

Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 33 - Pictures

Pg 146 - News and Features

Pg 157 - Did you Know

Pg 158 - Different View

Pg 161 - Preserved/Industrial

Pg 185 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 231

Some scary news this month regarding 'Big Brother' and the amount of CCTV footage that will be potentially increasing in 2026 and the fact that it could be fed straight back to be analysed.....

"The delivery and logistics industry is poised for a major acceleration in 2026. Adoption of body-worn cameras will start where it always does – safety and security. Protecting drivers or staff from aggressive behaviour and deterring theft of high-value goods has to remain a priority. But very quickly, body-worn cameras become a better proof-of-delivery mechanism than today's tick-box or photo-only approaches."

"The next big step for security in the transport services industry will be integration. In 2026, body-worn cameras will plug into job management and dispatch platforms, creating frictionless evidence of work completed, compliance with protocols, and a clearer record of what happens at the door or on site – without adding admin burden to wearers."

"Frontline transport workers in the UK are already calling for stronger protections against abuse. Body-worn cameras are one of the most practical ways to improve safety and accountability without creating extra admin for staff."

"Transport networks are naturally multi-camera environments – stations, platforms, vehicles, depots. In 2026 the step change is joining those dots: body-worn footage working alongside fixed CCTV to reconstruct incidents faster and remove ambiguity about what happened, where and when."

"In 2026, transport operators will stop judging body-worn cameras purely by whether they deter incidents, and start judging them by how fast they resolve them. The new KPI becomes time-to-resolution: how quickly can we pull the full story of an incident across a busy network, get the right footage to the right people, and close the loop fairly? That mindset shift matters because the transport pain point isn't capture – it's speed, accuracy, and confidence when something happens."

"Transport is a lone-worker, high-friction environment, and that's why adoption will grow next year. As abuse against frontline staff continues to rise, UK operators will expand BWCs beyond traditional enforcement roles to more customer-facing teams – because visible accountability is one of the few tools that reliably de-escalates behaviour in the moment."

"In 2026, transport rollouts will get bigger, and smarter. Body-worn cameras won't sit on the edge of the system anymore; they'll be tied into the wider video network so incidents are understood and resolved faster."

"Next year, AI's real value in security will be speed with accountability. It will help teams pinpoint the right footage across multiple sources in minutes, redact bystanders consistently, and generate draft incident summaries for rapid human review and verification. But for AI to be trusted in this chain, we need auditable decision trails, tamper-proof chain-of-custody, and clear proof that humans stay in charge of high-stakes calls."

"The biggest change in 2026 won't be more body-worn cameras on transport staff. It'll be what organisations do with the footage after they've captured it. Once video is quick to find and easy to use, it stops being solely evidence for later, which is still critical, and becomes intelligence that shapes decisions in the moment."

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

Hymek No. D7018 stands at Loughborough Central station on November 15th. The loco, visiting from the West Somerset Railway, was taking part in the Last Hurrah gala on the Great Central Railway. *Andy Pratt*

Front Cover

A RHTT passes down the River Severn estuary between Gloucester and Lydney on November 13th. In the foreground are the wrecks of the 'Arkendale H' and 'Wastdale H' which collided with the Severn railway bridge in October 1960 and caused its subsequent demolition. The barges were carrying petrol and oil which ignited in the accident, the surface of the river being ablaze for two miles. Three men survived of the eight men on board the barges.
Neil Pugh



Riddles No. 71000 ‘Duke of Gloucester’ passes Wigan North Western at speed, with Saphos Train’s 07:00 London Euston to Carlisle special on November 6th. *Paul Senior*

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These issues wouldn’t be possible without contributions from:
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Charter Scene Pathfinder Tours

The Chester Christmas Explorer

Class 37 669 and 37 706 pass Kemps Eye on November 22nd working 1Z42 06:30 Oxford Parkway - Chester - Blackburn. *Phil Martin*



Charter Scene Pathfinder Tours

The Chester Christmas Explorer

Class 37 669 and 37 706 cross Glyn Ceiriog Viaduct at Chirk with Pathfinders' penultimate tour from Oxford Parkway to Chester and Blackburn on November 22nd. *Chris Morrison*



Pathfinder Tours

The Chester Christmas Explorer

On November 22nd, Class 37 669 and 37 706 slowly cross Lostock Hall Junction with a charter from Oxford Parkway that was taking a circular route from Chester to go via Blackburn and Huddersfield back to Chester and Oxford. *John Sloane*

On November 22nd, Class 37 669 and 37 706 working 1Z42 Oxford to Chester and then onwards to Blackburn and Copy Pit are seen at Chester. *Richard Hargreaves*

Class 47 746 is seen on the rear of the tour as it passes Lostock Hall Junction on November 22nd. *John Sloane*







Charter Scene Pathfinder Tours

The Chester Christmas Explorer

Class 37 669 and 37 706 working 1Z42 Oxford - Blackburn are seen at Newton on November 22nd. *Carl Grocott*



Charter Scene Pathfinder Tours

The Chester Christmas Explorer

West Coast Railways Class 37 699 and 37 706 pass Wrexham General with Pathfinders' 15:25 Blackburn - Oxford Parkway return tour on November 22nd. *Chris Morrison*



Charter Scene Steam Dreams

Forth Bridge Lunchtime Tour

No. 60523 'Blue Peter' is seen at Ferry Toll working on Steam Dreams' 'Forth Bridge Lunchtime Tour' on November 29th.
Richard Jones



Charter Scene Railway Touring Company

The Christmas White Rose

Black 5 No. 44871 passes Doncaster on the down fast line on November 15th working 'The Christmas White Rose' from London King's Cross to York. *Lee Stanford*



Charter Scene Railway Touring Company

The Christmas Cheshireman

Black 5 No. 44871 passes Kemps Eye on November 22nd working 1Z27 Hereford - Chester with Class 47 812 on the rear.
Phil Martin





Charter Scene Saphos Trains

Royal Scot

Class 40 No. D213 ‘Andania’ carrying ‘The Irish Mail’ headboard eases Saphos Trains’ charter through Northampton 1Z71 07:00 London Euston to Carlisle on November 6th.
Derek Elston

Charter Scene Saphos Trains

Royal Scot

On November 6th, Class 40 No. D213 arrives into Crewe working 1Z71 07:00 London Euston to Carlisle. The Class 40 would give way here to 8P Class steam loco No. 71000 'Duke of Gloucester' for the journey north. *Barry Longson*

Charter Scene Saphos Trains

Royal Scot

On November 6th, having taken over from Class 40 No. D213, Class 8P steam loco No. 71000 ‘Duke of Gloucester’ departs Crewe working 1Z71 07:00 London Euston to Carlisle charter.
Barry Longson



Charter Scene Saphos Trains

Royal Scot

With its first public run after overhaul, No. 71000 ‘Duke of Gloucester’ is seen at Redbank with 1Z71 from London Euston to Carlisle on November 6th. *Brian Dobbs*

Charter Scene Saphos Trains

Royal Scot

From the inset photo at Tyseley in 2017 to this at Greenholme on November 6th 2025. Brightening the overcast conditions and sporting the 'Royal Scot' headboard, BR Class 8P 4-6-2 No. 71000 'Duke of Gloucester' speeds through Greenholme on the climb to Shap summit and onwards to Carlisle. "The photographer would like to pass on his grateful thanks to Bob Meanley and his staff at Tyseley for bringing this beautiful machine back to the mainline and all other organisations who helped to put the finishing touches to this task. Well done to you all." *Shep Woolley*



Charter Scene Midland Pullman

Edinburgh Christmas Pullman

Power cars Nos. 43055 and 43049 working 1Z46 Edinburgh - Swindon pause at Stafford on November 24th. *Carl Grocott*

Charter Scene Vintage Trains

Farewell to Steam Special

GWR 4-6-0 No. 7029 'Clun Castle' storms through Reading on November 1st working a Vintage Trains special 1Z36 from London Paddington to Bristol Temple Meads. (Class 37 240 was on the rear). *Barry Longson*

Charter Scene Vintage Trains

The Polar Express

GWR Castle Class No. 7029 ‘Clun Castle’ heads Vintage Trains’ 19:24 Whitlock’s End - Birmingham Moor St. ‘Polar Express’ on November 21st. *Chris Morrison*



Charter Scene Vintage Trains

Blackpool Illuminations Explorer

Transrail ‘Big T’ livered Class 37 240 passes Winwick Quay with 1Z40 10:37 Birmingham New Street to Blackpool on an overcast November 15th. *Paul Senior*



Charter Scene UK Railtours

The Portsmouth Pullman

On November 15th, UK Railtour's 'The Portsmouth Pullman' worked by SR MN Class No. 35028 'Clan Line' and assisted by Class 67 024 is seen at Cosham. *David Lindsell*



Charter Scene ECS and Light Engine Moves

Held at signals at Golborne on November 21st, Class 37 669 tops 37 706 on an ECS from Carnforth to Bicester in preparation for working an Oxford - Blackburn charter the following day. The train was awaiting a path via Newton-le-Willows and Earlestown, leaving here 55mins late but being 88mins late by the time it passed through Warrington. *Jeff Nicholls*



Brightening an otherwise rainy scene, LNER Peppercorn Class A2 No. 60532 'Blue Peter' works 5Z32 through Starricks Farm during its move from Crewe to York. *Shep Woolley*



Charter Scene ECS and Light Engine Moves

On November 21st, SR BoB Class No. 34067 ‘Tangmere’ makes a fine sight and sound as it works the 5Z53 ECS to York for ‘The Edinburgh Christmas Market’ on the following day.
Shep Woolley



Charter Scene ECS and Light Engine Moves

Having arrived with The Chiltern Explorer on November 1st, West Country Class No. 34028 'Eddystone', blows off some steam as it prepares to depart Reading with 5Z29, an empty stock movement to Southall. (Class 47 746 was on the rear). *Barry Longson*

Charter Scene

ECS and Light Engine Moves

Having had its tender restocked with coal and water, Black Five No. 44871 simmers gently at Chester station before returning 'The Christmas Cheshireman' to Bristol on November 22nd. *Jeff Nicholls*



Class 47 746 arrives at Chester from Carnforth on November 22nd. *Jeff Nicholls*



On November 22nd, Class 47 812 whiles away the afternoon at Chester with the empty stock of a steam special from Bristol whilst the star attraction, Black Five No. 44871, has its tender replenished. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

The troublesome Britannic Explorer stock was being returned to Hamilton from Eastleigh for examination on November 25th and was unusually hauled by Class 59 003. The train is seen approaching Winwick junction from where it was diverted to Tuebrook sidings in Liverpool for a loco change, believed to be required as Class 59 locos were not passed to operate in Scotland. *Lee Stanford*



Class 20's Nos. D8107 and D8096 with 90 002 'Wolf of Badenoch' dead in consist pass Northampton as 5Z20, the 08:36 Crewe H.S. to Eastleigh Arlington (Zg) on November 10th. *Derek Elston*



Class 37 240 approaches Farington Junction with 5Z42 15:20 from Lostock Hall Junction as part of the move to turn the stock and locos off a Birmingham - Blackpool special on November 15th. *John Balaam*



Charter Scene

ECS and Light Engine Moves

On test again at Stafford on November 24th, Class 89 001 is seen in the company of 87 002 and DVT No. 82139. *Carl Grocott*

Class 59 003 with an Eastleigh to Hamilton via Tuebrook empty stock move (where the Class 59 was swapped for a 66) heads through Warrington Bank Quay on November 25th. *Mark Enderby*

Class 66 710 with the Rail 200 train heading from Llandudno to Bristol is seen at Chester on November 18th. Class 66 719 was on the rear. *Mark Enderby*







Charter Scene ECS and Light Engine Moves

On November 6th, Class 37 409 takes the empty coach stock from 'The Royal Scot' railtour to Carlisle Upperby along with No. 71000 'Duke of Gloucester' on the rear for servicing.
Michael Lynam



Charter Scene

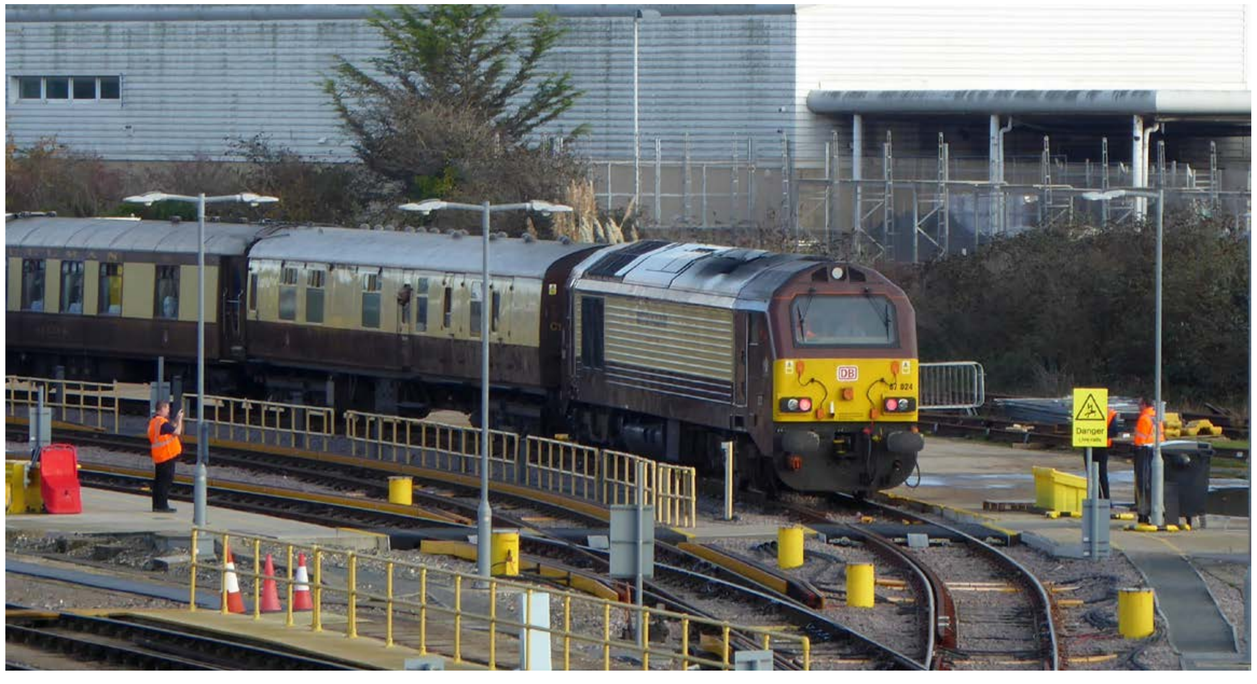
ECS and Light Engine Moves

8P Class No. 71000 'Duke of Gloucester' and support coach work 5Z71 Crewe HS to Crewe on November 6th, ready to take over from Class 40 No. D213, for the onward journey to Carlisle. *Barry Longson*

On November 30th, with the heavens about to open, LNER Peppercorn Class No. 60532 'Blue Peter' works 5Z33 over Docker Viaduct en-route from Carlisle Upperby LSL to Crewe. *Shep Woolley*

On November 15th, Class 67 024 is seen at Fratton with the empty stock for servicing from 'The Portsmouth Pullman'. *David Lindsell*







Charter Scene

ECS and Light Engine Moves

Class 37 669 and 37 706 pass Bradley with empty stock from Carnforth to Bicester depot on November 21st. *John Sloane*

In failing light on November 30th, Class 47 593 'Galloway Princess' passes Coppull Moor with empty stock returning to Crewe from Barrow. 47 805 was attached to the rear. *John Sloane*

Stanier Black 5 No. 44871 and support coach No. 35508 head through Northampton working as 5Z40, the 06:39 Bury East Lancs Railway to Southall WCR on November 13th.
Derek Elston







Charter Scene

ECS and Light Engine Moves

Power car No. 43058 ‘Loch Eil’ leads the 5Z42 Eastleigh - Crewe through Coventry on October 23rd. *Pete Holloway*

Bullied Pacific No. 34028 ‘Eddystone’ makes for an unusual sight as it arrives at Manchester Piccadilly with the empty stock of the Railway Touring Company’s ‘Chiltern Explorer’ tour to Reading on November 1st. *Lee Stanford*

Class 47 No. D1924 ‘Crewe Traction Depot’ leads a Crewe to Dundee ECS past Balshaw Lane Junction on November 21st. *John Sloane*







Avanti West Coast

On November 12th, poppy liveried Class 390 151 stands at Crewe whilst working 9M50 Edinburgh - London Euston service. *Richard Hargreaves*



Class 805 008 passes Middlewich on November 16th with a Holyhead to London Euston service. *Mark Enderby*



Unusually held on the Up Slow line at Golborne, Class 66 050 idled here for over an hour on November 21st awaiting a path due to signalling problems in the area. Meanwhile, Class 390 152 passes with the 08:52 Edinburgh - London Euston, itself running almost 50 minutes late. *Jeff Nicholls*



Avanti West Coast

Framed by the Autumn tree colours, Class 390 040 passes Winwick Quay, with 1S69 13:30 London Euston to Glasgow Central on November 8th. *Paul Senior*



Avanti West Coast unveils latest funding scheme to support community projects

Avanti West Coast has launched a new funding scheme to improve stations and make a positive impact in communities across its network.

The Customer and Communities Improvement Fund (CCIF) is inviting applications for projects which benefit stations, addressing regeneration challenges and social needs across the regions served by Avanti West Coast.

This is the sixth round of funding Avanti West Coast has made available as part of the CCIF to support charitable and community initiatives across its network. Funding will be awarded to successful bidders over one year.

Customers, stakeholders, community groups, and charities are encouraged to submit ideas which can bring positive change to people and places located within three miles of stations on the West Coast Main Line, that stretches from London to Scotland and North Wales.

The intercity operator is keen to receive submissions that contribute to one of the following:

Make railway stations more vibrant and add value to the local area.

Improve the availability of rail travel to vulnerable or hard to reach parts of the community.

Bring people together to generate connections and opportunities.

Applications should consider the United Nations' Sustainable Development Goals – a blueprint to achieve a better and more sustainable future for all.

This plan helped shape Avanti West Coast's thinking as to how the CCIF can play a role in making a difference – from creating inclusive, prosperous and connected communities to promoting a more sustainable future.

Joanna Buckley, Community Manager at Avanti West Coast, said: "Our Customer and Communities Improvement Fund gives those along the West Coast Main Line the opportunity to shape how the railway benefits local communities. By investing and supporting community projects, we aim to bring positive change across our route.

"We would love our customers, stakeholders and local groups to apply for funding, so we can help deliver initiatives that matter most to the people and places we serve."

Avanti West Coast

Mural unveiled at Birmingham International station as part of campaign to prevent violence against women and girls

A mural designed to raise awareness for a campaign to prevent male violence against women and girls has been unveiled at Birmingham International station.

To mark White Ribbon Day on November 25th, Avanti West Coast worked in collaboration with Heart of England Community Rail Partnership (CRP) and the White Ribbon charity to commission the artwork which has been installed on Platform 1.

Designed by West Midlands based artist Emily Marlowe, the mural depicts men of different ages and ethnicities alongside thought-provoking subtle questions encouraging them to speak up for women and girls.

The installation at Birmingham International builds on the existing working relationship between Emily, Heart of England CRP and White Ribbon, to create pieces of artwork in support of the charity for railway stations across the West Midlands.

Last year, Avanti West Coast became an accredited organisation for White Ribbon, which continues the intercity operator's commitment to embed the charity's values into its business. These include ensuring that the operator remains a positive and safe working environment for women, encouraging more male leaders across its colleagues to promote equality, and continuing to support local communities along its route.

White Ribbon is the UK's leading charity to engage men and boys to end gender inequality aggression against women and girls by addressing root causes as well as long-established attitudes in society.

To further mark White Ribbon Day, a choir consisting of colleagues from across the Avanti West Coast network will be singing a rendition of Coldplay's 'Fix You' at Birmingham International and Crewe stations to raise awareness of the charity and its important work. They will then join representatives from Crewe Town Council and Her-Place Charitable Trust to take the SafeHER Crewe walking route from the railway station to the town centre, which offers safe spaces in the area for women and girls.

In early 2026, another White Ribbon mural designed by Emily and commissioned by Avanti West Coast and Heart of England CRP will be installed at Rugby station.

Dave Whitehouse, Safety Director at Avanti West Coast said: "We are dedicated to making the railway a safer place for all, and this mural plays an important role in highlighting White Ribbon's work to prevent male violence against women and girls.

"By working with our community partners, White Ribbon themselves and a local passionate artist, we wanted to create something at Birmingham International that starts a conversation as well as making people stop and reflect on this important topic in society."

Lynne Elliot, CEO of White Ribbon UK said: "We are really pleased to have worked with the Heart of England CRP, Avanti West Coast and Emily on this project, and it is brilliant to see the mural on display Birmingham International station. It looks amazing!

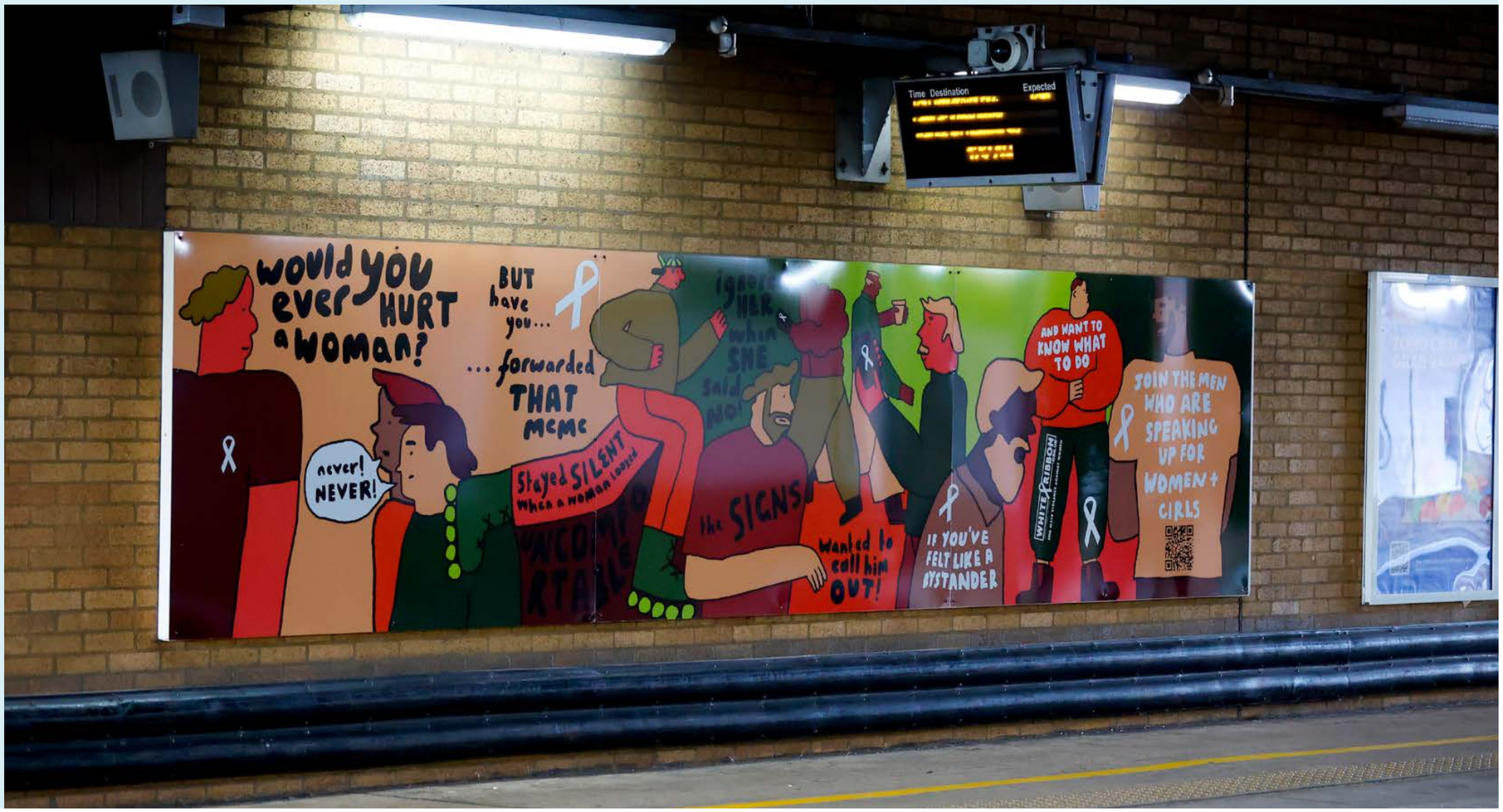
The mural really sparks reflection amongst commuters by showing every day actions men can do to make everyone feel safe, equal and respected."

Julia Singleton-Tasker, Lead Officer at Heart of England Community Rail Partnership said: "The Heart of England CRP feels privileged to have worked with Emily Kaye Illustrations again this year to create a mural that promotes the White Ribbon UK campaign.

"With thanks to the funding and collaboration of Avanti West Coast, the mural at Birmingham International provides is a great way to highlight how we can all work together to prevent violence towards women."

Emily Marlowe, the artist who designed the mural, said: "I'm really happy to see the artwork in place at Birmingham International – it's something that can be taken in from multiple different perspectives.

"I tried to portray something that is both informative and optimistic, and I hope people will be intrigued and curious to learn more about the great work being done by White Ribbon. It'll definitely catch your eye if you're passing on a train or waiting on the platform."



Avanti West Coast

Poppy liveried Class 390 151 stands at Warrington Bank Quay on November 18th working a service to London Euston.
Mark Enderby



Avanti West Coast's iconic Pendolino fleet named most improved at railway awards

Avanti West Coast's iconic Pendolino trains have been named most improved at this year's Golden Spanner awards. The Class 390 fleet won a Silver Spanner, which is given to the most improved fleet for train reliability over the last 12 months in each rolling stock category.

Winning the award in the 'First generation new inter-city' category was the operator's first ever success at the annual ceremony, which is hosted by Modern Railway's Fourth Friday Club – a networking forum set up by the rail magazine for executives within the industry.

The 56-train Pendolino fleet, which was built and is maintained by Alstom, has become symbolic to the West Coast Main Line and UK rail, having travelled over 300 million miles since the first train entered service in 2002.

Last year, the Pendolino fleet upgrade– the UK's biggest train refurbishment - was completed. The programme was delivered in partnership with Alstom and Angel Trains, who financed the project with a £117m investment. Every Pendolino train was revamped to improve the travelling experience for customers with new Standard Class seats; a refurbished First Class and a new Standard Premium carriage; a new shop; new passenger information screens and a completely new look-and-feel.

This was followed by a major operational heavy overhaul of all 56 trains. The programme, which was completed in spring this year, saw bogies – sets of train wheels; pantographs; train control and information systems; batteries; and valves - either reconditioned or replaced.

Dean Duthie, Engineering and Infrastructure Director at Avanti West Coast said: "This award is a testament to the hard work that our Pendolino team, together with Alstom, have put into improving maintenance regimes, reducing train faults and ensuring that the iconic fleet delivers a reliable service for our customers. Over the last two decades, this fleet has become synonymous with the West Coast Main Line and by winning this award, shows that these iconic trains which have travelled hundreds of millions of miles are still going strong today."

Alan Fravolini, Project Director at Alstom said "We are delighted to share this award with Avanti West Coast. It is a great representation of what mature collaboration can bring about and is a great reward for the hard work and focus provided by our teams over recent times. This gives us a great foundation to build on where we will see further improvements going forward."

Avanti West Coast

Now settled into their role, Class 807 004 heads south at Rugeley TV on November 20th, working the 11:43 Liverpool Lime Street to London Euston service. *Barry Longson*



Class 807 010 working the 1F14 London Euston - Liverpool Lime St. service speeds through Stafford on November 26th.
Richard Hargreaves



Class 390 047 with the 9S47 London Euston - Glasgow Central service approaches Stafford on November 26th. *Richard Hargreaves*



Avanti West Coast

Class 805 007 and 805 012 are seen at Hargrave on November 20th working the 12:48 Holyhead to London Euston service. *Lee Stanford*



Class 805 013 passes Northwich South Jct. on November 16th with a London Euston to Holyhead service. *Mark Enderby*



Class 390 039 speeds north through Rugeley TV, working the 13:43 London Euston to Liverpool Lime Street on a cold, but bright November 20th. *Barry Longson*



Avanti West Coast

Class 390 123 heads away from Winwick with a Blackpool to London Euston service on November 25th. *John Sloane*



Avanti West Coast

Class 390 156 is seen shortly after passing Winwick Junction on November 25th working the 09:39 Glasgow Central to London Euston. Of note this is one of the first three units to carry Avanti livery and which are unique in that they have a letter 'A' next to the Avanti logo on the non driving vehicles. *Lee Stanford*



Class 390 010 passes Coppull Moor with the 14:30 from London Euston to Glasgow on November 1st. *John Sloane*

Class 807 010 working the 9S65 London Euston - Glasgow Central service is seen at Coventry on December 3rd. *Pete Holloway*





Caledonian Sleeper

Class 92 043 awaits departure from London Euston on November 16th in charge of train 1S25, the 21:00 Caledonian Sleeper service to Inverness, conveying through coaches to Aberdeen and Fort William. *Andy Pratt*



Chiltern Railway will soon be replacing its present fleet of Class 68 and Mark 3 stock with the former TransPennine Mark 5 sets and their compatible locos but on November 4th, the old order was still to be found at Birmingham Moor street as Class 68 010 waits to depart with the 12:45 to London Marylebone. *Lee Stanford*

Chiltern Railways supports £135k of social value projects for 2025/26

Chiltern Railways is continuing its investment in local communities with a new series of projects delivering social, economic and environmental value across its network. Delivered through the operator's Community Investment Fund, this year's partnerships will deliver 11 projects from improving station environments to supporting young people with employability workshops. Building on this momentum, new collaborations with local colleges, charities, and community rail partnerships will deliver a range of initiatives including:

Station greening and community planting from City of Oxford College students of the Activate Learning College group at Oxford Parkway station

Planting trees and promoting a new rail trail from Denham and Denham Golf Club stations to the Colne Valley Regional Park with the Groundwork South Employability training for disabled and neurodiverse young people in Westminster with Action for Kids Charitable Trust

Creating murals and artwork including with Banbury Business Improvement District and the Friends of Barnham Library at Sudbury Harrow Road

Zach Bailey, Regional Growth Manager at Chiltern Railways, said: "We are delighted to announce our 11 new Community Investment Fund projects for the next year. We are supporting a wide range of existing and new not for profit organisations across the Chiltern network. This year's projects reflect the importance of community collaboration - whether that's improving the look and feel of a station, helping young people build skills and experiences, or supporting organisations on our route to promote key destinations by rail."

On the Oxford Parkway project, Catalina Marin, Group Director at Activate Learning, said: "We are incredibly proud to be partnering with Chiltern Railways on this transformative project at Oxford Parkway station. This student-led transformation of the station's green space into a welcoming garden is a perfect example of how we create meaningful, real-world opportunities for young people at City of Oxford College and University Centre. Through hands-on work with plants, landscaping and environmental design, our students with learning needs will develop valuable independence, travel skills and practical gardening skills while creating a cleaner, more inviting space that benefits passengers and the wider community. Working alongside Blenheim Palace and Chiltern Railways, we're excited to see our students grow in confidence as they help transform Oxford Parkway into an oasis of calm that enhances everyone's travel experience."

On the Denham project, Bergey Sigurdardottir, Landscape Recovery Manager at Groundworks Trust, said: "Denham sits at the heart of the Colne Valley Regional Park and is the first taste of countryside west of London. We are excited to work with Chiltern Railways to highlight and encourage both city dwellers and local residents to come and explore their local countryside, and to enjoy the benefits it brings to physical and mental health. At the same time we aim to enhance biodiversity and the character of the area, through wildlife meadow and pollinator friendly planters, all of which the local community will be able to enjoy."

The Community Investment Fund is designed to deliver initiatives that improve station environments for customers, encourage sustainable and accessible travel, and strengthen community relationships.

Colas Rail

Class 70 810 passes through Carlisle on November 6th with a rake of China Clay Tanks from the Port of Workington heading to Aberdeen. *Michael Lynam*

Class 70 009, on hire to Colas, works a Chirk to Carlisle empty log train through Coppull on November 16th. *John Sloane*

Class 70 009 passes through Carlisle on November 6th with a log train from Carlisle N.Y. - Chirk. *Michael Lynam*







Colas Rail

Class 70 009 is seen at Upton Magna with 6C37 10:30 Chirk Kronospan - Carlisle Yard on November 16th. *Phil Martin*



Colas Rail

Class 70 009 is seen at Chirk on November 24th working 6J37 12:50 Carlisle - Chirk Kronaspan. *Phil Martin*



Class 70 805 running as 0Z60 Rugby - Crewe Basford Hall heads through Stafford on November 26th. *Richard Hargreaves*



Class 37 419 heads for Barrow Hill as it passes through Wigan North Western on November 6th. *Bryan Roberts*



Colas Rail

A very dirty Class 56 105 passes Coppull on November 16th during a move from Carlisle to Colwick. *John Sloane*

COLAS RAIL FREIGHT'S NEW CONTRACT AWARD CONTINUES NEW MEASUREMENT TRAIN COLLABORATION

Colas are delighted to share that Colas Rail UK's Freight division been awarded a contract with Network Rail for the operation and maintenance of the New Measurement Train (NMT) fleet.

The contract will commence in December 2025 supporting provision of the service by the Network Rail Infrastructure Monitoring Team to its Regional customers during CP7. Our team have been involved with operating the NMT since 2015 but will now be completing heavy and light maintenance duties to the fleet.

The NMT fleet comprises of two Class 43 Power Cars, linked between five Mark 3 coaches to complete the rail analysis.

Speaking on the success of the contract award, Freight Operations Director, Sep Semsarzadeh said "This contract is a fantastic addition to our portfolio of Infrastructure Monitoring services for Network Rail.

The award of this contract demonstrates Network Rail's confidence in our ability to deliver top-notch Infrastructure Monitoring services. It's a testament to the hard work and dedication of our team."



CrossCountry

Class 220 005 working a northbound service calls at Coventry on November 10th.
Pete Holloway



Class 221 117 working 1V52 07:04 Edinburgh - Penzance service is seen waiting to depart Bodmin Parkway on November 24th.
Barry Beeston



DB Cargo

With the yardman keeping an eye on the track and the passing wagons, Class 66 206 draws the 6Y08 discharged aggregates service out of the Tolworth facility on November 13th, at the start of its run back to Hoo Junction Down Yard. *Ian Callander*

Class 66 658 heads past Kemps Eye, Shrewsbury on November 1st with 6V75 09:30 Dee Marsh - Margam steel. *Phil Martin*

Class 66 653 passes Burgs Lane on October 25th working 6V75 09:30 Dee Marsh - Margam T.C. *Phil Martin*







DB
Cargo

Class 66 055 ‘Alain Thauvette’, one of four fitted with additional lights and drawbar gear for Lickey banking duties, passes Pemberton with 6E26 the 10:51 Knowsley to Wilton waste train on October 22nd.
Paul Senior



DB Cargo

Both held at signals at Golborne Junction, on the Up Slow, Class 66 050 is in charge of the morning Knowsley - Wilton Binliner whilst 57 307 on the Up Fast is working light engine from Carlisle to Crewe, November 21st. *Jeff Nicholls*

On November 18th, Class 66 652 and 66 659 pass Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

Class 66 025 hauling the 4L32 Trafford Park - Felixtowe intermodal passes through Stafford on November 26th. *Richard Hargreaves*







DB Cargo

Class 66 083 passes through the glorious Cheshire countryside at Plumley with the 10:59 Arpley Sidings - Tunstead stone empties on November 13th. *Jeff Nicholls*



DB Cargo

Class 66 652 is seen at Bayston Hill with 6V75 09:33 Dee Marsh Reception Sidings - Margam T.C. on November 21st. *Keith Davies*

Class 66 152 'Derek Holmes Railway Operator' working 6M45, the 06:49 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd heads through a very wet Northampton on November 10th. *Derek Elston*

Class 66 035 with the 6O42 Halewood to Southampton Eastern Dock car train passes through Stafford on November 26th.
Richard Hargreaves







DB Cargo

Class 66 083 was tasked with an easy wagon move from Carlisle to Arpley on November 10th, seen here running through Warrington Bank Quay. *Mark Enderby*



Class 66 083 with the 4O21 Trafford Park - Southampton intermodal heads through Stafford on November 26th. *Richard Hargreaves*



Class 66 660 passes Kempseye with 6V75 09:33 Dee Marsh Reception Sididngs - Margam T.C. on November 20th. *Keith Davies*



DB Cargo

Class 66 658 with the 6V75 09:30 Dee Marsh - Margam Steel passes Wistanstow on November 25th. *Phil Martin*



Class 66 005 'Maritime Intermodal One' slows for the crossover at Heaton Norris Junction, while working 6E26 10:51 Knowsley to Wilton loaded waste on November 13th.
Barry Longson



Class 66 177 with a Knowsley to Wilton binliner passes through Warrington Bank Quay on November 25th. *Mark Enderby*



DB
Cargo

Class 66 050 is seen at Bickerstaffe with 6E26 Knowsley to Wilton loaded refuse train on November 17th. *Brian Dobbs*



DB Cargo

Class 66 660 passes Burgs Lane on November 19th with the 6V75 09:30 Dee Marsh - Margam steel. *Phil Martin*



Class 66 098 heads north at Preston working an intermodal train from Seaforth - Mossend on November 6th. *Michael Lynam*





Class 66 177 hurries past Winwick on November 25th with a Knowsley to Wilton binliner train. *John Sloane*

DB Cargo

On November 17th, Class 66 109 ‘Teesport Express’ had just 6 containers at the rear of its train while working 4L56 13:20 Trafford Park to London Gateway, seen at Burnage under a clear blue sky. *Barry Longson*

Class 66 034 is seen departing Bletchley with 6X11, the 07:51 Toton North Yard to Dollands Moor Sidings car train on November 28th. *Derek Elston*

Having received the ‘all clear’ call from Basingstoke signalling centre, the yardman at Tolworth Day Aggregates works the levers to release Class 66 128 onto the ‘up’ road in readiness for its departure to Hoo Junction Down Yard with the 6Y08 service on December 2nd. *Ian Callander*







DB Cargo

Class 66 083 has just 3 wagons in the consist of 6V72 the 12:29 Warrington Arpley to Acton T.C. seen passing Rugeley TV on November 20th. *Barry Longson*

On November 11th, Class 66 041 working 6C03 Northolt Sidings to Severnside Sita, with some of London's waste, speeds through Swindon on the UML (Up Main Line) and passing 6C48 in Swindon East Loop. *Ken Mumford*

Class 66 050 'Yorkshire Rose' is seen leaving Wigan Wallgate on November 6th with the Knowsley to Wilton bins. *Bryan Roberts*







DB Cargo

Class 66 177 is seen shortly after passing Winwick Junction on November 24th with a delayed Knowsley to Wilton waste train. *Lee Stanford*



Class 67 002 is an ETCS test loco and on November 21st it is seen standing inside the perimeter fence at Wabtec Doncaster. *Lee Stanford*



Class 66 653 grinds uphill through Hawarden with the 09:31 steel working from Dee Marsh to Margam on November 6th. *Jeff Nicholls*



DC Rail Freight

Class 60 055 passes Golborne on November 16th. *Jeff Nicholls*

Class 60 028 passes Northampton with 6D90 13:14 Wembley Receptions 1-7 to Penmaenmawr Quarry on November 7th. *Derek Elston*

With Chessington South Station visible in the distance, the SWR 2M40 service from Chessington South - London Waterloo (comprising units Class 450 060 and 450 011) departs from Chessington North station on November 25th, as the 6Z20 service from Grain Foster Yeoman to Chessington South Sidings rumbles towards its final destination, double-headed by Class 56 045 and 56 103, a pairing that has recently been shuttling back and forth over this route. *Ian Callander*







Class 68 001 'Evolution' approaches Bradley with the 4M27 intermodal service from Mossend to Daventry on November 21st. *John Sloane*

Direct Rail Services driver's quick thinking saves a life

A Direct Rail Services (DRS) train driver has received a coveted award for their quick thinking, courage and compassion.

Chris Bray accepted the Rail Hero Award at the prestigious Heart of Gold Awards ceremony, on November 26th.

His story is an inspiration and his actions exemplify the spirit celebrated by the Railway Benefit Fund's (RBF) Heart of Gold Awards, which honour individuals who go above and beyond to protect lives and support wellbeing in the rail industry.

On February 20th, while operating a freight service from Daventry to Crewe, Chris noticed a woman in distress. Recognising the imminent danger, Chris acted decisively bringing his train to a controlled stop and contacting the signaller to block the line.

Refusing to move until the woman was safe, Chris left his cab and spoke calmly across the tracks, reassuring her she wasn't in trouble. His persistence kept her engaged until British Transport Police (BTP) and Network Rail staff arrived and led her to safety. Chris's intervention undoubtedly prevented a tragedy that day.

Commenting on his award win, Chris said: "I really don't feel like a hero, just glad I was in the right place at the right time.

"I'm also grateful for the quick response from British Transport Police and Network Rail. It was a team effort to make sure she was safe.

"It was a real honour just to be nominated, and in a category with such deserving winners too."

DRS is the rail division of Nuclear Transport Solutions (NTS) and is one of the UK's leading rail freight operators.

Gottfried Eymer, NTS Managing Director for Rail, said: "Chris's story is an inspiration to everyone at DRS, his actions exemplify everything we stand for, and we're exceptionally proud."

Jo Kaye, CEO of RBF, commented: "These awards are a recognition chosen by the rail community itself. It is a genuine, peer-to-peer acknowledgement where our front-line colleagues take the opportunity to celebrate and offer a simple 'thank you' to those around them who quietly make an outstanding difference every day".

Direct Rail Services

Class 66 433 passes Arcow Quarry on November 25th with the daily engineers from Carlisle - Crewe Basford Hall. *Michael Lynam*

Class 68 006 passes through Lancaster on November 12th with an intermodal train from Mossend - Daventry. *Michael Lynam*

On November 12th, Class 66 428 speeds through Lancaster with an intermodal working from Daventry - Coatbridge. *Michael Lynam*







Direct Rail Services

Class 88 003 passes through Preston on November 6th with a intermodal from Coatbridge - Daventry. *Michael Lynam*

Class 68 021 and 66 434 pass through Wigan North Western on November 6th, working from Carlisle Kingmoor to Crewe Gresty Bridge. *Bryan Roberts*

Class 66 431 passes through Carlisle on November 6th with the daily 6K05 engineers from Carlisle NY - Crewe Basford Hall via the S&C. *Michael Lynam*







Direct Rail Services

Class 88 003 passes Red Bank with 4M27 Coatbridge to Daventry on November 6th.
Brian Dobbs

Direct Rail Services

On November 20th, Class 66 428 sweeps around the S bend at Rugeley TV while in charge of 4S44 12:13 Daventry to Coatbridge 'Tesco' liner. *Barry Longson*



Class 88 008 working the 4M27 Coatbridge - Daventry intermodal heads through Stafford on November 26th. *Richard Hargreaves*



Locomotives stabled at Carlisle on November 6th sees Class 57 309 for Thunderbird duties and LSL's Class 90 026 on driver training duties. *Michael Lynam*



East Midlands Railway

Class 158 857 and 158 806 form the 08:56 Norwich to Liverpool Lime Street on November 13th, seen passing Heaton Norris in sun. *Barry Longson*



Class 810 004 and 810 005 sit in platform 1 at Sheffield, preparing for a driver training run to Leicester on November 4th. *Michael Lynam*



Class 170 273 stands at Lincoln working 2K15 14:36 to Peterborough on October 28th. *John Balaam*



Freightliner

An orange and black combo, with Class 90 013 and 90 039 working 4L67 the 10:20 Trafford Park to Felixstowe North, seen at Rugeley TV on November 20th. *Barry Longson*

Class 66 537 leads the 4M91 10:37 London Gateway to Lawley Street F.L.T. through Bletchley on November 28th. *Derek Elston*

Class 66 533 'Senator Express' hurries through Bletchley with 4O38 the 09:52 Lawley Street F.L.T. to Southampton M.C.T. on November 28th. *Derek Elston*







Freightliner

Class 70 015 makes a fine sight as it powers 6B71 the 07:16 Tunstead to Northampton Castle, past Rugeley TV on November 20th. *Barry Longson*

Class 90 044 and 90 042 pass Bradley on November 29th as they work the 4S49 service from Daventry to Grangemouth. *John Sloane*

Class 66 603 with the 6Z42 Tytherington to Appleford speeds through Swindon on the UML on November 27th. *Ken Mumford*







Freightliner

Class 90 007 and 90 048 with 4L67 10:20 Trafford Park – Felixstowe North pass Heald Green on October 21st. *Nick Clemson*

Class 90 008 and 90 010 pass Rugeley TV, working 4M63 the 09:12 Felixstowe North to Garston on a bright but cold November 20th. *Barry Longson*

On November 26th, Class 66 420 passes Acton Bridge with a Bredbury to Runcorn working. *Mark Enderby*







Freightliner

Class 90 043 and 90 009 double head the 4L67 10:20 Trafford Park to Felixstowe North through Stafford on November 6th. *Barry Longson*

Class 90 039 and 90 047 are seen at Coppull Moor on November 1st with the 4M83 working from Coatbridge to Crewe Basford Hall. *John Sloane*

Class 90 006 and 90 021 drift through Euxton on November 22nd with 4S49 from Daventry to Grangemouth. *John Sloane*







Freightliner

Class 66 512, 70 004 and 70 014 depart Leeds Midland Road on November 19th as a loco move to Hope (Earls Sidings). *Michael Lynam*

Class 66 596 departs Leeds Midland Road on November 19th heading to Sudforth Lane. *Michael Lynam*

On November 19th, Class 70 008 and 66 562 are seen at Leeds Midland Road depot. *Michael Lynam*







Freightliner

The 6Z42 Tytherington to Appleford headed by Class 66 617 passes on the UML at Swindon on December 2nd. *Ken Mumford*

Class 66 570 passes through Doncaster on November 4th with a working to Doncaster Down Decoy, with Class 66 566 attached to the rear. *Michael Lynam*

Class 70 017 passes light engine through Doncaster on November 4th working from Belmont Down Yard - Leeds Balm Road. *Michael Lynam*







Freightliner

Class 90 018 and 90 044 run through Coppull on November 1st at the head of the 4S49 liner from Daventry to Grangemouth. *John Sloane*

Class 90 005 and 90 007 power through Bletchley with 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. on November 28th. *Derek Elston*

Class 66 565 eases the 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. service through Northampton on November 13th.
Derek Elston







Freightliner

Class 59 201 heads the 6B12 Merehead to Wootton Bassett through platform 4 at Swindon on November 24th, running some 74 mins late. *Ken Mumford*



Class 90 008 and 90 011 with the 0M90 Wembley - Basford Hall pass through Stafford on November 26th. *Richard Hargreaves*



Class 90 005 and 90 007 working the 4L67 Trafford Park - Felixtowe liner pass through Stafford on November 26th. *Richard Hargreaves*



Freightliner

Freightliner's unbranded Class 70 007 is seen working through Northampton with 4O38 the 09:52 Lawley Street F.L.T. to Southampton M.C.T. on November 10th. *Derek Elston*



Class 66 547 accelerates out of Swindon East Loop and heads through the station with 6B12 Merehead Quarry to Wootton Bassett on December 2nd. *Ken Mumford*



Class 59 205 'Kenneth J. Painter heads through Swindon with the 6B12 Merehead Quarry to Wootton Bassett on November 27th. *Ken Mumford*



Class 90 039, in Backbone livery, with 90 043 in the old Powerhaul livery, pass Alder Lane Winwick, with 4M83 10:50 Coatbridge to Crewe Basford Hall on October 25th. *Paul Senior*

Freightliner

On December 2nd, Class 59 103 comes out of Swindon East Loop and through the station at Swindon working 6C48 Appleford to Whatley Quarry. *Ken Mumford*



Class 66 592 approaches Carlisle on November 6th with a rake of box wagons from New Biggin - Tees Yard. *Michael Lynam*



On November 13th, Class 66 512 had charge of 6J34 11:01 Runcorn Folly Lane to Brindle Heath, seen at Heaton Norris, Stockport. *Barry Longson*



GBRf

Class 66 747 heads through Warrington Bank Quay on November 18th with an Avonmouth to Clitheroe working. *Mark Enderby*



Class 66 786 and 60 021 top'n'tail a Doncaster to Liverpool empty Biomass through Greenbank on November 16th. *Mark Enderby*



Class 66 786 and 60 021 top'n'tail a Doncaster to Liverpool empty Biomass through Greenbank on November 16th. *Mark Enderby*



GBRf

Class 59 003 working 0Z59 Tuebrook - Eastleigh heads through Stafford on November 26th. *Richard Hargreaves*

Class 47 739 ‘City of Truro’ with 360 117 in tow arrives into Bletchley with 5B60, the 12:51 Kettering Stabling Sidings to Northampton EMD on November 28th. *Derek Elston*

Class 66 749 approaches Cononley on November 19th with a rake of empty hoppers from Hunslet - Rylstone Quarry. *Michael Lynam*







GBRf

Class 66 736 passes Cononley on November 19th heading an aggregates train from Arcow Quarry - Pendleton. *Michael Lynam*



Class 66 313 working the 6V84 Clitheroe - Avonmouth passes Stafford on November 26th. *Richard Hargreaves*



Class 66 715 departs Ipswich after a driver change with 4L66 05:34 Daventry - Felixstowe on October 30th. *John Balaam*



GBRf

On November 19th, Class 60 096 passes Cononley with an aggregates working from Rylstone Quarry - Hunslet. *Michael Lynam*



Class 69 015 passes through Doncaster on October 28th as 0D71 11:51 Belmont Down Yard - Leeds Balm Road. *John Balaam*



Class 66 720 with the 6V84 Avonmouth - Penyffordd is seen at Wolverhampton on November 28th. *Richard Hargreaves*



GBRf

Class 66 715 catches the last of the sun, before it disappears behind the trees on November 13th, seen passing Heaton Norris while in charge of 4H61 10:31 Small Heath to Tunstead empty stone box wagons. *Barry Longson*

On November 17th, Class 66 731 is seen at Upton Magna with 6G84 07:22 Kineton MOD GBRf - Donnington Rft GBRf. *Keith Davies*

Class 66 767 hauling the 6G92 Tunstead - Small Heath passes through Stafford on November 26th. *Richard Hargreaves*







GBRf

Class 60 085 approaches Long Preston working a Horton in Ribblesdale - Ashton in Makerfield aggregates train on November 25th. *Michael Lynam*

Class 60 021 ‘Penyghent’ passes Coppull with an Ashton in Makerfield to Horton working on November 12th. *John Sloane*

Class 66 314 working the 6E10 Liverpool BT - Drax Biomass is seen at Broad Green on November 12th. *Richard Hargreaves*







GBRf

Class 66 766 with a rake of loaded box wagons passes Plumley on a sunny November 13th. *Jeff Nicholls*

Class 66 689 'Evening Star' arrives into Northampton working a late running 6M41 06:53 Dollands Moor (GBRf) to Daventry on November 13th. *Derek Elston*

Class 66 732 runs light through Coppull during a move from Tuebrook to Carlisle on November 12th. *John Sloane*





GBRf

Class 60 021 made a welcome return to the Liverpool Biomass circuit on November 22nd and is seen approaching Heaton Norris Junction with a service for Drax, of note is the first hopper wagon which is the one in gold livery celebrating 50 years of Drax power station. *Lee Stanford*



Class 66 740 speeds past Winwick at the head of a Hams Hall to Mossend intermodal on November 25th. *John Sloane*



Class 66 313 passes Bradley with a Clitheroe to Avonmouth cement train on November 21st. *John Sloane*



GBRf

Class 66 757 with the 6B26 12:16 Tunstead Sidings - Rugby Up Sidings VQ is seen at Ashley on October 28th. *Nick Clemson*

Having run round 5B60, the 12:51 Kettering Stabling Sidings to Northampton EMD, Class 47 749 'City of Truro' eases up to 360 117 ready for its onward journey on November 28th.
Derek Elston

Class 66 316 runs through Bletchley with 6H10, the 11:20 Bletchley Cemex GBRf to Peak Forest Cemex GBRf empties on November 28th.
Derek Elston







Class 66 714 passes Arcow Quarry in charge of an aggregates train from Arcow Quarry - Bredbury on November 25th. *Michael Lynam*

On November 25th, Class 60 096 shunts it rake of box wagons for loading at Arcow Quarry, having arrived earlier from Hunslet. *Michael Lynam*



GBRf

On November 25th, Class 60 021 passes Arcow Quarry with a rake of empty box wagons from Ashton in Makerfield to Horton in Ribblesdale.
Michael Lynam

GBRf

Class 66 791 'Settle & Carlisle 150' in Heidelberg Materials livery, is seen at Doncaster on October 24th, working from Decoy Yard to Tyne S.S. *Bryan Roberts*



Class 66 744 passes Altrincham with an aggregates train from Tunstead Sidings - Small Heath. *Michael Lynam*



Class 57 305 heads west through Swindon on November 11th with 0V83 Leicester to Fairwater Yard. *Colin Pidgeon*



GBRf

Class 66 766 passes Hale on November 20th with an aggregates train from Tunstead Sidings - Rugby. *Michael Lynam*

On November 8th, Class 66 710 with a broken turbo is hauled past Manchester Victoria working 3Z42 Blackpool to Derby exhibition train by 66 719. *Russell Clarke*

Class 66 717 and its artistic wagons, speeds through Swindon on November 27th working 6B77 Colnbrook Lafarge to Avonmouth West Wharf. *Ken Mumford*







GBRf

Light engine move 0V97, the 11:30 Bescot Up Engineers Sidings to Hinksey Sidings finds Class 66 731 'Capt Tom Moore A True British Inspiration' and 66 790 'Louise' passing Northampton on November 13th. *Derek Elston*



Class 66 740 passes Lancaster on November 12th with a container train from from Hams Hall - Mossend. *Michael Lynam*



Class 66 732 passes Lancaster light engine heading from Tuebrook Sidings to Carlisle NY on November 12th. *Michael Lynam*



Grand Central

Class 221 143 arrives at Doncaster, working a London King's Cross - Bradford Interchange service. *Michael Lynam*

Great Western Railway

Class 802 106 is seen at Swindon on November 24th with a service to London Paddington.
Ken Mumford



Power car No. 43098 leading the 2C11 10:14 Plymouth - Penzance passes through Coombe on November 21st with No. 43186 on the rear.
Barry Beeston



Class 158 745 having arrived at Swindon as 2M17 from Westbury via Chippenham awaits passengers before departing as 2M26 back the same way to Westbury on November 3rd.
Ken Mumford



Great Western Railway

Class 165 108 prepares to head home after attention at Doncaster Works on October 24th. *Bryan Roberts*



Power car No. 43186 departs Truro with 2P16 13:15 Penzance - Plymouth on November 10th with No. 43004 on the rear. *Barry Beeston*



Power car No. 43198 departs St. Austell with 2C11 10:14 Plymouth - Penzance with No. 43093 powering away on the rear on November 27th. *Barry Beeston*



Great Western Railway

Power car No. 43093 enters Truro station with 2C20 11:23 Exeter St. Davids - Penzance with No. 43198 on the rear on November 10th. *Barry Beeston*



Power car No. 43004 awaits to depart with 2P16 13:15 Penzance - Plymouth with No. 43156 pushing on the rear, whilst No. 43189 is on the rear of 2C26 13:40 Plymouth - Penzance with No. 43187 powering away on the front. Both sets are seen crossing over at Bodmin Parkway on November 11th. *Barry Beeston*

Class 150 249 passes over Chapel Crossing inbound for Newquay with 2N16 14:20 Par - Newquay on November 21st. *Barry Beeston*





Great Western Railway

Power car No. 43156 passes through Scorrier with 2P21 15:50 Penzance - Plymouth with No. 43042 on the rear on November 10th. *Barry Beeston*



Power car No. 43004 is sat awaiting to depart Bodmin Parkway on November 24th with 2P20 15:15 Penzance - Plymouth with No. 43156 on the rear. *Barry Beeston*



Power car No. 43093 powers through Coombe with 2P16 13:15 Penzance - Plymouth with No. 43198 pushing on the rear on November 20th. *Barry Beeston*



Great Western Railway

Power car No. 43198 waits to depart Bodmin Parkway with 2P21 15:50 Penzance - Plymouth on November 24th with 43093 pushing on the rear. *Barry Beeston*



Class 387 158 and 387 142 with the 1L13 Cardiff to London Paddington is seen at Swindon on November 28th. *Colin Pidgeon*



On November 21st, Class 175 007 is seen working 5Z12 06:26 Plymouth - Plymouth via Penzance allowing for crew training to allow the Class 175 to replace the Castle Set HST's. *Barry Beeston*



Great Western Railway

Power car No. 43186 working 2C31 15:56 Plymouth - Penzance is sat awaiting to depart Bodmin Parkway with No. 43187 on the rear on November 24th. *Barry Beeston*



Power car No. 43004 powers through Respryn on November 25th with 2C20 11:23 Exeter St. Davids - Penzance with No. 43156 pushing on the rear. *Barry Beeston*



Power car No. 43004 departs Dawlish with 2C20 11:23 Exeter St. Davids - Penzance with No. 43156 on the rear on November 25th. *Barry Beeston*



Hull Trains

Class 802 305 and 802 301 with 1A95 15:31 Hull - London King's Cross crosses the Ouse Swing Bridge at Selby on October 25th. *Nick Clemson*

L.N.E.R.

Class 91 109 ‘Sir Bobby Robson’ stands at Doncaster on October 24th with a London King’s Cross to Bradford Forster Square service. *Bryan Roberts*

Class 91 130 ‘Lord Mayor of Newcastle’, calls at Doncaster working a London King’s Cross - Leeds service on November 4th. *Michael Lynam*

Class 91 111 arrives into Doncaster on November 4th with a service to Leeds. *Michael Lynam*







L.N.E.R.

Blooming Marvellous: An Azuma Train With A Difference Takes Root At Grantham Station

Customers arriving at Grantham Railway Station are now greeted by a unique planter shaped like an Azuma train, thanks to the handiwork of two LNER colleagues.

Made almost entirely out of recycled materials, station customer service assistants Phil Armstrong and Jez McLeish built the one-of-a-kind decorative container. It takes pride of place on Platform One, in the space where ticket barriers once stood.

The pair used upcycled pallets, taken from deliveries to the station, as well as leftover wood from renovation work to make both the shell of the planter and the base of the structure.

The distinctive Azuma yellow nose and red stripes running along the train were then spray painted on, to bring the planter to life.

Thanks to the duo's focus on recycling, the creative project cost only £150, with only paint and other finishing materials being purchased or generously donated.

Reflecting on the process, Jez McLeish said: "I had the idea for the planter, and Phil just ran with it! Outside of LNER, I'm a tattoo artist and I do a lot of sculpting as well, so I'm always making stuff. We wanted to make something that stands out and goes the extra mile."

Phil Armstrong called on his experience designing model aeroplanes outside of work. He said: "The planter is the first thing you see when walk into the station, so I think it's really enhanced that entrance for customers.

"When we had built out most of it, we got in touch with specialists who really helped us out with the graphics."

While the bulk of the planter is made up of salvaged wood from around the station, the specific Azuma mini-livery was specially-produced free of charge by Stewart Signs, the company who have worked with LNER on the full-size train wraps.

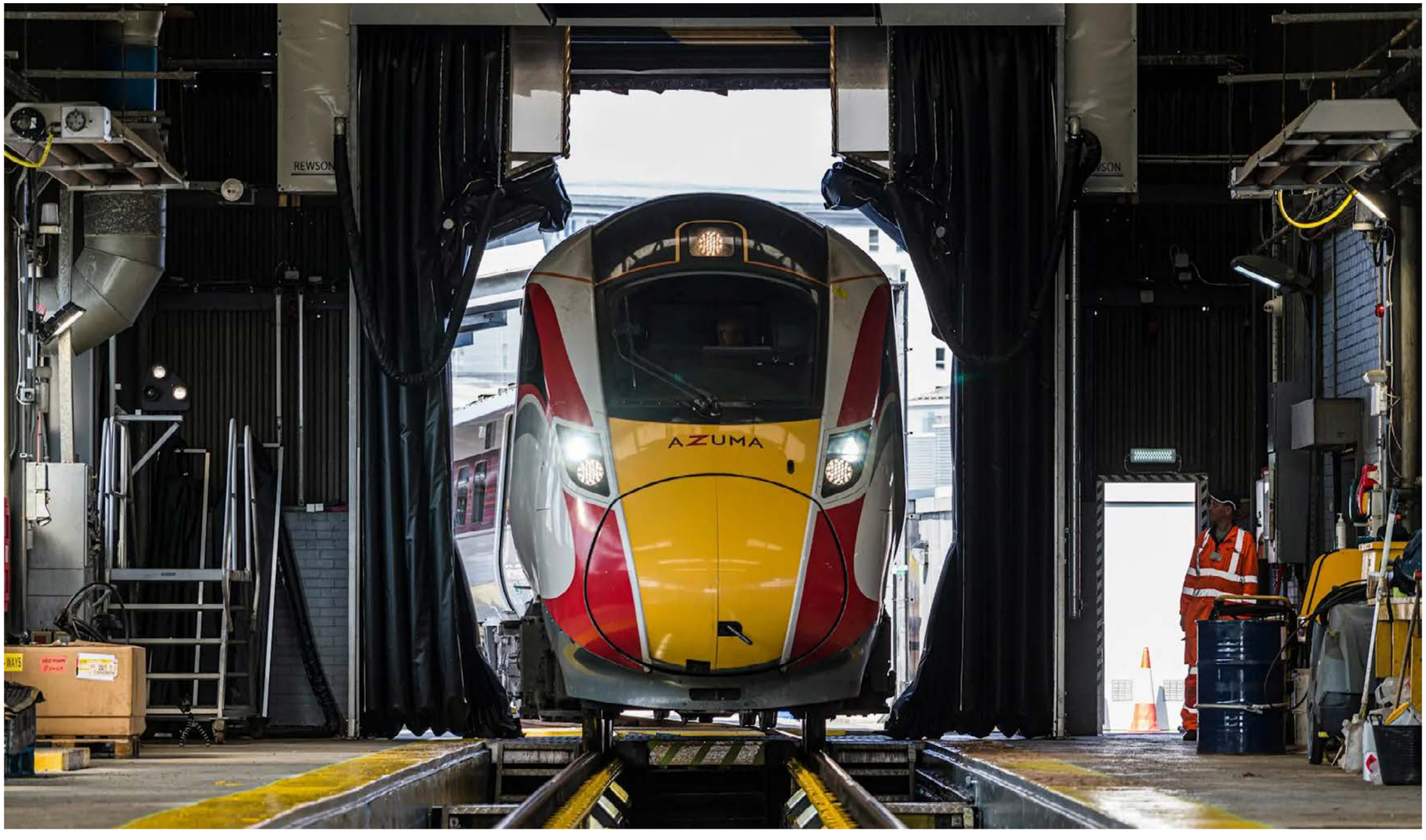
Abbie-Jade Howarth, Project Manager at Stewart Signs said: "We were delighted to support the team at Grantham by producing the scaled-down livery for the planter. It is fantastic to see how this creative idea brings colour and personality to the station, and I am very proud to have played a part in making the magic happen!"



Photo: Phil Armstrong (left) and Jez McLeish (right) stood with the Azuma planter, as an LNER Azuma train passes in the background ©LNER

L.N.E.R.

Prepped and Ready: The Unseen Railway Heroes Gearing Up for More Trains on Tracks this December



As the East Coast Main Line prepares to see its biggest uplift in rail services in more than decade, unseen heroes of the railway are working harder than ever to make sure trains are clean, maintained, and ready to carry millions of customers each year.

LNER's Azuma fleet are maintained day and night behind the scenes by Hitachi Rail engineers at specialist train care depots at Craigentinny in Edinburgh, Doncaster, and Bounds Green & Ferme Park, north London, to make sure trains are available for customers to travel on.

From Sunday December 14th 2025, LNER will be running an extra 10,000 services per year and reducing journey times between London and Edinburgh to just over four hours, with 60,000 extra seats available across the East Coast Main Line (ECML) each week.

Thousands of extra services a year means more trains in use each day and those trains working harder. Depot teams have been busy supporting LNER and developing new ways of working so that, from the December change, fleet availability remains high, trains are clean and in good condition, and customer journeys are smooth, easy, and reliable.

At Bounds Green, working collaboratively with Hitachi to deliver the upgrade, LNER has funded an extension of the Wheel Lathe road. This now allows engineers to perform essential wheel maintenance on a 9-carriage Azuma train. Previously, the area was only long enough to work on the first seven carriages. This investment and upgrade helps Azuma trains receive maintenance more quickly and efficiently, keeping them on the tracks for customers.

Meanwhile, with LNER's investment and Hitachi Rail's installation of a new roof gantry at Craigentinny, engineers can now access train roofs without relocating units. This means that trains no longer need to be moved to a different area of the depot during a maintenance exam, shaving a full day off the time it is out of passenger service.

Colleagues at LNER and Hitachi Rail have worked together across all depots to optimise maintenance to make regular 30-day examinations more efficient to help train availability.

In addition to the Hitachi depots and third party depots, Clayhills depot at Aberdeen is operated by LNER. Here, engineers maintain their Azuma trains, alongside ScotRail and Caledonian Sleeper rolling stock. Despite being close to the northernmost part of the LNER route, the depot has a crucial role to play in making sure trains are cleaned, maintained, and ready for customer service.

Linda Wain, Engineering Director at LNER, said: "Huge timetable changes like the one coming up in December don't just happen. We have been working more closely than ever with our colleagues at Hitachi Rail to make sure that our fleet of Azuma trains are maintained and ready for operation, preparing to carry thousands of customers to destinations across our almost thousand-mile route each day.

"LNER and Hitachi Rail colleagues have been coming up with creative and innovative solutions to meet the extra services, committing additional funding for new equipment, and are continuing to develop new ways of working that will further enhance maintenance work and keep the availability of the fleet high."

Mark Frost, Fleet Director at Hitachi Rail, said: "Throughout 2025, it has been a real team effort supporting LNER's preparations for its timetable change. We have worked tirelessly and collaboratively to upgrade both depots and maintenance operational arrangements, while simultaneously preparing our workforce to meet LNER's requirements for train availability."

Photo: A LNER Azuma enters Clayhills depot in Aberdeen ©LNER

Lumo

Lumo's ex East Midlands Class 222 005 passes Carnforth on November 12th, working from Preston - Polmadie on driver training duties in preparation for their new service to Sterling. *Michael Lynam*



Network Rail

On November 11th, Class 66 549 and 66 850 with a RHTT (RailHead Treatment Train) head through Swindon. *Ken Mumford*

On November 20th, RHTT service 3J01 the 11:52 King's Norton to Bletchley, had DB Class 66 244 and GBRf Class 66 799 working in top'n'tail mode, seen passing Rugeley TV towards Stafford, where they would reverse to head back south. *Barry Longson*

On November 11th, Class 66 176 and 66 096 pass through Swindon working 3S59 Hereford to Swindon Transfer RHTT. *Ken Mumford*







Network Rail

The Network Rail Structure Measurement Train is seen stabled in Doncaster West Yard on October 24th operated with power cars Nos. 43301 and 43303. *Bryan Roberts*

Class 67 023 and 67 027 working 3S31 Cheltenham (Lansdown Road) to Swindon Transfer head through Swindon on November 11th. *Ken Mumford*

Class 69 008 'Richard Howe' is seen on the rear of a rail head treatment train at Peterborough on October 28th. *John Balaam*







On October 8th, Class 66 847 'Terry Baker' and 66 849 'Wylam Dilly' are seen at Sheffield with the South Yorkshire RHTT. *Bryan Roberts*



Network Rail

Class 37 099 top'n'tail with 37 254 working 3J51 09:48 York Thrall - York Thrall via Selby head through Selby station on October 30th. *Nick Clemson*

Network Rail

Class 56 078 top'n'tails 56 302 with 3S71 21:13 Coleham LMD - Coleham LMD via Holyhead near Bunbury on November 13th.
Nick Clemson

Class 37 254 and 37 099 with 3J52 09:59 Malton Up Sidings - Malton Up Sidings via Hatfield & Stainforth departs Beverley on October 25th.
Nick Clemson

Class 37 254 and 37 099 with 3J52 09:59 Malton Up Sidings - Malton Up Sidings via Hatfield & Stainforth passes through Beverley on October 25th. *Nick Clemson*







Network Rail

As with many RHTT sets, one side of the train stays cleaner than the other. This is Class 67 023 and 67 027 at Swindon on November 11th working 3S31 Cheltenham (Lansdown Road) to Swindon Transfer Yard. *Colin Pidgeon*

Network Rail power cars Nos. 43062 and 43014 pass Bayston Hill with 1Q36 04:29 Derby RTC (Network Rail) - Derby RTC (Network Rail) on November 28th. *Keith Davies*

Powering through Greenfield on December 3rd is Class 56 102 working 6Z37 Coleham to York Thrall with Rail Head Treatment stock for store. *Russell Clarke*







Network Rail

Class 70 806 passes through Carlisle on November 6th with a RHTT working with 70 809 on the rear, heading to Whitehaven where it would reverse and head back to Carlisle. *Michael Lynam*







Network Rail's Class 950 001 passes Coppull Moor during a trip from Derby to Carlisle on November 1st. *John Sloane*







Class 56 115 top'n'tail 56 105 pass through Carlisle on November 6th with a Rail Head Cleaning train from Nunthorpe - Carlisle Yard. *Michael Lynam*

Network Rail

The 3J41 RHTT has just come out of Swindon Transfer Yard into platform 3 at Swindon on December 2nd, operated by Class 66 850 and 66 848. It waited there for 19 minutes during which the driver changed ends and eventually left eastwards for Swindon Transfer Yard 'via the world'. *Ken Mumford*

Railhead Treatment Trains around Wakefield are normally in the hands of Class 66s, except Sundays when the tractors come to town. On November 30th, Class 37 099 leads 37 219 south past Oakenshaw Junction with 3J51 09:55 York Thrall Europa to York Thrall Europa RHTT. *Tim Saunders*

On November 27th, the 3S59 Hereford to Swindon Transfer with Class 66 151 and 66 133 is seen a few yards east of the station heading to Swindon Transfer Yard. *Ken Mumford*







Network Rail

The 3S59 Hereford to Swindon Transfer Yard with locos Class 66 133 top'n'tail with 66 157 creeps along the UML at Swindon on December 2nd. *Ken Mumford*



Class 56 302 is seen on the rear of the North Wales squirrel at Chester on November 10th. *Mark Enderby*



The 09:48 York to York RHTT service approaches an autumnal Beverley on November 21st led by Class 37 219 with 37 419 on the rear. *Lee Stanford*



Network Rail

‘Grimey Times’ as Class 56 302 and 56 078 pass Steel Heath on November 25th working 3S71 Coleham - Coleham RHTT. Will this be the last year of Class 56s on these workings? *Phil Martin*

That mucky time of the year as Swietelsky branded Class 37 419 passes through Carlisle working from Carlisle Yard - Barrow Hill on November 6th. *Michael Lynam*

On November 4th, Swietelsky liveried Class 37 607 sits in the sidings adjacent to Doncaster Works with a Network Rail inspection train with 37610 attached to the rear. *Michael Lynam*







Network Rail

Class 56 302 and 56 078 working 3S71 Coleham - Coleham pass through Chester on November 22nd.
Richard Hargreaves



Network Rail

Class 56 302 brings up the rear of 3S71 21:13 Coleham LMD - Coleham LMD via Holyhead (with 56 078 leading) as they pass near Bunbury on November 13th. *Nick Clemson*

Rail Adventure

Class 20 007 and 20 205 top'n'tail two barrier wagons running as 6Z20, the 09:43 Burton on Trent Wetmore Sidings to Wembley Receptions 1-7 passes through Northampton on November 10th. *Derek Elston*

Rail Operations Group/Europhoenix

On November 28th, Class 37 800 working 5Q57 Alexandra Docks Yard to Derby Litchurch Lane with SWR Class 455 703 and 455 872 heads through Swindon. These units were initially due to go to Sims Metals on Newport Docks but due to the complete closure of Sims (Uni-metals), the units were left at Alexandra Docks Yard and were collected for storage at Derby Litchurch Lane. *Colin Pidgeon*



Class 37 510 'Orion' eases through Northampton light engine on November 10th as 0V74, the 10:12 Derby R.T.C.(Network Rail) to Bicester MOD. *Derek Elston*

With the setting sun providing minimal lighting, Class 37 501 leads Northern's 331 028 past Ashton Moss Junction on November 27th with a unit move from Allerton to Neville Hill depot. *Lee Stanford*





Rail Operations Group/Europhoenix

Class 37 800 throttles past Swindon on November 3rd leaving diesel fumes behind it with 5Q76 taking redundant EMU stock from Wimbledon Park Sidings to Newport Docks (Sims). *Ken Mumford*

Class 37 407 'Blackpool Tower' leads EMUs Class 350 266 and 350 267 through Northampton as 5Q30, the 10:18 DB Cargo Fan A And B Sidings to Long Marston and into storage on November 7th. *Derek Elston*

On November 18th, Class 37 884 was employed to move Northern's 769 458 from Carlisle to Allerton and is seen at Bradley, north of Wigan. *John Sloane*







Rail Operations Group/Europhoenix

The new order of Class 93 009 and 93 005 stand in Doncaster West Yard on November 15th awaiting their next duties. *Lee Stanford*

Class 37 501 'Tesside Steelmaster' runs light engine through Northampton on November 6th running as 0H73, the 06:37 Derby R.T.C. (Network Rail) to Wembley InterCity Depot. *Derek Elston*

On November 10th, Class 37 407 with 5Q07 DB Cargo Fan A and B Sidings - Long Marston passes through Coventry with a pair of former LNW Class 350s in tow. *Pete Holloway*







Rail Operations Group/Europhoenix

Class 37 901 ‘Mirrlees Pioneer’ complete with ‘Thunderslug’ headboard passes through Northampton working light engine as 0Z91, the 07:55 Rectory Jct. (Colwick Colas) to Hither Green P.A.D. on November 13th. *Derek Elston*

Class 93 008 and 93 010 top’n’tail barrier coach No. 6344 passing Northampton with 5Q71, the 07:02 Derby R.T.C.(Network Rail) to Wolverton Centre Sidings on November 20th. *Derek Elston*

Class 37 800 ‘Cassiopiea’ with former SWR EMUs Class 455 703 and 455 872 are seen being dragged as 5Q57, the 09:51 Alexandra Docks Udg to Derby Litchurch Lane passing Bletchley on November 28th. *Derek Elston*







TransPennine Express

With the changing skyline of Manchester as a backdrop, Class 185 135 slows for its stop at Victoria, with 1P73 the 11:44 Manchester Airport to Redcar Central service on November 17th. *Paul Senior*

Class 802 208 arrives at Carlisle working a Manchester Airport - Edinburgh service on November 6th. *Michael Lynam*

Class 802 209 calls at Manchester Victoria, with 9M12 the 10:03 Newcastle to Liverpool Lime Street, on November 3rd. *Paul Senior*







TransPennine Express

Class 397 011 races past Coppull with the 14:12 service from Liverpool Lime St. to Glasgow on November 16th. *John Sloane*

Class 802 208 passes working a Manchester Airport - Glasgow service passes Carnforth on November 12th. *Michael Lynam*

Transport for Wales

Class 67 015 passes Bayston Hill with 1W39 11:10 Crewe - Cardiff Central service on November 19th. *Keith Davies*



Class 153 552 and 153-3xx passes The Oaks, on November 2nd working 2J58 13:20 Crewe - Shrewsbury local service. *Phil Martin*



On November 21st, Class 197 109 and 197 050 are seen at Bayston Hill with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour service. *Keith Davies*



Transport for Wales

Class 67 017 is seen at Bayston Hill on November 21st with 1V39 10:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*



Class 197 026 and 197 111 pass The Oaks on November 2nd working 1V17 13:30 Manchester Piccadilly - Swansea service. *Phil Martin*



Class 67 010 heads past Burgs Lane on October 25th with the 1W55 08:53 Cardiff - Manchester Piccadilly service. *Phil Martin*



Transport for Wales

On November 6th, Class 230 010 calls at Hawarden with a service to Bidston. *Jeff Nicholls*



Class 67 010 passes Kemps Eye on November 22nd working 1W55 08:53 Cardiff - Manchester Piccadilly service. *Phil Martin*



Class 67 022 is seen at Bayston Hill with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on November 28th. *Keith Davies*



Transport for Wales

On October 31st, Class 67 015 was working a Cardiff bound service when a wheel flat was detected and the train was terminated at Stockport. Here the set is pictured in platform 0 just after 22:00 on November 1st. *Barry Longson*

Class 158 839 runs empty stock through Chester on November 22nd prior to working a service to Birmingham. *Richard Hargreaves*

Class 230 009 with the 11:28 Wrexham - Bidston service departs Hawarden on November 6th. *Jeff Nicholls*







Transport for Wales

Class 67 010 arrives into Stockport on November 1st with the 18:53 Cardiff to Manchester Piccadilly service. *Barry Longson*

On November 22nd, Class 197 120 working the 1D36 Manchester Airport - Llandudno service arrives into Chester. *Richard Hargreaves*

Class 67 012 propels the 10:53 Cardiff Central to Manchester Piccadilly, past Heaton Norris Junction on November 13th. *Barry Longson*







Transport for Wales

Class 67 029 runs into platform 6 at Crewe with the 05:53 Swansea to Manchester Piccadilly service on November 6th. *Barry Longson*



Class 67 012 with the 1W13 Swansea - Manchester Piccadilly service is seen departing Crewe on November 12th. *Richard Hargreaves*



Class 158 818 working the 1J07 Birmingham International - Aberystwyth service is seen at Wolverhampton on November 12th.
Richard Hargreaves



Transport for Wales

Class 67 025 passes Bayston Hill with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on November 20th. *Keith Davies*

Transport for Wales operated Class 197 104 working the 11:25 Manchester Airport to Llandudno is seen near Winwick Junction on a sunny November 25th. *Lee Stanford*

DVT No. 82220 is seen on the rear of 1W55 08:49 Cardiff Central - Manchester Piccadilly service lead by Class 67 022 at Bayston Hill on November 28th. *Keith Davies*







Transport for Wales

On November 15th, the 15:42 Llandudno to Manchester Airport operated by Class 197 111 was cancelled at Warrington Bank Quay with traction problems, the plan was to return the unit to Crewe (via Manchester) but it got no further than Stockport where it was recessed in platform 3A awaiting recovery and making for an unusual location to find a TfW unit. *Lee Stanford*



Class 67 015 with the 1V39 Crewe - Cardiff passes Burgs Lane, Baystan Hill on November 19th. *Phil Martin*



Class 197 118 and 197 020 pass Kempseye with 1V38 10:10 Crewe - Fishguard service on November 13th. *Keith Davies*



Transport for Wales

The winter sun was out on November 25th as Class 67 017 working 1W55 08:53 Cardiff - Manchester Piccadilly service passes Wistanstow near Craven Arms. *Phil Martin*

Class 197 001 and 197 006 pass Kemps Eye on November 22nd working the 1V38 Manchester Piccadilly - Fishguard Harbour service. *Phil Martin*

Class 67 022 with the 1V37 08:30 Manchester - Cardiff service passes Burgs Lane, Baystan Hill on November 25th. *Phil Martin*







Transport for Wales

Class 197 102 and 197 046 pass Wistanstow on November 25th working 1V38 09:30 Manchester - Fishguard Harbour. *Phil Martin*

Class 197 115 passes Winwick with a Manchester Airport to Llandudno service on November 25th. *John Sloane*

Class 197 035 and 197 118 pass Steel Heath on November 25th working the 1V44 13:30 Manchester - Pembroke Dock service. *Phil Martin*







Units: DMUs and EMUs

London Northwestern's Class 150 137 stands at Bletchley forming 2S21, the 15:52 Bletchley to Bedford Marston Vale service on November 28th. *Derek Elston*



West Mid's Class 196 113 working the 1J44 Birmingham to Shrewsbury service is seen at a chilly Wolverhampton on November 28th. *Richard Hargreaves*



Northern's Class 158 903 is in a special livery for the Rail 200 celebrations, seen departing Wigan Wallgate on November 6th. *Bryan Roberts*



Units: DMUs and EMUs

Class 769 452 on loan to Northern from Transport for Wales, is seen approaching Wigan Wallgate on its way from Stalybridge to Southport on November 6th. *Bryan Roberts*



Northern's Class 156 408 and 156 485 working the 2D45 Manchester Piccadilly - Chester service arrive into Chester on November 22nd. *Richard Hargreaves*



Northern's Class 150 210, passes Pemberton foot crossing with 2N96 10:47 Headbolt Lane to Blackburn service on November 10th. *Paul Senior*



Units: DMUs and EMUs

Very recently transferred to Southern, GWR liveried Class 387 173 passes St. Denys on November 24th with the 10:50 Southampton - Brighton service. *John Goodrich*



C2C's Class 357 324 stands at Shoeburyness after arrival with 2B82 12:04 from London Fenchurch Street on October 29th.
John Balaam



On November 15th, Southern's Class 377 413 is seen at Cosham working 1N26 the 11:15 from Brighton to Southampton. *David Lindsell*



Units: DMUs and EMUs

Elizabeth Line Class 345 023 sits at Reading awaiting to depart with the 16:29 service to Abbey Wood on November 1st.
Barry Longson

With the operating days of the LNW Class 350/2 units ever reducing consecutively numbered 350 250 and 350 249, both still in their original livery, depart from Stafford on November 18th with the 13:13 from Crewe to London Euston.
Lee Stanford

C2C's Class 720 601 is seen at Southend Central, working 2B01 12:54 Shoeburyness - London Fenchurch Street on October 29th.
John Balaam







Units: DMUs and EMUs

Northern's Class 150 113 approaches Rainford with 2N96 Headbolt Lane to Blackburn service on November 17th. *Brian Dobbs*

On November 15th, Southern's Class 377138 is seen at Cosham working 1N27 11:50 Southampton to Brighton service.
David Lindsell

Northern's Class 323 227 with the 2F52 Liverpool Lime St. - Wigan North Western service waits departure time from Liverpool on November 12th. *Richard Hargreaves*







Units: DMUs and EMUs

Northern's Class 156 424 and 150 102 speed towards Plumley West's Outer Home semaphore signal with the 10:56 Chester - Manchester Piccadilly via the Mid Cheshire Line on November 13th. *Jeff Nicholls*



Merseyrail's Class 777 020 is seen at Chester on November 22nd working the 2C16 Chester to Chester via Liverpool service. *Richard Hargreaves*



Northern's Class 156 411 stands at Chester on November 22nd working the 2H36 service to Manchester Piccadilly. *Richard Hargreaves*



Units: DMUs and EMUs

South Western Railway's Class 158 883 waits at St. Denys under a threatening sky with the 10:07 Romsey - Southampton - Salisbury service on November 24th. *John Goodrich*



London Northwestern's Class 730 205 departs from Stafford on November 18th working the 13:49 Crewe to Birmingham New Street. *Lee Stanford*



Northern's Class 333 016 arrives at Doncaster on November 4th with a local service from Leeds. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 331 107 calls at Leyland on November 6th with a Liverpool Lime St. to Blackpool North service. *John Sloane*



Northern's Class 158 755 with a service to Morpeth and 158 842 waits to depart for Leeds at Carlisle on November 6th. *Michael Lynam*



West Midland's Class 172 104 departs Doncaster Works heading for Tyseley LMD on November 4th. *Michael Lynam*



Units: DMUs and EMUs

Northern's Class 333 007 passes Cononley on November 19th working a Skipton - Leeds service. *Michael Lynam*



LNW Class 150 139 arrives at Bletchley on November 28th with 2S16, the 13:47 from Bedford. *Derek Elston*



Northern's Class 331 101 hurries through Coppull with a Liverpool to Blackpool service on November 1st. *John Sloane*



Units: DMUs and EMUs

Northern's Class 170 460 with 1W44 11:57 Sheffield - Scarborough is seen at Beverley on October 25th, passing NER signal box (built 1911), and the towers of Beverley Minster built slightly earlier (1220-1425). *Nick Clemson*

London Northwestern's Class 730 212 is seen arriving at Northampton ECS as 5K20, 07:49 from Bletchley T.M.D. on November 6th.
Derek Elston

West Mid's Class 730 026 and 730 029 ease 5A99, the 14:15 Bletchley to London Euston into platform 5 at Bletchley on November 28th.
Derek Elston







Units: DMUs and EMUs

Northern's Class 195 102 runs through Burnage on November 17th working the 10:49 Barrow to Manchester Airport service. *Barry Longson*

Running two hours late LNW Class 350 114 passes through Northampton ECS as 5J70, the 09:30 Northampton EMD to Wolverton Centre Sidings on November 28th. *Derek Elston*

LNW Class 730 213 and 730 205 arrive into Northampton with 1W18, the 08:05 Rugby to London Euston service on November 6th. *Derek Elston*







Units: DMUs and EMUs

The 10:43 Leeds to Chester operated by Northern's Class 195 119 is seen soon after passing Winwick Junction on November 25th. *Lee Stanford*



West Mid's Class 730 008 and 730 005 run into Bletchley with 2K31, the 13:09 London Euston to Milton Keynes Central service on November 28th. *Derek Elston*



A change from the usual Class 195 units occurred on November 25th when Northern's Class 158 901 was allocated to operate the 11:43 Leeds to Chester which is seen soon after passing Winwick Junction. *Lee Stanford*



Scotrail

On November 6th, Scotrail EMU Class 320 414 caught everyone by surprise, as it past through Stafford working 5Q06 09:20 Wolverton to Carlisle.
Barry Longson

Scotrail

Class 320 414 heads north through Wigan North Western on November 6th, after attention at Wolverton. *Bryan Roberts*



Scotrail HST power car No. 43028 tackles one of the first snowfalls of winter departing Aviemore with 1T88, the 14:50 Inverness to Glasgow Queen St. on November 18th. *Andy Pratt*



Class 158 702 arrives at journey end, Kyle of Lochalsh, on November 18th with train 2H81, the 08:55 from Inverness. *Andy Pratt*



National Rail



Track cleaning in full swing at Plumley as Network Rail's MPV No. DR98911 passes by on a mini-tour of the area on November 13th.
Jeff Nicholls

Ipswich rail station waiting room offers platform for student artwork

The work of a talented young Suffolk artist is now on display at Ipswich rail station, giving passengers the chance to enjoy striking local artwork while they wait for their trains. Leah Payne, 17, a Creative Arts student at Suffolk New College, has created a series of photographic collages for the station's waiting room as part of her Art, Design and Communication course.

Images of local scenes, relating to Ipswich port and the River Orwell, were made available by the Ipswich Maritime Trust, which has provided work experiences for Suffolk New College students since 2024. With support and funding from the East Suffolk Lines Community Rail Partnership (ESLCRP) and Greater Anglia, three large photo collages were produced and are now on display in the waiting room on platform 3/4 at Ipswich station.

Michael Klencher, Lecturer in Photography & Link tutor for the Level 3 UAL Extended Diploma in Creative Practice, said: "After our students designed work for the old footbridge, the waiting room on platform 3/4 is the first display of photographic images, assembled by our student Leah Payne on three large canvases. For all our students, it is a great experience to get their work into public spaces, and we look forward to collaborating on further opportunities in the future."

Aaron Taffera, Chair of the ESLCRP, said: "We were delighted to facilitate this project that will help to bring Leah's work to a wider audience. We look forward to working together on more exciting projects in the future to help continue to build positive links between the railway and the communities it serves."

Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said: "We are very grateful to the community rail partnership, Suffolk New College and of course, Leah for helping to brighten the station with these lovely collages. I am sure the artwork will be enjoyed by the many passengers that pass through Ipswich station every day."

Fares Advice with RailUK

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

Conditions on changing advance ticket

Q: I have an advance single from Swindon to Carmarthen, but I've been invited to stop off in Cardiff and have lunch with someone. I realise that by the letter of the rules, I can't use this ticket at all, because stopping the journey at Cardiff would make it invalid (right?).

It seems I can get a partial refund if I exchange it, especially if I've already bought another ticket for that journey. But do you happen to know how strict this is? So for example if I get an off-peak single from Swindon to Carmarthen would that do? Or what about two advance singles for Saturday, breaking at Cardiff for an hour or two so I can have lunch?

A: As per the Advance ticket T&Cs: "the origin, destination and Train Company or route shown on the ticket(s) must remain the same". This would in theory rule out a change to an Off-Peak ticket as it would have a different route (e.g. "Any Permitted" vs "GWR only"), as well as a change to a set of split Advances.

However, in practice, most booking sites are more generous than those conditions and allow you to change an Advance to a walk-up ticket. RDG do seem to agree with this approach as they've accredited plenty of sites knowing that that's the behaviour.

Some sites, like TrainSplit, allow you to change onto a different combination of splits (or a through ticket to splits). But I would not expect all other sites to necessarily allow this.

In short, it depends more on the retailer you used to buy your Advance tickets (which may allow what you want) than the letter of the rules (which don't).

Is there an easement or allowance for "quite literally unable to board"?

Q: I write this from the vestibule of a rammed 1V54 with my face pressed into the panelling, as CrossCountry have have been playing silly buggers in chopping off 4 coaches from the service. 8 coaches worth of passengers are currently being squeezed into a 4 coach unit, with predictable catastrophic overcrowding.

At Sheffield, I saw people join the queue to board, who I saw still on the platform as we left them behind when we departed; it seemed they couldn't board, such was the overcrowding.

In such a case, if those said passengers had Advance tickets (or if I myself had an Advance), would they be still be entitled to board the next available service with XC? Or would they have to purchase new tickets even when their literal inability to board is down to XC being XC?

A: Yes, and Delay Repay would be applicable too. I do know (as I've claimed it) that Transport for Wales' claim site has a specific option for "could not board due to overcrowding" or some such.

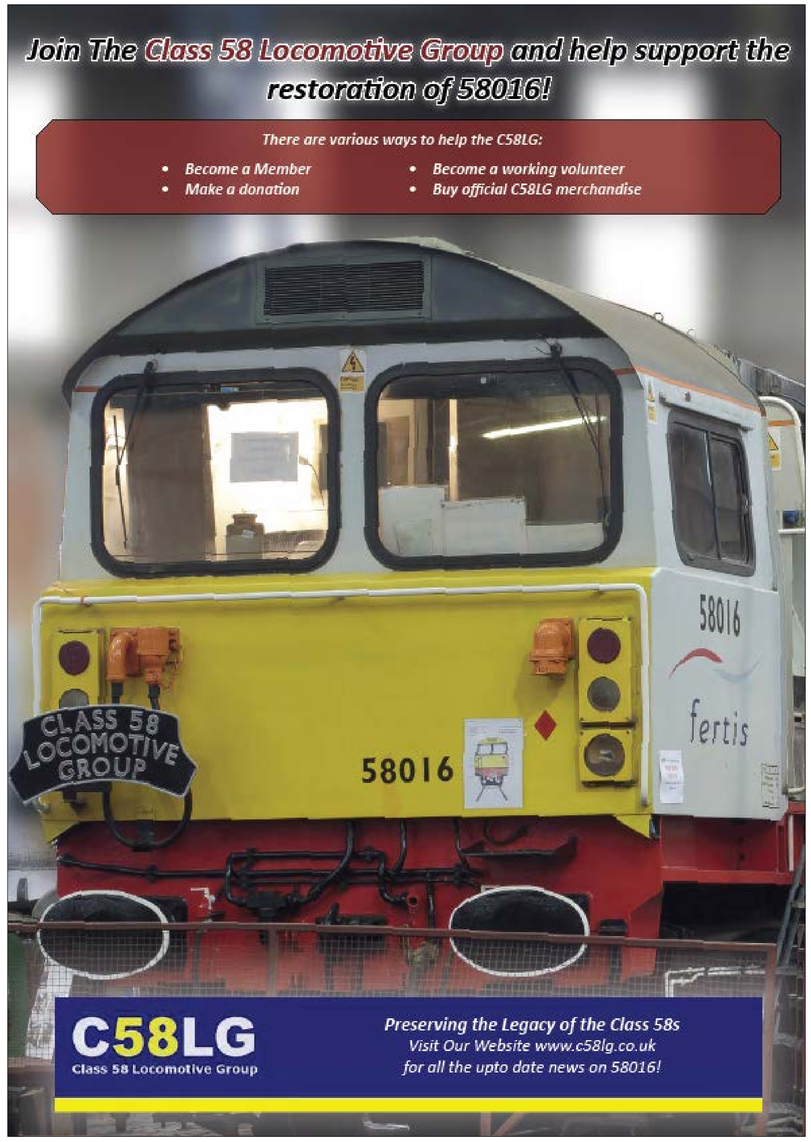
Also you'd hope that XC maybe advertised/encouraged pax intending to travel on 1V54 to travel on alternative services where possible. Having said that, I see that the previous and later departures from Edinburgh were both 5-cars so probably already busy. Would missing some Stations have helped ease overcrowding or simply passed the problem onto other services?

If you had a reservation and Cross Country failed to provided you with a seat they are in breach of contract. According to their passenger charter you should get 5% back.
If you are still without a seat after 20 minutes a member of the on-board team will be happy to endorse your ticket if you ask. You may send your endorsed ticket in to our Customer Relations Team who will give you National Rail Vouchers to the value of at least 5% of the price for that journey in recognition of our inability to honour your seat reservation. Obviously getting your ticket endorsed wasn't practical and they will know your reserved seat was omitted from the train.

Ticket Advice for All

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

Colas Rail track maintenance vehicle No. DR73922 ‘John Snowdon’ heads northbound at Winwick with 6J48 civil engineers from Chester to Preston Dock Sidings on November 21st. *Brian Dobbs*



New guide to shopping by rail launched for Hertford East – Broxbourne New River Line

A new Independent Business Guide has been launched to celebrate the vibrant independent shops and businesses accessible by rail along the New River Line.

Produced by the New River Line Community Rail Partnership, with funding from the Community Rail Development Fund, the guide highlights the unique local businesses located in the towns served by the line, which runs between Hertford East and Broxbourne.

From artisan foods and handmade crafts to boutique fashion, each featured business plays a valuable role in shaping the character and community spirit of local high streets.

The guide aims to inspire residents and visitors to explore the area by rail and support the local economy.

Printed copies are available at the Tourist Information Centre, Hertford Library, The Beam Theatre and Brothership Studio in Hertford. They can also be found at Clock Cards, Crates of Wool, &by Donna Reeves, The Priory in Ware, and Hoddesdon Library.

The guide is also available online at the New River Line website.

Katie Goldthorpe, New River Line Community Rail Officer, said: “Now more than ever, we need to support our local shops so we can maintain and protect our high streets. We all have choices about where we spend our money, and choosing to shop locally helps both our communities and the business owners who work so hard to serve them.

“Visiting the towns along the New River Line by train is a convenient, eco-friendly way to explore and support the heart of our community. With services every 30 minutes, the train drops you right into the centre of many of our vibrant high streets. From there, it’s just a short walk to a wide variety of independent shops offering everything from handmade gifts and artisan foods to vintage fashion and bespoke homeware.

“By choosing rail travel, you avoid the hassle of parking and reduce your carbon footprint, making your shopping trip both relaxing and sustainable. Hop on the train and shop local — it’s the perfect match.”

The New River Line Community Rail Partnership works to connect communities, promote sustainable rail travel and support local economies along the route. Through collaborative projects, events and initiatives, the partnership aims to enhance the experience of both residents and visitors while strengthening the role of rail in community life.

GTR creates Safeguarding Manager role to support colleagues and passengers

Govia Thameslink Railway (GTR), which operates Gatwick Express, Great Northern, Southern and Thameslink trains, has created a new role of Safeguarding Manager to support passengers and colleagues.

GTR previously employed a Suicide Prevention Manager, the first person to be appointed to this position across the UK rail network. This role has now been broadened in scope to encompass safeguarding of all passengers and staff. New Safeguarding Manager Rebecca Butler brings more than 20 years of experience working with young people and adults facing challenges such as criminal and sexual exploitation, care experience, mental health needs, and disabilities.

In her previous role with Brighton & Hove City Council, Rebecca led three teams and was responsible for safeguarding, practice management, safeguarding audits, service accreditation, launching new services, and contributing to strategic boards to drive positive outcomes and meet national contract standards.
At GTR, Rebecca works with operational managers on a range of safeguarding issues including suicide prevention, County Lines, homelessness, violence against women and girls and more.

She does this in collaboration with Network Rail, local authorities and the British Transport Police, as well as charities such as the Samaritans and Railway Children and this, in turn, can help reduce antisocial behaviour across the network.

Rebecca said: “I’m thrilled to have joined GTR as Safeguarding Manager. I’ve been truly inspired by the work I’m completing around the reports our staff submit every time they’ve worked to help a member of the public on the tracks or someone they’re concerned about, and the Life Saver Awards we present to our colleagues.
“The dedication to passenger and colleague care, both on board and at stations, is truly impressive. I’m hoping to build stronger collaboration between the different agencies, such as social services and the British Transport Police, to ensure we do everything we can to avert a personal crisis.”

Safety, Health and Security Director Samantha Facey said: “This appointment underscores our industry-leading commitment to improving overall safety and wellbeing for our passengers and colleagues. As a society, we are facing increasing challenges including mental health needs and criminal and sexual exploitation and violence against women and girls. Rebecca’s appointment ensures we have the best person in place to work towards keeping everyone safe on our network.”



Railway Children
The creation of the new role comes after representatives from Railway Children met with Angie Doll, GTR Chief Executive Officer, at East Croydon station to discuss the vital work being carried out to support vulnerable children and young people across London’s rail network and beyond.

This important initiative is being supported by GTR’s “Your Station, Your Community Improvement Fund”, which has awarded a grant to strengthen Railway Children’s training, community engagement and direct intervention programmes along GTR routes. The funding will enhance the ability of station staff to identify and support vulnerable individuals while fostering stronger partnerships within station communities
Photo: The dedication to passenger and colleague care, both on board and at stations, is truly impressive, says GTR’s new Safeguarding Manager Rebecca Butler. ©GTR

Govia Thameslink Railway and Railway Children join forces to protect vulnerable young people

Representatives from Railway Children have met with Angie Doll, Chief Executive Officer of Govia Thameslink Railway (GTR) at East Croydon station, to discuss the vital work being carried out to support vulnerable children and young people across London’s rail network and beyond. This important initiative is being supported by GTR’s “Your Station, Your Community Improvement Fund”, which has awarded a grant to strengthen Railway Children’s training, community engagement and direct intervention programmes along GTR routes. The funding will enhance the ability of station staff to identify and support vulnerable individuals while fostering stronger partnerships within station communities.

East Croydon is one of the key focus areas for Railway Children alongside Finsbury Park, both of which experience a higher incidence of child safeguarding concerns.

Speaking about the complex challenges facing young people on the rail network, Jasmine Sykes, London-based Railway Children Youth Practitioner, highlighted the wider issues that often underpin the cases referred to them by British Transport Police: “Many young people may first come to our attention due to something like ticket evasion, but that’s often just a symptom of deeper issues at home, at school, or elsewhere in their lives. Our role is to look beyond the surface and offer the right support to help them move forward.”

Recognising the importance of equipping rail employees with the skills and confidence to act in safeguarding situations, Angie Doll, CEO of GTR – which runs Southern, Gatwick Express, Thameslink and Great Northern services – said:“It’s essential that our railway colleagues feel prepared and empowered to support someone in crisis — particularly a young person who may be feeling lost or vulnerable. Railway Children UK is a charity close to my heart and this partnership will help make our stations and trains safer and more compassionate places for everyone.”

As part of the GTR grant, the Railway Children Youth Ambassador Network launched a mental health awareness campaign designed by young people, for young people. The campaign, which features across digital and print media throughout the station, encourages open conversations about mental health and reaching out for help.

Janet R, a Railway Children Youth Ambassador who contributed to the campaign, shared her experience: “After receiving support from Railway Children myself, I’m proud to now help develop campaigns that can change perceptions and show that young people just need someone to listen. It means a lot to give something back.”

The partnership aims to strengthen local safeguarding responses across the rail network through targeted training, cross-sector collaboration, and direct engagement with young people in need of support. By creating visible pathways to help and awareness, the project seeks to make a tangible difference to the lives of those at risk.

In addition to GTR’s ongoing support through the Community Fund, Angie Doll also serves as Chair of the 2025 Railway Ball Committee, a major fundraising event taking place this November in aid of Railway Children.

National Rail

Network Rail's Rail Grinder Nos. DR79301 to 79304 is seen in Andover Sidings on November 16th, after working overnight locally. *David Lindsell*



Loco Fleet List Ten

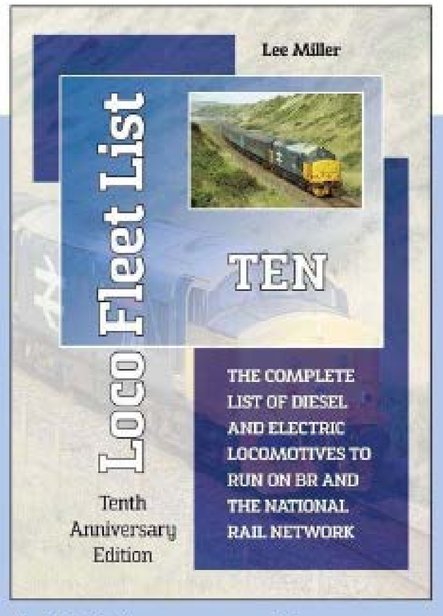
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Successful UK-first mainline rail trial introduces real-time train location technology to enhance safety at rural level crossings in Wales

Network Rail's trial of Universal Signalling's 'U-Cross' system marks a significant step forward in delivering next-generation, safer signalling to rural railway lines across Britain. Developed by Universal Signalling and first demonstrated at the Global Centre of Rail Excellence in Onllwyn, South Wales, in 2024, the technology has already been recognised as a potential game-changer for the rail industry. The system provides signallers with real-time information on the precise location of trains, enabling quicker, safer decision-making at user-worked level crossings - used daily by farmers, landowners and rural communities.

The challenge

User-worked crossings are common on rural lines and require users to contact the signaller by telephone before crossing. While current processes are safe, signallers often rely on train-location information drawn from several different sources, which can result in delays for people waiting to cross. 'U-Cross' addresses this challenge by delivering real-time, enhanced situational awareness directly to the signaller - including exactly how many minutes are available to cross safely before the next train arrives - enabling faster, safer decision-making. Solutions of this kind traditionally take years to develop and can be costly, but the combined efforts of Universal Signalling, Network Rail Wales & Borders and Transport for Wales - co-funded by the Innovation Acceleration Forum - enabled this trial to be delivered quickly and effectively.

How the UK-first mainline trial worked

The two-week trial (November 3rd-14th) took place on an 11-mile section of the Heart of Wales line between Llandeilo and Llandovery, covering 20 user-worked crossings.

As part of the trial:

The track was fitted with U-Beacon Universal Locator Beacons, visible as green discs attached to the sleepers through Llandovery Station.

In-service Transport for Wales trains were fitted with readers and communications equipment.

Trains automatically transmitted their position to the signaller when approaching or clearing a crossing.

The systems in-built health and performance monitoring capability collected more than 400,000 data points for the team to analyse. Thanks to the system's rapid installation capability, the entire 11-mile stretch was fitted in just two and a half overnight line blocks, with no advance line side design work required - demonstrating the substantial efficiency and cost benefits for future signalling renewals and upgrades, as well as the advanced safety protection for level crossing users. The next phase will look to extend the technology across the full 96-mile Heart of Wales line, which has 126 crossings, before exploring opportunities on other rural rail routes across the UK.

Anthony Aldred, Operations Manager, Network Rail Wales and Borders said, "Managing access to the railway at user-worked crossings is a key part of keeping our network safe for the people and communities who rely on it. In rural areas, where signallers rely on information from multiple sources, U-Cross gives them a clear, instant view of train locations and visual confirmation of whether a crossing is safe to use, while defaulting to established procedures if a fault is detected. This product has real potential to further strengthen safety and reduce delays for users and it has been incredibly valuable to support this project. We're proud to be part of this UK-first trial as we work with Universal Signalling and our industry partners to explore how it could benefit more locations across the network."

Stephen Head, Chief Executive Officer at Universal Signalling said, "U-Cross is the first stepping stone towards our vision for next-generation digital signalling that's affordable for rural lines. What truly sets this apart is the speed of deployment, which drives down cost to the railway. We've automated and productionised as much of the process as possible, stripping out much of the cost base. Fitting 11 miles of track in just two and a half overnight possessions, with no prior design work, shows what's possible with our system. It's been a delight working with the Wales & Borders teams, and the support from Transport for Wales has been fantastic. Feedback from this trial and analysis of the data collected will inform refinements ahead of the next phase."

Network Rail is proactively adopting innovative technologies to enhance the passenger experience, strengthen safety and deliver smarter, more cost-effective ways of running the railway.

National Rail



Colas Rail's No. DR75011 heads through Swindon on November 3rd working 6Q59 Westerleigh to Swindon Transfer.
Ken Mumford

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We. Communications to offer localized Switched On rail safety content



We. Social Impact (formerly Hopscotch Consulting, as part of We. Communications) lead 'Switched On', the official rail safety education programme, in contract with Network Rail, and can also create bespoke, localized resources for rail industry partners.

Following on from the recent RAIB recommendations to ensure targeted and locally relevant railway safety lessons are delivered within schools, We. are delighted to be already working with Network Rail as an approved supplier to continue to evolve and deliver Switched On curriculum-aligned rail safety content to schools and young people across England, Scotland and Wales within educational institutions, and for the wider rail industry to utilize. Launched by the rail industry in 2021, Switched On has so far reached over 20,000 schools and 8.6 million young people nationwide, enhancing rail safety provision and with particular focus areas of high trespass incident. It is positioned to be the rail safety programme directed to by the DfE as part of the upcoming statutory guidance to come into effect September 2026 outlined by the recent RIAB report.

As experts in behaviour change, curriculum insight and the educational landscape, We. have deep understanding of how to best reach and engage educators and young people in schools and direct. With deep rail sector experience, all resources are developed with robust evidence, research and insight, in collaboration with stakeholders, educators and young people to ensure authentic, engaging, age-appropriate materials that are easy to use, locally relevant and aligned with your priorities. Switched On rail safety content is delivered in two forms - free existing general programme content regularly updated and locally relevant bespoke content for industry partners, both options with targeted comms, tailored to drive behaviour change in your local area.

Why invest in bespoke content?
Switched On has already shown measurable success in reducing trespass incidents, with targeted impact particularly within a 5-mile radius of high risk zones. Local adaptation allows you to focus efforts where they are needed most, with increased personal relevance and safety behaviours more likely to be adopted as community norms. With millions of young people reached nationwide, you can build on this scalable and proven framework to deliver tailored local interventions without starting from scratch. Furthermore, supporting localised rail safety education demonstrates your commitment to community wellbeing and aligns with broader corporate social responsibility goals.

Louise McNally, suicide and trespass prevention lead at Network Rail said: "We have always believed that it is essential to educate children about rail safety, which is why we engaged the team at We. Communications to apply their expert knowledge in creating age-appropriate, curriculum friendly materials for use in schools. We've been delighted to see the number of trespass incidents involving young people in our target areas decline by almost a third since we started to work with them. It was always important to us that we make our materials as easily accessible as possible, which is why the We. team created the Switched On website – a one-stop shop full of useful rail safety resources for schoolchildren and teachers. We're ready for the curriculum change next year, which means that teachers and schools can be ready now too. It's never too soon to provide potentially life-saving lessons on how to behave in a rail setting."

Mike Sansom, Director at We. Social Impact said: "Switched On is already helping teachers deliver curriculum-aligned rail safety resources with confidence. As statutory guidance comes in from September 2026, we're ready to scale the successful impact even further. Rail safety resonates most when it reflects local realities and through Switched On we're able to create regionally tailored content with rail partners to tackle trespass hotspots and support schools with targeted materials that drive real behaviour change in their communities."

National Rail

COLAS RAIL UK ENTER CONTRACT WITH TRANSPORT FOR LONDON

Colas Rail UK are delighted to share that they have been awarded a contract by Rail for London Infrastructure (RFLI), part of Transport for London (TfL), for the operation and maintenance of on track plant for the Elizabeth Line.

The fleet includes a Linsinger MG31 Railhead Profiler (also known as a Rail Milling Machine), two Robel Engineering Trains consisting of 4 power cars and associated plant.

The plant and machinery will predominantly be used on the Elizabeth line's Central Operating Section, with shifts mainly completed by Colas Rail UK during the night when the line is closed.

Speaking on the success of the contract award, Colas Rail UK's Head of Plant Operations, Tony Birrell said "With our ever-growing expertise in Rail Milling operations and maintenance, we are delighted to be supporting RFLI and TfL to help ensure the Elizabeth Line remains a key route for UK commuters."



Milestone as multiple trains use digital signalling on main line for first time



Rail passengers are being thanked for their patience after further work to progress the digital signalling upgrade took place on the East Coast Main Line.

Journeys south of Peterborough were affected over the weekend of November 22nd and 23rd by testing work on the new digital in-cab signalling system that will be introduced in the coming years through the £1.4 billion East Coast Digital Programme (ECDP).

ECDP will replace lineside 'traffic light' signals replaced with continuous in-cab signalling information through the European Train Control System (ETCS), enabling more punctual and reliable journeys for passengers in the future.

The testing over the weekend saw ECDP achieve a landmark with the first instance of two trains operating with ETCS at the same time on an inter-city main line in this country.

This was achieved involving two Great Northern Class 717 commuter units. The weekend also saw testing involving a Grand Central Class 180 unit, and data updates across different elements of the ETCS system (trackside interlocking and also the Radio Block Centre, proving desk and signaller screens at York Rail Operating Centre).

Work also took place enabling balises (trackside beacons that communicate with the train) to be 'unshielded' (i.e. left switched on), which will enable future testing periods to be more efficient.

Other work taking place over the weekend included track renewal at Letchworth Garden City, rerailing at Welwyn and Wymondley and drainage improvements at Stevenage.

Ricky Barsby, Network Rail head of access integration, ECDP, said: "More work has been done towards the introduction of modern in-cab digital signalling that will deliver a better railway for passengers. We have made a big step forward with our testing programme with us now doing simultaneous train movements under ETCS control.

The opportunity has also been taken to progress vital work to the track and lineside on the East Coast Main Line. We're sorry to passengers whose journeys were affected and thank them for their patience."

Raj Patel, Govia Thameslink Railway's head of digital signalling, said: "We're really pleased with our testing from this weekend, and it's a great achievement to have two of our Great Northern Class 717 trains out on the line using ETCS simultaneously.

"A lot of collaborative work between Govia Thameslink Railway (GTR) and our partners goes into ensuring we can make the most out of these short testing windows. The combined expertise of our GTR test drivers and specialists alongside colleagues from Siemens and Network Rail mean the test crew can work together as one integrated team on the night - partnership working truly in action.

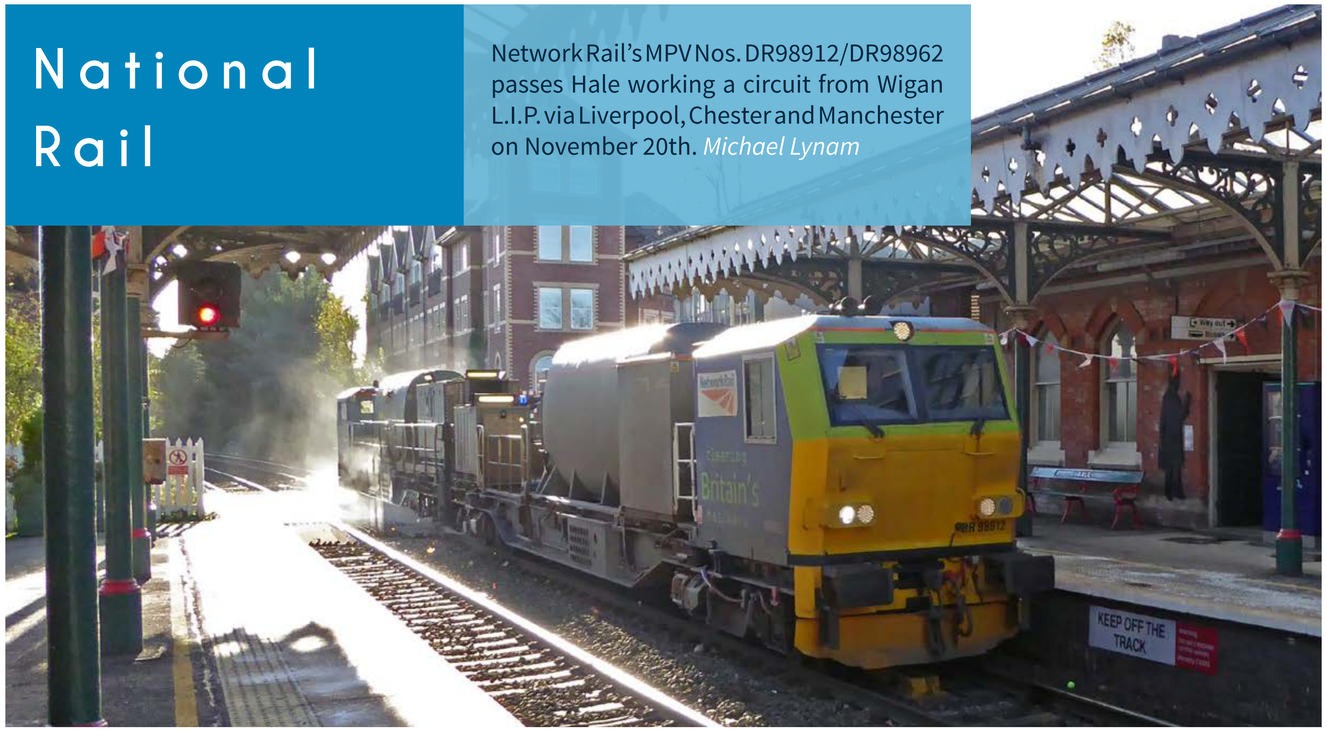
"I'm happy to see that we had a lot of successful tests on all the trains and can continue working towards switching on ETCS between Welwyn and Hitchin next year to bring more reliability and even better safety to our passengers."

Matt Kent, Siemens Mobility's director of operations – rail infrastructure, said: "For the first time, two GTR trains have operated simultaneously under ETCS control on a UK intercity main line, a landmark moment achieved with our Siemens-built Class 717 units on the East Coast Main Line.

"Working closely with Network Rail and our partners across the ECDP programme, we are proud to be delivering the in-cab digital signalling system that will transform rail travel and transport and enable more punctual, reliable, and efficient journeys for passengers on one of Britain's most critical rail corridors."

The next set of ECDP work significantly affecting passengers will be at the end of January. Passenger services are expected to begin using digital signalling through the Welwyn to Hitchin section in 2026.

National Rail



Network Rail's MPV Nos. DR98912/DR98962 passes Hale working a circuit from Wigan L.I.P. via Liverpool, Chester and Manchester on November 20th. *Michael Lynam*



Colas Rail track machine No. DR73913 is seen heading through Warrington Bank Quay on November 18th. *Mark Enderby*

Second platform open at Newquay with branch line ready for Mid Cornwall Metro

Newquay has a second platform in operation for the first time in 38 years on November 18th as trains return to the branch line after Network Rail's engineering work.

The station on the north Cornwall coast has only had a single platform in use since October 1987, when the signal box closed. But now, the introduction of new, digital signalling sees two platforms restored.

The work prepares the railway for the introduction of Mid Cornwall Metro (MCM). An hourly train between Newquay and Par will begin next year, more than doubling the current service. A direct link from Newquay to Falmouth, via Par, St Austell and Truro will follow.

Digital signalling, controlled at Goonbarrow signal box, replaces the "token" system, where a train driver was given a physical object by the signaller to use the railway line. The method ensured only one train was travelling on the single-track line at once.

Network Rail has now completed several pieces of work for MCM. The second platform at Newquay was completely rebuilt and new track laid to bring trains to it. A new "loop" was constructed at Goss Moor to allow trains to pass each other. Track was replaced near St Blazey and a major refurbishment took place to the 152-year-old Ponts Mill viaduct, which carries the branch line over the River Par.

MCM is funded by Government and Cornwall Council and is being delivered by Network Rail in partnership with the council and GWR.

Bogdan Lupu, Network Rail industry programme director, said: "This is fantastic news for passengers in Cornwall. The completion of this work paves the way for a huge increase in journeys to Newquay and will bring some of the county's largest places closer together.

"We're sorry for the disruption while the work took place but its legacy will provide a boost to the local economy and the environment."

Matthew Barnes, GWR head of strategic service development, said: "These upgrades make the track and signalling improvements necessary for us to provide more, and better, services.

"This paves the way for us to run our first Mid Cornwall Metro trains which will provide coast-to-coast connectivity between Newquay and Falmouth via Par and St Austell.

"Now that works are complete we will continue to progress improvements to the train service; the first step will see us double frequency on the line between Newquay and Par, followed by the start of coast-to-coast services at a later date."



National Rail

‘Hotshot’ thermal imaging cameras to help prevent delays on South Western Railway

South Western Railway (SWR) and Network Rail are trialling innovative thermal imaging to help prevent delays to train journeys.

Customers travelling on the SWR network may spot ‘Hotshot’ – a newly named Class 450 train fitted with cameras to monitor track conditions, allowing engineers to tackle infrastructure problems before they cause disruption.

Two cameras have been fitted to the train: a thermal imaging camera at the front to monitor the tracks for electrical issues; and a camera underneath to monitor the shoe gear and the third rail, that provide power for the train.

The images captured will provide engineers with real time alerts of potential issues such as overheating or faulty connections, improving safety and efficiency, reducing maintenance costs and helping to better manage resources during incidents.

On average, the faults that the Hotshot train will help detect can otherwise cause around 200 minutes of delays. In more severe cases, faults related to conductor rails have led to delays exceeding 2,000 minutes.

As Class 450 trains serve routes between Central London and Surrey, Hampshire, Berkshire and Dorset, the trial is the first time such round-the-clock monitoring has been deployed on the vast majority of the SWR network.

An earlier more limited trial on the SWR network saw a fault in the Ashtead area of Surrey rectified within 48 hours with no impact on customer journeys. A previous similar incident had caused 2,500 minutes’ worth of delays.

Rail Minister Lord Hendy said: “This Government is fundamentally reforming how our railways are run - creating a network that works better for the people and freight using it.

“The cutting-edge technology that the integrated South Western Railway is trialling is key to achieving this and will serve as an example of the kinds of smart investments publicly owned rail companies can implement to improve services for passengers.”

“Upgrades like this will prevent disruption and reduce delays - supporting growth, jobs and homes as part of the Government’s plan deliver an efficient and reliable railway.”

Speaking on behalf of South Western Railway and Network Rail, Neil Drury, Engineering and Infrastructure Director for South Western Railway, said:

“Much like our famous ‘Flying Banana’ train which helps monitor the tracks, you can now look out for Hotshot. We hope this innovative collaboration between SWR, Network Rail, Angel Trains and our other partners will identify potential infrastructure issues before they escalate, helping to reduce disruption on the network and keep our customers moving.”

Barry Fox, Head of Product Management at Angel Trains, said: “We’re proud to be supporting the introduction of this technology on passenger trains. Continuous monitoring of the infrastructure offers real value in helping deliver a more reliable railway for passengers. This has been made possible by working closely with our customers and suppliers to deliver a fully integrated solution.”

The project is a collaboration between SWR and Network Rail with industry partners Angel Trains, One Big Circle, Siemens and dg8 Design. The project has been designed, managed and funded by Angel Trains.

Should the year-long trial prove successful, the technology could be installed on other trains in the SWR fleet, increasing the coverage on the network even further.

The South Western Railway and Network Rail trial follows the expansion of similar thermal imaging monitoring by South Eastern Railway – also a publicly owned operator as part of DFTO, which serves South East London, Kent and parts of East Sussex.

The Class 450 train is number 450 056. A new ‘Hotshot’ vinyl has been applied to the train, allowing customers to spot it on the network.

Network Rail launches Platform4 to regenerate the rail estate

New property development company set up to build 40,000 new homes and over 10 million sq ft of commercial space over the next ten years.

November 13th marks the launch of Platform4, Network Rail’s new property development company, set to develop brownfield rail land.

The company, created from the merger of London & Continental Railways Ltd and Network Rail’s Property Development business will lead infrastructure-led regeneration projects across the rail estate that are vital for the growth of towns, cities, and the railway.

Platform4 will enable 40,000 new homes alongside 10 million sq ft of commercial space over the next ten years. This will drive investment and growth while supporting the Government’s housing agenda.

Platform4 adds to Network Rail’s wider property expertise, which includes a successful retail estate which generated over £914m in sales in the last financial year across its 19 managed stations.

The launch marks a significant step forward in how rail-connected land is used, supporting Platform4’s purpose of leading a national portfolio of regeneration projects. The new organisation brings together property, infrastructure and operational rail know-how to support Network Rail and wider partners.

The potential exists to transform significant areas of railway land - from major stations and station land to former goods yards - into thriving communities. These communities can deliver social, environmental and commercial value for generations to come.

Both development teams have a proven track record in delivering housing, commercial and infrastructure-led schemes, with over 7,000 homes delivered in the last year. By joining together with a shared purpose, Platform4 will deliver even more.

Platform4 has a current nationwide pipeline covering 47 towns and cities and 22 London boroughs. Its ambition over the next decade is to enable:

- 40,000 new homes
- 10 million sq ft of commercial space
- Delivery of significant public and community spaces
- £1 billion per year in public value

In addition to development and regeneration, Platform4 is also responsible for a portfolio of commercial real estate.

Robin Dobson, Chief Executive Officer of Platform4 said: “Our railways once powered the first industrial revolution. Today they hold the key to the next. By unlocking and regenerating brownfield land within the rail estate, we will generate further investment, create jobs through the delivery of homes, commercial space and new communities, whilst supporting the government housing agenda.”

Jeremy Westlake, Chief Executive of Network Rail added: “Today marks a significant milestone as we combine the power of rail and our significant property portfolio to shape communities and drive positive change. Platform4 will help ensure the railway estate continues to deliver value for both the economy and our communities.”

National Rail

Class 313 EMU arrives at Cynheidre



The Llanelli & Mynydd Mawr Railway (LMMR) have welcomed another Electric Multiple Unit to the railway, this time Class 313 No. 313 201 which is owned by the 400 Series Preservation Group. The first car of the three-car unit arrived on Tuesday November 25th with the second and third arriving on Tuesday December 2nd.

The Class 313 was introduced in 1976, originally built for the Eastern Region. The units then moved to the London Midland region before moving to Southern in 2010. When built they introduced a raft of design and technological advancements which were then state of the art and revolutionary.

To commemorate their introduction and heritage, 313 201 (Formerly 313 001 and 313 101) was repainted into a heritage British Rail Blue & Grey livery by Beacon Rail Leasing and Govia Thameslink Railway. Having spent most of its life in north London working Euston – Watford DC and North London Line services with both British Rail, Silverlink and London Overground under privatisation, the unit was transferred to Southern in 2010 following introduction of Class 378 units, seeing out its final years in service at Brighton depot. 313 201 was the only Class 313 to be retained in operational condition and last operated under 3rd rail power as recently as June 2025 when it was used for driver experiences at Eastleigh Works.

Most recently it starred as an exhibit at the Greatest Gathering in Derby in August 2025.

It moves to the LMMR for short term storage ahead of finding a more permanent home and joins Class 315 EMU No. 315 856 at the railway. It is a welcome addition to what is an increasingly interesting selection of rolling stock at the railway, in line with the railway's aim to provide an alternative heritage railway offering.

£15m project delivers improvements on West Highland Line



Network Rail has successfully delivered a £15m improvement project on the West Highland Line between Crianlarich and Fort William.

The investment is part of Network Rail's commitment to the long-term resilience and reliability of the route, helping ensure it connects people and places across the Highlands for years to come.

Over a nine-day closure of the line, engineers worked to deliver a series of critical upgrades, including renewing sections of track, drainage improvements and clearing hazardous vegetation to help protect the line against heavy rainfall and extreme weather conditions.

Key elements of the project included:

Targeted track renewals, replacing around 10km of rail and more than 9,000 sleepers.

Renewal of a railway bridge near Corrour, and vegetation management.

Renewal of five culverts, improving drainage and ensuring structural stability.

Renewal of Feith footbridge.

Jeremy Spence, route delivery director at Network Rail Scotland, said: "The West Highland Line is a vital transport link for communities and businesses across the Highlands, as well as a world-renowned destination for tourists. These upgrades will help keep services running smoothly and reduce the risk of disruption on a route exposed to some of the harshest conditions on the rail network.

"Delivering this work was no small task. Our teams operated in remote, hard-to-reach locations and faced challenging terrain and unpredictable weather throughout the nine-day closure. Their commitment and expertise ensured the project was completed safely and on time.

"We'd also like to thank passengers and local communities for their patience and understanding while the work took place. This investment will make the line more resilient, helping us provide a more reliable railway for everyone who uses it."

The project is one of several multi-million-pound investments to strengthen the rail infrastructure across the Highlands. In June this year, Network Rail delivered an £11.5m upgrade on the Far North Line, while a £4.5m project on the Kyle Line was completed earlier this month.

Both projects involved renewing sections of track, some of which dated back almost a century. They aim to deliver smoother journeys, reduce the risk of delays, and extend the lifespan of the rail infrastructure.

National Rail

Colas Rail's No. DR75016 is seen at Swindon on November 27th working 6Q75 Didcot Fuelling Point to Didcot Fuelling Point via Swindon, Badminton to Bristol Parkway - reverse - then via Badminton, Swindon back to Didcot. *Ken Mumford*



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



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10+ Price: £26.50 EACH

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

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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

1st, 2nd and 3rd - then and now!

FIRST CLASS: For those who must travel with anti-maracas over the backs of the seats. Such folk expect free tea, a champagne bucket and butler service! Some want somewhere decent for their pony or horse.

SECOND CLASS: For city office workers who must read non-tabloid newspapers and sit on seats made of fabric plus luggage racks for their luggage. Windows that open but don't necessarily shut easily.

THIRD CLASS: For normal people - how does one define 'normal?' They sit on wooden (slatted?) seats often with splinters and not enough room to unwarp their sandwiches wrapped in greaseproof paper. No roof, therefore they are exposed to the elements - was this God's way in which He intended folk to travel?

Many years later normal folk and city office workers share the same class of carriage but first class folk was kept separate so that they can pay extra cash to 'pretend' that they're something special. Looking into first class now - all that is left from those 'old' days are the anti-maracas. Do such folk know that now all the extra they get compared with other rail travellers is that there's something that stops their hair touching their seat plus a door between them and lower class travellers?

NOT FOR PUBLIC USE!

In 1979, a much-delayed Waterloo to Exeter train [*diverted because of a derailment*] rolled into Reading Station. The station announcer, over the loudspeaker, said, "Stand clear of this train. this is a Southern Region train and is not for public use."

A PIG TRAIN

In the summer of 1939 the L.M.S. owned ONE PIG FARM?

A Different View

Former Great Western HST power cars Nos. 43154 and 43155 and stock were to be found in the sidings outside West Coast's HQ at Carnforth on November 12th. *Michael Lynam*







A Different View

Class 60 096 passes Cononley on November 19th with an aggregates train from Rylstone Quarry - Hunslet. *Michael Lynam*

A Different View

Class 802 305 and 802 301 with 1A95 15:31 Hull - London King's Cross call at Selby on October 25th. *Nick Clemson*



Preserved Railways

THE NATIONAL LOTTERY HERITAGE FUND AWARDS GRANT TO GRESLEY SOCIETY TRUST FOR GRESLEY'S 150TH ANNIVERSARY CELEBRATIONS

On November 17th, the Gresley Society was delighted to announce that The National Lottery Heritage Fund has awarded a significant grant to support its year-long celebrations marking the 150th anniversary of Sir Nigel Gresley's birth in 2026. This funding will enable the Trust to deliver an enhanced programme of events commemorating the visionary railway engineer, whose designs include the famous steam locomotives Flying Scotsman, Cock o' the North, and Mallard. The celebrations, under the strapline "A Legacy of Innovation, Speed and Elegance", are organised in partnership with Doncaster City Council and other railway heritage organisations.

The grant will directly fund key elements of the programme, including the digitisation of the Trust's extensive archive for wider public access, the production of a short film on Gresley's life and achievements, and the creation of a new permanent exhibition at Doncaster's Danum Gallery.

The centrepiece of the celebrations remains the Symposium and Gala Dinner on Saturday June 20th 2026 at the Mansion House, Doncaster. The day-long symposium will feature expert presentations on Gresley's career, from his early days with the Great Northern Railway to his influence on the modern railway.



The evening's 1930s-themed gala dinner will evoke the glamour of LNER's express trains, with menus inspired by 'The Flying Scotsman', 'The Silver Jubilee', and 'The Coronation'. Tickets for the symposium are £25 (members) and £30 (non-members), while the gala dinner is £75 (members) and £85 (non-members), with limited spaces available.

Further highlights include a Gresley-theme to the Festival of British Railway Modelling at Doncaster Racecourse on Saturday 7 and Sunday 8 February 2026; a special Thanksgiving Service and Talk on Saturday 11 April 2026, at St. Peter's Church, Netherseal, Derbyshire - held close to the 85th anniversary of Sir Nigel Gresley's death and burial at St. Peter's Church on 9 April 1941; and a commemorative logo for use by partner organisations. The Trust also cares for Gresley class N2 No. 1744, the oldest surviving Gresley locomotive, currently undergoing overhaul at the North Norfolk Railway and Gresley Buffet Lounge Car No. 1852 – the sole surviving vehicle from the 1938 Flying Scotsman train and subject of a future Heritage Fund bid.

Philip Benham MBE, FCILT, Chairman of The Gresley Society Trust, said: "The Heritage Fund's generous support is a tremendous endorsement of Sir Nigel Gresley's enduring legacy. His pioneering work revolutionised rail travel with innovation, speed and elegance, and this grant ensures our celebrations will inspire new generations. We are profoundly grateful and look forward to sharing his story through accessible, engaging initiatives."

To register for the symposium and gala dinner, complete the RSVP form by April 30th 2026. For full details, visit gresley.org or email chairman@gresley.org.

Preserved Railways

SIR NIGEL GRESLEY'S OLDEST LOCOMOTIVE PASSES STEAM TEST AS SIX-YEAR OVERHAUL NEARS COMPLETION

The N2 Overhaul Completion Club raises over £35,000

The Gresley Society is delighted to announce that the oldest surviving locomotive to the design of Sir Nigel Gresley successful completed its steam test at the workshops of the North Norfolk Railway (NNR) at Weybourne in mid-August 2025. Gresley class N2 GNR No.1744 was withdrawn from service late in 2018 for an overhaul that has proved to be considerably more extensive and costly than anticipated. This is the next step towards its anticipated return to traffic in Spring 2026.

The overhaul began in 2019 but was impacted by the Covid-19 lockdown and the war in Ukraine which affected both timescales and costs. Additionally, once the locomotive was stripped down, it became evident that far more work was needed than first anticipated. This has meant an extensive programme of both mechanical and boiler work leading to eventual overhaul cost of around £650,000.

Since arriving at the NNR in mid-December 2024, work completed includes the successful non-destructive testing and examination of the two carbon steel steam pipes that serve from the superheater header to the steam chests, with all historic welds subjected to magnetic particle inspection (MPI) and the pipe wall thickness measured with an ultrasonic thickness device. The two pipes were then clamped together to form a single unit to allow them to be subjected to a hydraulic pressure test to 1.5 times the boilers safe working pressure which equated to 255psi.

All the new No. 17 washout plugs have been procured, and these will now be fitted to the boiler following the successful completion of the steam test. A final hydraulic pressure test of the boiler once the re-assembly of the engine is complete will reset the clock for the boiler's ten-year boiler certificate.

The superheater header is currently being prepared for hydraulic testing to 255psi and one of the NNR's fitters has been carefully preparing all the lubrication pipework and fittings for their fitting to the engine during its reassembly. The new expansion links were delivered on September 2025.

Boiler cladding is now underway, together with discussions to get the correct specification of paint – both signs that completion is coming into sight.

The NNR has generously agreed to initially fund the completion of the overhaul, with the value reimbursed later through operation of the locomotive for a period without charge. However, The Gresley Society still faces a substantial funding shortfall to meet the final overhaul cost and has launched The N2 Overhaul Completion Club to raise the required £100,000 from 100 people each donating £1,000 in up to eight instalments. Special benefits for those supporting the club include:

- Certificate signed by John Cameron (President) and Philip Benham (Chairman)
- Exclusive opportunity to visit No. 1744 under overhaul at the NNR
- Opportunity to buy a ticket (seat already reserved) on one of the first trains hauled by No. 1744
- Exclusive Limited Edition print (100) of No. 1744 in GNR livery by Matthew Cousins (GRA)
- One year's free membership of The Gresley Society Trust

The Club was launched to Gresley Society members in late November 2024 and has already raised over £30,500 from both members and other supporters. Details of how to join The N2 Overhaul Completion Club can be found at gresley.org.



Philip Benham MBE, Chairman of The Gresley Society, commented: "The Gresley Society was created to preserve a working Gresley locomotive, and we owe it to our founders, and for the benefit and education of today's generation, to maintain that vision. The progress on No. 1744's overhaul at the North Norfolk Railway is one more step towards the return of Sir Nigel Gresley's oldest surviving locomotive to traffic in spring 2026 resplendent in its distinctive Great Northern Railway livery.

"However, The Gresley Society is not yet out of the woods financially and launched a major £100,000 financial appeal with The N2 Overhaul Completion Club to fund No. 1744's return to traffic which has already raised over £35,000. I'd encourage all LNER lovers who want to see the class N2 paired once again with the Midland & Great Northern Society's unique set of Quad-Art carriages on the North Norfolk Railway to get on board with our appeal!"

Preserved Railways

The Gresley Society Loans Historic Nameplate of Gresley class A3 No. 2555 Centenary to Doncaster's Danum Gallery





On November 29th, the Gresley Society Trust, founded in 1963 to honour the life and works of Sir Nigel Gresley, formally loaned the nameplate from Gresley Class A3 No. 2555 Centenary to Doncaster's Danum Gallery, Library and Museum. The handover took place during the Society's Annual General Meeting and was presented to Councillor Tim Needham, the City of Doncaster's Civic Mayor, to mark the start of Sir Nigel Gresley 150th Anniversary Celebrations. Renowned for designing famous steam locomotives such as Flying Scotsman, Cock O' The North, and Mallard, Sir Nigel Gresley's legacy of innovation, speed, and elegance continues to inspire railway enthusiasts worldwide.

This significant artefact, carefully preserved by the Society, commemorates a key moment in railway history. No. 2555 Centenary was completed at Doncaster Works for the London & North Eastern Railway (LNER) in February 1925; its naming celebrated the centenary of the Stockton and Darlington Railway that year.

During its 38 years of service, Centenary hauled express passenger trains on the East Coast Main Line and was allocated to a variety of sheds including Doncaster, Grantham and King's Cross before its withdrawal on 13 May 1963, having covered 1,867,962 miles.

Tragically scrapped at Doncaster Works thereafter, it joins the fate of all but one Gresley class A3 - the world-famous No. 4472 Flying Scotsman, now preserved as part of the National Collection and operational on the Network Rail main line and heritage railways.

The nameplate entered the Society's care through the bequest of the late Stuart Nichols, a longstanding member from North London, upon his passing in 2016. Mr Nichols's generosity ensures this piece of Doncaster's proud railway legacy endures for public appreciation.

Philip Benham MBE, FCILT, Chairman of The Gresley Society Trust, said: "This loan precedes our major celebrations for the 150th anniversary of Sir Nigel Gresley's birth in 2026. By placing the Centenary nameplate in the Danum Gallery's Rail Heritage Centre, we honour Doncasters pivotal role in Gresley's designs and invite visitors to connect with our shared past."

The Danum Gallery, Library and Museum welcomes the addition to its collections, enhancing displays on local railway heritage.

This loan is part of a broader programme of celebrations, including a Symposium and Gala Dinner on June 20th 2026 at the Mansion House, Doncaster, an exhibition at the Danum Gallery, a new plaque unveiling at Doncaster station, and a Gresley-focused theme at The Festival of British Railway Modelling on February 7th-8th 2026. The Trust also continues its work preserving Gresley's legacy through the ownership of Gresley class N2 No. 1744 and Buffet Lounge Car No. 1852, with ongoing restoration efforts supported by Heritage Fund applications.

Preserved Railways

Steam and Diesel Mince Pie Special trains return to Wensleydale Railway this Christmas!

Wensleydale Railway will once again be operating its Mince Pie Specials train services between Christmas and New Year. Visiting Black Five steam locomotive (No. 45407 'The Lancashire Fusilier') will be operating two-days of steam services between Leeming Bar and Leyburn on December 28th and 29th 2025. On December 30th, the railway will operate a heritage diesel service, using its class 47 locomotive (47714).

Blow those post-Christmas cobwebs away and enjoy a festive journey between Leeming Bar, Bedale and Leyburn and a complimentary mince pie and hot drink served on board. There will be a choice of three trips per day to choose from, and customers can depart from Leeming Bar, Bedale or Leyburn stations (with a request stop at Finghall station).

Leeming Bar departures: 10:00, 12:20 and 14:40
Bedale departures: 10:10, 12:30 and 14:50
Leyburn departures: 11:20, 13:40 and 16:00

The Leyburn station tearoom and shop will be open, serving a selection of hot and cold refreshments. Unfortunately, there will be no café facilities at Leeming Bar station as the platform area will still be set up for The Polar Express.

For customers travelling by car, please note that there is no car parking available at Leeming Bar Station or on the street outside. There is, however, very limited parking available at the O'Briens Fine Foods factory (formerly Vale of Mowbray). Their main carpark is on Leases Road (///jumped.tile.balconies) and there is also a small overflow carpark situated immediately behind the factory site at Low Street (///breakaway.bucket.interests), off Leases Road. Alternatively, you can board the trains at Bedale Station (DL8 1AW) where there is ample parking in the town.

The return ticket price is £25 for adults and £5 for children (aged 3-15). Children under 16 must be accompanied by a paying adult. Tickets are day rovers, allowing all-day travel on any service from any station on the day. Booking is essential to avoid disappointment.

All passengers will be served a complimentary individually wrapped mince pie and a hot drink (tea, coffee or hot chocolate). There will also be the option of a gluten free mince pie or a flapjack, and children can receive a Fruit Shoot or water.

Steam Service - book here: https://wensleydale-railway.co.uk/steam-mince-pie/

Diesel Service - book here: https://wensleydale-railway.co.uk/diesel-mince-pie/

Enquiries: phone 01677 425 805 or email admin@wensleydalerailway.com

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "Our Mince Pie Specials are a great way to enjoy a family day out after your Christmas Day celebrations. Sit back and enjoy the stunning Dales scenery with a hot drink and mince pie served on board by our volunteers.

He added: "Customers can choose from 2 days of steam-hauled services, or one day behind our class 47 heritage diesel locomotive. The visiting steam locomotive has delighted thousands of customers on this year's THE POLAR EXPRESS™ Train Rides. It will leave us at the end of the year, so this is a perfect opportunity for steam enthusiasts to travel behind it and end the year in style!"



Preserved Railways

Historic Great Northern Railway Observation Saloon to Enter Service at Embsay & Bolton Abbey Steam Railway



The Yorkshire Dales Railway Museum Trust, operators of the Embsay & Bolton Abbey Steam Railway, are delighted to announce the forthcoming return to service of the Great Northern Railway Observation Saloon No. 3087.

Designed by H.N.Gresley and built at the Doncaster Works of the Great Northern Railway in 1909, this elegant carriage was originally constructed as an Invalid Saloon. It was furnished with an invalid bed, fitted with a bed-rest which could be removed when not in use; a couch, three easy chairs, one portable table and two flap-tables. In later years it was converted into an Observation Saloon for use by various engineering departments. The carriage went on to serve with both the London and North Eastern Railway (LNER) and later British Railways (Eastern Region) before its withdrawal from service in 1973. By this time the carriage was numbered DE 320042 and painted in BR blue and grey livery. Following initial restoration under a period of private ownership, initially at Steam Town, Carnforth, the saloon was used on the teak set at the North Yorkshire Moors Railway (NYMR) from 2005 until 2019 by which time it was in need of refurbishment. It was generously transferred to the LNER Coach Association (LNERCA) by the late Nick Stringer, a former chairman of the association. Mr. Stringer's dedication to the preservation of historic rolling stock was instrumental in funding the enlargement of the saloon's seating area, work which was completed by Rampart Engineering.

A Nick Stringer Memorial Fund was later established to continue his legacy, with GNR Observation Saloon No. 3087 being one of the principal vehicles to benefit. A commemorative brass plaque will be unveiled on the completed carriage, recognising Mr. Stringer's significant contributions to both the LNERCA and the saloon's preservation.

The LNER Coach Association has led the extensive restoration project, which is now nearing completion. The carriage will be stored under cover at Embsay Station, within a carriage shelter extension partly funded by the late Nick Stringer, ensuring long-term protection from the elements.

An agreement has been reached for the saloon's long-term hire to the Yorkshire Dales Railway Museum Trust, marking a new chapter in its 110-year history. The saloon is scheduled to enter passenger service in 2026 on the Embsay & Bolton Abbey Steam Railway, where it will be used for weddings, special occasions, and cream teas.

Previously, the saloon featured in the 2019 Downton Abbey film.

Rob Shaw, Business & Finance Manager at Embsay & Bolton Abbey Steam Railway, said: "We are delighted to reach agreement with the LNER Coach Association for the use of the wonderful 110-year-old Great Northern Railway Saloon. The quality of the restoration is a wonderful credit to the late Nick Stringer and the work of the LNER Coach Association. It will join the 1948-built Thompson Buffet coach as part of our exclusive special events rake of carriages."



Preserved Railways

Hopetown Darlington awarded VisitEngland welcome accolade for second year in a row

Hopetown Darlington



Hopetown Darlington is one of only two venues in the North East to win a VisitEngland accolade this year.

The visitor attraction has been awarded the VisitEngland Welcome accolade, recognising excellence within the visitor attraction sector. The accolade was awarded based on scores that the attraction obtained following their annual VisitEngland Visitor Attraction Quality Scheme (VAQAS) assessment.

The accolade follows on from a string of awards and nominations since opening in July 2024, including Best Museum or Cultural Venue 2024, Willmott Dixon Construction Award, Heritage Railway Association Railway 200 Special Award, and more.

VisitEngland Director Andrew Stokes said: “These accolades put England’s outstanding attractions in the spotlight as they recognise the amazing visitor experiences available across the country.

They acknowledge the people who give the warmest welcomes, provide the most mouth-watering food and tell the stories that delight visitors, making them jewels of our tourism offer.

“The excellence on show today underlines the quality within the industry, ensuring fantastic visitor experiences. From galleries and museums, breweries and castles to theme parks and gardens, nature reserves and wineries, these attractions go the extra mile to guarantee visitors leave with magical memories.”

Mike Crawshaw, Head of Heritage and Culture at Darlington Borough Council, said: “It means the world to Hopetown to win the award. It recognises the strong customer service skill of our wonderful Welcome Team and how much care and attention goes into making sure every visitor has an exciting and positive experience. Whether you are visiting for an event, to explore our heritage or even if you are just popping in for a coffee, you will receive the warmest welcome.”

“In the year of an incredibly successful festival celebrating 200 years of the Stockton & Darlington Railway, winning another award due to the hard work of our staff is the perfect icing on the cake. ”

Visitors can plan their visit by heading to Hopetown Darlington’s website https://www.hopetowndarlington.co.uk/.

The VisitEngland Visitor Attraction Awards were presented at a celebratory lunch at the British Motor Museum in Warwickshire.

Preserved Railways

Donfabs and Consillia MEC-4 4-Person Splitting Electric Carts and MTRL1 – 1 Tonne Flat Bed Trailers

The Rail Trolley Trust



In January 2025, the Trust became aware of an auction being managed by Wilsons Auctions Limited disposing of redundant road and railway vehicles owned by Transport for London.

Wilsons kindly organised for our Chair to inspect & review all the Donfabs & Consillia MEC-4 - 4 Person Splitting Electric Carts, MTRL1 – 1 Tonne Flat Bed Trailer and associated equipment at TFL's Lillie Bridge Depot in Hammersmith, London on Friday January 24th 2025.

Due to the large number of these vehicles, Wilsons decided to divide them into lots of four of each type. The Trust successfully bid online for one lot of four trolleys, one lot of four trailers and one lot each of the associated tow bars and toolboxes (which contained lights and battery chargers).

On Friday February 7th 2025 our Chair visited Lillie Bridge Depot to oversee the loading of all the equipment by TFL depot staff onto a large flatbed trailer provided by Martyn Soames Transport Solutions.
Due to the short timescales involved the Trust did not have immediate homes arranged for the vehicles and our friend and supporter Andrew Briddon kindly agreed they could all be stored in his yard at Darley Dale until homes were found for them. We are very grateful for this generous gesture and are please to announce that all the vehicles have now been placed on free loans, as follows:

Bramley Line Heritage Railway Trust – Departed 28th November 2025
MEC-4 - 4 Person Splitting Electric Cart – Works No. 05/0001 – Running No. AC795713
MTRL1 – 1 Tonne Flat Bed Trailer – Works No. MTRL1/05/0005 – Running No. MTTP106002 -

Telford Horsehay Steam Trust Company – Departed 30th March 2025 (Trolley) & 15th April 2025 (Trailer)
MEC-4 - 4 Person Splitting Electric Cart – Works No. 06/0013 – Running No. AC795721
MTRL1 – 1 Tonne Flat Bed Trailer – Works No. 24/3283 – Running No. ACT795731

Darlington Railway Preservation Society – Departed 23rd March 2025
MEC-4 - 4 Person Splitting Electric Cart – Works No. 06/0010 – Running No. AC795723
MTRL1 – 1 Tonne Flat Bed Trailer – Works No. MTRL1/05/0022 – Running No. ACT795725

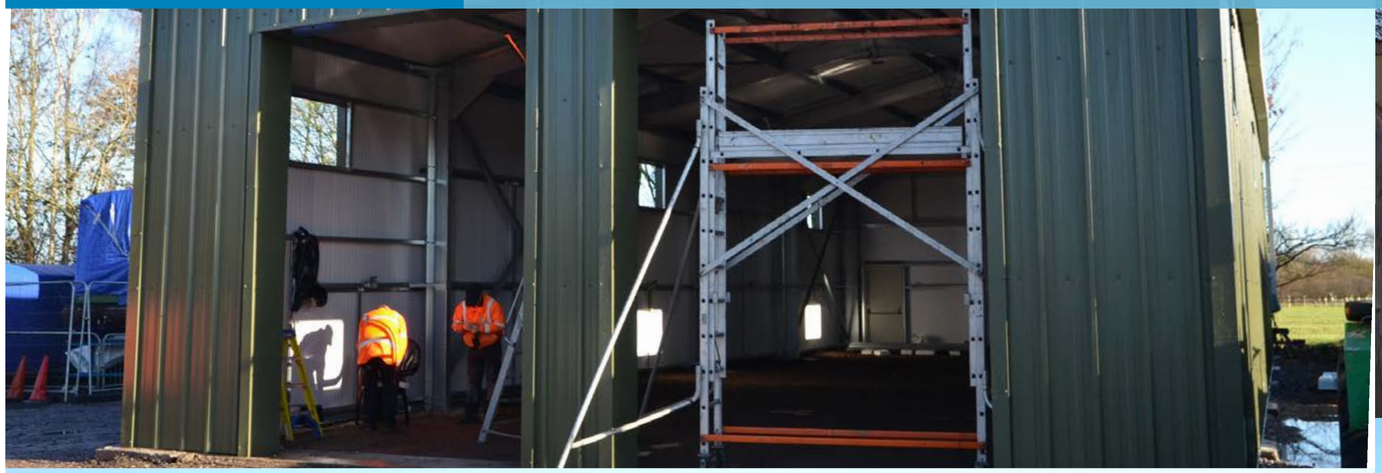
Anglesey Central Railway Ltd.
– Departed 26th February 2025
MEC-4 - 4 Person Splitting Electric Cart – Works No. 13/0046 – Running No. AC795726
MTRL1 – 1 Tonne Flat Bed Trailer – Works No. MTRL-1 – Running No. ACT3101001

The Trust would like to extend our thanks to all the staff involved at Wilsons Auction and at TFL for their help and support both before and after the auction. Martyn Soames and his team for completing the transport at short notice. And to Donfabs & Consillia for their technical advice.

The Trust are pleased to see all of these vehicles going to railways, where they will be returned to active use and we are always looking for opportunities for other vehicles in our fleet to be placed on similar loans. If any railways are looking for vehicles, they can contact us through our website.

Swindon and Cricklade Railway

"Even though it's the winter season, we should spare a thought for the dedication, enthusiasm, time and effort that has gone into preparing this preserved railway for the Christmas season. To me it must be clear that many of the restoration schemes will get the same dedicated characteristics as future projects. I was also impressed by the number of vehicles in the car park, with many volunteers giving up their time and effort to further the aims of the line." *Ken Mumford*













East Lancs Railway

Class 104 and 105 DMUs are seen at Ramsbottom on November 8th. *Phil Martin*

On November 8th, a Class 105 DMU and railcar No. 79900 ‘Iris’ are seen at Ramsbottom on November 8th working the 12:35 Rawtenstall - Bury service. *Phil Martin*

Class 105 DMU stands at Bury on November 8th working the 10:45 Bury - Heywood service. *Phil Martin*







East Lancs Railway

With a local sewage farm in the middle distance, Class 144 009 passes through Ewood Bridge with the 11:57 from Hopwood to Rawtenstall on November 8th. *Jeff Nicholls*

Visiting the East Lancs Railway for its DMU gala over the weekend of November 8th/9th was Derby Lightweight single unit No. M79900 'Iris' which is seen passing Bury South on its way to Heywood. *Lee Stanford*

Stunning autumn colours on the outskirts of Bury as the line's Class 105 heads for Heywood with the 09:50 from Rawtenstall on November 8th. *Jeff Nicholls*







East Lancs Railway

With one 12 ton van in tow, single car No. M79900 crosses Brooksbottom Viaduct with the 14:30 Bury - Rawtenstall service on November 8th. *Jeff Nicholls*

The IC125 groups HST with power car No. 43089 at the rear heads towards its new home at Baron Street depot at Bury on November 9th. *Lee Stanford*

You can't beat a bit of black-and-white! The East Lancs' Class 105 leads No. M79900 through Townsend Fold with the 12:35 from Rawtenstall to Heywood on November 8th. *Jeff Nicholls*







East Lancs Railway

On static display at Bury on November 8th was the sole surviving Bury Class 504 EMU. *Russell Clarke*



Class 24 No. 5053 is uncoupled from its drag at Bury Bolton Street on November 8th. *Russell Clarke*



The 'Bubble Car' stands at Bury with the final service to Rawtenstall of the day on November 8th. *Russell Clarke*



East Lancs Railway

Power car No. 43159 is seen arriving at Heywood on November 8th with a service from Bury.
Lee Stanford

The 125 Group's power car No. 43089 with 43159 on the rear departs Irwell Vale for Rawtenstall.
Michael Lynam

On November 8th, No. M79900 cuts a lonely figure as it idles across Roch Viaduct with the 09:30 Heywood - Rawtenstall service.
Jeff Nicholls







East Lancs Railway

On November 16th, Lancashire & Yorkshire Railway No. 12345 departs Burrs Country Park Halt with the 13:20 Bury to Rawtenstall service. *Brian Dobbs*

East Lancs Railway

Deep in the woods of Summerseat, the ELR's newest acquisition leaves Summerseat for Bury with the 14:25 from Rawtenstall on November 8th. *Jeff Nicholls*



East Lancs Railway

Derby Lightweight railcar No. 79990 ‘Iris’ approaches Irwell Vale from Rawtenstall on November 8th. *Michael Lynam*



Class 03 No. D2062 shunts a box van which had arrived at Rawtenstall behind railcar ‘Iris’ on November 8th. *Michael Lynam*



Class 24 No. D5053 hauls the lines Class 105 unit into Ramsbottom working 15:23 Bury - Rawtenstall service on November 8th.
Phil Martin



East Lancs Railway

ELR shunter No. 13594 waits for the signal into Carriage Sheds at Bury Bolton Street on November 8th. *Russell Clarke*



The 125 Group's power cars Nos. 43089, with 43159 on the rear, departs Irwell Vale with a service to Rawtenstall on November 8th. *Michael Lynam*



Class 122 'Bubble Car' No. W55001 passes Summerseat with a Guards Van in tow en route to Rawtenstall. *Michael Lynam*

Barrow Hill Roundhouse

In Barrow Hill Roundhouse, the Time Line Events shoot at the end of October featured some interesting motive power around the turntable. Amongst the locomotives prominently featured in the staged shots was the Great Central Railway 4-4-0 ‘Butler Henderson’. *Amy Bucki*



In Barrow Hill Roundhouse, the Time Line Events shoot at the end of October featured some interesting motive power around the turntable. Amongst the locomotives prominently featured in the staged shots was the Great Central Railway 4-4-0 ‘Butler Henderson’, seen here alongside NER No. 8217. *Amy Bucki*



Barrow Hill Roundhouse

In Barrow Hill Roundhouse, the Time Line Events shoot at the end of October featured some interesting motive power around the turntable. Amongst the locomotives prominently featured in the staged shots were Midland loco's Nos. 158A and 1000, 'Butler Henderson', and NER No. 8217. *Amy Bucki*

A posed cameo scene with engine crew and shed foreman, on the footplate of GCR 'Butler Henderson'. *Ben Bucki*

Barrow Hill Roundhouse

At the Time Line Events night shoot at Barrow Hill Roundhouse on October 29th, Class 25 No. D7659 is seen in the company of ex-industrial saddle tanks 'Henry' and 'Vulcan'. *Ben Bucki*

Barrow Hill Roundhouse

Whilst the focus of the photoshoot on October 29th was on the steam locomotives, Class 25 No. D7659 was rather prominently parked up on the turntable in the centre of the shed. *Amy Bucki*

Keighley & Worth Valley Railway

A branch line scene at the Keighley & Worth Valley Railway at Oakwoth with the German Railbus on a service from Keighley to Oxenhope on November 8th. *Brian Dobbs*

Keighley & Worth Valley Railway

Keighley & Worth Valley Railway's German Railbus departs Oakworth with a service from Oxenhope to Keighley on November 8th. *Brian Dobbs*

Keighley & Worth Valley Railway

LMS Black Five No. 44932 climbs towards Oakworth with the 11:00 Keighley to Oxenhope service on November 8th.
Brian Dobbs



From the Archives

Class 47 424 runs past the original two platforms at Dore & Totley on a sunny May 12th 1984. Not long after, BR demolished the left hand platform, then almost 40 years later it was rebuilt. *Barry Longson*



From the Archives

On May 5th 1984, Class 85 001 makes its way past Bescot, with an empty stock movement bound for Oxley carriage sidings.
Barry Longson



Class 50 017 ‘Royal Oak’, complete with a Torbay Express headboard, arrives at London Paddington on May 21st 1984. *Barry Longson*



Class 60 047 heads a weekend lineup of other Class 60s at Springs Branch on March 21st 1992.
John Sloane



From the Archives

On February 24th 1984, Class 45 109 stands light engine on one of the through roads at York. *Barry Longson*



A beautiful late summer's morning sees Class 92 041 heading north through Winwick on its marathon journey from Dollands Moor to Irvine on September 9th 2012. *Jeff Nicholls*



Class 90 036 drifts through Leyland with a Christmas extra mail service from Shieldmuir on December 15th 2014. *John Sloane*



From the Archives

NCB No. 25 (works No. AB2358/54) ambles through drifting smoke at Polkemet Colliery on October 10th 1979. *John Sloane*



From the Archives

NCB No. 8 (works No. AB1296/12) is seen heading back to Polkemet Colliery on October 10th 1979.
John Sloane



From the Archives

NCB No. 17 (AB2296/52) storms away from Bedlay Colliery with a load bound for the exchange sidings on October 10th 1979. *John Sloane*



From the Archives

Double ‘Dysons’ on the Dollands Moor - Irvine china clay tanks as Class 92 019 and 92 041 head north through Winwick on August 7th 2013. *Jeff Nicholls*



No. 1508 was the shed pilot at Cardiff Canton depot on June 12th 1962. *John Sloane*



Romanian built Class 56 017 runs through Worksop on August 12th 1983, with coal for one of the Nottingham power stations. *Barry Longson*

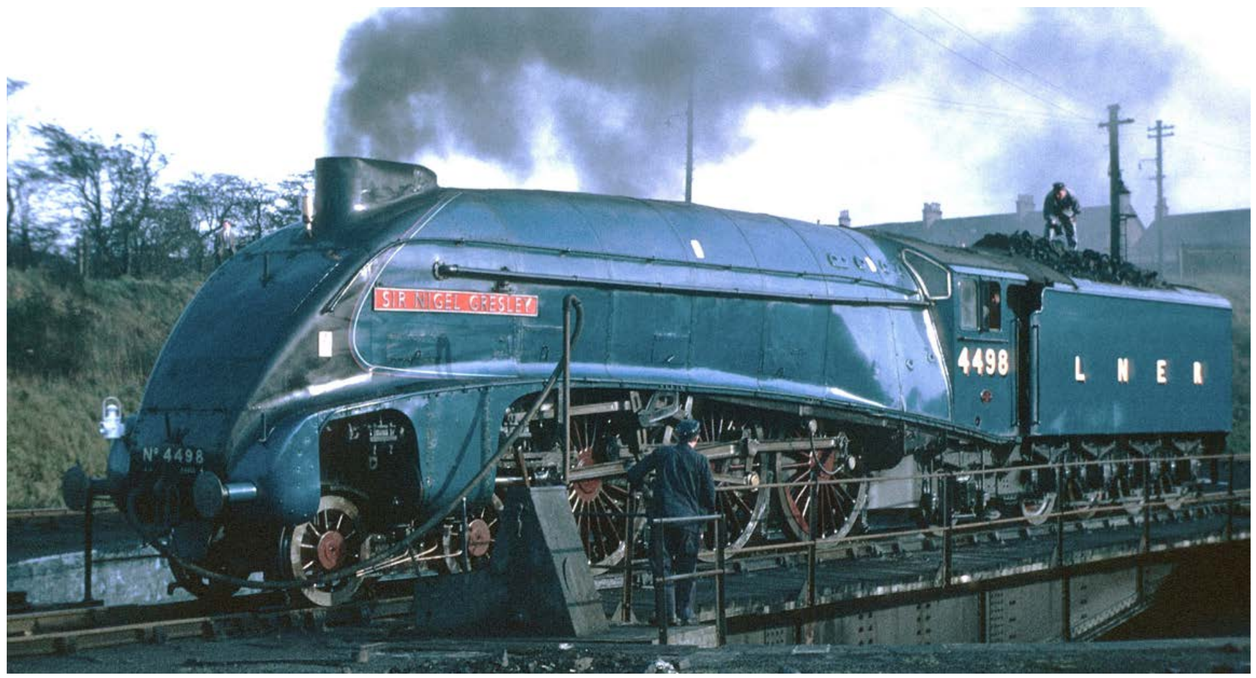


From the Archives

On a chilly April 15th 2004, Loadhaul liveried Class 60 008 trundles through Newport with an empty steel train to Llanwern. *John Sloane*



LNER A4 No. 4498 'Sir Nigel Gresley' is turned on the Kingmoor turntable prior to returning an RCTS special south over the S&C route on October 28th 1967. *John Sloane*



The fields at Winwick are almost ready for harvesting as the then-weekly Dollands Moor - Irvine china clay train heads north through Winwick on August 8th 2012. *Jeff Nicholls*



From the Archives

Class 50 No. 435 thrashes towards Coppull with a northbound parcels service on May 22nd 1973. *John Sloane*



Restored LMS Class 502 unit No. 28361 arrives at Southport on June 28th 1986. *John Sloane*



Class 37 671 'Tre Pol and Pen' and 37 675 'William Cookworthy' await their next duties at St. Blazey depot on June 9th 1989. *John Sloane*

