

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 230

A big shakeup in the rail leasing business is potentially on the cards with the news that the Competition & Markets Authority is reviewing the proposed acquisition of UK rolling stock leasing company Eversholt Rail by Beacon Rail, which operates in 18 European countries.....

The CMA has not yet launched a formal investigation, but has issued a preliminary 'invitation to comment' to allow interested parties to submit to their initial views on the impact it could have on competition in the UK. Responses should be submitted by October. On October 14th, Eversholt said it anticipates approval for the transaction would be received in Q1 2026, and 'until then, it remains business as usual'.

Eversholt Rail

Eversholt Rail was one of the three rolling stock leasing companies formed in 1994 as part of the privatisation of British Rail. HSBC acquired the business in 1997, and Beacon Rail was formed in 2009 when HSBC sold the non-UK assets. In 2010, HSBC sold the UK business to the Eversholt Investment Group SCS consortium. This was equally owned by 3i Infrastructure, Morgan Stanley Infrastructure Partners and STAR Capital Partners with its co-investor PGGM.

The consortium sold it on in 2015, and Eversholt is now part of the Hong Kong-based group headed by CK Infrastructure Holdings, CK Hutchison Holdings, Power Assets Holdings and CK Asset Holdings. As of the end of June, Eversholt had a fleet of 2,627 passenger vehicles, of which 1,890 are electric and 236 bi-mode. All are in the UK.

Also in the news is that the ORR has approved a Cornish scheme, but the launch is delayed again.....

A scheme to improve train services in central Cornwall which was to have been launched in May this year by doubling the service on the Par to Newquay line has now been delayed to 2026, because more work is needed on signalling equipment. A second phase which will see Newquay trains running through to Truro and Falmouth Docks every hour had been scheduled to begin next year, but this has also been put back, to an unspecified 'future date'.

Network Rail said: 'In mid September no trains ran between Newquay and Par to enable us to carry out work on the latest stage of the Mid Cornwall Metro scheme. Initially it was planned to bring the new signalling system into use during this period. Unfortunately, this is no longer possible and more time is needed to complete the tests that are required before this equipment can be introduced. We are currently in discussions with our contractor and GWR to arrange additional work to complete the testing in the coming months. The new hourly trains between Newquay and Par will be able to run in 2026, following the completion of the tests on the signalling equipment. The Newquay - Falmouth through service will be introduced at a future date.

'While the railway was closed, our teams began testing of the new digital signalling equipment and the second platform at Newquay, while also taking the opportunity to carry out other work in the area, including drainage improvements.'

The Office of Rail and Road formally approved the work to restore a second platform at Newquay and lay an additional passing loop to improve capacity on September 2nd.

The ORR's deputy director of engineering and asset management Steve Fletcher said: 'This is an important step for improving rail connectivity in Cornwall, and we look forward to seeing the upgraded station and passing loop open for passengers soon. We're pleased to have played our part in getting Newquay station ready to open. Our team worked closely with Network Rail to support them through the authorisation process, just as we do for new trains and infrastructure across the country.'

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

This Page

On a dull October 17th, Class 56 090 and 56 302 run through platform 4 at Chester, working 3S71 21:13 Coleham to Coleham RHTT via the North Wales coast. *Barry Longson*

Front Cover

Class 50 015 'Valiant' and Class 24 No. D5053 (running as D5054) approach Irwell Vale with the 11:05 Rawtenstall to Heywood service on October 25th. *Brian Dobbs*



Class 20 107, 20 118 and 20 132 on a Keighley to London Euston working with the LSL 'Chairman's Train' passes Moore on October 13th. *Mark Enderby*

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With Thanks

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

Charter Scene Royal Train

Royal Train

On October 7th, Pullman liveried Class 67 021 heads North through Rugby working 5Z50 Wolverton Centre Sidings to Crewe with the Royal Train on a shakedown run. *Derek Elston*

Charter Scene Statesman Rail

The Snowdonia Statesman

Wearing a very tasteful headboard, Class 47 No. D1935 tops and tails with D1924 on Statesman Rail's 'Snowdonia Statesman' at Culcheth foot crossing on October 8th. *Jeff Nicholls*

Charter Scene Statesman Rail

Cornish Riviera Statesman

Class 47s Nos. D1935 and D1924 working a Statesman Rail outing, 1Z52 Dorridge to Penzance is seen on October 14th.
Barry Beeston



Charter Scene Midland Pullman

West Highland Pullman

Destination Fort William! The ever-popular ‘Blue Pullman’ races north through a gloomy Winwick on October 24th. *Jeff Nicholls*



Charter Scene Midland Pullman

West Highland Pullman

Power cars Nos. 43058 and 43047 with an Eastleigh to Fort William working pass Acton Bridge on October 24th. *Mark Enderby*



Charter Scene Midland Pullman

West Highland Pullman

Power cars Nos. 43058 and 43047 with an Eastleigh to Fort William working are seen at Charnock Richard on October 24th.
John Sloane



Charter Scene Vintage Trains

Farewell to Steam Special

On November 1st, Class 37 240 topped GWR Castle No. 7029 'Clun Castle' on the 1Z35 07:56 Birmingham New Street to London Paddington which was billed as 'Clun's' final railtour before withdrawal for overhaul. Preserved bubble car No. W55034 ran up from Wallingford so that members could greet the Castle as it passed through Cholsey. *David Lindsell*



Charter Scene Railway Touring Company

The Chiltern Explorer

On November 1st, SR West Country Class No. 34028 ‘Eddystone’ worked the 1Z28 07:39 Manchester Piccadilly to Reading railtour assisted in the rear by Class 47 746 ‘Chris Fudge 1970 - 2010’ seen here heading through Cholsey. *David Lindsell*



Charter Scene Railway Touring Company

The Varsity Explorer

SR West Country Class No. 34028 'Eddystone' is seen departing Crewe on October 25th working 1Z28 Slough to Chester. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Varsity Explorer

SR West Country Class No. 34028 ‘Eddystone’ approaches Winslow with Railway Touring Company’s ‘The Varsity Explorer’ 1Z28 07:40 Slough to Chester on October 25th with Class 47 812 on the rear. *Derek Elston*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR BoB Class No. 34067 ‘Tangmere’ passes Beck Foot on October 11th in charge of ‘The Cumbrian Mountain Express’ from London Euston - Carlisle with Class 47 746 on the rear. ‘Tangmere’ taking over the train at Carnforth.
Michael Lynam



Charter Scene BR Class 8 Steam Locomotive Trust Members' Special

The Impossible Dream Express

On October 8th, BR Class 8 No. 71000 'Duke of Gloucester' and Class 57 003 head through Wellington working 1Z55 Shrewsbury - Crewe.
Richard Hargreaves



Charter Scene Saphos Trains

The White Rose

LNER A2 No. 60532 ‘Blue Peter’ and Class 47 No. D1935 top’n’tail ‘The White Rose’ heading through Warrington Bank Quay en route to York on October 2nd. *Mark Enderby*



Charter Scene Saphos Trains

The White Rose

Illuminated by platform lighting and a red signal, Peppercorn Pacific No. 60532 ‘Blue Peter’ flies through Smithy Bridge station with the returning ‘White Rose’ on October 2nd.
Gerald Nicholl

The Shap Mountaineer

Class 37 418 growls past Standish whilst working from Birmingham New St. to Carlisle on September 27th. *John Sloane*

Charter Scene Northern Belle

Settle & Carlisle Steam Special

On October 18th, SR BoB Class No. 34067 works 1Z72 'Northern Belle' passed Hincaster towards Oxenholme heading on to Carlisle.
Shep Woolley

Charter Scene Northern Belle

Settle & Carlisle Steam Special

On October 18th, 'Tangmere' is seen working the return 'Northern Belle' 1Z73 off Crosby Garrett Viaduct heading towards Kirkby Stephen.
Shep Woolley



Charter Scene Northern Belle

Settle & Carlisle Steam Special

SR BoB Class No. 34067 'Tangmere' worked the 'Northern Belle' 1Z58 Grantham to Carlisle through Greenholme on October 25th, seen here on the climb to Shap summit. *Shep Woolley*

Charter Scene Northern Belle

Settle & Carlisle Steam Special

Plenty of water in the river as No. 34067 ‘Tangmere’ works the return ‘Northern Belle’ 1Z59 through Garsdale and onwards to Dent on October 25th, the railtour heading back to Derby. *Shep Woolley*



Branch Line Society

To the Birthplace and the Backbone

Power cars Nos. 43468 and 43484 working 1Z43 Derby Litchurch Lane - Derby - Glasgow Central pass Moore on October 11th. *Mark Enderby*

A Derby to Glasgow charter on October 11th was worked by Rail Adventure power cars Nos. 43468 and 43484 and is seen passing Charnock Richard. *John Sloane*

A Derby to Glasgow charter on October 11th was worked by Rail Adventure power cars Nos. 43468 and 43484 and is seen passing Charnock Richard. *John Sloane*







Charter Scene Branch Line Society

To the Birthplace and the Backbone

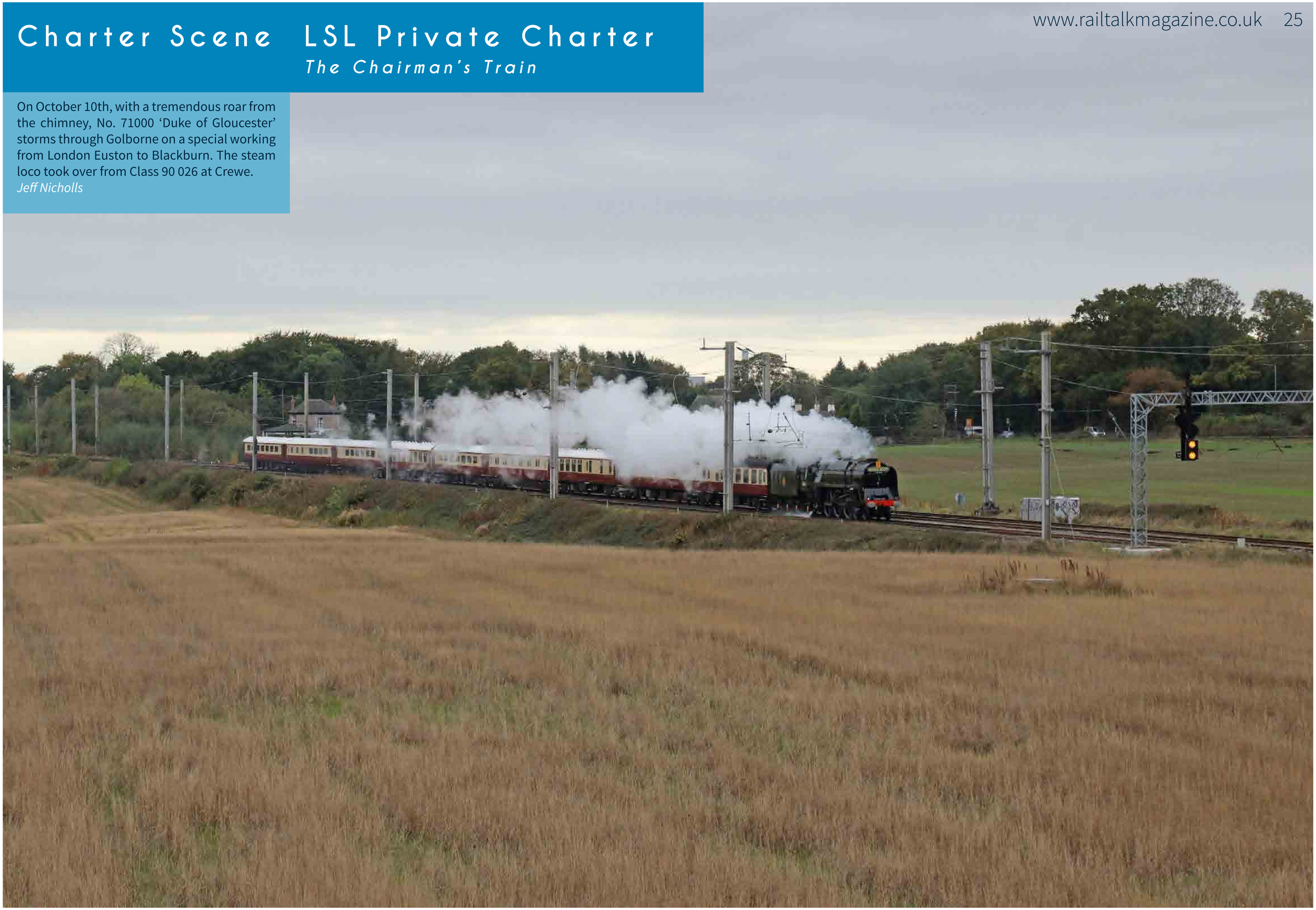
Rail Adventure power cars Nos. 43468 and 43484 pass Beck Foot on October 11th working a Branch Line Society Railtour from Derby Litchurch Lane - Glasgow Central.
Michael Lynam



Charter Scene LSL Private Charter

The Chairman's Train

On October 10th, with a tremendous roar from the chimney, No. 71000 'Duke of Gloucester' storms through Golborne on a special working from London Euston to Blackburn. The steam loco took over from Class 90 026 at Crewe.
Jeff Nicholls



LSL Private Charter

The Chairman's Train

Class 20s Nos. D8107, 20 118 and 20 132 pass Bradley with the LSL charter from the K&WVR to London Euston on October 13th. *John Sloane*

No. 71000 'Duke of Gloucester' steams past Winwick with the LSL private train heading to Carlisle via the Hellifield circuit and Shap on October 10th. *John Sloane*

On October 10th, No. 71000 'Duke of Gloucester' heads through Warrington Bank Quay on a special working from London Euston to Blackburn. *Mark Enderby*







Charter Scene LSL Private Charter

The Chairman's Train

Class 20 107 leads 20 118 and 20 132 through Golborne on October 13th with a LSL private charter. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

Class 37 401 and Class 20 No. D8107 pass Coppull Moor during a move from Crewe to Upperby on October 3rd. *John Sloane*

No. 71000 'Duke of Gloucester' and Class 37 401 make their way back to Crewe on October 11th following the Duke's failure on a LSL charter the previous day. *John Sloane*

Class 37 518 hauls 40 106 and half a dozen West Coast Mark Ones from the Severn Valley Railway to the East Lancs Railway. The English Electric duo were photographed on the western fringes of Chat Moss at Culcheth foot crossing on October 8th. *Jeff Nicholls*







Charter Scene

ECS and Light Engine Moves

Class 37 516 ‘An Gearasden’ and 40 106 growl past Winwick with a Kidderminster to the ELR working on October 8th. *John Sloane*

An immaculate Class 40 No. D213 ‘Adania’ passes Coppull Moor whilst working a couple of coaches from Upperby to Crewe on September 28th. *John Sloane*

No. 71000 ‘Duke of Gloucester’, with support coach, and Class 37 401 ‘Mary Queen of Scots’, pass Alder Lane Winwick with 5Z91 the 15:33 Carnforth to Crewe LSL on October 11th. *Paul Senior*







Charter Scene ECS and Light Engine Moves

The 125 Groups HST set lead by power car No. 43159 approaches Mossley on October 31st on its way to its new base on the East Lancs Railway at Bury. *Lee Stanford*

Charter Scene ECS and Light Engine Moves

On October 6th, Class 37 409 ‘Loch Awe’ with 90 026 in tow, crawl upto a red signal at Northampton working 5Z90 09:43 Eastleigh Arlington (Zg) to Crewe H.S. with a ‘Highland Pullman’ HST coach in tow. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

No. 71000 'Duke of Gloucester', with support coach, and Class 37 401 'Mary Queen of Scots', pass Moore heading for Crewe on October 13th. *Mark Enderby*

Class 20 107 and 20 096 pass Bayston Hill on October 20th with 5Z30 09:40 Crewe H.S. to Bishops Lydeard. *Keith Davies*

'The Duke' No. 71000 is seen at Preston Boats on October 7th with 5P55 13:31 Coton Hill - Crewe H.S. *Keith Davies*







Charter Scene

ECS and Light Engine Moves

BR Pacific No. 71000 ‘Duke of Gloucester’ is seen at Stafford on test run 5P55 13:31 Coton Hill T.C. to Crewe H.S. on October 7th with Class 57 003 hanging on the rear. *Derek Elston*

Class 37 409 ‘Loch Awe’ tows 57 002 ‘Winston Churchill’ through Stafford as 0Z21, the 09:30 Southall Loco Services Ltd to Crewe H.S. on October 7th. *Derek Elston*

LNER A4 No. 60007 ‘Sir Nigel Gresley’ eases through Northampton on October 16th as it heads home from the Mid Hants Railway as 3Z07, the 10:21 Alton to Crewe H.S.
Derek Elston







Charter Scene

ECS and Light Engine Moves

Black 5 No. 44781 is seen passing Mills Hill on its own, working 0Z48 Carnforth to Castleton at speed on October 5th. *Russell Clarke*

Class 57 003 is seen on the rear of the test run for No. 71000 'Duke of Gloucester' at Crewe on October 7th. *Lee Stanford*

After a lengthy restoration, No. 71000 'Duke of Gloucester' has returned to the mainline and on October 7th it is seen on the up and down goods loop at Crewe having successfully completed its loaded test run. *Lee Stanford*







Avanti West Coast



Class 390 121 heads northbound at Golborne Junction with 1S76 London Euston to Glasgow service on October 25th.
Brian Dobbs

Preston station shortlisted as one of Britain's most life-changing stations

Preston station has reached the final stages of a unique competition to find Britain's most life-changing station which launched on October 13th.

Managed by Avanti West Coast, the Lancashire station is one of 20 to be shortlisted in the annual World Cup of Stations contest hosted by Rail Delivery Group (RDG). Preston has been recognised for its significant role during World War One. The theme of this year's competition is designed to shine a spotlight on the stories behind the stations in the UK – from sporting firsts to wartime stories – and is part of celebrations marking 200 years of the modern railway.

A judging panel comprising of industry leaders, public figures and historians selected 20 standout stations to compete in the public vote. The public are invited to pick their favourite – with the nominee to receive the most votes named 'Britain's most life-changing station'.

Between 1915 and 1919, Preston station became a place of comfort for millions of servicemen passing through on their way to or from battle on the frontline. Some were wounded and heading home, others were setting out on long journeys to Europe, often hungry and exhausted. Recognising this, Mayoress Anna Cartmell and a group of local women launched Preston Station Free Buffet in August 1915. Staffed entirely by volunteers, 400 women worked in shifts around the clock – ensuring the buffet was open 24 hours a day. The effort reached extraordinary peaks, with nearly 2,500 troops receiving food and shelter in just 36 hours before Christmas 1916. Preston offered more than refreshments – it offered a moment of humanity amid the hardships of war. Today the waiting room between platforms 3 and 4 displays images commemorating the centenary of the Preston Station Free Buffet – providing a permanent reminder of this fascinating wartime story.

Kathryn Cowling, Avanti West Coast Team Leader at Preston, said: "We're proud Preston station's efforts to look out for our armed forces during the First World War is being highlighted, as it's a fascinating piece of history.
As we celebrate the 200th anniversary of the UK's railway, it's important we recognise the vital role stations continue to have in peoples' lives. By shining a spotlight on these stories, we hope they can be shared with future generations. We want everyone to vote for us to win the title of Britain's most life-changing station!"

Jacqueline Starr, Executive Chair and Chief Executive Officer of Rail Delivery Group, said: "As we celebrate 200 years of rail history, it's the stories behind the stations that remind us of their enduring value – connecting towns, people and possibilities. These 20 stations represent the heart and soul of what makes Britain's railways extraordinary. From places that have sparked hope, to those that have held communities together – this is your chance to vote for the station that has really changed lives."

Emma Roberts, Programme Manager for Railway 200, added: "Train stations are vital and transformative gateways for the people and communities they serve. In this bicentenary year, please vote for the shortlisted station that's had the biggest impact on your life."

Avanti West Coast

Avanti Nova Class 807 003 with 1F20, the 11:43 London Euston to Liverpool Lime Street, passes Winwick, having been diverted, due to a problem at Acton Bridge on October 11th. *Paul Senior*



Class 390 129 hurries through Tamworth low level on Ocober 7th with 1A29, the 10:55 Manchester Piccadilly to London Euston service. *Derek Elston*



Class 807 010 working the 5G62 Edge Hill - Oxley ECS move heads through Crewe on October 25th. *Richard Hargreaves*



Avanti West Coast

Class 390 013 speeds north through the encroaching forests of Standish with a service to Edinburgh on September 27th. *John Sloane*

Class 390 104 overtakes the 4M83 intermodal as it passes Euxton with the 15:51 from Blackpool to London Euston on October 11th. *John Sloane*

Class 390 107 flies past Winwick on October 8th with a service to London Euston.
John Sloane







Avanti West Coast

Class 807 003 working the 1F12 London Eusto - Liverpool Lime St. is seen at Crewe on October 18th. *Richard Hargreaves*



Avanti West Coast chef cooks up half a century working on the railway

An Avanti West Coast chef celebrated a career milestone in October as he marked 50 years working on the railway.

Mohammed Yousuf – who prefers to be known as Yousuf – joined the industry as a kitchen porter at London Euston in October 1975. Five decades on, in the same station where his railway career began, he celebrated his landmark anniversary amongst friends and colleagues – two weeks after turning 73.

After moving from Pakistan in early 1975, Yousuf started work as a kitchen porter at the British Rail run 'Lancastrian Grill' in London Euston station – situated where Avanti West Coast's First Class Lounge is today. With a passion for food, it wasn't long until he was made a chef in the restaurant, which later led to cooking on board trains in 1991.

He initially started with Intercity's Motorail services which carried customers and their cars on the route between London and Glasgow. After these services ceased running in the mid-90s, he continued cooking onboard for the long-distance operator – growing his love for this job and the industry.

To mark his railway anniversary, colleagues at London Euston threw the chef a surprise party at the station.

Speaking afterwards, Yousuf said: "I have been so grateful to work with so many fantastic people over the years and I am fortunate to be doing something that I love every day. The railway has changed a lot over the years, but it's the people that make it great – and I don't plan to stop cooking yet.

"My advice to those who wish to join the railway is to give yourself time. Don't decide in two weeks or two months whether this is your job or not, give yourself longer – that's what happened with me. When I started on the trains, I was alongside three or four colleagues who joined the same time, but within two months they left. I stayed and I am so happy I did."

During his time working in the First Class kitchens of the Pendolino (Class 390) fleet, Yousuf fondly remembers a journey where celebrity chef Jamie Oliver was on board.

He said: "He wrote me a letter of thanks on a serviette, which one of the crew brought into the kitchen for me, and we were able to meet him and get a photo. To receive thanks from a chef like him was a fantastic honour."

Paula Large, On Board Manager for Catering Support at Avanti West Coast, said: "Yousuf is such a pleasure to work with. He comes on the train every day with a smile on his face and he lightens the mood.

"He treats everybody so kindly, and it is fantastic that even after 50 years, he still loves his job. We are so grateful to have him on our team, and he deserves all the adoration for this amazing career milestone."

Balfour Beatty

Class 20 901 and 20 905 pass Winwick with 6J09, Penrith North Lakes to Gresty Bridge 'Drain Train' on October 21st. *Brian Dobbs*

Balfour Beatty

The ‘Drain Train’ heads south through Golborne Dale at a fair lick on October 21st. Class 20 901 top’n’tailed with 20 905. *Jeff Nicholls*



Class 20 901 and 20 905 top and tail a working of the ‘Drain Clearing Train’ from Penrith to Crewe on October 21st. *John Sloane*



Class 20 901 and 20 905 top and tail a working of the ‘Drain Clearing Train’ from Penrith to Crewe on October 21st. *John Sloane*



Chiltern Railways

Class 68 015 ‘Kev Helmer’ is seen leading a London Marylebone - Birmingham Moor St. service at Leamington Spa on October 31st. *Allison Twycross*



Class 68 015 with the 1H45 Birmingham Moor St. to London Marylebone calls at Leamington Spa on October 31st. *Richard Hargreaves*



Class 68 028 top’n’tail with 68 022 working 5Q86 Banbury to Eastleigh Works empty stock move passes Kings Worthy on October 3rd. *David Lindsell*



Chiltern Railways

Class 68 010 working the 1H41 Birmingham Moor St. - London Marylebone service calls at Leamington Spa on October 31st. *Richard Hargreaves*

Class 68 029 with the 3T04 Bicester - Stourbridge Jct. training run is seen at Leamington Spa on October 31st. *Richard Hargreaves*

Class 68 013 'Peter Wreford-Bush' passes Northampton light engine running as 0A68, the 06:27 Crewe Gresty Bridge (DRS) to Wembley Lmd on October 11th. *Derek Elston*







Chiltern Railways



An immaculate Class 166 218 heads through Leamington Spa on October 31st running as 3U68 Crewe CS to Banbury.
Richard Hargreaves

New Chiltern Railways trains set to unlock 10,000 more seats a day

On October 14th, Chiltern Railways showcased for the first time its newest (Mark 5A) trains, set to add 10,000 more seats for customers each weekday from December 2026. The trains, to be introduced between London to West Midlands from early 2026, will enable Chiltern to deliver more capacity across each of its West Midlands, Aylesbury, and Oxford routes as part of the operator's efforts to deliver better journeys for customers. The newest fleet will consist of 13 modern trains set to transform customer journeys during 2026. The trains will replace Chiltern's oldest carriages, which are nearly 50 years old, with state-of-the-art equivalents, and provide a significant improvement to the on-board experience. The trains will include new features for customers including enhanced Wi-Fi, plug sockets and USB ports at every seat, and digital customer information screens. Customers will also benefit from air conditioning and improved luggage and bike storage.

The trains also deliver significant improvements for customers with accessibility needs, with dedicated areas including fully accessible toilets and better boarding and seating arrangements, ensuring comfortable travel for all passengers.

Richard Allan, Managing Director of Chiltern Railways, said: "We are thrilled for customers that we are replacing our oldest coaches with much newer trains, and as a result we plan to provide 10,000 more seats on our network every weekday from the end of 2026. The unveiling of the first of our newest trains at London Marylebone is a positive, tangible sign of better times ahead for customers. There are better on-board facilities and more services planned from the end of 2026, subject to the usual rail industry approval processes. We are making good progress with our vision and plan to modernise and decarbonise Chiltern; the next stage is to continue working with Network Rail and the Department of Transport on the business case to replace our 35-year old diesel trains with battery-electric trains."

At a London Marylebone event unveiling the newly liveried trains, Rail Minister Lord Hendy toured the first new train with Chiltern Managing Director Richard Allan before it embarked on a journey to Birmingham Moor Street. Speaking to the 150-strong audience, Lord Hendy congratulated everyone at Chiltern Railways, saying these modern trains will bring a range of benefits for passengers and everyone that relies on this vital route will notice an improvement in the way they travel.

Rail Minister, Lord Peter Hendy, said: "These trains will give a fresh look and greater capacity for Chiltern's passengers, giving better journeys while using cleaner fuel, and this investment reflects the Government's unwavering commitment to building a rail industry that Britain needs and deserves as part of its Plan for Change. Thanks to Government support, these trains will start to enter service from early next year, bringing easier, greener, and better journeys for millions of passengers."

The charter service to Birmingham, put on ahead of the trains entering passenger service next year, featured speeches from businesses across the line including Bicester Village and the upcoming Puy du Fou amusement park in Oxfordshire. At the event, Chiltern reiterated its ambition to continue working with Network Rail on its joint business case for new battery-electric trains, which would replace the operator's remaining diesel trains from the early 2030's and be powered by partially electrifying the Chiltern network. Following a positive decision from the Department for Transport, these newer trains will enter service on a phased basis during 2026 as a crucial step in delivering Chiltern's 2030 Vision of easier, greener, and better journeys. The operator is also working with partners to confirm details of additional timetabled services which would start in December 2026.

Colas Rail

Class 56 090 and 56 078 are seen at Preston Boats with 6C98 07:15 Bangor (Gwynedd) to Bescot Up Engineers Sidings on October 26th.
Keith Davies

Colas Rail

Class 70 801 passes through Horton in Ribblesdale on October 23rd working a log train from Carlisle Yard - Chirk (Kronospan).
Michael Lynam



Colas Rail

Class 70 817 departs Derby after a crew change running as 0Z71, the 13:11 Rugby C.S. to Doncaster Colas Sidings on October 10th.
Derek Elston

Class 70 803 working 6C31, the 13:00 Willesden West London Junction to Bescot Up Engineers Sidings eases through Northampton on October 26th, with Class 70 816 on the rear.
Derek Elston

CrossCountry

Class 170 621 approaches Tamworth High Level on October 7th working 1M01, the 10:49 Birmingham New Street to Nottingham service. *Derek Elston*

Class 220 019 hurries through Tamworth H.L. with 1E85 10:27 Birmingham New Street to Newcastle on October 7th. *Derek Elston*

Class 220 018 and 220 022 stand at Tamworth H.L. with 1V50 06:06 Edinburgh to Cheltenham Spa on October 7th. *Derek Elston*







CrossCountry

Class 220 031 and 220 002 form an 8 car set, working the 08:40 Bournemouth to Manchester Piccadilly, seen passing Heaton Norris on October 22nd. *Barry Longson*



Class 170 113 and 170 115 arrive at Tamworth H.L. with 1D57 the 10:09 Birmingham New Street to Nottingham on October 7th.
Derek Elston



Class 221 109 departs from Stockport on November 2nd with a service to Bristol.
Lee Stanford



CrossCountry

Class 170 618 departs Tamworth H.L. working 1V07 10:06 Nottingham to Birmingham New Street on October 10th. *Derek Elston*

Class 170 103 stands at Leicester with 1L46 15:22 Birmingham New Street to Stansted Airport on October 10th. *Derek Elston*

DB Cargo

Snaking its way across the points, Class 66 181 draws away from the Tolworth aggregates facility on October 7th, as it begins its return journey to Hoo Junction Down Yard with the regular 6Y08 discharged aggregates in tow.
Ian Callander

Class 66 653 is seen at Kempseye with 6V75 09:33 Dee Marsh Reception Sidings - Margam T.C. on September 29th. *Keith Davies*

Class 66 063 passes Horton in Ribblesdale light engine on route learning duties as 0Z90 from Carlisle N.Y. - Preston on October 23rd.
Michael Lynam







DB Cargo

On October 2nd, Class 66 142 rolls along the cliff tops near Warsett Hill with the afternoon load of steel billets from Tees Yard to British Steel Skinningrove.
Jeff Nicholls



DB Cargo

Class 66 068 leads the 6E01 10:05 Wolverhampton Steel Terminal to Boston Sleaford Sidings approaching Tamworth H.L. on October 7th. *Derek Elston*



October 14th sees Class 66 134 at the head of the 6Y08 Tolworth - Hoo Junction Down Yard discharged aggregates, midway between Motspur Park and Raynes Park stations, as it clears the West Barnes Lane level crossing. *Ian Callander*



On October 3rd, Class 66 097 passes Kings Worthy working 4O21 08:20 Trafford Park to Southampton Maritime. *David Lindsell*



DB Cargo

Class 66 055 is seen on the approach to Heaton Norris Junction on October 22nd, while in charge of 6E26 10:51 Knowsley to Wilton loaded waste. *Barry Longson*

Class 66 105 passes through Horton in Ribblesdale on October 23rd, running light engine on route learning duties as 0Z60 from Warrington Arplley Sidings - Carlisle N.Y. *Michael Lynam*

On October 16th, Class 66 190 'Martin House' arrives at its destination, with the 6V90 Neasden Engineers Sidings - Acton T.C. aggregates service in tow. *Ian Callander*







DB Cargo

Class 66 168 pass Burton on Trent on October 29th with a rake of empty oil tanks from Kingsbury Oil Terminal - Humber Oil Refinery. *Michael Lynam*



Maritime-liveried Class 66 090 ‘Maritime Intermodal 6’ pulls into an unusually quiet Acton T.C. on October 16th. *Ian Callander*



Class 66 140 is seen at Clapham Junction on October 23rd while working 6Z25 Newhaven to Langley sand. *Steve Chapman*



DB Cargo

Class 66 659 is seen at Bayston Hill On October 24th with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

On October 14th, Class 66 001 departs Peak Forest with three wagons for repair at Toton, passing 66 175 stabled on the fuelling point. *Michael Lynam*

Another load of aggregates arrives at Acton T.C. on October 16th, this time under the control of Class 66 041. *Ian Callander*







DB Cargo

Class 66 003 running light engine is seen on the approach to Tamworth H.L. as 0Z81 10:33 Landor Street Jct. to Toton T.M.D. on October 7th. *Derek Elston*



Class 66 054 working the 6A97 11:56 Appleford to Acton stone empties passes Cholsey on November 1st. *David Lindsell*



Class 66 021 passes Cholsey on November 1st with the 4Y54 10:54 Southampton Maritime to Didcot Yard. *David Lindsell*



DB Cargo

Class 66 097 with the 4M96 Southampton - Birch Coppice approaches Leamington Spa on October 31st. *Richard Hargreaves*

Class 66 063 arrives at Great Rocks Junction with a train of empty hoppers from Warrington Arpley - Tunstead Sidings on October 14th. *Michael Lynam*

The 6C03 Northolt Sidings - Severnsde Sita headed by Class 66 190 'Martin House Children's Hospice' heads out of Swindon East Loop and through the station on October 13th. *Ken Mumford*







DB Cargo

Class 66 105 with just 5 wagons in tow passes Northampton as 6V72 12:29 Arpley Sidings to Acton T.C. on October 30th. *Derek Elston*



Class 66 012 and 66 026 double head the 6E54 10:38 Kingsbury Oil Sidings to Humber Oil Refinery service through Tamworth H.L. on October 7th. *Derek Elston*



Class 66 660 is seen at Bayston Hill on September 25th with 6V75 09:33 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*



DB Cargo

Class 66 192 with the 4O21 Trafford Park - Southampton Western Docks approaches Leamington Spa on October 31st.
Richard Hargreaves

Class 66 082 working a container train from Trafford Park - London Gateway heads through Stafford on October 16th.
Michael Lynam

Class 66 007 passes through Stafford with an intermodal train from Trafford Park - Felixstowe on October 16th. *Michael Lynam*







With the North Sea in the background, Class 66 142 begins the steep climb out of Carlin How with empty bogie wagons from the steelworks at Skinningrove on October 1st. *Jeff Nicholls*

DC Rail Freight

Class 56 103 and 56 045 wait for a path through Clapham Junction on October 23rd on their way to Chessington South with 6Y20 stone from Cliffe. *Steve Chapman*

Class 60 029 ‘Ben Nevis’ heads west through Acton T.C. on October 16th, having earlier passed through in the opposite direction. *Ian Callander*

On October 2nd, DCR hire in Class 60 096, still sporting ‘de-branded’ Colas livery, rolls through Tolworth station as it nears the end of its 4-hour run from Cliffe Brett Marine, en route to the Cappagh aggregates facility at Chessington South. *Ian Callander*







DC Rail Freight

Class 60 029 creeps through Southall at the head of a working from Tytherington to Quainton on September 25th. *John Sloane*

Class 60046 approaches Southall with a Quanton to Tytherington working on September 25th. *John Sloane*

Class 56045 and 56103 head through Shepherds Bush with a Cliff Brett Marine to Chessington South working on September 25th. *John Sloane*







DC Rail Freight

DC Rail-operated, Cappagh-liveried Class 60 028 brakes into Chessington North station with the 6Y20 aggregates service from Cliffe Brett Marine on October 9th. The train will be held at a red signal to the south of the station as it awaits departure of the 2M40 Chessington South - London Waterloo service, freeing up the road it requires for access to the Cappagh aggregates facility at Chessington South. *Ian Callander*

Direct Rail Services

Class 66 421 'Gresty Bridge TMD' storms passed Winwick Quay with 4S44 12:05 Daventry to Coatbridge intermodal on October 11th.
Paul Senior



Class 88 005 with the 4M27 05:33 Coatbridge to Daventry International Rail Freight Terminal passes Moore on October 10th.
Mark Enderby



Class 66 421 with the 4S44 Daventry - Coatbridge heads through Stafford on October 18th.
Richard Hargreaves



Direct Rail Services

Class 68 033 ‘The Poppy’ working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl heads through Northampton on October 2nd. *Derek Elston*

On October 2nd, Class 88 004 and 88 008 head round the back of Warrington Bank Quay station with 4S43 to Mossend. *Mark Enderby*

Class 66 031 with a Mossend to Daventry intermodal passes Moore on October 13th. *Mark Enderby*







Direct Rail Services

Class 88 008 passes Beck Foot on October 11th working a Daventry - Coatbridge intermodal. *Michael Lynam*



Class 68 018 and 66 424 pass through Stafford on October 16th with an intermodal train from Daventry - Coatbridge. *Michael Lynam*



Class 88 005 heads through Stafford on October 16th working an intermodal from Coatbridge - Daventry. *Michael Lynam*



Direct Rail Services

Class 88 002 passes through the Standish forests whilst working 4S43 from Daventry to Coatbridge on September 27th. *John Sloane*

Class 66 031 rolls past Bradley with the 4M27 intermodal from Mossend to Daventry on October 13th. *John Sloane*

Class 88 005 heads south past Standish on September 27th with the 4M27 intermodal to Daventry. *John Sloane*







Direct Rail Services

30 years of Direct Rail Services celebrated



Direct Rail Services (DRS) has celebrated its 30-year history and revolutionary work in the nuclear and rail freight industry. Since its formation in 1995, DRS has grown from a niche freight operator into one of the country's most versatile and respected rail freight companies, playing a pivotal role in supporting the UK's energy, logistics, and infrastructure sectors. Established to provide the safe, secure and reliable transport of nuclear materials, DRS's early operations focused on specialist freight services, but the company quickly expanded into broader logistics, including intermodal and infrastructure support.

It has completed millions of miles in the safe transportation of nuclear material, running hundreds of specialist services a year – helping to keep the lights on for the UK.

Highlights in DRS's history include:

First nuclear service
The Royal Train when HM Queen Elizabeth II visited Aberystwyth.
Kosovo Train for Life
First intermodal services
Class 68s and 88s introduced

In 2005, DRS became a wholly owned subsidiary of the Nuclear Decommissioning Authority (NDA), aligning its operations with national priorities for safe and sustainable energy management. In a ceremony held at the company's Kingmoor depot in Carlisle, on September 21st, a "30 Years of DRS" locomotive wrap was unveiled on locomotive 68 007. It was revealed by Rail Managing Director, Gottfried Eymer, and NDA CEO, David Peattie. The new wrap celebrates the 30th anniversary, marking the event with a unique design and nameplate.

The naming was part of a special event, held for employees and their family and friends which gave guests an opportunity to celebrate the role DRS has played in supporting the nuclear decommissioning and rail freight sectors.

Gottfried Eymer, DRS Rail Managing Director, said: "DRS started with just seven employees, with the sole purpose of moving spent nuclear fuel, and has grown to a company of over 400 staff members and diversified into many different markets over the years. It now boasts some of the biggest names in retail as customers but remains committed to its core function of ensuring nuclear material is transported safely, securely and reliably. I was thrilled to be able to unveil this nameplate in the presence of everyone who makes this company such a fantastic place to work."

David Peattie, NDA Group CEO, said: "It is a privilege to be with colleagues and their families to help mark Direct Rail Services' anniversary and reflect on the many achievements of the last 30 years. DRS is central to the success of the NDA group's mission to safely and securely manage the UK's nuclear legacy. They are making a lasting and positive impact on the nation's transport, energy and infrastructure landscape."

As well as the DRS milestone, 2025 is year of anniversaries across the NDA group, including 20 years of the NDA itself, 50 years of Pacific Nuclear Transport Limited and 70 years of Dounreay.

Direct Rail Services

Class 88 003 ‘Genesis’ is seen at Northampton on October 13th working 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl. *Derek Elston*



Class 66 428 approaches Wanstead Park on October 22nd with 4M07 Tilbury to Daventry Tesco boxes. *Steve Chapman*



Class 66 431 passes Horton in Ribblesdale on October 23rd working the daily engineers train 6K05 from Carlisle - Crewe Basford Hall. *Michael Lynam*



Direct Rail Services

Class 66 434 working 4S44 12:13 Daventry International Railfreight Reception Fl to Coatbridge (DRS) heads through Stafford on October 7th. *Derek Elston*

Class 88 006 ‘Juno’ and 88 001 ‘Revolution’ arrive into Crewe station on October 7th as 0Z88 14:30 Crewe Gresty Bridge (DRS) to Daventry DRS (Tesco). *Derek Elston*

Class 88 003 ‘Genesis’ working 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl. heads through Northampton on October 16th. *Derek Elston*







East Midlands Railway

Class 222 018 arrives at Market Harborough working 1B19 06:40 Lincoln Central to London St. Pancras International on October 10th. *Derek Elston*



East Midlands Railway

On October 22nd, Class 158 810 and 158 770 hurry past Heaton Norris, Stockport with the 08:56 Norwich to Liverpool Lime St. service. *Barry Longson*

Class 222 002 hurries through Market Harborough with 1F15, the 08:03 London St. Pancras International to Sheffield service on October 10th. *Derek Elston*

Class 222 101 arrives at Market Harborough with 1C20 07:34 Sheffield to London St. Pancras International on October 10th. *Derek Elston*







Freightliner

On October 2nd, Class 66 520 screams its way up the steep bank from Carlin How to the cliff top at Brotton with a loaded potash train. The building on the right once housed a giant 30 foot diameter fan to ventilate the ironstone mines here. *Jeff Nicholls*

Class 70 016 hands over the token to the signal man at Great Rocks Junction with an aggregate train from Downlow Quarry - Ashburys on October 14th. *Michael Lynam*

Class 66 556 with the 4M55 Southampton - Lawley St. liner heads through Leamington Spa on October 31st. *Richard Hargreaves*





Freightliner

Class 90 039 in Backbone livery, 'The Chartered Institute of Logistics and Transport' and 90 043 still in Power Haul livery, pass Winwick with 4M83 the 10:50 Coatbridge to Crewe Basford Hall on October 25th. *Paul Senior*

Class 90 049 and 90 012 with the 4S49 Daventry - Grangemouth pass through Stafford on October 18th. *Richard Hargreaves*

A very lightly loaded Class 66 556 rolls through Acton T.C. on October 16th - there was a total of just 3 containers on the train! *Ian Callander*







Freightliner

In a brief burst of sunshine, Class 90 010 and 90 013 pass Winwick with 4M83 Coatbridge to Basford Hall liner on October 11th. *Brian Dobbs*

Class 66 533 working the 4O29 06:19 Garston to Southampton Maritime liner passes through Cholsey on November 1st. *David Lindsell*

Class 66 539 sets back onto its rake of loaded aggregates wagons at Acton T.C. on October 16th, preparatory to forming the 6M65 service to Wembley Reception Sidings. Class 66 170, 66 090 and 66 190 are visible in the background. *Ian Callander*







Freightliner

Class 59 202 working the 6C47 13:10 Appleford to Whately stone empties passes through Cholsey on November 1st. *David Lindsell*

Class 66 605 with the Ince to Crewe empty sand is seen at Runcorn East on October 17th. *Mark Enderby*

On October 2nd, Class 66 520 gingerly descends the steep bank towards Crag Hall signal box. where it will exchange tokens, before travelling onwards to the potash mine at Boulby. These trains run throughout the whole day and night. *Jeff Nicholls*







Freightliner

Class 90 007 and 90 048 pass through Deansgate on October 22nd with a Trafford Park - Felixstowe liner. *Michael Lynam*

The signalman at Crag Hall, Carlin How, exchanges tokens with the driver of Class 66 520 on a morning load of potash from the mines at Boulby on October 2nd.
Jeff Nicholls

Celebrity Class 90 018 leads 90 021, a recent addition to the Freightliner fleet, through Stafford on October 14th with a Felixstowe to Garston liner. *Lee Stanford*







Freightliner

On October 29th, Class 66 615 pass Burton on Trent with a train of empty box wagons from Banbury Reservoir (Tarmac) - Tunstead Sidings.
Michael Lynam

Class 66 615 arrives at Great Rocks Junction on October 14th with a train of empty cement tanks from Weaste Terminal, Salford.
Michael Lynam

Class 66 501, in 60th Celebration livery, departs Tunstead Quarry with an aggregate train for Hillhead Sidings on October 14th.
Michael Lynam







Freightliner

Class 66 589 top'n'tail with 66 587 hauling a train of Ballast and Spoil Handling units, working from Thoresby Colliery Jct. - Crewe Gresty Lane Down Sidings is seen at Stafford on October 16th. *Michael Lynam*

Class 66 414 crawls through Northampton working 4M52 11:15 London Gateway Freightliner to Ditton (O'Connor) on October 9th. *Derek Elston*

Class 90 003 and 90 014 pass through Stafford on October 16th with a Trafford Park - Felixstowe liner. *Michael Lynam*







Freightliner

Class 66 604 hauling the King's Lynn to Ince sand passes Moore on October 27th. *Mark Enderby*

Class 66 565 passes Northampton with 4M91 10:37 London Gateway to Lawley Street F.L.T. on October 2nd. *Derek Elston*

On October 13th, Class 66 594 is seen waiting on the UML for a path east with 4L33 Wentloog - London Gateway at Swindon. *Ken Mumford*







Freightliner

Class 66 952 passes Northampton with 4M56 12:57 London Gateway to Garston F.L.T. on October 9th. *Derek Elston*

Class 70016 is seen working through Chesterfield with 4M88 12:08 Walsall Flhh to Dowlow Quarry Flhh on October 10th. *Derek Elston*

Class 66 508 'City of Doncaster' works through Northampton with 4M52 11:15 London Gateway Freightliner to Ditton (O'Connor) on October 14th. *Derek Elston*







Freightliner

Class 66 557 passes through Platform 16 at Clapham Junction on October 23rd with 6M43 Purley to Wembley empty hoppers.
Steve Chapman

Class 90 009 and 90 042 working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. pass through Northampton on October 16th.
Derek Elston

Class 90 003 and 90 004 pass Northampton hauling 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on October 16th.
Derek Elston







Freightliner

Class 66 542 edges into Hanwell with the Wentloog to London Gateway liner on September 25th. *John Sloane*

Class 66 601 runs into Hanwell with the Hanwell Loop to Dagenham section of a stone service from the West Country on September 25th. *John Sloane*

Class 90 015 and 90 021 take the slow line at Balshaw Lane Junction on October 25th whilst working the 4S49 service from Daventry to Coatbridge. *John Sloane*







Freightliner

Class 59 104 and 66 605 speed through Hanwell with a Wembley to Whatley service on September 25th. *John Sloane*

Class 66 593 and another classmate speed west through Hanwell with a working from Wembley to Merehead on September 25th. *John Sloane*

Class 66 564 is seen at Hanwell with a Theale to Acton Lane working on September 25th. *John Sloane*







Freightliner

On October 11th, the overnight London Gateway to Coatbridge liner provided the multi coloured sight of Class 90 018 leading 90 021 and 66 550 as it forged past Standish.
John Sloane

Class 90 015 and 90 041 work the London Gateway to Coatbridge liner through Standish on October 25th. *John Sloane*

'The Orange Express', 4M83 Coatbridge to Crewe, approaches Euxton on October 11th headed by Class 90 010 and 90 013.
John Sloane







Freightliner

Class 90 010 ‘275 Railway Squadron (Volunteers) and 90 040 double head 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. liner through Northampton on October 30th. *Derek Elston*

FREIGHTLINER AND THE MALCOLM GROUP NAME LOCOMOTIVE IN HONOUR OF DONALD MALCOLM

On October 8th, locomotive 90 021 was named ‘Donald Malcolm’ in honour of the late Donald Malcolm, who inherited The Malcolm Group coal-round business from his late father. The Malcolm Group is a leading provider of Logistics, Construction and Maintenance services across the UK.

This locomotive naming ceremony not only recognised the huge contribution to the transport and logistics industry from Donald Malcolm, evolving the business from a small family-run enterprise to what it is today but also solidified and celebrated the strong working relationship between Freightliner and The Malcolm Group. Freightliner and The Malcolm Group already have several dedicated trains running daily from Daventry up to both Grangemouth and Mossend – serving the central belt of Scotland – helping to remove HGVs from our busy road and motorway network as well as reduce carbon emissions when compared to road operations.

The locomotive naming ceremony took place at Daventry International Rail Freight Terminal (DIRFT), a key hub for the logistics and transport industry, linking ‘the golden triangle’ with the rest of the country. Locomotive 90021 which was named, arrived as part of a newly launched Freightliner service from Felixstowe. This new service, operating out of the new Malcolm Group terminal, will run daily from Freightliner’s Felixstowe terminal.

Attendees at the event included key Freightliner customers that will be utilising this newly launched Felixstowe – Daventry service as well as Freightliner and The Malcolm Group colleagues.



Freightliner

Running 80mins late due to a points failure earlier in the journey, Class 90 013 and 90 021 ease 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on October 2nd. *Derek Elston*

Class 90 039 'The Chartered Institute of Logistics & Transport' and 90 044 double head 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on October 13th. *Derek Elston*

Class 90 012 and 90 014 'Over The Rainbow' working 4M63 09:12 Felixstowe North F.L.T. to Garston F.L.T. pass through Northampton on October 2nd. *Derek Elston*







Class 66 508 'City of Doncaster' working 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. is seen at Church Brampton on October 9th. *Derek Elston*

FREIGHTLINER NAME LOCOMOTIVE 66605 'TRIBUTE' IN MEMORY OF LATE FREIGHTLINER COLLEAGUES

On October 22nd, Freightliner locomotive 66605 was named 'Tribute' in memory of late Freightliner colleagues. The locomotive was named at Freightliner's Crewe Vehicle Maintenance Facility by Dave Penney, Freightliner Managing Director – Heavy Haul and Rail Services and Matthew Workman, Freightliner Head of Operational Strategy and Transformation.

Karen Schofield, Chaplain from Railway Mission, a charity working to provide critical mental health support for everyone in the railway family, led a Roll of Honour during the service, followed by a prayer in remembrance of late Freightliner colleagues. An online memorial book, where colleagues are able to add memories and thoughts, has also been created to help to remember the 26 Freightliner colleagues who have passed in the last five years.

The naming of locomotive 66605 also coincided with the official opening of the Freightliner Crewe Memorial Garden which was built by Freightliner Crewe colleagues. The memorial garden provides a safe space for remembrance and quiet reflection away from the busy day-to-day of the Crewe Vehicle Maintenance Facility. During the official opening, a cheque was also presented to MIND, a UK-based mental health charity providing essential information and support services, from Freightliner.

Freightliner Crewe colleagues generously raised a large proportion of the funds with Freightliner adding to this donation to present £2,500 to a very worthy charity.



GBRf

Class 66 310 ‘Bo’ness and Kinneil Railway’ trundles through Acton T.C. on October 16th, with its graffiti-emblazoned rake of aggregates hoppers in tow. *Ian Callander*



Class 66 720 ‘Wascosa’ working 4E34 00:36 Southampton Western Docks (GBRf) to Doncaster iPort passes Tamworth on October 7th. *Derek Elston*



Class 66 313 passes through Romford on October 22nd with 4L66 Daventry to Felixstowe intermodal. *Steve Chapman*



GBRf

Class 66 734 comes into view as the sun dipped at Heaton Norris on October 22nd, working 6E10 the 11:00 Liverpool BT to Drax loaded Biomass. *Barry Longson*



Class 66702 ‘Blue Lightning’ passes through Leamington Spa on October 31st working 6G99 Tunstead - Banbury Reservoir.
Allison Twycross



Class 66 712 with the 4S57 Hams Hall - Mossend intermodal passes through Stafford on October 18th. *Richard Hargreaves*



GBRf

Class 66 783 in Biffa livery, named 'The Flying Dustman' passes Alder Lane, Winwick on October 11th with 6E17 12:32 Liverpool Biomass Terminal to Drax. *Paul Senior*

Class 66 763 passes through Stafford on October 16th with an aggregates train from Tunstead - Banbury. *Michael Lynam*

Class 66 748 hauling the 4M32 Southampton - Hams Hall intermodal heads through Leamington Spa on October 31st.
Richard Hargreaves

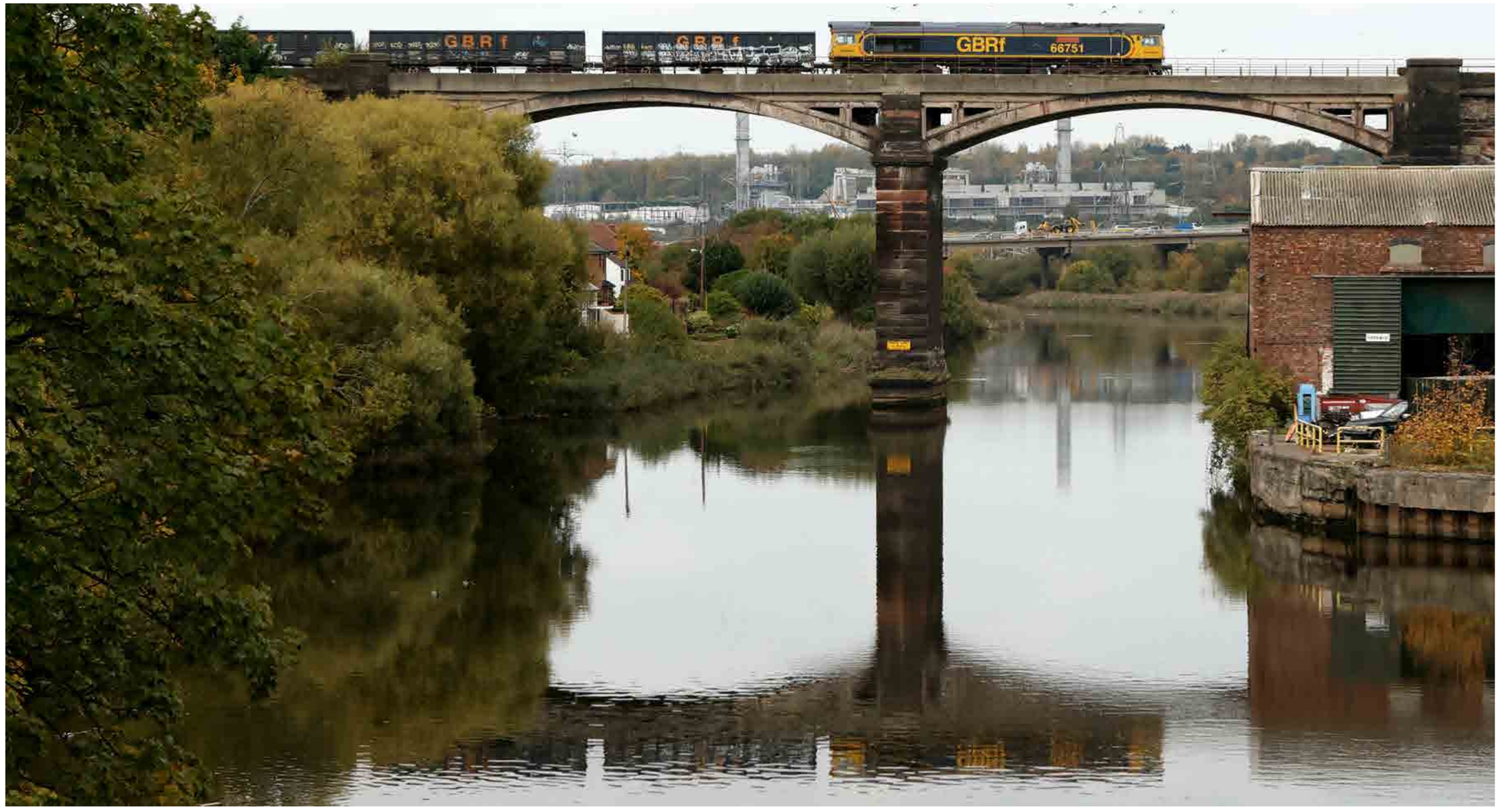






GBRf

Class 66 751 with a Penmaenmawr to Brindle Heath stone train is seen at Frodsham Jct. on October 17th. *Mark Enderby*



Class 66 734 passes through Stockport on October 22nd with a Biomass train from Liverpool Biomass Terminal - Drax P.S. *Michael Lynam*



Class 66 712 heads through Stafford on October 16th with an intermodal working from Hams Hall - Mossend. *Michael Lynam*



GBRf

On October 23rd, Class 60 085 departs Horton Quarry and heads through Horton in Ribblesdale with an aggregate train to Tuebrook via Blea Moor where the loco will run round its train. *Michael Lynam*

Class 66 747 passes Burton in Trent with one wagon heading from Bescot Up Engineers Siding - Toton North Yard on October 29th. *Michael Lynam*

Class 66 737 ‘Lesia’ passes Stockport on October 22nd with a loaded Liverpool to Drax Biomass service. *Lee Stanford*







GBRf

Class 66 737 passes Acton Bridge on October 24th with a Liverpool BT - Drax Biomass working. *Mark Enderby*

Class 66 689 approaches Clapham Junction on October 23rd with 6Y30 Crawley to Tonbridge empty box wagons. *Steve Chapman*

Class 66 687 with a Carlisle to Grain fuel tanks working passes Acton Bridge on October 24th. *Mark Enderby*







GBRf

Class 47 727 rushes through Harrow & Wealdstone on October 22nd while working 6Z46 Wembley to Wellingborough new box wagons. *Steve Chapman*



Class 66 305 ‘Embsay & Bolton Abbey Steam Railway’ working 4M47 12:17 London Gateway GBRf to Hams Hall GBRf passes Northampton on October 9th. *Derek Elston*



Class 66 758 ‘The Pavior’ passes Stafford on October 7th working 6X43 09:30 Dagenham Dock Reception GBRf to Garston Car Terminal GBRf. *Derek Elston*



GBRf

Class 66 726 ‘Sheffield Wednesday’ working 6O55 14:40 Daventry GBRf to Dollands Moor heads through Northampton on October 2nd. *Derek Elston*

Class 66 712 with a Hams Hall to Liverpool intermodal working passes Acton Bridge on October 24th. *Mark Enderby*

Class 66 717 ‘Good Old boy’ working 6G92, the 09:25 Tunstead Sidings GBRf to Small Heath Lafarge GBRf is seen at Stafford on October 7th. *Derek Elston*







GBRf

Class 66 791 ‘Settle & Carlisle 150’ leads 6O55 14:40 Daventry GBRf to Dollands Moor through Northampton on October 9th. *Derek Elston*

Having been cancelled and then reinstated 0Z01, the 11:00 Leicester L.I.P. to DB Cargo Fan A and B Sidings sees Class 47 739 and 57 306 pass Northampton running 174 minutes late on October 30th. *Derek Elston*

Class 66 732 ‘GBRF the First Decade 1999-2009 John Smith MD’ leads 4L24 04:55 East Midlands Gateway Terminal GBRf to London Gateway through Northampton on October 11th. *Derek Elston*







GBRf

The irregular working from Prestwick to Grain Oil Terminal passes through Winwick on October 24th with re-geared Class 66 687 in charge. On this date, the train had started from Carlisle as 6Z74, having presumably worked from Prestwick the previous day. *Jeff Nicholls*

On October 8th, Class 66 312 working the 6M42 Avonmouth - Penyffordd cement passes through Wellington. *Richard Hargreaves*

Class 66 766 working 4Z66 09:36 Peterborough to Eastleigh Yard wagon move passes Kings Worthy on October 3rd. *David Lindsell*







GBRf

Class 66 783 ‘The Flying Dustman’ heads south through a sunny Winwick with Biomass from Liverpool to Drax on October 11th. *Jeff Nicholls*



A regular move of 0E72 Longport to Doncaster passes Castleton on October 23rd with Class 69 015 in retro Railfreight livery and green 69 005 ‘Eastleigh’. *Russell Clarke*



Class 66 750 working the 6M90 Clitheroe cement tanks passes Moore on October 11th. *Mark Enderby*



GBRf

Class 60 085 threads through Charnock Richard cutting with a Horton to Tuebrook stone working on October 13th. *John Sloane*

Class 66 751 takes the slow line at Balshaw Lane Junction on October 17th with a Penmaenmawr to Brindle Heath working which would reverse at Preston. *John Sloane*

Class 66 780 runs past Coppull Moor during a move from Carlisle to Tuebrook on October 15th. *John Sloane*







GBRf

Class 66 687 passes through Charnock Richard cutting with a Prestwick to Grain fuel train on October 24th. *John Sloane*

Class 66 689 'Evening Star' rolls past Bradley on September 27th with a Clitheroe to Avonmouth cement working. *John Sloane*

Class 66 740 sweeps past Coppull on October 30th whilst working the 4S57 Hams Hall to Mossend intermodal. *John Sloane*







GBRf

Class 66 750 passes through Charnock Richard cutting with Avonmouth to Clitheroe cement empties on October 11th. *John Sloane*

Class 66 783 ‘The Flying Dustman’ passes Winwick with the 6E10 Liverpool to Drax working on October 8th. *John Sloane*

Class 66 712 powers past Winwick at the head of the 4S57 working from Hams Hall to Mossend on October 10th. *John Sloane*







GBRf

On September 25th, the most interesting event of recent times was the running of loaded trial runs of Class 99 001, involving a couple of trips up Appleby Bank, stopping and starting en route. 6Q90 is shown passing through Scunthorpe station on the evening before the trials, which took part in the early hours of the following morning. 99 001 leads 66719, 4 JNA and 1 MJA loaded with stone, 12 JNA loaded with waste (actually half a Roxby train!) and 66 720 on the rear. On arrival at Barnetby, the 99 ran round in readiness for the trial running. As an aside, on completion of the trials, the Roxby wagons and 66 720 were detached at Barnetby, from where they were dispatched to Roxby in the morning, the rest of the consist having returned to Doncaster. *Steve Thompson*

Great Western Railway

Power car No. 43042 leads the 2C11 10:14 Plymouth - Penzance, seen coming off Angarrack Viaduct with 43093 on the rear on October 10th. *Barry Beeston*

Great Western Railway

Class 165 106 stands at Basingstoke waiting to form the 10:29 service to Reading on October 9th. *John Goodrich*



Class 802 114 passes over Angarrack Viaduct on October 10th with 1C55 06:00 London Paddington - Penzance. *Barry Beeston*



Power car No. 43042 leading the 2P24 15:15 Penzance - Plymouth is seen passing through Carlyon Bay with 43093 on the rear on October 11th. *Barry Beeston*



Great Western Railway

Class 387 159 passes through Hanwell on an empty stock working from Reading Depot to West Ealing on September 25th. *John Sloane*



Class 802 108 races west past Hanwell on September 25th. *John Sloane*



A Class 802 set flashes through Southall on its way towards London Paddington on September 25th. *John Sloane*



Great Western Railway

Power car No. 43189 climbs away from Lostwithiel on October 11th with 2C53 14:43 Plymouth - Penzance with 43092 on the rear. *Barry Beeston*

Class 150 265 proceeds away from Goss Moor loop with 2N17 15:21 Newquay - Par on October 24th. *Barry Beeston*

Power car No. 43156 leads the 2C20 11:23 Exeter St. David's - Penzance on October 14th, seen heading towards Redruth with 43198 on the rear. *Barry Beeston*







Great Western Railway

Class 158 950 is seen arriving into Truro with 2P09 09:50 Penzance - Plymouth service on October 17th.
Barry Beeston

Great Western Railway

Class 158 951 stands in Penzance station on October 6th. *Neil Pugh*

Class 802 102 descends towards Lostwithiel with 1A92 14:20 Penzance - London Paddington on October 11th. *Barry Beeston*

Power car No. 43092 leads the 2C11 10:14 Plymouth - Penzance coming off Chacewater Viaduct with 43189 on the rear on October 23rd. *Barry Beeston*







Great Western Railway

Power car No. 43186 leads the 2P16 13:15 Penzance - Plymouth passing through Treleigh with 43098 on the rear on October 14th. *Barry Beeston*

On October 14th, power car No. 43092 is seen clagging away whilst leading 2P21 15:50 Penzance - Plymouth passing through Coombe with 43189 on the rear. *Barry Beeston*

Power car No. 43198 approaches Burngullow Jct. with 2P20 15:15 Penzance - Plymouth on October 14th with 43156 on the rear. *Barry Beeston*







Great Western Railway

On October 28th, power car No. 43198 passes over Largin Viaduct with 2P16 13:15 Penzance - Plymouth with 43156 on the rear. *Barry Beeston*



Great Western Railway

Class 80 2011 passes over Largin Viaduct with 2E15 12:50 Penzance - Exeter St. David's service on October 28th. *Barry Beeston*



L.N.E.R.

Stopped In Their Tracks: Brits Reveal Commuter Comforts

LNER is encouraging its customers to rethink their routines ahead of the biggest timetable shake-up in more than a decade.

A new survey by LNER has revealed that when it comes to travel, Brits are creatures of habit. Going further than just catching the same time train to and from work, (68 per cent), two in three commuters (66 per cent) say they stand in the same spot on the platform, board the same carriage (59 per cent), and even claim a 'regular' seat (53 per cent).

In fact, almost a third (31 per cent) admit that it spoils their journey if somebody sits in their favourite spot, with a commuter's preferred perch being in a quieter coach (25 per cent) and next to the window (44 per cent), with one in four of them (23 per cent) choosing to avoid seats that travel backwards.

From creature habits to creature comforts, over a third (34 per cent) say they listen to the same playlist on their commute, and more than a quarter (27 per cent) always buy their morning coffee from the same café.

Top 10 Train Comforts for Commuting Brits:

Window seat (44 per cent)
Good Wi-Fi (35 per cent)
Quieter coach (25 per cent)
Forward-facing seat (23 per cent)
Away from a toilet (22 per cent)
Seat with a charging point (19 per cent)
Two-seater (14 per cent)
Air con (14 per cent)
Four-seater table (11 per cent)
First class (8 per cent)

With timings train-ed to perfection, a whopping 78 per cent of commuters say they've nailed the precise minute to leave the house to catch the train as it rolls in. However, nearly the same amount (77 per cent) admit they are cautious travellers, preferring to arrive early for every journey. On average, Brits will arrive 12 minutes before their train departs.

Interestingly, when it comes to train travel in general, Londoners (10 per cent) are the most likely to 'wing' it and arrive just minutes before their train pulls away – consequently missing their train more often than most. On the flip side, those from Edinburgh prefer to be ahead of the game, with one in four (24 per cent) arriving at the station more than 20 minutes before their train leaves.



This research comes as the rail industry launches a new timetable for the East Coast Main Line this December – with thousands more services planned each year in the biggest change to the timetable in more than a decade. The new timetable will bring more trains, more seats and quicker journeys, offering customers the chance to embrace new routines.

Richard Judge, Head of Customer Experience at LNER, said: "At LNER, we know how much customers value their routines - from the time they travel to the seat they choose. But we also believe that change can be a positive thing to embrace. The new timetable, starting on 14th December, marks an exciting step forward, with more trains, more seats, and faster journeys along the East Coast route.

We're encouraging everyone to take a moment to check their train times and plan ahead. A small change in routine could lead to a smoother journey - and perhaps even a new favourite seat along the way."

LNER Launches WhatsApp Channel Broadcasting Travel Updates and Service Information

As part of LNER's ongoing commitment to keeping customers informed about their rail journey, the train operator has launched a WhatsApp Channel to broadcast service updates, travel information, and advice during planned and unplanned disruptions.

The channel, which will be kept up to date directly by members of the LNER Service Delivery Team, provides customers with the opportunity to check if anything could affect their rail journey before they set off while also being a source of information during a disruptive incident affecting the railway.

As notifications on WhatsApp Channels are turned off by default, LNER is encouraging customers to subscribe and then simply turn on notifications in the lead up to their journey. Customers then have the option to manage their notifications to avoid unnecessary communications afterwards. Notifications can be enabled by clicking on the bell icon in the top right-hand corner of the channel.

Zoe Belhomme, Communications Transformation Manager at LNER, said: "We know our customers book their tickets from a range of different platforms, and that can make getting the right service information to them tricky. One benefit of a WhatsApp Channel is that anyone with the link, regardless of where they booked their ticket, can subscribe and use the feed when they need it.

"Our research shows that customer confidence and satisfaction in rail increases significantly if they are more informed during their journey, even when they are disrupted. This channel is just one of the ways LNER is making sure customers have access to the right information so they can confidently make the right decisions for them ahead of travelling or if things don't go to plan."

Loram Rail

The 0Z35 10:13 Kidderminster S.V.R. to Northallerton Wensleydale Class 37 convoy is seen approaching Tamworth H.L. on October 7th formed of 37 418 leading 37 508, 37 264, 37 688 and 37 250. *Derek Elston*



Lumo

On October 27th, former EMR Class 222 005 passes Moore with a Barton under Needwood to Polmadie Lumo move. *Mark Enderby*



Network Rail

Class 66 119 and 66 169 top'n'tail the 3J01 10:23 Kings Norton On Track Plant Depot to Bedford St. Johns G.L. RHTT working through Northampton on October 6th. *Derek Elston*



Network Rail

Class 66 119 and 66 169, currently on hire to GBRf to operate on Rail Head Treatment Trains, operating from Kings Norton OT Plant and heading to Bletchley are seen at Stafford on October 16th. *Michael Lynam*



The NMT formed of power cars Nos. 43062 'John Armitt' and 43014 are seen at Church Brampton running as 1Q23 09:14 Stockport to Northampton on October 9th. *Derek Elston*

Class 56 078 and 56 090 are seen at Kempseye top'n'tail with 3C71 21:13 Coleham LMD - Coleham LMD on October 25th. *Keith Davies*







Network Rail

Class 67 027 and 67 023 pass Bayston Hill with 3S31 12:03 Swindon Transfer - Worcester T.C. on October 5th. *Keith Davies*

Network Rail

Colas Rail's Class 67 027 crosses Malvern Common at the rear of a RHTT working lead by 67 023 on October 26th. *Neil Pugh*

Class 56 094 is seen taking a single RHTT wagon from Carlisle to Coleham as it runs through Euxton on October 10th. *John Sloane*





Network Rail

On a dull October 17th, Class 56 090 and 56 302 run through platform 4 at Chester, working 3S71 21:13 Coleham to Coleham RHTT via the North Wales coast. *Barry Longson*



Class 70 806 top'n'tail with 70 809 pass through Horton in Ribblesdale on October 23rd working a Rail Head Treatment Train on a circuit from Carlisle. *Michael Lynam*





Network Rail

Class 56 078 and 56 090 working 3S71 Coleham - Coleham RHTT are seen at Crewe on October 25th. *Richard Hargreaves*

Class 56 078 and 56 090 pass Hadnall with 6C71 21:13 Coleham LMD - Coleham LMD on October 26th. *Keith Davies*

On October 21st, Class 67 023 and 56 049 pass through Lydney station with the 3S32 leaf buster heading for Cardiff. *David Lindsell*







Network Rail

Class 37 254 approaches Wressle on October 16th, with 37 099 on the rear, while working 3J51 the York coastal RHTT circuit. *Steve Chapman*



Rail Operations Group/Europhoenix

Class 37 884 ‘Cepheus’ runs light engine through Northampton as 0H72, the 12:10 Derby R.T.C.(Network Rail) to Wembley Loco Sidings P,Q,R. on October 14th. *Derek Elston*

Class 37 800 ‘Cassiopeia’ working 5Q77, the 09:11 Old Dalby to Bletchley T.M.D. heads through Northampton on October 24th. *Derek Elston*

Class 93 006 passes Charnock Richard on a move from Derby St. Andrews to Polmadie on October 11th. *John Sloane*







Rail Operations Group/Europhoenix

Rail Operations Group's Class 93 006 heads north light engine from St. Andrews Sidings Derby - Glasgow Polmadie Car M.D. past Beck Foot on October 11th. *Michael Lynam*

Class 37 501 'Teesside Steelmaster' with yet another Class 730 drag as 5Q77 10:42 Old Dalby to Bletchley T.M.D. heads through Northampton with 730 208 and 730 229 in tow on October 13th. *Derek Elston*

Class 37 407 'Blackpool Tower' growls it's way through Northampton on light engine move 0A07, the 10:36 Rectory Junction (Colwick Colas) to Wembley Loco Sidings P,Q,R. on October 22nd. *Derek Elston*







Rail Operations Group/Europhoenix

Class 37 800 working the 5Q87 Longsight to Eastleigh Arlington approaches Leamington Spa on October 31st. *Richard Hargreaves*



Class 93 004 leads 8Q70, the 08:03 Ely Mlf Papworth Sidings to Wolverton Centre Sidings delivering 175 116 and 175 102 for refurbishing on October 30th. *Derek Elston*



Class 93 002 and 93 006 returning their barrier vehicles as 5Q57, the 16:27 Wolverton Centre Sidings to Derby R.T.C. (Network Rail) after delivering a pair of Class 175 DMU's head through Northampton on October 9th.
Derek Elston



Rail Operations Group/Europhoenix

Class 37 884 with former West Midlands' EMU Class 323 221 pass Burton on Trent on October 29th working 5Q94 Derby Litchurch Lane - Long Marston. *Michael Lynam*

Class 93 006 and 93 002 top'n'tail Class 175 111 and 175 115 on transfer to Wolverton Works for refurbishment are seen at Church Brampton running as 7Q70, the 08:35 Ely Mlf Papworth Sidings to Wolverton Centre Sidings on October 9th. *Derek Elston*

Class 93 004 stands just short of Northampton station for a crew change with 8Q70, the 08:03 Ely Mlf Papworth Sidings to Wolverton Centre Sidings on October 30th. *Derek Elston*







TransPennine Express

On an overcast October 17th, Class 185 144 stands in Liverpool Lime St., ready to work the 12:19 to Cleethorpes. *Barry Longson*

Class 397 008 passes through Deansgate on October 22nd working a Glasgow - Manchester Airport service. *Michael Lynam*

Class 802 218 in 'Unity' livery departs Manchester Piccadilly working as 1Z46 from Stalybridge - Manchester Airport on October 22nd. *Michael Lynam*







TransPennine Express

Class 397 007 heads away at Bradley on September 27th whilst working a Liverpool to Glasgow service as a Class 66 approaches with a southbound freight. *John Sloane*



Class 397 009 whisks towards Charnock Richard on October 11th with a Glasgow to Liverpool service. *John Sloane*



Class 397 009 speeds through the rain at Coppull with a Liverpool to Glasgow service on October 3rd. *John Sloane*



TransPennine Express

Class 397 001 passes Beck Foot on October 11th working a Glasgow - Manchester Airport service.
Michael Lynam

Transport for Wales

A most welcome change from the relentless diet of Class 197s on the North Wales - Manchester Airport axis, on October 11th as Class 158 819 and 158 818 head south through Winwick on a Manchester - Rhyl service. Due to engineering works on the North Wales coast line, services were being terminated at and started from Rhyl. *Jeff Nicholls*

Class 153 531 and 153 303 working the 2J54 to Shrewsbury are seen at Crewe on October 18th. *Richard Hargreaves*

Class 67 008 with the 1W55 Cardiff to Manchester Piccadilly service departs Crewe on October 8th. *Richard Hargreaves*







Transport for Wales

On October 17th, converted to carry more bicycles and renumbered AT03 Class 153 531 and 153 303 stand at Crewe, ready to work the 11:19 to Shrewsbury. *Barry Longson*



Class 67 013 departs Crewe working a Manchester Piccadilly - Cardiff service on October 16th. *Michael Lynam*



Class 67 029 is seen departing Crewe on October 18th on the rear of 1W13 Swansea to Manchester Piccadilly service. *Richard Hargreaves*



Transport for Wales

On October 31st, the 06:27 Manchester Piccadilly to Cardiff hauled by Class 67 015 was terminated at Stockport with a severe wheel flat on the DVT at the rear, The set was left in platform 0 at Stockport where a wheel skate was fitted to the DVT until the early hours of November 3rd when it left for Crewe at 10 mph. *Lee Stanford*



Class 67 029 approaches Stockport working a Manchester Piccadilly - Cardiff service on October 22nd. *Michael Lynam*

Class 150 267 is seen stabled in platform 8 at Crewe on October 16th. *Michael Lynam*





Transport for Wales

Class 67 029 ‘Royal Diamond’ departs Crewe with the 16:30 Manchester to Cardiff Central on October 17th. *Barry Longson*

Class 67 010 pauses at Stockport on October 29th working the 14:30 Manchester Piccadilly to Cardiff service. *Lee Stanford*

Class 197 019 is seen stabled at Chester awaiting its next turn of duty on October 17th. *Barry Longson*







Transport for Wales

Class 67 029 is seen propelling the 10:53 Cardiff to Manchester Piccadilly away from the camera at Heaton Norris Junction on October 22nd.
Barry Longson



Class 158 839 and 158 838 working the 1I06 Chester - Birmingham International service are seen at Shrewsbury on October 25th.
Richard Hargreaves



On October 25th, Class 158 826 and 158 834 call at Telford Central working 1I04 Aberystwyth - Birmingham International service.
Richard Hargreaves



Transport for Wales

Class 197 036 departs Stockport on October 27th with the 12:30 Manchester Piccadilly to Cardiff Central service. *Barry Longson*



Class 67 020 passes Kempseye with 1W55 08:53 Cardiff Central - Manchester Piccadilly service on September 29th. *Keith Davies*



Class 197 007 hurries through Stafford as 3M03, the 14:00 Barton Under Needwood RSMD to Crewe South Yard on October 7th. *Derek Elston*



Transport for Wales

Class 67 010 passes Hadnall with 1V46 14:30 Manchester Piccadilly to Cardiff Central service on October 29th.
Keith Davies

Units: DMUs and EMUs

Northern's Class 195 107 has been vinyled in memory of Rob Burrows, the rugby player. Seen here at Winwick on an empty stock working from Chester to Manchester Victoria on October 11th passing a southbound Pendolino. *Jeff Nicholls*



London Northwestern's Class 350 377 and 350 127 pass Church Brampton with 1Y34 11:06 Birmingham New Street to London Euston service on October 9th. *Derek Elston*



LNW Class 350 249 and 350 368 pass Church Brampton on October 9th working 1Y32, the 10:36 Birmingham New Street to London Euston service. *Derek Elston*



Units: DMUs and EMUs

Merseyrail's Class 777 029 is seen at Chester ready to work the 13:57 back to Chester via Liverpool Central. *Barry Longson*



C2C's Class 357 036 runs into Rainham on October 11th with 2R50, the 17:37 London Fenchurch Street to Grays service. *Derek Elston*



West Midlands Trains' Class 196 103 crosses Malvern Common on a service from Hereford to Birmingham New Street on October 31st. *Neil Pugh*



Units: DMUs and EMUs

London Overground's Class 378 213 working the 5Q36 Wembley CS - Widnes Transport Tech heads out of Crewe on October 18th. *Richard Hargreaves*



London Northwestern's Class 730 209 rolls into Stafford working 1F56, the 12:34 Birmingham New Street to Liverpool Lime Street service on October 7th. *Derek Elston*



Now a common site at Stafford, LNW Class 730 211 working a Liverpool Lime Street - Birmingham New Street service, is seen passing 730 214 working a Birmingham - Liverpool service on October 16th. *Michael Lynam*



Units: DMUs and EMUs

SWR's Class 458 426 catches the autumn sunshine at Weybridge on October 9th. It is seen on the 11:33 service from Weybridge to London Waterloo via Hounslow. *John Goodrich*

Northern's Class 158 848 calls at Horton in Ribblesdale on October 23rd working a Leeds - Carlisle service. *Michael Lynam*

Northern's Class 331 109 passes Bradley on September 27th with a service from Blackpool to Liverpool. *John Sloane*







Units: DMUs and EMUs

Against the backdrop of a sunlit dark sky and autumn colours in the trees, SWR's Class 450 017 is seen stopping at Weybridge on October 9th with 15:42 London Waterloo - Basingstoke. It is being overtaken by 158 880 and 159 107 on the 15:50 London Waterloo - Salisbury service. *John Goodrich*

LNW Class 730 231 arrives into Stafford with 1F60, the 14:34 Birmingham New Street to Liverpool Lime Street service on October 7th. *Derek Elston*

Former GWR Class 769 549 and 769 535 have been undertaking test runs between Nuneaton & Stafford for use on Parcel/Light Freight operations by GBRf are seen at Stafford on October 16th. *Michael Lynam*







Units: DMUs and EMUs

South Western Railway's Class 450 021 passes Addlestone Moor, Chertsey, on October 9th with 11:22 London Waterloo - Weybridge service. Chertsey station footbridge can be seen about half a mile away in the background. *John Goodrich*



Homeward bound after a refresh finds London Overground's Class 378 222 passing Northampton ECS as 5Q72 10:04 Widnes Transport Tech to Willesden T.M.D. on October 6th. *Derek Elston*



London Overground's Class 710 123 is pictured at Romford on October 22nd working the Romford to Upminster shuttle. *Steve Chapman*



Units: DMUs and EMUs

South Western Railway's Class 701 020 recently entered service. It is seen taking the Chertsey line at Virginia Water on October 9th with 13:52 London Waterloo - Weybridge service. *John Goodrich*

Class 701 021 arrives at Clapham Junction with a service to London Waterloo on October 23rd, the Class 701s finally entering service now. *Steve Chapman*

The substantial station building at Chertsey forms a backdrop to South Western Railway's Class 458 428 departing with 12:52 London Waterloo - Weybridge via Hounslow on October 9th. *John Goodrich*







Units: DMUs and EMUs

Elizabeth line's Class 345 021 calls at Hanwell on September 25th whilst working a service to Shenfield. *John Sloane*

Thameslink's Class 700 042 arrives at Faringdon with a Luton to Rainham service on September 25th. *John Sloane*

Northern Bi-mode Class 769 450 slows to call at Parbold with a service from Southport to Manchester Oxford Road on October 28th. *John Sloane*







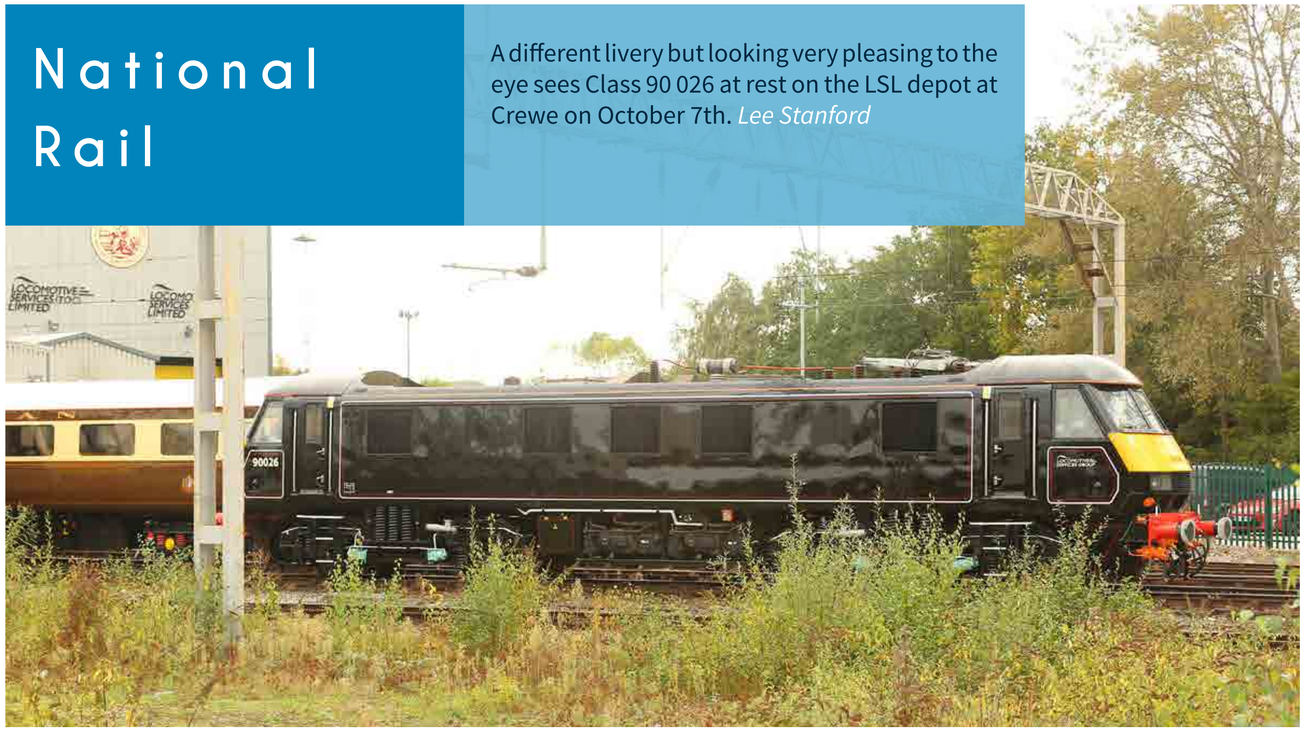
Scotrail

Class 156 507 passes Coppull on October 30th as it returns home to Corkerhill following attention at Wolverton. *John Sloane*

Midland Metro

On October 8th, tram No. 52 heads along Corporation Street, Birmingham with a service to Wolverhampton.
Richard Hargreaves

National Rail



A different livery but looking very pleasing to the eye sees Class 90 026 at rest on the LSL depot at Crewe on October 7th. *Lee Stanford*

Greater Anglia enters public ownership as a high performing operator

Greater Anglia has entered public ownership in good shape as one of the UK's best performing train operators. The transition took place at 02:00 on October 12th. The move marks the conclusion of a highly successful chapter under Transport UK's stewardship — one defined by a complete transformation of the railway to the benefit of customers and communities right across its network. Punctuality and reliability have hit historic highs, with Greater Anglia the most punctual operator in the UK for more than two and a half years, since April 2023. Under Transport UK leadership, it has become a multi-award-winning railway, securing Passenger Operator of the Year at the National Rail Awards three times in four years. This year, Greater Anglia also swept the board at the other main rail industry awards, receiving the equivalent "Operator of the Year" awards at the National Transport Awards, Rail Business Awards and Spotlight Rail Awards as well. In 2024, it was also the only privately run operator to generate income for the Treasury.

Behind this success was a very effective combination of an excellent team at Greater Anglia, fully supported by Transport UK's experienced leadership and operational teams. A consistent focus on performance, customer service, communities and innovation has driven measurable improvements across every aspect of service delivery including:

High quality new trains, on every service, offering more seats, air conditioning, wifi, plug points and USB points, with the transition to all services being operated by new trains completed in April 2023.

Punctuality improved from 16th nationally in 2012 to 1st from 2023 onwards, and now at 94% (ahead of the 93% target set in 2016, which was achieved ahead of schedule in 2021).

Timetable improvements, including more frequent services on many routes, a new direct Norwich to Stansted Airport service and Norwich–London journey times cut by an average of 6–7 minutes.

Level boarding available at most stations served by the new Stadler-built trains, improving accessibility for wheelchair users, parents, cyclists and travellers with heavy luggage.

Station facilities and integrated transport links enhanced across the network, with expansion of GA's highly successful station adoption scheme and biodiversity supported through the Wildlife Friendly Stations Accreditation Scheme.

These improvements have also led to an increase in customer satisfaction, a 60% reduction in complaints and increased revenue.

Fares Advice with RailUK

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

Ticket office staff insisting on behaving like a website/app

Q: I drove to Greenhithe station last Sunday, parked in the '20 minutes only' bay and popped into the ticket office to buy a Super off-peak return for a journey down to the south coast, leaving on Tuesday and returning on the Wednesday and Thursday.

I specified the ticket I wanted and explained that I was aware of, and would comply with, the time restrictions.

"What time are you leaving on Tuesday?"

"I don't know"

"Well, I can't sell it to you, then. I have to check the times to make sure the ticket is valid for your travel times"

So I humoured him and made up an itinerary that would be valid, but his journey planner kept freezing and he ended up keeping me there about 15 minutes. At various points I queried with him whether it was really necessary to generate an itinerary for a flexible ticket, at which he became quite upset and denied that super off-peak tickets are flexible. He also said it's essential to have an itinerary to travel on SWR. Towards the end of the process I was on the point of having to walk away without the ticket I had gone in for, to avoid a parking fine.

We got there in the end, but I was just interested in the perspective of those forum members who have knowledge of ticket office practices, procedures and training?

I had always thought one of the advantages of ticket offices is you can either say where you're going and when and let them work out what ticket you need, or you can specify what ticket you want and they will sell it to you, drawing to your attention any restrictions applicable to that ticket and checking you're okay with those before they take payment?

A: I wonder if they've been instructed to use journey planning mode. However, the claim that SWR requires an itinerary is entirely bogus, but not particularly surprising.

The last time I got a Super Off Peak Return for travel on SWR, I was issued one for a journey which actually required an Off Peak Return. I tried asking for an Off Peak Return, but the ticket clerk insisted that I say when I was travelling, and incorrectly concluded that the Super Off Peak was valid. I wasn't asked to pay the excess, so I am not complaining, but it is indicative of the lack of knowledge at many ticket offices.

The rail industry in general (perhaps not all TOCs) is moving in the direction of requiring journey planning, at least for the outward portion, and this means that some ticket offices will insist on asking for the time of travel before they will sell a ticket, rather than just selling the ticket you ask for on a no-quibble basis.

At my local station (SWR), one of the three regular clerks insists on asking me for departure and return times, even when I've asked for a flexible ticket valid via both alternative routes (and been clear about exactly which ticket I want). He has even made and printed unwanted reservations based on just one of the options and times, which I ignored. Strangely the other two regulars just sell me the ticket I've asked for without the inquisition.

Under impartial retailing rules if you specifically ask for a ticket by name it should be sold without quibble, with restrictions advised. There is no need to generate an itinerary. It does sound like SWR staff are being instructed to use journey planning mode and generate an itinerary with everything, which can be freely discarded by the cognisant passenger, wasting everyone's time.

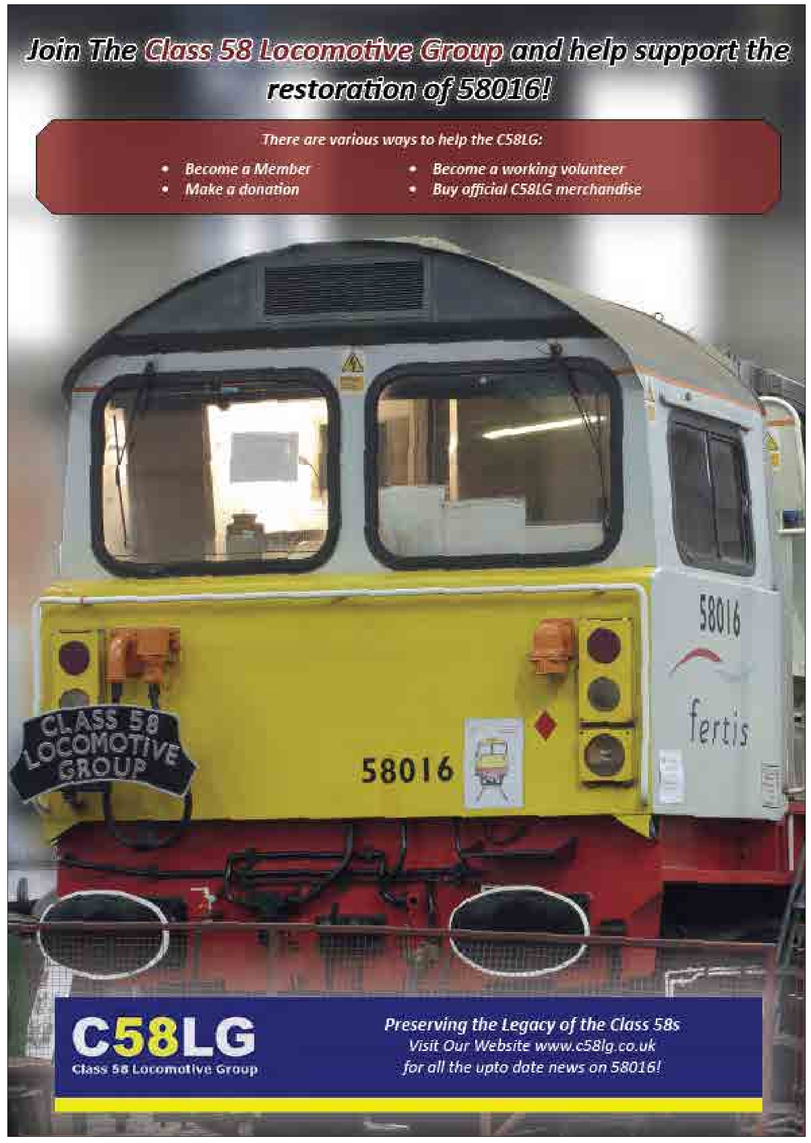
Ticket Advice for All

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

National Rail

Network Rail's 6U42 Cardiff Canton Taff Vale Sidings - Eastleigh East Yard is seen at Swindon on October 13th. *Ken Mumford*





First New Station on the Great Eastern Main Line in Over a Century Opens to Passengers

The state-of-the-art facility, operated by Greater Anglia, marks a major transport milestone for Chelmsford and the wider East of England. Opening ahead of schedule, within the 200th year of the modern railway, the £175 million station will be served by a regular and reliable Greater Anglia train service. It offers passengers up to four trains per hour during peak times and two trains per hour during the off-peak, as well as a direct route to London Liverpool Street in 40 minutes and Colchester in 25 minutes. The brand-new station on the Great Eastern Main Line (GEML) welcomed its first service on October 26th, with the 07:20 Greater Anglia departure for London Liverpool Street. The station was officially opened the following day by the Rail Minister, Lord Hendy and the Rt. Hon Sir James Cleverly MP, local MP for Braintree, who unveiled a commemorative plaque marking the occasion. The station features 8 ticket machines, step-free access throughout, and 3 platforms with a bi-directional central loop line, allowing stopping services to call while fast trains pass unimpeded.

Beaulieu Park offers 500 free covered bike spaces, additional paid secure bike storage, and 2 car parks with parking for over 700 vehicles. Local residents can access the station via a new bus interchange, as well as upgraded cycling and walking routes to/from surrounding areas. Conveniently located adjacent to the A12, the station is expected to serve residents of nearby housing developments and other local communities, helping to reduce congestion on city roads and at the existing Chelmsford rail station. A dedicated team of 20 Greater Anglia colleagues will provide customer service, assistance, and travel advice, to passengers across the station, from the first train to the last each day.

The project received £141 million from the Government's Housing and Infrastructure Fund and an additional £34 million from local partners, including Homes England, Essex County Council, Chelmsford City Council, the South East Local Enterprise Partnership, and housing developers Countryside (part of Vistry Group) and L&Q. Construction, led by Network Rail's principal contractor Murphy, began in March 2023. Opening ahead of schedule, the new station will support up to 2,500 new jobs, enable the delivery of 10,000 new homes, and provide faster train services for thousands of passengers across the region.

Rail Minister, Lord Peter Hendy, said: "With over £140 million of Government investment, the opening of Beaulieu Park station marks a major milestone for the East of England – delivering faster, more reliable journeys, strengthening local communities, and supporting thousands of jobs."Under the trusted services of publicly-owned Greater Anglia, we're delivering on our Plan for Change by building a simpler, more modern rail network that Britain needs and deserves."

National Rail



An immaculate Class 20 302 and 20 311 pass through platform 1 at Stockport running light from Guide Bridge to Worksop on October 6th. *Lee Stanford*

Loco Fleet List Ten

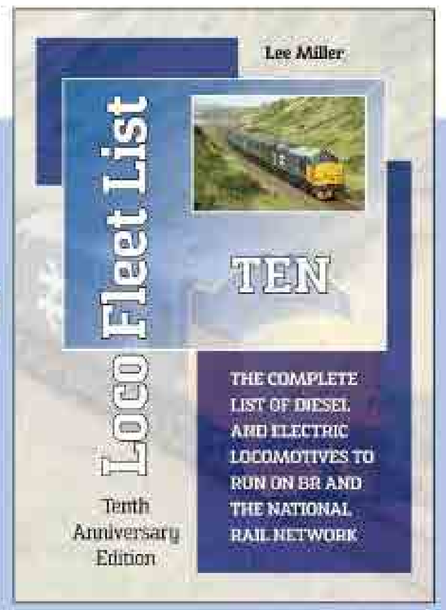
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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





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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

Name of new railway training centre is revealed after public vote



Network Rail is delighted to announce that Doncaster's new railway training centre will be named The Gresley Institute – following a public vote, held in partnership with City of Doncaster Council, which attracted over 3,500 responses.

The three-storey building on Carolina Way near Lakeside is being brought back into use by Network Rail. Formerly home to the National College for High Speed Rail, the building has been transformed into a modern centre for operational training, education and development.

The first training delegates began their learning on October 6th – and the centre will eventually train up to 1,000 rail industry colleagues each year.

There are 21 classrooms across two floors, with equipment such as signalling simulators – both traditional lever-pull models and modern systems with visual display units.

With strong links to existing educational provision and a focus on STEM learning (science, technology, engineering and maths), the centre will support training for Network Rail and the wider rail industry. The Gresley Institute name honours Sir Nigel Gresley, the visionary chief mechanical engineer who designed both the Mallard and Flying Scotsman locomotives at Doncaster Works, revolutionising steam locomotive design. It was a clear winner with 57% of the vote in our naming campaign*.

Sarah Newman, Network Rail business change manager, said: "We're thrilled to see the transformation of the Doncaster site now complete, and just as excited that the public has chosen a name that reflects the city's proud railway legacy. It has been wonderful to have thousands of people taking part in the vote. The Gresley Institute will become a cornerstone for training the next generation of rail industry professionals, and we're proud to have worked with City of Doncaster Council and the wider rail industry to bring it back into use."

Mayor of Doncaster, Ros Jones, said: "It is truly fantastic to see this site that was established to support training in the rail industry continuing in that dedicated purpose. Doncaster has a long and noble history of rail and an even brighter one with this facility and the range of expertise in rail companies that call Doncaster home. Doncaster is the newest city in the north of England and has so many opportunities being developed to boost our economy, grow our industry specialisms and create a jobs, training and ambition."

Philip Benham, chairman of the Gresley Society Trust, said: "We are delighted to see such a clear result from the naming campaign in favour of The Gresley Institute. Sir Nigel Gresley lived in Doncaster for many years, and his greatest engineering achievements were created here – including in his streamlined trains of the 1930s, Britain's first high speed trains. Development and innovation were at the heart of Sir Nigel's designs, so it is entirely appropriate that his name should be associated with the Institute where the rail industry's future professionals will learn their skills. Next year will see the 150th anniversary of Sir Nigel Gresley's birth, so this naming is especially timely."

The winning name was revealed at a ceremony held with rail industry and South Yorkshire dignitaries on Friday October 31st.

National Rail

£3.6m investment project at Filey station is completed

Filey station has welcomed visitors to the seaside town for nearly 180 years – and will continue to do so for generations to come after its £3.6 million upgrade. Network Rail has worked with partners on the refurbishment of the grade II*-listed building, which opened in 1846.

The project has included repairs to the lantern roof – including extensive glazing and tile work and adding safe walkways for easier maintenance.

There have also been improvements to the café, toilets, drainage, and in the train shed – including two ornate cast iron windows.

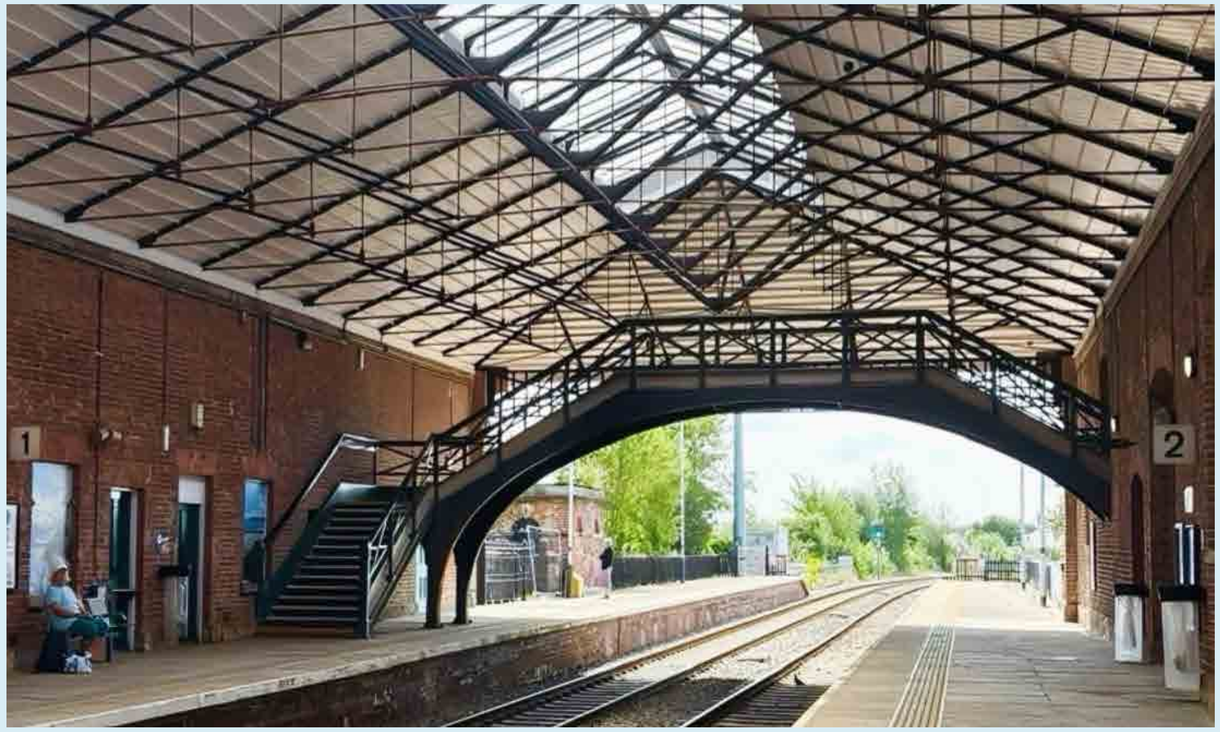
Jake Walton, Network Rail senior asset engineer, said: "Seaside stations like Filey hold a special place in the hearts of people from much further afield than their towns – being closely linked to generations of memories of days out.

"We're delighted to have completed a wide-ranging suite of improvements here at Filey which protect the building as a piece of railway heritage while making the station fit for modern passenger use, and for generations to come."

David Skaith, Mayor of York and North Yorkshire, said: "It's great to see a building with such heritage be looked after to make sure that families and friends can come together on our beautiful coastline for another 180 years. Being able to access the coast by train is important for our local economy, environment and the health of our communities."

Kerry Peters, director of stations at Northern, said: "Filey station has been part of so many people's seaside memories, and it's wonderful to see it looking its best again. This investment not only preserves a much-loved part of the town's heritage but also makes sure it continues to welcome local people and visitors alike for many years to come."

Tim Hedley-Jones, Railway Heritage Trust executive director, said: "Filey station was built in 1846 by renowned North-Eastern railway architect GT Andrews. It retains its original character as a railway station from the first half of the 19th century. We are pleased to have supported Network Rail in their restoration works at the station which, in 2025, is still fulfilling the role for which it was built."



The Railway Heritage Trust backed the project with contributions totalling £53,000 for restoration of the train shed windows and roofs of the ancillary buildings.

Network Rail and the Swanage Railway sign collaborative agreement

A signing ceremony and first meeting were held at Corfe Castle on Friday October 24th, marking a new era of collaboration between Network Rail's Wessex Route and the Swanage Railway.

The landmark agreement will strengthen ties between the two organisations, enabling closer cooperation and mutual benefit. Under the new arrangement, the Swanage Railway will receive donations of redundant railway assets from Network Rail's Wessex Route, including materials such as rail and sleepers that are no longer required on the mainline network. These materials, which would otherwise be recycled elsewhere, will instead be re-used on the heritage line, giving them a new lease of life. With heritage railways such as the Swanage Railway operating passenger services at slower speeds, these materials can be safely and sustainably re-purposed, helping ensure the continued operation and preservation of the line for future generations.

The agreement also provides opportunities for hands-on training and skills development. Network Rail will use the Swanage Railway's facilities to deliver practical coaching for employees and apprentices, focusing on maintenance, inspection, and fault-finding across a range of railway assets. In return, the Swanage Railway will benefit from Network Rail's in-kind expertise and volunteer support, as staff are encouraged to use their volunteering leave to assist with maintenance and operations on the heritage railway. The agreement also commits both organisations to regular meetings to deepen their partnership, align activities, and explore new opportunities for collaboration, including the potential for trialling new railway technologies on the Swanage Railway.

Mark Goodall, Network Rail's Wessex route director, said: "Wherever we can, we will work with heritage railways across our network to forge a new partnership so that materials that would otherwise be recycled elsewhere to be re-used can find a new purpose. In turn, the Swanage Railway also has some excellent facilities which, because they are separate from the mainline network, provide the perfect opportunity for our colleagues to contribute to the local community. Working together through this 'Route Agreement' provides a clear framework and we are excited about the possibilities it brings, not only to Network Rail and the Swanage Railway, but wider society and what better time to do it than in 2025, the bicentenary of the railway."

Swanage Railway Trust trustee Frank Roberts said: "It has been a real pleasure to work with our Network Rail colleagues over the past months and I am very grateful for the guidance received from them. A decade ago, I led the project to reconnect the track from Swanage with the South West Main Line at Wareham which was successfully achieved and the signing of this Framework Agreement with Network Rail will help us strengthen our working arrangements. It is almost 50 years since volunteers started the restoration of the Swanage branch line. We have recently delivered an internal Governance Review which will streamline the Swanage Railway organisation just as Network Rail moves forward towards the new Great British Railways. The signing of this Agreement Framework is indeed a milestone in history and will provide both organisations with a good foundation on which to build for the future," added Frank who has been a dedicated Swanage Railway volunteer for more than 40 years."

National Rail

Network Rail MPV Nos. DR92932 and DR98982 runs past Heaton Norris on October 22nd, working 3S50 05:32 Wigan LIP to Collyhurst Street railhead treatment train. *Barry Longson*



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Scotland's Railway invests £7.7m in new technology to tackle leaves on the track



Scotland's Railway is investing £7.7m to upgrade the braking systems on more than 70 ScotRail trains, aiming to improve safety and performance during the challenging autumn season.

Leaves on the tracks is the railway's equivalent of black ice on the road. It creates a thin, slippery layer that can make it harder for trains to accelerate and brake, leading to longer journey times and, occasionally, service disruption. To help tackle this, a system to improve adhesion, known as Double Variable Rate Sanding (DVRS), is being fitted to ScotRail's Class 170 fleet, with Single Variable Rate Sanding (SVRS) on its Class 158 fleet.

Each system automatically adjusts the amount of sand applied between the wheels and the rail according to the train's speed, improving grip and reducing stopping distances in slippery conditions. DVRS was successfully trialled on a Class 170 near Inverness in July, then again in Edinburgh earlier this month in a direct comparison trial between a DVRS fitted Class 170 and a non-DVRS fitted Class 170. The trial showed measurable improvements in braking performance under low-adhesion conditions, which will help trains run more smoothly and on time through the autumn and winter months, helping give customers greater confidence in the reliability of their journey.

Kristian Peacock, interim head of performance at Network Rail Scotland said: "This trial is a great example of what we can achieve by working together across the rail industry to solve joint problems.

During autumn, there are unique challenges for performance and we always like to try new things to reduce the impact on train services. The data so far from our DVRS system is really encouraging. It's a simple solution that should make a real difference. We are excited to see what the future of managing seasonal issues like leaf fall will look like, and I'm confident that DVRS tech will play a part in that."

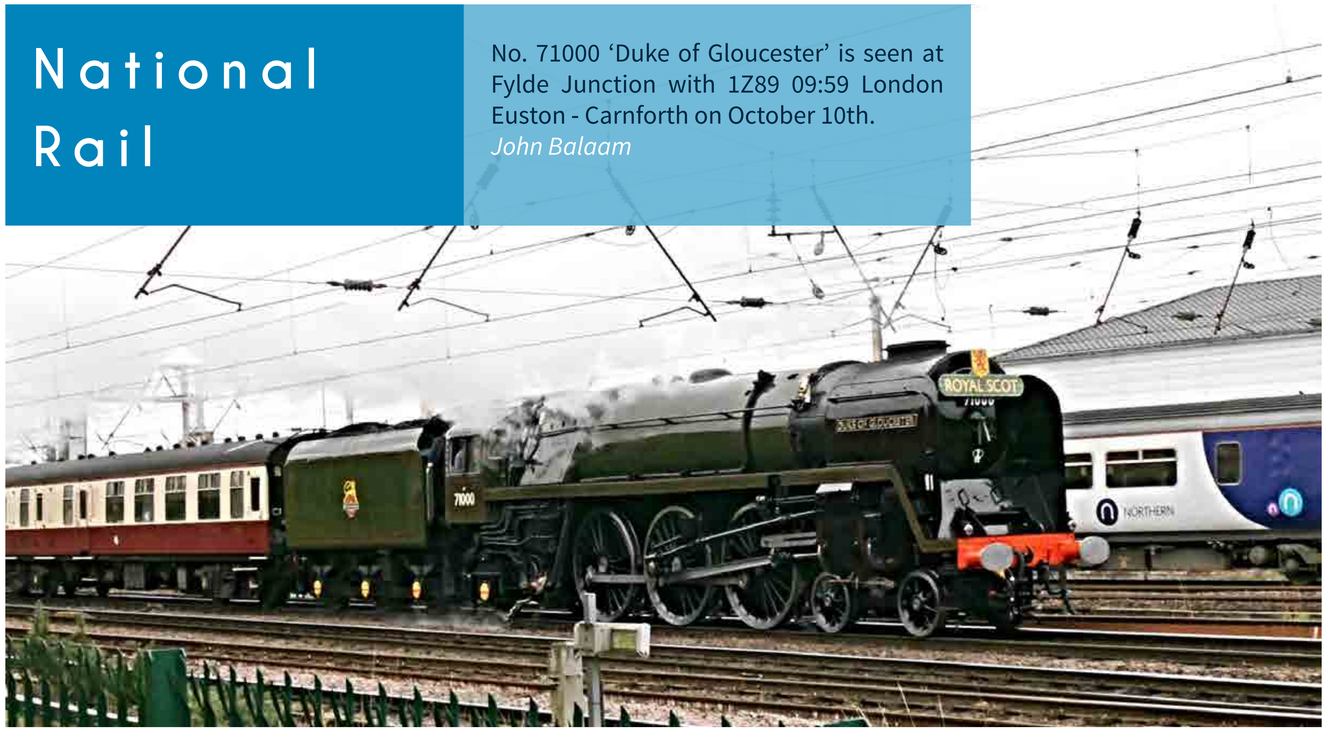
Installation work is now underway, with 12 Class 170s and one Class 158 ready for this Autumn. ScotRail will monitor the effectiveness of the technology.

A full rollout of the new DVRS system on all 34 Class 170 and SRVS system on 40 Class 158 trains is expected to complete by summer 2026.

Mark Ilderton, ScotRail Service Delivery Director, said: "Slippery rails are one of the biggest challenges we face every autumn, and we know how frustrating it can be when leaf fall causes delays or cancellations. By investing in this new technology, we're helping our trains perform better in tough conditions which will improve safety, reduce the risk of disruption, and deliver more reliable journeys for our customers. It's another example of innovation making a real difference for customers, and how working together across Scotland's Railway continues to deliver improvements."

The investment is supported by the Scotland's Railway Joint Innovation Fund, which promotes safer, more reliable, and more efficient services through cross-industry collaboration. It follows extensive research led by the Rail Safety and Standards Board (RSSB), with successful tests on several types of train across Britain's rail network.

National Rail



No. 71000 ‘Duke of Gloucester’ is seen at Fylde Junction with 1Z89 09:59 London Euston - Carnforth on October 10th. *John Balaam*



With the setting sun still highlighting the tops of the Cairngorm mountains Class 66 719 approaches the Strathspey Railway platform at Aviemore with the Rail 200 ‘Inspiration’ train. *Lee Stanford*

Ravensthorpe station to be closed as new station is constructed

From December 14th until summer 2028, Ravensthorpe station will close as the Transpennine Route Upgrade (TRU) build a new, modernised station 200m west of the current site. Rail replacement bus services between Ravensthorpe and Dewsbury stations will be in operation throughout the closure to keep customers on the move.

The newly-built Ravensthorpe station will have step free-access and a footbridge with lifts, and a new forecourt area with improved drop-off facilities. The construction of a longer island platform will accommodate longer trains with more seats for passengers.

This is part of TRU’s wider work in the area, which will see a new four-track railway installed through the footprint of both the existing station site and new location. This sequencing means the new station cannot be built until the tracks are laid, including the construction of the new Baker Viaduct – both of which will enable faster trains to overtake slower ones, reducing journey times across the North. Overhead line equipment (OLE) that will power electric trains will also be installed.

Work is well underway in the area, known as Ravensthorpe triangle, and is currently one of the biggest civil-engineering sites in the country. Notable work so far includes the installation of concrete beams to form the new Calder Road bridge, the installation of piers for the new Baker Viaduct, and utility diversions on Thornhill Road as part of road and track realignment work.

Andrew Campbell, TRU sponsor, said:“The closure of Ravensthorpe station marks the beginning of a pivotal phase for TRU and perhaps one of the most significant projects within the programme – the scale of work being undertaken in Ravensthorpe serves as a great indicator of the upgrades that will be delivered here.

“The four-tracking over a brand-new viaduct and through a modernised station means customers will benefit from faster, more reliable journeys across the Pennines with greater capacity.

“We’d like to thank the community for their understanding as we deliver these major upgrades.”

Andrew Allwright, TRU Programme Delivery Lead for Northern, said: “The work to upgrade Ravensthorpe railway station will support the efforts that the Transpennine Route Upgrade is doing to deliver a fully accessible railway that is fit for the 21st century. “When Ravensthorpe station closes, from December 14th until the May timetable change in 2026, Northern will be running a rail replacement service between Ravensthorpe and Dewsbury, connecting to services for a number of destinations, to ensure our customers can continue to travel with as little impact to their journeys as possible.

“We recognise that the work taking place will lead to extended journey times for customers travelling from Ravensthorpe and thank them for their continued patience.”



Barrow Hill Rail 200

The only operational Class 58 023 was just one of many visitors to the Barrow Hill Rail 200 event on October 10th. A view of the yard at Barrow Hill sees examples of Classes 50, 66 and 70 to the fore with steam, diesel, electric and bi mode meeting, including former East Coast racehorses with No. 55 009 'Alycidon' operating the Springwell branch shuttle passing classmate 'Tulyar'. *Lee Stanford*











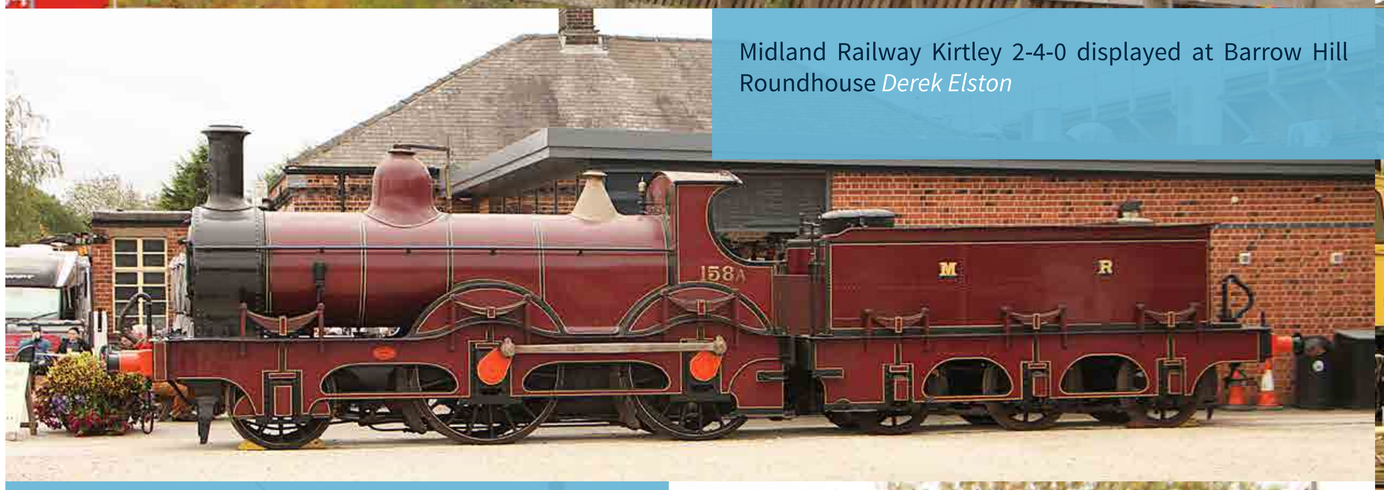
Barrow Hill Rail 200

Stored shunters, Class 09 002, 08 571, 08 824 and Breedon No. 6. *Derek Elston*



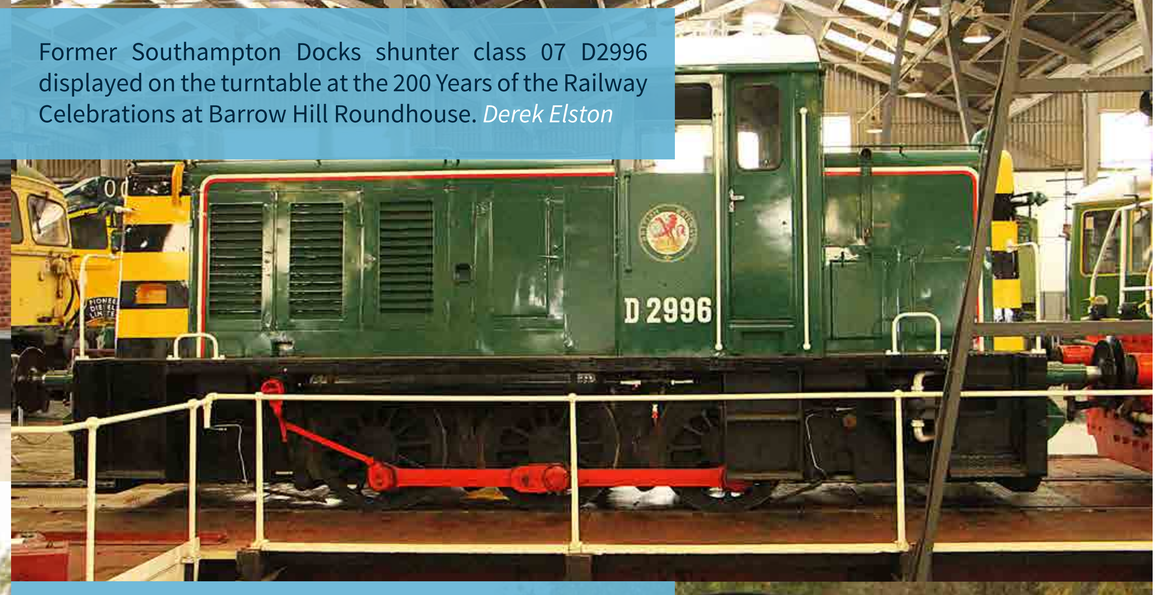
The classic lines of D9015 ‘Tulyar’ ar Barrow Hill during the 200 Years of the Railways event. *Derek Elston*





Midland Railway Kirtley 2-4-0 displayed at Barrow Hill Roundhouse *Derek Elston*

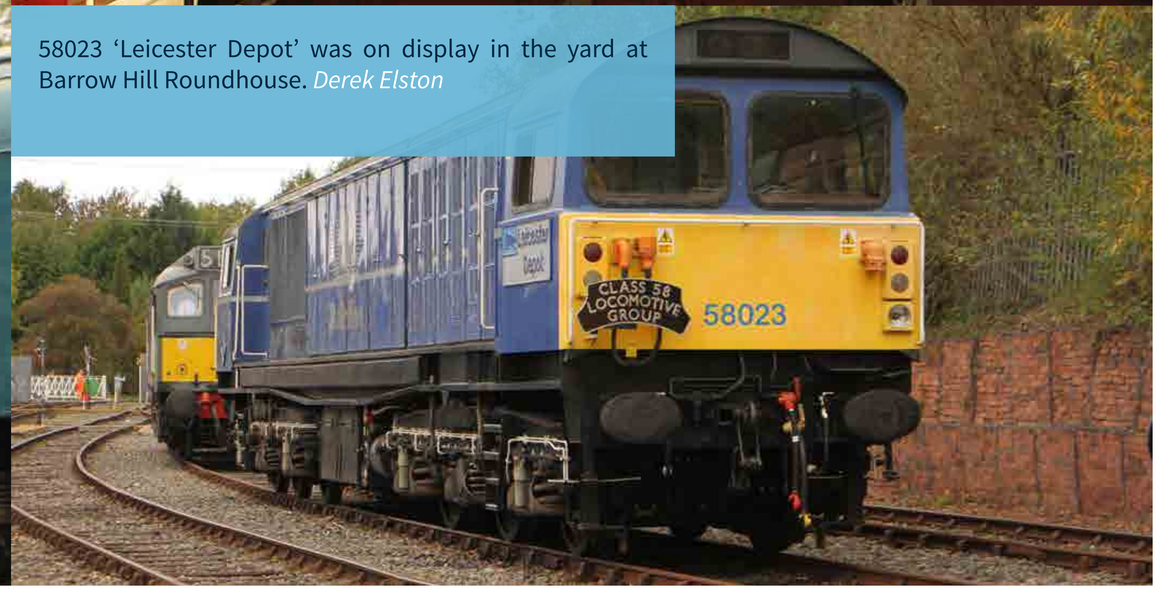
Former Southampton Docks shunter class 07 D2996 displayed on the turntable at the 200 Years of the Railway Celebrations at Barrow Hill Roundhouse. *Derek Elston*



GBRf newbie Class 99 002 is seen displayed in the yard at Barrow Hill Roundhouse during the 200 Years of the Railway Celebrations. *Derek Elston*



58023 ‘Leicester Depot’ was on display in the yard at Barrow Hill Roundhouse. *Derek Elston*



Barrow Hill Rail 200

Class 37423 and 55009 are seen at Barrow Hill Roundhouse during the 200 Years of the Railway Celebrations. *Derek Elston*





Class 33 019 is undergoing restoration in the DPS shed at Barrow Hill. *Derek Elston*



Class 93 002 was displayed in the yard at Barrow Hill Roundhouse during the 200 Years of the Railway Celebrations. *Derek Elston*

Class 25 No. D7659 waits to be released for a turn on the shuttle service at Barrow Hill Roundhouse during the 200 Years of the Railway Celebrations. *Derek Elston*



DCR's Class 56 045 and 56 103 on displayed in the yard at Barrow Hill Roundhouse during the 200 Years of the Railway Celebrations. *Derek Elston*



West Coast Carnforth

Former Fragonset Class 47 355 and Advensa Freight's Class 57 005 are just a couple of the many locos seen in the yard at Carnforth Steamtown on October 1st. *John Sloane*









National Rail

Class 90 002 working 1Z89 Keighley - London Euston, the LSL 'Chairman's Train' speeds through Atherstone on October 13th. *John Alsop*



MPV Nos. DR98953/DR98903 pass through Euxton on their way back to Springs Branch with an RHTT working on October 10th. *John Sloane*



Major boost for Oxford as Cowley rail line to reopen for passengers after more than 60 years



Oxford is set to benefit as the Cowley Branch Line is brought back into use for passenger trains, connecting Cowley and Littlemore with the rail network for the first time since 1963 to offer faster, greener travel options for thousands of residents and workers across the city.

Network Rail's Western route managing director Marcus Jones was joined on October 23rd by James Murray MP, Chief Secretary to HM Treasury, and Lord Hendy, Minister of State for Rail, to announce funding for the much-anticipated return of passenger trains to the Cowley Branch Line.

When services resume, journeys from Cowley to Oxford station will take just nine minutes, opening up direct access to London, the south west and beyond. Two brand-new stations at Oxford Cowley and Oxford Littlemore will put employers at Oxford Science Park and Oxford Business Park directly on the rail map.

The line, which currently operates for freight, will undergo a range of upgrades to prepare it for passenger use. These include significant improvements to the single-track section, enhancements to the wider network south of Oxford and modernisation of existing level crossings.

The Full Business Case, which was completed in July 2025, determined that the branch line could be reopened in 2029, pending commencement of the detailed design in early 2026. Network Rail is working closely with the DfT and funding partners to recommence development work and confirm key project milestones.

Marcus Jones, Network Rail's Western route managing director, said: "The reopening of the Cowley Branch Line to passenger services for the first time in more than 60 years is fantastic news for residents, rail passengers and businesses across Oxford.

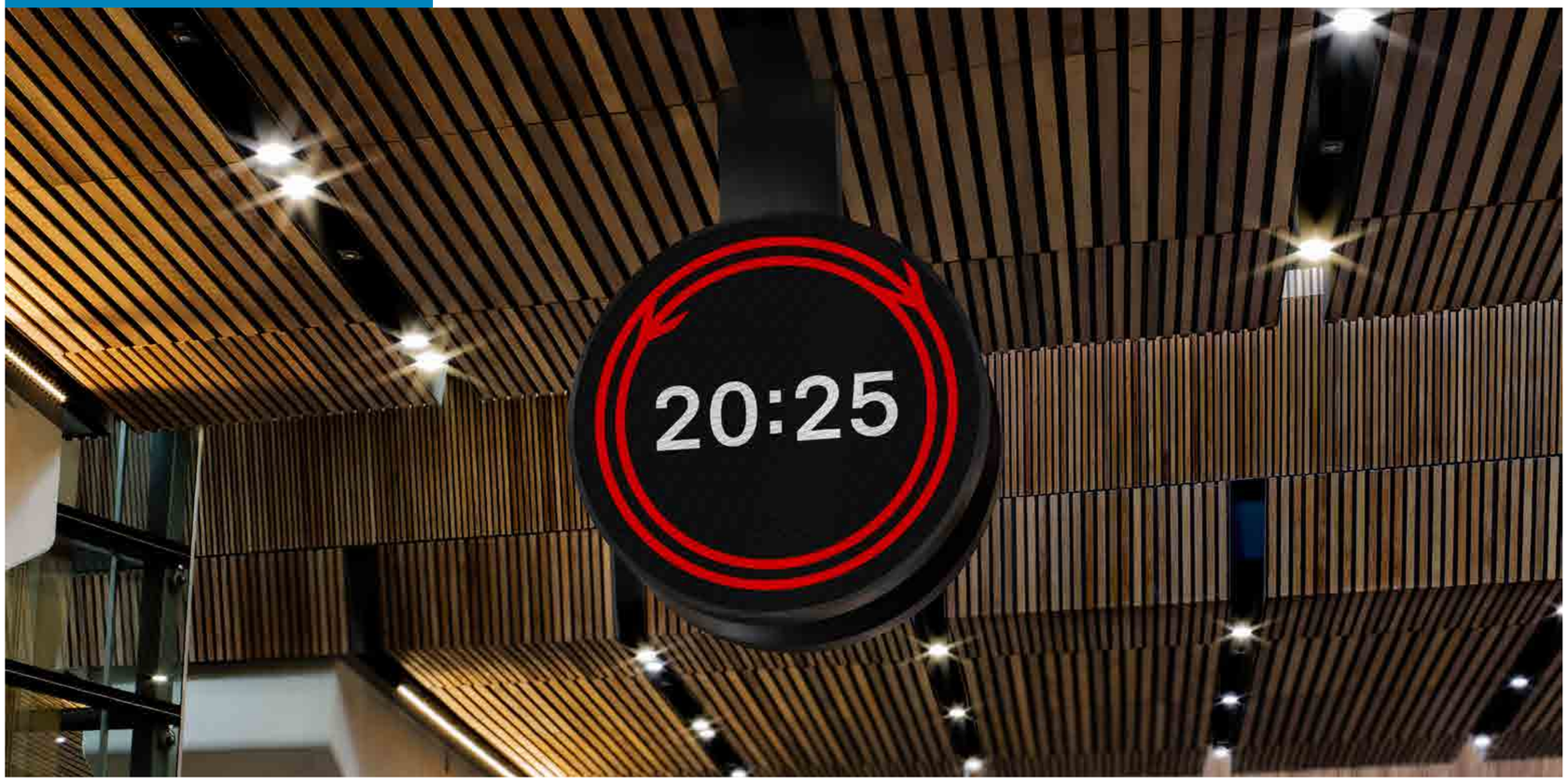
"Alongside East-West Rail, which will link Oxford and Cambridge, and our wider plans to transform the city's railway station, it's a very exciting time for transport in Oxford and we're looking forward to delivering these benefits alongside our partners."

Operator Chiltern Railways supported with a charter service for stakeholders on the branch line.

The Department for Transport will appoint an operator and confirm the route for Cowley services in due course.

National Rail

New railway timepiece marks new beginning for Britain's railway and celebrates 200 years of trains



Network Rail and partners across the Government and railway industry have marked the launch of the railway's first national clock design for over 50 years*, at London Bridge station.

The London timepiece by WPP brand design agency Design Bridge and Partners was the winning entry in an international design competition run in a partnership between Network Rail and the Royal Institute of British Architects and the Design Museum. Selected out of more than 100 entrants, Design Bridge and Partners' winning piece was chosen as it works as a physical and digital timepiece, while reflecting the design and brand history of the railway and most importantly, make it easy to know what time it is in a busy railway station. The railway clock has been designed to provide an easy to read and accessible clock that passengers can read on the move, as well as providing a place to meet and help navigate busy stations.

Now created as a huge 1.8m physical clock at London Bridge, the rail clock will also appear in digital form on departure boards across the network, and was launched across several other Network Rail-managed stations, including London Waterloo, London Victoria and London Charing Cross station.

Rail Minister Lord Peter Hendy, said: "British ingenuity and passion are the foundations of the railway, from the very first passenger service 200 years ago to the millions of rail journeys now taken every day. This clock represents a bridge between the historic past and a new future for our railways. As part of our Plan for Change, this Government will create an integrated railway network that's more reliable, consistent, efficient and accountable, thus delivering growth, jobs and homes. Good design, like this brilliant, clever timepiece, is a fundamental part of achieving this."

Anthony Dewar, Network Rail, commented: "Two hundred years after the first railway opened in Britain, we're about to embark on a new journey as a railway, putting passengers first. Part of that journey will be giving everyone the same positive experience across all parts of the network, and design is central to that. A clock is the first thing people look for when they arrive at a station. The railway is driven by time, being 'on time' is our promise to passengers, and clocks have always provided landmarks for people to meet at and use to navigate their way around stations. This design provides a proud and eye-catching centrepiece and acts as a brilliant reminder of the new journey we're about to undertake together."

Mark Wood, Creative Partner, Design Bridge and Partners, said: "We are incredibly proud to have won the 'Timepiece for the Railway' competition. Our partnership with Network Rail, RIBA and the Design Museum has been highly collaborative, and seeing Rail Clock come to life is immensely rewarding. Our ambition was to create a new icon of British design that creates lasting impact, and we hope Rail Clock becomes the face of time across the railway for many years to come."

Rail Clock was created with advice from accessibility experts, using easy-to-read numbers in a slightly amended version of the railway's own typeface, Rail Alphabet 2. The famous railway double arrow logo splits and travels round the rim of the clock every 60 seconds, giving a calm centrepiece to bustling stations. Margaret Calvert, designer of Rail Alphabet, and Gerry Barney, creator of the double arrow logo, were consulted in the clock's creation.

Chris Williamson, RIBA President, said: "We were thrilled to partner with Network Rail and The Design Museum on this exciting initiative. Architecture competitions are vital for driving innovation, new approaches to design and showcasing the vast talent within our industry and we look forward to seeing the winning entry come to life and become a central piece to our railways."

Rail Clock can also be adapted for use in any digital format, from phones to smart watches. Developed in partnership with professional services company Cognizant, the clock will be made available to the public as a watchface via the Android app stores in the coming months.

Margaret Calvert, Competition Judge, said: "We were looking for something exceptional. And the outcome is an accessible piece of design that's made for everyone who uses the railway."

Gerry Barney, Creator of The Double Arrow, said: "In 1965, It was wonderful to win the competition to design the symbol of our railway: "The Double Arrow". Now in 2025, I'm thrilled to see the winning entry that continues to celebrate it in a new timepiece for future generations of rail passengers to enjoy – What Design Bridge and Partners have created is really magic."
London Bridge station is the perfect location to launch the physical clock as it was home to the second electrically-controlled railway clock in the world, installed in 1852, linked to a master clock at the Royal Observatory in Greenwich. The 1.8m diameter physical clock unveiled today at London Bridge is the station's first major timepiece since it was rebuilt in 2018 and is a proud link to the past.

*The last national clock design for Britain's railways was created as part of British Rail's 1974 design manual. Since privatisation in 1996, the railway has had multiple clocks of many different designs.
** Lewisham station had the honour of being the first station, owing to its proximity to Greenwich.



George Stephenson's statue is seen outside the station at Chesterfield. *Derek Elston*

First test run for electric trains on East Kilbride line

An electric train has run on the East Kilbride line for the first time ever, completing a successful test journey from Glasgow. The Class 380 train travelled along the newly electrified line overnight on Monday October 13th, with engineers onboard to monitor how the new overhead line equipment and electric train performed. The testing phase is a major milestone in the £144m East Kilbride Enhancement project, funded by the Scottish Government, for the full electrification of the route.

Further tests and training will be carried out ahead of the introduction of the first ScotRail electric passenger services on the line in December.

Gerry McQuade, capital delivery director at Network Rail Scotland said: "Seeing the first electric train run on the East Kilbride line is a proud moment for everyone involved in the project. It's such a visible sign of the progress we've made, and the scale of work delivered to get us to this point. By upgrading the infrastructure to enable electric trains to run, the project supports a move towards more sustainable rail travel, while also bringing improvements in reliability and the overall passenger experience. This milestone is the result of an incredible effort from our teams who work around the clock to deliver the project safely and efficiently, and I look forward to seeing the first electric passenger trains running later this year."

Engineers have installed more than 22km of overhead lines, double-tracked 1.4km of railway between East Kilbride and Hairmyres, built new footbridges at Busby, Clarkston and Giffnock stations, lowered the track under four key bridges and renewed a railway bridge in Busby.

Two new stations have also been delivered as part of the project to improve facilities for passengers and support future growth. The £16m Hairmyres station opened in May, while the new £9m East Kilbride station building welcomed passengers in August.

Mark Ilderton, ScotRail Service Delivery Director, said: "Seeing electric trains being tested on the East Kilbride line is a fantastic milestone for Scotland's Railway, and an exciting moment for everyone who travels on the route. This is a huge step forward on the journey to delivering a greener, more reliable, and more efficient service for our customers. The work that's been carried out is helping to deliver a railway fit for the future – one that supports local communities, reduces emissions, and makes choosing rail an easier and greener choice."

Network Rail has worked with contractor partners including SPL Powerlines, AmcoGiffen, Story, QTS, Rail Systems Alliance Scotland and Siemens to deliver the project.



National Rail

Railway scenes by famous artist on display at Birmingham New Street



A huge exhibition of stunning railway paintings has been officially unveiled at Birmingham New Street by the city-born artist who painted them.

John Austin, who was born in Yardley in 1949 and is now fellow of the Guild of Railway Artists, teamed up with Network Rail to bring history, colour, and vibrancy to the Moor Street Link, which runs from the station to Smallbrook Queensway near the Rotunda.

Unveiled as part of this year's Railway 200 celebrations, the nine pictures of the past and present railway in Birmingham recognise the important role and presence it has had in the city and across the West Midlands since the first station opened in 1838.

The striking artwork is part of an overhaul of the popular Moor Street Link, used by passengers accessing the station and people walking across the city centre, which also includes new plants and greenery. It is complemented by a series of other Railway 200 artwork outlining the environmental benefits of travelling by train to destinations across Britain, as well as aet work designed by schools in the city which was unveiled earlier this year.

Fraser Pithie, operations manager at Birmingham New Street station, said: "We want Birmingham New Street to be more than somewhere to catch a train, for it to be an important part of the local community. These beautiful and historic paintings are fantastic pieces of public art which are a great addition to the city centre. John Austin's work is recognised far and wide, so we are proud he was able to work with us on these huge pieces which are now on show for all to see. They promote the city and the railway and it is fitting we are able to unveil them as part of Railway 200 which has celebrated the past, present, and future of the railway throughout this year."

Commenting on his artwork and the exhibition, artist John Austin said: "As a Brummie and a life-long train lover, it is amazing that my paintings are on display in the centre of my home city and on such a large scale, I can't quite believe it!

"New Street and Snow Hill were the start and end of many journeys for me growing up, and it was the railway publicity posters I saw at the stations which inspired me to paint. Little did I realise that they would result in my own work being on display in Birmingham all these years later. I am very proud and so pleased to be part of this exciting project."

In addition to existing paintings showing different Birmingham railway scenes, including famous steam locos calling at Birmingham New Street and Snow Hill, John also painted two new pieces of work which depict Birmingham New Street in the 1970s and in 2025 - which took more than 250 hours to finish.

The 1970s picture shows a mix of diesel and electric trains with the famous Rotunda building in the background, while the 2025 image shows the redeveloped station, which recently celebrated its 10th anniversary, being served by modern trains including West Midlands Railway's new Class 730s and Avanti West Coast's new Everos.

Rail Industry in Wales prepares for winter



Transport for Wales and Network Rail are working together to keep people moving this autumn and winter. The changing seasons of autumn and winter bring unique challenges to the railway across the UK. Cold, wet weather and autumnal conditions can have a direct impact on rail infrastructure and train services.

The rail industry in Wales has invested and worked in partnership to prepare for challenges ahead.

Diseased Tree and Vegetation Management

Network Rail is carrying out an extensive vegetation management programme that involves regular trackside clearance, removing trees and vegetation. Additionally, it will be using railhead treatment trains (RHTT) across the network to maximise adhesion between the train wheels and the steel rails. These trains use high power water jetting to remove leaf contamination from the rails and, at targeted locations, a solution that can provide additional grip.

Rail head treatment will operate across 1500 miles of track for 17-21 hours a day, 6 days a week between October 1st and December 6th. Also, this year, new high-definition railhead cameras on trains are being used to proactively identify rail head contamination and carry out preventative treatment.

New wheel repairing facility in North Wales

TfW is opening a new train wheel repairing facility in Holyhead, which will speed up the train repair process and keep trains running. Train wheels can become worn and uneven during winter months and the new wheel lathe will be able to reshape worn wheels to keep them safe and smooth for travel.

£1.4 million resilience work on Conwy Valley Line

The Conwy Valley line has experienced more than 500 days of closure due to storm-related damage, making it one of the most affected routes on the Wales and Borders Network.

Transport for Wales and Network Rail have invested £1.4 million this year to prepare for the winter season including the clearing of trees and thick vegetation that pose a risk during bad weather.

Network Rail is trialling an innovative new solution for treating the rails on the Conwy Valley line this autumn. In collaboration with Interflon and Irish Rail, a UK first vehicle-borne applicator has been designed to allow the latest Interflon Leaf Guard product, to be applied to the rails, to break down leaf contamination, forming a protective barrier to keep the rails clean for longer.

Nick Millington, Wales and Borders Route Director said: "Safety is our always our priority and our teams work tirelessly across 1,500 miles of track to keep passengers and freight running.

As the impacts of climate change become more apparent, we're working harder than ever to protect the railway against extreme conditions, such as using our specialist trains to keep the tracks clear and safe, as well as working closely with Transport for Wales to make sure the network is ready, whatever the seasons bring."

James Price, Transport for Wales CEO said: "The changing weather presents the rail industry in the UK with many challenges and over the last few years we've seen this intensify over the autumn and winter seasons.

"We're working in partnership with Network Rail to ensure that we're well-prepared for the months ahead and our main priority is always safety.

"We want to keep people moving and rail services running across our network for the seasons ahead and continue to encourage people to use sustainable transport."

National Rail



Network Rail MPV No. DR98974 is seen leading a railhead treatment train at Leamington Spa on October 31st. *Allison Twycross*

Chesterfield station's £3.3m platform reconstruction gets under way

A major infrastructure upgrade is taking place to strengthen two platforms at Chesterfield station.

The £3.3 million investment will see 40-metre sections of platforms 1 and 2 reconstructed to provide better structural integrity – improving passenger experience and reducing maintenance costs in the long-term. Network Rail began site preparation in August, ahead of the main project work starting on Monday October 13th.

The station will remain open to passengers throughout and the core work will take place over Christmas to minimise passenger disruption as trains do not run in this area on Christmas Day or Boxing Day. The project will see the existing platform surface removed and new steel cross members installed. Construction of the new platforms will include using glass-reinforced plastic panels, which are easier to install but just as durable as a traditional build. In addition, the steel superstructure beneath the platform on Crow Lane will be grit-blasted, repaired and repainted before the end of 2025.

Half of the platform areas will be hoarded off for a period from October to February to allow work on top of and beneath the surface during daytime working hours.

The project – expected to be completed before the end of March 2026 – also includes new fencing and lighting to improve security and safety at the station.

Jonny Ham, Network Rail lead portfolio manager, said: "This investment is vital in maintaining the long-term safety and reliability of Chesterfield station. We're working hard to minimise disruption and deliver modern, resilient platform structures that will serve passengers for decades to come."

Philippa Cresswell, EMR customer experience director, said:"We're pleased to support Network Rail as they deliver these essential upgrades at Chesterfield station.

The temporary closure of Crow Lane will mean journeys to and from the station may take a little longer, so we encourage customers to allow extra time when travelling. We'd like to thank everyone for their patience while this important investment takes place, and once complete, the improvements will provide a safer, more modern station environment for everyone travelling through Chesterfield for many years to come."

GTR and Siemens Mobility update entire 717 fleet to updated version of ETCS



Govia Thameslink Railway (GTR), with Siemens Mobility, has updated its entire fleet of 25 Class 717 Great Northern trains to run in passenger service using an updated specification of the in-cab digital signalling software, European Train Control System (ETCS). The trains now operate on the Northern City Line between Finsbury Park and Moorgate in London using ETCS Baseline 3, Release 2 (also referred to as version 3.6.0).

This specification of ETCS allows more flexibility for services to operate in a high traffic area by connecting the train to the trackside via GPRS instead of GSM-R. It will be used by all train operators on the East Coast Main Line, as part of the government-funded East Coast Digital Programme (ECDP), where it will be needed to accommodate the route's high service frequency.

Jonathan Daniels, Network Rail's ECDP integration lead, said: "In less than three months, the entire fleet of GTR Class 717s has been upgraded to the new baseline level of ETCS that will be used for digitally signalled services on the East Coast Main Line. The excellent collaboration we had on the Northern City Line has continued into this project, and more fleets will now be upgraded ready for ETCS 3.6.0 operation."

Govia Thameslink Railway's senior programme delivery manager Aaron Meakin said: "Once again, innovations delivered on the Northern City Line are forging the way for the introduction of in-cab digital signalling on the wider UK network. By upgrading all our trains to operate with this updated version of the European Train Control System, we've proved the concept ready for its roll-out to other train fleets. Digital signalling along the main line, promises huge benefits to passengers, with a more reliable, more sustainable railway, lower emissions, and even better safety for passengers."

Richard Cooper, infrastructure lead and ECDP project director, Siemens Mobility, said: "The successful upgrade of the Siemens-built Class 717 fleet on the Northern City Line to the new ETCS specification marks a major milestone in our mission to transform rail travel through innovative technology. Working closely with GTR and Network Rail, we are proud to be delivering a more reliable, connected, and higher-capacity railway for passengers travelling between Moorgate and Finsbury Park. This achievement proves that an ETCS no-signals commuter railway unlocks a multitude of benefits on one of the UK's most demanding urban corridors, and we plan to apply these lessons and improvements to the wider East Coast Main Line."

In May, trackside signals were removed on the Northern City Line between Finsbury Park and Moorgate to create the UK's first signals-free commuter railway.

National Rail



ColasRailtamperNo.DR73922sitsinChester Yard on October 17th. *Barry Longson*

Clubs and Societies Apparel

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



10+ Price: £11.75 EACH

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



10+ Price: £26.50 EACH

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

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



10+ Price: £25.50 EACH

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



15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

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



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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:



The Clockmakers Workshop at Reading Signal Works many years ago!!

All Thousands of clocks and watches, apart from those at Swindon Works, were maintained here.

The coming of the railways brought a evolution in the way in which we told the time. Before the railways came, every town and city relied on its own local time, and there was a wide difference between one side of the country and the other in order to run trains to a timetable, a standard time was needed, and largely as the result of pressure from railway companies, Greenwich Mean Time [GMT] was introduced. Clocks were a feature of all GWR stations and offices, and a time signal was transmitted by telegraph once a week to ensure that all clocks told the same time.

A Different View

A roaring coal fire greets visitors to the waiting room at Hampton Loade on October 5th. Always a good place for a warm. *Phil Martin*



A Different View

Photographed through the 'Circle Sculpture' on the cliffs at Brotton, Class 66 142 grinds uphill from Skinningrove with empty bogie wagons from the British Steel plant on October 2nd. *Jeff Nicholls*

A Different View

A look at the magnificent Exeter West signal box now located at Crewe Heritage Centre on October 25th. *Richard Hargreaves*



Preserved Railways

NATIONWIDE APPEAL TO FIND SIR NIGEL GRESLEY'S VOICE RECORDING

On October 12th, the Gresley Society Trust, founded in 1963 to honour the life and works of Sir Nigel Gresley, announced a nationwide appeal to uncover any existing recordings of the voice of the renowned railway engineer Sir Nigel Gresley, as part of the celebrations marking the 150th anniversary of his birth in 2026.

Sir Nigel Gresley (1876–1941), one of Britain's most celebrated engineers, is best known for designing the world's most famous steam locomotives in Flying Scotsman, Cock O' The North and Mallard, the latter holding the world speed record for steam locomotives.

While numerous photographs and newsreel footage of Sir Nigel exist, no known recording of his voice has ever been identified. The Gresley Society Trust is launching this appeal to locate any audio recordings that may have captured his voice, offering a unique opportunity to bring this engineering legend's legacy to life.

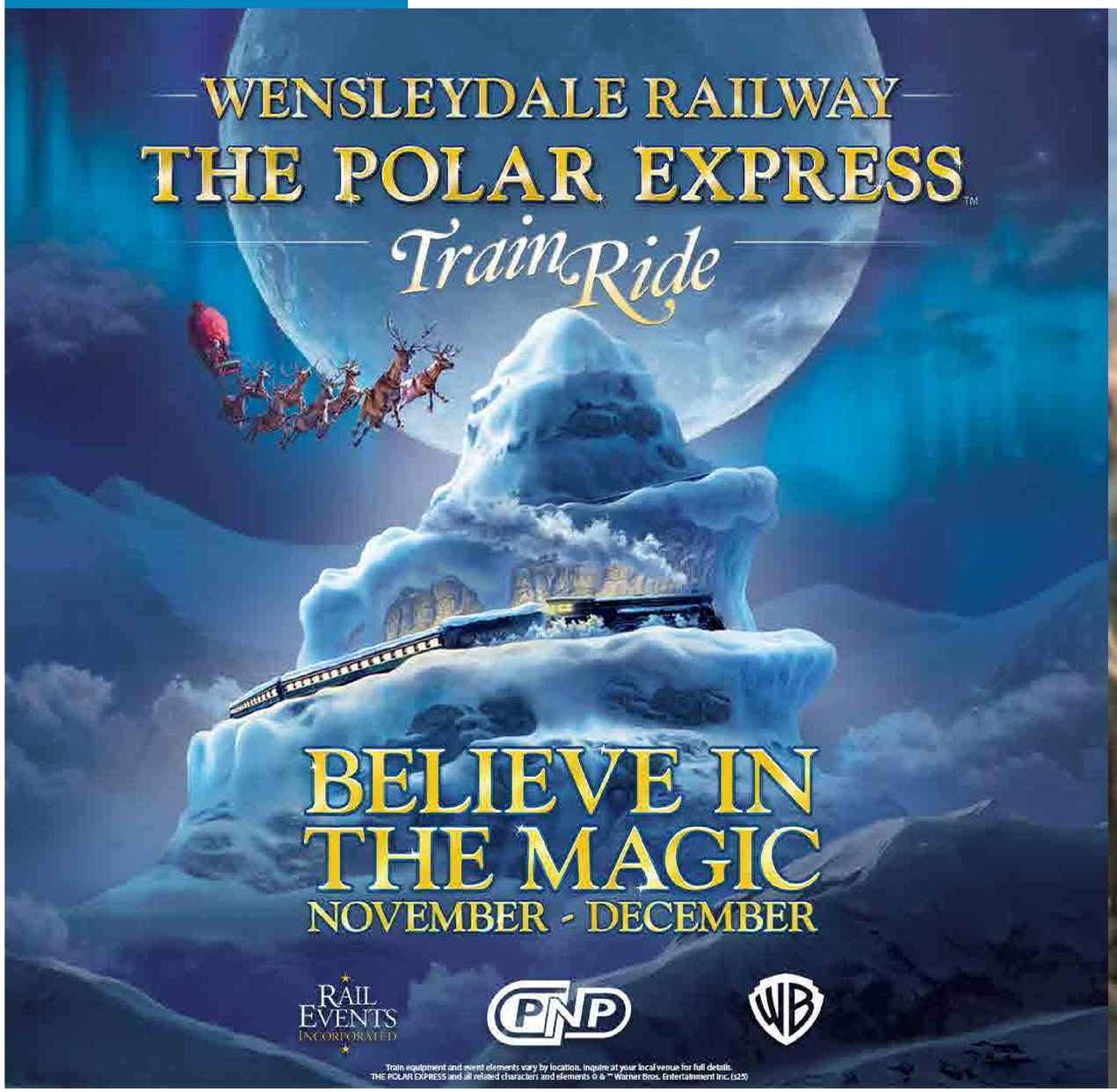
As part of the 2026 celebrations, the Trust aims to compile a comprehensive archive of Sir Nigel Gresley's life and work, and a voice recording would be a priceless addition.

Philip Benham MBE, FCILT, Chairman of The Gresley Society Trust, said: "Finding a recording of Sir Nigel Gresley's voice would be to hear history speaking. It would give us a direct connection to the man behind some of the world's greatest steam locomotives, and we urge anyone who might have such a treasure to come forward and share it with the world.

"The Gresley Society is calling on the public, historians, archivists, and collectors to search their collections, attics, and archives for any audio material - such as radio broadcasts, speeches, interviews, or private recordings - that might feature Sir Nigel's voice."



The Polar Express Train Ride is returning to Wensleydale Railway this Christmas!





PNP Events LTD and Wensleydale Railway are once again hosting The Polar Express™ Train Ride at Wensleydale Railway this Christmas. This immersive Christmas experience, based on Chris Van Allsburg's beloved classic book and adapted into the popular 2004 Warner Bros film starring Tom Hanks, will be running from Leeming Bar station between Friday November 14th to Tuesday December 23rd 2025.

If you've never experienced the magic of the Polar Express, this just might be your crucial year. The Polar Express™ Train Ride is steaming back to the Yorkshire Dales ready to amaze, delight and create memories you'll cherish in years to come. Get your pyjamas and dressing gowns on and your tickets in hand and get ready to take part in the train ride of your life! A fully immersive theatrical experience lies in wait for you beyond the station of Leeming Bar at Wensleydale Railway - if you just believe.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "This is the 6th year that Wensleydale Railway have hosted The Polar Express™ Train Ride. Over 50,000 guests joined us in 2024, making this one of the largest Christmas experiences in the UK."

He added: "Families are booking fast, and many dates have already sold out. Don't miss your chance - create your family's most magical Christmas memories aboard the Polar Express™ Train Ride at Wensleydale Railway!"

THE POLAR EXPRESS™ Train Ride at Wensleydale Railway is the longest established, officially licensed Polar Express Christmas event in Yorkshire. It has operated at Wensleydale Railway since 2019 and has delighted over 250,000 visitors in that time.

For more details and to book tickets, visit www.yorkshiredalesthepolarexpressride.com/

Preserved Railways

Embsay and Bolton Abbey Steam Railway 2026 Events Calendar



The line is excited to unveil its 2026 schedule, packed with unforgettable experiences!

“Our 2026 line-up includes our popular Dales Dining trains, thrilling Murder Mystery nights, lively Tribute evenings, hilarious Faulty Towers performances, and hands-on Footplate Experiences. Plus, we’re thrilled to confirm that The Polar Express™ Train Ride will be making its magical return in 2026!
We’ll also be hosting a range of heritage events throughout the year, including our ever-popular Steam Gala, the Diesel & Beer Festival, and a nostalgic Vintage Vehicle Weekend.”

Heritage Events

20th & 21st June - Vintage Vehicle Rally

26th – 28th June – Steam Gala

4th-6th September – Diesel Gala & Beer Festival & Fleetwood Shack Tribute Band

Children’s Events

17th-20th February – Dino Week

3rd-4th April – Paddington

5th-6th April – Peter Rabbit

2nd-3rd May – Bluey

23rd-25th May – Jungles Express

29th-31st August – Children’s event – name to TBC

Christmas Events

Polar Express in November & December

Festive Afternoon Teas

Festive Lunches

Tribute Bands

26th May - Fab 4 Beatles Night

6th June – The Voice of Elvis

4th July – Queen UK

1st August – Abba Encore

5th September – Fleetwood Shack

Murder Mysteries & Faulty Towers

January and October – Murder Mysteries and Faulty Towers shows

Dales Dining

January and October - First Class Travel with Breakfast, Cream Teas, Afternoon Teas, Curry, Fish & Chips & lunches

Footplate Experiences

Mondays & Fridays - Footplate Experience courses regularly available through the year.

Photo Right: No. 78019 departs Stoneacre Loop with the 13:10 goods from Bolton Abbey to Embsay. ©Brian Dobbs

Photo Above: Class 37 294 is seen at Skibeden. ©Chris Gee



Preserved Railways

HOPETOWN DARLINGTON TO DISPLAY POIGNANT ‘REMEMBRANCE SOLDIERS’ ART INSTALLATION FOR REMEMBRANCE DAY

Hopetown Darlington



Beaumont Hill Academy pupils create powerful remembrance soldier installation for Hopetown Exhibition, sponsored by Wilsonart.

Beaumont Hill Academy in Darlington, a specialist school for children and young people with special educational needs, has brought its entire school community together to create a poignant tribute to display at Hopetown Darlington in honour of the Armed Forces

Around 300 pupils, aged 2 to 19, have contributed to a striking art installation titled “Remembrance Soldiers”, featuring 40 two-sided silhouettes of “Tommys” – life-size representations of WWI soldiers – to mark this year’s Remembrance Day.

Each 1.2-metre-tall silhouette has been carefully designed by a different class. One side of each soldier is painted in dark grey to represent the sombreness and sacrifice of war. The reverse side bursts with colour, decorated with red and pink poppies, Union Jack flags, moving poetry, and uplifting messages, reflecting themes of hope, gratitude, and peace.

Each class, from early years to sixth form, was given one silhouette to decorate, giving every pupil a chance to participate. The school’s learners, who have a wide range of learning difficulties including autism and profound multiple learning needs, engaged fully with the project.

The project was spearheaded by Beaumont Hill Academy’s creative lead, Paul Julian, who was inspired after a conversation with a friend at Wilsonart, a Shildon-based kitchen and bathroom surfaces manufacturer. Wilsonart generously supported the initiative by producing all 40 soldier silhouettes and their bases from recycled materials – free of charge.

“They were looking for a community project and agreed to cut the soldiers for us, which saved us hundreds of pounds and gave us a professional-quality canvas to work on,” said Paul. “This generosity made the whole project possible.”

“The pupils absolutely loved the project and are so proud of their individual soldiers,” Paul added. “It was fantastic to see how creative and thoughtful they were. This experience gave them a real sense of pride and ownership.”

“Being creative is hugely important in SEND education – it helps pupils express themselves, builds confidence, and boosts self-esteem. This is something they’ll remember for the rest of their lives.”

Originally displayed on the school’s football field, the installation is now set to be showcased at Hopetown Darlington between Tuesday 4th November and Sunday 16th November, covering the period before, during, and after Remembrance Day.

Leona White-Hannant, Hopetown Darlington’s Development Director, said: “We are honoured to showcase Beaumont Hill Academy’s ‘Remembrance Soldiers’ installation here at Hopetown Darlington. This deeply moving project is a powerful reflection of creativity, community, and remembrance. It’s inspiring to see how every pupil, has contributed to such a meaningful tribute.”

Hopetown’s agreement to host the display means the wider community – including national and international visitors - will now be able to engage with this reflective and inspiring tribute.

“We are delighted Hopetown Darlington is exhibiting the soldiers,” said Paul. “It’s a fitting location for a display that is not only poignant and respectful but also optimistic and deeply personal.”

Preserved Railways

APPEAL WITH ADVERTISING BOARDS AT HERSTON HALT

SWANAGE RAILWAY



Dedicated volunteers who help maintain and develop a community railway halt on the outskirts of Swanage are supporting a Dorset and Somerset Air Ambulance appeal to raise the final £1 million for a second life-saving helicopter.

Two large advertising boards have been installed at Herston Halt which was built in 1983 by the Swanage Railway so it could extend its fledgling heritage steam train operations out of Swanage station to the one mile mark at Herston in 1984.

Since 1984, several generations of dedicated volunteers have worked tirelessly to maintain and develop the community halt - located off Washpond Lane – which now looks very different to the primitive wooden platform of more than 40 years ago.

Swanage Railway Trust Chair Frank Roberts said: “The Swanage Railway is delighted to support such a vital and important emergency asset as the Dorset and Somerset Air Ambulance which, like the Swanage Railway Trust, is a registered charity.

“In operation for 25 years, every life-saving mission flown by the Dorset and Somerset Air Ambulance is funded by generous public donations.

“When every second counts, the air ambulance brings the hospital to the patient and is often the difference between life and death. You never know when it may be needed.

“The beautiful Isle of Purbeck – through which the Swanage Railway runs its steam and diesel heritage trains – as well as its dramatic Jurassic Coast are visited by tens of thousands of tourists every year with roads across the area often heavily congested during the summer months.

“The dedicated volunteers supporting the Herston community halt feel it is very important that they play their part in supporting such an extremely worthy cause as the Dorset and Somerset Air Ambulance,” added Frank who has been a dedicated Swanage Railway volunteer for more than 40 years and a director of the Swanage Railway Company which operates the heritage trains.

Tracy Bartram, Communications Manager at the Dorset and Somerset Air Ambulance, said: “We are incredibly grateful to the team at the Swanage Railway for the wonderful support they have shown to our charity.

“By placing these lovely boards at Herston Halt, and with the backing of the local community, they are helping us raise awareness of our vital work and our latest ‘2ndHeli’ fund-raising appeal which aims to raise the final £1 million needed to buy and equip a second air ambulance helicopter for the people of Dorset and Somerset.

“This partnership with the Swanage Railway is very special to us and we hope it will continue to grow over time.

“Their kind generosity will help us reach more people, raising awareness of the fact that our charity relies on public donations and without that support our service would not exist. What an incredible and supportive way to make a difference,” added Tracy.

Herston Halt welcomed its first passenger steam train from Swanage on Good Friday, April, 1984, when the new halt was at the end of the relaid heritage line.

For more than 40 years, the British Army’s Royal Corps of Signals has supported Herston Halt with its soldiers carrying out working parties to develop and improve the facility for the public.

In 2009, a major project was carried out to replace the old 1983 wooden platform with a longer concrete structure and, since then, further improvements have been made to Herston Halt.

Donations to the Dorset and Somerset Air Ambulance appeal can be made on-line at dsairambulance.org.uk/2ndHeli.

Photo: Air ambulance appeal boards and 1893 T3 loco at Herston Halt. ©ANDREW PM WRIGHT

Preserved Railways

Great Central Railway Announces First Guest Locomotive For The Winter Steam Gala



Hot on the heels of a successful autumn of Diesel and Steam Galas, the Great Central Railway is delighted to announce the first guest locomotive for its Winter Steam Gala, taking place from January 22nd - 25th, BR Standard Class 9F No. 92134.

One of only nine surviving 9F locomotives and the only surviving single chimney 9F, 92134 is a remarkable survivor of the last generation of British Railways steam power and will be appearing courtesy of the Self family and the North Yorkshire Moors Railway. Built at Crewe Works in June 1957, the 9F class was designed as a heavy freight engine and became one of the most powerful steam locomotives to operate in Britain.

Following its withdrawal in December 1966 from Birkenhead depot, 92134 was sent to the now-famous Woodham Brothers scrapyard in Barry, South Wales — the same yard from which many of today's preserved locomotives were rescued. Spending over 13 years at Barry, it became the 116th locomotive to leave the yard when it was rescued for preservation in December 1980.

After decades of dedicated work, 92134 steamed again in 2019, marking its official return to traffic — notably as the only surviving single-chimney 9F. The locomotive's presence at the Great Central Railway's Winter Steam Gala promises to be a major highlight, bringing the sight and sound of one of British Railways' final steam giants to the double track once again.

Malcolm Holmes, General Manager at the Great Central Railway said: "We're excited to welcome 92134 to our Winter Steam Gala and are very grateful to the Self family and the North Yorkshire Moors Railway for making this visit possible. The 9Fs represent the pinnacle of British steam freight design, and seeing one in action on our main line is something truly special for enthusiasts and visitors alike."

With passenger and freight trains running all day, the Winter Gala is designed to delight enthusiasts and families alike. Guest locomotives will join the Great Central Railway's home fleet so expect to see plenty of steam across the full weekend, the Winter Steam Gala promises a spectacular display of heritage railway action on GCR's unique award-winning double track line. With frequent services from all the GCRs heritage stations, displays and gala attractions, it's perfect for both railway enthusiasts and families looking to enjoy a unique weekend experience.

Further guest locomotives and event details for the Winter Steam Gala will be announced in the coming weeks. Tickets for the January 2026 Steam Gala go on sale soon, find out more and keep up to date at www.gcrailway.co.uk

All attractions appear subject to availability.

ALL ABOARD THE FESTIVE SEASON AT GREAT CENTRAL RAILWAY



The Great Central Railway (GCR) is set to sparkle this Christmas with a magical line-up of festive experiences for the whole family to enjoy. From enchanting train rides with Santa and his elves to indulgent festive dining and perfect Christmas gifts, there's something for everyone at Britain's only double track, main line heritage railway.

Santa Express

Join the GCR Elves, Mrs Claus, and Santa himself for a magical journey of singing, storytelling, and festive fun aboard the Santa Express. A highlight of the Christmas season, the traditional steam trains are transformed with twinkling lights, glittering garlands and seasonal cheer.

Children will meet Santa and his jolly helpers, receive a specially curated Christmas Activity Pack, and enjoy festive drinks and treats before Santa delivers a personal gift to each child. Meanwhile, grown-ups can relax with a complimentary Irish Cream Liqueur and mince pie while soaking up the scenic Charnwood countryside.

The festive journey takes in beautifully decorated period stations and includes a pause on the breathtaking Swithland Viaduct. At Leicester North Station, families can snap a photo with Santa in front of the locomotive, meet the mischievous elves, and enjoy the tearoom. This year's Santa Express is 'top and tailed', with a steam engine heading north to the Leicester North Pole and a heritage diesel bringing the train back to Loughborough.

Festive Dining Offers

Celebrate the season in style with a choice of three unforgettable festive dining experiences.

Festive Afternoon Tea: Savour hand-crafted sandwiches in seasonal flavours, freshly baked cakes, scones with jam and clotted cream, and steaming pots of English tea. Add a glass of mulled wine or prosecco for extra sparkle. Christmas Day & Boxing Day Services: Sit back, relax, and leave the cooking to the amazing chefs at GCR! Enjoy a delicious multi-course festive meal aboard a heritage train, creating memories to treasure.

New Year's Eve Celebration: Ring in 2026 with elegance and style, enjoying fine dining and festive cheer as the railway marks the arrival of a brand-new year.

In addition to these special services, GCR will also be serving delicious three and four-course festive menus on weekends throughout the run-up to Christmas and New Year. Perfect for a family day out, a catch-up with friends, or a celebration with colleagues before the end of the year, these dining services offer the ideal way to make the season truly special.

Festive Gifting

Looking for the perfect Christmas present? Great Central Railway gift vouchers make an ideal treat, whether for a special journey, a unique dining experience, or a hands-on Driver Experience. To complete your festive shopping, don't miss the delightfully seasonal GCR Christmas Jumper, Scarf & Hat set – the perfect way to stay cosy while showing your railway spirit!

Tickets for all festive services and gift items are now available via the Great Central Railway website. Spaces are limited and in high demand, so early booking is advised to secure your magical Christmas experience.

Dean Forest Railway

On October 18th, Class 50 021 is seen waiting to depart Lydney. *David Lindsell*

Pannier tank No. 9681 is seen departing Lydney with a service to Norchard on October 18th. *David Lindsell*

Class 50 008 arrives into Lydney on October 18th with a rake of tanks during the lines 'Tanker Train' day. *David Lindsell*







Dean Forest Railway

An out of ticket Prarie 2-6-2T No. 5541 is seen at Norchard on October 5th. *Derek Elston*

Class 03 119 was to be found stabled at Lydney Junction on October 5th. *Derek Elston*

1952 built Peckett 0-4-0ST builders No. 2147 ‘Uskmouth 1’ is seen shunting around the yard at Norchard on October 5th. *Derek Elston*







Dean Forest Railway

BR Blue liveried 08288 ‘Phoenix’ is seen stabled at Lydney Junction on October 5th. *Derek Elston*

Hunslet 0-4-0 No. 6688 ‘Salty’ is seen stabled at Norchard on October 5th. *Derek Elston*

Class 14 No. D9521 was to be found stored in the yard at Norchard on October 5th. *Derek Elston*







Dean Forest Railway

Pannier tank loco No. 9681 is seen working a driving experience day on October 5th and is seen departing Parkend heading for Lydney Junction. *Derek Elston*



Railfreight liveried Class 09 106 is seen stabled at Lydney Junction on October 5th. *Derek Elston*



EWS Liveried Class 09 006 and the engineless remains of Railfreight Grey liveried 09 015 are seen stabled at Lydney Junction on October 5th. *Derek Elston*



West Somerset Railway

Class 33 No. D6575 arrives at a damp Williton on October 19th with a Bishops Lydeard to Minehead service. *Lee Stanford*

GWR Castle Class No. 5029 ‘Nunney Castle’ arrives at a surprisingly quiet Blue Anchor on October 19th with a service for Minehead. *Lee Stanford*

LSWR Class T3 No. 563 visited the West Somerset Railway for their Autumn steam gala and on October 17th is seen departing from Blue Anchor with a service for Bishops Lydeard. *Lee Stanford*







East Lancs Railway

Furness Railway No. 20 arrives at Bury on October 18th with a service from Heywood. *Mark Enderby*

Hudswell Clark MSC No. 32 'Gothenburg' arrives into Ramsbottom on October 18th. *Mark Enderby*

Lancashire and Yorkshire Railway (L&YR) Class 23 0-6-0ST No. 11456 passes LMS 'Jinty' No. 7138 as it arrives from Heywood on October 18th. *Mark Enderby*







East Lancs Railway

L&Y Pug No. 11243 is seen shunting at Ramsbottom sidings on October 17th. *Michael Lynam*



Hudswell Clark MSC No.32 'Gothenburg' departs Ramsbottom with a service to Rawtenstall on October 17th. *Michael Lynam*



L&Y Class 27 0-6-0 No. 12322 (running as No. 12345) departs Ramsbottom heading for Rawtenstall on October 17th. *Michael Lynam*



East Lancs Railway

LMS Class 3F 0-6-0T No. 47298 (running as 7138) pilots Ivatt Class 2MT 2-6-0 No. 46441 out of Bury (Bolton Street) on October 18th. *Gerald Nicholl*

Ivatt 2MT No. 46441 is seen arriving into Ramsbottom with a service to Rawtenstall on October 17th. *Michael Lynam*

L&Y Pug No. 19 (running as No. 11243) and Hudswell Clark MSC No. 32 'Gothenburg' arrive at Ramsbottom hauling two Victorian coaches working a Bury - Rawtenstall service on October 17th. *Michael Lynam*







East Lancs Railway

LMS 2-6-0 No. 13268, on a visit from the Severn Valley Railway, passes Burrs Country Park with the 14:50 Bury to Rawtenstall service on October 25th. *Brian Dobbs*

East Lancs Railway

L&YR Class 21 0-4-0ST 'Pug' No. 11243 is seen during a shunting demonstration at Castlecroft, Bury on October 18th.
Gerald Nicholl

East Lancs Railway

Visiting the ELR for the LMS themed Autumn steam gala, Stanier Mogul No. 13268 approaches Townsend Fold on October 18th. *Gerald Nicholl*

East Lancs Railway

On October 18th, renumbered from No. 12322, Lancashire and Yorkshire 0-6-0 goods locomotive No. 12345 heads the 14:50 Rawtenstall - Heywood across the Roch Viaduct and through the autumn colours at Heap Bridge on the last leg of its journey. *Jeff Nicholls*

A dull morning at Burrs sees Furness Railway No. 20 departing Burrs on a short train to Ramsbottom on the second day of the East Lancs Autumn Steam Gala, October 18th. I bet the crew were glad it wasn't raining!
Jeff Nicholls

LMS Stanier Mogul No. 13268 waits to depart Ramsbottom en route to Rawtenstall on October 17th. *Michael Lynam*





East Lancs Railway

L&YR ‘A Class’ 0-6-0 No. 12322 (running as 12345) arrives at Irwell Vale station on October 18th during the ELR Autumn Steam Gala. *Gerald Nicholl*



Strathspey Railway

Rekindling memories of days long gone when many stations had a loco for shunting sees North British shunter No. D2774 stabled in Boat of Garten station on October 16th. *Lee Stanford*

The last built Class 31 No. D5862, or Brush type 2, is preserved in Aviemore which is a long way from its original operational area. On October 16th it is seen outside the Highland Railway shed. *Lee Stanford*

Stanier Black 5 No. 5025 is the oldest member of the class in service and during its last restoration to working order saw it returned to as built condition with a taller chimney and modified front frames. On October 16th, is seen arriving at Boat of Garten during the Strathspey Railway's Rail 200 event. *Lee Stanford*

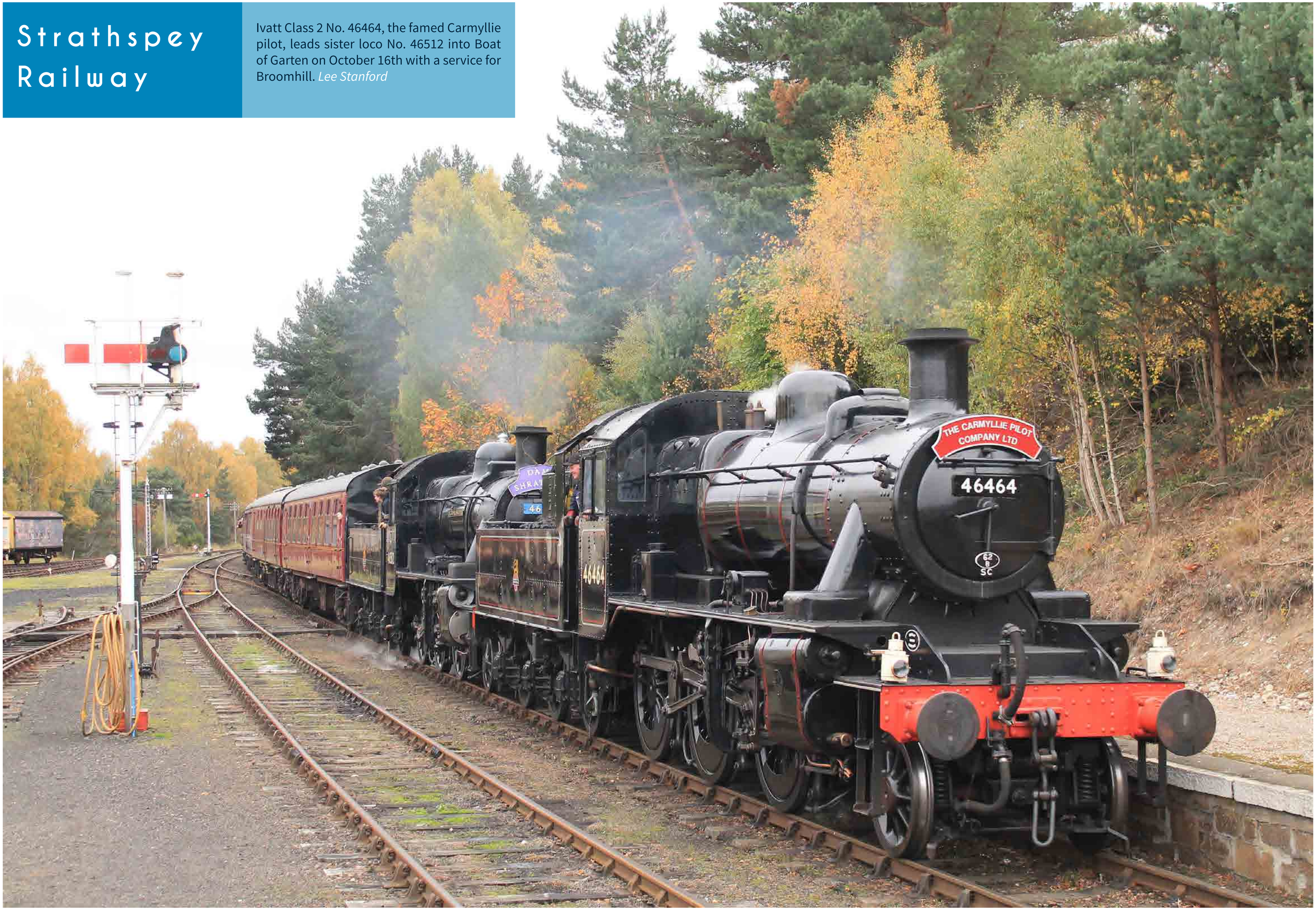






Strathspey Railway

Ivatt Class 2 No. 46464, the famed Carmyllie pilot, leads sister loco No. 46512 into Boat of Garten on October 16th with a service for Broomhill. *Lee Stanford*



Pitsford and Brampton Railway

Newly delivered to the Pitsford & Brampton Railway, Hawthorne Leslie 0-6-0ST No. 3837 waits to be moved to Pitsford from Boughton on October 31st. *Derek Elston*



Mid Hants Railway

BR Class 2P No. 41312 awaits departure from Medstead and Four Marks with the 10:50 Alresford to Alton working on October 3rd.
David Lindsell

Southern No. 850 ‘Lord Nelson’ is seen on display in the yard at Ropley on October 3rd.
David Lindsell

Southern Merchant Navy Class No. 35005 ‘Canadian Pacific’ departs Ropley with the 12:27 Alresford to Alton service on October 3rd.
David Lindsell







Mid Hants Railway

Southern Pacific No. 34059 ‘Sir Archibald Sinclair’ heads for Alton with the 14:00 from Alresford and is seen at Bishops Sutton Bridge on October 3rd. *David Lindsell*



Crewe Heritage Centre

HST power cars Nos. 43018 and 43081 are seen in the sunshine during an event on October 25th. *Richard Hargreaves*

Recently repainted, APT Class 370 003 is seen outside in the sun on October 25th. *Richard Hargreaves*

Class 91 120 is seen outside the main building on October 25th. *Richard Hargreaves*







Swindon and Cricklade Railway

At Blunsdon on October 23rd, the lines diesel multiple unit heads north to Hayes Knoll. *Ken Mumford*



The side tanks of 'Taffy Tank' No. 5637 are situated near No. 35011's green painted boiler in the yard at Blunsdon. *Ken Mumford*



Waiting to be moved to the Yeovil Railway Centre, SR MN Class No. 35011'General Steam Navigation' boiler, frames and wheels were noted in the yard on October 23rd. *Ken Mumford*



Swindon and Cricklade Railway

On October 24th - 27th, Martin Rouse's railbus No. 79978 was moved from the yard at Blunsdon to Cirencester. *Ken Mumford*









Isle of Wight Steam Railway

Barclay No. 235 is seen outside the engine shed at Haven Street, Isle of Wight on October 15th. *Allison Twycross*

No. 192 ‘Waggoner’ heads for the sidings at Haven Street after final service of the day on October 15th. *Allison Twycross*

Austerity Class No. 198 ‘Royal Engineer’ is seen in the sidings at Haven Street on October 15th. *Allison Twycross*







Severn Valley Railway

Class 37 508 with the 11:10 Bridgnorth to Kidderminster service arrives at Bewdley on October 2nd. *Richard Hargreaves*

On October 4th, Class 37 501 is seen departing Highley with a service to Kidderminster. *Paul Godding*

Class 37 423 runs onto its stock at Kidderminster on October 3rd. *Richard Hargreaves*







Severn Valley Railway

On October 4th, Class 37 250 is seen departing Highley in lovely autumn sunshine as it works a service to Kidderminster. *Paul Godding*



Class 37 No. D6948 departs Highley on October 4th with a service to Kidderminster. *Paul Godding*



Class 37 264 working a Bridgnorth - Kidderminster service is seen on Eardington Bank on October 2nd. *Carl Grocott*



Severn Valley Railway

Class 37 264 in near as delivered condition, arrives into Highley, ready to work the 11:20 service to Kidderminster on October 3rd.
Barry Longson

Severn Valley Railway

On October 3rd, Class 37 423 in its new wrap, arrives at Highley, while working the 15:05 Kidderminster to Bridgnorth service.
Barry Longson

Severn Valley Railway

On October 4th, Class 37 688 with the 08:00 Kidderminster - Bridgnorth service stands at Hampton Loade. *Phil Martin*



Class 37 264 is seen at Hampton Loade on October 3rd working the 16:45 Highley - Bridgnorth service. *Phil Martin*



Class 37 508 is seen on Eardington Bank on October 5th working 11:10 Bridgnorth - Kidderminster service. *Phil Martin*



Severn Valley Railway

On October 4th, Class 37 901 arrives at Bewdley working the 11:10 Bridgnorth - Kidderminster service in rather wet conditions. *Phil Martin*

On October 5th, Class 37 264 is seen at Eardington working the 15:10 Bridgnorth - Highley service. *Phil Martin*

Class 37 501 stands at Hampton Loade on October 4th working the 09:00 Kidderminster - Bridgnorth service. *Phil Martin*







Severn Valley Railway

On October 5th, Class 37 263 is seen on Eardington Bank working the 15:55 Bridgnorth - Kidderminster service. *Phil Martin*



Class 37 518 is seen at Eardington on October 5th with the 10:25 Bridgnorth - Highley service. *Phil Martin*

On October 3rd, Class 37 248 stands at Bewdley working the 11:05 Kidderminster - Bewdley local service. *Phil Martin*





Severn Valley Railway

On October 4th, Class 37 688 with the 10:25 Bridgnorth to Highley service stands at Bridgnorth. *Richard Hargreaves*

On October 3rd, Class 37 901 stands at Kidderminster working the 09:00 service to Bridgnorth. *Richard Hargreaves*

On October 2nd, Class 37 518 waits departure time at Kidderminster with the 10:20 service to Bridgnorth. *Richard Hargreaves*







Severn Valley Railway

EWS liveried Class 37 250 makes a colourful sight on Eardington Bank working a Bridgnorth - Highley service on October 2nd. *Carl Grocott*

Class 37 688 with a Bridgnorth - Kidderminster service is seen on Eardington Bank on October 2nd. *Carl Grocott*

On October 2nd, Class 37 No. D6948 (37 248) stands at Highley with the stock for the 11:20 service to Kidderminster. *Richard Hargreaves*







Great Central Railway

LMS Stanier Mogul No. 13268 with a Loughborough - Leicester service arrives at Quorn and Woodhouse on October 5th. *Carl Grocott*



0-6-0 Austerity Tank Engine No. 68067 is seen being prepared for service at Loughborough on October 2nd. *John Alsop*



LMS Stanier Mogul No. 13268 speeds through the Leicestershire countryside with a service to Leicester North on October 2nd during the lines steam gala. *John Alsop*



Great Central Railway

Jubilee Class No. 45596 'Bahamas' approaches Quorn with a Loughborough - Leicester service on October 5th. *Carl Grocott*

From the Archives

On July 23rd 1983, Class 40 192 runs light engine past platform 11, which joined Manchester Victoria and Exchange stations. The photograph was taken from a footbridge that linked the island platform at Exchange for through traffic. *Barry Longson*

Class 310 EMU No. 310 075 leads a classmate into Milton Keynes, with a London Euston bound service on January 7th, 1984. *Barry Longson*

An icy morning at Winwick sees special-liveried Class 60 074 on its way from Fiddlers Ferry power station to Liverpool Docks, January 16th 2013. *Jeff Nicholls*







From the Archives

Class 25 268 is seen stabled at Llandudno Junction, at the head of a weed killing treatment train on August 5th 1983. *Barry Longson*



Class 60 045 approaches Monks Hall signal box with empties bound for Liverpool Docks from Fiddlers Ferry power station on March 28th 2013. *Jeff Nicholls*



On a sunny August 11th 1983, Class 46 011 rolls through Doncaster (long before the wires went up) on a short mixed freight, heading towards Sheffield. *Barry Longson*



From the Archives

Northern Pacer, Class 142 039 crosses the Adam Viaduct near Wigan in wintry conditions with a Manchester Victoria to Kirkby service on December 22nd 2010. *Paul Senior*

Having delivered its load of coal from Liverpool Docks to Fiddlers Ferry power station, on April 2nd 2013, Class 60 092 sets out on its journey back to the docks for more. *Jeff Nicholls*

A general view of Shirebrook depot on May 12th, 1984. The photographers notebook shows that there were 30 locos on shed that day, of which 17 were Class 56. *Barry Longson*

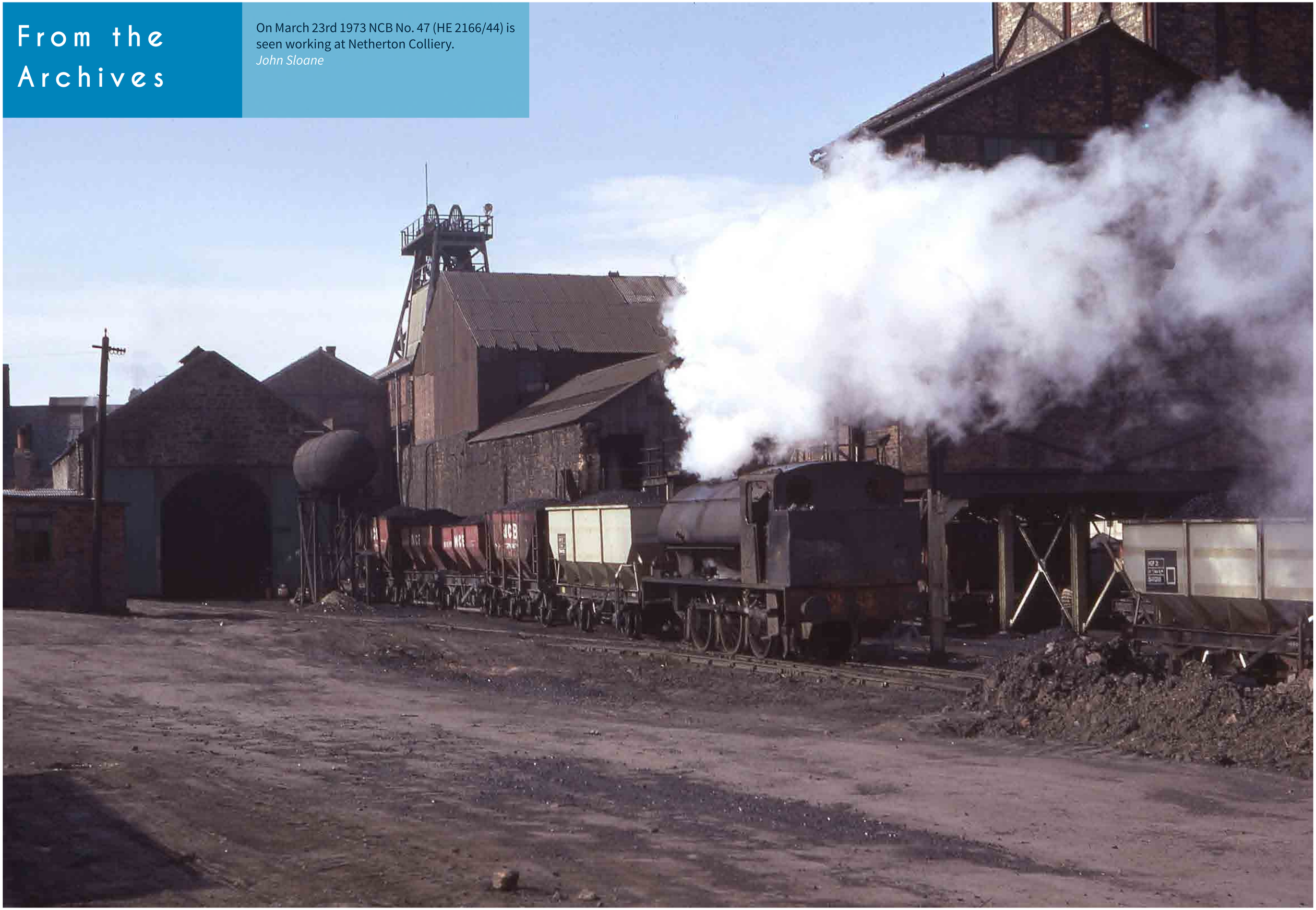






From the Archives

On March 23rd 1973 NCB No. 47 (HE 2166/44) is seen working at Netherton Colliery.
John Sloane



From the Archives



3rd rail EMU Class 501 183 on the left, sits ready to depart Broad Street for Richmond in Surrey, on May 23rd 1984. Two years later the station closed on June 30th 1986. *Barry Longson*



Class 47 802 runs through Coatbridge Central with a short train of container flats on March 22nd 2006. *John Sloane*



Class 60 060 approaches Newport High St. with a freight on March 1st 2006. *John Sloane*

From the Archives

Inverness based Class 26 038 passes Glasgow Polmadie with a pipe train for the Far North on March 14th 1977. *John Sloane*

On May 9th 1976, the preservation site at Steamtown Carnforth played host to several overseas locos including a gleaming 012.104 and beyond it 80.014. *John Sloane*

DLR unit No. 02 has departed West India Dock and is heading for Island Gardens in the early days of Docklands on October 16th 1987. How different to the towering scene today!
John Sloane







From the Archives

The buffer stops at London King's Cross on October 16th 1987, showing the fronts of HSTs, Class 47 and an EMU. *John Sloane*

