







Avanti West Coast

On June 19th, Class 390 127 passes Slindon with 9S80 14:38 London Euston - Edinburgh service. *Keith Davies*

Avanti Class 805 007 forms the 1D83 09:00 service from London Euston to Holyhead, seen departing Chester station on June 3rd. *David Lindsell*

Class 805 005 passes Slindon with 1D88 14:02 London Euston - Chester service on June 19th. *Keith Davies*







Avanti West Coast

Class 390 135 arrives at Wigan North Western with 9M55 11:56 Glasgow Central to Wolverhampton, curtailed there due to electric line problems at London Euston on June 26th. *Paul Senior*



Avanti West Coast celebrates 100th anniversary of Stoke-on-Trent

Avanti West Coast has marked the 100th anniversary of Stoke-on-Trent becoming a city with an updated nameplate that honours the centenary.

Partnering with the team behind Stoke 100 – a campaign to mark the city's century - the train operator unveiled a new nameplate for Pendolino 390129, which carries the name 'City of Stoke-on-Trent'. The design has now been changed to include '1925 – 2025' to recognise the centenary.

The nameplate which was unveiled at Euston – before the train, hosting city dignitaries including local MPs Allison Gardner, David Williams, and Gareth Snell, set off to Stoke-on-Trent for the official birthday celebrations.

At the station the train - which also carries the name 'Brett' on the cab ends in memory of a much-loved Avanti West Coast employee, Brett Hobson, who lost his battle with cancer in 2022 - was greeted by Lord Mayor of Stoke-on-Trent, Councillor Steve Watkins, special guests, as well as friends and colleagues of Brett.

They enjoyed local produce, including Titanic Brewery's Century Anniversary Ale, and a birthday cake to mark the occasion.

The day's activities took place on the first ever Stoke-on-Trent Day (June 5th 2025) – exactly 100 years since it was granted city status by King George V – and are part of a wider programme of events throughout 2025 to mark the centenary.

Avanti West Coast were presented with a certificate by the Lord Mayor recognising their contribution to the inaugural Stoke-on-Trent Day, which will be an annual celebration held on June 5th to honour the city's history, culture, and the diverse communities that call it home.

Andy Mellors, Managing Director at Avanti West Coast, said: "It's an honour for us to take part in the official birthday celebrations of this fantastic city. We proudly serve Stoke-on-Trent with our Pendolino trains and have a great team at the station who take pride in welcoming hundreds of thousands of people to and from the city by rail each year.

"Our Pendolino nameplate is a nod to the rich heritage of Stoke-on-Trent which has long been connected to the railway and comes as 2025 also marks the 200th anniversary of the railway in the UK. The 'City of Stoke-on-Trent' will be making many more journeys on the West Coast Main Line and some of those will be bringing people together to celebrate this fantastic city."

Lord Mayor of Stoke-on-Trent Councillor, Steve Watkins, said: "It's a great honour to see Stoke-on-Trent's name carried proudly across the country on one of Avanti West Coast's iconic trains.

"This is a special moment in our Centenary year, reminding us not only of our proud past but also of the journey we continue to make as a city. It's a celebration of our identity, our communities and our place on the national map."

Gareth Snell, MP for Stoke-on-Trent Central, said: "I really appreciate Avanti West Coast's support to mark Stoke-on-Trent's centenary and host special guests ahead of the civic celebrations. With the City of Stoke-on-Trent Pendolino now honouring 100 years of this fantastic city, the special milestone will be recognised by many as the train journeys across the West Coast Main Line."



Avanti West Coast

Class 390 137 passes the willow herbs at Winwick with 1S62 London Euston to Glasgow Central on June 28th. *Brian Dobbs*



Class 807 008 passes Slindon with 1F26 14:43 London Euston - Liverpool Lime St. service on June 19th. *Keith Davies*



Class 805 006 and 805 001 are seen at Slindon on June 19th with 1D89 15:02 London Euston - Holyhead service. *Phil Martin*



Avanti West Coast

Class 390 042 unusually stops at platform 4 at Stafford on June 27th working the 10:52 Edinburgh to London Euston, via Birmingham service. *Lee Stanford*

On June 18th, Class 805 009 passes through Stockport with an ECS move from Oxley depot to Longsight. *Lee Stanford*

Following disruption on the WCML on June 27th, many North Wales coast services were terminated at Crewe where 'Evero' Class 805 002 made an unusual sight stabled in platform 4 before returning south as empty stock. *Lee Stanford*







Avanti West Coast

Class 390 121 races past Coppull on a London Euston bound service on June 16th.
John Sloane

On June 6th, Class 807 005 stands at Liverpool Lime St. working the 13:08 service to London Euston. *John Sloane*

Class 390 155 races past Bradley with a Glasgow to London Euston service on June 18th.
John Sloane







Avanti West Coast

Class 807 003 slows for its booked stop at Crewe on June 25th, while working the 12:43 Liverpool to London Euston service.
Barry Longson



Wigan landmarks celebrated with unique photographic mural

A photographic mural has been unveiled at Wigan North Western station as part of a community project celebrating the history and heritage of the town. Titled 'Wonders of Wigan', the large-scale artwork created by South East Lancashire Community Rail Partnership (CRP) consists of archive and modern images of local landmarks. The mural is a series of 'then and now' style images produced using black and white style designs – aimed at showcasing Wigan buildings of past and present.

Landmarks including Haigh Hall, The Old Courts, and Wigan Pier were nominated by the local community to feature on the mural. The town's two railway stations (Wigan North Western and Wigan Wallgate), as well as a former station, Wigan Central, are also present - in a nod to 2025 being the 200th anniversary of the railway in the UK.

South East Lancashire CRP worked with former photographer for Wigan Newspapers, Frank Orrell, local photography students and artists to collect as well as commission images that celebrated the buildings.

Each of the 25 sites that appear in the artwork are accompanied by text available via a QR code that tells its story and the role it played or continues to play in the town. Avanti West Coast, who manage Wigan North Western station, supported the installation through its Community Rail Project Fund – a scheme that helps CRPs local to its route deliver initiatives that engage communities with their railway. Located in the approach to the station underpass, the art piece displays the history, heritage, buildings and places of Wigan and aims to provide a permanent feature that acts as a welcoming gateway for those travelling to or from the town by rail.

It follows the installation of a vibrant A-to-Z mural design that gives a vibrant introduction to Wiganese, which was created by a local artist and South East Lancashire CRP back in 2021.

Leonie Purvis, Avanti West Coast Station Manager at Wigan North Western, said: "This new mural is a great addition to the station. It offers another point of interest in the local area and brings a different insight into the town and its heritage.

"We're pleased to have played a part in joining local people to celebrate Wigan in this unique way, as it is a place we're proud to serve. Sharing the stories behind key landmarks, such as the station is also pertinent, as this year marks the 200th anniversary of the UK's railways. We hope those who call it home, as well as those who are visiting for work or leisure discover something new about this great town."

Senior Community Rail Officer at South East Lancashire Community Rail Partnership, Dr Steph Dermott, who coordinated the organisation of the project, said: "It's been great to be able to produce another mural that celebrates Wigan, this time through its iconic buildings of past and present. We have really enjoyed engaging with the local community and working with local photographers to ensure that the content was again created by the public, so that it will hopefully be as well received as the existing 'Wiganese' mural. It has also been good to research and highlight the history of some of the railway stations in Wigan, as part of this year's Railway 200 celebrations!"

Avanti West Coast

Class 390 011 slows for its stop at Wigan North Western, with 1M12 11:36 Glasgow Central to London Euston service on June 5th. *Paul Senior*

Avanti West Coast launches new virtual work experience platform for young people

Avanti West Coast has launched a new virtual work experience course to inspire and educate young people on the career opportunities within rail.

Partnering with careers platform Springpod, the free online programme is open to anyone over the age of 13 years old. The course contains over six hours' worth of content to highlight what it's like to work for Avanti West Coast, including roles in engineering, customer experience and office positions.

Students can undertake the course in their own time and at their own pace, and, upon completion, they will receive a certificate which they can use when applying for future education opportunities. In the first 30 days of the course being available, over 150 students from 91 schools across the UK have enrolled. This is part of the intercity operator's ongoing commitment to inspire young people to start a career in the rail industry and provide them with the opportunities to do so.

Avanti West Coast continues to support the King's Trust 'Get into Railways' programme, providing young people with skills training and work experience to prepare them for taking their first steps on the career ladder.

Jo MacPhail, People Director at Avanti West Coast said: "Young people are the future of our industry. With this course we want to inspire the next generation of expert engineers, customer experience leaders and innovative office workers that are passionate about rail.

"We are continuously committed to work with our partners to create opportunities that support young people in shaping their future careers, and Springpod enables us to reach a wider audience."

Sam Hyams, Chief Executive Officer at Springpod said: "We're proud to partner with Avanti West Coast to open up the world of rail to young people across the UK. Virtual work experience plays a vital role in breaking down barriers and helping students discover careers they may never have considered. This programme gives learners the flexibility to explore a wide range of roles in their own time, while gaining a valuable certificate to support their next steps. It's exciting to see Avanti championing early careers in such an accessible and inspiring way."

Avanti West Coast

Class 390 020/390 200 is seen at Stockport on June 19th with a London Euston - Manchester Piccadilly service. *Mark Enderby*

Caledonian Sleeper

Class 92 018 heads towards Polmadie with 5S32 Wembley to Polmadie ECS past Winwick on June 28th. *Brian Dobbs*

An unusual sight at Leyland as Class 92 018 heads from Wembley to Polmadie with a single Caledonian Sleeper coach on June 28th. *Jeff Nicholls*



Chiltern Railways

Class 168 217 working the 1H33 Birmingham Moor Street - London Marylebone service calls at Leamington Spa on June 18th.
Richard Hargreaves

Chiltern Railways

On June 18th, Class 68 009 is seen departing Leamington Spa working 1H41 Birmingham Moor Street - London Marylebone service.
Richard Hargreaves



On June 14th, Class 168 218 is seen at Birmingham Moor Street being prepared to work a service to London Marylebone.
Richard Hargreaves



Class 168 003 working the 1H30 Birmingham Moor Street - London Marylebone service calls at Leamington Spa on June 18th.
Richard Hargreaves



Chiltern Railways

Class 68 013 was seen propelling the 1H41 London Marylebone - Birmingham Moor Street service at Leamington Spa. *Steve Thompson*



DVT No. 82301 leads Class 68 009 into Leamington Spa on June 18th working the 1H41 Birmingham Moor Street - London Marylebone service. *Richard Hargreaves*



Class 68 011 hauling the 1R21 London Marylebone - Birmingham Moor Street service waits time at Leamington Spa on June 18th. *Richard Hargreaves*



Colas Rail

Class 59 003 makes a surprise visit to Leamington Spa working 6M50 Westbury - Bescot with track panels and JNAs.
Steve Thompson

Colas Rail UK retains Network Rail seasonal rail treatment contract

Colas Rail UK Freight division has been awarded a five-year contract by Network Rail (NR) to operate and maintain 11 Rail Head Treatment Trains (RHTT) nationwide, and over the autumn period. In addition, Colas have also been awarded the nationwide winter seasonal snow clearance operations and its associated fleet maintenance.

The five-year contract also allows for optional yearly extensions of up to three years.

The contract comes into effect from August 2025 when the Colas locomotive fleet will haul RHTTs across the UK rail network through the autumn season.

Their freight team will also be responsible for hauling snow clearance services, including NR's fleet of snow ploughs and snow blowers.

Speaking about the contract award win, Freight Director, Simon Ball said "Keeping the UK Rail Network clear of leaves and snow throughout the year is a crucial part of delivering safe and on time operations of all passenger and freight trains.

"We are delighted to have been awarded these major and safety critical contracts by Network Rail. It is a testament to the hard work of our staff in Colas Rail UK's Freight team and reflects our excellent performance in delivering seasonal treatment trains over the past 10 years".



Photo: Two Colas Rail UK Class 37s operating the York Rail Head Treatment Train set. ©Colas Rail UK

Colas Rail

Class 70 803 departs from Warrington Bank Quay with the Chirk bound logs on July 3rd. *Mark Enderby*

On June 5th, Class 70 812 is seen working the 6J37 Carlisle to Chirk Kronospan logs, standing in Chirk station waiting to reverse into the complex. *David Lindsell*

Working uphill towards Standedge tunnel and passing Greenfield on July 1st is Class 56 302 working 0Z56 Crewe Basford Hall to Doncaster. *Russell Clarke*







Colas Rail

Class 70 812 rumbles past Coppull on June 16th whilst working the Carlisle to Chirk log train. *John Sloane*

On June 11th, Class 66 791, on hire to Colas, works the Carlisle to Chirk log train through Euxton. *John Sloane*





Colas Rail

Class 66 791, on hire from GBRf, runs into Crewe working 6K39 15:24 Bradwell Sidings to Basford Hall Yard. *Barry Longson*

Unusual traction for 6D80 Neville Hill - LOR with Class 66 848 hauling three TEAs through Scunthorpe. *Steve Thompson*

On May 30th, Class 70 812 is seen at Chirk with the 6J37 12:52 logs from Carlisle. The loco stops in the station then reverses the consist into the Kronospan works. *David Lindsell*







CrossCountry

Class 170 114 approaches Manea on June 20th with the 09:22 Birmingham New Street to Stanstead Airport service. *Steve Chapman*

The former Avanti Voyagers are easily recognised as their 'Cross Country' branding is in the centre of each vehicle rather than behind the doors. Class 221 111 stands at Leamington Spa on June 17th with a service for Bournemouth. *Lee Stanford*

Numberless former Avanti Voyager Class 221 110 departs from Stafford on June 27th working the 13:25 Manchester Piccadilly to Bournemouth service. *Lee Stanford*







DB Cargo

Class 66 053 arrives at Eastleigh with DB Cargo's 17:19 Southampton - Wakefield intermodal service on the evening of June 18th.
John Goodrich



Class 66 055 'Alain Thauvette' and 66 091 await the tip from the signaller at Peterborough with an unidentified working on June 4th.
Derek Elston



Class 67 005 'Kings Messenger' works through Stafford light engine as 0A06, the 13:32 Crewe T.M.D. (E) to Wembley H.S. on June 13th.
Derek Elston



DB Cargo

Class 66 181 with the 4M71 Southampton - Birch Coppice heads through Leamington Spa. *Steve Thompson*

Class 66 096 with the Dowlow - Ashburys approaches Stockport on June 19th. *Mark Enderby*

The coal for Earles Cement at Hope still continues, and here we see Class 66 068 at Scunthorpe on 4E33 Hope - Trent Yard with empty HTAs. *Steve Thompson*







DB Cargo

On June 10th, a pair of 'Maritime' Class 66s is very uncommon and a near-matching rake of wagons even less so. Looking quite smart, Class 66 051 and 66 005 round the curve at Frodingham Jct. with 6D12 Lackenby - Ent C with a mixed consist headed by a rake of IGAs. The return 6N74 Ent C - Tees Yard is seen approaching Scunthorpe station with a lengthy trainload of slabs. *Steve Thompson*



DB Cargo

Class 66 657 passes Kempseye with 6V75 09:33 Dee Marsh Reception Sidings - Margam TC on June 25th. *Keith Davies*

Class 66 053 leads the 4O43 Wakefield to Southampton Western Docks through a sunny Leamington Spa on June 18th.
Richard Hargreaves

On June 13th, Class 66 169 passes Purton Lane with the 6B33 Theale to Robeston empty fuel tanks. *Ken Mumford*







DB Cargo

On June 11th, Class 66 655 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

Class 66 088 passes through Northampton working 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings on June 9th. *Derek Elston*

Class 66 028 with the 6M45 06:53 Dollands Moor Sidings to Daventry Int Rft Reception Rfd approaches Wilson's Crossing on the Northampton loop on June 16th.
Derek Elston







DB Cargo

Class 66 121 comes off E Line at Frodingham Jct. with 4R48 Drax - Immingham empty Biomass. *Steve Thompson*



On June 28th, Class 66 077 passes Kempseye with 6V75 09:33 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



Class 66 154 with a Tilbury - Ince scrap glass working passes Moore on July 3rd. *Mark Enderby*



DB Cargo

Class 66 109 with a Knowsley - Wilton EfW working passes Raskelf on June 4th. *Mark Enderby*

Class 66 077 passes Scunthorpe West Jct. with more Biomass empties, 4R49 Drax - Immingham. *Steve Thompson*

DB having treated us to a pair of Maritime Class 66s the previous week, a repeat performance on June 15th as Class 66 047 and 66 051 work through Scunthorpe station on 6D37 Lackenby - Ent C with a good string of empties slab carriers. *Steve Thompson*







DB Cargo

Class 66 027 is pictured at Kennett on June 13th while working the 4L45 Wakefield Europort to Felixstowe intermodal. *Steve Chapman*



Class 66 659 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on June 13th. *Keith Davies*



Class 92 032 and 92 029 pass Slindon on June 19th with 0O94 17:52 Crewe TMD (E) - Dollands Moor. *Keith Davies*



DB Cargo

Class 66 041 approaches journeys end in the early morning sun on June 13th with 6M34 01:11 Felixstowe North to East Midlands Gateway. *Mark Pichowicz*

Class 66 120 passes Millmeece on June 19th working 4L56 Trafford Park - London Gateway. *Phil Martin*

Class 66 168 passes Balshaw Lane Junction with the Seaforth to Mossend intermodal on June 4th. *John Sloane*







DB Cargo

Seen passing Frodingham Jct. are Class 66 019 and 66 080 on 6N31 Ent C - Tees Yard loaded with slabs and blooms. *Steve Thompson*

With the sun going in at the critical moment on June 16th, Class 66 169 approaches Scunthorpe station on 6V66 Ent C - Margam, conveying 24 of the 'new' BAAs loaded with slabs. This was the first such working, whether or not it turns out to be regular remains to be seen.
Steve Thompson

Class 66 206 leads it's train load of cars for export through Stafford as 6O42, the 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks on June 13th. *Derek Elston*







DB Cargo

DB Cargo UK runs first train on new East Coast Rail infrastructure

Maritime Transport and DB Cargo UK have launched a new rail freight service connecting DP World Southampton with a new Strategic Rail Freight Interchange (SRFI) at SEGRO Logistics Park in Northampton.

The first train arrived at Maritime's new 35-acre site on June 16th, and was the first commercial service to operate the full length of the newly-reinstated section of East West Rail (EWR) between Oxford and Bltechley.

Part of a government-backed programme to re-establish a strategic rail corridor between Oxford and Cambridge, the reinstated Oxford-Bletchley route restores vital east-west connectivity across central England and offers a practical alternative to traditionally congested north-south routes

The introduction of Maritime's latest service on the newly reopened stretch is a milestone for the UK rail freight sector, unlocking new cross-country options for domestic and containerised cargo, and bringing nationally significant infrastructure into operational use to support regional economic growth.

Operated by DB Cargo UK, the service runs five days a week, with a capacity of up to 68 TEU per train, and provides a new, direct inland link to one of the UK's busiest deep-sea ports.

The service has been supported by Network Rail's Track Access Discount Scheme, an important initiative to promote modal shift and encourage new rail freight business, whereby relevant access charges are waived for six months whilst new traffic is being established.

Maritime's Northampton Gateway terminal forms part of a wider £200 million infrastructure investment by SEGRO and connects directly to the West Coast Main Line via the Northampton Loop.

Network Rail's modern design of the railway junction allows trains to move between the main line and interchange at speeds of up to 40mph instead of a standard 5mph – getting freight trains on their way faster and reducing impact on other trains on the network.

Formally integrated into the national rail network earlier this year, SEGRO's new development sits at the heart of a major logistics hub adjacent to Junction 15 of the M1.

John Bailey, Managing Director – Intermodal, Maritime Transport: 'The arrival of our first service via EWR is an important step in expanding UK rail freight capacity, providing businesses with a direct, low-carbon route from Southampton to the heart of the UK's golden logistics triangle. This development demonstrates how infrastructure and private-sector investment can deliver a more efficient and sustainable supply chain, while easing pressure on a congested road network.'

Roger Neary, Chief Sales Officer, DB Cargo UK: 'Having recently operated the first locomotive into SEGRO Northampton Gateway to 'prove' the infrastructure, DB Cargo UK is proud to once again be partnering with its long-standing and strategic customer on this significant inaugural flow into Northampton Gateway. Not only does this new flow facilitate additional capacity into this important region of the country, it will do so in a sustainable manner utilising new Network Rail infrastructure and funding, delivering benefits to Maritime Transport and their own customers alike.'

Brian Paynter, Capital Delivery Track Director, Network Rail: 'Seeing both this new rail connection to Maritime's SRFI and the East West Rail route in commercial freight use for the first time are huge moments in both projects.

Opening up this economically important rail route will give much more flexibility for our freight operators greatly improving connectivity across the country, while benefiting the environment through taking HGVs off roads - providing a lasting legacy for communities and business.'

Kate Bedson, Senior Director, National Markets, SEGRO: 'We're excited to see real momentum building at SEGRO Logistics Park Northampton, marked by the completion of the rail freight terminal infrastructure, the arrival of the first train and the completion of Yusen Logistics' new facility – the first warehouse to be constructed on the park. Each freight train can remove up to 76 HGVs from the road with a consequential reduction in carbon emissions, making this a crucial step towards more sustainable logistics.

With rail freight contributing £1.7 billion to the economy, this milestone is not only a shot in the arm for growth, it also supports a greener, more efficient supply chain.'



DC Rail Freight

Class 60 055 passes through St. Helens Central under a threatening sky with 6M89 Middleton Towers to Ravenhead Sidings on June 21st. *Brian Dobbs*

Class 60 055 approaches Manea on June 20th with 6L92 Chaddesden to Kings Lynn empty box wagons. *Steve Chapman*

Class 60 046 with a Penmaenmawr to Leyland working passes Walton Old on June 26th. *Mark Enderby*







Direct Rail Services

With dark clouds all around, Class 66 422 runs through Stafford working 4M27 the 05:33 Coatbridge to Daventry on June 6th. *Barry Longson*

Class 66 431 passes Preston on June 26th with a ballast train from Shap Summit Quarry - Doncaster Up Decoy. *Michael Lynam*

On June 26th, Class 66 430 heads through Preston an intermodal train from Coatbridge - Daventry. *Michael Lynam*







Direct Rail Services

One of those odd workings that don't appear on RTT, as Class 68 008 runs into platform 8 at Crewe on June 19th. *Barry Longson*

Class 66 427 passes through Preston on June 26th with an intermodal from Daventry - Coatbridge. *Michael Lynam*

With the Class 68 making a noise that could be heard for miles, 88 002 and 68 003 storm through Golborne with the morning Tesco Express on June 14th. This train now seems to produce a double header quite frequently. *Jeff Nicholls*







Direct Rail Services

Class 66 421 ‘Gresty Bridge TMD’ heads southbound at Winwick with 6K05 Carlisle New Yard to Basford Hall engineers train on June 16th. *Brian Dobbs*



Class 68 034 passes Millmeece with 4M27 05:33 Coatbridge - Daventry IRFT on June 19th. *Keith Davies*



Class 68 007 passes Slindon on June 19th with 4S44 12:13 Daventry Int RFT Reception - Coatbridge. *Phil Martin*



Direct Rail Services

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



Class 66 421 ‘Gresty Bridge T.M.D.’ passes platform 3 at Doncaster working 6E73 Shap Quarry to Belmont Yard ballast on June 11th. *Russell Clarke*

On June 25th, Class 88 003 working the 4H43 Daventry-Trafford Park heads through Stafford. *Richard Hargreaves*





Direct Rail Services

Framed neatly by trees, Class 88 006 forges north through Golborne with the morning Tesco express on June 23rd. *Jeff Nicholls*

On June 19th, Class 68 008 and 68 005 pass Slindon with 6M63 12:00 Bridgewater F.D. - Crewe Coal Sidings. *Phil Martin*

Class 88 008 and 68 002 with a Crewe - Sellafield flask working pass Winwick on July 3rd. *Mark Enderby*







Direct Rail Services

Class 66 429 with a Daventry to Mossend Tesco working passes Winwick on July 2nd. *Mark Enderby*

On June 26th, Class 66 425 'Noel J. Kirchsten 1957-2001' is seen working the Tesco liner, 4M07 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco). *Derek Elston*

Class 66 424 'Driver Paul Scrivens' was seen stabled in Doncaster West Yard on June 4th. *Derek Elston*







Direct Rail Services

On June 8th, Class 66 428 ‘Carlisle Eden Mind’ is seen on the approach to Wilson’s Crossing with 4M07 08:43 Tilbury2 Container Tml Fl to Daventry DRS (Tesco) in tow. *Derek Elston*

Under the scrutiny of local photographers, Class 66 428 ‘Carlisle Eden Mind’ passes Wilson’s Crossing with 4M07 08:43 Tilbury2 Container Tml Fl to Daventry DRS (Tesco) on June 8th. *Derek Elston*

Class 68 007 ‘Valiant’ hurries through Stafford on June 13th working 4S44 12:13 Daventry International Railfreight Reception Fl to Coatbridge (DRS) intermodal. *Derek Elston*







Direct Rail Services

Class 66 421 passes Balshaw Lane Junction some 5 hours late with the 4M27 service from Mossend to Daventry on June 4th. *John Sloane*

Class 66 421 'Gresty Bridge TMD' is seen at Coppull with the 6K05 engineer's train from Carlisle to Crewe on June 16th. *John Sloane*

Class 68 034 approaches Leyland with the evening Daventry to Coatbridge intermodal on June 18th. *John Sloane*







Direct Rail Services

Class 68 007 approaches Balshaw Lane Junction on June 4th at the head of a Daventry to Mossend intermodal. *John Sloane*



On July 5th, Class 66 422 passes Standish at the head of the 4S43 Tesco service. *John Sloane*



East Midlands Railway

Class 222 012 calls at Leicester working 1D31 11:05 London St. Pancras International to Nottingham service on June 23rd. *Derek Elston*

On May 31st, Class 170 531 arrives at its destination of Crewe with a service from Derby. *Paul Godding*

Class 222 016 is seen at Leicester on June 23rd with 1F37 12:32 London St. Pancras International to Sheffield service. *Derek Elston*







East Midlands Railway

Class 158 810 works the 07:48 Liverpool to Norwich service as it passes through Manea on June 20th. *Steve Chapman*

On June 6th, Class 158 865 is seen at Liverpool Lime St. working a service to Norwich. *John Sloane*



Class 66 533 is seen hauling potash empties across Skelton Viaduct on June 4th.
Mark Enderby

Freightliner

On June 4th, Class 66 523 is seen at Warsett Hill with loaded Potash wagons in tow. *Mark Enderby*

On June 13th, Class 70 016 passes through Leamington Spa with a Leeds F.L.T. to Southampton M.C.T. working. *Allison Twycross*

On June 18th, Class 66 415 heads through Leamington Spa with the 4M55 Southampton to Lawley Street liner. *Richard Hargreaves*







Freightliner

Class 66 533 with a rake of Potash wagons is seen at Warsett Hill on June 4th. *Mark Enderby*

Freightliner

Class 70 005 and 66 563 haul the 4O90 Leeds to Southampton liner through Leamington Spa on June 18th. *Richard Hargreaves*



On June 17th, Class 66 414 heads west under Marston footbridge with the 6V53 Appleford to East Usk Yard. *Ken Mumford*

Class 66 589 with a Guide Bridge - Basford Hall working passes Stockport on June 19th. *Mark Enderby*





Freightliner

Seen on the approach to Chesterfield, Heavy Haul Class 66 607 heads the 6M91 11:42 Theale to Hope Earles Sidings on June 11th.
Barry Longson



Class 66 603 with an Ince - Crewe working passes Moore on June 24th. *Mark Enderby*



Class 70002 working 4O90 Leeds - Southampton liner passes through Leamington Spa.
Steve Thompson



Freightliner

Class 90 044 and 90 009 with a Daventry - Mossend liner passes Winwick on June 16th. *Mark Enderby*

Class 66 601 is seen at Slindon on June 19th with 6K50 15:12 Toton North Yard - Crewe Basford Hall Yard. *Phil Martin*

On June 25th, Class 66 413 working the 4L60 Trafford Park - London Gateway liner passes Stafford. *Richard Hargreaves*







Freightliner

Class 66 617 works 6L16 Tunstead to Barham stone, seen just south of Haughley Junction on June 15th. *Steve Chapman*

On July 3rd, Class 90 042 and 90 003 pass Moore working a Crewe - Coatbridge liner. *Mark Enderby*

On June 25th, Class 66 510 hauling the 4M45 Felixtowe to Garston liner passes through Stafford. *Richard Hargreaves*







Freightliner

The first run of a new traffic flow, stone for unloading at a new pad by the side of the Grimsby & Immingham Light Railway at Pyewipe Road. In a thoughtful choice of loco, a well-turned-out Class 66 501 departs Scunthorpe station on June 9th after a driver change on 6Z66 Barrow Hill - Pyewipe Road, conveying 22 loaded GBRf JNAs. *Steve Thompson*



Class 66 528, in now defunct PowerHaul livery, has charge of 4M56 12:56 London Gateway to Garston, seen at Stafford on June 20th. *Barry Longson*

Class 66 522 passes Eastleigh on a sunny June 18th with the 12:22 Mountfield - Southampton Western Docks empty gypsum wagons. *John Goodrich*





Freightliner

Class 66 507 leads the 4M61 Southampton to Trafford Park liner through Stafford on June 20th. *Barry Longson*

Class 66 568 passes Slindon on June 19th with 4M81 Felixstowe North FLT - Trafford Park FLT. *Keith Davies*

Class 66 501 pauses at Eastleigh with 10:54 Leeds - Southampton liner. The loco has Freightliner 60 markings and is named ‘Spirit of ‘65. Celebrating 60 years of Freightliner’. *John Goodrich*







Freightliner

On June 19th, Class 66 623 passes Slindon with 6H50 14:33 Northampton Castle Yard - Tunstead Sidings. *Keith Davies*



Class 90 014 and 90 013 head past Slindon on June 19th with 4L42 15:20 Trafford Park FLT - London Gateway. *Keith Davies*



Class 70 017 is seen at Slindon with 4M61 12:56 Southampton MCT - Trafford Park FLT on June 19th. *Phil Martin*



Freightliner

Class 90 049 and 90 040 pass Slindon with 4M63 09:12 Felixstowe - Garston on June 19th. *Phil Martin*

Class 70 020 working 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. heads through Northampton on June 9th. *Derek Elston*

On June 26th, Class 66 420 heads through Swindon with 6B12 Merehead to Wootton Bassett. *Colin Pidgeon*







Freightliner

Class 66 601 shunts the 6B40 01:39 Tunstead Sidings (Fhh) to Northampton Castle Yard at its destination on May 31st. *Derek Elston*



Class 66 569 on 6Z42 Tytherington Quarry to Appleford passes through Swindon on June 26th. *Colin Pidgeon*



Class 66 415 ‘You are Never Alone’ working 4M91 10:37 London Gateway to Lawley Street F.L.T. heads through Northampton on June 9th. *Derek Elston*



Freightliner

On June 4th, Class 90 013 is seen stabled in Field Sidings, Ipswich between duties.
Derek Elston



Class 70 007 leads the 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. liner through Northampton on June 11th. *Derek Elston*



On June 16th, Class 70 002 trundles over Wilson's Farm Crossing working 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T.
Derek Elston



Freightliner

Class 66 589 approaches Crewe on July 2nd with the 4M03 14:19 Tilbury to Trafford Park which is one of a handful of freights to pass through Crewe station rather than use the independent lines. *Lee Stanford*

Class 90 004 and 90 011 pass Leyland at 21:53 with the evening Daventry to Mossend liner on June 18th. *John Sloane*

On June 7th, Class 90 014 and 90 049 cruise through Coppull Moor at the head of a Coatbridge to Daventry working.
John Sloane







Freightliner

Class 66 568, 66 547, and 66 957 are all seen stabled on Ipswich Depot on June 14th. *Derek Elston*

Powerhaul liveried pair. Class 90 043 and 90 042 are seen working through Northampton with 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. on June 11th. *Derek Elston*

Class 66 512 working 4M63 Felixstowe North F.L.T. to Garston F.L.T. heads through Northampton on June 9th. *Derek Elston*







Freightliner

Class 90 004 and 90 015 glide through Northampton light engine as 0L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on June 24th. *Derek Elston*

Class 66 501 'Spirit of '65 Celebrating 60 years of Freightliner' trundles through Northampton on 4M91 10:37 London Gateway to Lawley Street F.L.T. on June 11th. *Derek Elston*

On June 9th, Class 66 614 '1916 Poppy 2016' passes through Northampton working 6H50 the 13:14 Wembley Receptions 1-7 to Tunstead Sidings (Fhh). *Derek Elston*







Freightliner

Class 90 018 and 90 048 run through Charnock Richard cutting with a Daventry to Grangemouth working on June 14th. *John Sloane*

Class 90 007 and 90 049 approach Charnock Richard at the head of a Saturday Daventry to Grangemouth liner on June 28th. *John Sloane*

On July 5th, Class 90 007 and 90 049 pass Standish on a Daventry to Grangemouth working. *John Sloane*







GBRf

Class 66 789 on a Hams Hall - Mossend intermodal heads through Warrington Bank Quay on June 24th. *Mark Enderby*

Class 66 730 with a Clitheroe to Avonmouth working passes Moore on June 9th. *Mark Enderby*

On June 16th, Class 66 735 passes Winwick with a Saltley - Liverpool working. *Mark Enderby*







GBRf

A lucky patch of sun and a red signal allowed the capture of Class 66 730, while working 6V35 08:45 Clitheroe to Avonmouth, seen at Stafford on a very mixed June 6th. *Barry Longson*



Class 66 784 'Keighley & Worth Valley Railway' and 66 760 'David Gordon Harris' pass through Leamington Spa on June 13th with a Southampton Western Docks to Doncaster iPort intermodal. *Allison Twycross*



Class 66 689 on Kingmoor - Dagenham auto empties passes Moore on June 22nd.
Mark Enderby



GBRf

On June 11th, Class 69013 approaches Swindon working 5Q75 Eastleigh to Long Marston with unit 701 055 in tow. *Colin Pidgeon*

Class 66 313 and 99 001 with a Carlisle - Crewe test run pass Moore on June 24th.
Mark Enderby

Class 66 706 passes over the level crossing at Manea on June 20th with 4M23 Felixstowe to Hams Hall intermodal. *Steve Chapman*







GBRf

Class 66 768 ‘Locomotion 15’ rolls downhill through Standish on June 18th whilst working the Clitheroe to Avonmouth cement train.
John Sloane

Class 92 044 speeds past Slindon with 0M92 11:47 Wembley - Crewe on June 19th.
Keith Davies

Renumbered and re-geared Class 66 689 ‘Evening Star’ passes Coppull Moor with a Carlisle to Dagenham working on June 22nd.
John Sloane







GBRf

Making their first journey on Network Rail metals on a sunny June 17th, Class 99 002 and 99 001 are led away from a short pathing stop at Nuneaton by 66 307 as they head for their new home at Leicester. *Lee Stanford*

Class 66 706 approaches Nuneaton on June 17th with a lengthy 10:28 Felixstowe to Hams Hall intermodal. *Lee Stanford*

Following its arrival in the UK the previous week Class 99 001 was soon back out on the rails and on June 24th is seen passing Crewe behind 66 313 bound for Carlisle on a test run to monitor its riding qualities. *Lee Stanford*







GBRf

Class 66 766 is seen passing a quiet Leamington Spa on June 17th working the 06:46 Tunstead to Banbury Reservoir Tarmac sidings. *Lee Stanford*

Class 66 723 passes Winwick at the head of a Liverpool to Drax Biomass service on June 24th. *John Sloane*

On June 18th, Class 66 305 has charge of the Dagenham to Mossend car train as it passes through Leyland. *John Sloane*







GBRf

Class 66 305 with a Dagenham - Mossend working passes Winwick on June 16th.
Mark Enderby



Class 66 308 with the 4M32 Southampton Western Docks to Hams Hall intermodal heads through Leamington Spa on June 18th.
Richard Hargreaves

Class 66 709 with the 6C01 Kineton to Carlisle MOD stores passes through Warrington Bank Quay on June 24th. *Mark Enderby*





GBRf

Class 66 764 approaches Manea on June 20th with 4L05 Ditton to Felixstowe intermodal. *Steve Chapman*

Class 66 716 leads the 6M26 Eastleigh - Mountsorrel stone empties through Leamington Spa. *Steve Thompson*

Class 66 314 passes through Manea on June 20th with 4L99 Ipswich to Peterborough with wagons off maintenance. *Steve Chapman*







GBRf

Class 69 011 passes Frodingham Junction on 6D74 Belmont - Trent Yard with an empty RDT set. *Steve Thompson*

Class 66 727 with the 6G99 Tunstead - Banbury stone passes through Leamington Spa. *Steve Thompson*

Class 66 782 hauling the 6D91 Rylstone - Ent C stone passes Frodingham Jct. *Steve Thompson*







GBRf

It's weedkiller time as Class 66 739 top'n'tails with 66 798 through Scunthorpe on 3Q99 Barrow Hill - Barton On Humber on June 8th. *Steve Thompson*

On its second test run north, Class 99 001 trails along behind 66 313 at Golborne on June 26th. *Jeff Nicholls*

On June 20th, Class 66 725 has charge of 6L48 the 15:06 Garston to Dagenham Dock at Stafford on June 20th. *Barry Longson*







GBRf

Dynamic testing of class 99s has already started and here on June 25th, Class 66 313 and 99 001 arrive at Crewe working 5Q40 10:01 Kingmoor to Crewe South Yard. *Barry Longson*

Class 66 756 hauls the Avonmouth - Clitheroe empty cement tanks through Golborne on June 21st. *Jeff Nicholls*

On June 9th, Class 66 313 works through Scunthorpe on 6X48 Belmont - Pywipe Road with a Railvac and 10 loaded HQAs.
Steve Thompson







GBRf

Nearing the end of its journey, Class 66 722 working 4M18 Felixstowe to Trafford Park liner passes through Deansgate on July 1st.
Russell Clarke

Class 92 020 'Billy Stirling' leans sharply to the curve at Golborne Dale whilst working light engine from Polmadie to Crewe Electric Depot on June 28th. *Jeff Nicholls*

Class 66 313 and 99 001 head through Longport on June 25th working 5Q41 Crewe - Leicester.
Richard Hargreaves







GBRf

Another pleasing GBRf class 69 livery, as Class 69 014 displays its Kestrel-inspired look at Frodingham Jct. while working 6D74 Belmont - Trent Yard with 20 MXAs for storage. I would have thought these were rather new for putting into storage? *Steve Thompson*

Class 66 789 works north at Winwick with 4S57 Hams Hall to Mossend FLT on June 26th. *Brian Dobbs*

On June 26th, Class 66 313 and 99 001 with 5Q39, ECS from Crewe to Carlisle KIngmoor passes Winwick. *Brian Dobbs*







GBRf

On June 19th, Class 66 778 and 66 710 thread their way along the Outward Line at Scunthorpe on 6O01 Trent Yard - Eastleigh, conveying 4 FEAs loaded with concrete sleepers. 66710 is wearing its new Rail 200 livery, largely consisting of a coat of what would appear to be DBC red! *Steve Thompson*



Class 66 723 on a Liverpool to Drax Biomass working heads through Warrington Bank Quay on June 10th. *Mark Enderby*

On June 3rd, Class 66 726 crosses Chirk aqueduct heading southbound with the 6V41 cement for Avonmouth. *David Lindsell*





GBRf

On June 4th, Class 60 085 is seen on the Rylstone branch with an empty stone train from Hunslet. *Mark Enderby*



Class 66 702 passes through Scunthorpe on June 16th with 6D01 Up Decoy - Ent C with an empty RDT set. *Steve Thompson*



One of the best of the class 69 liveries is the one borne by Class 69 005. Looking slightly weathered, it passes Frodingham Jct. on 6D74 Belmont -Trent Yard with 15 Autoballasters on June 12th. *Steve Thompson*



GBRf

Class 66 689 passes Slindon on June 19th with 6X43 09:50 Dagenham Dock - Garston Car Terminal. *Keith Davies*

On June 1st, Class 66 726 passes Kempseye with 6V42 14:14 Penyffordd Cement Works - Avonmouth Hanson Sidings. *Keith Davies*

On June 26th, Class 66 789 heads through Preston with an intermodal working from Hams Hall - Mossend. *Michael Lynam*







GBRf

Class 66 727 passes Slindon with 4H33 14:45 Banbury Reservoir - Hindlow on June 19th. *Phil Martin*

On June 19th, Class 66 731 passes Millmeece with 6G92 09:32 Tunstead Sidings - Small Heath Lafarge. *Keith Davies*

Class 66 762 is seen passing Slindon on June 19th working 4M22 10:26 Felixstowe South GBRf - Trafford Park Euro Terminal. *Keith Davies*







GBRf

Class 60 076 'Cross Fell' turns on the power at Pelaw Junction, with 6N19 the 09:59 Lynmouth power station to Tyne Coal Terminal on June 17th. *Paul Senior*

On June 24th, passing Northampton 90 minutes late is Class 66 312 'Nigel Harris' with 6X43, the 09:30 Dagenham Dock Reception to Garston Car Terminal. *Derek Elston*

Class 66 721 on 4B77 Avonmouth to Colnbrook heads through Swindon on June 26th. *Colin Pidgeon*







GBRf

Class 66 711 passes Raskelf on June 4th with a Mossend - Doncaster intermodal. *Mark Enderby*

After Class 66 304 failed at Bletchley, 66 725 ‘Sunderland’ rescues 6X41 04:00 Dagenham Dock Reception to Garston Car Terminal is seen approaching Wilson’s Crossing running 5hrs down on June 16th. *Derek Elston*

Class 69 013 arrives at Bletchley with 360 111 in tow as it is returned to EMR metals as 5F60, the 16:19 Northampton EMD to Kettering Stabling Sidings on June 13th. *Derek Elston*







GBRf

Class 66 749 ‘Christopher Hopcroft 60 Years Railway Service’ working 6G51 10:00 Willesden No. 7 to Bescot Up Engineers Sidings passes Wilson’s Crossing on June 8th. *Derek Elston*

Class 66 785 ‘John Ellis’ working 6H03, the 11:39 Wellingborough Up Tc to Peak Forest Cemex GBRf heads round the back of Leicester station on June 23rd. *Derek Elston*

Class 66 789 ‘British Rail 1948-1997’ eases the 4M22 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf service through Northampton on June 11th. *Derek Elston*







GBRf

Class 69 006 ‘Pathfinder Railtours’ is seen stabled at March on June 14th. *Derek Elston*

Still with a good few miles to travel, Class 66 768 ‘Yvonne Bradley’ leads the 6V35 08:45 Clitheroe Castle Cement to Avonmouth Hanson Sidings into Stafford on June 13th. *Derek Elston*

Class 66 745 and 66 787 ‘Three Bridges ASC’ hurry a late running 4L13 11:11 Hams Hall GBRf to Felixstowe South through Leicester on June 23rd. *Derek Elston*







GBRf

Class 69 012 ‘Falcon II’ is seen in Tuebrook Sidings, Edge Hill, Liverpool on June 13th. *Derek Elston*

On June 9th, Class 66 789 ‘British Rail 1948-1979’ passes Northampton working 4M22 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal. *Derek Elston*

Class 47 739 working light engine move 0V76 the 11:48 Leicester L.I.P. to Bicester MOD GBRf passes Northampton on June 24th. *Derek Elston*









Class 66 776 'Joanne' is seen at Northampton leading the 4M47 12:17 London Gateway to Hams Hall on June 9th. *Derek Elston*

GB RAILFREIGHT HELPS HEIDELBERG MATERIALS REOPEN HORTON QUARRY RAIL LINK AFTER 60 YEARS

GB Railfreight has successfully operated the first freight train into Horton Quarry in Ribblesdale, North Yorkshire, marking the first rail movement into the site since 1965. The Quarry, which is owned by Heidelberg Materials UK, has produced limestone and high-quality gritstone for road and runway surfacing since 1889.

A newly constructed rail terminal within the quarry has undergone a two-week testing phase. Once operational, the service will support Heidelberg Materials' distribution of building materials to construction projects across the North West.

Following the successful completion of the trial phase, regular rail freight services from Horton Quarry are expected to resume for the first time in six decades. For each rail movement, GB Railfreight will move c.1,650 tonnes of limestone and a fully laden freight train can remove the equivalent of up to 129 lorries off from the road. This development represents a significant step in enhancing sustainable freight transport in the region, reducing road haulage and supporting the UK's net-zero ambitions.

John Smith OBE, Chief Executive Officer, said; "Re-utilising sites like Horton Quarry are essential to growing rail freight – doing so makes our roads safer and improves air quality. Getting trains running from the Quarry again is testament to the hard work of many and I am delighted that GB Railfreight are running this service for Heidelberg Materials."

Becky Murphy, Aggregates Regional Director, said; "The re-opening of this connection is a key part of our strategy to improve our network of rail-connected quarries and depots. It will allow us to supply high-quality aggregate to major construction projects by rail, reducing vehicle movements on the wider road network and cutting associated CO_2 emissions – it has been great to work with GB Railfreight to deliver this new service"

GBRf

Class 66 719 (on the rear) and 66 710 approach Birmingham Snow Hill with the 18:22 Kidderminster SVR - Birmingham Moor Street Rail200 exhibition train on July 7th. *Chris Morrison*



GBRf

Class 66 313 hauls 99 001 past Euxton with a return proving working from Carlisle to Crewe on June 25th. *John Sloane*

Class 66 789 passes Winwick on June 24th with the Hams Hall to Mossend intermodal service. *John Sloane*

The Ribblehead to Tuebrook stone train with Class 60 087 in charge passes Balshaw Lane Junction on June 4th. *John Sloane*







Greater Anglia

Class 755 404 arrives into Norwich with 2S17 the 13:43 from Sheringham on June 14th.
Derek Elston

Class 755 405 passes Field Sidings on the approach to its destination with 2D75 the 09:06 Lowestoft to Ipswich service on June 4th.
Derek Elston

Class 755 423 calls at Manea on June 20th with the 11:50 Peterborough to Ipswich service.
Steve Chapman







Greater Anglia

Class 755 330 forming 2C62 14:.18 to Great Yarmouth waits departure time at Norwich on June 14th. *Derek Elston*



Class 755 421 is pictured while working the 12:16 Ipswich to Lowestoft service just north of Melton. *Steve Chapman*



Class 755 421 arrives at Norwich with 1K72 the 12:48 from Stansted Airport on June 14th. *Derek Elston*



Greater Anglia

Class 755 329 approaches Kennett with the 13:46 Cambridge to Ipswich service on June 13th. *Steve Chapman*

Class 755 418 is pictured with the 06:41 Cambridge to Ipswich service just south of Haughley Junction on June 15th.
Steve Chapman

Class 745 004 works the 06:00 Norwich to London Liverpool Street service on June 15th, seen just south of Haughley Junction.
Steve Chapman







Great Western Railway

On July 4th, Class 57 603 leads the 3Z50 10:00 Penzance T.&R.S.M.D - Reading Traincare Depot with empty coaching stock from the previous night sleeper service which was declared a failure in Penzance due to issues with 57 602. *Barry Beeston*

Great Western Railway

An unidentified Class 150 rolls off Calstock Viaduct with a slightly delayed Gunnislake service on a sweltering sundrenched June 20th. *Charlie Robbins*



Great Western Railway

Power car No. 43093 is sat awaiting to depart Bodmin Parkway with 2C00 05:33 Plymouth - Penzance with 43187 on the rear on June 13th.
Barry Beeston

Power car No. 43189 heads away from Burngullow Jct. on July 4th with 2C11 10:14 Plymouth - Penzance with 43098 on the rear.
Barry Beeston

Class 802 113 leading 1C79 12:03 London Paddington - Penzance passes through the site of the Old Chacewater station on July 4th.
Barry Beeston







Great Western Railway

Power car No. 43187 leading 2C26 13:40 Plymouth - Penzance passes through Coombe with 43004 on the rear on July 4th.
Barry Beeston

On June 17th, Class 800 301 heads under Marston footbridge working 1C12 London Paddington to Bristol Temple Meads.
Ken Mumford

Class 800 007 stands at Hereford on June 3rd working the 1P04 to London Paddington service. *Richard Hargreaves*





Great Western Railway

On June 7th, power car No. 43092 leads the 2C49 12:41 Plymouth - Penzance passing through Respryn with 43004 on the rear. *Barry Beeston*

Power car No. 43098 powers through Burngullow Jct. with 2P16 13:15 Penzance - Plymouth on July 4th with 43189 on the rear.
Barry Beeston

Power car No. 43156 arrives into Bodmin Parkway with the delayed 2E16 10:39 Penzance - Exeter St. Davids on June 7th with 43186 on the rear. *Barry Beeston*







Great Western Railway

Power car No. 43187 approaches St. Austell with 2P16 13:15 Penzance - Plymouth with 43093 on the rear on June 20th. *Barry Beeston*



Land Recovery

The Class 60s purchased by Land Recovery Ltd are seen stored at Radway Green on May 31st. From L-R Class 60 089, 60 093, 60 032, 60 048, 60 078, 60 052, 60 012, 60 084 and 60 068, behind 60 036, 60 077 and 60 037. *Mark Pichowicz*

Locomotive Services Ltd.

Class 57 002 waits to depart from Crewe on July 2nd before heading light engine to the East Lancs Railway for their Summer diesel gala. *Lee Stanford*



Two of the LSL electric locomotives, Class 90 001 and 90 002, were to be found stabled in what was the old platform 1 at Crewe on June 24th. *Lee Stanford*



Class 87 002 'Royal Sovereign' is seen stabled at Carlisle on June 23rd. *John Balaam*



L.N.E.R.

Body Worn Cameras Put a Focus on Customer and Colleague Safety

Camera footage showing cases where train crew have been verbally abused, threatened and intimidated has been released by LNER to highlight how the use of body worn cameras is helping to keep the railway safe. The video clips were shared during Rail Safety Week, an industry-wide initiative which aims to put safety at the forefront of people's minds.

LNER has introduced 180 body worn cameras to provide additional support for colleagues faced with aggressive and threatening behaviour. Over the past year, the cameras have been worn more than 12,000 times by teams on trains and at stations.

While LNER Azuma trains are fitted with high quality onboard CCTV, body worn cameras can provide an additional insight into an incident. When activated, the cameras can capture photographs and record clear visual and audio footage, which can be used by British Transport Police to support further investigation and possible legal proceedings.

Phil, a Train Manager for LNER who features in one of the clips, said: "I speak to hundreds of customers every day. Most of the time working onboard is enjoyable and the camera is the last thing on my mind. However, on occasions where I have been confronted with a challenging situation, I find activating the camera very often calms things down, provides reassurance for other customers, and also helps with any instances which may need further investigation."

Warrick Dent, Safety and Operations Director for LNER, said: "Thousands of customers travel with us each day, and while instances of abusive or threatening behaviour towards our teams are rare, they are never acceptable. Body worn cameras are just one of the ways we support our teams who work hard to help make sure our customers enjoy the best possible journey and feel safe when travelling with us."

Since introducing the cameras, teams have experienced around four to five incidents each month which have been flagged for further investigation.

Inspector Ben Jones, from the Workplace Violence Coordination Unit in the British Transport Police, said: "The impact body worn video has had on keeping rail staff safe and prosecuting criminals cannot be understated. Body worn video helps to accelerate the judicial process for victims, provide transparency in cases, and assist rail staff in the many challenging situations they face every single day. Wearing body worn video decreases staff assault rates by nearly 50 percent. We are dedicated to creating a hostile environment for criminals on the railways, and the continued rollout of BWV across rail operators can only further this ambition."



LNER Champions Collaborative Catering With New Summer Menu

LNER has announced its First Class menu for summer, which sees three of its local suppliers working in collaboration for the very first time on a new dish. A special 'Railway Curry' celebrating Bradford as UK City of Culture 2025 also features on the menu.

From June 11th, all four LNER First Class complimentary onboard menus are serving up new dishes. Dine, Dish, Deli and Brunch options offer a wide choice, with menus differing depending on which service customers are travelling on.

A variety of 'firsts' for LNER are among the additions, including a ploughman's grazing box which sees three local suppliers working together. The box from Middlesbrough's 'On a Roll' features a hog roast pork pie from fellow North Yorkshire supplier The Original Baker, and a caramelised onion chutney from York's The Fruity Kitchen.

The Bradford UK City of Culture 2025 'Railway Curry' is also expected to be popular and comes just weeks after the introduction of additional daily LNER services between the city and London King's Cross. The vegan curry, which can be enjoyed on Dish and Dine services from lunchtime, is an Aloo Gobi Channa Masala served with pilau rice and a mini selection of poppadoms.

Waffles with maple syrup will feature on the Dine menu for breakfast, alongside the already popular 'Full LNER' and 'Full Veggie LNER'. The waffles will also feature on the Dish menu alongside a strawberries and cream yoghurt and a custard Danish pastry.

Customers joining after breakfast can savour the new cheesy barbecue chicken croque monsieur, ploughman's grazing box, or a Caprese wrap with tomatoes, mozzarella cheese and basil. A summery salmon fillet served with roast potatoes and hollandaise sauce is among the choices on the Dine menu.

Sara Jenson, Hospitality Manager at LNER, said: "Summer is upon us, and we are proud to present a new menu that is perfect for the season. In collaboration with a range of local producers and suppliers from across our route, we've curated another delicious menu to help make sure our customers get the very best experience when travelling with us."

L.N.E.R.

On June 19th, Class 91 101 arrives at Doncaster with the 1D10 London King's Cross - Leeds service, with DVT No. 82214 on the rear.
Steve Thompson

Class 91 110 propels the 1Y84 York - London King's Cross out of platform 3 at Doncaster on June 19th. DVT No. 82208 was on the front.
Steve Thompson

DVT No. 82222 is on the rear of 1D09 London King's Cross - Leeds service hauled by Class 91 130 as it calls at Doncaster on June 19th.
Steve Thompson







L.N.E.R.

Class 91 124 stands at London King's Cross at the head of 1D17 the 14:03 to Leeds on June 4th. *Derek Elston*

‘Our Planet’ branded Class 801 204 stands at London King’s Cross ready to work 1S19 13:30 London King’s Cross to Edinburgh service on June 4th. *Derek Elston*

Class 801 210 having terminated with 1B83 the 11:27 from Lincoln Central and 800 205 ready to work 1D16 13:33 to Harrogate are seen at London King’s Cross on June 4th.
Derek Elston







Loram Rail Services

On June 3rd, Class 37 418 hauling 975025 is seen at Hereford working 2Z25 Derby to Newport. *Richard Hargreaves*

On July 2nd, the Network Rail 'Caroline' inspection unit was propelled from Preston to London Marylebone by Class 37 418 and 37 508 and is seen at Charnock Richard. *John Sloane*

Class 37 418 and 37 508 pass Winwick on July 2nd with a Preston - London Marylebone working. *Mark Enderby*







Loram Rail Services

Class 37 418 passes Bayston Hill with 2Z25 09:14 Derby to Newport on June 3rd.
Keith Davies

On June 11th, Class 37 418 'An Comunn Gaidhealach' pauses at Swinton for a driver change working 0Z37 Derby to Grosmont for the NYMR diesel weekend. *Russell Clarke*

Super power for inspection saloon 'Caroline' as it is propelled through Heaton Chapel on July 1st behind Class 37 418 and 37 508
Lee Stanford







Network Rail

Class 153 311 ‘VIU1’ is seen awaiting its next tour of duty at Eastleigh on the afternoon of June 18th. *John Goodrich*



Power car No. 43062 ‘John Armitt’ with 43013 ‘Mark Carne CDE’ on the rear are seen at Crewe ready to work 1Q36 06:49 Crewe to Derby R.T.C.(Network Rail) NMT on June 13th.
Derek Elston



On June 12th, power car No. 43251 leads the 1Q23 Bristol Kingsland Road to Derby via ‘the world’ out of the loop at Stratton Green.
Ken Mumford



Network Rail

Class 37 610 working 3Q85 Derby RTC to Derby RTC is seen at Stafford on June 7th. *Richard Hargreaves*



Power cars Nos. 43251 and 43257 work a Derby to Carlisle test train through Euxton on July 1st. *John Sloane*



Power cars Nos. 43013 and 43062 pass Bayston Hill with 1Q36 06:49 Crewe - Derby RTC (Network Rail) on June 13th. *Keith Davies*



Network Rail

Power cars Nos. 43257 and 43251 crawl up platform one at Wigan North Western, with 0Z43 10:11 Derby RTC Network Rail - Wigan - Crewe on June 19th. *Paul Senior*



Power car Nos. 43277 and 43274 arrive into Derby on June 11th working 0Z43 09:43 Derby RTC to Rugby CS. *Barry Longson*



Rail Adventure

Class 50 015 and 45 108 hitch a ride back to the East Lancs behind Rail Adventure power cars Nos. 43465 and 43480. Seen at Culcheth foot crossing on June 10th.
Jeff Nicholls



Rail Adventure

Class 20 311 and 20 303 work 6Q34 Wembley - Holgate Sidings, conveying Tyne & Wear units Nos. 555 031 and 555 017 plus barriers and brake force runners through Doncaster on June 19th. *Steve Thompson*



Rail Operations Group/Europhoenix

Class 37 501 ‘Teesside Steelmaster’ working 5Q77 11:06 Gascoigne Wood Sidings to Bletchley T.M.D. delivering 730 221 heads through Northampton on June 11th.
Derek Elston

Class 37 510 ‘Orion’ eases through Northampton with 378 218 on transfer for refresh as 5Q36 the 15:26 New Cross Gate C.S.D to Widnes Transport Technology Centre on May 31st.
Derek Elston

Stadler built Class 93 001 eases up to a red signal at Northampton running as 0Q51 11:06 Wembley H.S. to Stafford on June 11th.
Derek Elston







Rail Operations Group/Europhoenix

Class 93 001 passes Golborne Dale on June 10th with a test run. *Jeff Nicholls*

Class 93 007 and 93 001 run through Leyland at speed as they return to Crewe after a test working from Carlisle. *John Sloane*

On June 10th, Class 93 001 heads through Warrington Bank Quay with a Carlisle-Wembley test run. *Mark Enderby*







Rail Operations Group/Europhoenix

After a number of days testing on the West Coast main line, Class 93 002 leads 93 010 and 93 007 working 0Q28 the 11:48 Crewe South Yard to Worksop past Kidsgrove on June 27th.
Barry Longson

Rail Operations Group/Europhoenix

Class 93 007 and 93 001 pass Winwick on July 3rd with a Carlisle - Crewe loaded test run. *Mark Enderby*

Class 93 007 and 93 010 on a Crewe - Carlisle test run pass through Warrington Bank Quay on June 24th. *Mark Enderby*

Europhoenix tractor Class 37 407 'Blackpool Tower' runs light engine through Northampton working as 0Z06 11:50 Leicester L.I.P. to DB Cargo Fan A and B Sidings on June 11th. *Derek Elston*







Rail Operations Group/Europhoenix

After overnight testing with loaded freight wagons on the WCML Class 93 007, 93 010 and 93 002 run into Crewe on June 27th before heading back to base at Worksop.
Lee Stanford

Class 37 884 'Cepheus' running light engine as 0H72, the 11:11 Derby R.T.C.(Network Rail) to Wembley H.S. passes Northampton on June 24th. *Derek Elston*

Class 93 001 working 0Q72 Bristol Parkway to Wembley LHS heads through Swindon on June 26th. *Ken Mumford*







TransPennine Express

With the 12th century castle keep in the background, Class 802 204, departs Newcastle Central ECS for Heaton, after arriving with 9E16 the 16:24 from Liverpool Lime Street, on June 17th. *Paul Senior*

Class 802 214 passes the soon to be decommissioned signal box at Diggle Junction on June 15th working a service from Huddersfield to Manchester Airport.
Lee Stanford

Class 802 216 speeds into Leyland on a Manchester Airport to Glasgow working on June 18th. *John Sloane*







TransPennine Express

A Class 397 heads towards Euxton Junction working a Liverpool Lime St. to Glasgow Central service on June 11th. *John Sloane*

Class 802 217 departs Liverpool Lime St. with the 13:54 to Newcastle on June 6th. *John Sloane*

A Class 397 speeds through Coppull on a service from Liverpool Lime St. to Glasgow Central on June 16th. *John Sloane*







Transport for Wales

On June 6th, Class 67 022 departs Wilmslow with the 14:50 Cardiff Central to Manchester Piccadilly service. *Barry Longson*



Class 67 010 departs Crewe on June 25th working 1W55 Cardiff - Manchester Piccadilly service. *Richard Hargreaves*



On June 5th, a service to Rhyl is seen at Chirk, running 20 minutes late due to overcrowding and formed of Class 158 837. *David Lindsell*



Transport for Wales

Class 67 008 working the 1W57 Cardiff - Manchester Piccadilly service is seen at Ludlow on June 3rd. *Richard Hargreaves*

Class 67 010 departs from Stockport on July 2nd with the 14:30 Manchester Piccadilly to Cardiff service. *Lee Stanford*

Seen from the end of platform 2 at Crewe, silver Class 67 029 departs with the 10:30 Manchester to Cardiff on June 19th. *Barry Longson*







Transport for Wales

Class 67 010 with the 1V39 Manchester Piccadilly - Cardiff arrives at Ludlow on June 3rd.
Richard Hargreaves

Class 197 124 and 197 011 arrive at Hereford on June 3rd working the 1V40 Manchester Piccadilly - Milford Haven service.
Richard Hargreaves

Class 67 008 with the 1W55 Cardiff to Manchester Piccadilly service is seen at Crewe on June 21st.
Richard Hargreaves







Transport for Wales

Class 67 014 kicks out plenty of exhaust as it departs Crewe working the 12:53 Cardiff to Manchester service on June 19th. *Barry Longson*

On June 12th, Class 67 010 stands at the head of TfW stock at Crewe, its service cancelled due to 'a fault on the train'. *Steve Thompson*

Class 67 010 working the 1V46 Manchester Piccadilly - Cardiff service stands at Stockport on June 19th. *Mark Enderby*







Transport for Wales

Class 67 010 passes Kempseye with 1W55 08:49 Cardiff Canton - Manchester Piccadilly service on June 25th. *Keith Davies*

Class 230 008 arrives into Bidston with 2F54, the 08:29 from Wrexham Central on June 13th. *Derek Elston*

Class 67 012 passes Leaton with 1V91 05:27 Holyhead - Cardiff Central service on June 18th. *Keith Davies*







Transport for Wales

Class 67 013 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on June 13th. *Keith Davies*



Class 150 283 stands at Shrewsbury on May 31st. *Paul Godding*



On May 31st, Class 67 016 departs Crewe with a Cardiff Central - Manchester Piccadilly service. *Paul Godding*



Transport for Wales

Class 67029 heads the 12:53 Cardiff - Manchester service away from an extra stop at Craven Arms on June 21st. *Chris Morrison*



A Class 158 is seen heading south over the Chirk aqueduct on June 2nd. *David Lindsell*



Class 67 025 passes Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on June 11th. *Keith Davies*



Transport for Wales

Class 197 104 passes Winwick with a Manchester Airport to Llandudno service on June 24th. *John Sloane*

Class 197 122 and 197 016 pass Kempseye with 1V38 10:10 Crewe - Fishguard Harbour service on June 5th. *Keith Davies*

Class 230 006 trundles into Heswall working 2F56 09:17 Wrexham Central to Bidston on June 13th. *Derek Elston*





Transport for Wales

Recently converted to carry more bicycles and renumbered from Class 153 307 to 153 507 and classmate 153 362 await to depart Crewe, with the 17:19 service to Shrewsbury on June 6th. *Barry Longson*

Class 197 104 is seen at Frodsham with a service to Llandudno on July 3rd. *Mark Enderby*

Class 67 008 arrives at Crewe platform 6 on June 7th at the head of train 1V37, the 08:30 Manchester Piccadilly to Cardiff Central. *Andy Pratt*







Units: DMUs and EMUs

Soon to be displaced by Class 730/2s, London Northwestern's Class 350 242 in half original livery, departs Stafford on June 6th, working the 13:12 Liverpool to Birmingham service. *Barry Longson*

LNW Class 350 122 is seen at Slindon with 1F63 16:04 Birmingham New St. - Liverpool Lime St. on June 19th. *Keith Davies*

West Midlands' Class 196 004 stands at Leamington Spa on June 13th with a service from Nuneaton. *Allison Twycross*







Units: DMUs and EMUs

South Western Railway's Class 455 734 was the rear unit of 14:32 Bournemouth Depot - Wimbledon Depot on June 20th. It is seen passing Saxon Road, Southampton with the destination blinds showing Kensington Olympia. *John Goodrich*



London Overground's Class 378 207 heads home through Northampton after a refresh as 5Q72 06:41 Widnes Transport Tech to Willesden T.M.D. on June 28th. *Derek Elston*



London Northwestern's Class 150 137 departs Bletchley with 2S23 16:52 to Bedford on June 13th. *Derek Elston*



Units: DMUs and EMUs

Northern's four car Class 331 111 is seen unusually working the 17:38 Manchester Piccadilly to Alderley Edge local service on June 6th. *Barry Longson*

London Northwestern's Class 730 216 departs Bletchley station having just come off the depot with 5Q31 16:35 Bletchley T.M.D. to Rugby on June 13th. *Derek Elston*

Now settled in at its new home, Northern's Class 323 206 arrives at Cheadle Hulme on June 19th, working the 09:46 Crewe to Manchester Piccadilly service. *Barry Longson*







Units: DMUs and EMUs



A Northern Class 331 arrives at Warrington Bank Quay on June 10th with a Wigan - Bank Quay - Wigan route learner. *Mark Enderby*



West Mid's Class 197 107 arrives at Hereford on June 3rd with the 1V25 service from Birmingham. *Richard Hargreaves*



Still awaiting its first use in passenger service, LNW Class 730 212 is ready to depart Crewe with the 11:07 ECS movement to Soho on June 19th. *Barry Longson*

Units: DMUs and EMUs

London Northwestern's Class 350 243 and 350 254 speed past Slindon on June 19th with 1U37 13:46 London Euston - Crewe. *Keith Davies*



West Midlands Railway's Class 196 101 is seen departing Shrewsbury on May 31st with a service to Birmingham. *Paul Godding*



West Midlands' Class 196 006 stands at Leamington Spa on June 17th before departing with the 14:40 to Nuneaton. *Lee Stanford*



Units: DMUs and EMUs

With a backdrop of the Crewe Arms Hotel, Northern's Class 323 213 departs from platform 1 at Crewe on July 2nd with the 19:16 to Manchester Piccadilly. *Lee Stanford*

LNW Class 350 113 departs from Stafford on June 27th with one of the regular half hourly services from Liverpool Lime Street to Birmingham New Street. *Lee Stanford*

With the top of the iconic CIS building just visible in the top right, Northern operated Class 323 236 departs Manchester Piccadilly on June 10th with a service to Crewe. *Lee Stanford*







Units: DMUs and EMUs

London Northwestern's Class 350 241 catches a small patch of sun on June 25th, as it departs Crewe with the 14:12 Liverpool to Birmingham New Street. *Barry Longson*

Northern's Class 323 218 stands at Stockport on July 2nd with the 14:55 to Stoke which owing to OHL problems was terminated at Macclesfield. *Lee Stanford*

Merseyrail's Class 777 013 approaches Bidston with 2W11 09:06 West Kirby to West Kirby service on June 13th. *Derek Elston*







Units: DMUs and EMUs

Northern's Class 323 234 arrives at Liverpool Lime St. on June 6th with a service from Wigan. *John Sloane*

Merseyrail's Class 777 047 runs into Liverpool Lime Street low level with a service to Chester on June 13th. *Derek Elston*

Northern's Class 331 016 arrives at Liverpool Lime St. ECS from Allerton on June 6th. *John Sloane*







Units: DMUs and EMUs

Northern's Class 156 401 waits to depart on a service to Ormskirk at Preston on June 26th. *Michael Lynam*



A line up of Northern DMUs at Buxton on June 24th, consisting of Class 150 108, 150 103 and 156 452. *Michael Lynam*



Merseyrail's Class 777 036 is seen working a service to Liverpool Central from Chester station on June 3rd. *David Lindsell*



Units: DMUs and EMUs

Northern's Class 331 021 passes Coppull with a Liverpool to Blackpool service on June 16th. *John Sloane*

Merseyrail's Class 777 023 arrives at Bidston with 2W12 09:21 West Kirby to West Kirby service on June 13th. *Derek Elston*

Varmis Rail's Class 321 341 leads a Mossend to Birmingham International parcels train at Charnock Richard on June 11th. *John Sloane*







Scotrail

Class 156 513 passes through Preston on June 26th en route to Corkhill, following a repaint at Wolverton. *Michael Lynam*

Class 156 313 returns to Corkerhill from Wolverton on June 26th, seen here passing through Golborne. *Jeff Nicholls*

Scotrail

Class 170 470 waits its next working at Edinburgh having arrived empty stock from Haymarket on June 5th. *Michael Lynam*

Class 334 024 arrives at Waverley with a service from Helensburgh on June 5th. *Michael Lynam*

CrossCountry's Class 221 112 is seen arriving at Edinburgh from Aberdeen with a service to Plymouth on June 5th. *Michael Lynam*







Scotrail

Power cars Nos. 43145 and 43177 arrive at Edinburgh Waverley on June 5th with a service from Aberdeen. *Michael Lynam*

On June 5th, power cars Nos. 43141 leads and 43176 depart Edinburgh with a service to Inverness. *Michael Lynam*

Class 385 003 and 385 008 arrive at Edinburgh Waverley on June 5th with a service from Glasgow Central. *Michael Lynam*







Scotrail

LNER's Class 801 204 waits to depart Edinburgh Waverley on June 5th with a service to London King's Cross.
Michael Lynam

Scotrail

Class 380 102 stands at Ayr on June 23rd waiting to work 1K38 14:35 to Glasgow Central. *John Balaam*

Power cars Nos. 43031 and 43134 arrive at Edinburgh Waverley on June 5th with a service from Aberdeen. *Michael Lynam*

Power cars Nos. 43031 and 43134 arrive at Edinburgh Waverley on June 5th with a service from Aberdeen. *Michael Lynam*







Edinburgh Trams

Tram No. 273 advertising Emirates (full wrap) travels along St. Andrew Street on June 5th. *Michael Lynam*

On June 5th, tram No. 256 advertising C R Smith (Who ever fitted it, we can fix it) livery travels along Andrew Street travelling to Newhaven. *Michael Lynam*

Tram No. 276 advertising Edinburgh Dungeon, turns into St. Andrew Street en route to the Airport. *Michael Lynam*







Manchester Metrolink

Tram No. 3079, in the Say Yellow to the Bee livery, is seen at Shude Hill interchange with a service to Victoria on June 11th. *Paul Senior*

Tram No. 3061 displaying an advert for The Bruntwood Prize 20th Anniversary is seen en route to Manchester Airport. *Michael Lynam*

Tram No. 3079 displaying an advert for Sunglass Hut is seen at Victoria station before working to Manchester Airport on June 24th.
Michael Lynam







Northern Ireland Rail

Northern Ireland Railways DMU No. 3006 calls at York Street working 09:45 Belfast Grand Central - Larne on June 25th. *John Balaam*

Northern Ireland Railways DMU No. 3005 stands at Larne Harbour with the 14:55 to Belfast Grand Central on June 24th. *John Balaam*

Northern Ireland Railways No. 3005 arrives at Larne Harbour on June 24th with the 13:45 from Belfast Grand Central. *John Balaam*







Sheffield Supertram

Tram No. 102 is seen approaching Sheffield station with a service to Herdings Park on June 11th. *Barry Longson*



Sheffield Supertram

Non-standard liveried tram No. 112 is seen departing Sheffield railway station stop, with a service to Halfway on June 11th.
Barry Longson

Tyne & Wear Metro

The new order on the Tyne and Wear metro as Class 555 020 arrives at Callerton Parkway, with a Newcastle Airport to South Gosforth service, on June 16th.
Paul Senior

National Rail



VolkerRail Tamper No. DR73946 finds itself stabled at Chesterfield on a sunny June 11th. *Barry Longson*

Hertfordshire rail branch line launches colouring book to help families explore by train

Families are being encouraged to take a trip on the New River line following the launch of a new colouring book.

The New River Line Community Rail Partnership (CRP) has produced the book to help families explore the area and provide entertainment to children as they travel.

The New River Line, operated by Greater Anglia and supported by the New River Line CRP, runs between Broxbourne and Hertford East.

Illustrated by local artist, Jen Kimber, the book highlights the charm and character of the towns along the line, featuring all five stations on the route as well as well-loved landmarks such as Ware Priory, Hertford Castle, and the historic Gatehouse at Rye House.

Free copies of the book are available from Hertford Town and Tourist Information Office, as well as libraries in Hoddesdon, Ware, and Hertford.

Katie Goldthorpe, New River Line CRP Officer, said:
"We are thrilled to collaborate with a local artist and showcase the heritage and beauty of our towns in such a creative way, we hope it encourages people to explore the area."

The New River Line Community Rail Partnership was established to bring together local authorities, community groups and organisations to work with Greater Anglia to promote and celebrate the branch line from Hertford East to Broxbourne.

It aims to encourage and promote the use of the rail branch line between Hertford East and Broxbourne, supporting local projects developed in partnership with community groups businesses and the train operator, Greater Anglia.

The focus is on projects that promote the stations and encourage rail travel through engagement, economic growth and sustainable active travel for all.

Fares Advice with RailUK

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

TPE ticket acceptance passengers chucked out of Avanti first…

Q: Interesting experience on an Avanti train in Edinburgh, I wasn't actually affected as I was due to be on Avanti anyway, but it was quite disappointing to watch.

The previous TPE train had been cancelled with all passengers directed by station boards to get the Avanti service and change in Preston (so presumably ticket acceptance had been agreed). TPE passengers with first tickets sat in the first class section of the Avanti train and received the first class service as we departed. Once the TM came through and started checking tickets, anyone with a TPE ticket had their food/drinks immediately taken away and moved to standard premium, when one passenger asked why when they had a first ticket they were met with a pretty dismissive response that seemed to make the assumption that they should have known they were only allowed SP (there hadn't been any announcements after we departed).

This seems fairly heavy handed, especially since TPE has improved their catering to a level that I would even say on the weekends might surpass Avanti (some of my friends got a later TPE train and the photos they sent made me jealous!), especially as someone reserving First on TPE is probably expecting catering. Which I suppose brings the question of in the event of disruption/ticket acceptance are operators not required to honour the First entitlement?

A: According to the ticket acceptance during disruption policy:

First Class dedicated tickets not accepted in First Class:
ScotRail
TransPennine Express
Hull Trains
Grand Central

TPE have a better offer on Avanti-complementary routes than EMR do, so that's a weird choice. More pathetic pettifogging again though, from an industry totally lost in the sauce - talking to and about itself, where all the ticket money ends up in the same place. Profoundly stupid.

Boundary Zone Tickets and Travelcard

Q: Is the following ticket combination valid? Newbury (NBY) to Boundary Zone 6 return and then a one day travel card Zone1-6. GWR customer service says it is not. NBY Station staff refuse to sell me the NBY to boundary ticket on the same basis, yet Paddington GWR ticket office say the fare is valid. When I use a network card with this fare combination on a weekend it is cheaper than an off peak cheap day return travel card.

A: Unless Condition 14.1 applies, if you are using a Season Ticket, daily Zonal Ticket, or another area based Ticket such as a concessionary pass, ranger, or rover, in conjunction with another Ticket and the last station at which one Ticket is valid and the first station that the other Ticket is valid are the same, then the train does not need to call at that station for your combination to be valid. Your ticket combination is valid.

It's pretty much the purpose behind Boundary Zone 6 tickets, why else would they exist?

It's absolutely valid. What ostensible justification did they give for why it wouldn't be? Unfortunately most rail staff, even customer facing ones, receive limited training on the rules for ticket validity. The problem is that some then make rules up if they don't know the answer to a particular query.

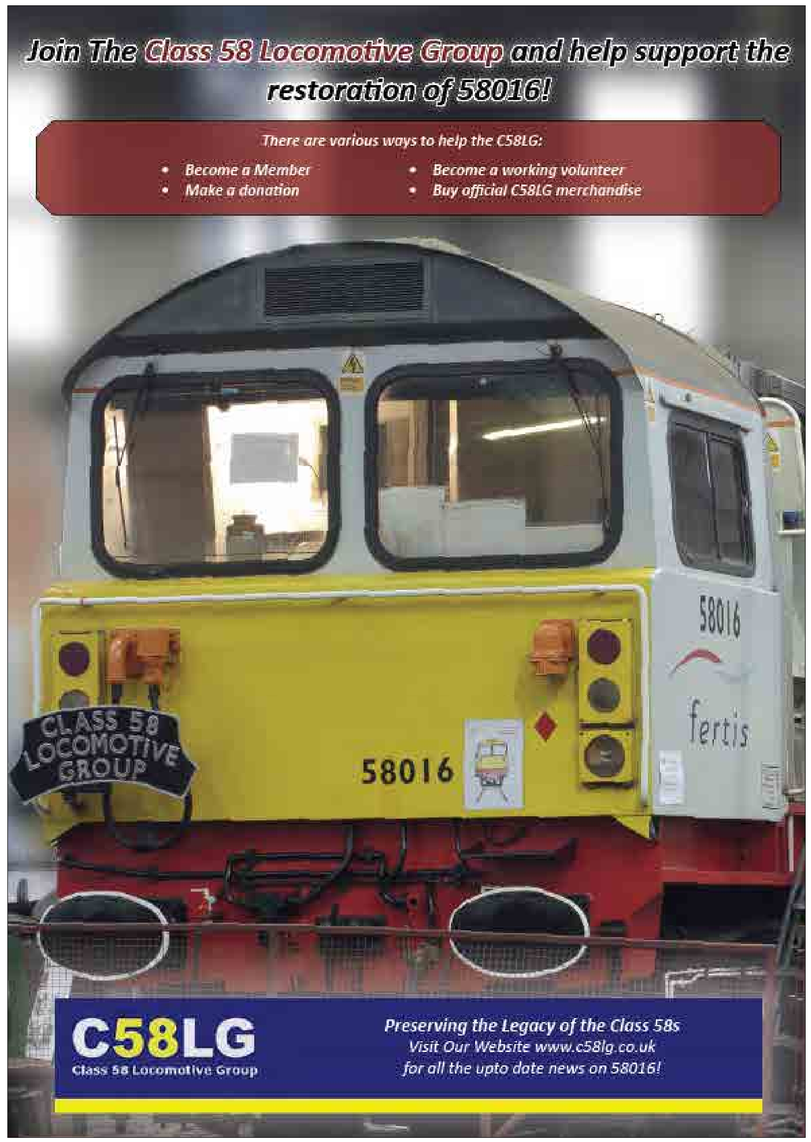
The entire point of Boundary Zone fares is to allow you to extend the validity of your Travelcard to somewhere beyond the Zones. They would be pointless if they restricted you to stopping trains; such a restriction has not existed for a long time (if ever) to my knowledge.

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!

The Coventry Very Light Rail project has installed a 200m demonstration track in Greyfriars Road in Coventry. The prototype vehicle runs 2 return trips over the track every half hour with staff on hand to explain the project and answer any questions. The prototype tram vehicle is seen on June 7th topping up its battery levels during the lunch break. *Andy Pratt*





Greater Anglia invests more than £1.5m in station repainting project

Greater Anglia has recently invested more than £1.5m in station enhancements. The train operator for the East of England has undertaken a project to paint 35 stations across its network to enhance the overall look and feel.

Stations including Ely, Colchester Town, Great Yarmouth, and Stansted Mountfitchet have all been repainted, as part of a project which has seen 4,000 litres of paint used across 35 stations.

Approximately 4,000 litres of paint were used to paint lamp columns, doors, and frames. Canopies were repainted at Diss, Ely Rochford, and Billericay.

Eight stations – Attleborough, Colchester Town, Felixstowe, Lowestoft, March, Roydon, Thetford and Wivenhoe – were repainted following £69,000 funding from The Railway Heritage Trust.

The paint project began in October 2024 and was completed in May 2025.

Andrew Goodrum, Infrastructure & Major Projects Director, Greater Anglia, said: “The paint project makes stations look brighter and cleaner and feel more pleasant. We know our passengers care about the appearance of their local stations, and we are very pleased with the feedback from this project. We would also like to thank The Railway Heritage Trust for their generous support.”



Tim Hedley-Jones, Executive Director, The Railway Heritage Trust, said: “We are pleased to support Greater Anglia with this work. Painting some stations in heritage colours adds character and interest to them and improves the overall journey experience.”

Painting has taken place at:Alresford, Attleborough, Audley End, Billericay, Brimsdown, Colchester Town, Cressing, Diss, Ely, Enfield Lock, Felixstowe, Frinton-on-Sea, Great Bentley, Great Chesterford, Great Yarmouth, Harlow Mill, Hockley, Kelvedon, Kirby Cross, Lowestoft, March, Newport, Ponders End, Prittlewell, Rochford, Roydon, Rye House, St Margarets, Stansted Mountfitchet, Thetford, Thorpe-le-Soken, Tottenham Hale, Ware, Witham, and Wivenhoe.
Photo: Attleborough railway station. ©Greater Anglia

National Rail

Scotland's scenic Far North Line reopens after £11.5m upgrade

Train services on the Far North Line have resumed after three weeks of essential engineering work to improve the reliability of one of Scotland's most scenic and remote railways. The route stretches from Inverness to Wick and Thurso and is a vital connection for local people and tourists. The £11.5m investment included refurbishing a five-mile section of track between Brora and Helmsdale, some of which dated back almost a century, as well as replacing nearly nine miles of ageing rail between Invergordon and Fearn. The work will deliver smoother journeys, reduce the risk of delays, and extend the lifespan of the infrastructure.

Scott McMurchie, Scheme Project Manager at Network Rail, said: "The Far North Line is such an important transport link for many communities in the Highlands, and this investment will help ensure it continues to serve passengers safely and reliably. The project was a significant undertaking, involving complex engineering in a remote and challenging environment. Closing the line for the duration was essential, ensuring the safety of our teams and the public, while minimising the length of disruption. We're grateful to residents and businesses for their patience and support and know they'll continue to benefit from this significantly improved route for decades to come."

A team of specialist engineers carried out the work using traditional track-laying techniques, changing thousands of sleepers and installing around 9 miles of new rails. Drainage improvements and new ballast also enhance the line's resilience to extreme weather and give passengers a more comfortable journey. Over the 3-week closure, a total of 6720 hours were worked by Network Rail staff on a 24/7 shift pattern. Replacement bus services were provided throughout the line closure to help keep passengers moving.

Mark Ilderton, ScotRail Service Delivery Director, said: "We're pleased to welcome customers back to the Far North Line following this major upgrade. The work carried out by Network Rail will make a real difference to the long-term reliability of services, which are a lifeline for communities across the north Highlands. Our priority throughout the work was to keep people moving, and we're grateful to customers for their understanding and patience while these improvements were delivered." Colleagues also took part in 49 hours of volunteering in the local community, including making new planters from old railway sleepers for Brora station platforms, and holding STEM and ecology talks at Brora Youth Group and Golspie High School.

Ian Budd, Convener of Friends of the Far North Line, added: "This route is vital for the social and economic wellbeing of the Highlands. It connects people to jobs, education, healthcare, and tourism. We're delighted to see this much-needed investment and are optimistic that this 150-year-old line's importance will now attract further development so it can thrive for another 150 years."



National Rail

Unique exhibition train starts year-long tour of Britain as part of rail bicentenary

New family-friendly visitor attraction opens, marking 200 years of the modern railway
Interactive, hands-on displays promote rail innovation and careers
200,000 visitors expected

Britain's newest visitor attraction launched on June 26th ahead of opening to the public at the Severn Valley Railway in Worcestershire as part of national celebrations to mark 200 years of the modern railway.

The unique, free-to-enter and family-friendly Railway 200 exhibition train, called Inspiration, will visit 60 locations across Britain over the next year to promote railway innovation and careers, celebrating a British invention that changed the world.

More than 160 people, including Rail Minister Lord Hendy of Richmond Hill, Lady Victoria Borwick, chairman of VisitEngland, and students from Paddington Academy, joined a rail industry event today at London Paddington station to signal the start of the train's 12-month tour of Britain.

Inspiration - the only exhibition train on the UK rail network - is part of Railway 200, the cross-sector campaign to mark this year's rail bicentenary. The exhibition was designed and created in partnership with Network Rail and the National Railway Museum in York, part of the Science Museum Group.

Sporting an eye-catching livery and emblazoned with the words Past, Present, Future and Together, the train will visit mainline stations, heritage railways, museums, private and freight sites. More than 200,000 people, including many schoolchildren, are expected to visit by prior booking. Admission to the train will be free, but normal entry charges to heritage railways and private sites where it is located will apply.

Rail Minister Lord Peter Hendy said: "I'm proud to be celebrating our heritage as the birthplace of the modern railway; to this day our railway network is the backbone of our economy, driving economic growth, jobs and homes.

"With this train, we're not just looking to the past, we are inspiring the diverse next generation of engineers, drivers, conductors and technicians, and shining a light on what the railway is delivering today and what it can do in future, alongside bringing services back into public ownership, laying the foundations for Great British Railways, and building a railway we can all be proud of."

VisitEngland Chairman Lady Victoria Borwick said: "It's fantastic that this exhibition will be travelling the length and breadth of Britain bringing a new, exciting and interactive attraction steeped in history and culture to local communities, inspiring future generations with hands-on learning experiences and providing a brilliant day out for all the family.

"As we celebrate Railway 200 and the launch of this wonderful exhibition, it is also timely to shine the spotlight on the importance of our railways to our tourism offer, past, present and future! For 200 years rail travel has been broadening travel itineraries. The ease and convenience of rail travel to access our beautiful countryside, coastal gems and vibrant cities, and in an environmentally friendly way, continues to inspire both domestic and international visitors to discover more and stay longer, boosting the visitor economy."

Inspiration comprises four distinctive carriages, powered by a locomotive. Rail's pioneering pedigree is explored in a 'Railway Firsts' coach, highlighting landmark moments in rail's development. Alongside is 'Wonderlab on Wheels', inviting visitors to test their engineering skills with hands-on exhibits. Next is the 'Your Railway Future' carriage, showcasing some of the more hidden roles in rail and encouraging people to join the railway to shape the next 200 years. The final coach is a 'Partner Zone', offering free, flexible exhibition space.

The train is supported by a £250k grant from The National Lottery Heritage Fund and generous funding from Porterbrook.

The train will visit the North East of England in September - rail's 200th anniversary month - as part of S&DR200, a nine-month international festival inspired by the opening of the Stockton and Darlington Railway (S&DR) in 1825, a journey that changed the world forever.

The 2026 tour of Britain will be announced later this year. No passengers will be carried on the train as it travels to its exhibition sites. Booked visits will begin at 10am and last entry will be at 4pm. The train will close at 5pm. Visits are expected to last up to an hour. A virtual tour of the exhibition experience is available for those who are unable to visit in person.

Emma Roberts, programme manager for Railway 200, said: "This special exhibition train is a new, free national visitor attraction, offering an unforgettable experience for hundreds of thousands of people across Britain, including many schoolchildren. It will excite, enlighten, entertain and inspire them to take a fresh look at the railway, as part of its anniversary celebrations."

Craig Bentley, Director of the National Railway Museum added: "The National Railway Museum is proud to deliver this extraordinary exhibition on a train with Railway 200, underpinned by some of the stories and exhibits in our award-winning Wonderlab interactive gallery.

We're thrilled that Inspiration will tour the country to bring these experiences to more people, especially in our 50th year. Railways have shaped our world in so many ways, from what we eat to where we go on holiday, and to inspire people with that epic narrative and give them a chance to get involved in this celebration is a once-in-a-lifetime opportunity."

Jacqueline Starr, Executive Chair and Chief Executive Officer of Rail Delivery Group, said: "We're proud to support Inspiration – a unique exhibition train that brings rail's story to life for communities across the country. As we mark 200 years of the modern railway, this is a chance to celebrate rail's rich past while showcasing the innovation and opportunities shaping its future.

"The railway has always been about connecting people and places. With Inspiration, we're also connecting the next generation to the possibilities of a career in rail."

To book and find out more about Inspiration visit www.railway200.co.uk/inspiration

There have already been more than a thousand Railway 200 activities and events across the UK, many of which have been registered on an interactive map on the Railway 200 website – and many more are planned.

Highlights so far include: 200 locomotives blowing horns and whistles across five continents on New Year's Day; a commemorative rail coin from the Royal Mint; a successful anniversary rail sale, offering more than two million discounted train tickets for great days out; train namings, painting competitions, talks and presentations; a Railway 200 merchandise range; heritage and community rail events; a global poll to choose the nation's best-loved UK railway artwork; the launch of the Great Rail Tales podcast; displays at the Japan Expo; and a flashmob of college students.

In an unprecedented decision for an ongoing campaign, Railway 200 was presented with the Outstanding Contribution to Tourism Award by VisitEngland earlier this month, "in recognition of its valuable role in highlighting the importance of railway heritage and rail travel to domestic and inbound tourism in England."

National Rail

The launch of the ‘Inspiration 200’ train at the Severn Valley Railway on June 27th.
John Alsop









National Rail

At the Glyn Valley Tramway Trust, Chirk on May 30th, a couple of wagons are viewed in the bay platform at Chirk. The route of the tramway is seen through the bridge in the background..
David Lindsell



Loco Fleet List Ten

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

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

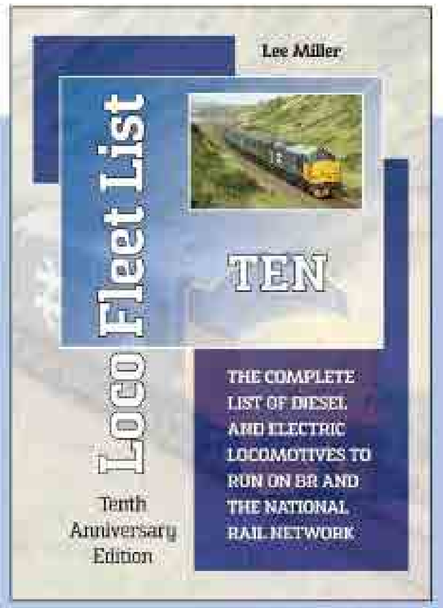
Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives



Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web:www.locofleetshop.co.uk Email:lee@locofleetshop.co.uk



This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book

New patrollers enhance safety and wellbeing on Scotland's Railway

A new team of safeguarding patrollers is being deployed across central Scotland to improve safety, support vulnerable individuals, and promote wellbeing at stations where it's needed most.

The team, introduced by Network Rail Scotland and provided by Vital Rail, is specially trained to respond to a range of situations including mental health crises, trespassing, and antisocial behaviour. These incidents not only pose a serious risk to those involved but can also lead to disruption across the rail network.

Patrollers have already been introduced at a station in Glasgow. Since October 2024, their presence has helped reduce incidents at the station by 40%, boosted train performance significantly, and improved the overall passenger experience.

Their presence can make a real difference, not only by helping to prevent incidents from escalating, but also creating a more welcoming and supportive environment at our stations.

"We want everyone who uses the railway to feel safe, respected and looked after, and this team plays a significant role in helping us achieve that."

The safeguarding team will operate across key locations and be able to respond quickly to areas experiencing increased incidents or requiring additional support. As well as providing a frontline presence, they'll work closely with the British Transport Police and other relevant organisations such as the Samaritans to ensure a coordinated response where more specialist intervention may be required.



Danielle Rowley, head of policy and communications at Samaritans Scotland, said: "One aspect of our vision is that everyone in Scotland is able to access the right help and support when needed, and we work closely with Network Rail to assist people who may be vulnerable
and in need of help.

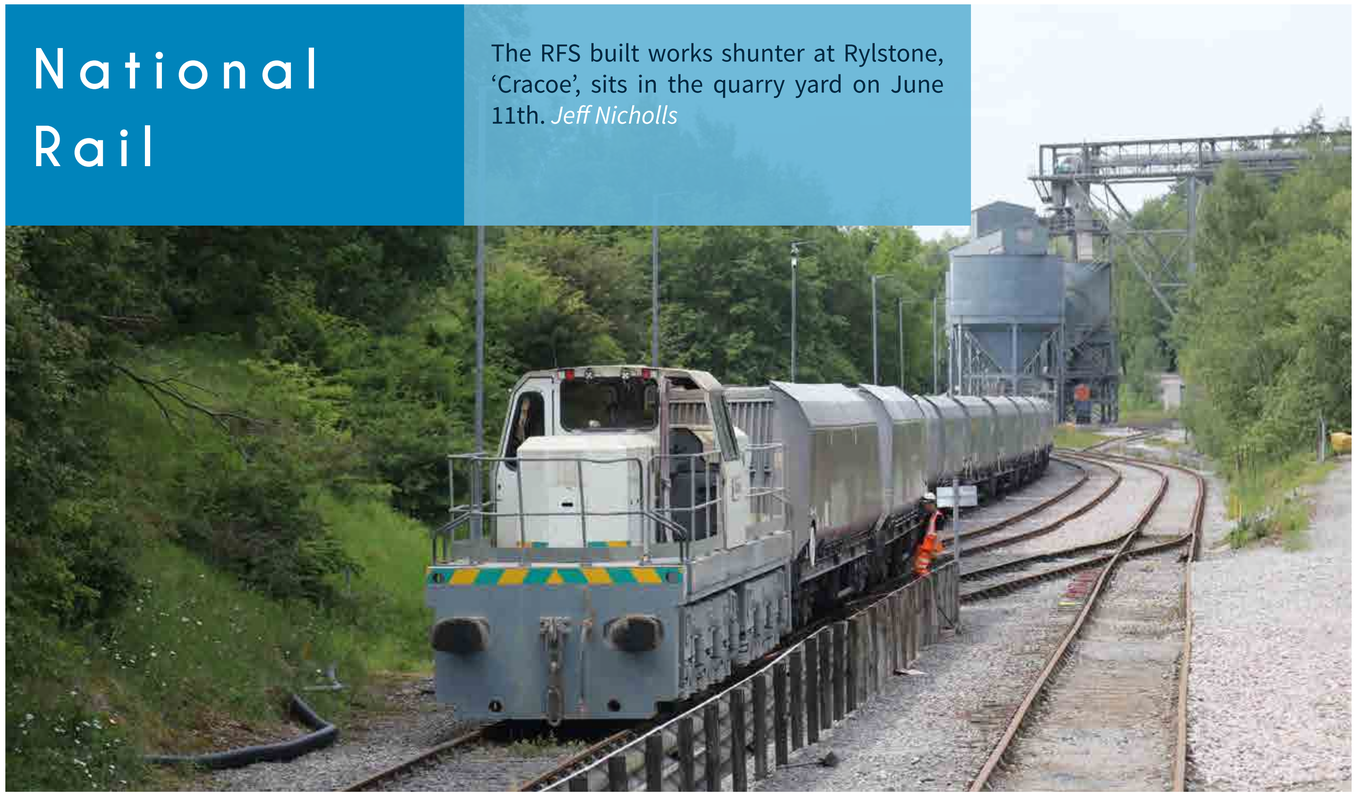
"It's important to have trained personnel who can recognise when someone may be in distress and be able to offer the right support. We're glad to see the implementation of new patrollers at key stations as a positive step towards ensuring people can receive help where and when they need it most."

Neil Cook, route crime manager at Network Rail Scotland, said: "The introduction of this new team is an important step in how we care for people across our railway, giving us greater flexibility to respond quickly and effectively to situations where support is needed most.

"Our safeguarding patrollers are trained to recognise when someone may be in distress and to step in calmly and with empathy.

This initiative is part of Network Rail Scotland's wider commitment to improving performance and creating a safer railway environment for everyone.

National Rail



The RFS built works shunter at Rylstone, ‘Cracoe’, sits in the quarry yard on June 11th. *Jeff Nicholls*



Vegetation clearing work planned between Wemyss Bay and Inverkip



Network Rail is preparing to begin essential vegetation management work along the railway between Wemyss Bay and Inverkip, involving clearing overgrown trees and plants that could pose a risk to trains and passengers.

The first phase of the £2 million project is scheduled to begin on Sunday July 6th and will complete in August. Further phases will cover Inverkip to Branchton, Branchton to Whinhill, and Whinhill to Port Glasgow. The entire project is expected to be completed by April 2026.

Overhanging branches and greenery close to the railway can cause serious safety issues such as falling onto the tracks, blocking signals, or damaging overhead lines. To prevent this, Network Rail’s specialist teams carry out detailed assessments to identify and manage vegetation that could become dangerous.

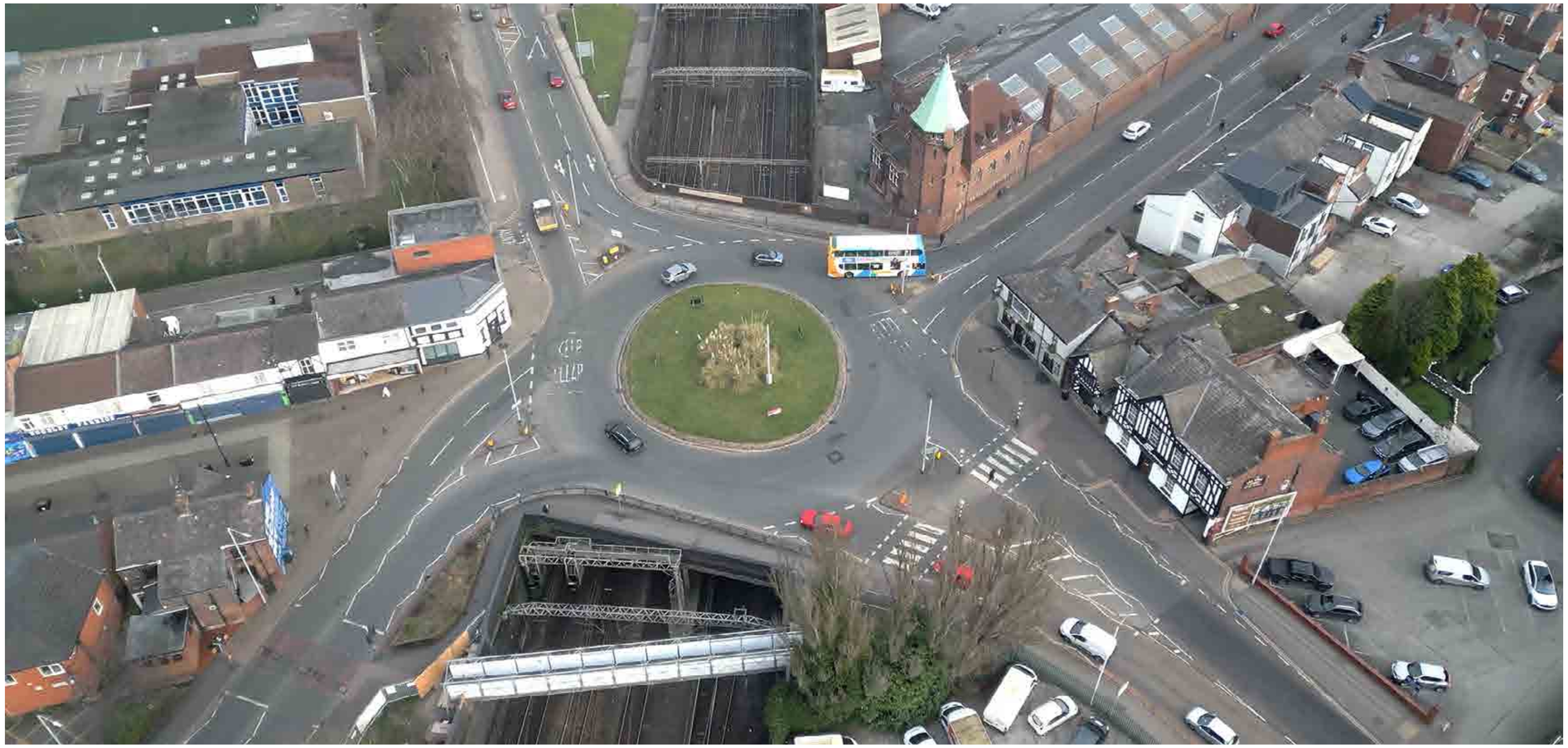
Gemma Dallas, Scheme Project Manager at Network Rail Scotland, said: “Managing the trees and plants along the railway between Wemyss Bay and Inverkip is vital to keeping services running reliably and ensuring the line remains safe for everyone who uses it. This stretch of railway runs through a scenic and well-loved part of the west coast, so we’ve planned the work carefully to balance the need for maintenance while caring for the local environment and habitats.

“Some of the work needs to be carried out at night to protect our teams and avoid disruption to daytime train services. We’d like to apologise in advance for any disturbance and are grateful to the local community for their patience and support while we carry out this important work.”

Teams will be on site Sunday nights from 9:30pm to 6:30am, and Monday to Thursday nights from 11:30pm to 6:30am. Some daytime work will also take place Monday to Thursday between 7:00am and 4:30pm.

National Rail

Passengers urged to plan journeys ahead of major Stockport bridge rebuild



The £20m investment in the Greek Street bridge will close the Manchester spur of the West Coast Main Line for three weeks this August.

The 67-year-old bridge is being demolished and rebuilt over 21 days between August 2nd - 22nd in a once-in-a-lifetime project.

During that time no trains will be able to run through Stockport with rail replacement buses in operation. The railway will reopen the morning of the August 23rd.

Passengers are advised to plan their journey on the National Rail Enquires website, where they can find information about how their specific services are affected*.

The original bridge, which was constructed in 1958 needs to be replaced with a modern structure which will last for up to 120 years.

William Brandon, Network Rail's project manager, said: "The work to strengthen Stockport is a once-in-a-lifetime opportunity to make train journeys on the Manchester spur of the West Coast Main Line safer and more reliable.

"I understand that closing the railway through Stockport for 21 days will be inconvenient to our passengers, and I am sorry about this.

"Between 2 – the morning of 23 August, I'd advise passengers to plan ahead and allow extra travel time for their journey.

"We have worked closely with train operators, Transport for Greater Manchester and Stockport Council on the best alternative travel plan possible for a closure of this size. I'd advise you to check your specific journey on National Rail Enquiries website to understand exactly how your services will be affected."

The effects of the closure are far-reaching because of the critical location of the bridge. During the closure, there will be no train services on the line between Stoke-on-Trent and Manchester Piccadilly, and no train services on other lines into Stockport. Where possible, services are being diverted around Stockport.

Lisa Magee, Avanti West Coast station manager at Stockport, said: "While there'll be no trains to or from Stockport for 21 days, the station's ticket office and underpass will be open as normal during this period and the Avanti West Coast team will be on hand to support those making journeys via rail replacement bus.

"We'd like to thank customers for their patience and understanding while this major work takes place. We strongly advise customers to plan ahead, leave extra time for their journeys, and check the National Rail website, as well as with their train operator for the latest updates."

In March 2025, the Greek Street roundabout, that sits on top of the structure, was closed to traffic.

Since then, Murphy, the contractor working on behalf of Network Rail, has been hard at work preparing the site for its big moment this summer.

Engineers have been working closely with utility companies to safely divert important services, such as water and electricity, out from below the road service and into a temporary bridge. This complex operation makes sure local communities have access to everything they need during the work.

In the weeks preceding the closure, the team will complete the utility diversions and deconstruct the road layer of the bridge. Once the bridge is ready to be replaced, two large cranes will be built on site ready to demolish and replace the bridge.

Network Rail has worked closely with Transport for Greater Manchester and Stockport Council throughout the project.

Stephen Rhodes, TfGM's director of bus, said: "The replacement of the Greek Street bridge is a once in a lifetime moment to ensure the safety of road and rail users for generations to come.

"With a project of this scale there will always be disruption and by working closely with our partners we are looking to minimise this as much as we can and keep everyone on the move.

"When the rail line is closed in August we'll be accepting rail tickets on Bee Network buses in the area to help reduce the impact of the closure and make sure people can get where they need to be."

National Rail

On July 1st, Class 50 008 ‘Thunderer’ is seen working 0M50 Worksop Yard to East Lancs Railway with 37 716 in tow for their diesel gala. *Russell Clarke*



West Coast’s Class 57 012 passes Bamber Bridge with 1Z87 14:18 Carlisle - London Euston on June 21st. *John Balaam*



Work to begin this summer to protect the iconic railway through Folkestone Warren – but passengers’ journeys won’t be affected



Network Rail is preparing to begin a programme of essential work this summer to secure the railway line that runs through Folkestone Warren - which means the walkway and Western beach will be closed so that the work can be carried out safely.

Network Rail will be carrying out essential work this summer to protect the Folkestone Warren and secure the railway line that runs through it. The sea defences below the railway line at Folkestone Warren will be strengthened with 18,000 tonnes of rock armour that will be brought in by barge. The footpath along the beach will be repaired at the same time.

The work will start from July 2025 and is expected to be finished by March 2026. The railway line will remain open during the work but the path along Western beach and the beach itself will close during the length of the repairs. The carefully-planned project to protect the railway from a long-term active landslide in the famous white cliffs has been designed to minimise the impact on the local community.

The 18,000 tonnes of rock armour at the toe of the Warren will protect against erosion from the sea and stabilise the line protecting both the track and the Warren itself.

Drainage systems will be repaired to stop water building up, as the existing drainage system has subsided by a metre as the cliff has slipped.

Approximately 50 sheet piles will be installed behind the sea wall to provide a barrier and stop seawater going underneath the abutments – part of the structure that supports the railway. Network Rail has previously carried out ground investigations to assess the extent of current movement at the Warren and has drilled exploratory boreholes. These investigations and enhanced monitoring helps engineers to understand the size and scope of the problem so that interim, medium and long-term solutions can be put in place.

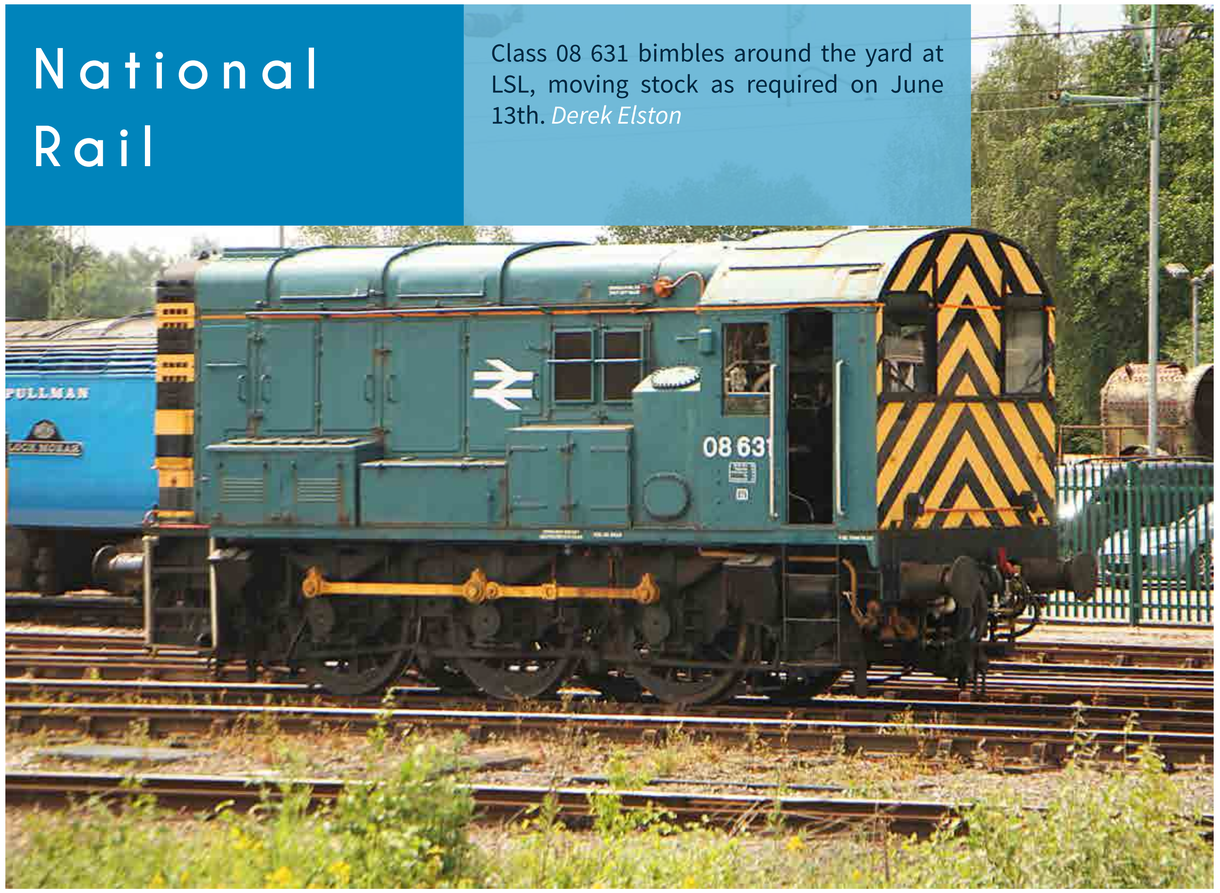
Rail passengers’ journeys will not be affected, as the work will be undertaken away from the track itself.

David Davidson, the South Eastern Railway’s chief operating officer said: “There is a long history of landslips at Folkestone Warren, with ongoing movement for many years. To keep passengers, the public and our colleagues safe we closely monitor the area with hundreds of ground sensors that share real-time data and alerts, allowing us to caution or stop trains if movement is detected.
And, while monitoring allows us to keep people safe, we also need to be proactive and protect the railway and the Warren, which is why we are carrying out these major interventions over the summer. The railway line will not close and trains will still run whilst we undertake the work but the path along the beach will be closed during the length of the repairs.

I would like to thank local people for their patience while we do this work to protect the railway and the Warren.”

National Rail

Class 08 631 bimbles around the yard at LSL, moving stock as required on June 13th. *Derek Elston*



LSL's Midland Pullman liveried HST with power cars Nos. 43055 and 43047 arrive at Crewe with 1Z31 06:08 Exeter St. David's to Fort William charter on June 13th. *Derek Elston*



Deighton station to close until 2027 for major rebuild



From Saturday August 30th, Deighton station will temporarily close as part of the Transpennine Route Upgrade (TRU) – a programme that will deliver a once-in-a-generation transformation to rail travel across the North. When it reopens in 2027, customers will experience a completely rebuilt, modern station designed for faster, greener and more reliable journeys. Key improvements include:

Extended platforms to accommodate longer trains with more seats.
A brand-new footbridge with lifts for step-free access to both platforms.
Four tracks instead of two, allowing faster services to overtake slower ones.
A new station forecourt, including a drop-off point, accessible parking and improved waiting shelters.

While the station is closed, an hourly rail replacement bus service will operate between Huddersfield and Deighton. From September 29th 2025, this service will also stop at Brighouse. This will provide connections to onward rail services towards Manchester, Dewsbury and Leeds.

Customers are advised to plan their journey ahead of time by visiting nationalrail.co.uk or their train operator website. For details related to rail replacement departure points at Deighton station, please visit: nationalrail.co.uk/stations/deighton/

In addition, Whitacre Street - already closed to vehicles - will be closed to pedestrians from Wednesday August 20th until July 2026. This is to allow for the complete replacement of the Whitacre Street bridge, making space for new tracks and overhead lines to support greener, electric trains.

Gareth Hope, Sponsor for TRU, said: "We appreciate that this will cause disruption to station users and would like to thank passengers for their patience and support. The work being undertaken at Deighton will allow the station to be brought up to modern standards and accommodate better rail travel across the North. We encourage rail passengers and road users to check before they travel within the affected timeframes for the closures of both Deighton station and Whitacre Street."

Rob Warnes, Strategic Development Director for Northern, said: "The upgraded Deighton station will support our mission to provide an inclusive, accessible railway that's fit for the future. Our rail replacement service will ensure customers can continue to travel with minimised impact, connecting into a variety of rail services at both Brighouse and Huddersfield. Improvements to both stations will ensure the connection is as seamless as possible, however, journey times will be extended. We recognise that delivery of works on this scale can cause disruption to the lives of our customers, and we are grateful for their continued patience."

National Rail

A third platform is being constructed at Salford Crescent station and this view taken on June 10th shows the current progress of the work. *Lee Stanford*



On June 4th, East London street art is seen on a withdrawn tube train. *Derek Elston*



Great British Railways in action – passengers benefit from track and train being united on South Eastern Railway

Southeastern and Network Rail Kent Route have united under a single leadership team to drive investment and efficiency and deliver for passengers and freight in an important step towards Great British Railways (GBR). Further regional arrangements will come into place as other services transfer into public ownership.

Operating as the South Eastern Railway team, and overseen by Managing Director Steve White, the streamlined structure will allow for a more responsive railway with a common purpose and clear accountability for railway performance across the network.

Already under public ownership, Southeastern has been able to work increasingly closely with Network Rail, which manages railway infrastructure, for over a year. This collaborative approach has resulted in greater efficiency with better, faster decisions for customers and taxpayers, leading to an improved railway. For example:

consistently low levels of cancellations
customer satisfaction at 86%
subsidy required to operate Southeastern expected to reduce by £50m year on year.

Joint planning has led to more efficient and innovative solutions to reducing delays. This includes enabling engineers to access the track during the day to carry out repairs more efficiently, while maintaining a service for customers. Collaboration has also seen the railway trial drones up and down the network to identify and reduce incidents of trespass. More joined up working also means matching trains to when passengers want to take them, delivering at least £3m a year in additional revenue for the rail industry.

This is a significant milestone in the Government's plans to overhaul the railways through the creation of Great British Railways, uniting train and track with the sole focus of delivering for passengers.

This new integrated, collaborative approach across the South East sets the path for how GBR will operate including the high standards expected before the branding will be given to operators. The standards, which will be tailored for each operator will revolve around delivering high performing, better coordinated, more efficient, and more responsive services.

Rail Minister, Lord Peter Hendy, said: "Track and train are two sides of the same coin but for too long they have operated independently of each other – leaving customers and taxpayers to bear the consequences of this illogical approach.

"Uniting track and train leadership in the south east is the first step in our journey to create a railway we can all be proud of; delivering the Government's Plan for Change with better connectivity, leading to more growth, jobs and homes and ultimately to the creation of Great British Railways."

Under the new ways of working, South Eastern Railway have further plans to deliver for passengers and taxpayers over the next year/few years. This includes:

Investing over £40million in station improvements including the country's largest Access for All Scheme at Hither Green.

Modernising the rolling stock on the Metro service to deliver more accessible and passenger-focused journeys.

Fitting passenger trains with thermal imaging cameras and AI CCTV to monitor tracks and give early indications of issues that should be addressed before they affect customers - improving performance and reducing delays

Recruiting the next generation of talent for a more inclusive and diverse workforce and delivering real social value and social mobility.

South Eastern Railway Managing Director, Steve White, said: "We know that for our customers what matters most is a railway they can depend on, is reliable and responsive when things go wrong. By joining together track and train under a single leadership team, with accountability for the whole railway instead of different parts we can remove friction, and make better, faster decisions to deliver a better service.

"This new way of working puts customer needs front and centre, and will deliver a more joined up, responsive and sustainable railway."

This follows on from a watershed moment last month when South Western Railway (SWR) services became the first to transfer back into public control since the passing of the Public Ownership Bill, ending almost 30 years of fragmentation and waste under privatisation.



On June 26th, Class 68 026 is seen hauling a class 37 without a number and 47 749 round the back of Leicester station.
Allison Twycross

Network Rail using drones to expand proactive surveillance in battle against crimes like trespass

Proactive drone patrols are boosting Network Rail's fight against crime – and helping to identify other issues – on its East Midlands route.

The aerial imaging devices carry out scheduled flights to deter offences like trespass but can also spot potential access points or weaknesses in fencing.

The drones are loud and highly visible, serving as an overt deterrent to discourage unauthorised access to railway infrastructure.

Network Rail is working closely with British Transport Police in using the technology in the battle against route crime.

Drone flights are strategically timed based on incident analysis – happening at the times when trespassing is more likely. The cameras capture evidence to send back to Network Rail's control centre in Derby – with precise location data – for further investigation.

The intelligence is also used to analyse the behaviour of trespassers and to detect vulnerabilities in the railway network's boundary.

This insight will feed into long-term, targeted action by Network Rail to reduce disruption and improve safety across the network – in addition to pursuing criminal prosecutions.

Flights take place across the East Midlands route, including at London St Pancras station. The drones are based at Derby, Bedford and Cricklewood, and a fourth, at Kettering, will be added this month – bolstering the numbers ahead of the summer holidays.

Andy Wade, Network Rail security & crime manager, said: "The continued and increased deployment of drone technology marks a significant advancement in our intelligence-led approach to protecting the railway network. These drones are equipped with state-of-the-art optical systems, including thermal imaging and low-light capability, which enable effective surveillance and incident detection in all lighting conditions – day or night.

"This enhanced capability allows us to monitor high-risk areas with greater precision, improve response times, and strengthen our deterrence posture across both rural and urban sections of the East Midlands route.

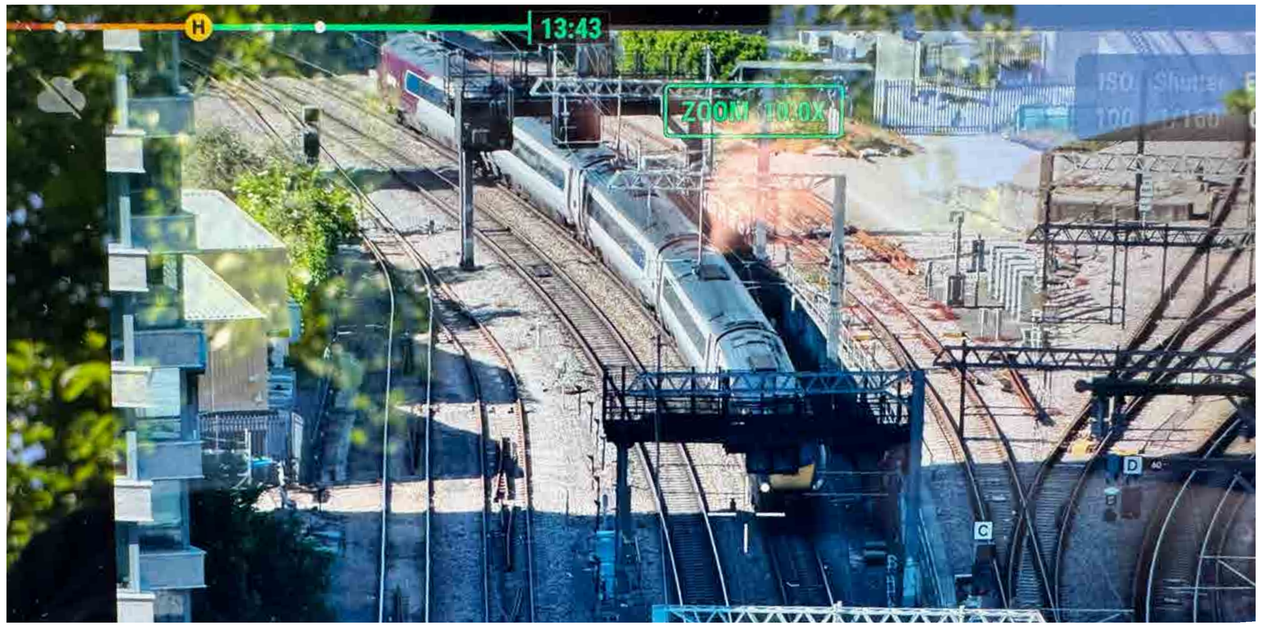
"Working in close partnership with British Transport Police, we remain committed to ensuring the safety and security of our passengers, staff, and infrastructure."

The flights not only enhance security but also provide BTP drone pilots with valuable experience of flying in densely populated areas.

Inspector Robert Drysdale, British Transport Police, said: "We're extremely fortunate to have this groundbreaking drone capability in the East Midlands and across the force. It is key to assisting officers before incidents occur, track side activity can be identified and dealt with quickly in order to identify offenders or potential offenders.

"We will continue to proactively look for those breaking the law throughout the summer months, and I would urge any member of the public who witnesses someone trespassing on the railway to let us know by texting us on 61016 – you could be saving their life."

Network Rail's other actions against trespass includes working with train companies to create action plans for known hotspots, strengthening physical boundaries and running campaigns to raise awareness of the dangers.



National Rail



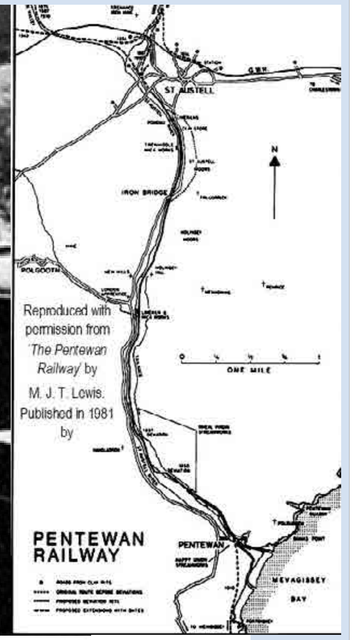
On June 11th, Class 769 535, 68 026 and 47 739 were visible on the new depot at Leicester. *Barry Longson*



Did you Know - *Ken Mumford*

Some more of the nations oddities this month:





An Adventure down the Limpopo

The Limpopo?? Above is a photograph of a Sunday School trip down the valley from St. Austell to Pentewan - see accompanying map - but to one young girl it seemed like a journey into Darkest Africa!! Certainly the children experienced what some would say was *close fellowship* as everyone sat on the Sunday School forms in trucks [*that normally carried china clay down to the harbour and coal back to the town*] had been specially cleaned out for this annual event. The Sunday School teachers looked very prim and lady-like because they were under the watchful eye of the vicar despite their shrieking, gesticulating, singing train-load - even many of the parents being as child-like as the children!!

Leaving the roadway behind one could imagine that the river skirting King's Wood could have been the Limpopo and the wood the Equatorial Forest with the overhanging vegetation plucking one's cap off before you knew it; and that vegetation - too great a variety to describe.

A Different View

The sign says it all. Merseyrail's Class 777 041 has just arrived at Chester on June 19th, with the 12:41 from Liverpool Central.
Barry Longson

A Different View

At the K&WVR Diesel Gala, visiting Deltic No. 55 009 'Alycidon' brings up the rear of a demonstration goods train as it heads for Keighley on June 20th. *Ben Bucki*

A Different View

Deltic No. 55 009 ‘Alycidon’ rolls into Levisham station on June 12th at the head of the North Yorks Moors Dining Train.
Jeff Nicholls

Preserved Railways

Harrogate man celebrates his 21st birthday by becoming youngest train driver at the line



Wensleydale Railway has announced that another 21-year-old member of its staff has qualified as train driver on their heritage railway. Oliver Kirkby, from Harrogate, passed his driver training at the beginning of June, the same day as his 21st birthday, and is now qualified to drive the railway's class 142 and class 143 diesel multiple unit passenger trains.

Oliver is 21 years old and is studying computer science at York St John University. He started working for the railway in 2023 as guard and progressed to become a signaller and an operations administrator. He also assists with rolling stock maintenance and started his driver training in 2024.

Oliver said: "I love railways and to celebrate my 21st birthday by becoming a train driver is a dream come true. I really appreciate all the support and encouragement that I have received from my railway colleagues to make this possible. My family celebrations included a delicious lemon cake from Bettys of Harrogate, so I've had the perfect birthday!"

Oliver joins fellow Harrogate resident and long-term volunteer Sue Threadgold who became a qualified driver in 2023. Sue is Wensleydale Railway's first female train driver, and she became the railway's first female train guard in 2018. Oliver also follows in the footsteps of colleague George Stephens from Darlington, who passed his driver training in April this year. George was also 21 years old when he qualified as a driver.

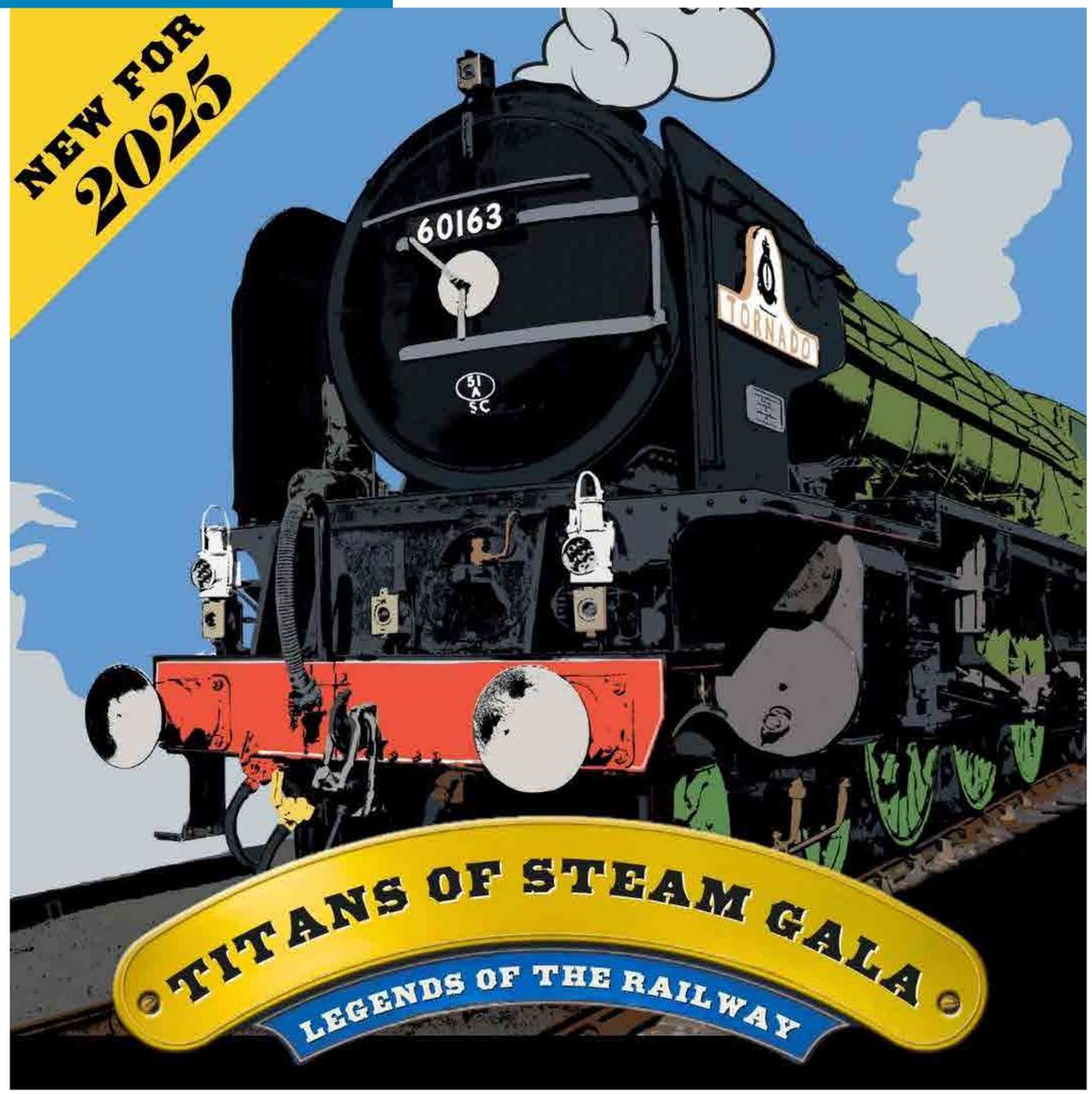
Robert Cooper-Williamson, Engineering and Operations Manager at Wensleydale Railway said: "It's very important that we develop the younger generation and ensure that they have the skills needed to help keep the heritage railway sector going into the future. It's great to see Oliver's hard work and determination pay off, and what an incredible achievement to become a qualified driver on his 21st birthday.

I'm very proud of him, and his colleague George, both of whom are only 21 years old and have made excellent progress at our railway."

Preserved Railways

SIX LEGENDS OF THE RAILWAY WILL GATHER AT HOPETOWN DARLINGTON FOR TITANS OF STEAM GALA

HOPETOWN -DARLINGTON-



Hopetown Darlington will be front and centre of the S&DR200 festival this Autumn as the award-winning visitor attraction, the home of the modern railway, plays host to a thunderous reunion of six iconic steam legends.

Standing proudly side by side, each locomotive is a roaring monument to Britain's engineering might.

From the nimble 78018 BR Standard Class 2 to the rugged 62005 LNER K1 and the freight-hauling 63395 LNER Q6, the line-up is a masterclass in steam power.

The elegant 65894 LNER J27 and stalwart 63395 LNER Q6 bring the charm of the North Eastern Railway, while the mighty 60163 Tornado and the legendary 60007 Sir Nigel Gresley steal the spotlight with their speed and majesty.

This is more than a line-up – it's a living, breathing pageant of steam where history hisses, whistles wail, and the spirit of the rails roars once more.

Experience a close-up view of the elegant 65894 LNER J27 and mighty 63395 LNER Q6 within the Hopetown Darlington site, where you can also view Sir Nigel Gresley, Tornado and the 62005 LNER K1 in light steam from a purpose-built viewing area looking across the railway line.

There will also be seperate footplate tours where you can step aboard the Sir Nigel Gresley, Tornado and the LNER K1, as well as benefitting from workshop Tours of Darlington Locomotive Works (home to The A1 Steam Locomotive Trust) and The 1861 Shed (home to Darlington Railway Preservation Society and the North East Locomotive Preservation Group). Experience a truly unforgettable heritage day out.

The iconic gathering takes place daily between Wednesday September 20th – Sunday October 5th only at Hopetown Darlington.

Mike Crawshaw, Darlington Borough Council's Head of Heritage and Culture, said: "We're thrilled to bring a gathering of legendary locomotives to Hopetown Darlington which offer a glimpse into the historic engineering that took place in Darlington and helped railways not just across the region, but across the country, and indeed the world, thrive. We cannot thank our partners at The A1 Steam Locomotive Trust, North Eastern Locomotive Preservation Group, Darlington Railway Preservation Society and the Sir Nigel Gresley Locomotive Trust for working with us to get this special gathering off the ground to give families, and heritage and railway enthusiasts, an experience they won't forget."

Steve Davies MBE, Managing Director of International Railway Heritage Consultancy LRS and Chair of The A1 Steam Locomotive Trust, said: "The Titans of Steam Gala unleashes six magnificent and historic locomotives into the birthplace of the modern railway. Steam was a catalyst for the railway revolution and the six titans showcase the innovation of steam, knowledge and engineering."

Richard Snowdon of Darlington Railway Preservation Society, said: "Darlington Railway Preservation Society are incredibly excited to display brilliantly preserved steam locomotives as part of the Gala."

John Hunt, Chair of North Eastern Locomotive Preservation Group, said: "The P3 (LNER J27) and LNER Q6 were ordinary, unglamorous freight engines - workhorses, built to carry coal from the pits in Durham and Northumberland to the power stations and to the staithes for shipping to destinations all over the world - and they did this for 50 years. It is great to see them on display to tell their own story alongside the more well-known locomotives"

Tickets for the Titans of Steam Gala, including the light steam events and footplate tours are available now at hopetowndarlington.co.uk/titans and should be booked in advance to avoid disappointment.

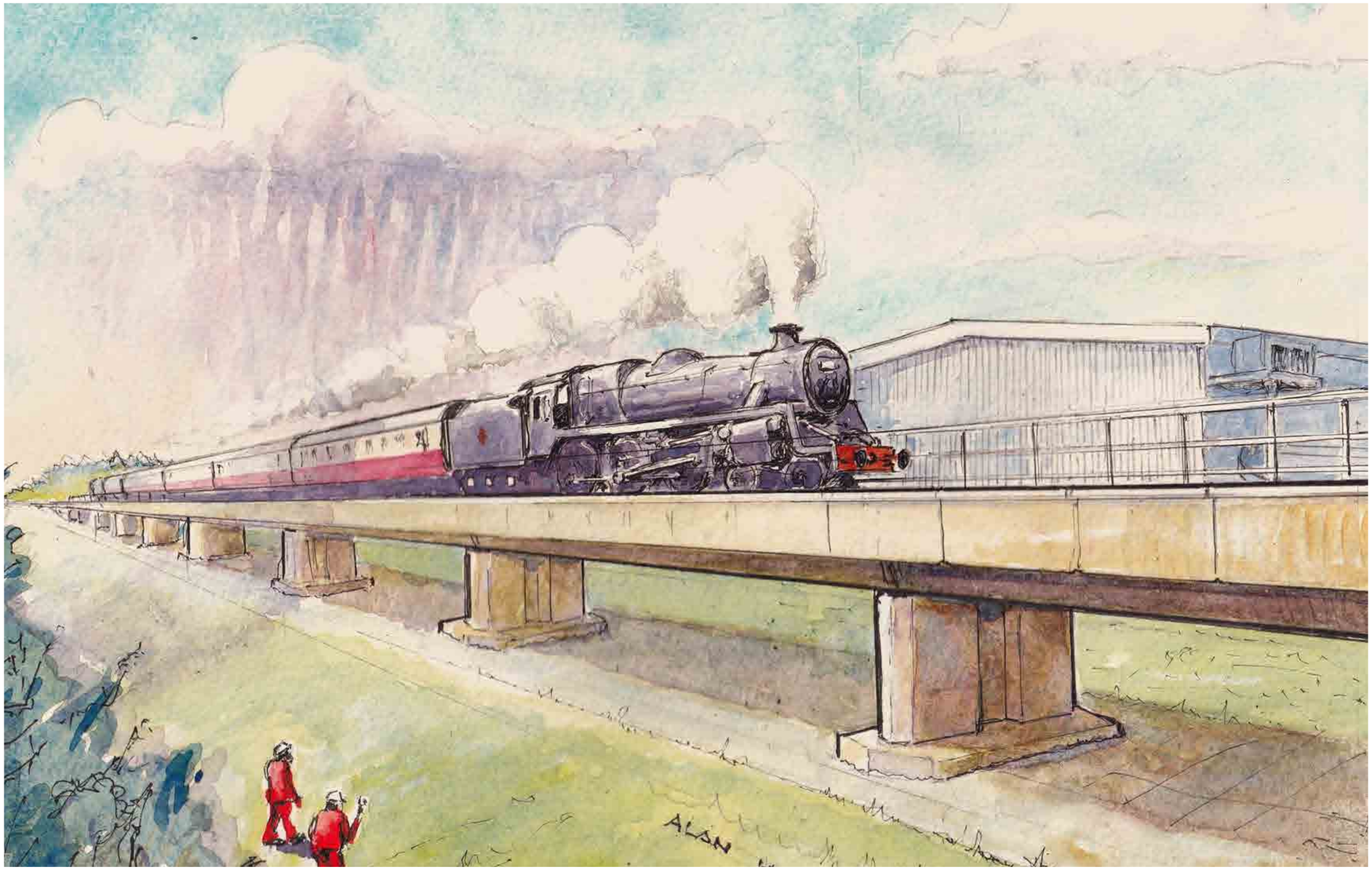
Further details on the locations of the locomotives, additional locomotives joining the line up and any associated activities and events will be revealed on Hopetown Darlington's website and social media pages in the coming weeks.

The exhibition will be complemented by the highly anticipated 'anniversary journey' taking place on Saturday September 27th at Hopetown Darlington.

There are lots of other events and chances to get involved in the S&DR200 festival – visit www.sdr200.co.uk, www.hopetowndarlington.co.uk and www.enjoydarlington.co.uk to find out more and keep an eye on Hopetown Darlington's, Darlington Borough Council's and S&DR200's social media pages.

Preserved Railways

Green Signal: Planning Permission Granted for Epic Great Central Railway Reunification Project



The Great Central Railway's ambitious Reunification plan has been given the green light by council planners. It means preparations can begin in earnest to build 500 metres of new line to bring two separate sections of the GCR - one in Leicestershire, the other in Nottinghamshire - back together.

Using funds donated by well-wishers from around the world, three parts of the project have already been constructed but any further work required planning consent. After an eleven-month process, Charnwood Borough Council have granted planning permission, so the scheme can continue.

Great Central Railway's General Manager, Malcolm Holmes, said: "This is a really important moment for the Reunification project. We're grateful to Charnwood Borough Council for carefully working through our application. I'd also like to say thank you to our volunteer project manager Larry Greenwell and planning consultant Bob Woollard for diligently preparing our application and the dozens of reports which went with it."

He continues, "It has been a major piece of work which in itself has cost a six-figure sum. Now we are masters of our own destiny as we press ahead with our ambitious plans."

The Great Central was originally opened in 1899, as a Victorian high-speed railway between Sheffield and London. It was closed as part of the 'Beeching railway cuts' in the 1960s. While two long sections of the line through the Midlands remained, 500 metres of railway in the town of Loughborough – which connected them together – was demolished.

With both sections in the hands of railway preservationists, plans were made to rebuild the link. In the last decade one brand new bridge has been built, an original bridge has been refurbished, and another replaced altogether. In addition, a further £2.5m has been raised to continue work.

Andy Fillingham of the Great Central Railway (Nottingham) said: "It's a big moment for both halves of the GCR. Reconnecting the two lines will create an eighteen mile long, living history of Britain's railways on the doorsteps of millions of people, telling the stories of how they shaped the nation, from the Victorian era to the 1960s. The majority of the work so far has been funded by people making small regular donations. It's people power on an epic scale. With planning permission granted, we need to raise a lot more money to finish the job!"

Malcolm Holmes concluded: "Thank you to everyone, both here and around the world, who are making this project a reality through their donations. We have a lot to raise yet but every donation takes us closer to finishing this incredible project and delivering substantial economic benefit to the area."

Work will now resume on site, and in a few weeks a team will carry out a ground investigation survey to support final design work. This contract will cost close to a quarter of a million pounds, with the railway encouraging further donations at www.gcrailway.co.uk/unify

Illustration: GCR Reunification Image ©Alan Hayward

East Lancs Railway

L&YR '23' 0-6-0ST No. 11456 hurries past Townsend Fold on the ELR with the 'Red Rose Diner' on June 8th. *Gerald Nicholl*

East Lancs Railway

Brush Type 2 No. 31 108 pulls away from Rawtenstall heading for Bury on June 8th. *Gerald Nicholl*

Hanson and Hall owned Class 50 008 'Thunderer' arrives at Ramsbottom on July 6th with a service for Rawtenstall. *Lee Stanford*



East Lancs Railway

Visiting Class 31 108 stands at Ramsbottom on July 3rd with a service for Bury. *Lee Stanford*

Heading for Bury, Class 56 006 approaches Irwell Vale on the afternoon of June 22nd. *Gerald Nicholl*

Class 40 012 stands at Bury Bolton Street station on July 3rd after arriving with a demonstration freight train from Ramsbottom. *Lee Stanford*







East Lancs Railway

The East Lancs railway based Class 24 D5054 has been renumbered to D5053 and repainted into the two tone green livery carried by only six members of the class, the immaculate Class 24 is seen at Ramsbottom on July 3rd after arriving with a demonstration freight. *Lee Stanford*

Heavyweight Class 37 716 visited the ELR for its excellent summer diesel gala and is seen approaching Summerseat on July 6th with a service to Heywood. *Lee Stanford*

LSL's Class 57 002 is seen at Bury Bolton Street station having arrived as the tail loco of a service from Heywood and waits to head to Rawtenstall on July 3rd. *Lee Stanford*







Llangollen Railway

Class 14 No. D9525 is seen working the five coach 11:05 train to Corwen on May 31st. *David Lindsell*

GWR Pannier Tank loco No. 7754 is seen arriving at Llangollen on May 31st and the loco would run round its train and work the 12:20 service to Corwen. *David Lindsell*

The lines Class 108/127/109 DMU arrives at Glyndyfrdwy on July 6th, passing the former Barmouth South signal box in need of a little TLC. *Phil Martin*







Bala Lake Railway

On June 5th, the 11:30 return trip on the railway was worked by Quarry Hunslet 'Maid Marian' which was hauling the 4 coach train.
David Lindsell

'Triassic' a Peckett built in 1911 is seen inside the shed on June 5th. *David Lindsell*

'Lady Madcap' a Ruston Hornsby diesel built in 1949 is seen in the shed on July 5th.
David Lindsell

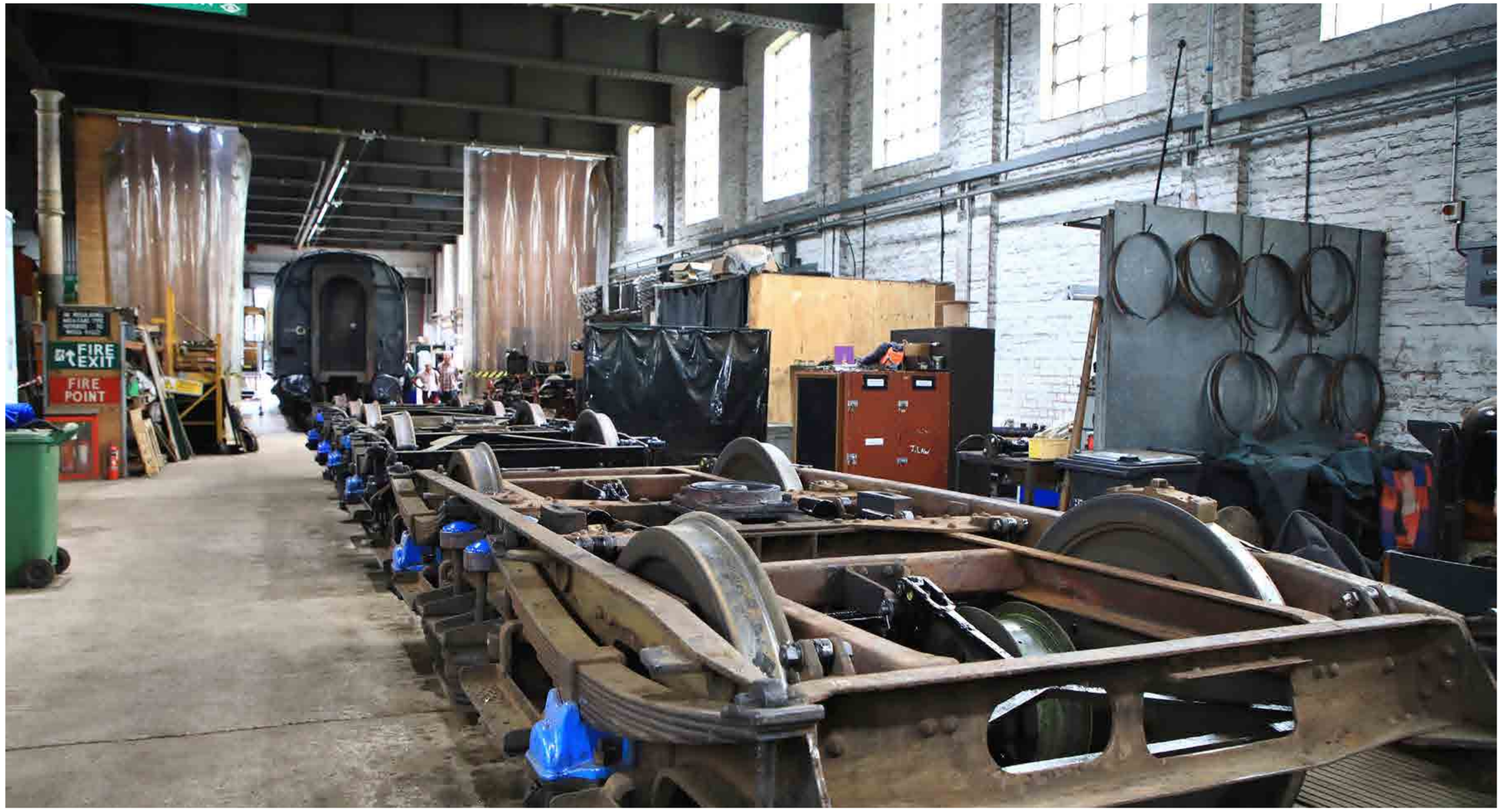






Severn Valley Railway

On June 20th, the SVR held a supporters day, which included a visit to the carriage works at Kidderminster. Here we see 3 bogies under repair in the works. *Barry Longson*



Also undertaken in the works is the repainting of the SVRs extensive fleet of carriages. Seen here, one in chocolate and cream, awaiting its final touches on June 20th. *Barry Longson*

Class 52 ‘Western’ No. D1062 arrives at Hampton Loade on July 5th with a service from Kidderminster. *Phil Martin*





Severn Valley Railway

‘Warship’ Class No. D821 ‘Greyhound’ stands at Bewdley on June 13th before departing with the 15:30 driver experience service to Hampton Loade. *Lee Stanford*

LMS Stanier Mogul No. 13268 approaches Hampton Loade on June 28th with a service from Kidderminster. *Phil Martin*

Class 37 263 stands at Kidderminster on June 28th with the GBR 200 years exhibition train. *Phil Martin*







Severn Valley Railway

Class 50 033 runs round its train at Hampton Loade on June 28th.
Carl Grocott

Severn Valley Railway

LMS Royal Scot Class No. 46115 ‘Scots Guardsman’ approaches Hampton Loade on July 5th. *Phil Martin*

An overall view of the motive power available to the Severn Valley Railway can be seen in this view of Kidderminster depot taken during a private visit on June 13th. *Lee Stanford*

BR Riddles 4MT Class No. 75069 arrives at Hampton Loade on June 8th. *Phil Martin*







Statfold Barn Railway

No. 19, works No. 1056, an 0-4-0ST built by Hudswell Clarke in 1914 and previously used at the Lautoka sugar mill, Fiji. *Richard Hargreaves*

‘Pakis Baru’ No. 5, works No. 1473, an 0-4-4-0T Mallet built by Orenstein & Koppel in 1905 and previously located at the Pakis Baru Sugar Mill in Pati, Central Java. *Richard Hargreaves*

No. 11 ‘Fiji’, works No. 972 is an 0-6-0 built by Hudswell Clarke in 1912 and the loco used to work at the Lautoka sugar mill, Fiji. *Richard Hargreaves*







Statfold Barn Railway

‘Carol Ann’ was built in 2024 and previously was located at the Exmoor Steam Railway. *Richard Hargreaves*

‘Liassic’ No. 1632 0-6-0ST built by Peckett in 1923 previously located at Southam Cement Works, Warwickshire, leads ‘Sragi No. 1’ works No. 4045 an 0-4-2T built by Krauss in 1899 and used to work at the Sragi Sugar Mill, Pekalongan, Central Java. *Richard Hargreaves*

‘Minas de Aller No. 2’ was built by Corpet-Louvet in 1884 and previously worked at the coal mines in Aller, Asturias, Spain. *Richard Hargreaves*







Statfold Barn Railway

‘Harrogate’ works No. 2050 is an 0-6-0ST Peckett built in 1944 and previously located at the Harrogate Gas Works. *Richard Hargreaves*

‘Isaac’ works No. 3023 an 0-4-2T built by W. G. Bagnall in 1953 and previously located at the Rustenburg Platinum Mines, South Africa. *Richard Hargreaves*

‘Howard’ No. 2 (previously named Lady Morrison) works No. 1842, an 0-4-2ST Hunslet from 1936 used to work at the British Aluminium Company, Fort William. *Richard Hargreaves*







Embsay and Bolton Abbey Railway

On June 26th, the line held a Hunslet gala. Here we see ‘Brookes No.1’ (2387/1941) and ‘King George’ (2409/1942) arriving at Bolton Abbey. *Michael Lynam*

‘Beatrice’ (2705/1945) runs round its train at Bolton Abbey on June 26th. *Michael Lynam*

‘Brookes No. 1’ (2387/1941) and ‘King George’ (2409/1942) are seen taking water at Bolton Abbey while ‘Cumbria’ (379/1953) prepares to take the next departure to Embsay. *Michael Lynam*







Keighley and Worth Valley Railway

Class 20 007, 20 205 and Class 14 No. D9520 are seen in Haworth Yard on June 19th. *Michael Lynam*

Class 47 715 passes Haworth Yard en route to Oxenhope. *Michael Lynam*

On June 19th, Nos. D2511 and D0226 approach Haworth en route to Keighley. *Michael Lynam*







Keighley and Worth Valley Railway

Class 55 009 and 47 715 approach Haworth en route to Keighley on June 9th. *Michael Lynam*

Class 55 009 ‘Alycidon’ approaches Oxenhope with a service from Keighley on June 19th. *Michael Lynam*

Class 47 714 is seen departing Keighley with a freight to Damems. *Michael Lynam*







Keighley and Worth Valley Railway

Class 47 714 with a Keighley - Oxenhope service passes North Ives on June 19th. *Carl Grocott*

On June 19th, Class 47 715 with an Oxenhope - Keighley service passes Caravan Park. *Carl Grocott*

Sporting its former RES livery, Class 47 714 is seen shortly after leaving Haworth on June 19th with a service for Oxenhope during the KWVR summer diesel gala. *Lee Stanford*







Keighley and Worth Valley Railway

At the diesel gala on June 20th, visiting Class 20 205 and 20 007 bring an afternoon passenger service into Oakworth. *Ben Bucki*



Class 37 508 and 55 009 depart Keighley on June 19th with a service to Oxenhope. *Michael Lynam*



Low cab Class 08 993 acts a shed shunter at Oxenhope on June 19th. *Michael Lynam*



Keighley and Worth Valley Railway

Nos. D2511 and D0226 with a Keighley - Oxenhope service pass North Ives on June 19th. *Carl Grocott*



At the KWVR Diesel Gala, No. D0226 'Vulcan' brings up the rear of a demonstration goods train (headed by visiting Deltic 55 009), as the service climbs out of Keighley on June 20th. *Ben Bucki*

In far from ideal conditions, visitors to the KWVR, Class 37 508 and 37 057, shatter the Sunday morning peace on as they approach Oakworth on June 22nd bound for Oxenhope. *Lee Stanford*





Keighley and Worth Valley Railway

Class 37 508 and 50 021 with an Oxenhope - Keighley service passes Caravan Park on June 19th. *Carl Grocott*

Class 47 714 heading from Keighley to Oxenhope passes Damems Junction on June 19th. *Carl Grocott*

Class 37 508 and 55 009 pass Caravan Park with a Keighley - Oxenhope service on June 19th. *Carl Grocott*







Keighley and Worth Valley Railway

Class 50 021 with a Keighley - Oxenhope freight, passes North Ives on June19th. *Carl Grocott*

Class 55 009 with an Oxenhope - Keighley service passes Caravan Park on June 19th. *Carl Grocott*

At the lines diesel gala on June 20th, visiting Deltic No. 55 009 ‘Alycidon’ approaches Haworth with a demonstration goods train. *Ben Bucki*







Keighley and Worth Valley Railway

Network South East liveried Class 47 715 visited the KWVR diesel gala and is seen powering away from Damens loop on June 21st with a service for Oxenhope. *Lee Stanford*

Class 55 009 ‘Alycidon’ approaches Mytholmes Viaduct on June 19th working the 11:15 from Keighley to Oxenhope. *Lee Stanford*

The immaculate Class 50 021 ‘Rodney’ was captured on June 19th departing from Damens loop heading to its next stop at Oakworth. *Lee Stanford*







North Yorks Moors Railway

Black 5 No. 44806 is seen arriving at Levisham on June 11th with a dining train en route to Pickering. *Michael Lynam*

Southern No. 926 ‘Repton’ waits its next turn off duty at Grosmont on June 11th.
Michael Lynam

Class 24 No. D5051 and Class 25 No. D7628 are seen on Grosmont shed on June 12th.
Michael Lynam







North Yorks Moors Railway

With a cluster of beehives in the foreground, Class 31 466 arrives at Levisham with a shuttle service from Pickering on June 12th.
Jeff Nicholls

On Friday June 13th, the beautifully restored NER railcar and trailer car sit in Levisham station whilst working a shuttle service from Levisham to Pickering..*Jeff Nicholls*

A very smartly turned out Class 33 202 rolls downhill through Dalby Forest with a morning train for Pickering on June 12th. *Jeff Nicholls*







North Yorks Moors Railway

Class 33 202 departs Grosmont with a service to Pickering on June 12th. *Michael Lynam*

Class 50 021 departs Grosmont with a service to Pickering with 37264 on the rear on June 12th. *Michael Lynam*

Class 47 077 with a Grosmont to Pickering service, waits departure time at Grosmont on June 12th. *Michael Lynam*







North Yorks Moors Railway

Leaving behind that characteristic blue trail of smoke, 55009 ‘Alycidon’ shatters the peace of Dalby Forest during the North Yorks Moors Diesel Gala on June 12th..*Jeff Nicholls*

Brought in at very short notice, Class 37 418 pushes very noisily at the rear of a train headed by 50 021 as they leave Levisham station on June 12th. *Jeff Nicholls*





North Yorks Moors Railway

Class 31 128 and 31 466 arrive at Goathland with a shuttle service from Grosmont on June 13th. *Michael Lynam*

Class 37 264 and 37 418 are seen on Grosmont shed. *Michael Lynam*

Class 55 009 ‘Alycidon’ is seen at Goathland with a service to Pickering on June 13th. *Michael Lynam*







From the Archives

Long before the advent of Palisade fencing, access was easy to many interesting spots. Here Class 45 130 is seen departing York at Holgate Junction with a service heading south, on July 25th 1985. *Barry Longson*

In the mid 1980s BR wanted to upgrade their DMU fleet and Metro Cammell built 2 x 3 car Class 151 DMUs as demonstrators. Here the second one, Class 151 002 departs Crewe on a test run to Derby on July 30th 1985. Both units were withdrawn in 1989, as BR York won the contract and built the Class 150s. *Barry Longson*

In the halcyon days of loco haulage on the North Wales coast, Class 37 407 approaches Rhosneigr in July 1995 with a Crewe to Holyhead service. *Lee Stanford*







From the Archives

Photographed from a passing train (those were the days), Class 25 321 is seen on an electrification train south of Crewe station on July 20th 1985. *Barry Longson*



From the Archives

Rush hour at Kyle of Lochalsh as immaculate Class 37 035 prepares to leave with 'The Hebridean' and 26 035 waits to follow on with the service train on August 29th 1984. The roof in the foreground is the signal box. *Jeff Nicholls*

Of the AC electrics, the class 85s were a personal favourite of the photographer. Here Class 85 028 is captured at the city end of Manchester Piccadilly, having arrived with a Cross Country service on July 5th 1985. *Barry Longson*

With the Isle of Skye in the background, Class 37 017 complete with Eastfield white stripe, has just left Kyle of Lochalsh with the late afternoon service from Kyle to Inverness on August 30th 1984. *Jeff Nicholls*







From the Archives

Having arrived with a passenger service from Inverness, Class 26 032 shunts some engineer's wagons at Kyle of Lochalsh on August 26th 1984. *Jeff Nicholls*

A sunny June 1995 sees Class 37 508 shortly after leaving Penmaenmawr quarry with a train of ballast for Crewe. *Lee Stanford*

Class 86 222 speeds down Shap and approaches Greenholme in July 1997 with a Cross Country service from Glasgow Central. *Lee Stanford*







From the Archives

Kearsley power station electric loco No. 4 climbs the steep gradient up from the plant to the exchange sidings beside the Bolton to Manchester line on March 26th 1968.
John Sloane



From the Archives

Class 33 044 and 73 126 are seen stabled at Dover on July 13th 1980. *John Sloane*



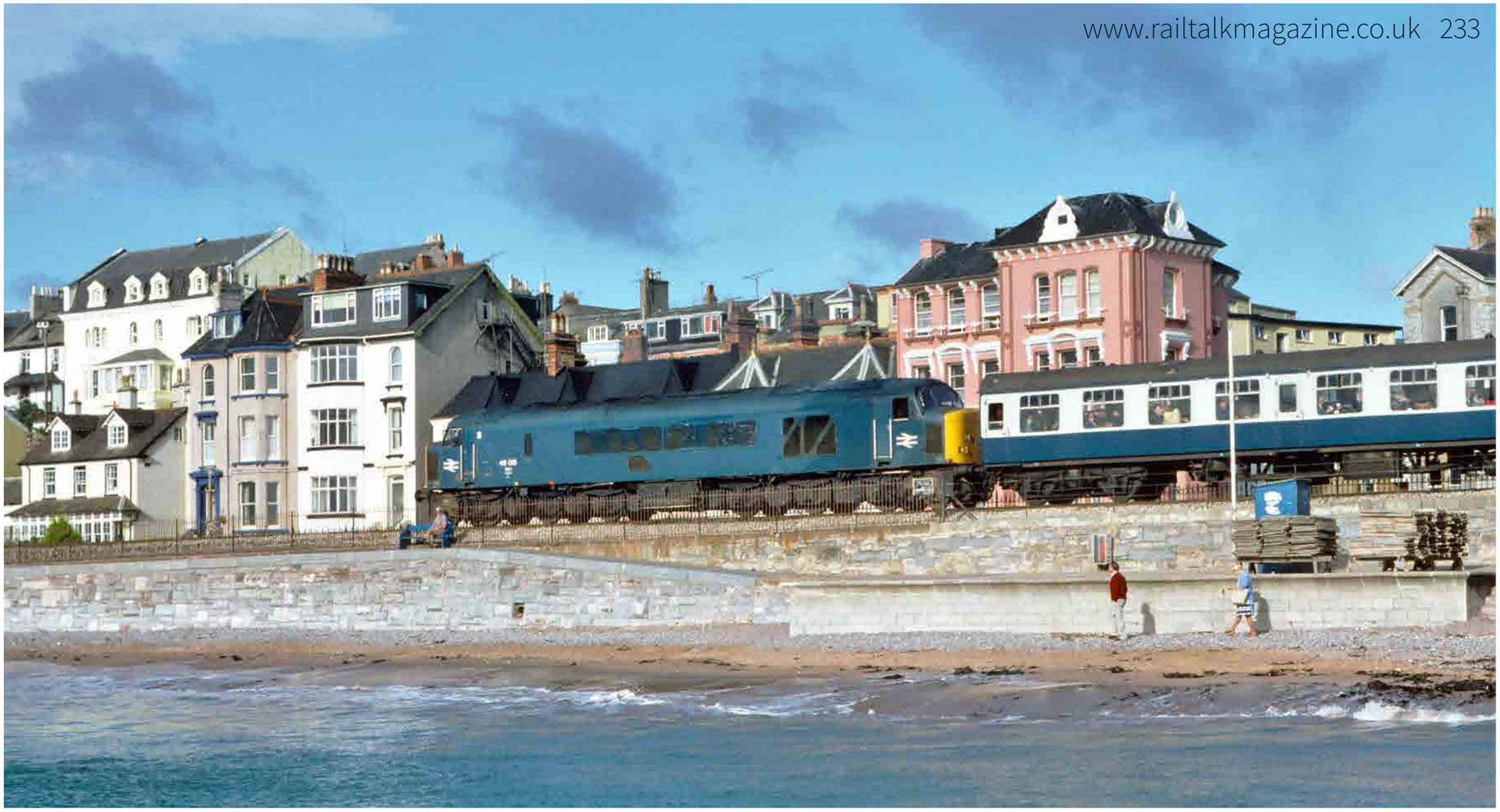
RH&DR 'Samson' working at the Liverpool Garden Festival railway, is seen leaving the shed on August 18th 1984. *John Sloane*



Class 26 006 stands outside Edinburgh Haymarket depot on July 11th 1981.
John Sloane



From the Archives



Class 46 015 runs past the seafront at Dawlish on August 13th 1980. *John Sloane*

The Midland Compound No. 1000 backs down onto its excursion train at Carnforth on May 17th 1980. *John Sloane*



Class 31 190 'Gryphon' is seen stabled at Derby on April 26th 2006. *John Sloane*



From the Archives

Bury line EMU No. M77172 stands at Manchester Victoria with a service to Bury on February 18th 1981. *John Sloane*