Railtalk Magazine

Issue 233
February 2026
ISSN 1756 - 5030

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 16 - Pictures

Pg 117 - News and Features

Pg 127 - Did you Know

Pg 128- Different View

Pg 130 - Preserved/Industrial

Pg 159 - 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 233

Whenever you hear about passenger rail usage and the regular phrase, 'no one is travelling' have a look at this as ScotRail has recorded its busiest December since public ownership began, with 7,866,187 passenger journeys made across Scotland's Railway during December 2025.....

The figure represents an increase of 701,910 journeys (+10 per cent) compared to December 2024, when 7,164,277 journeys were recorded, and a 69 per cent increase on December 2022, when 4,646,072 journeys were made.

The milestone follows a series of record-breaking days for passenger journeys in December, including the busiest Boxing Day under public ownership when 97,877 passenger journeys were recorded.

This reflects the strong demand for rail travel in the lead up to and over the Christmas period as customers travelled for work, shopping trips, Christmas parties, events, and to visit family and friends, as well as extra services added by the train operator.

To support the busy period, ScotRail operated longer trains and additional late-night services on key routes, providing thousands of extra seats and helping customers travel safely and sustainably during one of the busiest times of the year. The train operator also introduced services to and from Aberdeen for the first time on Boxing Day providing customers with more opportunities to travel.

ScotRail also had the best December period (December 7th 2025 to January 3rd 2026) since the transition to public ownership for the punctuality and reliability of its services, with 88.5 per cent of trains meeting their punctuality target, up from 79.2 per cent in 2022/23. The strong operational performance during a traditionally busy and challenging period helped give customers greater confidence in the reliability of rail services, supporting increased travel throughout the Christmas and New Year period. The continued growth also builds on the permanent removal of peak fares across ScotRail services on September 1st 2025 – a first for rail travel anywhere in Britain – which simplified fares and delivered better value for customers. The change has helped encourage more people to choose rail by reducing the cost of many journeys by almost 50 per cent, including services between Edinburgh and Glasgow.

David Ross, ScotRail Chief Operating Officer, said: "Recording our busiest December under public ownership is a significant milestone and shows how strongly customers continue to choose rail. The sustained growth we've seen throughout December, including multiple record-breaking days, reflects the hard work of our people right across the network in running longer trains, adding extra services, and supporting customers during a very busy period.

"With peak fares removed for good, rail offers a simple and affordable way to travel, whether it's for work, leisure, shopping, or visiting friends and family.

"We'll continue our focus on delivering the reliable services, value for money, and customer support people expect throughout 2026 and beyond."

Fiona Hyslop MSP, Cabinet Secretary for Transport, said: "These latest passenger figures, coupled with high satisfaction rates and staffing at an all-time high, demonstrate that ScotRail is thriving under public ownership. This Scottish Government's decision to remove peak fares for good builds on these successes as we aim to make Scotland's Railway a natural and affordable choice for new and existing passengers."

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

This Page

Class 37 512 top'n'tail with 37 501 on 7Q86 Ely Papworth Sidings to Penzance T&RSMD with 175 010 between the barrier coaches, passes through Swindon on January 13th. *Colin Pidgeon*

Front Cover

Class 97 303 and 97 304 top'n'tail the 6C77 Barmouth - Bescot engineers seen passing Cosford on January 4th. *Carl Grocott*

On a sunny January 3rd, the 12:21 Carlisle to Wigan North Western operated by Class 805 002 and 805 010 is seen coming off Ribblehead Viaduct with a diverted Avanti West Coast service. *Lee Stanford*

Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine. Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

With Thanks

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

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

Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Heading the first 'Winter Cumbrian Mountain Express' of 2026, SR BoB Class No. 34067 'Tangmere' approaches Beckfoot on the climb to Shap and onwards to Carlisle on January 31st. *Shep Woolley*

Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

Full gloom on the S&C on January 31st as SR BoB Class No. 34067 'Tangmere' works the return leg of the 'Winter Cumbrian Mountain Express' over Aisgill Viaduct towards the summit and onwards to Hellifield. *Shep Woolley*

Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

SR BoB Class No. 34067 ‘Tangmere’ powers through Balshaw Lane Junction on January 31st with a Manchester Victoria to Carlisle ‘Winter Cumbrian Mountain Express’ working. *John Sloane*

Charter Scene Railway Touring Company

The Winter Cumbrian Mountain Express

‘Tangmere’ is seen at Manchester Victoria on January 31st heading for Carlisle with 1Z62 ‘The Winter Cumbrian Mountain Express’ and Class 47 746 on the rear. *Russell Clarke*

Charter Scene UK Railtours

The Peak Blinder

Class 45 118 storms through Loughborough on January 24th working 1Z10 Norwich - Chesterfield. *Richard Hargreaves*

Charter Scene UK Railtours

The Peak Blinder

An immaculate Class 47 593 is seen on the rear of the 1Z10 Norwich - Chesterfield as it passes through Loughborough on January 24th headed by Class 45 118. *Paul Godding*

Charter Scene Pathfinder Railtours

The Chester Christmas Explorer

In true English Electric fashion, Class 37 667 and 37 706 turn on the power at Winwick Quay with Pathfinder's 'Chester Explorer' railtour on November 22nd. *Paul Senior*

Charter Scene ECS and Light Engine Moves

Class 47 No. D1924 (47 810) 'Crewe Diesel Depot' passes Coppull on February 5th with a rake of former Caledonian Sleeper coaches being worked from Kidderminster to Carlisle.
John Sloane

Charter Scene

ECS and Light Engine Moves

West Coast Railways' Class 57 002 runs past Winwick on January 28th, working 5V42 the 11:23 Carnforth Steamtown to Southall ECS. *Barry Longson*

West Coast's Class 57 314 and 47 746 reverse at Hellifield, working light engine from Carlisle - Carnforth Steamtown on January 14th. *Michael Lynam*

Class 57 012, 33 207 and 33 025 head a 17 coach empty stock working from Southall to Carnforth on February 4th as it approaches Charnock Richard. *John Sloane*

Charter Scene ECS and Light Engine Moves

Class 87 002 passes Acton Bridge on January 14th with a Crewe - Carnforth Chairman's ECS working. *Mark Enderby*

Charter Scene ECS and Light Engine Moves

Locomotive Services Class 57 003, 37 401 and 37 409 pass through Long Preston on a locomotive move from Carlisle Upperby - Barrow Hill on January 14th. *Michael Lynam*

ECS and Light Engine Moves

West Coast's Class 57 314 and 47 746 pass Arcow Quarry on January 14th working light engine from Carlisle - Carnforth Steamtown.
Michael Lynam

LSL operated Class 37 401 is seen departing from Crewe on December 23rd with the 12:44 Crewe to Bo'ness empty stock working.
Lee Stanford

Avanti West Coast

Avanti Everos Class 805 007 and 805 001 pass Arcow Quarry on January 14th with a diverted service from Preston - Carlisle. *Michael Lynam*

In low winter sunshine, Class 390 123 departs Wigan North Western, with 9M54, the 10:52 Edinburgh to London Euston service on December 24th. *Paul Senior*

Avanti Everos Class 805 007 and 805 001 pass Arcow Quarry on January 14th with a diverted service from Preston - Carlisle. *Michael Lynam*

Avanti West Coast

On January 16th, Class 390 043 hurries past Heaton Norris Junction working the 10:53 London Euston to Manchester Piccadilly service. *Barry Longson*

Avanti West Coast celebrates 50th anniversary of Birmingham International railway station

Avanti West Coast has marked the 50th anniversary of Birmingham International station, celebrating half a century since it first opened.

Built to serve Birmingham Airport and the National Exhibition Centre (NEC), the station opened its doors on January 26th 1976. Over the last five decades, it has become a commuter hub for residents living in Solihull, Coleshill, and surrounding areas.

To mark the occasion, representatives from the West Midlands Combined Authority, Birmingham Airport, Solihull Metropolitan Borough Council, and the NEC, joined Avanti West Coast, who manage the station.

A specially made birthday cake was presented, and guests shared their memories from the last fifty years.

The station was also dressed in commemorative bunting and messages showing appreciation to passengers were displayed on screens.

Birmingham International originally shared its name with the nearby airport and was designed by architect Ray Moorcroft, who became the Chief Architect for British Rail from 1977. He also designed Wolverhampton and Northampton station buildings prior to their revamps, as well as being involved in London Euston's redevelopment in the 1960s.

Neil Warner, Avanti West Coast Deputy Team Leader, is the longest-serving employee at the station – clocking up nearly 30 years' service - and regards it as a place that "feels like home".

"It is quite special to me because it's the place where I've worked nearly all my life. There's a great team here and there's been some unique characters over the years, and we've all got on well together", said Neil.

He added: "With the NEC on our doorstep, I've been fortunate to meet a lot of famous people, including Paul O'Grady and Prince William."

Birmingham International is served by Avanti West Coast's Pendolino and Evero trains, alongside services from West Midlands Trains, CrossCountry, Transport for Wales, and as of this month, Caledonian Sleeper.

More than 300 trains call at the station each day, with around five million people travelling to or from Birmingham International every year.

Jodie Watson, Avanti West Coast Station Manager at Birmingham International, said: "For half a century Birmingham International has grown to be an integral transport hub for the West Midlands, creating a gateway for holiday and concert goers, while also connecting local people with major towns and cities.

"We're pleased to celebrate this landmark anniversary with those who have been a part of its journey. I'm proud of the great team here who provide a warm welcome to the millions of people that travel to and from the station each year."

Avanti West Coast

Class 805 009 and 805 001 are seen passing the shadows at Long Preston on January 3rd working the 10:11 Carlisle to Wigan North Western service. *Lee Stanford*

Avanti shuttle Class 805 009 is seen waiting to depart to Carlisle on January 7th with a service to Preston via the S&C whilst 390 119 waits to depart to Glasgow. *Michael Lynam*

Class 390 114 is seen at Preston, with 9M59 15:57 from Glasgow Central to London Euston, on December 20th. *Paul Senior*

Avanti West Coast

On January 3rd, Class 805 007 leads sister 805 005 past Jack Green as it heads towards the Settle and Carlisle line with the 08:47 Crewe to Carlisle. *Lee Stanford*

Class 805 009 and 805 001 pass Helwith Bridge on January 3rd working a diverted Carlisle - Wigan North Western service. *Michael Lynam*

Class 805 011 and 805 001 pass Cherry Tree on January 2nd working a diverted Wolverhampton - Carlisle service via the S&C. *Michael Lynam*

Avanti West Coast

Class 805 001 and 805 004 approach Hellifield on January 10th working the 11:27 Carlisle to Preston service. *Lee Stanford*

Class 805 001 and 805 007 pass Long Preston on January 14th working a diverted Carlisle - Preston service. *Michael Lynam*

Class 805 007 and 805 005 pass Helwith Bridge working a diverted Crewe - Carlisle service via the S&C on January 3rd. *Michael Lynam*

Avanti West Coast

Class 390 049 runs past Winwick on January 28th working the 11:40 London Euston to Glasgow Central service. *Barry Longson*

Class 805 010 and 805 002 pass Hellifield on January 14th working a diverted Carlisle - Preston service. *Michael Lynam*

Class 805 002 and 805 010 pass Settle on January 14th working a diverted Crewe - Carlisle service. *Michael Lynam*

Avanti West Coast

9 car Pendolino Class 390 008 is framed into the gap at Winwick, as it races North working the 10:40 London Euston to Edinburgh service on January 28th. *Barry Longson*

Class 390 141 passes Balshaw Lane Junction with an early morning service from Birmingham New St. to Glasgow on January 31st.
John Sloane

Class 390 020 displaying ‘390 200’ decals, departs Stockport with a service to Manchester Piccadilly on January 20th. *Michael Lynam*

Avanti West Coast

Class 390 134 speeds past Standish on January 20th with the 06:33 from London Euston to Edinburgh. *John Sloane*

Class 390 046 heads away from Bradley with a London Euston to Edinburgh service on January 21st. *John Sloane*

Class 805 002 leads 805 012 past Lostock Hall Junction with a diverted Avanti service from Preston to Carlisle via the S&C on January 5th. *John Sloane*

Balfour Beatty

Class 20 905 and 20 901 top'n'tail the 6J09 10:00 Stapleford & Sandiacre BB to Woking Up Yard Sidings drain train through Wellingborough on January 20th. *Derek Elston*

Chiltern Railways

Class 68 032 heads a CAF Mk5 set through Tyseley on a Bicester North - Stourbridge Junction Depot crew training run on December 10th.
Chris Morrison

Chiltern Railways

Class 68 020 and a Mk5 CAF set pass Tyseley on a Banbury - Stourbridge Junction Depot training run on January 10th. *Chris Morrison*

Chiltern Railways

On January 26th, the first day of Chiltern Mk5 sets in public service, Class 68 022 is seen at Birmingham Snow Hill with the 16:37 London Marylebone - Stourbridge Junction service. *Chris Morrison*

Chiltern Railways

Running 10 minutes early, Class 68 026, in the new Chiltern livery, propels Mk5 set CH 11 on 09:46 Long Marston - Eastleigh Depot stock move on the afternoon of January 28th. The train has just passed Eastleigh station and is taking the Portsmouth line before entering the depot. *John Goodrich*

Chiltern Railways' newest trains now serving the West Midlands

Chiltern Railways has introduced the first of its newest trains into service for customers travelling to and from the West Midlands. This major investment and key milestone is set to deliver 10,000 additional seats for customers each weekday from December 2026.

The trains, now running between London and the West Midlands via Buckinghamshire, Oxfordshire and Warwickshire, will transform journeys for customers travelling along the route, supporting regional growth and strengthening connections to major employers and leisure destinations across the region.

The 13 trains have been named "Chiltern Explorers" – a new name for the fleet which was chosen by customers from a shortlist. The operator wanted a name that conveyed movement, excitement and would be easily recognisable, and this was the standout choice from a series of customer focus groups. The new name will be used on-board trains, in announcements, and at stations to make clear what type of train customers are using.

A celebratory event took place on January 27th at Birmingham Moor Street and at stations along the route to London Marylebone. Customers were greeted at stations with goody bags and music performances to commemorate the train's introduction into service. The series of events brought together regional leaders, businesses, and customers to experience how the trains will improve rail services to and from the West Midlands.

The Explorer trains feature plug sockets and USB ports at every seat, digital customer information screens, air conditioning, improved luggage, bike storage, and First-Class travel. Crucially, the trains deliver significant improvements for customers with accessibility needs, with dedicated areas including fully accessible toilets and better boarding and seating arrangements, delivering comfortable travel for all customers travelling on them.

The Explorer trains are replacing four train sets formed of British Rail-built coaches, which will leave Chiltern by the end of March. The train sets, hauled by locomotives, have served customers for nearly 50 years.

Richard Allan, Managing Director of Chiltern Railways, said: "I am thrilled that following months of intensive preparation we are able to operate the first of our 13 newer trains on services between the West Midlands and London Marylebone, delivering a much better experience for customers. We will have all of the new trains available for service from December 2026, when all the necessary colleague training and train preparations have been completed. That will allow Chiltern to operate more services for customers, offering services every 30 minutes between the West Midlands and London every weekday. Some further internal changes to how current trains are used mean that in total there will be 10,000 more seats for customers across the entire Chiltern route every weekday from December. There will be more services at weekends, with further details to be announced nearer to December."

Laura Shoaf CBE, Chair of Shadow Great British Railways, said: "The arrival of the first Chiltern Explorer is a major milestone in delivering a more modern, accessible and reliable railway.

"These new trains will transform journeys for customers from the West Midlands through to London, strengthening connections for work, leisure and the region's growing economy.

"They also demonstrate the kind of long-term, customer-focused investment we are working to embed by building a simpler, more joined-up rail system that delivers for communities.

"Crucially, the fleet's improved efficiency and design support our wider sustainability goals, helping create a greener railway for the future."

The first Chiltern Explorer train was introduced into passenger service for Chiltern Railways' customers on Monday January 26th. The remaining trains will be introduced at different stages through 2026.

Chiltern Railways

Class 68 012 ‘Amy Owen’ approaches Tyseley with the 12:02 London Marylebone-Birmingham Moor St. service on December 6th. *Chris Morrison*

Colas Rail

Class 97 303 and 37 424 working the 6C56 09:50 Aberystwyth - Chirk Kronaspan are seen at Chirk on January 17th. *Phil Martin*

Colas Rail

Class 97 303 and 37 424 working the 6C56 09:50 Aberystwyth - Chirk Kronaspan are seen at Leaton on January 17th. *Carl Grocott*

Colas Rail

On January 11th, the 10:30 Chirk to Carlisle empty log train was diverted to run via Manchester and Bolton and is seen passing Heaton Chapel in dismal weather behind hired in Freightliner loco Class 66 549. *Lee Stanford*

Colas Rail

Class 66 848 and 66 850 working 7Z99 Stockport to York plough move are seen passing through Guide Bridge on January 10th. *Russell Clarke*

Class 70 811 working the 6C04 09:10 Northam Jct. to Eastleigh Yard via Andover, Woking Up Yard and Winchester is seen passing Daisy Dell footbridge, Andover. *David Lindsell*

Class 97 303 and 37 424 pass Meole Village on January 17th working 6C56 09:50 Aberystwyth - Chirk Kronaspan. *Phil Martin*

Colas Rail

In lovely low winter sunshine, Class 70 814 working 6S31 Doncaster to Millerhill engineers train, is seen at Morpeth on January 15th.
Alan Sinclair

Colas Rail

Class 97 303 and 37 424 pass Wolascott on January 17th working 6C56 Aberystwyth - Chirk. *Phil Martin*

A special working from Crewe Electric Depot(!) brings Class 70 812 through a gloomy Golborne with three empty logs wagons on their way to Carlisle on January 29th. *Jeff Nicholls*

CrossCountry

Class 170 103 arrives at Beeston on January 24th with 1D55 Birmingham New St. - Nottingham service. *Paul Godding*

Class 221 144 working 1C11 06:40 Bristol Temple Meads - Penzance is seen approaching Scorrier on February 3rd. *Barry Beeston*

Class 170 102 working the 1N55 Stansted Airport - Birmingham New St. service calls at Leicester on January 24th. *Richard Hargreaves*

CrossCountry

Class 221 135 slows for its booked stop at Stafford, while working the 11:25 Manchester to Bournemouth service on January 24th.
Barry Longson

DB Cargo

Class 66 207 passes Altrincham on January 29th with a rake of empty Aggregate hoppers from Warrington Arpley - Tunstead Sidings. *Michael Lynam*

PD Ports liveried Class 66 109 'Teesport Express' hurries through Orrell with the morning binliner service from Knowsley to Wilton on January 3rd. *John Sloane*

One of only a handful still in the original livery, Class 66 028 runs past Winwick, working 6E26 the 10:42 Knowsley to Wilton loaded waste on January 28th. *Barry Longson*

DB Cargo

Class 66 185 on a diverted Mossend to Seaforth intermodal passes Moore on January 9th. *Mark Enderby*

Class 66 108 heads a Seaforth to Mossend intermodal as it passes Charnock Richard on February 4th. *John Sloane*

Class 66 088 leads 66 657 past Bayston Hill on January 28th with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

DB Cargo

Class 66 035 with a diverted Mossend - Seaforth intermodal passes Acton Bridge on January 14th. *Mark Enderby*

DB Cargo

Class 66 084 hauling the 4M82 Felixtowe - East Midlands Gateway passes Loughborough on January 24th. *Richard Hargreaves*

Class 66 659 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on January 16th. *Keith Davies*

Class 66 060 leads the 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rf through Northampton on January 12th. *Derek Elston*

DB Cargo

Into the afternoon of February 1st, 6V67 provides the spectacle of three locos at the head of 21 JNAs trundling along the Outward Line en route from Entrance C to Margam. *Steve Thompson*

DB Cargo

On January 24th, Class 66 206 turns on the power as it runs through Stafford with 4V21 the 10:20 from Trafford Park to Didcot T.C. *Barry Longson*

Catching the low winter sun, Class 66 077 leaves an exhaust haze behind at Heaton Norris, while in charge of 6E26, the 10:52 Runcorn to Wilton loaded waste, on a cold January 16th. *Barry Longson*

On January 19th, Class 66 150 hauls the 'bin train' through Swindon. *Ken Mumford*

DB Cargo

Taking the long way round because of the closure of the Shap route, Class 66 035 passes north through Winwick on January 14th with the late running 00:05 Mossend - Seaforth intermodal. *Jeff Nicholls*

DB Cargo

In fading winter light, newly named Class 66 108 'Seaforth Highlander' powers through Wigan North Western with 4S38 14:30 Liverpool Seaforth Docks, to Mossend Euroterminal, on December 11th. The name takes inspiration from the Seaforth Highlanders, a Scottish Infantry Regiment from 1881 to 1961. *Paul Senior*

Class 66 199 leads sister 66 121 on a light engine movement with 0R03 Warrington Arpley to Bescot Engineers sidings, seen at Stafford on January 24th. *Barry Longson*

Class 66 654 is seen heading round the back of Swindon station on January 8th. *Colin Pidgeon*

DB Cargo

An unusual working thanks to the closure of the WCML over Shap. A Mossend - Seaforth working had to travel via Millerhill, Tyne Yard, York, Doncaster, Toton, Burton-on-Trent, Stafford, Crewe and Warrington! Class 66 055 ‘Alain Thauvette’ passes through Winwick not too far from its destination on January 7th. *Jeff Nicholls*

DC Rail Freight

Class 60 026 working the 6M89 Middleton Towers to Ravenhead arrives into Leicester on January 24th.
Richard Hargreaves

DC Rail Freight

On hire to DCR from GBRf, Class 60 095 on 6M02 Tytherington to Quainton Railhead is seen at Swindon on January 14th. This train was diverted from the B&H due to a failure of a stone train at Kintbury.
Ken Mumford

Direct Rail Services

Class 66 422, leads DB's Class 66 190 and 66 017 past Helwith Bridge working the 6K05 engineers, from Carlisle NY - Crewe Basford Hall on January 14th. *Michael Lynam*

Class 68 002 and 66 031 pass through Lancaster on January 15th hauling the 4S44 intermodal from Daventry - Coatbridge. *Michael Lynam*

Class 66 422 passes through Carlisle on January 7th in charge of the daily 6K05 engineers from Carlisle NY - Crewe Basford Hall via the S&C. *Michael Lynam*

Direct Rail Services

Class 88 008 catches some late morning sun at Stafford on January 24th, while working 4M27 the 05:38 Coatbridge to Daventry intermodal.
Barry Longson

Direct Rail Services

Class 88 003 passes Winwick on January 28th working the 4M27 intermodal from Coatbridge - Daventry.
Michael Lynam

Direct Rail Services

There were several days of diverted intermodal freight from the WCML while the new Clifton rail bridge was being installed near Penrith. On January 10th, Class 68 002 and 68 018 at seen on the ECML at Morpeth working 4S43, the 06:04 Daventry DRS to Coatbridge (DRS) (Tesco liner).
Alan Sinclair

East Midlands Railway

Class 810 006 approaches Loughborough on January 24th with a Nottingham - London St. Pancras service. *Paul Godding*

Class 222 009 approaches Loughborough with a Sheffield - London St. Pancras service on January 24th. *Paul Godding*

Class 158 799 approaches Loughborough on January 24th with a stopping service to Leicester. *Paul Godding*

East Midlands Railway

Class 810 012 working the 1D31 London St. Pancras - Nottingham service is seen upon departure from Loughborough on January 24th. *Richard Hargreaves*

Class 158 889 and 158 865 pass Heaton Norris, working the 08:52 Norwich to Liverpool Lime Street service on January 16th. *Barry Longson*

Class 810 010 hurries through Wellingborough on January 20th working 1C38, the 10:35 Sheffield to London St. Pancras International service. *Derek Elston*

East Midlands Railway

Class 222 013 speeds the 1B37 10:50 Nottingham to London St. Pancras International through Wellingborough on January 20th. *Derek Elston*

Freightliner

A young spotter videos Class 90 047 and 90 048 working 4S49 11:04 Daventry to Grangemouth as they pass through Stafford on January 24th. *Barry Longson*

Class 90 048 and 90 047 pass through Manchester Oxford Road on January 20th working a Trafford Park - Felixstowe liner. *Michael Lynam*

Class 90 045 and 90 004 pass through Manchester Oxford Road working a liner from London Gateway - Trafford Park on January 20th. *Michael Lynam*

Freightliner

Class 90 043 and 90 007 powering the 4L60 07:20 Trafford Park F.L.T. to London Gateway pass through Northampton on January 7th. *Derek Elston*

On January 19th, Class 66 416 hauls a stone train through Swindon. *Ken Mumford*

Class 66 414 (in the now defunct Powerhaul livery), slows to cross Heaton Norris Junction while working 6J34 the 11:01 Runcorn to Brindle Heath empty waste containers on January 16th. *Barry Longson*

Freightliner

Class 90 008 and 90 010 '275 Railway Squadron (Volunteers)' are seen at Northampton working 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl service on January 12th. *Derek Elston*

On January 15th, Class 90 003 and 90 021 ease through a soggy Northampton working 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl service. *Derek Elston*

Class 90010 '275 Railway Squadron (Volunteers)' is seen dead in the consist of 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. at Northampton worked by 90 005 and 90 007 on January 30th. *Derek Elston*

Class 90 040 and 90 014 'Over The Rainbow' pass Church Brampton working 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl. service on January 30th. *Derek Elston*

FREIGHTLINER COMPLETES ACQUISITION BY CMA CGM GROUP

Freightliner Ltd is pleased to announce the successful completion of its acquisition by the CMA CGM Group, a global player in shipping and logistics solutions. This milestone marks the beginning of a new chapter for Freightliner and further reinforces its position as the leading intermodal rail freight operator in the United Kingdom.

This acquisition confirms the shared commitment from Freightliner and CMA CGM to building a stronger, more integrated and sustainable intermodal offering for the UK and for customers worldwide. Freightliner consists of 10 terminals, circa 1.4m rail slots and 2,000 wagons, and owns one of the largest fleets of electric locomotives in the UK.

As previously reported Freightliner will remain a standalone, multi-user, multi-customer intermodal service provider serving the UK Intermodal logistics market with a national sustainable network reducing thousands of tonnes of CO_2 emissions.

Heavy Haul Rail, previously part of The Freightliner Group, will operate independently remaining under the current shareholder ownership. This is the same for European businesses, Rotterdam Rail Feeding and Freightliner PL and DE, which will continue to operate independently from Freightliner Ltd – also remaining with current shareholder ownership.

The CMA CGM Group, a key logistics player in the United Kingdom

CMA CGM has a strong presence in the United Kingdom with nearly 7,200 employees across its maritime, logistics, and inland services. The Group's shipping agency employs 286 staff and operates 28 services connecting the UK with the rest of the world. In 2024, CMA CGM carried 802,000 TEUs to and from the UK. In intermodal transport, CMA CGM Group, through its subsidiary CCIS, transported 200,000 TEUs by rail and road between January and July 2025, confirming its role as a pioneer in decarbonized logistics. CEVA Logistics, a subsidiary of the Group, employs 6,768 people across 103 sites.

With 718,000 sqm of warehousing and consolidation capacity, as well as annual volumes of 33,800 tonnes in air freight and 69,400 TEUs in ocean freight, CEVA delivers integrated, end-to-end solutions, reinforcing the Group's position as a major logistics player in the UK and across Europe.

Freightliner

A frosty Guide Bridge on January 10th and Class 66 546 is about to pass working 0Z33 to Runcorn light engine. *Russell Clarke*

The 11:55 Ashbury's to Dowlow Quarry is booked to pass through platform 0 at Stockport but rarely does, however on a sunny February 4th it used its booked route and is seen behind Class 66 619 hauling a rake of new grey box wagons. *Lee Stanford*

On January 27th, the infrequent 11:55 Ferrybridge 'C' power station to Brindle Heath waste train passes Manchester Victoria behind Class 66 555. *Lee Stanford*

Freightliner

Class 90 003 and 90 021 ‘Donald Malcolm’ run slowly through Euxton on January 17th with the 4S49 Daventry to Grangemouth working.

Class 66 550 approaches Stockport with repaired wagons from Guide Bridge - Crewe Basford Hall on January 20th. *Michael Lynam*

Class 66 505 passes Winwick on January 28th on route learning duties from Warrington Bank Quay to Crewe Basford Hall via Manchester Piccadilly. *Michael Lynam*

Freightliner

Class 90 021 ‘Donald Malcolm’ and 90 008 approach Balshaw Lane Junction at the head of a London Gateway to Coatbridge liner on January 31st. *John Sloane*

Class 66 513 working 4O38, the 09:30 Lawley Street F.L.T. to Southampton M.C.T. passes Church Brampton on January 30th.
Derek Elston

Freightliner

On January 17th, Class 90 003 and 90 021 pass Winwick with 4S49 Daventry to Grangemouth liner.
Brian Dobbs

GBRf

Royal Scotsman liveried Class 66 746 exits Caledonia Yard, Small Heath with the 11:11 to Hindlow as a six-car Class 172 passes with the 11:47 Whitlocks End-Kidderminster West Midlands Railway service on January 10th. *Chris Morrison*

GBRf

‘We got ourselves a convoy!’ A rare quintet of GBRf 66s form the Sunday 0M51 from Doncaster to Tuebrook passing through a wintry Winwick on January 4th. In order, the locos were Class 66 772, 66 701, 66 749, 66 792 and 66 743, the last one of which was allegedly in Royal Scotsman maroon livery but was in what looked much more like army camouflage! *Jeff Nicholls*

Class 66 710 top’n’tail with 66 719 passes through Stockport on January 20th with the Rail 200 exhibition train, working from Crewe H.S. - Castleton Hopwood, to be exhibited at the ELR Open House event. *Michael Lynam*

Class 66 770 heads through Leicester on January 24th with an intermodal working to Hams Hall. *Paul Godding*

GBRf

The Rail 200 Inspiration train passes Mills Hill working 3Z14 Crewe to Castleton and the E.L.R. with Class 66 710 leading and 66 719 on the rear on January 20th. *Russell Clarke*

Class 66 792 passes Winwick on January 28th with a rake of loaded cement tanks from Clitheroe - Avonmouth. *Michael Lynam*

Class 66 708 passes through Stockport on January 20th with a Biomass working from Liverpool - Drax AES. *Michael Lynam*

GBRf

January 15th and one of the best Class 69 liveries as 69 012 hauls 6D75 loaded RDT towards Scunthorpe station, heading for Up Decoy at Doncaster. *Steve Thompson*

Class 66 710 and 66 719 with the Rail 200 train pass Acton Bridge on January 14th heading from Southport - Crewe. *Mark Enderby*

The Railways 200 Exhibition train travelled from Southport to Crewe on January 14th, seen here at Winwick with the usual pair of Class 66 710 and 66 719 in charge. *Jeff Nicholls*

GBRf

Class 66's are now booked for the Lynemouth power station Biomass circuit, here is Class 66 780 'The Cemex Express' working 6N19 Lynemouth to Tyne Dock empties at Jubilee Est Bridge in Ashington on January 5th.
Alan Sinclair

Class 66 747 climbs the bank from Helwith Bridge with a rake of empty Aggregate Hoppers from Hunslet - Arcow Quarry on January 14th.
Michael Lynam

Class 66740 has a full load, working 4L05 the 09:07 Ditton to Felixstowe South through Stafford on a cold January 24th. *Barry Longson*

GBRf

Class 66 314 on 4S57 Hams Hall to Mossend is seen at a very rainy Leyland on January 22nd. Plenty of horns from the driver and note that it is has the continental horns i.e. a high pitched shriek. *David Hollowood*

Class 47 739 returns EMR's 360 110 after servicing at Siemens Northampton depot as 5F36, the 12:00 to Kettering Stabling Sidings as it passes through Northampton station on January 12th. *Derek Elston*

Class 66 671 ex 66 761 'Wensleydale Railway Association 25 Years 1990-2015' leads the 6O55 14:40 Daventry GBRf to Dollands Moor (GBRf) through Northampton on January 30th. *Derek Elston*

GBRf

Class 66 747 is seen reversing in to the quarry for loading from with a rake of empty Aggregate Hoppers from Hunslet - Arcow Quarry on January 14th. *Michael Lynam*

Class 66 764 passes Winwick on January 28th working a Biomass train from Liverpool Docks - Drax AES. *Michael Lynam*

A work stained Class 66 314 had charge of 4S57 the 10:58 Hams Hall to Mossend on January 28th, seen passing Winwick. *Barry Longson*

Wearing Railfreight Construction livery, Class 66 793 crosses the world-famous Sankey Viaduct with the lunchtime working from Liverpool to Drax on January 29th. It's good to see that the graffiti has been removed from the viaduct in recent refurbishment work. *Jeff Nicholls*

GBRf

Class 66 309 passes through Lancaster on January 15th hauling the 4S57 intermodal from Hams Hall - Mossend. *Michael Lynam*

Class 66 760 heads through Altrincham on January 29th with the 6E92 aggregate train from Tunstead Sidings - Small Heath.
Michael Lynam

Class 66 740 departs Arcow Quarry with an aggregate train to Pendleton on January 14th.
Michael Lynam

GBRf

On February 1st, there was quite an historic event, I can't think that I've seen another train with an origin of Thornton Abbey, but here we have 6G40 running from that noble place to Doncaster Up Decoy following its nocturnal exertions. Class 66 795 top and tails 10 HQAs with 66 797 as it passes through Scunthorpe. *Steve Thompson*

Class 66 312 approaches Altrincham with an aggregate working from Tunstead - Rugby on January 29th. *Michael Lynam*

Royal Scotsman liveried Class 66 746 passes through Altrincham working the 6E09 Biomass from Liverpool Docks - Drax AES on January 29th. *Michael Lynam*

GBRf

Class 66 719 brings the Rail 200 train to Upminster on January 28th, sitting in the platform normally reserved for the Grays branch service. *Charlie Robbins*

On a frosty winter's morning, January 14th, Class 66 710 with 66 719 at the rear, pass through Hoscar station on the Southport to Wigan Wallgate line with 3Z33 Southport to Crewe HS Inspiration Train ECS. Not for many years, and extremely rare, for locomotive hauled trains to pass over this former L&Y route. The Inspiration train had been visiting Southport over the previous weekend. *Brian Dobbs*

GB RAILFREIGHT SIGNS NEW BIGGEST MAINTENANCE DEAL WITH WABTEC IN PETERBOROUGH

GB Railfreight (GBRf), one of the UK's leading rail freight operators, has signed a new ten-year agreement with Wabtec, a global rail technology company with extensive expertise in rolling stock maintenance and component services. The partnership will see maintenance of GBRf's intermodal wagons carried out at the GBRf Peterborough Maintenance Hub.

In a first for the UK rail freight sector, Wabtec will introduce its cutting-edge KinetiX system — a laser-guided, high-speed imaging technology capable of capturing 20,000 images per second. This breakthrough innovation will enable pit-stop-style inspections and servicing across GBRf's fleet of 585 FEA intermodal platform wagons, driving major improvements in maintenance efficiency and accuracy.

Using the data-rich, high-precision information generated by KinetiX; GBRf and Wabtec will adopt a proactive pit stop maintenance regime. By assessing wagons according to their calculated life cycle, the two organisations will reduce in-service faults, strengthen fleet resilience, and deliver even greater reliability for customers and the wider rail network.

Liam Day, Director of Assets at GB Railfreight, said: "This agreement represents a major step forward in how we care for and manage our wagon fleet. By integrating Wabtec's KinetiX technology into our operations, we gain unprecedented insight into asset health, allowing us to make smarter, data-driven maintenance decisions. This will not only enhance reliability for our customers but also set a new benchmark for wagon maintenance across the UK freight sector."

Tim Bentley, Regional Vice President at Wabtec Services UK & Ireland:
"We are delighted that GB Railfreight have awarded Wabtec UK this long-term maintenance contract. This strategic commitment by both parties further strengthens our long established collaborative relationship.

With the support of our cutting-edge inspection technology, KinetiX, and our highly skilled Technicians and Engineers, working within the world-class dedicated maintenance hub, we will help GB Railfreight transform wagon maintenance. Together, we will deliver optimised fleet availability and reliability, building a better and more sustainable railway for the future."

GBRf

On January 12th, we were treated (if that's the word) to three Class 66s on 6D01 Belmont - Trent Yard, Class 66 769, 66 709 and 66 751 on an RDT set, seen here trundling along E Line at Scunthorpe. *Steve Thompson*

Class 66 693 ambles past Bradley on January 8th at the head of a Horton to Tuebrook working. *John Sloane*

Class 66 719 'Michael Portillo' heads the Railway 200 Inspiration exhibition train past Lostock Hall Junction on January 5th on the movement from York to the Ribble Steam Railway. *John Sloane*

GBRf

Grey liveried Class 66 316 is seen passing Millbrook on January 28th with the regular 10:14 Westbury - Eastleigh engineers train.
John Goodrich

Class 66 710 leads the Inspiration exhibition train through Parbold on the move from Southport to Crewe on January 14th.
John Sloane

Railfreight liveried Class 66 693 passes through Altrincham on January 29th with the 6E10 Biomass from Liverpool Docks - Drax AES.
Michael Lynam

GBRf

Class 66 303 with the Avonmouth - Pennyfford cement empties approaches Wrexham on January 30th. *Mark Enderby*

Class 66 795 hurries through Horwich Parkway on January 27th with a stone train from Horton to Brindle Heath. *John Sloane*

Class 66 719 ‘Michael Portillo’ stands in Platform 6 at Southport Chapel Street station on January 10th with the Rail 200 Inspiration Train. Very rare for loco hauled trains to visit Southport these days. *Brian Dobbs*

GBRf

Class 60 095 was the last ‘Tug’ standing on the Lynemouth P.S. Biomass circuit at the start of 2026. It’s pictured a few days earlier at Jubilee Est Bridge, Ashington on 6N87 Lynemouth P.S. to Tyne Dock Biomass empties on January 2nd. (Note: 60 095’s last Biomass working was 6N92 into Lynmouth P.S. on January 5th, and out on 6N23 back to Tyne Dock the next day, January 6th. *Alan Sinclair*

Great Western Railway

Great Western's Class 150 249 pauses at Bere Alston to change direction on the Tamar Valley line while working the 13:20 Gunnislake to Plymouth service on January 19th. The line is operated on the One Train with Staff method with the train crew picking up the Train Staff for the branch at St. Budeaux Victoria Road. Whilst the Driver changes end at Bere Alston, the Guard uses the staff to unlock the Ground Frame to move the points so the train can continue towards Plymouth. *Andy Pratt*

Great Western Railway

There was quite a crowd on Swindon station on January 8th mainly to see the Plymouth to Ely HST ECS with power car No. 43004 leading 43042. *Ken Mumford*

Class 158 958 working 2C23 12:19 Plymouth - Penzance approaches Scorrier on January 19th. *Barry Beeston*

Class 802 101 passes through Scorrier with 1A88 12:15 Penzance - London Paddington service on January 19th. *Barry Beeston*

Great Western Railway

Class 150 232 working 2P16 13:15 Penzance - Plymouth approaches Scorrier on January 19th. *Barry Beeston*

On February 3rd, Class 150 246 working 2P20 15:15 Penzance - Plymouth is seen passing through Gwinear Road. *Barry Beeston*

Class 800 033 working 2E15 12:50 Penzance - Exeter St. Davids is seen passing through Scorrier on January 19th. *Barry Beeston*

Great Western Railway

Class 175 007 working 5Z21 06:23 Plymouth - Plymouth via Penzance is seen passing through Scorrier on February 3rd. *Barry Beeston*

Class 175 003 working 2C26 13:40 Plymouth - Penzance approaches Gwinear Road on February 3rd. *Barry Beeston*

L.N.E.R.

First Class Travel Meets First-Class Flavours: LNER Launches New Winter Menu

LNER is celebrating the launch of its new First Class Winter menus featuring produce sourced from local suppliers along the East Coast route.

The complimentary food offering has been revamped and simplified with the introduction of two new menus. The Winter Dish and Winter Signature, featuring some chef-prepared meals, will be available until April 7th 2026.

On the Winter Signature menu, Chef Specials include a warming woodland mushroom and dark ale pie, paired with champ mash and rich vegetable gravy, before finishing with a classic treacle sponge and custard for dessert.

Earlier in the day, the popular ‘Full LNER’ and ‘Full Veggie LNER’ breakfasts will be served for customers travelling in the morning. A creamy avocado muffin, bacon sandwich, plant-based sausage sandwich, toasted teacake, or mango and passion fruit overnight oats are available on all services.

There are plenty of seasonal favourites available across both Winter Dish and Signature menus, including an irresistibly cheesy croque monsieur, made with Wiltshire ham, and a flavourful Mexican bean chipotle wrap.

Lighter lunch and evening options include a colourful beetroot kimchi salad, complete with sweetcorn hummus and Asian-style slaw, or a charcuterie grazing box with a selection of cured meats and cheeses.

An aromatic halal chicken and apricot tagine, served up with gluten-free couscous and quinoa, also features on both the Winter Dish and Signature menus on selected services from Monday to Friday.

Sara Jenson, Hospitality Manager at LNER,said: “We take great pride in the food and drink we serve on our trains. For our new First Class Winter menus, we’ve worked closely with selected local suppliers to provide choices that are fresh, seasonal, tasty, and offer variety for our customers to enjoy.”

Lumo

On a training run from Barton under Needwood to Preston, and thence to London Euston, Class 222 005 passes through an icy Winwick on January 14th.
Jeff Nicholls

Lumo

Class 222 005 is seen working one the many on Lumo Preston - London Euston training runs that have been taking place recently. *Mark Enderby*

Lumo

Still wearing it's EMR livery, Lumo's Class 222 005 is seen passing Northampton with route learning run 3Q31, the 10:40 Preston to London Euston on January 12th. *Derek Elston*

Class 222 005 passes Standish on January 20th whilst working from Barton under Needwood to Preston as part of the preliminaries before the start of the Lumo service from Stirling to London Euston. *John Sloane*

Class 222 005 is seen at Bradley on January 21st with a Preston to London Euston trial prior to the forthcoming Lumo service from Stirling to London Euston. *John Sloane*

Network Rail

Passing Mills Hill on January 13th, Class 153 311 Network Rail's video unit working 2Z79 Rochdale to Longsight after being stopped at Rochdale whilst working 2Q80 Preston Dock to Middlesborough. *Russell Clarke*

Colas HST power cars Nos. 43301 and 43303 on route learning duties from Manchester Piccadilly to Derby via Stockport, Altrincham, Crewe and back to Stockport, Chesterfield and Derby are seen arriving at Stockport on January 20th. *Michael Lynam*

On January 28th, the 1Q26 track inspection train with power cars Nos. 43014 and 43062 passes Winwick working from Slateford Depot - Crewe Up and Down Pottery Loop.
Michael Lynam

Network Rail

Class 97 303 passes Upton Magna on January 4th working 6C77 05:45 Barmouth - Bescot.
Phil Martin

Network Rail

Power cars Nos. 43301 and 43303 pass Burgs Lane on December 31st working 1Q40 05:47 Derby - Newport - Derby. *Phil Martin*

Network Rail

On February 6th, power car No. 43013 leads the 1Q18 05:43 Reading Triangle Sidings - Exeter St. Davids via Penzance as it approaches Burngullow Jct. with 43062 on the rear. *Barry Beeston*

Class 37 607 with DBSO No. 9714 on the rear working 3Q64 Canton Taff Vale Sidings to Canton Taff Vale Sidings via Kemble is seen at Swindon on January 15th. *Colin Pidgeon*

Class 950 001 working 2Q08 06:26 Plymouth - Penzance approaches Scorrier on February 3rd. *Barry Beeston*

Network Rail

Class 37 424 working test train 3Z19, the 10:04 Derby R.T.C.(Network Rail) to Ferme Park Reception heads through Wellingborough with 37 607 on the tail on January 20th. *Derek Elston*

Network Rail

On January 15th, Class 37 610, 37 424, 37 419 and 37 219 approach Morpeth working 0Z37 07:19 Slateford Depot to Derby R.T.C. (Network Rail). The colourful cavalcade had been on Snowplough duties in Scotland and is pictured at Coopies Lane in Morpeth. *Alan Sinclair*

Rail Operations Group/Europhoenix

Class 37 407 working 0B37 Rectory Jct. (Colwick Colas) to Cardiff Central heads through Swindon on January 19th. *Ken Mumford*

Class 37 800 'Cassiopeia' eases the 5Q57 10:17 Northampton EMD to Derby Litchurch Lane through platform 2 at Northampton on January 7th. *Derek Elston*

Class 37 512, on the tail of 5O87, the 09:38 Derby R.T.C.(Network Rail) to Wimbledon Park Depot Sidings worked by 37 884 'Cepheus' and 37 501 'Teesside Steelmaster' are seen at Northampton on January 15th. *Derek Elston*

Rail Operations Group/Europhoenix

Class 37 884 ‘Cepheus’ and 37 501 ‘Teesside Steelmaster’ pass Northampton with 5O87, the 09:38 Derby R.T.C.(Network Rail) to Wimbledon Park Depot Sidings on January 15th. *Derek Elston*

Having previously taken a Class 730 unit to Gascoigne Wood, Class 37 510 passes through Chesterfield on January 20th returning light engine to Derby. *Lee Stanford*

Class37512leading7Q8601:30ElyMlfPapworth Sidings to Penzance T.& R.S.M.D. with 175 010 in tow and 37 501 on the rear, pass through Respryn on January 13th. *Barry Beeston*

Rail Operations Group/Europhoenix

Class 93 008 working 7Q70, the 08:33 Ely Mlf Papworth Sidings to Wolverton Centre Sidings passes Church Brampton delivering 175 004 and 175 110 for refurbishment with 93 006 on the rear. on January 30th. *Derek Elston*

Class 93 008 working 7Q70, the 08:33 Ely Mlf Papworth Sidings to Wolverton Centre Sidings passes Church Brampton delivering 175 004 and 175 110 for refurbishment with 93 006 on the rear. on January 30th. *Derek Elston*

Class 37 884 passes Coppull on February 5th as it takes 769 442 from Allerton to Kilmarnock for attention. *John Sloane*

TransPennine Express

Class 397 009 calls at Preston with a Manchester Airport to Glasgow Central service with terminating at Oxenholme due to engineering work, on December 20th. *Paul Senior*

The 11:26 Cleethorpes to Liverpool Lime St. was worked by Class 185 131 and 185 140 on January 16th, seen passing Heaton Norris. *Barry Longson*

Class 397 010 passes Balshaw Lane Junction with a Liverpool to Glasgow service on January 31st. *John Sloane*

Transport for Wales

Class 153 318 and 153 753 are seen at Kempseye with 2M08 07:20 Carmarthen - Shrewsbury service on January 28th. *Keith Davies*

Class 197 113 passes Bayston Hill with 1V38 09:30 Manchester Piccadilly - Port Talbot Parkway on January 28th. *Keith Davies*

Class 153 753 and 153 318 pass Bayston Hill with 2M05 07:30 Swansea - Shrewsbury on January 16th. *Keith Davies*

Transport for Wales

Class 67 022 had charge of the 10:53 Cardiff to Manchester service on January 16th, and is seen at Heaton Norris, nearing its destination. *Barry Longson*

Class 67 010 passes Hadnall with 1V42 12:30 Manchester Piccadilly - Cardiff Central service on January 10th. *Keith Davies*

Class 67 008 passes Kempseye with 1W39 10:30 Manchester Piccadilly - Cardiff Central on January 20th. *Keith Davies*

Transport for Wales

Class 67 015 passes Bayston Hill with 1W55 08:55 Cardiff Central - Manchester Piccadilly on January 28th. *Keith Davies*

Class 67 022 plus set HD003 departs Stockport working a Cardiff - Manchester Piccadilly service on January 20th. *Michael Lynam*

DVT No. 82220 leads Class 67 015 past Bayston Hill with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on January 16th. *Keith Davies*

Transport for Wales

On January 28th, Class 197 017 is seen at Winwick, working the 10:42 Llandudno to Manchester Airport service. *Barry Longson*

Class 158 835 leads another class member into Ruabon on January 30th with a service to Birmingham International. *Mark Enderby*

Class 197 012 and 197 026 pass Winwick on January 28th working a Manchester Airport - Holyhead service. *Michael Lynam*

Transport for Wales

Class 158 818 is seen at Wrexham General on January 30th, the rear unit of a four car service to Cardiff. *Mark Enderby*

DVT No. 82200 and set HD005 propelled by Class 67 010 calls at Stockport on January 20th working a Cardiff - Manchester Piccadilly service. *Michael Lynam*

Class 67 010 departs Stockport with a service to Cardiff on January 20th. *Michael Lynam*

Transport for Wales

Class 158 829 and 158 827 pass Wolascott on January 17th working 1D14 13:08 Birmingham International - Holyhead service. *Phil Martin*

Units: DMUs and EMUs

Varmis Rail units Class 321 428 and 321 429 are seen parked up at Carlisle on January 7th. *Michael Lynam*

Northern's Class 156 404 passes Lostock Hall Junction on January 5th whilst working a service to Colne. *John Sloane*

Northern's Class 150 136 is seen at the rear of a service to Headbolt Lane as it departs Orrell on January 3rd. *John Sloane*

Units: DMUs and EMUs

London Overground's Class 710 126 sits in Romford's single platform awaiting departure on this TFL service to Upminster on January 28th whilst an Elizabeth line Class 345 departs for Shenfield in the background. *Charlie Robbins*

Units: DMUs and EMUs

Northern's Class 323 239, in TfGM yellow, runs past Heaton Norris on January 16th, working the 13:16 Macclesfield to Manchester service. *Barry Longson*

Northern's Class 156 444 arrives at Cherry Tree working a Colne - Bamber Bridge service on January 2nd. The service was curtailed at Bamber Bridge due to the closure of Preston station due to engineering work. *Michael Lynam*

Merseyrail's Class 777 027 arrives at Chester on January 30th with a service from Liverpool Central. *Mark Enderby*

Units: DMUs and EMUs

LNW's Class 350 410 passes through Northampton behind Class 37 800 on January 7th as 5Q57, the 10:17 Northampton EMD to Derby Litchurch Lane, heading for some repair work. *Derek Elston*

Northern's Class 156 484 passes Castleton working 5H70 Heaton to Wolverton Middle Sidings on January 31st. *Russell Clarke*

London NorthWestern's Class 350 113 and 350 407 prepare to depart Stafford with the 10:33 Liverpool Lime St. to Birmingham New St. on January 24th. *Barry Longson*

Units: DMUs and EMUs

Northern's Class 156 415 departs Southport Chapel Street station with the 11:03 to Manchester Oxford Road on January 10th. *Brian Dobbs*

West Midlands' Class 730 011 and 730 005 pass Northampton running as 5A99, the 12:09 Soho L.M.D. to London Euston ECS move on January 30th. *Derek Elston*

South Western Railway's Class 701 022 is seen being repositioned in the yard at Clapham Junction on January 24th. *Derek Elston*

Units: DMUs and EMUs

Northern's Class 158 791 arrives at Hellifield on January 10th with a Morecambe to Leeds service. *Lee Stanford*

Northern's Class 158 754 calls at Long Preston working a Carlisle - Leeds service on January 14th. *Michael Lynam*

A late runner! Santa Train liveried Class 387 216 is well loaded as it stands at Clapham Junction bound for London Victoria on January 24th. *Derek Elston*

Units: DMUs and EMUs

On January 28th, Northern's Class 195 119 is seen passing Winwick with the 11:26 Chester to Leeds service. *Barry Longson*

Several South Western Trains' Arterio Class 701 units are seen stabled in the yard at Clapham Junction on January 24th. *Derek Elston*

Northern's Class 195 117 heads through Lostock Hall Junction with a York to Blackpool service on January 5th. *John Sloane*

Units: DMUs and EMUs

Northern's Class 156 424 calls at Guide Bridge with the once a week 2J45 Stockport to Stalybridge service on January 10th.
Russell Clarke

Northern's Class 150 102 departs Stockport on January 20th working a service to Buxton.
Michael Lynam

Northern's Class 195 107 displaying decals for 'Rugby Hero Rob Burrows' reverses at Manchester Oxford Road on a empty stock working 5J42 from Warrington Central - Newton Heath Depot on January 20th. *Michael Lynam*

Units: DMUs and EMUs

On January 20th, Northern's Class 150 125 and 150 127 cross at Castleton working local trains to and from Rochdale. *Russell Clarke*

Northern's Class 323 239 in Bee Network livery is seen arriving at Stockport on a service to Crewe on January 20th. *Michael Lynam*

SWR's Class 444 043 was the leading unit of 10:03 Weymouth - London Waterloo on a sunny January 28th, seen passing Millbrook. *John Goodrich*

Units: DMUs and EMUs

West Midland's Class 196 111 working the 2G06 Shrewsbury - Birmingham International service approaches Oakengates on January 3rd. *Richard Hargreaves*

Northern's Class 150 101 departs Altrincham on a service from Chester - Manchester Piccadilly via Stockport on January 29th. *Michael Lynam*

Northern's Class 195 129 passes Winwick on January 28th, working a Leeds - Chester service. *Michael Lynam*

Units: DMUs and EMUs

West Midlands Trains Class 196 102 passes Malvern Wells signal box on a Birmingham New Street to Hereford service on January 6th. *Neil Pugh*

Northern's Class 150 129 departs Altrincham on January 29th with a service from Chester - Manchester Piccadilly via Stockport. *Michael Lynam*

Northern's Class 156 402 stands at Southport ready to depart for Stalybridge on January 12th. *John Sloane*

Units: DMUs and EMUs

The 12:20 Manchester Piccadilly to Hazel Grove arrives into platform 0 at Stockport on February 4th operated by Northern's Class 156 408. *Lee Stanford*

On a sunny January 16th, Class 323 239 shows off its Bee Network advertising livery as it passes Heaton Chapel with the 11:46 Manchester Piccadilly to Stoke service. *Lee Stanford*

Northern's Class 156 411 departs from Bolton on January 16th working the 12:22 Clitheroe to Rochdale service. *Lee Stanford*

Units: DMUs and EMUs

On January 16th, Northern's Class 323 242 arrives at Manchester Piccadilly with a service from Hadfield. *Lee Stanford*

Northern's Class 150 146 departs Parbold on January 14th with a service to Manchester. *John Sloane*

Northern's Class 769 434 stands at Southport on January 12th awaiting departure for Manchester Oxford Road. *John Sloane*

Midlands Metro

On January 3rd, tram No. 49 heads through the streets of a snowy Wolverhampton. *Richard Hargreaves*

National Rail

On January 2nd, the 1Z37 Wolverhampton - Carlisle Avanti diverted service formed of Class 805 011 and 805 001 eases over Ribblehead viaduct in bright but very cold conditions.
Don Chadwick

More safety measures to be installed at rail stations in East Anglia to deter trespassers

Greater Anglia is installing new anti-trespass measures at some railway stations in Cambridgeshire, Hertfordshire, Norfolk and Suffolk, after figures from the past year revealed that trespass incidents caused more than 18 days' worth of delays. The new measures, such as additional fences, gates and witches' hats (rubber spikes on the ground which deter people from accessing the track), are being installed to help keep people away from the railway, after figures showed trespass incidents delayed trains by more than 440 hours over the course of a year and caused 251 cancellations.

Anti-trespass measures are due to be installed at Attleborough, Brandon, Cromer, Diss, Eccles Road, Gunton, Harling Road, Lakenheath, Manea, March, Roughton Road, Shippea Hill, Spooner Row, St Margarets, Thetford, West Runton, Whittlesea and Wymondham.

The work began earlier this month and is expected to be completed in the spring.

Matt Wakefield, Greater Anglia's Safety, Security & Sustainability Director, said:

"Safety is our top priority on the railway. These measures are designed to help keep people off the tracks and in a safe place.

"The railway is not a playground, and people should never go on the tracks without permission. Anyone who does so is putting their life and the lives of others at risk.

"Anyone who sees someone on the tracks should alert a member of rail staff immediately or dial 999 in an emergency."

Greater Anglia works with the charity Samaritans, which offers training to all rail staff across the country. Greater Anglia staff have taken part in the course, which shows them how to recognise someone who may be vulnerable, how to approach them and start a conversation.

They are taught essential listening skills that underpin Samaritans' volunteer services, as well as how to get the person to a place of safety and refer them to friends, family, the British Transport Police or Samaritans to receive further support.

Fares Advice *with RailUK*

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

New Merseyrail ticket barriers and Contactless payment introduction

Q: I travelled through Liverpool Central. They were in the process of replacing the ticket barriers with new ones, and the new ones are fitted with contactless readers. Presumably this means Merseyrail is in the process of rolling out a contactless payment system - has there been any information on what area(s) will be covered, and how the new system will work?

A: It will in due course implement the presently-MetroCard-only "tap & go" system onto payment cards.

I do get rather annoyed with MerseyRail's ticketing, and this new Tap & Go hasn't helped. As a Railcard Holder I get no reduction on many MerseyRail fares, and my Railcard can't be applied to the Tap & Go system.

Example of a trip I might take would be off-peak from Birkdale to Formby and back.
MerseyRail DaySaver, single Zone: £4.80.
Anytime Day Return (Railcard Discount): £3.45
or Birkdale to Liverpool Central:
MerseyRail DaySaver, all zones: £6.40
Anytime Day Return (Railcard discount): £5.75
Off-Peak Day return to Edge Hill (via Liverpool) (Railcard discount) £4.25.

There are plenty of other examples where Railcard users can get better fares than users of Tap & Go.

TFW introduces Pay As You Go in South East Wales

Q: Rail customers can now take advantage of cheaper 'Pay As You Go' fares thanks to the launch of a new contactless tap in, tap out payment service on key routes across South East Wales. Making it faster, easier and cheaper to travel, Transport for Wales (TfW) has launched the pilot on journeys between Cardiff Central, Newport and Pontyclun.

South Wales is the first UK location outside of London where passengers on a rail network can use this turn up and go technology. The 'Pay As You Go' scheme will expand across South Wales throughout 2024, covering a total of 95 stations, with the Ebbw Vale line being planned for the next phase. It allows customers to travel without buying a paper or digital ticket - they can simply tap their debit/credit card or smart device (phone or watch) on the new Pay As You Go ticket barriers or yellow platform validators at the start and end of their journey.

Pay As You Go fares will typically be cheaper than current fares and will be capped at a daily and weekly level to offer the best value for customers.

For example, a single journey between Cardiff and Newport will cost just £2.50 and capped at £6.80 (daily) and £20.40 (weekly).

Alexia Course, Chief Commercial Officer for Transport for Wales, said: "Following a successful trial last year, we're delighted to launch our new Pay As You Go payment option on the first routes in South East Wales. This is the first stage in the delivery of Pay As You Go with several more routes planned to join the system before the end of the year. Similar technology is already well-used in major cities like London and Manchester and is designed to make travel on public transport easier – and cheaper – for our customers."

Pay As You Go provides customers with additional benefits with a dedicated dashboard which will allow people to add missing 'taps' as well as a host of other features – all accessed through the Transport for Wales app.

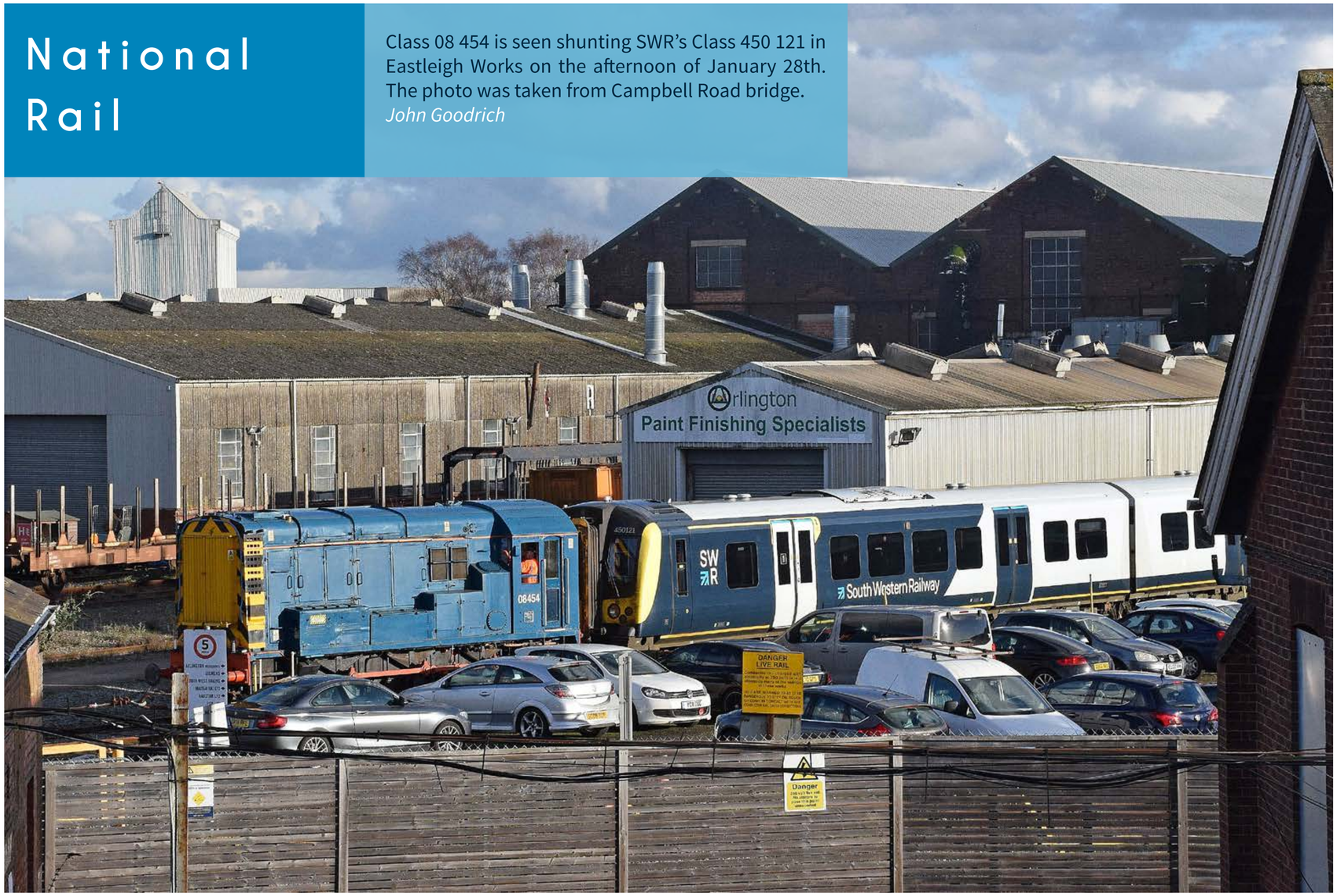
A: Very good - flat fares with no peak/off-peak nonsense and fare capping. Looks pretty good for general passengers, but not for railcard holders. Only one drawback - Please note PAYG is not valid for journeys on Great Western Railway (GWR) services.
Would assume the same with XC as well (between Cardiff and Newport) so I'm surprised TFW didn't mention them as well. So now Newport and Patchway and Bristol Parkway have PAYG, but under separate schemes. Hopefully there won't be many cases of people tapping in in one area and assuming they can use the same card in the other, but I suspect it's likelier than with the West Midlands / Greater Manchester trials.

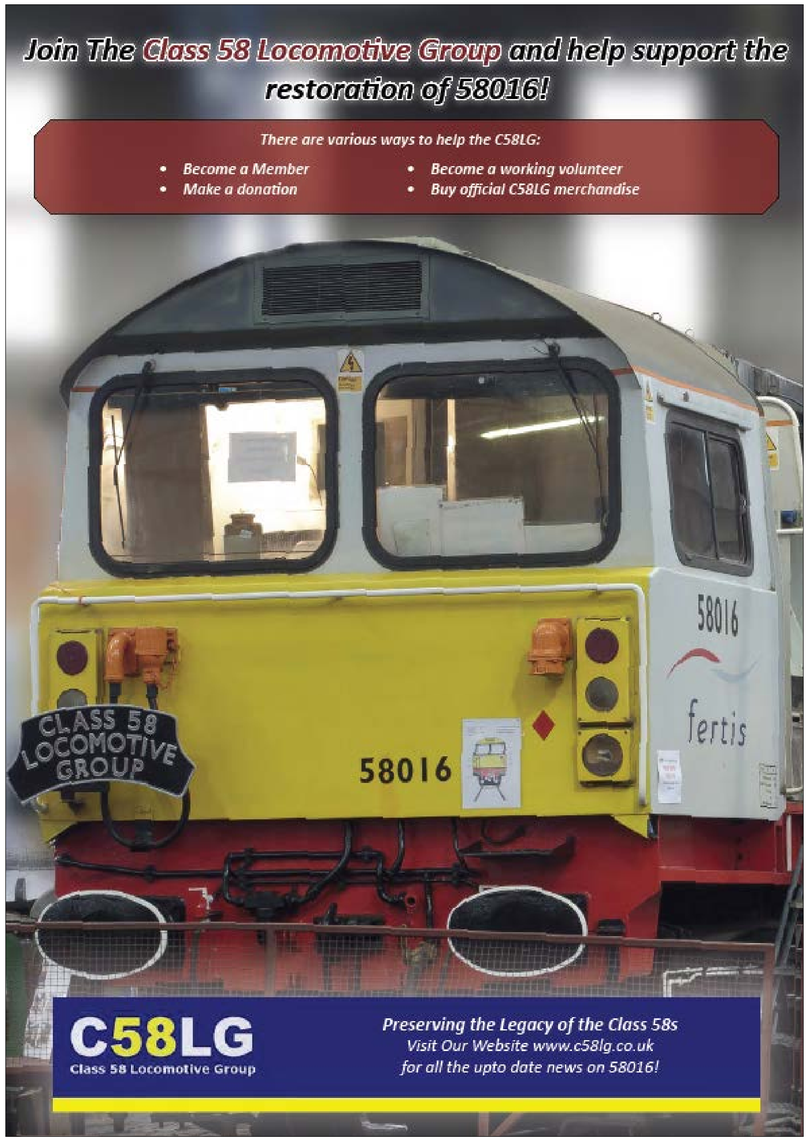
Ticket Advice for All

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

National Rail

Class 08 454 is seen shunting SWR's Class 450 121 in Eastleigh Works on the afternoon of January 28th. The photo was taken from Campbell Road bridge.
John Goodrich





Greater Anglia to introduce a range of service improvements in May

Greater Anglia is introducing an extensive set of service improvements for customers and communities on its regional routes, and in the Stowmarket area, in its May timetable changes, which will apply from Sunday May 17th.

Highlights include:
Extra intercity service calls at Stowmarket on Mondays to Saturdays, giving a half hourly intercity service for most of the day
An extra morning peak Ipswich to Cambridge service and evening peak Cambridge to Ipswich service on Mondays to Fridays
An extra morning peak Norwich to Cambridge service and evening peak Cambridge to Norwich service on Mondays to Fridays
An extra evening service each way between Norwich and Ely on Mondays to Saturdays
More early morning services between Cambridge and Stansted Airport on Mondays to Fridays
An earlier first arrival in Lowestoft from East Suffolk line stations on Mondays to Fridays
A later last train from Lowestoft to Beccles and from Beccles to Lowestoft on Mondays to Saturdays
More stops for Westerfield on East Suffolk line Ipswich to Lowestoft services on Saturdays and Sundays
A later departure time for the last Norwich to Lowestoft service on Mondays to Saturdays
Additional morning and evening peak services between Norwich and Great Yarmouth on Mondays to Fridays
More services calling at Brundall, Cantley, Reedham, Haddiscoe and Somerleyton on a daily basis, giving them an hourly service
An extra late evening service each way between Norwich and Sheringham on Mondays to Saturdays
Extra morning and evening services each way between Norwich and Sheringham on Sundays
More services calling at Salhouse and Worstead on the Norwich to Sheringham line on a daily basis
As outlined above, the additional services benefit Stowmarket passengers, plus customers and communities on the Ipswich to Cambridge, Ipswich to Lowestoft, Norwich to Lowestoft, Norwich to Great Yarmouth, Norwich to Sheringham and Norwich to Cambridge routes.

The improvements reflect increasing passenger demand on Greater Anglia's regional routes, partly driven by the service transformation delivered by the introduction of new trains over the past 6 years, which have resulted in a better travelling environment, more seats, improved punctuality and reliability (consistently amongst the best in the UK) and better accessibility (with low floors and retractable steps).

They also include a number of enhancements based on customer and stakeholder feedback, including input from local authorities, community rail partnerships, and rail user groups.

National Rail

ScotRail's Class 156 437 is seen here at platform 6 at Preston working 5H70, Corkerhill Depot to Wolverton Centre Sidings. *Grieg Gibson*

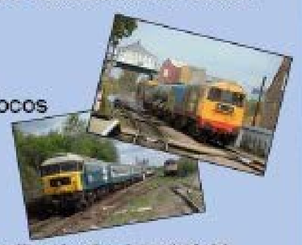
Loco Fleet List Ten

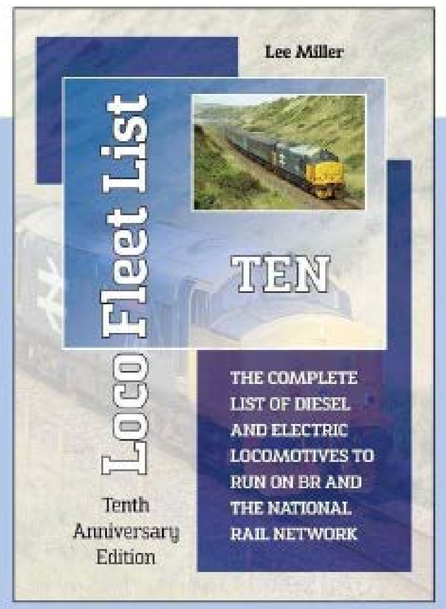
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Greater Anglia customers donate more than 1,900 meals to local foodbanks this winter

Greater Anglia customers and staff have helped provide more than 1,900 meals for people in crisis this winter, following a successful series of foodbank collections at stations across West Essex and Hertfordshire.

Donation points were available from October 20th to December 14th at Bishop's Stortford, Harlow Town, Harlow Mill, Sawbridgeworth and Stansted Mountfitchet stations, giving customers the opportunity to support local communities by donating essential items while travelling.

In total, around 800kg of food was collected, equivalent to 1,904 meals for individuals and families accessing local foodbanks. Donations also included much needed toiletries, sanitary products and household essentials. A staff raffle raised an additional £210 to support the initiative.

Further funds were raised thanks to Greater Anglia Train Presentation colleague Lloyd Griffin, who played the electric organ at Bishop's Stortford station and collected £305 in donations.

All items and funds raised were delivered to foodbanks in Harlow, Sawbridgeworth and Bishop's Stortford, helping to ensure support reached people most in need during the winter period.

The initiative was organised by Michael King, a relief ticket office clerk at Sawbridgeworth and Stansted Mountfitchet stations. He was supported by colleagues including Harlow Town ticket office supervisor Paul Hall, train presentation team member Lloyd Griffin, and roster clerk Lorraine Portnow. Special thanks were also extended to Laura Todd, a Special Educational Needs and Disability Careers Advisor at Essex County Council, who made a generous personal contribution.

Michael King, event organiser and Relief Ticket Office Clerk at Sawbridgeworth and Stansted Mountfitchet stations, said:

"I would like to thank everyone who donated and showed such generosity throughout the collection period.

"It has been brilliant to see how much has been raised again this year, and every single donation will make a real difference to people who need support in our local communities."

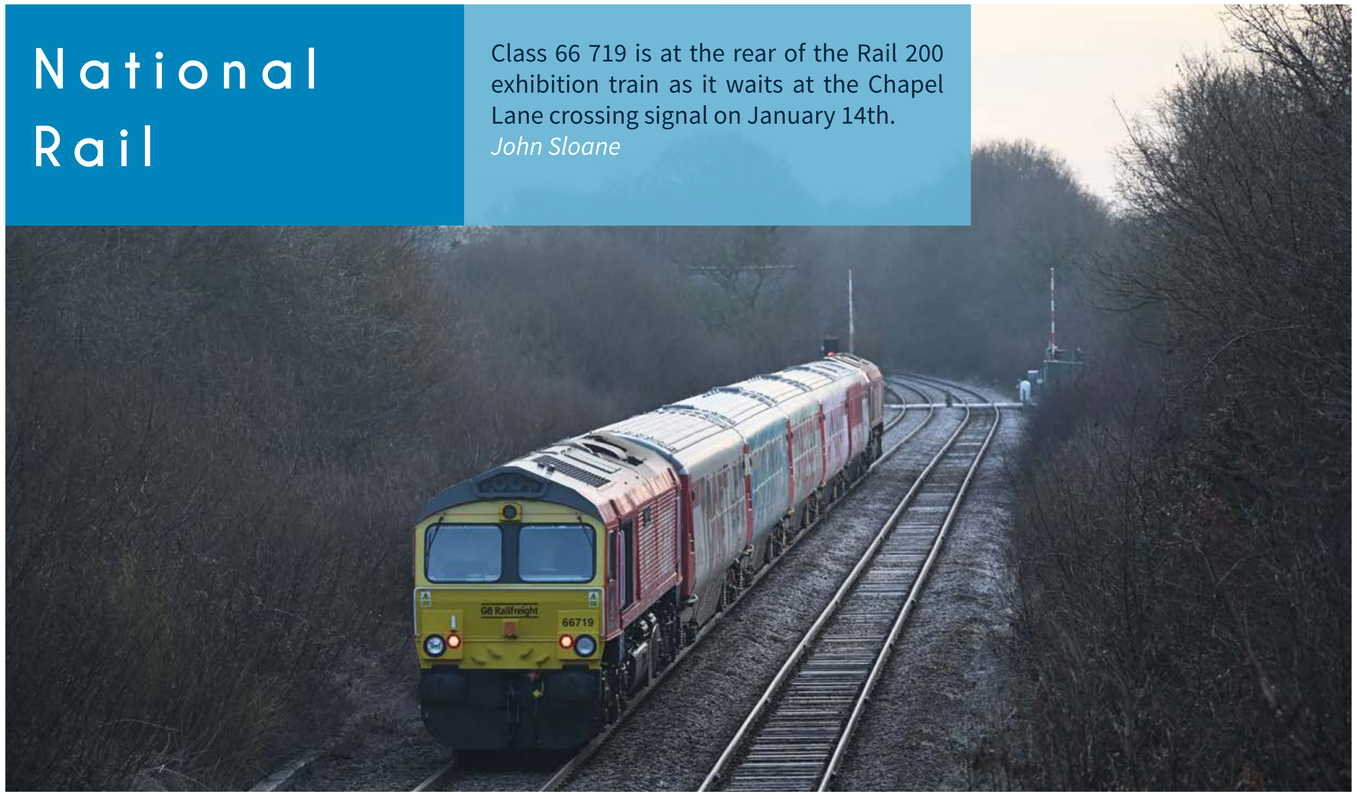
Alan Neville, Greater Anglia's Customer and Community Engagement Manager, added:

"We are extremely grateful for the kindness shown by both our customers and colleagues. The response has been fantastic, and it is something we are very proud of.

"It means a great deal to know that this support will reach local people and families who need it most."

Photo: Greater Anglia Staff Lorraine Portnow and Michael King collecting food for the foodbank. ©Greater Anglia

National Rail



Class 66 719 is at the rear of the Rail 200 exhibition train as it waits at the Chapel Lane crossing signal on January 14th.
John Sloane

SOUTHERN COUNTIES RAILWAY SOCIETY

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

www.southerncountiesrailwaysociety.co.uk

Huge improvements planned across the West Coast Main Line this Easter

Passengers travelling on the West Coast Main Line this Easter have been urged to check before they travel as a huge programme of improvement work continues.

From April 3rd - 20th the latest stage of £400m upgrades across Europe's busiest mixed-use railway will be completed. These improvements will create a more reliable and resilient railway for passengers.

Projects set to be completed span a huge area from Euston in the South to Preston in the North and include massive signalling and overhead line upgrades which will ensure smoother, more reliable journeys for passengers.

The programme of work includes:

Renewal of key track, signalling and overhead line equipment between Euston station and Milton Keynes.

Signalling and track upgrades between Preston and Oxenholme.

Overhead line equipment improvements between Preston, Lancaster and Fylde.

This work will mean some changes to journeys for passengers between Scotland and London via Cumbria, Manchester and the West Midlands.

Passengers should be aware of the following changes to journeys:

April 3rd-8th: No main line trains will run between Euston and Milton Keynes Central. DC Line trains will run between Euston and Willesden Junction on Good Friday (April 3rd) and Easter Monday (April 6th). DC Line will run between Euston and Watford Junction on Tuesday (April 7th) and Wednesday (April 8th). Rail replacement services will run between Milton Keynes and Bedford and Milton Keynes and Potters Bar via Watford.

April 4th-5th: No trains between Preston and Oxenholme. Trains will divert onto the Settle-Carlisle line and bus replacement services will be in place.

April 3rd-6th: No trains between Great Missenden and Aylesbury, bus replacement services will be in place.

April 11th-20th: No trains between Preston and Lancaster. Trains will divert onto the Settle-Carlisle line and trains will run between Oxenholme to Carlisle. Bus replacement services will also be in place.

While these changes are in place, the picturesque Settle-Carlisle line will once again be opened to passengers from April 11th-20th.

The West Coast Main Line – the railway that connects London, the Midlands, the North West and Scotland – is undergoing major renewal, including the biggest upgrade to its northern section in more than 50 years. £400m of improvements are set to take place in the coming years.

The line carries almost 2,000 passenger trains and 15,000 tonnes of goods every day, but much of its infrastructure is struggling to meet modern demand. With passenger numbers expected to double by 2050, this work is about making sure the railway can keep pace with the future.

Julien Dehornoy, North West & Central Deputy Regional Managing Director at Network Rail, said: "The West Coast Main Line is one of Britain's most important railway lines. We're investing in it over this Easter period to ensure a more reliable, resilient railway that communities and businesses can depend on for decades to come.

"Passengers should be aware that this work will mean some changes to journeys and should plan their trips ahead of time."

Greenbrier Leasing Europe and Amsted Digital Solutions SAS Launch Collaborative Wheel and Brake Condition Monitoring Initiative to Elevate Freight Wagon Maintenance

Greenbrier Leasing Europe (GBXLE), a leading freight wagon leasing company and digital rail innovator, has partnered with Amsted Digital Solutions SAS (Amsted Digital) to launch a collaborative bogie monitoring initiative aimed at advancing condition-based maintenance across the European rail freight sector.

The initiative includes the installation of Amsted Digital's IQ Series™ gateways on all new GBXLE fleet wagons. The IQ Series gateway is mounted directly on the bogie—a configuration unique in the industry—enabling GBXLE to receive critical information about wagon running gear, including wheel slide and wheel fault reports. In a second phase, the program will expand to include bearing diagnostics delivered through Amsted Digital's over-the-air upgrade capability, eliminating the need for additional hardware retrofits or service interruptions.

"This collaboration underscores our commitment to continuously improving the performance and safety of our wagons, bringing real benefits to our customers," said William Glenn, President of GBXLE. "Partnering with Amsted Digital Solutions enables us to explore new possibilities in wagon condition monitoring and help shape a more intelligent and sustainable rail system."

The IQ Series platform is designed to perform in rugged environments, offering:

- Continuous monitoring of wheelsets and wheel slide events
- AI-driven predictive maintenance insights to reduce unplanned downtime
- Seamless integration with existing fleet management systems via industry-standard ITSS protocols
- Minimal installation time through plug-and-play setup
- Long-life battery and hardware built for harsh rail applications
- Over-the-air upgrades that unlock new features and benefits
- Green technology: one gateway replaces multiple external sensors to reduce environmental impact

Customer benefits

- Proactive wheelset health insights that help keep the fleet running at its best
- Intelligent shock detection for immediate awareness of potential damage
- Maximized wagon availability through smarter, data-driven maintenance planning
- Optimized maintenance spending through targeted, condition-based interventions
- Strengthened operational safety with significantly lowered derailment risk
- Seamless installation with no need for additional external sensors
- A powerful online portal delivering real-time wheel health analytics and instant incident alerts

"This is an exciting milestone in our mission to transform freight rail through intelligent, data-driven tools," said John Felty, Managing Director of Amsted Digital's European operations. "We're proud to collaborate with Greenbrier Leasing Europe on a program that reflects shared values of safety, innovation and long-term operational efficiency."

GBXLE is now also offering bogie-mounted installation services for its customers, with bogies upfitted to include an approved Amsted Digital-compatible mounting bracket. Together, GBXLE and Amsted Digital are setting the stage for broader industry adoption of digital maintenance technologies that support a safer, smarter and more efficient European freight rail network.

About Amsted Digital Solutions

Amsted Digital Solutions Inc. is a subsidiary of Amsted Rail Company, Inc., the leading global provider of undercarriage and end-of-car railcar components with over 40 locations across six continents. Together, we combine nearly 150 years of excellence in rail component design and manufacturing with today's leading-edge rail telematics technology.

About Greenbrier Leasing Europe

Headquartered in Amsterdam, Greenbrier Leasing Europe is a leading provider of railcar leasing solutions for freight operators and shippers across Europe. Drawing on a rich heritage of engineering, manufacturing, and maintenance expertise, GBXLE delivers reliable asset availability, strong operational performance, and long-term value. The company upholds the highest standards of safety, quality, and regulatory compliance while supporting the continued advancement of the European rail freight sector.

Station restoration enters final phase with clock tower transformation the 'crowning glory'

The year-long restoration of Scarborough station is nearing completion – and bringing even more benefits than originally planned. The £14 million project includes a new roof, drainage systems and restored stonework, while preserving the grade II-listed building's historical character. The waiting room and ticket office will also be refurbished to further enhance passenger experience at the station, which has remained open throughout the work.

A Railway Heritage Trust grant of £203,000 has allowed for the restoration of the clocktower as an additional benefit while the scaffolding and work site are in place.

Ann Shannon, scheme project manager for Network Rail, said:"We've made significant progress at Scarborough station, and it's great to see the results taking shape. All of the new louvres are now installed, and the main trainshed roof has been fully repaired, repainted and fitted with a new lighting system that really enhances the space. While there's still important work to complete in the ticket office, waiting area and on the clocktower, we remain on track to finish by March 31st.

"Once we had full access with the scaffolding, it became clear there was a real opportunity to restore the clocktower to its former glory. Thanks to additional funding from the Railway Heritage Trust, we've been able to repair all four clock faces, fully refurbish the tower and finials, and upgrade the uplighting.

"The finish line is now in sight, and visitors will see a real difference both inside and outside the station, with the beautifully restored clocktower providing the crowning glory."

Tim Hedley-Jones, executive director of The Railway Heritage Trust, said: "We're pleased to award one of our largest grants of recent years to the work which Network Rail and Colt Construction are undertaking at Scarborough.

"Having seen at close hand the effect of the weather and pollution on the clocktower, we are determined to support the restoration of this impressive structure so that it can be appreciated by passengers and residents for generations to come."

Roof repairs were started after a glazing failure in 2021. The station was made safe and, after funding constraints were overcome, the full restoration began in spring 2025.

Scarborough's coastal location has meant other considerations – hawks were employed to prevent seagulls nesting during the main roof work last summer, and specific types of tile, paint and timber are used because of the salt-heavy sea air.

National Rail

Enfield Chase sets standard for future station improvements – smoother, simpler, more enjoyable journeys

The first example of Govia Thameslink Railway's (GTR's) new Model Stations concept has seen customer satisfaction among passengers at Enfield Chase surge to 93%.

Model Stations is a concept developed to guide the future improvement and modernisation of stations by setting out clear, customer-focused standards for design, accessibility, safety, staff training and customer service, and overall customer experience.

The station environment at Enfield Chase is now simpler to navigate, more welcoming and more inclusive with staff who have been through a new Great Journey Makers training programme to deliver brilliant customer service.

Enfield Chase is one of three London locations chosen to trial the concept, which is aligned to GTR's strategic pillars to deliver a reliable and dependable service, drive improvements for passengers and industry, while also maintaining focus on efficiency and providing value for money to the taxpayer.

Elstree & Borehamwood and Gipsy Hill are set to follow. The three stations have in part been selected to demonstrate what can be achieved at locations with different levels of step-free access.

GTR Chief Customer Officer Louis Rambaud said: "We want to create a blueprint for stations across the country, one that creates environments that passengers find welcoming, clean and comfortable, safe, secure, digitised, accessible and inclusive with 'model staff' serving their communities and customers.

"We can't transform the UK's entire network of stations in one go but creating a clear outline of expected outcomes will ensure that future investment is spent wisely and efficiently, delivering the best outcome for taxpayers and passengers alike.

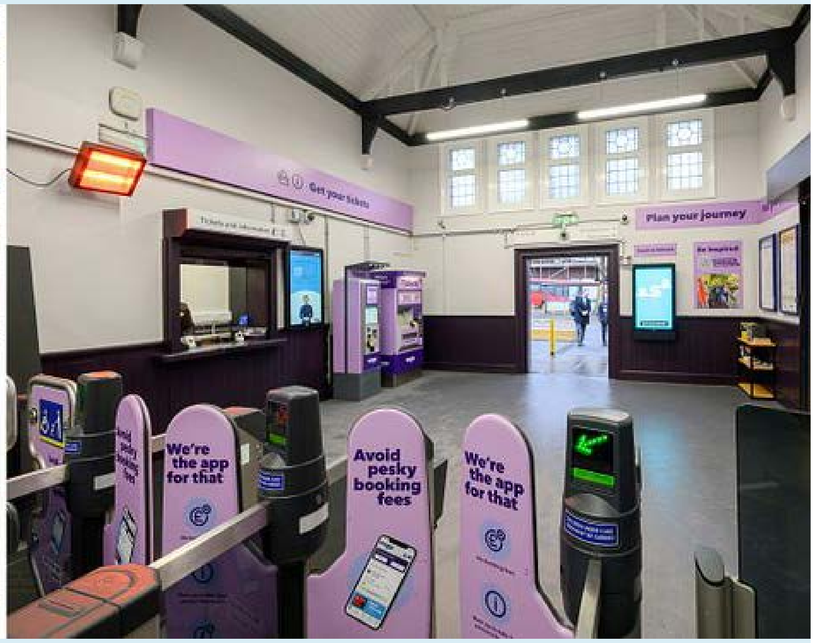
"Key to the success of the model stations concept are the people who work at them. We have brilliant teams at each of our three pilot stations who have been through our new Great Journey Makers training programme, and we want to promote their amazing attitudes. We'll be inviting our managers to visit the three completed locations as they come online, to take pictures and consider how they can bring their stations up to a similar standard.

"And this is not just about monetary investment. Significant improvements can be made right away at low cost simply by looking at stations through the eyes of our customers. For example, working with community groups like station partners makes a huge difference and really helps root stations within their communities through a range of locally led customer focused initiatives."

Feryal Clark, MP for Enfield North, said: "I am very pleased to see the improvements. The work looks great and will make a noticeable difference for passengers, helping to create a safer, more welcoming and more accessible environment."

The Enfield Society and station partners have created inspiring platform art that celebrates Enfield's rich history and heritage. John Cole, co-chair of the Enfield Society, said: "Enfield Chase station is a wonderful example of what community action can achieve. This platform art is not just decoration; it's about pride of place and a sense of arrival. That same welcome has now been extended through the excellent work by Great Northern."

Model station transformation



To guide passengers effortlessly on their journey, Enfield Chase has been decluttered and zoned into areas that include planning your journey, buying your tickets and starting your journey with clear, real-time information.

In one corner, there is now a zone to 'Plan your journey' with an interactive electronic information screen and network posters.

Beneath a bold 'Get your tickets' zonal sign, the ticket office was fully refurbished and two refreshed ticket machines moved alongside the ticket window, next to an interactive next train departure screen with British Sign Language.

Information signs that were previously spread around randomly, cluttering the station, are now sensibly positioned. For example, directions to buses, Enfield Town Overground and the town centre are now above the station exit.

'Starting your journey' sees new departure screens behind and above the ticket gates, showing a long list of next departures and the time. A screen between shows that you're on CCTV, being kept safe and secure.

The entire station has also been refurbished with fresh paintwork to give a brighter, more welcoming feel.

The once-gloomy subway has been transformed with bright images, another digital poster board and updated wayfinding.

Accessibility

Enfield Chase station was deliberately chosen to showcase what can be done to improve inclusivity in a station that has not yet received funding from the national Access for All scheme for lifts to be installed. As part of the concept, GTR project managers sought input from people with lived experience to help inform potential improvements. In addition, an audit was carried out by the National Autistic Society, which identified themes such as the importance of clear and intuitive wayfinding, reducing information to minimise sensory overload, and the use of calming colours to support a more inclusive environment.

An accessible parking space has also been created at the front of the station because disabled people may still be able to negotiate stairs.

Photo: Before (left): Poorly placed information in the ticket hall at Enfield Chase, with directions to the town and buses poorly placed above a ticket machine.

After (right): Decluttered and clearly zoned for 'Plan your journey' and 'Get your tickets' ©TSGN

National Rail

Class 37 424 and Network Rail's 97 303 working the 6C57 Chirk - Coton Hill are seen ready to depart Chirk on January 17th. *Carl Grocott*

New partnership between East Lancashire Railway and Network Rail

Visitors to the East Lancashire Railway (ELR) are set to enjoy even more heritage rail experiences, community events and learning opportunities thanks to a new partnership with Network Rail. The agreement will support the non-stop operation of the ELR by allowing railway materials no longer needed on the national rail network such as rail, sleepers and equipment, to be reused safely on heritage lines, helping to keep historic trains running while reducing waste and costs. For passengers and visitors, this means a stronger, more sustainable ELR, able to continue welcoming thousands of families, tourists and school groups each year as well as hosting major national events like the Railway 200 Inspiration train, which visited Bury Bolton Street station in January 2026.

As part of the agreement, Network Rail will support heritage and public-facing activity at the ELR, helping to connect local communities, schools, and visitors with the story of rail in the North West. Network Rail colleagues will also be able to use their volunteering leave to support the ELR, sharing skills and time to help maintain and operate the railway.

In return, the ELR will provide facilities and opportunities that allow Network Rail to showcase the railway's past, present and future in an authentic heritage setting, helping to bring rail history and careers to life for people across Lancashire and Greater Manchester. The ELR welcomes thousands of visitors each year and plays an important role in preserving the region's railway heritage while supporting tourism, education and skill development.

Phil James, Network Rail North West route director, said: "Working with heritage railways like the East Lancashire Railway allows us to give new life to materials that would otherwise be recycled, while also supporting organisations that do such important work in preserving railway history. This partnership gives us a clear framework to work together, whether that's through sharing assets, supporting community engagement or contributing to Railway 200 celebrations, and we're excited about what we can achieve together for the North West."

Mike Kelly, East Lancashire Railway Chairman said: "We are absolutely delighted to be part of this ground breaking partnership which will provide vital access to heritage fixtures and fittings some of which are unavailable. "As part of this partnership, we are pleased to make available our Educational and Infrastructure facilities and staff to work with our ELR staff and volunteers and training days.

Loram EMEA Announces New Leadership Appointments

Loram EMEA is pleased to announce the appointment of Lee Tinney as Managing Director. Lee brings a wealth of experience and will focus on strengthening Loram's relationships with customers, suppliers, and stakeholders throughout the UK and EMEA. In this role, Lee will also support the strategic vision of Loram Maintenance of Way Inc., the company's US-based parent, of reinforcing Loram's position as a global leader in infrastructure maintenance, monitoring, and digital services. With over two decades of experience in the railway industry, Lee brings extensive expertise in delivering rail maintenance services across the UK, USA, Europe, and the Middle East. Since joining Loram EMEA in 2015, Lee has served as Operations Director, overseeing contract services, aftermarket support, and the integration of new technologies.

In addition, Loram EMEA has appointed Jennifer Gladding as Operations Director. As a Chartered Engineer, Jennifer will lead Loram EMEA's Operations and the Derby-based Infrastructure Monitoring team.

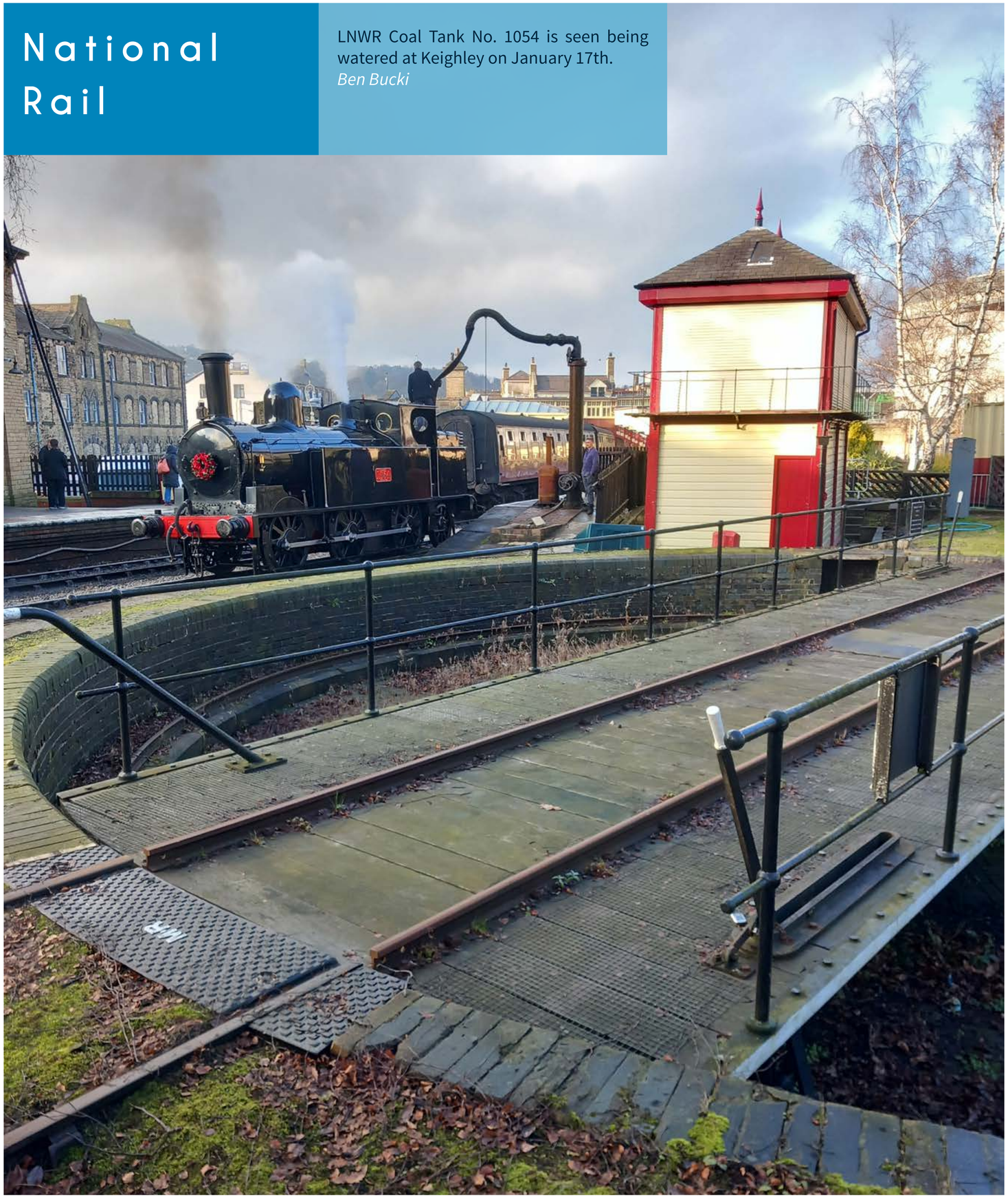
Lee Tinney, Managing Director, Loram EMEA, commented: "I am delighted to be leading Loram EMEA at this exciting time for the business as we look to introducing our newest Rail Grinders into specific markets and prepare to deploy the latest technology from our US parent to support safer and more reliable railways across the EMEA region. I'm also pleased that Jennifer Gladding has taken on my former role of Operations Director. Jen will play a key role in helping Loram deliver for all our infrastructure customers."

Brad Willems, President and CEO, Loram Maintenance of Way Inc., added: "I want to congratulate Lee and Jen on their appointments – both bring huge amounts of energy and experience to their new roles, and they share a passion for delivery and customer service. The UK and EMEA regions form a key part of Loram's ambitious global strategy, and I'm delighted that Lee and Jen will give a renewed focus to existing and new markets across Europe, the Middle East, and Africa."

About Loram:
Based in Derby, Loram EMEA provides comprehensive services to customers in the UK and EMEA, including:

- Engineering Project Delivery
- Modification, overhaul and life extension of any rail-based asset
- Extensive Derby-based engineering facilities
- Asset Maintenance and Management
- Workshop or field-based maintenance and optimisation services
- Supporting maximum asset utilisation
- On Track Machines: Build, Design, Operation and Maintenance
- Offering turnkey Rail-Grinding systems & services across Europe, the Middle East and Africa
- Field support and consumables management
- Rail Operations
- Operation of its own rolling stock across the network
- Able to offer customers 'hook and haul' services to and from home depots and worksites

Operating across the entire UK rail network, Loram EMEA is an industry leader in rail grinding services, rolling stock maintenance, and bespoke re-engineering. Loram UK (Loram EMEA) is a wholly owned subsidiary of Loram Maintenance of Way Inc.



LNWR Coal Tank No. 1054 is seen being watered at Keighley on January 17th.
Ben Bucki

Long-term improvement plan revealed for the West Coast Main Line

Passengers are set to benefit from a major programme of essential upgrades to the West Coast Main Line – the railway that connects London, the Midlands, the North West and Scotland.

Network Rail has unveiled the next step in its plans to overhaul Britain's busiest mixed-use railway, including the biggest upgrade to its northern section of the West Coast Main Line in more than 50 years.

The line carries almost 2,000 passenger trains and 15,000 tonnes of goods every day, but much of its infrastructure is struggling to meet modern demand. With passenger numbers expected to double by 2050, this work is about making sure the railway can keep pace with the future.

Over the coming years, Network Rail will deliver hundreds of upgrades and renewals as part of its £400m West Coast Main Line upgrades, including:

Renewing overhead line equipment, track and signalling systems between Warrington and the Scottish border

Renewing track across the approach into Manchester Piccadilly

Renewing overhead line equipment through Birmingham New Street

Renewing track and overhead line equipment between Milton Keynes and London Euston

This is the start of a long-term programme to make journeys more reliable and resilient along the vital rail corridor. The benefits will build gradually, but every upgrade is a step towards:

Fewer delays and smoother journeys

Stronger links between towns, cities and communities

A railway that can better cope with extreme weather and climate change

More goods moved by rail, reducing lorry traffic and carbon emissions

More jobs and investment that support local economies

Julien Dehornoy, North West & Central Deputy Regional Managing Director at Network Rail, said: "This is about securing the future of one of Britain's most vital railway lines. The improvements will take time, but by investing now we're laying the foundations for a more reliable, resilient railway that communities and businesses can depend on for decades to come.

"Each project is being carefully planned with train operator colleagues to keep passengers moving during the vital work. We're committed to ensuring passengers know well in advance any changes to their usual journey so they can plan."

This announcement follows the successful delivery of improvements to the West Coast Main Line this Christmas period with huge projects like the Clifton bridge renewal, which reopened the M6 half a day earlier than planned and kept passengers moving via the Settle to Carlisle line.

National Rail

Bridging the gap in Ravensthorpe

Significant progress is being made in the delivery of upgrades by the Transpennine Route Upgrade team in Ravensthorpe, West Yorkshire following the closure of the station in December, with work on the new Calder Road bridge and Baker Viaduct well underway.

TRU will build a new, modernised Ravensthorpe station 200m west of the current site, which will have a footbridge with lifts for step-free access, along with a new forecourt and drop-off facilities. A new, extended island platform also means that longer trains with more seats for customers will be able to stop there.

Key projects like the new Calder Road bridge and the construction of Baker Viaduct are advancing well and are vital in facilitating these upgrades.

Twenty pre-cast concrete beams were installed on Calder Road bridge last year, with the TRU team now in the process of installing parapets to complete the structure. The bridge construction, along with the box junction built underneath, will accommodate new rail alignments – four-tracking – that will allow direct services to overtake stopping services and reduce journey times.

The nearby Baker Viaduct has also seen significant progress, with 16 of the 18 columns required to support the structure now complete. The structural steelwork for the first three spans have also been erected, with Span 2 crossing the historic Calder & Hebble Navigation Canal. The new viaduct will also sweep over the River Calder.

Overhead line equipment (OLE) will be installed throughout the area, powering greener, electric trains in the future.

Calder Road bridge and Baker Viaduct will be connected via a new, grade-separated flyover. Earthwork structures such as embankments and retaining walls will be pivotal to this, and 2025 saw approximately 130,000m^3 of material placed across Ravensthorpe triangle. A similar volume will be used this year to complete the works which will enable faster, more frequent services to travel through the area and beyond.

Andrew Campbell, TRU sponsor, said: “We made great strides across Ravensthorpe last year, and the recent closure of the station has helped us accelerate progress.

“We’re looking forward to a busy 2026 in the area, and are excited to deliver an improved, modernised station that will improve the customer experience and support better rail journeys across the North.”

A platform for success in £3.3m Chesterfield station upgrade

Major steps have been achieved in Network Rail’s multi-million-pound project to strengthen platforms at Chesterfield station.

Forty-metre sections of platforms 1 and 2 have been reconstructed using glass-reinforced plastic panels, which are easier to install but just as durable as a traditional build.

This core work was carried out when trains were not running over Christmas, meaning no disruption for passengers – and the station will continue to remain open throughout the overall scheme.

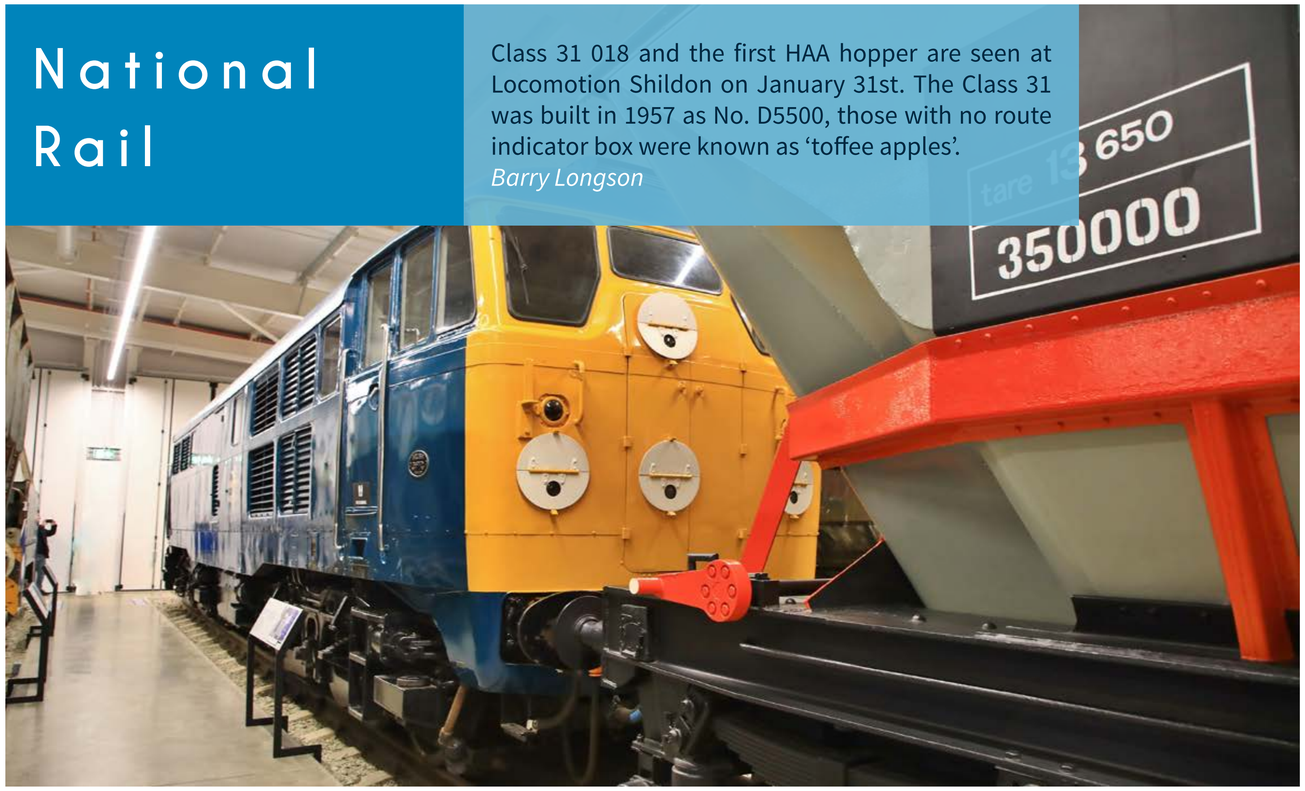
The steel superstructure beneath the platform on Crow Lane has also been grit-blasted, repaired and repainted.

New fencing and lighting to improve security and safety for passengers will also have been installed by the time the project is expected to complete at the end of March 2026.

Jonny Ham, Network Rail lead portfolio manager, said: “Our teams worked incredibly hard across the Christmas period to deliver this important phase of the Chesterfield platform upgrades.

“Completing these works now helped us minimise disruption and has kept us on schedule to complete the overall project on time – delivering modern, resilient platform structures that will serve passengers for decades to come.”

National Rail



Class 31 018 and the first HAA hopper are seen at Locomotion Shildon on January 31st. The Class 31 was built in 1957 as No. D5500, those with no route indicator box were known as 'toffee apples'.
Barry Longson

Clubs and Societies Apparel

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

10+ Price: £11.75 EACH

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

10+ Price: £26.50 EACH

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

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

10+ Price: £25.50 EACH

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

15+ Price: £8.35 EACH

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

10+ Price: £12.75 EACH

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

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

10+ Price: £7.25 EACH

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

10+ Price: £6.25 EACH

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

10+ Price: £12.75 EACH

Branded merchandise, Draw bags, mouse mats, coasters.

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

10+ Price: £7.60 EACH

If you are after an item not shown, please ask, we have a vast range.

Prices shown is example pricing, Pricing will vary on artwork / design and quantities.

Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

HAD-PRINT

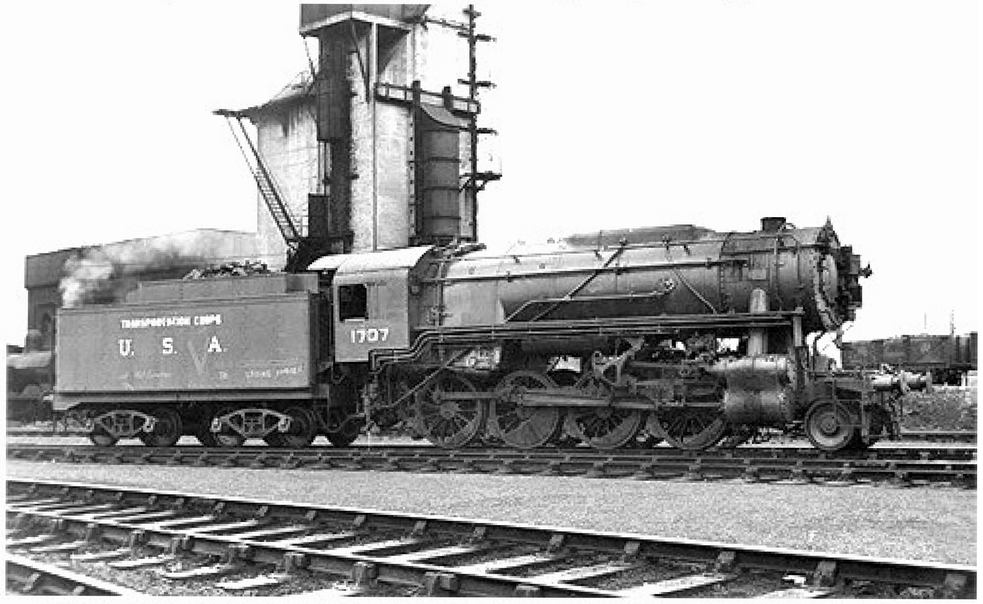
huddersfield@had-it.co.uk • 01484 500441 • had-print.co.uk

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

USATC S-160 2-8-0s
United States Army Transport Corps

During the Second World War the United States Army Transport Corps (USATC) were called upon to provide a heavy freight steam locomotive for use in Europe and Africa. Many of the locomotives were to be stockpiled in Britain in the lead up to the D-Day invasion of Europe, and some were to be loaned to British railway companies to help with the war effort. The result was the type S-160 2-8-0(*or 1'D if you prefer*) conforming to the British loading gauge. The designer was Major J. W. Marsh of the US Army Corps of Engineers.



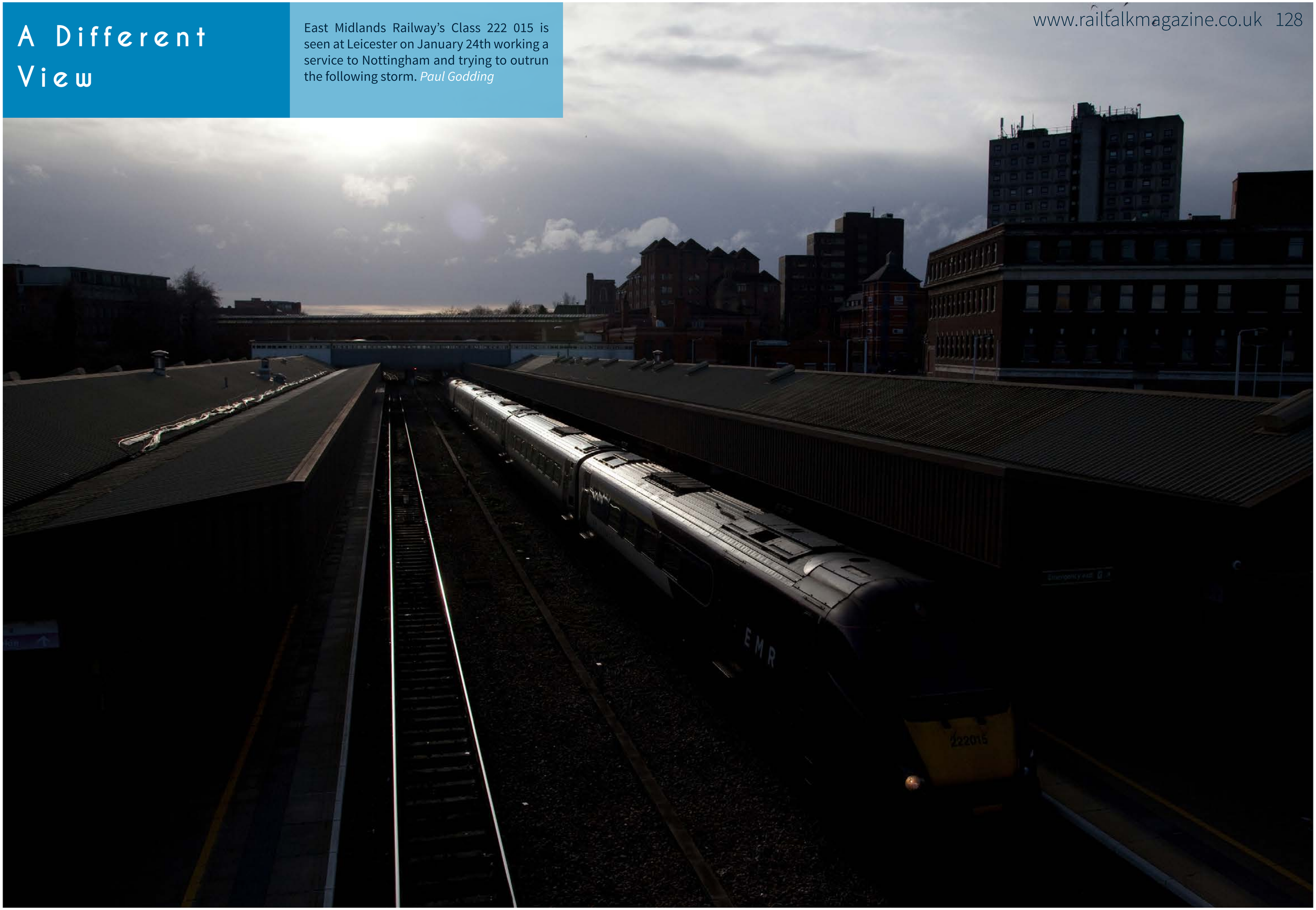
USATC 1707 at Stratford. The locomotive arrived in Britain on 17th March 1943 and entered service on the LNER the following month.

This locomotive suffered a catastrophic failure of the firebox crown when near the centre of the tunnel at South Harrow on the LNER at 03:45 on 30th August 1944. The train involved was the 02:45 from Neasden to Woodford, comprised of 19 wagons plus a brake van.

Collapse of the firebox crown was due to low water level in the boiler. The footplate crew at the time were very experienced on this type of locomotive, but had not reacted to the dangerously low water level in the boiler. The official report on the incident suggested this was either because of accidentally faulty manipulation of the steam valve or misreading the water level indication due to the darkness.
Photograph Edward Talbot collection.

A Different View

East Midlands Railway's Class 222 015 is seen at Leicester on January 24th working a service to Nottingham and trying to outrun the following storm. *Paul Godding*



A Different View

West Midland's Class 196 111 catches the sun at Wolverhampton on January 3rd working 2G06 Shrewsbury - Birmingham New St. service. *Richard Hargreaves*

Wensleydale Railway's 2026 running season opens with 2024 ticket prices

Tickets are on sale now for Wensleydale Railway's 2026 operating season, with prices held at 2024 levels. The railway has once again decided not to increase the ticket price of its normal scheduled train services this year, despite facing the continuing challenge of rising costs.

The railway's first services of the year will begin on February 14th, followed by a Valentine's Day lunch train on Sunday February 15th. It will have 3 days of trains available during the school holiday week beginning Monday February 16th and then its full running season will begin on February 28th and run until October 31st.

November and December will see the return of THE POLAR EXPRESS™ Train Rides to Wensleydale Railway. Tickets for this event sold out last year, and the railway welcomed over 50,000 guests on board its special Christmas services. Tickets are on sale now for THE POLAR EXPRESS™ Christmas 2026 season.

The railway's popular on-train catering events will return with 7 'Wensleydale Fryer' fish and chips trains, and 12 afternoon tea trains. Due to high demand, the railway has increased its food offering to include 2 Indian-inspired afternoon tea trains and 2 Indian cuisine evening trains. The model railway show, home fleet diesel gala and industrial diesel weekend events will also return.

In conjunction with the Yorkshire Dales Classic Car Club, the railway is planning its first classic vehicle rally, to be held on the Early May Bank Holiday, Monday May 4th. Vintage vehicles will be on display at Leeming Bar and Scruton stations, together with live music, food and drink and a full train service running between Scruton and Leyburn. The railway will also be increasing the number of diesel locomotive-hauled services it operates throughout the summer months.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "We have, once again, made the decision not to increase our scheduled train ticket prices. We remain conscious of the financial pressures that our visitors face and hope that this price freeze continues making a visit to our volunteer-led railway a great value day out.

We will also continue offering a range of value-for-money options for our customers. Our 'kids-for-a-quid' travel offer returns this year. This allows children aged 3-15 to travel for only £1.00 on all our normal scheduled train services (excluding special events). We also offer a 25% travel discount to local residents and a 50% discount to members of our charitable Trust."

He added: "In addition to our comprehensive list of events planned this year, we plan to run diesel locomotive-hauled services on Wednesdays and Saturdays from July to mid-September. Every weekend that has a catering train will also be loco-hauled all day. Our home fleet of diesel locomotives are very popular with railway enthusiasts and it's great to be able to offer visitors more opportunities to enjoy our preserved locos and travel in our recently refurbished heritage coaches."

Photo: Class 47 714 arrives at Bedale ©Chris Gee

Preserved Railways

Wensleydale Railway announces 12 dining train services including new Indian-inspired menus.

Wensleydale Railway's popular afternoon tea train services return this year, with new menus and extra dates. In addition to traditional afternoon tea favourites, the railway is offering customers a Ploughman's Lunch service and introducing Mediterranean and Indian-inspired menus. Indian food lovers can enjoy 2 Indian-inspired afternoon tea trains and 2 evening dining trains that will feature a variety of authentic Indian cuisine.

The railway's afternoon tea train services begin with a Valentine's Day lunchtime train on Sunday February 15th. It will also have tea trains for Mother's Day (March 15th), Easter Sunday (April 5th), Spring (April 19th), an Indian-inspired tea train on May 3rd, Indian-cuisine evening train (May 18th), early summer train (June 7th), Ploughman's Lunch special train on Father's Day (June 21st), Yorkshire Day (August 2nd), Mediterranean-inspired summer train (August 23rd), Indian-cuisine evening train (September 21st) and an Indian-inspired tea train on October 18th.

The afternoon teas cost £52.50 per adult and £30 for children (aged 14 and under) and the price includes the rail ticket and a complimentary glass of fizz (or soft drink). Booking is essential to avoid disappointment.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "Our catering team volunteers, led by Mo Park, have worked incredibly hard with our partner The Green Apple Tree Indian Restaurant of Northallerton to develop new and exciting menus for our customers to enjoy. We trialled an Indian afternoon tea and evening curry train last year. These proved very popular with customers, and we are pleased to announce an expanded Indian-inspired food offer this year."

He added: "Our afternoon tea services are perfect for a special occasion, family celebrations, as a gift to a loved one or just a treat for you. Do something different this year and create unique memories on board our dining trains!"

For more information and to book:

Visit - https://wensleydale-railway.co.uk/events_and_experiences/

Preserved Railways

HOPETOWN DARLINGTON CELEBRATES NATIONAL RAILWAY HERITAGE CHAIRMAN'S SPECIAL AWARD WITH PLAQUE UNVEILING CEREMONY

Hopetown Darlington

Hopetown Darlington has officially unveiled its 'Chairman's Railway 200 Special' National Railway Heritage Award (NRHA) during a celebratory ceremony in Hopetown's Goods Shed attended by partners from across the country, marking a major milestone for the attraction.

The prestigious award was presented to Hopetown Darlington at the 2025 National Railway Heritage Awards, recognising the outstanding preservation and revitalisation of three of Darlington's most historic railway buildings – the 1833 Goods Shed, the 1842 North Road Station and the 1853 Carriage Works. The National Railway Heritage Awards are an annual celebration that recognises, acknowledges and rewards, for the public benefit, the very best in the re-use, restoration and conservation of Britain's historic railway infrastructure. The Chairman's Special Award was presented to Hopetown Darlington by Peter Lord Hendy of Richmond Hill, Minister of State for Rail, at a ceremony held in central London, celebrating exceptional achievements in railway heritage across the UK.

The unveiling of the award plaque took place at Hopetown Darlington, where partners and stakeholders from across the country descended on the attraction to celebrate the achievement and reflect on the scale and significance of the project. The unveiling followed shortly after speeches from National Railway Heritage Awards Secretary Jerry Swift and Leader of Darlington Borough Council Councillor Steven Harker.
Councillor Libby McCollom, Cabinet Member for Local Services at Darlington Borough Council, said: "Being awarded the NRHA Chairman's Special Award is a fantastic achievement for everyone who has been part of Hopetown Darlington since the very beginning. We have always known the importance of this site to our town, and to see it recognised nationally and celebrated here today with our partners, friends and visitors is incredibly rewarding."

"This award is a huge source a pride for everyone who helped bring Hopetown Darlington to life and continue to help in its development."

Jerry Swift, NRHA Awards Secretary and Trustee, said: "Hopetown Darlington stood out to the judges for the scale and quality of its ambition, and for the exemplary way in which historic railway buildings have been preserved and reimagined for public benefit. The project successfully safeguards an internationally significant railway heritage site while giving it a clear and sustainable future as a vibrant visitor attraction. It is a fitting recipient of the Chairman's Special Award and an outstanding example of how Britain's railway heritage can be celebrated, protected and brought to life for new generations."

This prestigious national recognition reflects the extensive work undertaken as part of the £37 million transformation of heritage railway buildings and historic railway land into a 7.5-acre, railway-themed visitor attraction in the heart of Darlington.

The project has breathed new life into one of the town's most significant historic sites, safeguarding its pioneering railway heritage while creating an inspiring and engaging destination for future generations.

Photo: Cllr Steven Harker (Left) NRHA Secretary Jerry Swift (Right) ©Hopetown Darlington

Preserved Railways

HOPETOWN DARLINGTON ANNOUNCES THREE DAYS OF NOSTALGIC FUN AT VINTAGE WEEKEND THIS MAY

Following the rousing success of VE Day 80 last May at Hopetown Darlington, the visitor attraction has jubilantly released details on an upcoming 1940s themed Vintage Weekend. It is a three-day celebration of heritage, history and high spirits returning this late May Bank Holiday weekend from Saturday May 23rd to Monday May 25th.

This free-to-attend event invites families, history buffs and vintage lovers alike to step back in time across the weekend and to expect nostalgia by the bucketful, with period sights, sounds and surprises at every turn. Whether you're a seasoned vintage enthusiast or simply partial to a bit of wartime cheer, this is one occasion you most certainly won't want to miss.

Over the course of the weekend, Hopetown Darlington will transform into a vibrant celebration of vintage culture, capturing the spirit of yesteryear with a programme packed full of engaging events and attractions. On the Monday, visitors are encouraged to come dressed in their favourite 1940s attire.

Councillor Libby McCollom, Darlington Borough Council's Cabinet Member for Local Services, said: "VEDay80 was a huge success and an early achievement for Hopetown Darlington, and we're delighted to now bring a new Vintage Weekend to the wonderful attraction. This weekend long event wonderfully showcases both our rich heritage and community spirit that Hopetown strives to showcase. From classic machines to vintage fashion, tea parties to live music and dancing, there's something for everyone to enjoy."

What to Expect During Vintage Weekend:

Saturday May 23rd – Classic and Vintage Vehicle Rally
Enjoy an impressive display of vintage and classic cars, motorcycles and more as enthusiasts bring their gleaming machines to this historic site. It's a perfect opportunity for photos, chats with owners and admiration of automotive history.

Sunday May 24th – Vintage Wares & Wonders Day
A charming market atmosphere awaits with an array of vintage-inspired stalls. Visitors can explore curiosities, collectibles and handcrafted goods that evoke the style and spirit of days gone by. Perfect for a leisurely Sunday stroll and a spot of shopping.

Monday May 25th – 1940s Day
Immerse yourself in the sights and sounds of the 1940s with themed entertainment and activities. Highlights include talks and fashion showcases that bring the wartime era vividly to life across the Hopetown site. There will be live music and dancing, a community tea party, games and activities and one or two more surprises. It's a day worthy of a Home Front celebration where they will celebrate community, togetherness, cheer, and everyone just having a jolly good time.

While general entry across the weekend is free, some specialist experiences and photo opportunities will carry a small additional charge. So make weekend of it, whether attending for one day or all three.

Tickets are available to book now and are available at www.hopetowndarlington.co.uk/vintageweekend

Photo: Vintage Dress Up ©Hopetown Darlington

East Lancs Railway

The lines BRCW Class 104 and single unit No. W55001 arrive at Heywood on February 7th with a service from Bury. *Lee Stanford*

Class 14 No. D9531 departs Summerseat on January 24th with a service for Bury top'n'tail with L&Y Class 27 No. 52322 at the rear. *Michael Lynam*

On a dismal February 7th, Warship No. 832 'Onslaught' reflects nicely in the damp platform at Rawtenstall as it waits to depart with a service for Heywood. *Lee Stanford*

East Lancs Railway

Class 14 No. D9531 departs Summerseat for Bury on January 24th with Class 27 No. 52322 on the rear. *Michael Lynam*

Class 122 Gloucester Single Unit No. W55001 waits to depart Bury operating a shuttle to Bury MPD on January 24th. *Michael Lynam*

0-4-0 'J. N. Derbyshire' waits to depart Bury with a Guards Van shuttle to Bury MPD on January 24th, with Pug No. 11243 on the rear.
Michael Lynam

East Lancs Railway

It's a murky lunchtime in the Irwell Valley as 'A Class' 0-6-0 No. 52322 heads for Rawtenstall on February 1st. *Gerald Nicholl*

East Lancs Railway

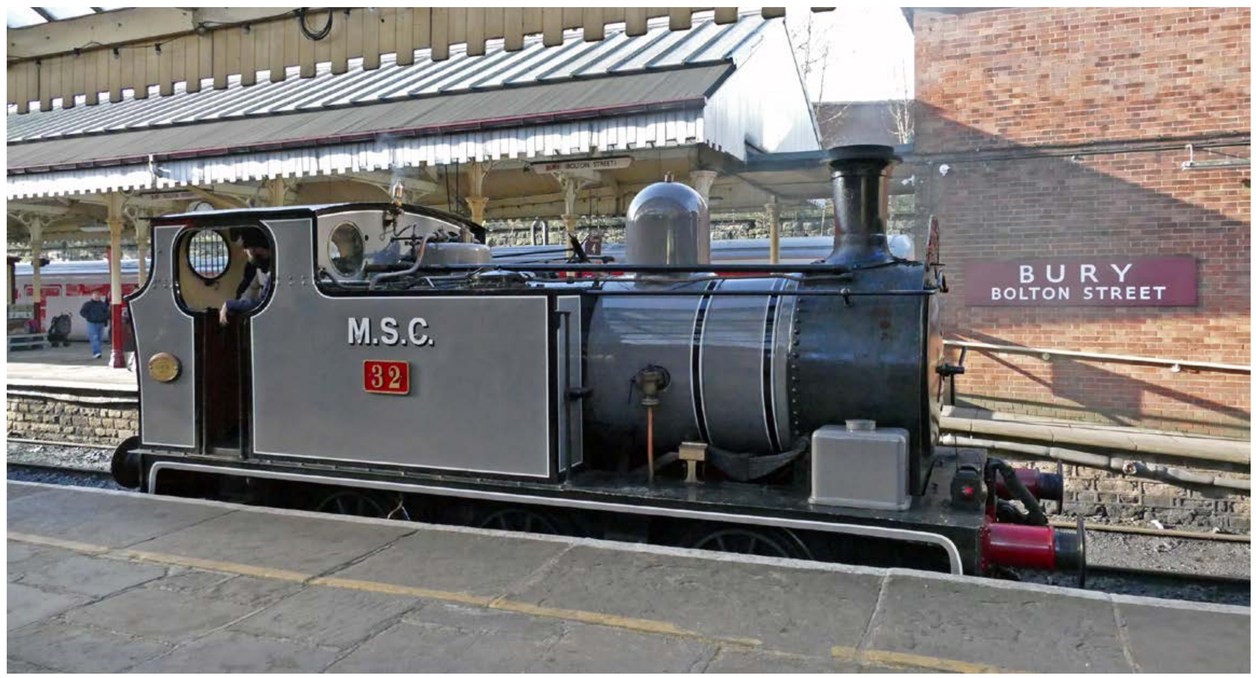
L&YR ‘A Class’ No. 52322 hustles up to Summerseat with a scheduled train bound for Rawtenstall on January 25th.
Gerald Nicholl

East Lancs Railway

L&Y Class 27 No. 52322 crosses over the River Irwell at Summerseat with Class 14 No. D9531 on the rear on January 24th. *Michael Lynam*

MSC No. 32 is seen taking a break at Bury on January 24th. *Michael Lynam*

L&Y Class 27 No. 52322 crosses over the River Irwell at Summerseat with Class 14 No. D9531 on the rear on January 24th. *Michael Lynam*



Great Central Railway

BR Standard Class 5 No. 73156 working the 9C12 Loughborough - Quorn with a rake of mineral wagons departs Loughborough on January 24th. *Richard Hargreaves*

Austerity 0-6-0 Tank engine No. 68067 is seen between duties at Loughborough on January 24th. *Richard Hargreaves*

SR 4-6-2 ‘Battle of Britain’ Class No. 34072 ‘257 Squadron’ arrives at Loughborough on January 24th with 2B08 from Leicester North service. *Richard Hargreaves*

Great Central Railway

Needing a little TLC!, the remains of shunter No. 12083 is seen at Loughborough on January 24th. *Richard Hargreaves*

Great Central Railway

B.R. Standard 2-6-0 Class 2MT No. 78018 is seen at Loughborough on January 24th. *Richard Hargreaves*

Great Central Railway

BR Class 9F No. 92134 running as 92043 is seen at Loughborough on January 24th.
Richard Hargreaves

DMU unit ‘Iris’ approaches Kinchley Lane during their steam winter gala on January 23rd. *John Alsop*

SR 4-6-2 ‘Battle of Britain’ Class No. 34072 ‘257 Squadron’ is seen at Leicester North on January 23rd. *John Alsop*

Great Central Railway

BR Standard Class 5 No. 73156 eases into the head shunt at Leicester North ready to run round its train during the Winter Steam Gala on January 23rd. *Derek Elston*

BR Standard Class 2 No. 78018 is seen coming off shed at Loughborough for the GCR Winter Steam Gala on January 23rd. *Derek Elston*

An un-numbered Class 33 No. D6535 is seen stabled at Loughborough during the GCR Winter Steam Gala on January 23rd.
Derek Elston

Great Central Railway

The safety valves lift as 9F No. 92043 (92134) waits impatiently for it's departure time from Loughborough Central with a rake of mineral wagons during the Winter Steam Gala on January 23rd. *Derek Elston*

Class 27 056 and Peak No. D123 are seen stabled alongside Loughborough Central station on January 23rd. *Derek Elston*

Preserved Brush type 4 No. 1705 'Sparrowhawk' is seen stabled at Loughborough Central on January 23rd. *Derek Elston*

Great Central Railway

GWR Hall Class No 6990 ‘Witherslack Hall’ is seen being prepared for the days services at the GCR Winter Steam Gala on January 23rd. *Derek Elston*

BR Standard Class 2 No. 78019 is seen at Loughborough Central awaiting its next duty at the Winter Steam Gala on January 23rd. *Derek Elston*

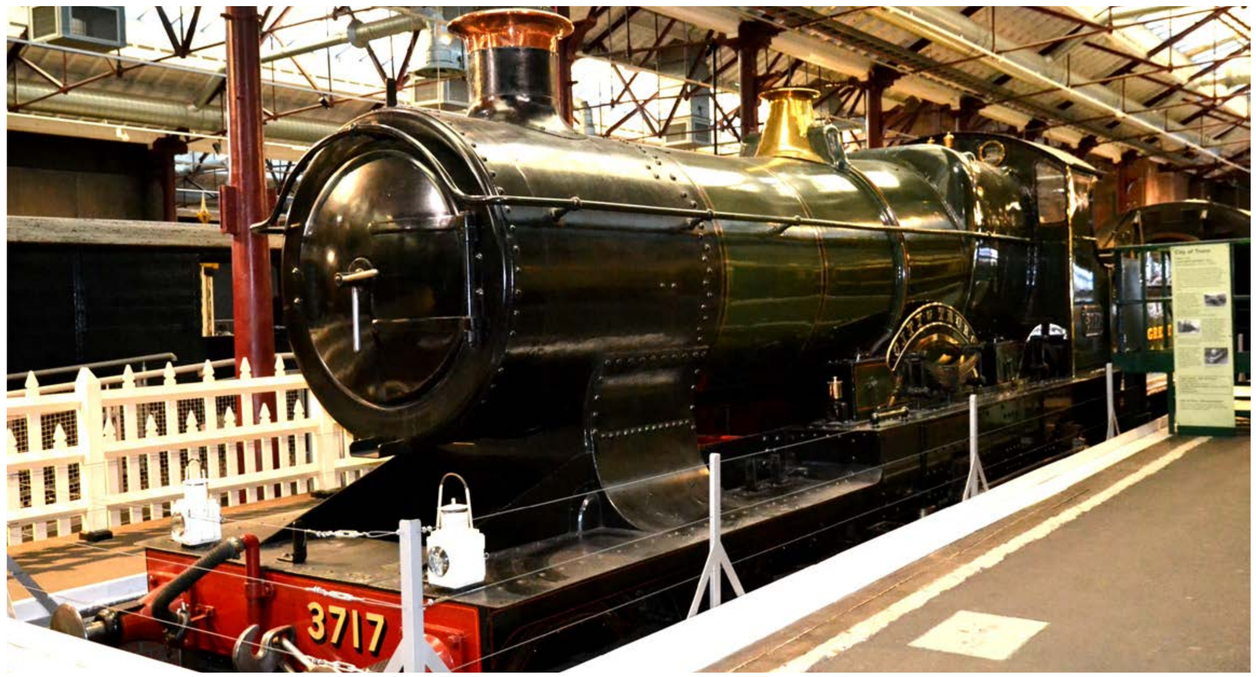
SR 4-6-2 ‘Battle of Britain’ Class No. 34072 ‘257 Squadron’ is seen Leicester North after arriving with the 09:45 from Loughborough Central on January 23rd. *Derek Elston*

Swindon Steam Museum

GWR Castle Class No. 4073 ‘Caerphilly Castle’ is seen in the museum on January 3rd. *Ken Mumford*

GWR 3700 Class No. 3440 ‘City of Truro’ now renumbered to No. 3717 is seen in the museum on January 3rd. *Ken Mumford*

Great Western Railway steam locomotive ‘King George V’ 4-6-0 King Class No. 6000 is seen on display at the museum on January 3rd. *Ken Mumford*



GWS Didcot

GWR 0-4-2T 1400 Class No. 1466 and Avonside No. 1340 are seen outside the shed on January 1st. *Colin Pidgeon*

On January 1st, Class 31 270 was to be found stabled on one of the turntable roads. *Colin Pidgeon*

Class 08 604 is seen operating with the auto coach on January 1st. *Colin Pidgeon*

GWR Large Prairie No. 4144 is seen waiting to reverse on to main demonstration line on January 1st. *Colin Pidgeon*

GWS Didcot

GWR 0-6-2 No. 6697 was built by Armstrong Whitworth (Works No. 985) in October 1928 and withdrawn in May 1966, seen here inside the main shed at Didcot on January 1st. *Colin Pidgeon*

Locomotion Shildon

Class 71 001 (No. E5001) built in 1958 equiped with third rail and overhead contact in yards. The first bi-mode ? *Barry Longson*

Railbus prototype LEV1, No. RDB975874, built in 1977 is seen inside the museum.
Barry Longson

Standing outside ‘Locomotion’ museum on January 31st, and looking rather forlorn is the doyen of the Pacers Class 142 001.
Lee Stanford

Keighley and Worth Valley Railway

BR Standard Class 2MT No. 78022 is seen departing Keighley with the 15:15 service to Oxenhope on January 3rd. *Brian Dobbs*

Keighley and Worth Valley Railway

BR Standard Class 2MT No. 78022 departs Oakworth with the 11:45 service from Keighley to Oxenhope on January 3rd.
Brian Dobbs

Keighley and Worth Valley Railway

LNWR ‘Coal Tank’ No. 1054 backs onto its train at Keighley, ready to take a mid-day departure to Oxenhope on January 17th.
Ben Bucki

Swindon and Cricklade Railway

DMU Nos. W51073 and W51074 arrives at Blunsdon from Farfield Lane [at present the northern point to which trains operate] a short distance north of Hayes Knoll on January 1st. *Ken Mumford*

The Railbus owned and being restored by Martin Rouse, No. W79978, is seen in the shed on January 1st. *Ken Mumford*

Class 03 No. D2022 is one of the diesel shunters based at the line. *Ken Mumford*

Severn Valley Railway

Class 50 033 is seen at Hampton Loade working the 09:00 Kidderminster - Bridgnorth service on December 29th. *Phil Martin*

The lines Class 108 DMU stands at Hampton Loade on December 31st working 10:45 Bridgnorth - Kidderminster service. *Phil Martin*

On December 29th , Class 101 DMU working the 15:30 Kidderminster - Bridgnorth service calls at Hampton Loade. *Phil Martin*

Severn Valley Railway

Class 17 ‘Clayton’ No. D8568 is still carrying its identity of D8598 from its days at Derby Research Centre and on December 29th it is seen at Arley being coupled up to the Class 108 DMU which it will haul to Kidderminster.
Lee Stanford

GWR Manor Class No. 7802 ‘Bradley Manor’ working the 12:30 Bridgnorth - Kidderminster is seen waiting departire time at Bridgnorth on December 31st. *Phil Martin*

On December 29th, the Diesel Day on the line and GWR No. 1450 is seen on the rear of a service at Hampton Loade providing the heating for the train. *Phil Martin*

Severn Valley Railway

GWR Hall Class No. 4930 ‘Hagley Hall’ is seen on Eardington Bank with 13:15 Bridgnorth - Kidderminster on January 3rd. *Keith Davies*

GWR Manor Class No. 7802 ‘Bradley Manor’ with the 13:05 Kidderminster - Bridgnorth service climbs Eardington Bank on January 3rd. *Keith Davies*

GWR Collett 5700 Class 0-6-0PT Pannier Tank No. 7714 is seen on Eardington Bank with the 14:00 Bridgnorth - Kidderminster on January 3rd. *Keith Davies*

Severn Valley Railway

GWR Collett 5700 Class 0-6-0PT Pannier Tank No. 7714 is seen on Eardington Bank with the 11:40 Kidderminster - Bridgnorth service on January 3rd. *Keith Davies*

Class 33 108 is seen stabled at Highley on January 3rd. *Richard Hargreaves*

LMS Stanier Mogul No. 13268 with the 12:35 Bridgnorth - Kidderminster service is seen on Eardington Bank on January 3rd. *Keith Davies*

From the Archives

On August 11th 1984, Class 37 153 powers through Doncaster, running fast line with a well loaded coal train. *Barry Longson*

From the Archives

3rd rail EMU Class 501 181 passes the signal box at London's Broad Street, with a service from Richmond on May 23rd 1984.
Barry Longson

Class 47 258 rolls into Cardiff at the head of a train of polybulk wagons on June 16th 1988.
John Sloane

Newly built Class 90 002 sweeps into Lancaster on a test working on June 11th 1988.
John Sloane

From the Archives

Looking a little like something from a Sci-Fi movie, Class 31 285 brings a splash of colour to Winwick on June 29th 2010. *Jeff Nicholls*

Class 419 MLV coach No. 9005 stands at Brighton station on November 1st 1988. *John Sloane*

Class 60 089 passes Cockwood Harbour with a lengthy Newport Alexandra Dock to St. Blazey freight in summer 2002. *Lee Stanford*

From the Archives

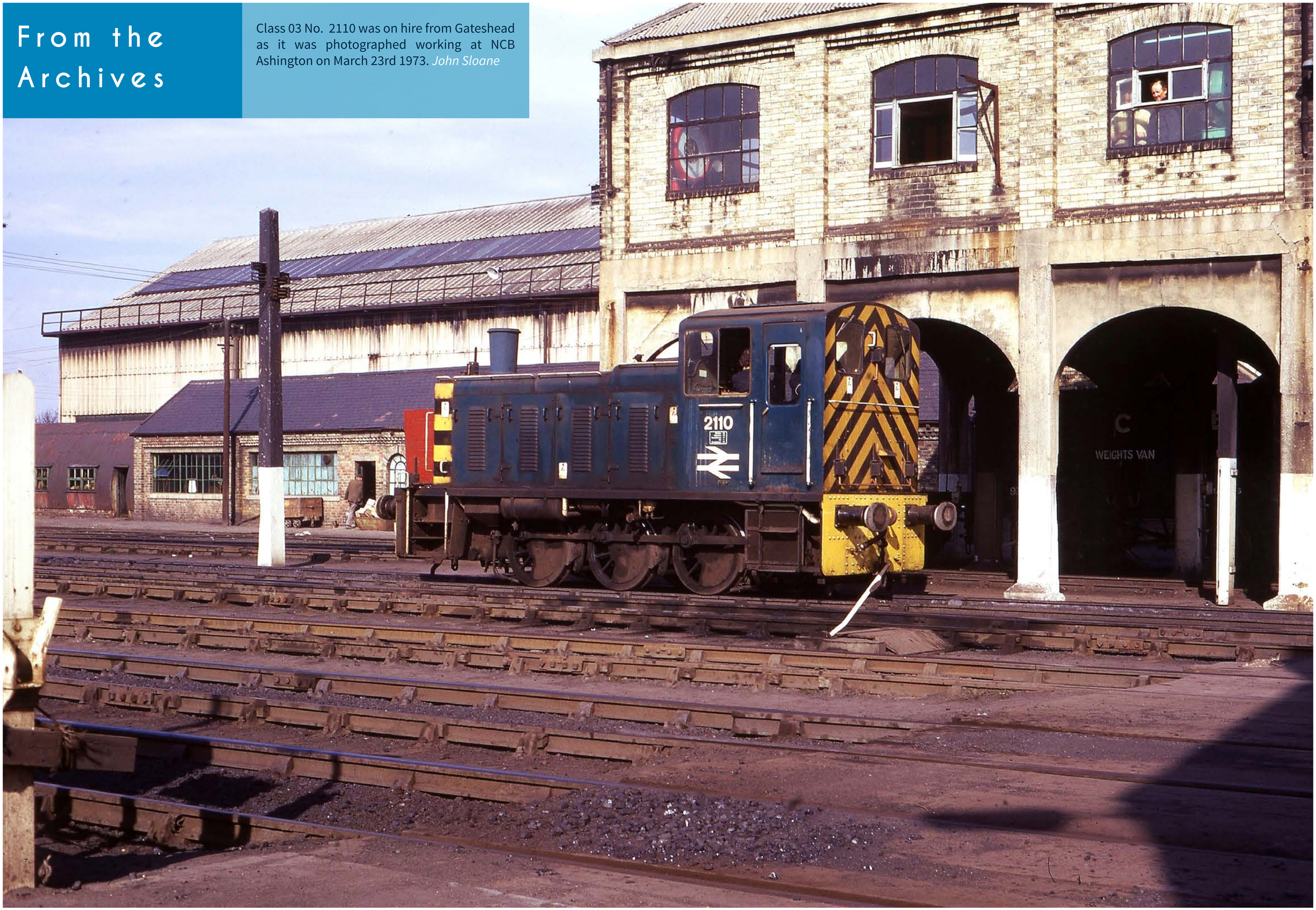
Cut down Peckett 0-4-0ST ‘Hornet’ brews up at Bersham Colliery on April 21st 1978.
John Sloane

GWR ‘Prairie’ tank No. 4566 departs Llangollen with a demonstration mixed goods train heading for Carrog on April 10th 2016.
Brian Dobbs

Class 31 413 ‘Severn Valley Railway’ creeps past Reading station on February 10th 1989.
John Sloane

From the Archives

Class 03 No. 2110 was on hire from Gateshead as it was photographed working at NCB Ashington on March 23rd 1973. *John Sloane*



From the Archives

GWR ‘Dukedog’ No. 9017 is seen at Garth-y-Dwr on the Llangollen Railway, and no longer in working order, with a demonstration freight from Llangollen to Carrog on March 31st 2009. The ‘Dukedog’ owned by the Bluebell Railway has been on static display at the Vale of Rheidol Railway and is shortly to be placed on static display on the Seven Valley Railway. *Brian Dobbs*

From the Archives

Class 27 033 sits outside the old steam depot at Motherwell on November 13th 1984.
Barry Longson

From the Archives

LoadHaul liveried Class 60 059 'Swinden Dalesman' has reversed at Latchford Sidings and, unusually, will return past Fiddlers Ferry power station on its journey to Liverpool Docks to pick up another load of coal on October 13th 2010. *Jeff Nicholls*

Class 31 154 awaits its next banking duty at Manchester Victoria on July 7th 1984.
Barry Longson

Fastline liveried Class 66 434 dashes north through Winwick with empty log wagons on June 15th 2010. *Jeff Nicholls*

From the Archives

On July 3rd 1984, Class 25 037 runs through Arpley, with tankers bound for the North East. *Barry Longson*

One time Tinsley pet loco, Class 47 145, approaches Eastleigh with a short freight from the MOD base at Marchwood. *Lee Stanford*

You can almost hear Class 37 405 and 37 520 as they lift their heavy train away from Tunstead Quarry and approach Peak Forest with a rake of vacuum braked ICI hoppers. *Lee Stanford*

From the Archives

In August 1991 the Manchester Victoria to Bury line closed for conversion to Metrolink operation. In May of 1991 one of the remaining Class 504 units led by No. 77171 is seen passing Queens Road signalbox. *Lee Stanford*