

Railtalk Magazine

Issue 236
May 2026
ISSN 1756 - 5030

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 236

When is news, not news??? Or should I say if something is introduced and then done away with, then re-introduced with great fanfare, do those concerned think we can't remember that this happened years ago. What am I on about, well many many years ago there were overnight trains from the North East and North West of England that ran all through the night to Manchester Airport.
I know as I travelled on them many times, but in recent years they've got fewer and fewer, many being dropped altogether and some being replaced by busses. Now we have great fanfare as.....

Manchester set to benefit from new services as new night-time airport trains arrive

New all-night rail services between Manchester Piccadilly and Manchester Airport are set to give a direct boost to Greater Manchester's night-time economy, as TransPennine Express (TPE) introduces a new timetable.

From Sunday May 17th, trains will run roughly every hour throughout the night, seven days a week, improving access for airport and hospitality workers, late-night businesses, and passengers travelling during early-morning and overnight hours.

The overnight services were previously outlined in the Mayor of Greater Manchester's phased plan to integrate local rail services with the Bee Network from December 2026. Their introduction marks early progress in work under way to improve rail services and create a more joined-up transport network across the city region.

Andy Burnham, Mayor of Greater Manchester, said: "We're proud of our thriving night-time economy, and we're looking to back it with transport that matches how people live and work.

"These all-night trains will help people get to where they need to be – whether that's catching an early flight, getting home after a late shift, or travelling into town to enjoy everything our night-time economy has to offer.

"It's a great example of partners working together for Greater Manchester, and it underlines our direction of travel with the Bee Network: one integrated, passenger-focused network across buses, trams and trains that works for the millions of people living in and visiting our city-region."

The changes come as passengers across Greater Manchester are benefitting from a simplified rail fares system, designed to make train travel easier to understand and better value. With just two ticket options – Anytime and Off-Peak – available for travel within the region, the fares make it simpler for people travelling outside traditional peak hours to plan journeys with confidence.

Together, the new services and simpler fares support Greater Manchester's growing night-time economy, making it easier for people to get to and from work, enjoy the city's culture and travel at all hours, while laying the foundations for future integration with the Bee Network.

Nicola Buckley, people director at TransPennine Express, said: "These all-night services are about supporting the people and businesses that keep Greater Manchester going 24 hours a day.

"By improving overnight connections to Manchester Airport, we're making rail a more practical option for workers and passengers alike, while helping to strengthen the region's night-time economy.

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

Former EMR Class 156 497 is seen in the consist of 7H70, the 08:30 Ely Mlf Papworth Sidings to Wolverton Centre Sidings stock move passing Northampton on April 22nd. *Derek Elston*

Front Cover

On April 17th, due to diversions, the 4S38 Seaforth to Mossend intermodal ran in a later path, and Class 66 108 'Seaforth Highlander' is seen crossing Carr Mill Viaduct in early evening sun. *Brian Dobbs*



Class 91 106, with DVT No. 82211 on the front, speeds southwards through Raskelf on April 25th working 1Y18 Newcastle - London King's Cross. *Michael J Alderdice*

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

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Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

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With Thanks

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

These issues wouldn't be possible without contributions from:
Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, 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.

Class 97 302 and 37 240 cross Barmouth Bridge on April 17th working 1Z97 Dorridge - Pwllheli.
Phil Martin

Vintage Trains

The Cambrian Coast Express

Class 97 302 leads 37 240 working 1Z98 Pwllheli - Dorridge at Shrewsbury on April 17th. *Carl Grocott*



Class 97 302 and 37 240 working the 1Z97 Birmingham New Street - Pwllheli pass Meole Brace on April 17th. *Carl Grocott*

Class 97 302 and 37 240 cross Barmouth Bridge on April 17th working 1Z98 16:23 Pwllheli - Dorridge. *Phil Martin*





Charter Scene Statesman Rail

Royal Windsor Statesman

On April 9th, Class 47 593 'Galloway Princess' is seen on the rear of posh-ex 1Z47, the 05:51 Chester to Windsor & Eton Riverside passing Northampton, Class 47 No. D1924 'Crewe Diesel Depot' was leading. *Derek Elston*



Charter Scene Statesman Rail

Royal Windsor Statesman

Class 47 593 calls at Gobowen on April 9th working 1Z48 15:35 Windsor & Eton Riverside - Chester. *Phil Martin*

Charter Scene Railway Touring Company

The Atlantic Voyager

Class 47 812 is seen leading 1Z48 16:10 Newquay - Dorridge on the return leg of 'The Atlantic Voyager' railtour as it powers away from Goss Moor loop with 47 813 ticking over on the rear on May 2nd. *Barry Beeston*

Charter Scene Branch Line Society

The Mini Dragon mini-tour

The 125 Group's HST headed by power car No. 43025 'Exeter' with 43159 'Rio Warrior' on the rear passes Deganwy with the 13:42 Llandudno - Holyhead mini tour on May 2nd. *Chris Morrison*

Charter Scene Saphos Trains

The Cumbrian Mountaineer

An immaculate No. 70000 ‘Britannia’ forges north through Golborne on an ill-fated ‘Cumbrian Mountaineer’ on April 8th. The loco was later to fail at Oxenholme and its replacement, Class 37 409 also failed on the return south. *Jeff Nicholls*



Saphos Trains

The Cumbrian Mountaineer

On April 8th, No. 70000 'Britannia' passes through Lancaster working 'The Cumbrian Mountaineer' from Crewe - Carlisle, unfortunately 'Britannia' failed a few miles further on and was stopped at Oxenholme. *Michael Lynam*

On April 9th, 'Britannia' was recovered from Oxenholme by Class 20s Nos. D8096 and D8107 which are seen passing Euxton on their way back to Crewe. *John Sloane*

No. 70000 'Britannia' storms towards the former Standish Junction with the ill-fated Crewe to Carlisle charter of April 8th on which it failed at Oxenholme. *John Sloane*







UK Railtours

The Manxman

Class 57 303 and 57 306 ‘The Branch Line Society’ top’n’tail UK Railtour’s 1Z62 London - York - Liverpool charter heading to the Isle of Man past Castleton on April 9th. *Russell Clarke*

Class 57 303 and 57 306 top and tail the empty stock of ‘The Manxman’ charter which they were taking from Liverpool Lime St. to Carlisle as they run through Charnock Richard cutting on April 9th. *John Sloane*







UK Railtours

The Manxman

Class 57 306 passes Glazebury for the second time in a week, this time with 'The Manxman' from York to Liverpool Lime Street on April 9th.
Jeff Nicholls

Class 57 303 is seen on the rear of 'The Manxman' from York to Liverpool Lime Street on April 9th.
Jeff Nicholls

An unusual sight at Hest bank on April 13th as Class 57 306 heads north for London, not Euston but London King's Cross with the 13:30 from Morecambe, UK Railtours 'The Manxman'. The train had collected passengers off the Isle of Man ferry but they had to be bussed from Heysham Harbour to Morecambe as the daily Heysham to Leeds 'Boat Train' was occupying the branch. 57 303 was on the rear.
Colin Kennington







Branch Line Society

Alstom's Depot Dash

On April 4th, Class 66 694 hauls the tour through Tame Bridge Parkway working 1Z58 Longsight C.M.D. - Bletchley. *Paul Godding*

Class 57 306 is seen on the rear of the 1Z58 Longsight C.M.D. - Bletchley as it heads through Tame Bridge Parkway on April 4th. *Richard Hargreaves*

On April 4th, Class 66 694 is seen on the rear of the tour as it arrives into Liverpool Lime St. *Mark Enderby*







Branch Line Society

Alstom's Depot Dash

Class 57 306 'Branch Line Society' heads the 'Alstom Depot Dash' from Edge Hill to Bletchley via several Alstom depots. Seen here passing Glazebury on April 4th. Class 66 701 was on the rear at this point. *Jeff Nicholls*

Class 57 306 'Branch Line Society' heads the 'Alstom Depot Dash' through Earlestown on April 4th. *Mark Enderby*

The Branch Line Society's 'Alstom Depot Dash' tour approaches a dull Mauldeth Road on April 4th headed by a very smart Class 57 306. *Lee Stanford*







Charter Scene Railway Touring Company

The Great Britain XVIII

On April 25th, SR Bulleid No. 34067 'Tangmere' passes Plumley West on the former CLC route from Chester to Carlisle via the Hope Valley and the Settle & Carlisle line with the third leg of the GBXVIII railtour. It is many years since steam passed eastbound over this route.
Brian Dobbs



Charter Scene Railway Touring Company

The Great Britain XVIII

On April 20th, 'Tangmere' is seen in the Cheshire countryside near Knutsford with 1Z10 09:19 Chester - Carlisle otherwise known as 'The Great Britain XVIII'. *Nick Clemson*



Railway Touring Co.

The Great Britain XVIII

On April 24th, Black 5 No. 45407 is seen leading the tour over the Tay rail bridge.
Richard Jones

SR No. 34028 ‘Eddystone’ working the 1Z12 11:45 York to London Euston passes Burton Salmon on April 25th. *Michael J Alderdice*

Black 5 No. 45407 ‘The Lancashire Fusilier’ is seen taking on water at Dundee on April 24th.
Richard Jones





Charter Scene Railway Touring Company

The Great Britain XVIII

On April 19th, No. 34028 ‘Eddystone’ leads the 1Z10 09:20 Penzance - Chester with Class 47 826 on the rear as the tour approaches Burngullow Junction. *Barry Beeston*



Charter Scene Steam Dreams

East Anglia to Bath

Southern Railway West Country Class 4-6-2 Pacific No. 34 046 ‘Braunton’ thunders through Swindon with 1Z71 Bath Spa to Ipswich with Class 47 593 on the rear on April 15th.
Ken Mumford



Charter Scene Statesman Rail

Portsmouth Harbour Statesman

Class 47s Nos. D1924 (47 810) and D1935 (47 805) top'n'tail the 1Z31 Whitchurch to Portsmouth Harbour through Swindon on April 23rd. *Colin Pidgeon*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

SR Pacific No. 34067 ‘Tangmere’ passes Beckfoot on April 25th working the ‘Northern Belle - Settle & Carlisle Steam Special’ 1Z71 Liverpool Lime Street - Carlisle with Class 47 826 on the rear. *Michael Lynam*



Charter Scene Northern Belle

Settle & Carlisle Steam Special

Making up for lost time, SR BoB Class No. 34067 ‘Tangmere’ speeds the ‘Northern Belle’ through Beckfoot towards Tebay and onward to Carlisle on April 25th. *Shep Woolley*

Charter Scene Northern Belle

Settle & Carlisle Steam Special

With the big yella thing out in Cumbria on April 25th, and with Wild Boar Fell as a backdrop, SR BoB Class No. 34067 ‘Tangmere’ heads the return ‘Northern Belle’ railtour away from Aisgill summit on the run down to Garsdale and back to Liverpool. *Shep Woolley*



Charter Scene Saphos Trains

The Welsh Marches Express

Class 40 No. D213 'Andania' is seen at Red Bank with 1Z32, Ulverston to Cardiff, 'The Welsh Marches Express' steam hauled from Crewe onwards on April 29th. *Brian Dobbs*

Charter Scene Saphos Trains

The Welsh Marches Express

LNER A2 No. 60532 'Blue Peter', with Class 47 593 on the rear, passes Cheney Longville on April 29th working 1Z33 Cardiff - Ulverston.
Carl Grocott

Charter Scene Saphos Trains

The Welsh Marches Express

LNER A2 No. 60532 ‘Blue Peter’ passes Kempseye with 1Z32 05:50 Ulverston - Cardiff Central on April 29th. *Keith Davies*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 'Les Ross' races past Standish with a London Euston to Carlisle charter on March 28th. *John Sloane*



Charter Scene ECS and Light Engine Moves

On May 1st, the 125 Group's 3Z38 ECS from East Lancs Railway to Manchester Victoria is seen at Castleton were it reversed in the station with power cars Nos. 43025 'Exeter' leading and 43159 'Rio Warrior' on the rear. *Russell Clarke*



Charter Scene

ECS and Light Engine Moves

The Rail 200 Inspiration train finally made it to Stockport on April 30th. Worked by Class 66 710 and 66 719, they ran as 3Z45 the 11:05 Landore to Stockport and are seen at Heaton Norris Junction, before reversing into platform 0 for a few days of exhibition over the May Bank Holiday. *Barry Longson*

Class 47 812 leads ECS working 5M43, the 10:19 Southall WCR to Carnforth Steamtown on April 29th, seen here heading through Kingsthorpe. *Derek Elston*

Class 66 719 with Rail 200 exhibition train with 66 310 on the rear is seen at Newquay on April 8th, whilst Class 150 232 awaits to depart Newquay with 2N09 11:24 Newquay - Par. *Barry Beeston*







Charter Scene

ECS and Light Engine Moves

The Belmond Pullman operated to Liverpool South Parkway on April 11th bringing visitors for the Grand National at Aintree. The stock was then taken to Warrington Arpley (via Crewe) for servicing and here we see Class 67 006 heading back north from Crewe on the last leg of its journey. *Lee Stanford*



On April 5th, the ECS from the BLS charter the previous day is seen returning to Yarmouth passing through Moore behind Class 66 694, with 57 306 on the rear. *Mark Enderby*



Class 47 812 passes Slindon with 5M43 10:10 Southall WCR - Carnforth Steamtown on April 29th. *Keith Davies*



Charter Scene

ECS and Light Engine Moves

On April 11th, Class 67 006 is seen at Walton Old with the Liverpool South Parkway - Warrington Arpley ECS and (inset) Class 67 024 leads the return ECS past at Moore. *Mark Enderby*

On May 1st, LNER B1 No. 61306 'Mayflower' heads through Swindon working 0Z61 Southall Loco Services to Bishop's Lydeard invoking memories of the 60s when locos of the class used to work a Sheffield to Swindon Sundays only train. *Colin Pidgeon*

Class 142 003 on a LSL ECS working to Carlisle is seen at Moore on April 13th. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

Departing Castleton on April 21st, the 125 Group's power cars Nos. 43025 and 43060 working 0D25 Bury to Loughborough head to collect two coaches. *Russell Clarke*

A lucky opening in the clouds on April 11th, sees Class 67 024 lead the Belmond Pullman stock into Crewe on its circuitous empty stock move from Liverpool South Parkway to Warrington Arpley for servicing. *Lee Stanford*

Class 47 237 leads 33 025 past Coppull Moor on April 16th with an empty stock working from Carnforth to Southall which has travelled via Hellifield and Blackburn on account of an engineering possession. *John Sloane*







Charter Scene

ECS and Light Engine Moves

At Castleton on April 20th, after a repaint and winter overhaul, Black 5 No. 44871 leaves for Carnforth hauled by Class 37 518 'Fort William'. *Russell Clarke*

Freshly repainted Class 57 302 and 37 521 plus a single coach pass Rugby as they head home as 5K47, the 09:44 Eastleigh Arlington (Zg) to Crewe H.S. on April 30th. *Derek Elston*

Locomotive Services' Class 142 003 passes through Cherry Tree on April 14th on route learning duties from Crewe HS - Carlisle Upperby via the S&C line. *Michael Lynam*







Charter Scene

ECS and Light Engine Moves

The returning 5Z26 Loughborough to Bury passes Diggle on April 21st with power cars Nos. 43060 (GNER livery) and 43025 (InterCity livery). *Russell Clarke*

West Country Pacific No. 34046 'Braunton' plus support coach No. 35461, working as 5Z70, the 07:19 Crewe H.S. to Southall Loco Services Ltd. passes Northampton on April 14th.
Derek Elston

Departing the ELR and returning to North Road Darlington, LNER A1 No. 60163 'Tornado' passes Greenfield on April 21st. *Russell Clarke*







Charter Scene

ECS and Light Engine Moves

LNER Class A1 No. 60163 'Tornado' blows off excessive steam as it prepares to depart Stockport on April 3rd working 5Z28 the 10:14 Tyseley to Castleton. The locomotive was due to make an appearance at the ELR steam gala. *Barry Longson*



SR BoB Class No. 34067 'Tangmere' is seen backing on to its train at Carnforth on April 25th. *John Balaam*

Class 47 813 is clearly on full power as it approaches Horwich Parkway on May 3rd with a Tyseley to Carnforth empty stock working which was diverted off the WCML on account of engineering works in the Golborne area. Class 47 812 was on the rear. *John Sloane*





Charter Scene

ECS and Light Engine Moves

Class 47 812 heads northbound at Winwick with 5M43 Southall to Carnforth ECS on April 29th. *Brian Dobbs*

LSL's Class 142 003 heads for Carlisle via the S&C on a crew training/route learning run on April 13th. Seen here at Golborne, the unit provides a vivid splash of colour. *Jeff Nicholls*

For a week in mid April the preserved Pacer unit Class 142 003 worked a daily circuit from Crewe to Carlisle out via the S&C and returning via Shap. On April 14th, the unit is seen heading north past Standish. *John Sloane*







Charter Scene

ECS and Light Engine Moves

With load 13, many looking only fit for scrap, Class 57 012 works 5M43 the 10:19 Southall WCR to Carnforth Steamtown stock move through Northampton on April 22nd. *Derek Elston*

On the second day of its return ECS trips from Crewe to Carlisle, Class 142 003 bounces north through Winwick at a fair lick on April 14th. *Jeff Nicholls*

Class 47 812 with a Southall - Carnforth ECS working passes Acton Bridge on April 29th. *Mark Enderby*









Class 805 009 passes Slindon on April 29th with 1D86 12:02 London Euston - Chester service. *Keith Davies*

New mural at Rugby station supports campaign to prevent men's violence against women

A mural in support of a national campaign to prevent men's violence against women and girls has been unveiled at Rugby station.

Avanti West Coast partnered with Heart of England Community Rail Partnership (CRP), a local artist, and White Ribbon UK – the UK's leading charity engaging men and boys to prevent violence against females – to create a largescale art piece on Platform 2 as part of its ongoing work to support the charity's mission.

West Midlands based artist, Emily Marlowe, designed the mural which shows people of different genders, ages and ethnicities alongside the message "it takes all of us, let's work together to end violence against women and girls." It aims to highlight how everyone has a role to play in supporting the cause.

Parts of the artwork uses Rugby's three colour palettes which each reflect a different theme of the town's character – History and Heritage, Creativity and Culture, and Industry and Innovation. It also features a QR code, encouraging people to make the White Ribbon promise to: "never use, excuse, or remain silent about men's violence against women and girls".

Avanti West Coast, who manage Rugby station, supported this latest mural through its Community Rail Project Fund – a scheme that helps CRPs deliver initiatives that engage communities with their railway. The installation builds on the train operator's work with Emily, Heart of England CRP, and White Ribbon UK, who created a similar mural at Birmingham International station, which was unveiled on White Ribbon Day last year.

Avanti West Coast is a White Ribbon UK accredited organisation – committing to embed the charity's values in the business. The intercity operator ensures it has a safe and positive working environment for women, encourages male leaders across its workforce to promote equality, and support local communities.

Over the last 18 months, it has rolled out mandatory sexual harassment training to all members of staff, which is bespoke to their roles, as well as incorporating it into inductions for new employees.

Dave Whitehouse, Safety, Security and Environment Director at Avanti West Coast said: "We're committed to providing a safe and secure railway for everyone, and this mural is part of our work with White Ribbon UK to raise awareness of preventing men's violence against women and girls.

"Working again with community partners and a talented artist, this project aims to engage the people of Rugby on this important topic in society and highlight the importance of White Ribbon's campaign."

John Slinger, MP for Rugby, who attended the unveiling, said: "Thank you very much to Avanti, Heart of England CRP for giving space for this important mural themed on the White Ribbon charity campaign #ItTakesAllOfUs, in the prominent location of Rugby train station. The mural highlights the need for men and boys challenge misogynistic and aggressive behaviour towards women and girls wherever it happens and now visitors or people transiting our station can see the artwork and hopefully be inspired by its vital message.

"It was great to meet the artist, Emily Marlowe, whose creative talent has created a positive image encouraging everyone to take action on this important issue. She's even used the Rugby palette colours!"

Megan Lock, Communications Officer at White Ribbon UK said: "It's amazing to see what can happen when communities and partners come together to raise awareness and this installation is a great example of how partnerships can bring important conversations into everyday spaces. By working together, we can challenge harmful attitudes, engage more people, and help build a culture where everyone feels safe, respected, and free from violence. We're grateful to Avanti and artist Emily Marlowe for helping bring this important message to life."

Julia Singleton-Tasker, Lead Officer at Heart of England CRP said: "Since 2022 we have been working with Emily and White Ribbon UK to highlight the importance of working together to end violence towards women and girls. It is a privilege to partner once again with Avanti West Coast be able to share the campaign through Emily's beautiful artwork at Rugby Station and our hope is that the 'It Takes All Of Us' message is seen as a positive call on our communities to show that violence will not be tolerated."

Emily Marlowe said: "It's so rewarding to see how art and illustration can be used to spread important messages like the White Ribbon campaign. I'm happy to be able to play a small part in helping to end violence towards women and girls and I hope that people find the artwork bright & inspiring and that it encourages people to find out more about the work of White Ribbon. Thanks to the Heart of England Community Rail Partnership, Avanti and White Ribbon UK for bringing me on board."

Avanti West Coast

With a wave from the driver, Class 807 005 speeds 1A34 11:43 Liverpool Lime St. – London Euston through Hartford station on April 20th. *Nick Clemson*

Class 805 013 speeds past Heamies with 1A38 12:55 Crewe - London Euston service on April 29th. *Keith Davies*

Class 390 119 is seen at Slindon on April 29th with 9M54 10:52 Edinburgh - London Euston service. *Keith Davies*

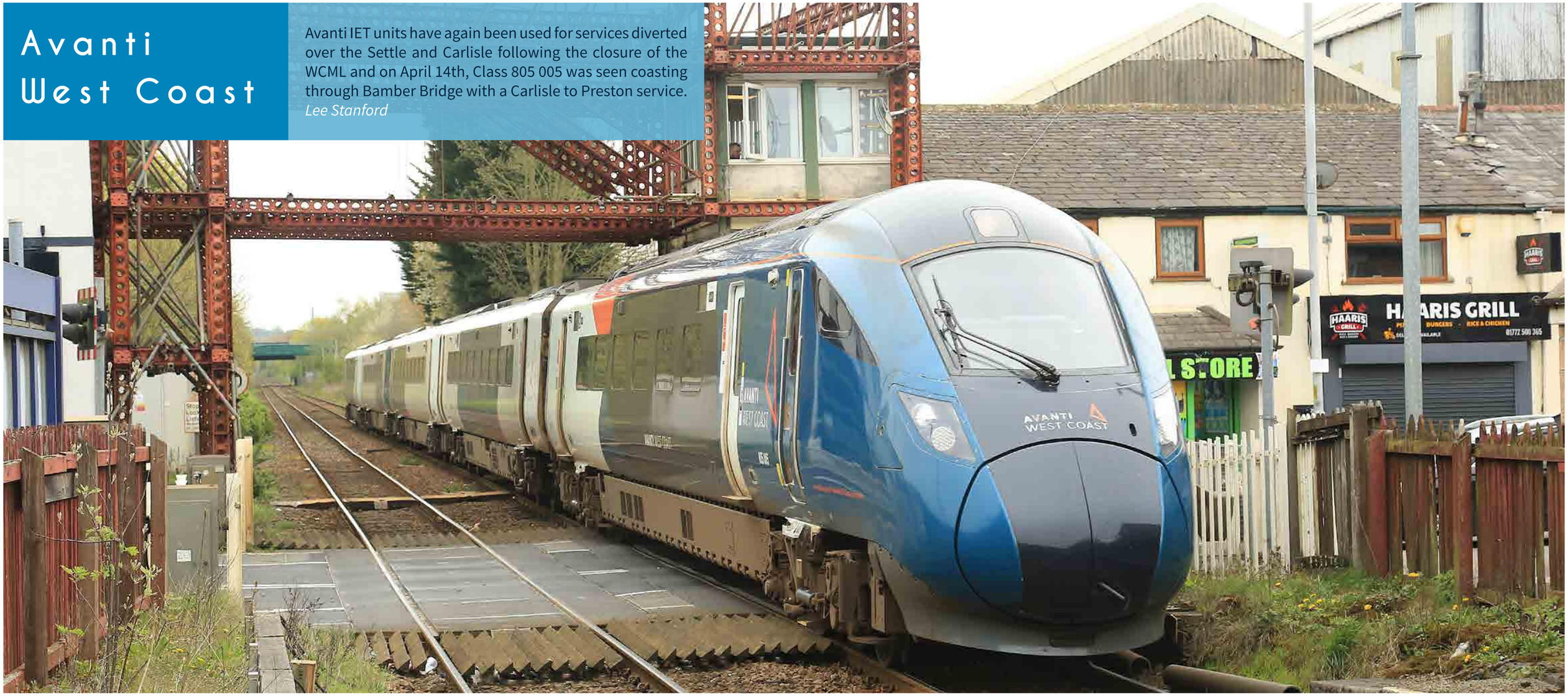






Avanti West Coast

Avanti IET units have again been used for services diverted over the Settle and Carlisle following the closure of the WCML and on April 14th, Class 805 005 was seen coasting through Bamber Bridge with a Carlisle to Preston service. *Lee Stanford*



Stockport station unveils new artwork celebrating town's music scene

A new installation has been unveiled at Stockport station as part of a local art project celebrating the area's rich music heritage.Displayed in the station's underpass, the series of 44 artworks depicts the musicians that have performed, lived or recorded in Stockport through the years – from The Beatles to Blossoms. Designed to capture key moments in the town's history and be a cultural attraction, the largescale artwork was the idea of both Crewe to Manchester and South East Manchester Community Rail Partnerships (CRP). It was created by Seven Miles Out Arts - a Stockport-based community arts hub – in collaboration with six local artists.

Telling the community's forgotten history and its importance to the music industry, each piece features a QR code that shares the story behind the artist's connection to the town from the 1960s to the present day. Stockport has a significant musical heritage – it was home to Strawberry Studios, where many famous artists, including Joy Division, The Smiths, and Paul McCartney recorded.

Avanti West Coast, who manage Stockport station, supported the installation with its Community Rail Project Fund – a scheme that helps CRPs local to its route deliver initiatives that engage communities with their railway. The artwork is the latest addition to the station in recognition of the town's musical history. Last year a plaque commemorating the night David Bowie slept at Stockport station was unveiled 55 years after his impromptu stop at the station.

Lisa Musgrave, Avanti West Coast Station Manager at Stockport, said: "This artwork brightens up the station's underpass and creates a vibrant gateway for everyone arriving at Stockport by rail. It's a great addition to the station, which is already considered a cultural landmark, and captures the stories of those who have worked, visited or performed in the area. We're pleased to have supported the community and local artists to celebrate the town's rich musical heritage. With its unique perspective, we hope the artwork will help people to discover something new and encourage them to explore more of Stockport's music scene."

Crewe to Manchester and South East Manchester CRP Community Rail Officer, Gillian Renshaw, said: "With the Brit and MOBO Awards recently held in Manchester for the first time, this feels like a significant and timely project that really captures the heritage of Stockport and its significance within the music industry. Community rail is all about inclusion and connecting people to their railway. From The Beatles to Bowie and Blossoms, this is a true celebration of those sung and unsung heroes that played a key part in the area."

John Barratt, Director of Seven Miles Out Arts, said: "As a proud resident of Stockport, this project means so much to me and the artists involved in bringing all this to life. Stockport's music scene is just one aspect that makes this town great and we're so grateful to Avanti West Coast and the Community Rail Partnership who have made this vision a reality."

Avanti West Coast

Class 390 123 working the 1A57 Liverpool Lime St. - London Euston service arrives at Crewe on April 25th. *Richard Hargreaves*



Electric only IET Class 807 005 arrives at Crewe on April 11th, whilst operating the 13:43 Liverpool Lime Street to London Euston service. *Lee Stanford*



Class 805 011 stands at Carlisle after arrival with 1T22 07:40 from Crewe on April 16th. *John Balaam*



Avanti West Coast

Colourful Avanti Pendolino Class 390 119 approaches Heaton Chapel on a sunny April 2nd working the 13:54 Manchester Piccadilly to London Euston service. *Lee Stanford*

Carrying decorative poppies on both driving vehicles, Class 390 151 ‘Unknown Soldier’ passes through Heaton Chapel on April 2nd with the 13:34 Manchester Piccadilly to London Euston service. *Lee Stanford*

Class 390 117 is seen approaching platform 5 at Crewe on April 11th working the 13:55 Manchester Piccadilly to London Euston.
Lee Stanford







Avanti West Coast

Class 390 016 on a London Euston bound service passes Greenholme on April 30th. *Mark Enderby*



Class 805 002 waits to depart Preston with the diverted, 1T27 the 17:07 service to Carlisle on April 11th. *Paul Senior*



Something a bit different as we see two carved Owls looking on as Class 390 151 speeds through Alderley Edge with a London Euston service on April 24th. *Lee Stanford*



Avanti West Coast

Class 807 010 arrives at Rugby with 1B37, the 11:21 Birmingham New Street to London Euston service on April 23rd. *Derek Elston*

Like it or not but Avanti Class 807 010 presents a colourful sight as it passes a sunny Stafford on April 24th with a Liverpool Lime Street bound service. *Lee Stanford*

Class 390 026 is seen at Standish on March 28th with a Birmingham to Glasgow Central service. *John Sloane*







Avanti West Coast

Class 805 001 passes Kirkby Stephen on April 4th working a diverted service from Preston - Carlisle. *Michael Lynam*

Class 390 134 approaches Lancaster on April 8th working a Glasgow - London Euston service. *Michael Lynam*

Class 805 003 passes Kirkby Stephen on April 4th working a diverted service from Carlisle - Preston. *Michael Lynam*







Avanti West Coast

Class 390 016 speeds past Bradley with a Glasgow to London Euston service on April 24th. *John Sloane*

Class 390 042 passes Farington Junction whilst working the 12:40 from Glasgow to London Euston on May 2nd. *John Sloane*

Class 390 137 passes Standish with a London Euston to Glasgow working on April 24th. *John Sloane*







Balfour Beatty

On April 15th, Class 20 901 and 20 905 whistle through Northampton with the drain train 6J09, 10:10 Gresty Lane Down Sidings to Woking Up Yard Reception. *Derek Elston*

Chiltern Railways

Class 68 027 passes Kings Sutton with an Eastleigh - Wembley depot empty stock move on April 18th. *Chris Morrison*



Chiltern Railways liveried Class 68 030 is seen at Leamington Spa working 1R14, the 08:07 London Marylebone to Birmingham Moor Street service on April 6th. *Derek Elston*



Class 196 010 passes Northampton as 5H50, the 11:05 Bletchley T.M.D. to Tyseley L.M.D. ECS working on April 30th. *Derek Elston*



Chiltern Railways

Class 68 029 rips up Hatton Bank with the 11:02 London Marylebone - Birmingham Moor Street service on April 30th. *Chris Morrison*



Colas Rail

The regular 6J37 Carlisle to Chirk log train approaches Helwith Bridge on April 16th behind Class 70 812. *Lee Stanford*

Class 70 801 and 70 803 pass Kempseye top'n'tail with 6C20 21:52 Basford Hall Yard - Basford Hall Yard on April 19th. *Keith Davies*

Class 56 049 'Robin of Templecombe 1938-2013' dragging 67 023 'Stella' are seen on the approach to Rugby running as 0Z30, the 07:40 Newark North Gate Sidings to Rugby D.E.D. on April 23rd. *Derek Elston*







Colas Rail

Class 70 812 is seen at Preston Boats with 6C37 09:44 Chirk Kronospan - Carlisle Yard on April 5th. *Keith Davies*

On April 19th, Class 70 801 and 70 803 top'n'tail the 6C20 21:52 Basford Hall Yard - Basford Hall Yard past Kempseye. *Keith Davies*

Class 70 817 with the Chirk - Carlisle timber empties passes Scout Green on April 30th. *Mark Enderby*







Colas Rail

Colas 56 049 and 56 051 approach Chesterfield on April 7th with a light engine move from Doncaster to Toton North Yard. *Lee Stanford*



Class 70 812 arrives at Chirk on April 9th with another load of logs from Carlisle for the chipboard factory. *Colin Kennington*



Class 70 812 passes Kirkby Stephen on April 4th in charge of a log train from Carlisle - Chirk. *Michael Lynam*



Colas Rail

Class 70 812 runs through Euxton with the Carlisle to Chirk log train on March 23rd. *John Sloane*

Class 70 812 has the heavy log train from Carlisle to Chirk as it approaches Charnock Richard on April 9th. *John Sloane*

On May 3rd, an unusual sight at Bolton was Class 66 847 'Terry Baker' working an engineers' train which had originated at Shell siding, Grangetown and which had run via Darlington, Tyne Yard and Carlisle towards Crewe. It was diverted off the WCML on account of engineering work in the Golborne area. *John Sloane*







CrossCountry

Class 221 133 passes Heaton Chapel at speed on April 2nd working the 14:03 Manchester Piccadilly to Paignton service. *Lee Stanford*

Former Avanti Voyager Class 221 108 pulls away from Stafford on April 24th with a service for Bristol Temple Meads. *Lee Stanford*

Class 220 034 and 220 002 pass Langstone Rock on April 27th working the 06:11 Leeds to Plymouth. *Lee Stanford*







CrossCountry

Class 170 639 working the 1D65 Birmingham New St. - Nottingham service stands at Derby on April 7th. *Richard Hargreaves*

Class 220 005 speeds past Duffield operating the 12:33 Newcastle to Reading service on April 7th. *Lee Stanford*

Class 220 023 working the 1V55 Manchester Piccadilly - Bristol Temple Meads service is seen at Manchester on April 25th.
Richard Hargreaves







CrossCountry

New liveried CrossCountry Voyager Class 220 033 passes Kings Sutton with the 15:45 Bournemouth - Manchester Piccadilly service on April 21st. *Chris Morrison*



Class 221 110 working 1S53 11:15 Penzance - Edinburgh heads over Largin Viaduct on May 1st. *Barry Beeston*



In almost perfect lighting, Class 220 014 runs past Heaton Chapel with the 14:03 Manchester Piccadilly to Paignton service. *Barry Longson*



CrossCountry

Class 170 102 is seen departing Nuneaton on April 7th, working the 09:25 Stansted Airport to Birmingham New Street service. *Barry Longson*

Class 220 028 departs Stafford on April 4th with the 1M29 Bristol Temple Meads - Manchester Piccadilly service. *Paul Godding*

Class 170 113 stands at Cardiff Central on March 31st March, with an arrival from Nottingham. *Bryan Roberts*







DB Cargo

Class 66 117 working the empty water train, 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings heads through Northampton on April 14th. *Derek Elston*

Class 66 004 is seen stabled at Didcot on April 6th. *Derek Elston*

Class 66 107 passes Winwick on April 24th with a Knowsley to Wilton binliner.
John Sloane







DB Cargo

Class 66 097 with 6H02 09:20 Arpley Sidings – Tunstead empty hoppers is seen near Knutsford on April 20th. *Mark Enderby*

Class 66 106 with 6M44 03:28 Ripple Lane – Peak Forest is seen near Knutsford on April 20th. *Nick Clemson*

Class 66 091 with the Seaforth - Mossend intermodal passes Greenholme on April 30th. *Mark Enderby*







DB Cargo

Class 66 092 had charge of 6E26 the 10:52 Knowsley to Wilton on April 2nd and is seen at Heaton Norris. *Barry Longson*



Class 92 042 is seen being towed by 67 007 on light engine move 0A06, the 13:32 Crewe T.M.D. (E) to Wembley Loco Sidings P.Q.R. at Northampton on April 14th. *Derek Elston*



Class 66 120 lays over between duties at Didcot Parkway on April 6th. *Derek Elston*



On April 28th, and with a team of Network Rail staff looking on, Class 66 020 departs Tolworth Day Aggregates (which now carries the on-site branding of 'Holcim') 7 minutes down, with the regular 6Y08 discharged aggregates service to Hoo Junction Down Yard, the short delay a result of maintenance work being carried out on the crossover from the yard. *Ian Callander*



DB Cargo UK completes ETCS upgrade to 66070

DB Cargo UK has completed the fitment of the European Train Control System (ETCS) to one of its Class 66 freight locomotives (66070).

66070 is the first to be fitted with the new in-cab signalling system at Toton Traction Maintenance Depot under a wider contract awarded to the company last year by Network Rail.

The work is part of the National Freight ETCS Programme, a critical component of the £1.4 billion East Coast Digital Programme. The upgrade has been made to allow future travel on the East Coast Main Line which is seeing traditional lineside signals being replaced with modernised digital signalling.

The new control system will continuously communicate with every train, providing real-time signalling information directly to a computer screen in the driver's cab.

The eight-month fitment saw the Toton team install hundreds of new components, and the locomotive will now undergo Siemens testing before becoming operational later this year.

DB Cargo UK's Third Party Manager James Bodill, who is leading the fitment work at Toton, said: "DB Cargo UK is central to the delivery of the UK's digital railway. Our locomotives and colleagues will play a critical role in the successful operation of digital signalling on one of the country's most important rail routes.

"The fitment of 66070 is a major step in this journey and I'm extremely pleased to say that the team has done an outstanding job on this locomotive and will be aiming to do the same on the next locomotive in the fitment programme."

The team will now begin work on the next vehicle in the fitment schedule (66003).

DB Cargo

Adding a splash of colour, Class 66 097 approaches Plumley on April 20th hauling the 09:25 Arpley to Tunstead. *Lee Stanford*

A clean and tidy Class 66 126 'Driver Jack Mills' heads south through Northampton with 6M50, the 07:02 Arpley Sidings to Bletchley C.S. on April 24th. *Derek Elston*

EWS liveried Class 66 119 passes through Leicester on April 30th with an Elstow to Mountsorrel working. *Allison Twycross*







DB Cargo

Class 66 185 carries out a 5-road traverse as it approaches Wimbledon on April 7th, with the 6Y08 Tolworth - Hoo Junction discharged aggregates service in tow. *Ian Callander*

Seen approaching Motspur Park on April 21st, at the head of the 6Y08 Tolworth - Hoo Junction discharged aggregates service is Class 66 142 'Maritime Intermodal Three'. *Ian Callander*

Class 66 158 passes Bayston Hill with 6V71 09:57 Arpley Sidings - Margam T.C. on April 22nd. *Keith Davies*





DB Cargo

Class 66 168 passes Millmeece with 4L56 13:20 Trafford Park Euro Terminal - London Gateway on April 29th. *Keith Davies*

Class 66 205 passes through Lincoln, with the 6Z00 Immingham - Kingsbury on April 7th. *Allison Twycross*

April 16th, sees Class 66 005 ‘Maritime IntermodalOne’weavingoutoftheTolworthDay Aggregates headshunt onto the Chessington South - London Waterloo ‘up’ road as it shuttles between Tolworth, Hoo Junction and Cliffe. *Ian Callander*







DB Cargo

Green liveried Class 66 004 'I am a Climate Hero' restarts the 08:20 Trafford Park - Southampton Western Docks from Eastleigh on April 17th. It is seen passing Campbell Road bridge.
John Goodrich

Class 66 108 'Seaforth Highlander' is the appropriate choice of motive power for the Seaforth to Mossend intermodal working as it runs through Charnock Richard cutting on April 9th. *John Sloane*

Class 66 660 is seen at Swindon on April 30th shunting 6V15 Boston Docks to Swindon Stores.
Colin Pidgeon







DB Cargo

On April 7th, Class 66 010 had a full load, working 4L56 the 13:20 Trafford Park to London Gateway Intermodal through Rugeley Trent Valley. *Barry Longson*

Pullman liveried Class 67 024 working as 0Y92, the 12:15 Acton T.C. to Stewarts Lane T&R.S.M.D. departs Acton Yard on April 16th. *Derek Elston*

Class 66 126 has the Seaforth to Mossend intermodal working on May 7th as it runs through Charnock Richard cutting. *John Sloane*







DB Cargo

Class 66 118 departs Rainford with 6M16 Wilton to Knowsley FLT empty refuse wagons on April 8th. *Brian Dobbs*



Class 66 175 'Rail Riders Express' heads through Cardiff Central on March 31st, with a working from Trostre Works to Newport Docks. *Bryan Roberts*



Class 66 150 passes through Lincoln, with the 4L45 Normanton - Felixtowe intermodal on April 7th. *Allison Twycross*



DB Cargo

Class 66 106 passes the much photographed location at Plumley on April 20th with the 03:28 Ripple Lane to Peak Forest. *Lee Stanford*

DB Cargo UK signs new seven-year contract with CAT UK

DB Cargo UK has signed a new seven-year contract with CAT UK to move finished vehicles from Jaguar Land Rover's manufacturing facility at Halewood in Merseyside to the Port of Southampton. DB colleagues based in Cheshire, the West Midlands and Hampshire currently operate around three services a week between the two destinations.

However, with Jaguar Land Rover investing hundreds of millions of pounds at Halewood to enable it to produce the company's next generation of electric vehicles, future output is expected to steadily grow.

Chief Commercial Officer Roger Neary said: "It's a real honour to play a continuing role in the transportation of such an iconic British brand. We have worked with CAT UK, formerly STVA, for more than two decades, helping them to move high-value automobiles across the UK and Europe for both import and export.

"This new contract reinforces DB Cargo UK's reputation for providing safe and reliable rail freight services which remains the most environmentally sustainable method of moving large volumes of heavy goods.

"Rail freight offers a fast and efficient alternative to moving goods by road, with one train generating around 76% fewer harmful CO2 emissions," he added.

DB Cargo

Class 66 118 arrives at Rainford with 6E26 Knowsley to Wilton loaded refuse train on April 30th. *Brian Dobbs*

Class 66 654 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on April 22nd. *Keith Davies*

Class 66 653 is seen at Kempseye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on April 24th. *Keith Davies*







DB Cargo

A very smart Class 66 136 passes Stafford on April 24th with the 11:31 Halewood to Southampton Eastern Docks carrying Land/ Range Rover cars for export. *Lee Stanford*



Class 66 097 with a Stoke to Arpley wagon off repair move passes Acton Bridge on April 29th. *Mark Enderby*



Class 66 652 passes Burgs Lane on March 17th working the 6V75 09:31 Dee Marsh - Margam. *Phil Martin*



DB Cargo

Class 66 106 with the Ripple Lane to Peak Forest working passes Plumley on April 20th. *Mark Enderby*

Class 66 096 passes through Manchester Piccadilly on April 28th with an intermodal from Trafford Park - Southampton. *Michael Lynam*

Class 66 055 with a short engineers from Settle Jct. to Crewe heads through Warrington Bank Quay on April 9th. *Mark Enderby*







DB Cargo

On April 8th, Class 66 108 passes through Preston working a Seaforth CT - Mossend intermodal. *Michael Lynam*



Class 66 654 passes Burgs Lane on March 28th with 6V75 09:31 Dee Marsh - Margam steel. *Phil Martin*



Class 66 097 with an Arpley to Tunstead working passes Plumley on April 20th. *Mark Enderby*



DB Cargo

Class 66 107 passes Pemberton foot crossing with 6E26 the 10:50 Knowsley to Wilton Tees industrial and domestic waste train, on May 1st. *Paul Senior*



Class 66 011 passes through Chesterfield on April 28th running light engine from Belmont Down Yard - Toton TMD. *Michael Lynam*



Class 66 205 passes through Lincoln on April 28th with an intermodal working from Wakefield Europort - Felixstowe North. *Michael Lynam*



DC Rail Freight

Class 60 046 'William Wilberforce' heads the 14:29 Wembley - Penmaenmawr stone empties, seen passing Tyseley during the Easter WCML closure on April 8th. *Chris Morrison*

Running almost half an hour early, hired-in Class 60 026 hurries through Winwick with a Kings Lynn - Ravenhead sand train on April 27th. Not sure how much sand would be left at journey's end! *Jeff Nicholls*

A regular visitor to these parts of late, Class 60 099 'Ben Mor Assynt' moves forward past the end of the passenger service line into the yard at Chessington South on March 31st, having just arrived from Angerstein Wharf in charge of the 6Y12 service, consisting of industrial sand. *Ian Callander*







DC Rail Freight

Class 60 029 ‘Ben Nevis’ snakes across onto the Waterloo down slow line just south of Wimbledon station on April 28th, hauling the 6Y12 aggregates service from Angerstein Wharf to Chessington South Sidings.
Ian Callander

Charging up the rise from Malden Manor on May 5th, Class 60 029 ‘Ben Nevis’ bellows under Knollmead Bridge en route from Angerstein Wharf to Chessington South Sidings, forming the 6Y12 aggregates service. *Ian Callander*

Class 60 026 with a retimed King’s Lynn to Ravenhead sand train passes Moore on April 27th. *Mark Enderby*







DC Rail Freight

Class 56 103 leads 6M24, the 09:53 Quainton Railhead to Wembley Receptions 1-7 through Acton Main Line on April 16th. Class 60 029 was on the tail of the working. *Derek Elston*

Class 60 055 'Thomas Barnardo' approaches Wilson's Crossing with 6D23, the 17:49 Wembley Receptions 1-7 to Penmaenmawr Quarry (Fhh) empties on April 13th. *Derek Elston*

Class 60 029 'Ben Nevis' passes Wilson's Crossing light engine as 0Z60, the 16:50 Leicester L.I.P. to Willesden DC Rail Sidings on April 13th. *Derek Elston*







Direct Rail Services

On April 7th, Class 88 009 creeps through Nuneaton working 4S44 the 12:13 Daventry to Coatbridge intermodal service. *Barry Longson*

Class 68 007 with a Drigg - Shap working is seen at Shap Quarry on April 30th. *Mark Enderby*

Class 68 009 with a Daventry - Mossend intermodal is seen at Acton Bridge on April 29th. *Mark Enderby*







Direct Rail Services

Class 66 425 with the 4S44 Daventry - Coatbridge heads through Tame Bridge Parkway on April 4th. *Richard Hargreaves*

Class 66 427 leads the 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl through the Northants countryside near Northampton on April 29th. *Derek Elston*

Class 68 009 is seen at Slindon with 4S44 Daventry Int RFT Reception - Coatbridge RFT on April 29th. *Keith Davies*







Direct Rail Services

Class 88 010 is seen at Heamies on April 29th with 4M27 05:33 Coatbridge (DRS) - Daventry Int Rft Reception. *Keith Davies*



Class 88 010 with a Mossend - Daventry intermodal passes Scout Green on April 30th. *Mark Enderby*



Class 68 004 and 68 001 pass Hebden Bridge with 6E73 Shap Quarry to Doncaster on April 7th. *Russell Clark*



Direct Rail Services

Class 88 009 with a Daventry - Mossend intermodal passes Scout Green on April 30th. *Mark Enderby*

On April 30th, Class 88 008 hauls a Daventry - Mossend intermodal past Salterwath. *Mark Enderby*

Class 68 006 and 88 006 with a Sellafield to Carlisle flask move are seen at Arnside on April 30th. *Mark Enderby*







Direct Rail Services

Class 66 432 with a Shap - Doncaster engineers, passes Scout Green on April 30th. *Mark Enderby*

On April 20th, Class 88 006 leads 68 006 with 0Z43 13:27 Crewe Gresty Bridge – Sellafield BNF light engine move through Hartford station. *Nick Clemson*

Class 68 007 with a Shap - Sellafield working passes Arnside on April 30th. *Mark Enderby*







Direct Rail Services

On a sunny April 27th, Class 68 010 leads a convoy of six class 68 locomotives into Eastleigh station as 08:00 Crewe - Eastleigh Depot. The locomotives behind 68010 are 68 013, 68 014, 68 015, 68 012 and 68011. *John Goodrich*

Class 88 008 ‘Ariadne’ on 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl passes Northampton on April 22nd. *Derek Elston*

Class 66 425 ‘Nigel J. Kirchsten 1957-2021’ leads a sparsley laden 4M07, the 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) over the River Nene on April 29th. *Derek Elston*







Direct Rail Services

Class 88 009 ‘Diana’ passes Winwick with 4S43 Daventry Tesco to Coatbridge on April 29th. *Brian Dobbs*



Class 66 431 ‘Kingmoor TMD’ is seen at Preston on April 25th with the 4S44 12:03 Daventry - Coatbridge. *John Balaam*



Usually a Class 88 working, but Class 66 425 had charge of 4B43 the 17:20 Trafford Park to Daventry on April 24th, seen passing Chelford in late afternoon sun. *Barry Longson*



Direct Rail Services

Due to engineering on the West Coast main line north of Preston a number of freights were diverted via other routes. Here Class 88 010 and 66 034 pass Chesterfield working 4S44 the 10:16 Daventry to Coatbridge on April 13th.
Barry Longson

Class 68 009 ‘Titan’ passes Wilson’s Crossing with 4V46, the 18:30 Daventry DRS (Tesco) to Wentloog (Freightliners) on April 13th.
Derek Elston

Below a shimmering heat haze from the Caterpillar engine, Class 68 009 ‘Titan’ blasts through Golborne on a Daventry - Coatbridge working on May 1st. *Jeff Nicholls*







Direct Rail Services

Class 88 009 passes through Lancaster on April 8th with an intermodal from Daventry - Carlisle. *Michael Lynam*



Class 66 421 passes under the new footbridge with lifts at Horton in Ribblesdale working the daily 6K05 engineers from Carlisle N.Y. - Crewe Basford Hall. *Michael Lynam*





On April 20th, Class 66 424 and 88 010 head through Hartford station with 4S44 Daventry - Coatbridge. *Nick Clemson*

Direct Rail Services

Class 66 429 with a Motherwell to Crewe empty wagon move is seen at Salterwath on April 30th.*Mark Enderby*

Class 88 005 passes Beckfoot on April 25th heading a Tesco intermodal from Daventry - Coatbridge. *Michael Lynam*

Class 68 007 with a Drigg - Shap working is seen at Shap summit on April 30th. *Mark Enderby*







Direct Rail Services

The daily Tesco service from Daventry to Grangemouth passes Standish on March 28th behind Class 88 005 ‘Minerva’. *John Sloane*

Class 66 421 approaches Charnock Richard at the head of the 6K05 engineers’ train from Carlisle to Crewe on May 7th. *John Sloane*

Class 66 430 and 68 009 rattle over the ladder crossing at Farington Junction whilst working the 4S44 service from Daventry to Mossend on May 2nd. *John Sloane*







Direct Rail Services

A quiet rural scene waiting for ‘Britannia’ on April 8th isn’t noticeably disturbed by Class 66 429 heading north on the WCML. ‘Britannia’ didn’t appear as it failed at Oxenholme about 3 miles away. *Gerald Nicholl*

Class 88 010 ‘Aurora’ presents a ‘cool’ sight as it works past Bradley on April 24th with the 4M27 intermodal from Mossend to Daventry. *John Sloane*

Class 88 009 ‘Diana’ coasts down the bank from the former Standish Junction on March 28th with the 4M27 service from Mossend to Daventry. *John Sloane*







East Midlands Railway

On April 18th, Class 222 020 arrives at Chesterfield with the 13:32 London St. Pancras to Sheffield service. *Barry Longson*

Class 158 806 and 158 862 form the 11:51 Liverpool to Norwich service as they pass Davenport on a sunny April 23rd. *Barry Longson*

Class 158 799 and 158 866 slow for the booked stop at Chesterfield on April 13th, working the 14:51 Liverpool to Norwich service.
Barry Longson







East Midlands Railway

Class 170 506 and 170 422 run through Davenport while working the 12:51 Liverpool Lime Street to Norwich on April 23rd.
Barry Longson

Still carrying the South West trains variation of the Stagecoach livery, East Midlands Railway operated Class 158 889 pulls away from its Duffield stop on April 7th working the 14:41 Matlock to Cleethorpes, the service being cancelled at Derby owing to a fault on the train.
Lee Stanford

Class 170 514 working the 2K13 Lincoln - Peterborough service waits departure time at Lincoln on April 7th. *Richard Hargreaves*







East Midlands Railway

Turbostar Class 170 206 still carries the livery of its former operator and has yet to be reliveried into East Midlands colours. On a sunny April 7th it is seen at Clay Cross operating the 09:52 Liverpool Lime Street to Norwich service. *Lee Stanford*

Only a handful of the new East Midlands 'Aurora' IET trains are presently in service but on April 7th, Class 810 016 was caught approaching Chesterfield operating a Sheffield to London St. Pancras service. *Lee Stanford*

Soon to be ousted from their services on the Midland Mainline are the EMT Meridian units so catch them while you can. On April 7th, Class 221 102 is seen shortly after passing Duffield with a London St. Pancras bound service. *Lee Stanford*







East Midlands Railway

The use of East Midlands railway 'Turbostars' on the Liverpool to Norwich circuit has increased of late and on April 2nd Class 170 533 and 170 423 pass Heaton Chapel working the 12:51 Liverpool to Nottingham. *Lee Stanford*

EMR Regional Class 170 532 departs for Crewe, while 170 531 arrives from Matlock and terminates at Lincoln on April 23rd. *Michael Lynam*

Class 222 022 stands in the sunshine waiting to depart Sheffield for London St. Pancras on April 23rd. *Michael Lynam*







Freightliner/ Heavy Haul

Class 70 009 rushes through Nuneaton working 6Z22 the 12:16 Northampton Castle to Tunstead empty box wagons on April 7th. *Barry Longson*

Class 90 006 'Modern Railways Magazine - Roger Ford' paired with 90 005 lead 4L67 the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on April 22nd. *Derek Elston*

Class 66 507 yings its way through Northampton at the head of 4L46, the 11:48 Lawley Street F.L.T. to London Gateway Freightliner on April 22nd. *Derek Elston*







Freightliner/ Heavy Haul

Seen on the approach to Davenport, Class 70 006 has charge of 6H55 the 11:53 Ashburys to Dowlow on April 23rd. *Barry Longson*

Class 90 008 and 90 013 working 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl heads through Northampton on April 15th. *Derek Elston*

Class 66 618 heads through Moore on April 27th. *Jeff Nicholls*







Freightliner/ Heavy Haul

Class 66 597 speeds past Chelford on April 24th with a full load, working 4L42 the 15:20 Trafford Park to London Gateway. *Barry Longson*

A very lightly laden 4L60, the 07:20 Trafford Park F.L.T. to London Gateway Freightliner passes Northampton behind Class 66 540 ‘Ruby’ on April 24th. *Derek Elston*

Class 90 014 ‘Over The Rainbow’ paired with 90 016 clear Wilson’s Crossing with 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl. on April 29th. *Derek Elston*







Freightliner/ Heavy Haul

Forming the 6O45 Hanwell Bridge Loop - Tolworth Sidings service, Class 59 102 'Village of Chantry' sits at a red light on April 22nd, just a few hundred metres from its final destination, where it would be held for 17 minutes, despite the road into the yard being set and ready to accept the train. *Ian Callander*

Class 90 015 and 90 049 negotiating the Northampton Loop with 4M63, the 09:12 Felixstowe North F.L.T. to Garston F.L.T. on April 29th. *Derek Elston*

Class 90 045 in Powerhaul livery paired with Freightliner green 90 046 working 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. are seen near Gorse Valley Way on April 29th. *Derek Elston*







Freightliner/ Heavy Haul

On April 27th, Class 66 538 approaches Eastleigh station with 09:30 Lawley Street - Southampton Maritime as the 15:55 Portsmouth Harbour - London Waterloo formed of two Class 450 units departs. *John Goodrich*

Class 90 048 and 90 044 working 4M63, the 09:12 Felixstowe North F.L.T. to Garston F.L.T. are seen passing Northampton on April 22nd. *Derek Elston*

Class 90 018 'The Greatest Gathering' and 90 040 are seen stabled in the south end bay at Rugby on April 30th. *Derek Elston*







Freightliner/ Heavy Haul

On a bright April 7th, Class 66 512 and 66 543 (DIT) pass the site of the former Clay Cross station hauling the 10:48 Leeds FLT to Southampton. *Lee Stanford*

Class 66 509 passes Slindon with 4M52 11:15 London Gateway FLT - Ditton O'Connor FLT on April 29th. *Keith Davies*

Unique liveried Class 66 601 heads north at Clay Cross with the 10:33 Walsall to Tunstead empty stone wagons on April 7th.
Lee Stanford







Freightliner/ Heavy Haul

Class 70 009 passes Heamies on April 29th with 6B71 07:16 Tunstead Sidings - Northampton Castle Yard. *Keith Davies*



Class 90 045 and 90 044 pass Heamies with 4L67 10:20 Trafford Park FLT - Felixstowe North FLT on April 29th. *Keith Davies*



Following the felling of trees over the Christmas period this view at Heaton Norris Junction has opened up where on a dismal April 18th, Class 66 623 was captured working the 08:04 Ellesmere M Wharf to Guide Bridge flyash train. *Lee Stanford*



Freightliner/ Heavy Haul

Class 66 623 passes Heaton Norris Junction with the 08:04 Ellesmere Port to Guide Bridge loaded flyash working. Of note Heaton Norris Junction signal box seen behind the train is one of five signal boxes controlling movements in the Stockport area. *Lee Stanford*

Class 90 015 and 90 049 pass Slindon with 4M63 09:12 Felixstowe North FLT - Garston FLT on April 29th. *Keith Davies*

The 6V22 stone empties from Woking is seen passing Daisy Dell footbridge in Andover headed by Class 59 101 'Heidelberg' heading towards Merehead Quarry on April 8th.
David Lindsell





Freightliner/ Heavy Haul

Heavy Hall operated Class 70 010 approaches Chesterfield on April 7th with the lengthy 09:10 Earles Sidings to Walsall made up of four wheel cement tanks. *Lee Stanford*

Class 66 551 on the marathon sixteen hour journey from Eastleigh to Oxwellmains via Wales passes Moore on April 20th.
Mark Enderby

Class 66 620 approaches Clapham Junction with 4Y19, the 12:22 Mountfield Sidings Flhh to Southampton Western Docks on April 16th.
Derek Elston







Freightliner/ Heavy Haul

On April 8th, Class 66 562 is seen extracting stored wagons from Fiddlers Ferry. *Mark Enderby*

The 6Z51 12:10 Southampton Up Yard to Tunstead Sidings empty stone boxes is seen passing Daisy Dell footbridge in Andover on April 3rd worked by Class 66 619 'Derek W Johnson MBE'. *David Lindsell*

Powering past Manchester Deansgate on April 11th is Class 66 516 working 4L42 Trafford Park to London Gateway service. *Russell Clarke*







Freightliner/ Heavy Haul

Class 66 418 with the Runcorn - Brindle Heath bins passes Acton Cliff on April 29th. *Mark Enderby*

Class 66 590 with a Bredbury to Runcorn working passes Plumley on April 20th. *Mark Enderby*

On April 20th, Class 66 603 passes Plumley with a Tunstead to Northampton loaded stone train. *Mark Enderby*







Freightliner/ Heavy Haul

Class 66 554 with a Felixstowe - Garston liner passes Acton Cliff. *Mark Enderby*

Genesee and Wyoming livered Class 90 007 and 90 009 coast through Winwick with 4M83 the 10:50 Coatbridge to Crewe Basford Hall liner on March 21st. *Paul Senior*

Class 66 618 with an Ince to Basford Hall empty sand train passes Acton Bridge on April 29th. *Mark Enderby*







Freightliner/ Heavy Haul

Class 66 596 and 66 542 lead 4O92 the 15:59 Trafford Park to Southampton MTC, through Goostrey on April 29th. *Barry Longson*

Class 66 613 leads 6M91, the 12:04 Hayes & Harlington Tarmac Sidings to Barrow Hill Up Sidings No. 2-3 empties through Acton Main Line on April 16th. *Derek Elston*

Class 66 512 and 66 570 working the 4L52 Trafford Park - London Gateway liner head through Manchester Piccadilly on April 25th. *Richard Hargreaves*







Freightliner/ Heavy Haul

Class 66 602 is seen at Slindon with 6H50 13:14 Wembley Receptions 1-7 - Tunstead on April 29th. *Keith Davies*

Class 90 039 and 90 021 pass Lancaster with 4S60 22:00 London Gateway - Coatbridge on April 25th. *John Balaam*

Class 66 615 is seen passing Romiley on March 27th. Note the sign referring to a local firm that was involved in the manufacture of steam locomotive injectors. *Bryan Roberts*







Freightliner/ Heavy Haul

Class 66 572 stands at Rugby awaiting a right time departure with 4O38, the 09:30 Lawley Street F.L.T. to Southampton M.C.T. on April 23rd. *Derek Elston*

Class 66 539 hurries the 05:46 Mossend to Daventry through Stafford on a sunny April 24th. *Lee Stanford*

Class 66 567 working 4M52, the 11:15 London Gateway Freightliner to Ditton O'Connor liner heads through Northampton on April 22nd. *Derek Elston*







Freightliner/ Heavy Haul

Class 66 540 approaches Manchester Piccadilly with a liner from Trafford Park - London Gateway on April 23rd. *Michael Lynam*

Class 66 550 passes Chesterfield on April 28th with an engineers from Doncaster Up Decoy - Toton N. Yard. *Michael Lynam*

Class 90 010 passes Manchester Piccadilly on April 28th with a Crewe Basford Hall - Trafford Park liner. *Michael Lynam*







Freightliner/ Heavy Haul

On April 8th, Class 66 562 passes Warrington Bank Quay with the second extraction of the day of stored wagons from Fiddlers Ferry. *Mark Enderby*

Class 70 010 passes Chesterfield on April 28th with a rake of empty box wagons from Walsall - Dowlow Quarry. *Michael Lynam*

Class 66 543 passes Chesterfield on April 28th with a liner from Leeds FLT - Southampton. *Michael Lynam*







Freightliner/ Heavy Haul

Class 90 044 and 90 047 sweep through Farington Junction at the head of the 4M83 Grangemouth to Daventry on May 2nd. *John Sloane*

Class 90 049 and 90 047 hurry past Standish at the head of a Crewe to Coatbridge liner on March 28th. *John Sloane*

Class 66 539 works past Winwick on April 24th with a rare working of the 4M25 path from Mossend to Crewe. *John Sloane*







Freightliner/ Heavy Haul

Backbone liveried Class 90 039 and Malcolm liveried 90 021 approach Balshaw Lane Junction on April 25th with a London Gateway to Coatbridge liner. *John Sloane*

Class 66 551 runs through Coppull on April 20th whilst working a pair of wagons from Arlington to Oxwellmains. *John Sloane*

Class 90 018 and 90 021 have just passed Euxton Junction as they work the 4M83 service from Coatbridge to Crewe on March 28th.
John Sloane







GBRf

Class 66 308 heads northbound at Winwick on April 7th with 4S57 Hams Hall to Mossend. *Brian Dobbs*

Class 66 722 with 66 729 DIT pass Mauldeth Road on April 4th with a lengthy 01:24 Parkeston Quay to Trafford Park Euro terminal. *Lee Stanford*

On April 12th, Class 66 780 'Cemex Express' passes Castleton on 0E71 Crewe to Doncaster light engine move. *Russell Clarke*







GBRf

Class 66 302 heads southbound at Winwick with 6E10 Liverpool Biomass Terminal to Drax, on April 27th. *Brian Dobbs*

Rail 200 liveried Class 66 710 'Katherine Harrison' working 4M22, the 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf is seen at Northampton on April 22nd. *Derek Elston*

Class 66 714 working the 6Z41 Dollands Moor - Daventry heads through Tame Bridge Parkway on April 4th. *Richard Hargreaves*







GBRf

Class 66 730 heads the 6M05 10:04 Bardon Hill to Coton Hill through Nuneaton on a sunny April 7th. *Barry Longson*



Class 66 314 is seen at Slindon with 4M22 10:26 Felixstowe South - Trafford Park Euro Terminal on April 29th. *Keith Davies*



Class 66 764 ‘Major John Poyntz Engineer & Railwayman’ leads 4M01, the 10:55 London Gateway GBRf to East Midlands Gateway Terminal GBRf through Northampton on April 22nd. *Derek Elston*



GBRf

Class 66 703 rounds the S bend at Rugeley Trent Valley working 4M22 the 10:26 Felixstowe South to Trafford Park intermodal service on April 7th. *Barry Longson*

Class 66 781 ‘Ratcliffe Power Station’ works 4M22, the 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf through Northampton on April 14th. *Derek Elston*

Class 66 708 passes Heamies with 6G92 08:28 Hindlow GBRf - Small Heath Lafarge on April 29th. *Keith Davies*







GBRf

Class 66 301 with two of the wagons stored at Gresty Bridge is seen heading for Doncaster at Moore on May 4th. *Mark Enderby*



Class 57 305 and 99 007 on 0Q57 Portbury Dock to Leicester L.I.P. head through Bristol Temple Meads on April 30th. *Colin Pidgeon*



Class 66 724 runs through Romiley station on April 22nd working 4H61 the 10:35 Small Heath to Tunstead empty box wagons. *Barry Longson*



GBRf

On April 23rd, Class 69 009 ‘Western Consort’ passes through Lincoln with the Middleton Towers to Monk Bretton sand train.
Michael Lynam

Class 66 774 is seen at Millmeece with 6B26 12:16 Tunstead Sidings - Rugby Up Sidings on April 29th. *Keith Davies*

Class 66 710 and 66 719 pass Hadnall with 3Z45 11:05 Llandore LMD - Stockport on April 30th.
Keith Davies







GBRf

In nice side lighting, Class 66 316 runs over Stockport Viaduct with 6H56 the 15:37 Hope St. to Peak Forest on April 22nd. *Barry Longson*

Now in the hands of GBRf, the empty China Clay tanks from Cliffe Vale to Lostwithiel pass Stafford on April 24th behind Class 66 712.
Lee Stanford

Class 66 709 ‘Sorrento’, in the Mediterranean Shipping Company livery, passes Winwick Quay at speed with 4S57 the 10:58 Hams Hall to Mossend intermodal on April 25th.
Paul Senior







GBRf

Class 66 750 heads the 6E09 07:26 Liverpool Biomass Terminal – Drax AES hoppers away from Knutsford on April 20th. *Nick Clemson*

Class 66 686 passes Cherry Tree on April 14th with a rake of empty box wagons from Ashton in Makerfield - Horton in Ribblesdale Quarry. *Michael Lynam*

Class 66 308 passes through Lancaster on April 8th with an intermodal working from Hams Hall - Mossend. *Michael Lynam*







GBRf

GBRf Class 66s a plenty at Lincoln on April 23rd as Class 66 787 passes with an intermodal from Masborough N&W - Felixstowe North, crossing a trio of 66s consisting of Class 66 306, 66 760 and 66 706 working an engineers from Whitemoor Yard - Doncaster Up Decoy. *Michael Lynam*

Class 69 010 passes through Chesterfield on April 28th with an engineers from Toton N. Yard - Doncaster Up Decoy. *Michael Lynam*

Class 66 762 passes Chesterfield on April 28th with an engineers train from Scunthorpe Trent - Eastleigh East Yard. *Michael Lynam*







Class 66 671 passes through Horton in Ribblesdale with an aggregate train from Horton Quarry - Brindle Heath on April 30th. *Michael Lynam*



GB RAILFREIGHT AND MARITIME TRANSPORT AGREE NEW MULTI-YEAR RAIL FREIGHT CONTRACT

GB Railfreight and Maritime Transport have agreed a new multi-year contract to transport freight across the UK, strengthening a long-standing partnership at the heart of the UK's supply chains.

Under the agreement, goods will be moved from key deep-sea ports including DP World London Gateway, the Port of Felixstowe and the Port of Tilbury to Maritime's strategically located inland terminals nationwide.

The deal marks the continuation of a long-term relationship between GB Railfreight and Maritime, which has gone from strength to strength over two decades and has seen a number of new services introduced between major UK ports and Maritime's inland rail terminals, creating new, low-carbon connections for businesses across the UK.

By moving these flows by rail, the contract will help take thousands of lorry journeys off the UK's roads each year—cutting carbon emissions, easing congestion, improving air quality, reducing potholes and enhancing road safety, while supporting more sustainable, resilient supply chains.

Julie Garn, Intermodal Director at GB Railfreight, said: "It's fantastic news that we will be continuing to deliver for Maritime. This new contract reflects the strength of our long-standing partnership, built on reliable operations and high-quality customer service.

"Together, we are helping ensure goods reach their destinations safely, efficiently and more sustainably."

John Bailey, Managing Director – Intermodal at Maritime Transport, said: "This agreement builds on our long-standing relationship with GB Railfreight and underlines the critical role of rail connectivity between major UK ports and our strategically located inland terminals.

"At a time of growing geopolitical instability, increasing pressure on logistics networks, and the urgent need to decarbonise, rail links like these are more important than ever in keeping goods moving efficiently and building a more resilient, sustainable UK supply chain.

"As we continue to invest in rail-connected infrastructure alongside the rollout of eHGVs and charging infrastructure across a number of Maritime sites, this agreement further strengthens the integrated hub-and-spoke model at the centre of our sustainability strategy, using rail for long distances and zero-emission road vehicles for first and final miles, to deliver a more integrated and low-carbon logistics model for British industry."

GBRf

Class 66 309 ‘Charley Wallace’ working the 6H70 Tyne Dock - Drax storms through Hart station on the Durham Coast, in a lucky cloud break on May 5th. *Michael J Alderdice*

Class 66 797 passes Cherry Tree on April 14th working a rake of empty cement tanks from Avonmouth - Clitheroe Castle Cement. *Michael Lynam*

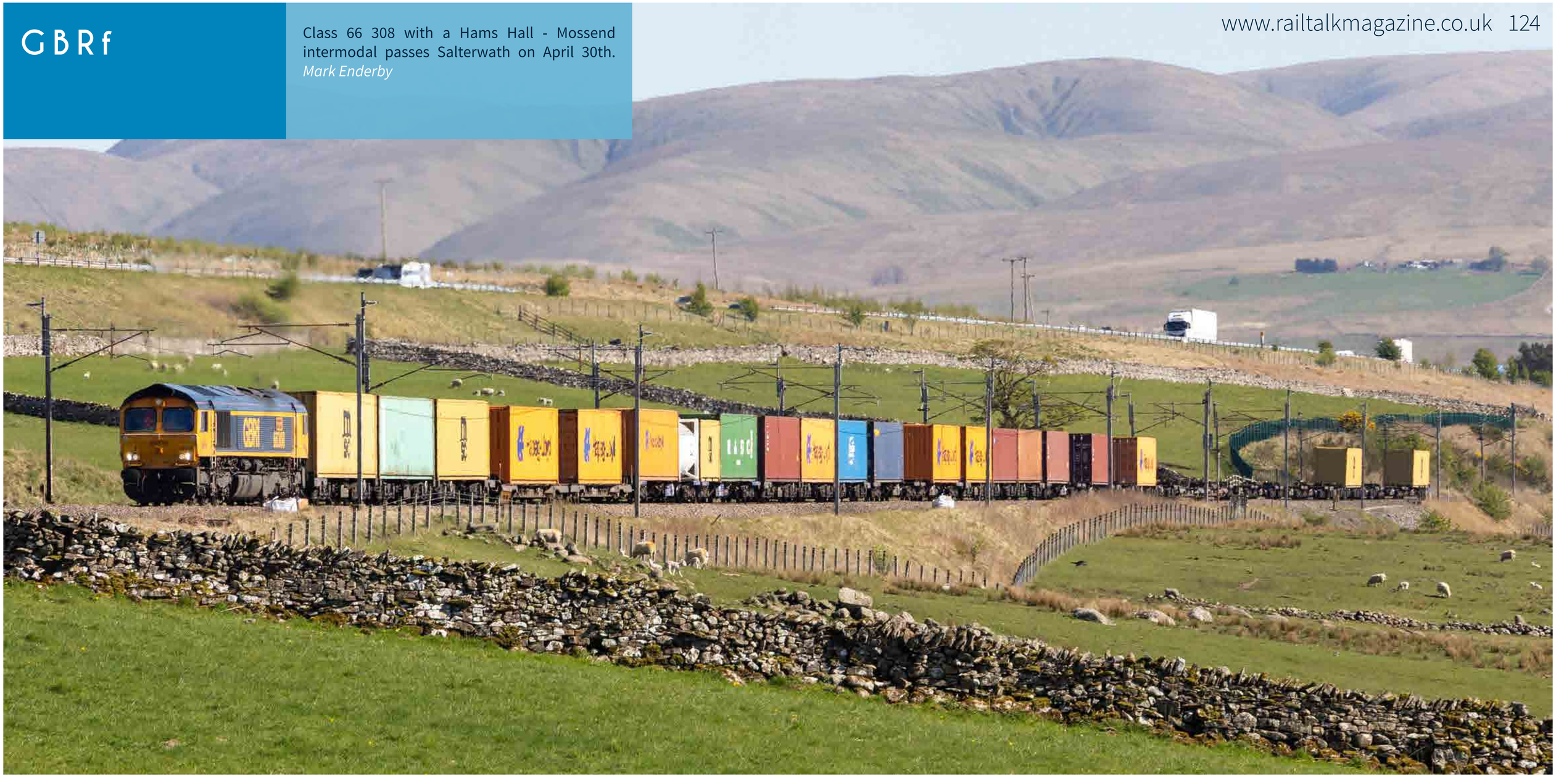
Class 66 797 forges past Standish with the Avonmouth to Clitheroe cement empties on April 14th. *John Sloane*







Class 66 308 with a Hams Hall - Mossend intermodal passes Salterwath on April 30th. *Mark Enderby*



GB RAILFREIGHT SECURES TWO-YEAR CONTRACT WITH IMERYS TO TRANSPORT CORNISH CHINA CLAY

GB Railfreight (GBRf) has secured a two-year contract with Imerys to transport china clay from local Cornish rail sites to Fowey Docks and Cliffe Vale in Staffordshire, reinforcing its commitment to growing rail freight in the South West of England. Kaolin, mined in Cornwall, is a critical raw material used in a wide range of products including paper, cosmetics, paint and pharmaceuticals. It has been a significant industry in Cornwall for centuries.

Moving freight by rail improves road safety, eases congestion and reduces wear and tear, in particular on rural roads.

Carl Kent, Sales Director at GB Railfreight, said: “We are pleased to enter into this agreement with Imerys, supporting the movement of critical local volumes and reinforcing our ambition to grow rail freight in the South West. We look forward to delivering our market-leading service to Imerys for at least the next two years.”

“In addition to transporting kaolin, we provide seasonal treatment services to help keep the rail network operating reliably for both passenger and freight services, including Belmond’s Britannic Explorer, across the region. This will see an increased number of ‘blue’ trains operating from 2026 and beyond in the area.”

“Looking ahead, we see strong growth opportunities in emerging markets in the South West and are committed to being the leading rail freight operator in the region”.

GBRf

Class 66 778 passes Horton in Ribblesdale on April 30th with an aggregate train from Arcow Quarry - Hunslet. *Michael Lynam*



Class 66 316 working the 6J46 Peak Forest - Hope St. passes through Stockport on April 25th. *Richard Hargreaves*



Class 66 316 passes Chesterfield on April 28th with an empty rake of aggregate hoppers from Bletchley Cemex - Peak Forest Cemex. *Michael Lynam*



GBRf

Class 66 304 with a Ditton - Felixstowe working passes Acton Bridge on April 29th. *Mark Enderby*

Class 66 315 drifts down past Bradley on April 24th working the Horrocksford Junction to Avonmouth cement tanks. *John Sloane*

Class 66 686 seen arriving at Horton Quarry with a rake of empty box wagons from Ashton in Makerfield on April 30th. *Michael Lynam*







Great Western Railway

Class 166 213 arrives at Cardiff Central from Fareham on March 31st. *Bryan Roberts*

Class 800 022 stands at Oxford with 1W01 the 09:52 London Paddington to Hereford service on April 6th. *Derek Elston*

Class 802 022 ‘Cyril Bleasdale’ is seen arriving at Cardiff Central from Exeter on March 31st, as 800 303 departs for London Paddington. *Bryan Roberts*







Great Western Railway

Class 802 106 operating 1H82 09:09 Penzance - London Paddington is seen on the approach to Burngullow Junction on April 19th. *Barry Beeston*

Class 175 112 working 2C26 13:40 Plymouth - Penzance is seen arriving into St. Austell on April 14th. *Barry Beeston*

Class 175 006 waits to depart St. Austell with 2C00 05:33 Plymouth - Penzance service on April 15th. *Barry Beeston*







Great Western Railway

Class 802 013 passes under the footbridge at Dawlish Warren on April 27th with the 08:03 London Paddington to Penzance service. *Lee Stanford*



Great Western Railway

The Networker units are now a regular sight in Devon and on April 27th, Class 165 101 is seen passing Langstone Rock having stopped at Dawlish Warren with an Exmouth to Paignton service. *Lee Stanford*

Class 150 219 approaches St. Columb Road on May 2nd with 2N13 13:24 Newquay - Par service. *Barry Beeston*

In unfamiliar surroundings, Class 175 112 passes Langstone Rock and approaches the sea wall section with an Exeter to Penzance service on April 27th. *Lee Stanford*







Class 800 101 departs Dundee and heads over the misty River Tay rail bridge with an Aberdeen to London King's Cross service on April 24th. *Richard Jones*



Power from passing trains: LNER and Treeva put turbines next to the track in a UK first

Power from passing trains: LNER and Treeva put turbines next to the track in a UK first LNER and clean energy infrastructure experts Treeva are pioneering a UK rail first, capturing energy from turbulent airflow and turning it into clean, renewable energy.

As part of a proof-of-concept initiative, three wind turbines have been safely and successfully installed alongside the East Coast Main Line at Hitachi Rail's Craigentinny depot. Standing around six feet tall and manufactured using upcycled materials, the turbines are the first of their kind to be installed and operated next to a UK main line railway.

The turbines require no grid connection and are designed to be easily deployed on unused land alongside railway tracks, capturing energy generated by passing trains. The clean energy generated will be harnessed, measured, and used to power a range of devices, enabling a better understanding of how this groundbreaking technology could be rolled out across Britain's rail network.

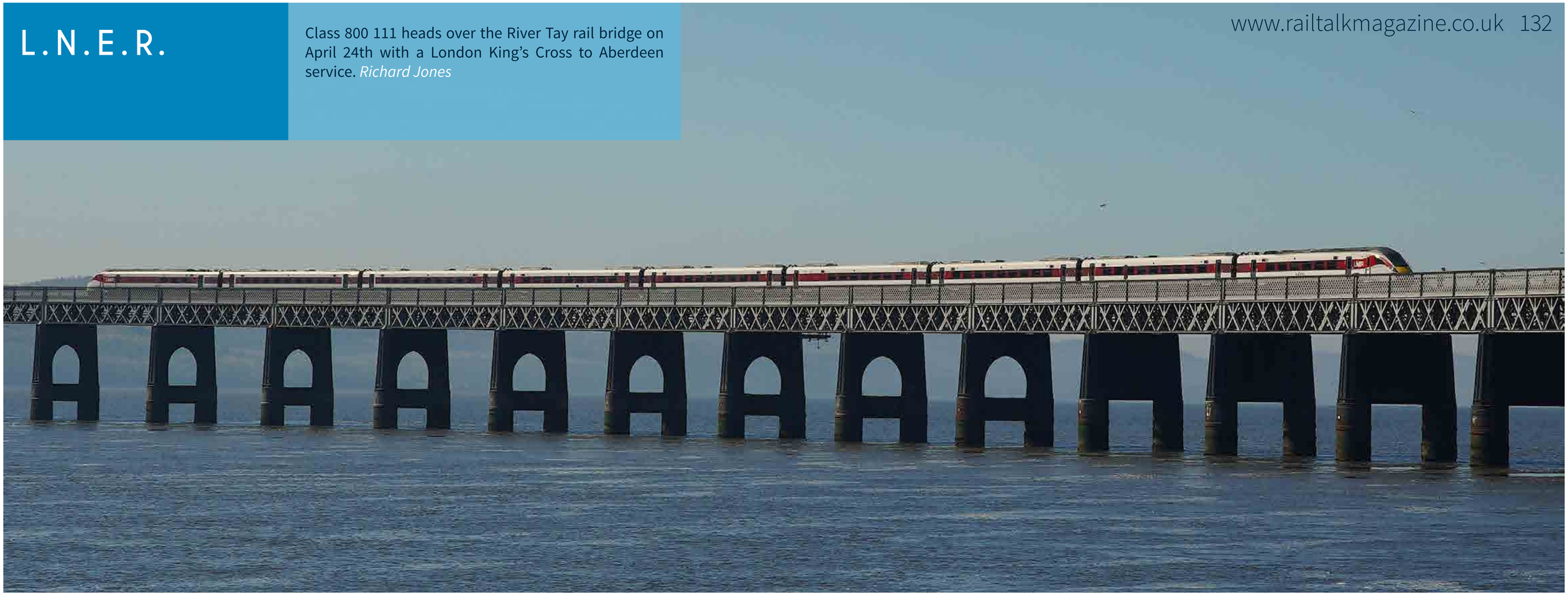
A single turbine can generate enough energy to power a third of a small station's lighting needs, four CCTV cameras, or run two passenger information screens. Five turbines have the capacity to reduce emissions of more than 12,000 kilograms of CO2 each year - the equivalent of planting 500 trees.

British company Treeva are graduates of the Future Labs innovation programme. The scheme brings technology start-ups together with train operators to share ideas, expertise, and develop innovative solutions to rail industry challenges.

Since winning the People's Choice Award, Treeva and LNER have continued to work together to further develop the technology for rail environments, resulting in the installation of the three turbines at Craigentinny. The turbines – named Sir Spins-a-Lot, AC Breezy, and Windiana Jones by LNER colleagues – will remain in place for at least six months.

Anjali Devadasan, CEO and co-founder of Treeva, said: "Our goal is to transform the way transport infrastructure is powered. By capturing the airflow of passing trains to generate energy, we can turn unused land into a meaningful source of clean power and enable sustainable systems that pay for themselves within months. We're excited and optimistic about this next step in our work with LNER and the wider rail industry, and we look forward to seeing the turbine results and exploring future opportunities."

Mark Haymer, Innovation Product Owner at LNER, said: "This is a really exciting next step in the project. Developing new ideas and solutions in any industry is always a challenge, but thanks to a strong partnership between Treeva, Hitachi, Network Rail, and LNER, we've delivered a successful and safe installation at Craigentinny. We're looking forward to seeing how the turbines perform over the next six months. The data collected will shape the next stages of the project, supporting LNER and the other DFTO train companies to become zero-carbon operators, making rail an even greener choice."



Class 800 111 heads over the River Tay rail bridge on April 24th with a London King's Cross to Aberdeen service. *Richard Jones*

Keeping customers moving: The technology helping LNER and Network Rail run an on-time railway

Getting customers safely and on time to their destinations are key priorities for both LNER and Network Rail. Now, that is an even greater reality, thanks to new technology. The two rail companies have partnered up to install equipment across the LNER Azuma and InterCity 225 fleets which monitors the condition of the East Coast Main Line and beyond.

Pantograph Damage Assessment System (PANDAS) and Automated Intelligent Video Review (AIVR) constantly assess overhead line equipment (OLE) and track, reports any potential damage, and helps engineers proactively fix any issues before they can lead to severe disruption, which can cost the taxpayer millions of pounds each year and delay customers for hours.

PANDAS was initially fitted to a Class 91 around four years ago. Now, after a wider roll out in 2025, it is on five LNER Azuma units and on four Class 91 locomotives and means the entire electrified East Coast Main Line is covered every day.

The equipment is fitted on the roof of a train, including part of it on the pantograph, and uses artificial intelligence and machine learning to continuously analyse pantograph and overhead line interactions, providing accurate, up to date information to Network Rail engineers.

AIVR was fitted to two bi-mode LNER Azuma units in January 2026, with a view to roll the technology out on more trains. Currently, the equipment allows the vast majority of the near 1,000 mile LNER network to be covered and analysed each week. The system uses underbody cameras which capture line-scanning data, providing engineers with a comprehensive capture of the track.

Gunnar Lindahl, Joint Operations Director, LNER and Network Rail, said: "We want to provide our customers with the best possible journey when they travel by train. We know how frustrating it can be when trains are delayed or cancelled by infrastructure problems, and this technology actively combats that.

"LNER and Network Rail are working more closely than ever, running a safe, reliable railway, connecting millions of customers across the East Coast Main Line and beyond."

Both systems are already delivering results

In the last 12 months, PANDAS has driven the removal of 19 overhead line defects that may have otherwise gone unseen. Network Rail engineers believe that these defects could have gone on to cause at least four significant issues with the overhead wires, such as a dewirement, across the network, typically causing over 1,500 Time to 3 failures, over 4,000 minutes of delay, and around 50 full or part cancellations per incident.

This means that, without PANDAS, customers could have faced at least 11 days of delay, potentially causing missed connections and costing the industry thousands of pounds in Delay Repay compensation.

AIVR, too, is helping to keep trains on the move. In January 2026, a track defect was reported by a train driver in Cambridgeshire which caused over 10,000 delay minutes, multiple cancellations, and led to a full day of disruption for customers.

However, a week later, the AIVR system identified a minor fault which had the potential to turn into a larger issue near Retford. The report allowed engineers to carry out an overnight repair, with no delay to passengers, and zero delay minutes caused.

Gunnar continued: "This technology has been invaluable to us. It allows us to be more strategic and deliberate in deploying our engineers and helps us make sure that the areas most in need of attention receive it. Both systems will evolve and develop as we continue to place our focus on delivering reliability for our customers."

L.N.E.R.

LNER Restores Flying Scotsman Service to Historic Mid-Morning Time Slot



LNER is set to celebrate the return of the Flying Scotsman service to its historic mid-morning timetable slot.

To mark the reinstatement of departure times that more closely reflect the service's historic schedule, with departures at 10:00 from Edinburgh to London and 10:30 from London to Edinburgh, customers travelling on the morning of Monday May 18th will be welcomed with special in-station performances from Celtic rock band, The Red Hot Chilli Pipers.

Customers travelling on the two services will also be treated to a specially curated Scottish-themed onboard menu, including haggis, neeps and tatties.

Looking ahead, First Class customers will be able to enjoy a special Flying Scotsman menu - a fitting nod to the history and heritage of this iconic service - alongside bespoke placemats featuring a modern reimagining of the legendary Flying Scotsman logo.

While the Flying Scotsman service has always remained part of the LNER timetable, it has for some time been the early morning service from Edinburgh - leaving before 6am and with no northbound equivalent. The introduction of the new industry-wide, faster timetable in December 2025 has allowed it to be brought much closer to its original timings.

The service itself dates back to 1862 and officially adopted the Flying Scotsman name in 1924. From then on, it became famous for its simultaneous 10:00 am departures from London King's Cross and Edinburgh.

The revised timetable reflects that heritage as closely as possible within today's railway network. Customers can now follow in the historic footsteps of the Flying Scotsman service while enjoying the comfort, speed and convenience of a modern-day LNER Azuma train.

Separately, the Flying Scotsman locomotive – designed by Sir Nigel Gresley and built in Doncaster – entered service in 1923. Although closely linked to the service, it did not always operate the service itself.

The locomotive went on to break world records, becoming the first steam locomotive to officially reach 100mph. It also toured the globe, securing its place as one of the most iconic symbols of Britain's railway heritage.

The return of the Flying Scotsman service to its traditional timings also comes during Gresley 150, the year in which the railway industry is celebrating the 150th anniversary of Sir Nigel Gresley's birth. A series of commemorative events and activities is planned throughout 2026, with further celebrations set to take place in June.

Stuart Thomas, Communications Director at LNER, said: It's fantastic to see the Flying Scotsman service move much closer to its historic departure timings.

The service became famous for its simultaneous 10:00 departures from London King's Cross and Edinburgh, and these revised departure times are as close as we can get to that today. We're really looking forward to The Red-Hot Chilli Pipers giving both the northbound and southbound services a rousing send-off.

2026 is also the year the railway industry is marking Gresley 150, celebrating the life and legacy of Sir Nigel Gresley, whose designs helped define a golden age of rail travel.

Tim Dunn, railway historian and broadcaster, said: The Flying Scotsman service is one of the most powerful names through a century of British railway travel. It is synonymous with speed, punctuality, regularity and quality. In its early years, it became famous for its simultaneous 10am departures from both London and Edinburgh, so bringing today's timetable much closer to that is a wonderful nod to its truly iconic heritage.

Named express train services were once more common than now, but the Flying Scotsman name isn't just a niche detail for rail enthusiasts: it's a name that should resonate with passengers who value history, tradition and service. 21st Century travellers know that it's often better to fly by electric train than to fly by oil-guzzling plane: with the Flying Scotsman, I hope even more will realise that they too can make the switch.

Lumo

Class 222 002 passes Slindon with 5Q42 12:32 Milton Keynes - Preston on April 29th.
Keith Davies

Class 222 005 passes Lancaster on April 8th on driver training duties from Polmadie - Preston.
Michael Lynam

Class 222 002 heads away from Charnock Richard on April 9th with a Lumo proving run returning from Milton Keynes to Preston.
John Sloane





Lumo

Lumo liveried Class 222 601 works a London Euston to Stirling test train past Coppull on May 10th. *John Sloane*

Class 222 005 with a Preston - Stirling training run passes Scout Green on April 30th.
Mark Enderby

On April 8th, Class 222 002 works south past the photographers at Golborne who are waiting for 'Britannia' to pass. The Lumo was on yet another crew training/route learning working, this time from Preston to Milton Keynes.
Jeff Nicholls







Network Rail

Catching the last of the sun on April 8th, Class 37419 top'n'tail with 37 424 cross Stockport Viaduct working 1Q18 the 18:24 Longsight TMD to Crewe Pottery Sidings Network Rail monitoring train. *Barry Longson*



Class 97 303 and 97 304 pass Preston Boats on April 12th with 6C77 08:40 Fron Junction - Bescot Up Engineers Sidings. *Keith Davies*



Colas branded ex Cross Country HST power cars Nos. 43321 and 43301 with the 1Q18 09:14 Stockport to Northampton are seen passing Rugby on April 23rd. *Derek Elston*



Network Rail

On April 29th, Class 37 419 complete with tail lamp, sits in Chester Yard on a Network Rail test train (there was a DBSO on the other end). *Barry Longson*

Network Rail

On April 30th, Class 950 001 is seen sat in Truro Yard whilst 150 232 arrives with 2T89 19:06 Falmouth Docks - Truro service. *Barry Beeston*

Network Rail

Class 153 379 waits for the signal to change at the site of Lowton station, which closed in 1949. The unit was on a Derby - Wigan and return via Newton-le-Willows working on May 1st. The 153 is on the line which connects the West Coast main line to the Liverpool - Manchester route. *Jeff Nicholls*



Class 950 001 track recording unit is seen stabled at Carlisle on April 16th. *John Balaam*



The 1Q18 Derby to Swansea (Landore) is seen speeding towards Swindon on May 5th, lead by power car No. 43357 with 43274 on the rear. *Ken Mumford*



Network Rail

On May 1st, power car No. 43013 leads the 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance, seen passing through Respryn with 43014 on the rear. *Barry Beeston*



Class 37 175 and 37 057 run through Crewe on April 17th working 0Z37 the 14:12 Carlisle to Derby RTC light engine move. *Barry Longson*



Class 37 419 'Agamemnon' hurries light past Coppull Moor on May 4th whilst working from Slateford to Derby. *John Sloane*



Network Rail

Power car No. 43014 leading 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance heads over Largin Viaduct with the return leg with 43013 on the rear, May 1st. *Barry Beeston*

Rail Operations Group/Europhoenix

Working 0Z13 York Parcel Sidings to Warrington Central is EPR pair Class 37 407 ‘Blackpool Tower’ and 37 512 ‘Thornaby Demon’ heading to rescue 170 517 and return it to Derby, April 15th. *Russell Clarke*

Class 37 510 ‘Orion’ and 37 800 ‘Cassiopeia’ sandwich 156 497 and 156 470 as they pass Northampton as 7H70 the 08:30 Ely Mlf Papworth Sidings to Wolverton Centre Sidings stock move on April 22nd. *Derek Elston*

On April 22nd, Class 37 510 ‘Orion’ and 37 800 ‘Cassiopeia’ run light engine through Northampton as 0M57, the 14:44 Wolverton Centre Sidings to Derby R.T.C.(Network Rail). *Derek Elston*







Rail Operations Group/Europhoenix

Class 93 002 and 37 800 pass Standish on April 14th on a test working from Crewe to Preston Croft St. *John Sloane*

Class 37 884 'Cepheus' runs light engine through Coppull on its way from Derby to Carlisle on April 20th. *John Sloane*

Making a strange sight at Crewe on April 11th, were Transport for Wales units Class 756 103 and 231 001 which are seen passing platform 12 hauled by Class 37 510 as they travel from Cardiff to Holyhead for tyre turning.
Lee Stanford







Rail Operations Group/Europhoenix

Class 37 501 working 5Q78 10:53 Gascoigne Wood Sidings to Bletchley T.M.D. is seen south of Pontefract Baghill on April 25th. *Michael J Alderdice*

Rail Operations Group/Europhoenix

Class 37 800 hauls 397 004 on a Preston to Stafford stock move, passes Moore on April 14th. *Mark Enderby*

Class 37 510 and 231 002 pass Hadnall on April 23rd with 5Q40 15:34 Cardiff Canton Sidings - Holyhead Carriage M.D. *Keith Davies*

Class 37 510 hauls 231 009 and 756 105 past Kempseye with 5Q78 11:10 Holyhead Carriage M.D. - Cardiff Canton Sidings on April 9th. *Keith Davies*







TransPennine Express

Class 802 216 stands in Liverpool Lime Street on April 29th, ready to work the 13:24 to Newcastle. *Barry Longson*

Class 802 217 calls at Newton-le-Willows on March 21st, with 9E12 the 12:24 Liverpool Lime Street to Newcastle service. *Paul Senior*

Class 397 004 speeds towards Blackrod on April 23rd working the 10:11 Edinburgh to Manchester Airport service. *Lee Stanford*







TransPennine Express

On April 8th, Class 185 108 and 185 113 pass through Heaton Chapel, working the 11:26 Cleethorpes to Liverpool Lime Street service. *Barry Longson*

Class 397 012 approaches Preston on a service to Glasgow Central on April 8th. *Michael Lynam*

On April 16th, Class 802 206 stands at Carlisle waiting to work 1Z67 12:10 to Lancaster. *John Balaam*







TransPennine Express

Class 397 004 with a Glasgow - Manchester Airport service passes Scout Green on April 30th. *Mark Enderby*



Class 397 006 speeds northwards at Bradley towards Coppull as it works a Liverpool Lime St. to Preston service on April 15th.
John Sloane

Class 397 008 races towards Balshaw Lane Junction on April 25th with the 08:13 from Liverpool Lime St. to Glasgow.
John Sloane





Transport for Wales

Class 150 267 arrives at Cardiff Central with a service from Cheltenham Spa on March 31st. *Bryan Roberts*

Transport for Wales Metro Class 756 117 is seen at Cardiff Central on March 31st, on a service from Aberdare to Merthyr Tydfil. *Bryan Roberts*

Metro Class 756 106 is seen at Aberdare on April 1st, during a reversal move. *Bryan Roberts*







Transport for Wales

Class 67 022 working the 1V46 Manchester Piccadilly - Cardiff service departs Shrewsbury on April 25th. *Richard Hargreaves*



Class 197 044 and 197 112 pass Heaton Chapel on April 2nd forming the 13:30 Manchester Piccadilly to Swansea service. *Lee Stanford*



Metro Class 756 113 arrives at Abercynon from Cardiff on April 1st. *Bryan Roberts*



Transport for Wales

The TfW operated 14:30 Manchester Piccadilly to Cardiff service, looking smart in its black livery slowly moves away from Stockport on April 8th being propelled by DB liveried Class 67 015. *Lee Stanford*



Metro Class 231 002 is seen at Barry Island on April 1st with a service to Bargoed. *Bryan Roberts*



Class 197 032 is seen arriving into Crewe with the 16:16 terminating service from Shrewsbury on April 7th. *Barry Longson*



Transport for Wales

Class 67 010 hurries through Heaton Chapel on April 8th working the 10:53 Cardiff to Manchester Piccadilly service. *Barry Longson*

Class 197 032 and 197 113 working the 1V40 Manchester Piccadilly - Milford Haven are seen departing Manchester on April 25th.
Richard Hargreaves

Barry station on April 1st sees Transport for Wales Metro Class 231 001 departing for Barry Island. *Bryan Roberts*







Transport for Wales

Class 150 208 passes Bayston Hill with 2V28 11:31 Shrewsbury - Llandrindod service on April 22nd. *Keith Davies*

Class 67 025 is seen at Kempsey with 1W55 08:53 Cardiff - Manchester Piccadilly service on April 10th. *Keith Davies*

Class 67 012 passes Bayston Hill with 1W55 08:54 Cardiff Central - Manchester Piccadilly on April 22nd. *Keith Davies*







Transport for Wales

Class 67 029 passes Burgs Lane, Bayston Hill with the 1V92 06:25 Holyhead - Cardiff on March 14th. *Phil Martin*

On April 8th, Class 67 025 passes Bayston Hill with 1V39 10:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

Class 153 528 and 153 353 pass Kempsey with the 2V28 11:31 Shrewsbury - Swansea service on March 31st. *Keith Davies*







Transport for Wales

Class 67 010 passes Condover on April 27th working 1W96 17:22 Cardiff - Holyhead service. *Phil Martin*



Class 158 836 crosses Barmouth Bridge on April 17th working 2J15 13:26 Machynlleth - Pwllheli service. *Phil Martin*



Class 158 822 stands at Barmouth station on April 17th whilst working 2I24 13:38 Pwllheli - Machynlleth. *Phil Martin*



Transport for Wales

Class 67 008 passes The Oaks, Hadnall with 1V46 14:30 Manchester - Cardiff service on March 28th. *Phil Martin*



Class 67 025 is seen at Kemps Eye on March 18th working 1W55 08:53 Cardiff - Manchester service. *Phil Martin*



On March 28th, Class 67 013 passes Burgs Lane working 1W55 08:53 Cardiff Central - Manchester Piccadilly. *Phil Martin*



Transport for Wales

Class 67 029 passes All Stretton with the 1V37 08:30 Manchester - Cardiff on March 28th. *Phil Martin*



Class 67 022 with the 1W55 08:53 Cardiff - Manchester passes Burgs Lane on March 17th. *Phil Martin*



Class 67 025 is seen at Battlefield, Shrewsbury on March 28th working 1W13 05:39 Swansea - Manchester service. *Phil Martin*



Transport for Wales

Class 67 029 with the 1Z68 Swansea - Holyhead passes Battlefield on April 25th. *Carl Grocott*

DVT No. 82201 leads Class 67 013 past Kempseye with the 1V46 14:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

Class 67 022 passes Kempseye with 1W55 08:54 Cardiff Central - Manchester Piccadilly on April 24th. *Keith Davies*







Transport for Wales

On April 25th, Class 67 015 working 1W63 Cardiff - Manchester passes Battlefield. *Carl Grocott*



Class 153 303 and 153 568 pass Bayston Hill with 2M08 10:15 Llandrindod - Shrewsbury on April 22nd. *Keith Davies*



Class 197 117 and 197 002 with the 1V38 09:30 Manchester - Fishguard Harbour passes Kemps Eye on March 18th. *Phil Martin*



Transport for Wales

On April 27th, Class 67 022 passes Condover with the 1W63 16:53 Cardiff - Manchester service. *Phil Martin*



Class 158 826 is seen at Morfa Mawddach on April 17th working 2G65 15:37 Pwllheli - Machynlleth. *Phil Martin*



Class 197 101 and 197 006 pass Kemps Eye on April 25th working 1V38 09:30 Manchester - Fishguard Harbour. *Phil Martin*



Transport for Wales

Class 153 362 and 153 507 pass Bayston Hill on April 8th with 2V38 11:31 Shrewsbury - Swansea service. *Keith Davies*

DVT No. 82201 leads Class 67 022 at Kempseye with 1V46 14:30 Manchester Piccadilly - Cardiff Central on April 22nd. *Keith Davies*

Class 67 029 passes Kempseye with 1W55 08:52 Cardiff Central - Wilmslow on April 17th. *Keith Davies*







Units: DMUs and EMUs

Northern's Class 323 239 and 323 235 working the 1Y61 Blackpool North - Manchester Airport service are seen at Manchester Piccadilly on April 25th. *Richard Hargreaves*

Northern's Class 331 103 approaches its next call at Balshaw Lane and Euxton with a service from Blackpool to Liverpool on March 28th. *John Sloane*

On April 25th, Northern's Class 150 105 working the 2B13 Buxton - Manchester Piccadilly service departs Stockport. *Richard Hargreaves*







Units: DMUs and EMUs

Northern's Class 158 797 and 158 782 depart Hebden Bridge with a Leeds service on April 7th, passing the grade two listed signal box. *Russell Clarke*

Northern's Class 195 107 carries a special livery to remember Rob Burrow CBE and is seen working the 13:52 from Barrow to Manchester Airport as it passes Farington Junction on May 2nd. *John Sloane*

Northern's Class 323 209 working the 2H84 Stoke on Trent - Manchester Piccadilly service is seen at Stockport on April 25th. *Richard Hargreaves*







Units: DMUs and EMUs

Northern's Class 156 426 is seen arriving at Hazel Grove, with the 12:20 terminating service from Manchester on April 8th. *Barry Longson*



Northern's Class 156 409 is seen near Midge Hall on April 7th, working 2N08 14:46 Ormskirk - Preston service. *John Balaam*



West Midlands' Class 730 046 and 730 027 pass at Tame Bridge Parkway on April 4th working Walsall/Wolverhampton services.
Paul Godding



Units: DMUs and EMUs

South Western Railway's Class 450 033 arrives at Eastleigh with 15:09 Waterloo - Portsmouth Harbour on April 27th. Class 66 538 can be seen in the background waiting for the Portsmouth train to call at Platform 3 at the station so that it can proceed to call there for a crew change. *John Goodrich*

Northern's Class 331 104 working the 2H49 Crewe - Manchester Piccadilly service departs Crewe on April 25th. *Richard Hargreaves*

Northern's Class 195 117 is seen near Romiley on April 22nd working the 13:15 Sheffield to Manchester service. *Barry Longson*







Units: DMUs and EMUs

Northern's Class 156 421 passes Plumley West with 2H36 Chester to Manchester Piccadilly service on April 20th. *Brian Dobbs*

On April 22nd, Class 195 001 is seen working the 14:21 Manchester to Marple Rose Hill as it approaches Romiley for a booked stop. *Barry Longson*

West Midlands' Class 730 025 stands at Rugeley Trent Valley on April 4th with a service to Birmingham New St. *Paul Godding*







Units: DMUs and EMUs

South Western Railway's Class 701 016 was taken from storage at Eastleigh on April 8th and sent to Wimbledon Depot as an empty stock move under its own power.. It is seen leaving the depot at 15:28 and heading for Platform3 at the station. *John Goodrich*



Northern's Class 156 464 is seen between Midge Hall and Croston, with 2F49 15:10 Preston - Ormskirk service on March 28th. *John Balaam*



Northern's Class 323 237 is seen at Chelford working the 16:06 Manchester to Crewe service on April 24th. *Barry Longson*



Units: DMUs and EMUs

Veteran Northern operated Class 150 126 hurries through Heaton Chapel on the fast line on April 11th operating the 10:10 Manchester Piccadilly to Chester service. *Lee Stanford*

Northern's Class 158 902 terminates at Lincoln with a service from Leeds via Sheffield on April 23rd. *Michael Lynam*

Northern's three car set Class 150 008 waits to depart Sheffield on a service to Huddersfield on April 23rd. *Michael Lynam*





Units: DMUs and EMUs

Southern's Class 377 463 speeds through Sydenham on April 11th with a London Victoria service. *Paul Godding*

Northern's Class 150 126 and 150 127 working 2J23 Clitheroe to Rochdale service call at Castleton on May 1st. *Russell Clarke*

Merseyrail's Class 777 003 calls at Birkdale with a train from Hunts Cross to Southport on May 8th. *John Sloane*







Units: DMUs and EMUs

Southern's Class 377 401 calls at West Croydon on April 11th. *Paul Godding*

On April 11th, London Overground unit Class 378 217 was unusually routed via platform 1 at Crewe as it heads from Wembley to Widnes for refurbishment. *Lee Stanford*

Northern's Class 323 232 slows for the Heaton Chapel station call on April 2nd whilst working the 14:06 Manchester Piccadilly to Crewe local service. *Lee Stanford*







Units: DMUs and EMUs

Northern's Class 150 121, approaches Pemberton with 2N96 the 10:48 Headbolt Lane to Blackburn service on May 1st. *Paul Senior*

Northern's Class 158 794 calls at Ince, in the suburbs of Wigan, with the 13:49 Wigan Wallgate to Leeds service on April 23rd. *Paul Senior*

With the black clouds of storm 'DAVE' overhead, Merseyrail's Class 777 035 waits to depart Ormskirk, with 2U25 the 14:21 to Hunts Cross on April 4th. *Paul Senior*







Units: DMUs and EMUs

London Northwestern's Class 730 224 and 730 226 cross the River Nene on the approach to Wilson's Crossing with 1Y61 the 17:56 London Euston to Birmingham New Street service on April 13th. *Derek Elston*



LNW's Class 730 207 and 730 220 approach Wilson's Crossing with 1Y42, the 13:06 Birmingham New Street to London Euston service on April 29th. *Derek Elston*

LNW's Class 730 207 and 730 220 are seen arriving into Rugby with 1Y34, the 11:06 Birmingham New Street to London Euston service on April 23rd. *Derek Elston*





Units: DMUs and EMUs

London Northwestern's Class 350 408 passes Slindon with 1F61 15:04 Birmingham New St. - Liverpool Lime St. service on April 29th. *Keith Davies*



West Mids' Class 730 003 and 730 030 pass Wilson's Crossing as 5A99 12:09 Soho L.M.D. to London Euston on April 29th. *Derek Elston*



Northern's Class 195 124 departs Bolton with the 13:49 from Barrow to Manchester Airport on May 3rd. *John Sloane*



Units: DMUs and EMUs

Northern's Class 195 107 is seen at Arnside on April 30th with a service to Lancaster. *Mark Enderby*

Northern's Class 158 903, in celebration livery for 200 years of railways in the north, is seen arriving from Morecambe at Lancaster on April 8th working a service to Leeds. *Michael Lynam*

LNW Class 350 106 heads into Hartford station with 11:30 Liverpool Lime St. – Birmingham New St. service on April 20th. *Nick Clemson*







Units: DMUs and EMUs

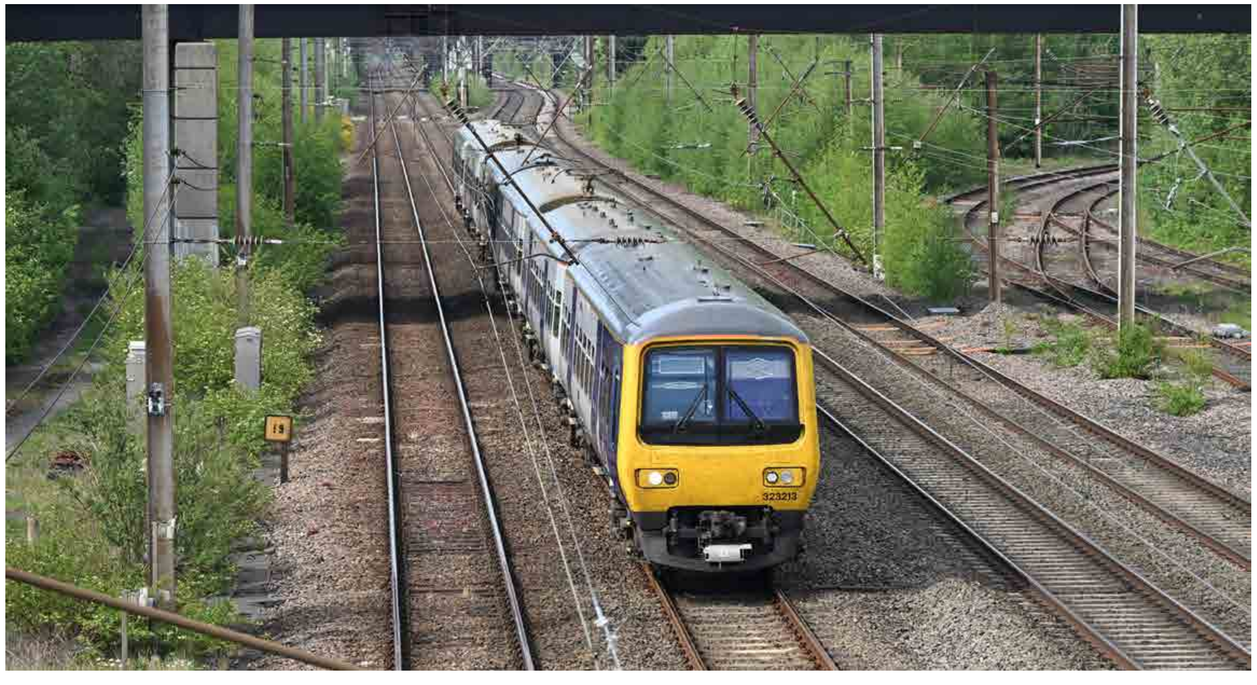
London Northwestern's Class 350 105 and 350 376 pass Wilson's Crossing with 1Y36, the 11:36 Birmingham New Street to London Euston service on April 29th. *Derek Elston*



Northern's Class 331 112 passes Farington Junction whilst working from Liverpool Lime St. to Blackpool North on May 2nd. *John Sloane*



Northern's Class 323 213 leads a Blackpool to Manchester Airport train past Farington Junction on May 2nd. *John Sloane*



Units: DMUs and EMUs

Northern's Class 323 232 heads away from Alderley Edge on April 24th with a Crewe to Manchester Piccadilly local service. *Lee Stanford*

West Midland Railways' Class 172 004 and 172 334 leave the turn back siding at Kidderminster to form a service to Stratford upon Avon on April 16th. *Michael Lynam*

The Northern Class 323 units are now regularly seen in pairs operating the Blackpool to Manchester Airport services and on a hazy April 23rd, Class 323 243 leads sister 323 205 near Blackrod with a service for Manchester Airport. *Lee Stanford*







Units: DMUs and EMUs

West Midland Railways' Class 172 342 leaves the turn back siding at Kidderminster to form a service to Whitlocks End on April 16th.
Michael Lynam



Northern's Class 150 102 calls at Cherry Tree working a Preston - Colne service on April 14th.
Michael Lynam



West Midland Railways' Class 730 001 approaches Smethwick Galton Bridge working a Wolverhampton - Walsall service.
Michael Lynam



Scotrail

A freshly overhauled Class 320 416 passes Northampton on the long journey home as 5Q06, the 10:25 Wolverton Centre Sidings to Yoker C.S. on April 22nd. *Derek Elston*

Class 334 037 passes Acton Bridge on April 29th with 5Q80 08:38 Yoker C.S. - Wolverton Centre Sidings. *Mark Enderby*

Class 334 037 passes Slindon with 5Q80 08:38 Yoker C.S. - Wolverton Centre Sidings on April 29th. *Keith Davies*







Scotrail

Class 320 416 heads northbound at Winwick with 5Q06 Wolverton C.S. to Yoker C.S. on April 22nd. *Brian Dobbs*



Class 320 404, stops at Wigan North Western on April 23rd whilst working 5Q70 the 09:35 Yoker Carriage Sidings to Wolverton Works, heading for refurbishment. *Paul Senior*



Class 156 511 and 156 494 are seen at Carlisle on April 16th waiting to work 1L82 12:25 to Glasgow Central. *John Balaam*



Class 156 409 with a Wolverton - Polmadie working passes Shap Summit on April 30th.
Mark Enderby

Tramlink/ TfL Trams

Croydon tram No. 2549 heads through West Croydon on April 11th with a service to Elmers End. *Paul Godding*

Island Line

Class 484 004 is seen departing Ryde St. Johns on April 15th with a service to Ryde.
Allison Twycross



Island Line

Class 484 001 stands at Ryde Esplanade station on April 22nd. *David Lindsell*

Midland Metro

West Midlands Metro Urbos 100 tram No. 17 is seen on Corporation Street with an Edgbaston service on April 23rd. *Derek Elston*

National Rail



Tamper No. DR75404 is seen on the approach to Chesterfield working 6J15 the 12:52 Bedford to Leeds Holbeck on April 13th. *Barry Longson*

Greater Anglia recycles more than 100,000kg of food waste in a year

More than 100,000kg of food waste has been recycled across the Greater Anglia network in the past year, marking a significant step forward in the company's sustainability efforts. The announcement has been made to coincide with Stop Food Waste Day, an international initiative aimed at raising awareness of food waste and encouraging more sustainable practices. The latest data, covering April 2025 to March 2026, shows that 104,000kg of food waste was collected and diverted from disposal, up from 23,900kg across the previous reporting period.

The increase follows the introduction of the government's Simpler Recycling regulations for workplaces in England in March 2025, alongside improvements to waste collection across Greater Anglia's stations and depots. Food waste is generated from a range of sources, including station retailers, catering services, depot kitchens, and items left behind on trains and platforms. New food waste caddies have been introduced in station and depot kitchen areas for colleagues, while larger 240-litre bins have been installed at busier and unstaffed stations. Waste from these locations is collected and sorted by Greater Anglia's partner, Carlisle Support Services. All collected food waste is processed through anaerobic digestion, where it is broken down in an oxygen-free environment to generate renewable energy in the form of biogas and biofertiliser. Previously, much of this waste would have been incinerated.

Nir Barak, Greater Anglia's Sustainability Manager, said: "We are committed to reducing waste and improving recycling across our network, and it is encouraging to see such a significant increase over the past year. These improvements are making it easier for both customers and colleagues to dispose of food waste responsibly, and I would like to thank everyone who has played a part in this progress."

Rachel Marsden, Head of Sustainability and Social Value at Carlisle Support Services, said: "In large operational settings, food waste is often ignored; this makes Greater Anglia's 100,000kg saving a remarkable achievement. "It proves what is possible when sustainability is embedded into the rail network's daily operations. Carlisle is really proud to work alongside Greater Anglia to support a more sustainable future."

Fares Advice *with RailUK*

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

Staff being difficult over attempts to break journey

Q: Something I seem to be noticing more and more on the railway are staff at ticket gates trying to say that my ticket is not valid for a break of journey when presented. There have been a few instances of this lately, like when I showed a Hove to London Victoria ticket at the barriers at Clapham Junction, the member of staff at the Grant Road exit seemed adamant I couldn't exit with it and when I protested that staff at the ticket office always know the validity and will permit it, they insisted that that necessitate me going all the way to the other side of the station to talk to someone at the ticket office. After putting it through the barriers the ticket did come back out and I was able to exit. But this seems to be happening over and over again in my experience and I am getting really sick of it. My understanding is that unless the ticket is an advance then a break of journey is always permitted.

A: Your understanding is wrong. Walk-up tickets other than Anytime (except SailRail) can bar break of journey though usually only do on the outward portion. This is done via the restriction code. Almost none ban it on the return half - to my knowledge restriction code 8A, pretty much only used by TfW now (ScotRail did but off peaks have been abolished there), is the only one that now does.

Receiving more in compensation than the total cost of tickets.

Q: Last week I made a journey from Cardiff - Watford Junction via Crewe. I used 2 tickets, a 1st Class advance from Cardiff to Crewe with TfW, and a Standard Class advance from Crewe to Watford Jct (LNR Only). The TfW Cardiff - Crewe service ran on time, but was operated by a Class 197 instead of the booked 67+Mk4 set which meant there was no First Class service. And due to an incident on the WMCL, my train from Crewe was 15 mins late, which caused a missed connection at Milton Keynes and further late running meant a 58 minute late arrival at Watford Junction.

I understand it is correct to claim Delay Repay for the full Cardiff to Watford journey with LNR as it was one continuous journey. Additionally, TfW offer compensation for when you hold a First Class ticket but they are unable to provide First Class accommodation which in my experience of cases like this (holding a First Class Advance ticket that was cheaper than the walk-up standard fare) is the price of an on-board upgrade. Claiming both of these would lead to recieving more in compensation than was actually spent on the tickets, which does feel a bit odd. I don't believe it would be doing anything wrong as the lack of First Class accommodation and the delay are completely separate things, but just wanted to confirm with experts that I would not be accidentally committing some kind of fraud by claiming for more back than was spent.

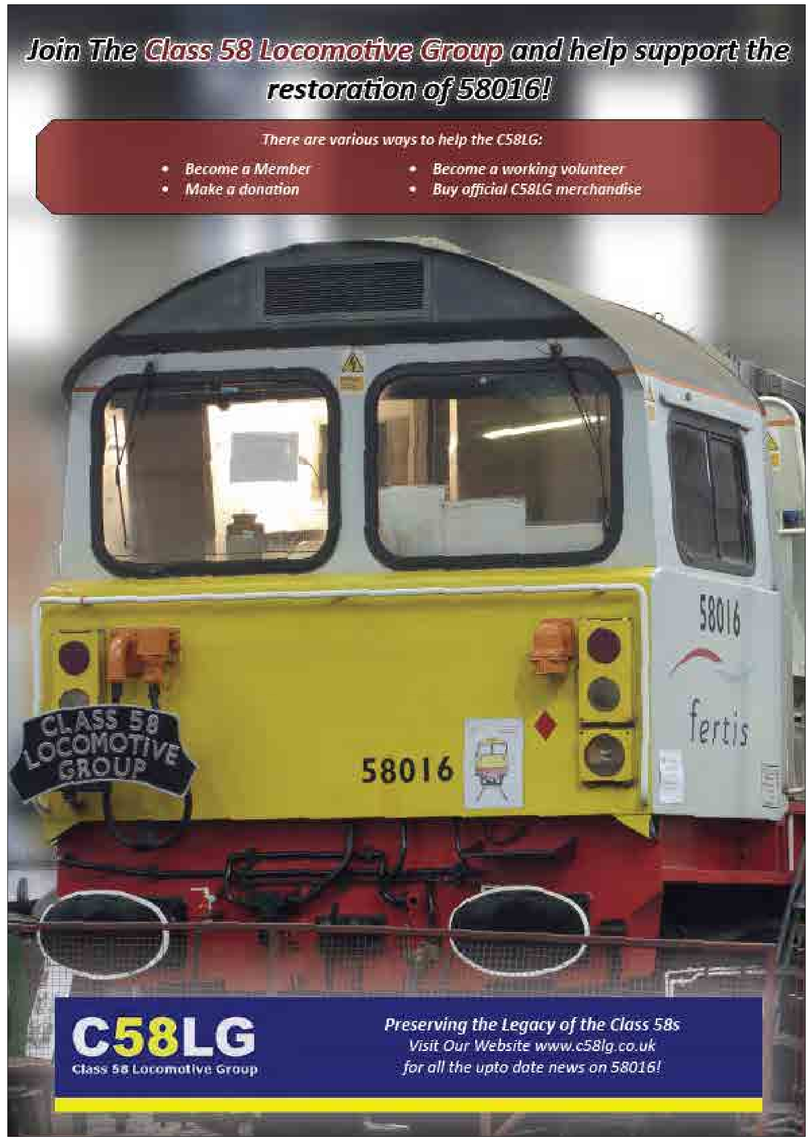
A: With delay repay you aren't claiming money, nowhere do you say anything like please pay me £xx. You are claiming that you were delayed by however many minutes, and it is up to the TOC to decide how much compensation to pay. The delay repay rules say that they won't pay more than the value of the ticket, but that is for the TOC to follow when they calculate what to pay you. Likewise with the compensation for lack of first class, you are only claiming that they didn't provide the facility, the TOC decides how much (if any) compensation to pay. Provided that you were genuinely delayed, I can see nothing wrong in putting in a claim for that delay. Likewise if first class was genuinely not available, I can see nothing wrong in putting in a claim for that. It is up to the TOCs concerned to calculate how much to pay you. What is intended and what the rules say may be very different things.....

As far as I am concerned there is nothing fraudulent about submitting two delay repay claims for the same ticket (say one for an outward journey and one for a return journey), provided that the information that you submit is true and honest. It is up to the TOCs concerned to calculate how much to pay within the rules. When you submit a claim, you have no control over what (if anything) is going to be paid. If you picked one of two valid claims, and it got rejected or only part-paid, you could by then be out of time to raise a claim for the other. The same applies in the OP's case, as the OP has no control over which of the TOCs will pay what.

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!

Class 321 428 is seen at Carlisle at the head of a rake of Varamis Rail stock on April 16th. *John Balaam*



Cambridge station worker Jeff to retire after 45 years

Cambridge station veteran Jeff Tan is retiring after 45 years on the railway. Jeff got his first taste of the railway in 1974, having come from Malaysia to study at the age of 19, where he worked in the station's Travellers Fare buffet to earn a little money. He then completed his Economics degree before coming back to join the railway in 1980, getting a job in the ticket office, which then featured a European ticket counter and big printed timetable books. Local destinations were printed onto tickets, while, due to the limitations of systems at the time, more distant UK destinations, such as those in north Wales, had to be written out by hand. Always having a flair for people, he moved into a role in the telephone enquiry bureau in the mid-1990s, with enquiries covering the whole of the East of England from Hemel Hempstead to Southend, before moving to the Customer Relations team when it relocated to Cambridge from London. In more recent years, he has returned to where he started, in the ticket office, answering customer queries, selling tickets, assisting with ticket machines and stepping in during disruption to share information on the concourse.

Jeff Tan, who works in Customer Service at Cambridge station, said: "I've always liked dealing with people. It was the same back in 1980 when I started, and it still is now in 2026. It was always about how I could help them. If you're nice to people they, in turn, will be nice to you. Over the years, you deal with all sorts of queries, but two that stand out are that I once had a woman who worked for British Airways offering me a discount for being helpful and another person asking me if I could locate a man they fancied on the train for them.

"45 years is a very long time, and I've seen lots of changes, including computerisation and a new-look station, but my colleagues and the customers have made me stay and, equally, made my day. In a way, I'm looking forward to retirement, but of course I've never done it before, so I'm still a bit unsure. I'm going to miss lots of things and people, and I can't promise there won't be a few tears here and there."

Jeff's last shift will be on April 23rd , before he officially retires on May 6th. His love of geocaching, which has seen him visit more than 40 countries, alongside kite flying and motorbikes will keep him busy.

Rebecca Cubitt, Assistant Group Station Manager for the Cambridge area, said: "Jeff has been nothing but a positive presence for the last 45 years on the railway network, helping customers as best he can, no matter their need at Cambridge station across a variety of roles.

"It will be a sad day when his final shift comes to an end, and he will be sorely missed around the ticket office and across the station. We wish him all the very best in his well-earned retirement."

National recognition for East Anglian community rail projects

An inspiring range of rail projects bringing communities together across East Anglia have been recognised at the national Community Rail Awards. Community Rail Partnerships (CRPs) in the region, along with Greater Anglia's station adopter volunteers, received accolades to recognise their transformative and inspiring work.

Jayne Sumner, who recently retired from the role of Rail Engagement Manager for the Essex & South Suffolk Community Rail Partnership, received the Community Rail Network Board's Special Recognition Award for her 15 years of transformative leadership with the CRP. During her tenure, she helped to secure national accreditation and multiple awards for the CRP. Her work has ranged from installing life-saving defibrillators across the network to delivering inclusive events, guides and outreach that made rail more accessible to all. She also played a key role in building a strong volunteer network, supporting station adopters to turn stations into vibrant community spaces. One of her final projects, a collaborative book celebrating 200 years of rail, brought together schools and local communities. Jayne leaves behind a lasting legacy of stronger community connections and continues her involvement in community rail as a station adopter.

The Thomas Pocklington Trust and Essex Sight Loss Council received the Community Creative Projects and Station Arts (Medium) Award for their project, Do You See What I See?

This collaborative project with Greater Anglia, funded by the train operator's Customer and Community Improvement Fund, used art to highlight the experiences of blind and partially sighted people, linking the bicentenaries of railways and braille. Co-created with participants and professional artists, the project produced tactile and audio-described artworks exhibited at stations including Colchester, Norwich and Broxbourne. Alongside the exhibitions, a symposium enabled participants to share lived experiences directly with transport leaders, helping to influence accessibility improvements. The project reached thousands of passengers and demonstrated how stations can host inclusive, multi-sensory art. A project to transform a disused area at Harwich Town station into an accessible community garden received the bronze award for 'Most Enhanced Railway Space.'

The project saw the Essex and South Suffolk CRP transform the space into an accessible community garden, reconnecting the station with its local area. The space now includes accessible planters, seating and heritage displays, created with input from schools, community groups and families. The project also improved the station environment through restored building façades featuring railway heritage panels. The result is a welcoming, inclusive space that supports community activity while celebrating local history.

Two of Greater Anglia's volunteer station adopters were also recognised. Sandy Burn received second place in the Outstanding Volunteer Contribution Award for her long-standing dedication to Westerfield station, where her enthusiasm has created a thriving, wildlife-friendly and welcoming space. Through community events, creative projects and inclusive engagement with diverse groups, she has helped turn the station into a true community hub. Her work gained national attention when featured on BBC Gardeners' World, inspiring visitors and showcasing the impact of community rail.

David Gibson, adopter for Witham, Cressing and Braintree Freeport stations, received third place. He has transformed multiple stations along the Flitch Line through hands-on care, innovative problem-solving and strong community engagement. Alongside maintaining stations, he supports new volunteers and contributes to wider projects and events. His standout achievements includes helping to develop a book on railway history with local schools and the Essex and South Suffolk CRP for Railway 200, boosting community interest and engagement. His leadership and forward-thinking approach continue to strengthen community rail locally.

Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said: "I'm incredibly proud of all the winners and everyone involved in these projects. Community rail is so important because it brings people together, strengthens local pride and helps ensure the railway truly serves the needs of the communities it connects. These awards highlight the creativity, dedication and passion that make such a positive difference across our region."

Community Rail Network chief executive Jools Townsend said:"Our Community Rail Awards are a national celebration of the remarkable partnerships and community-led innovation taking place across Britain, strengthening the bond between railways and the communities they serve. This year's winners show how community rail enriches local places, builds travel confidence, champions inclusion and turns stations into catalysts for connection, opportunity and positive change.

"As we look ahead, following the Railway 200 celebrations, these achievements remind us how vital community rail is in shaping a railway that reflects local needs, supports national ambitions and delivers real benefits for people and places. Congratulations to all our winners and thank you to everyone who supports and champions community rail, helping the movement to go from strength to strength."

Railway sets course for AI on journey to Great British Railways

Britain's railway is set to further harness artificial intelligence to improve reliability, efficiency and passenger experience, as the sector launches its first-ever joint AI action plan. More than 200 rail leaders and technology experts gathered at London's Science Museum on April 28th to mark the milestone and align on a coordinated approach to AI adoption across the network. From helping identify potential faults earlier, to improving passenger journey planning, supporting safety and helping staff respond more effectively to disruption, AI is expected to play an increasing role in how the railway operates day to day. To guide implementation, the Artificial Intelligence in Rail Action Plan has been developed following extensive cross-sector collaboration led by GBRX — the strategic technology body for Britain's railway — establishing a more joined-up way of working as the sector moves towards Great British Railways.

The plan focuses on overcoming long-standing barriers around data, governance and skills, moving the sector beyond isolated pilots to a coordinated, railway-wide approach enabled by rail reform. The event also showcased work already underway across the industry through the newly established AI Incubator Accelerator (AIIA), including priority pathfinder projects and a recently launched AI and machine learning apprenticeship programme. Together, these actions aim to embed AI in how the railway is planned, operated and maintained, delivering practical improvements for passengers and freight users.

Rail Minister Lord Peter Hendy said: "For more than two centuries, the rail industry has connected communities and driven innovation across Britain. Now, powerful new technology is redefining how we live, work and travel - and our railway must harness its potential.

"That's why the Government published the Transport AI Action Plan last year, to seize the benefits and manage any potential risks of AI. It's all part of our plan to modernise track and train under Great British Railways, adopting world-leading technology that increases resilience to improve passenger experience while supporting growth, jobs and homes."

Toufic Machnouk, Managing Director, GBRX, said: "AI presents a significant opportunity to improve how the railway works for people. In a system as complex and safety critical as ours, it requires deliberate action to create the conditions for adoption. This plan brings the sectors together to do exactly that, creating the capabilities and pathways that advance the role of AI in how the railway is planned, operated and experienced, delivering improvements for passengers and freight."

National Rail



Southern Bulleid No. 34028 'Eddystone' heads under Daisy Dell footbridge Andover working 5Z30 10:25 Swanage to Southall WCR on April 8th. *David Lindsell*

Loco Fleet List Ten

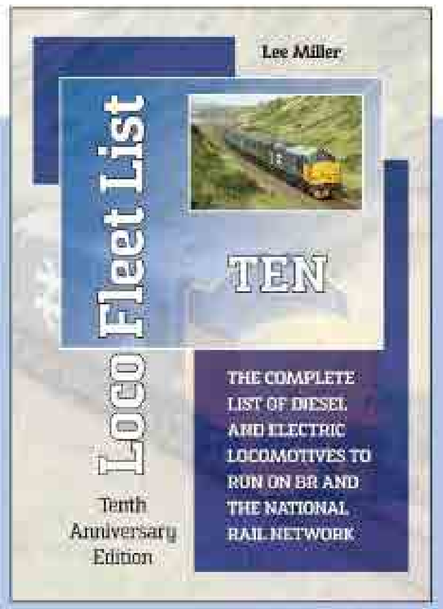
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Greater Anglia is one of the most punctual UK train operators for three years running

Figures released by Greater Anglia (GA) highlight continuing excellent punctuality results being delivered for customers across East Anglia, with GA one of the best performing train operators in the UK for over 3 years now. Annual performance for the 12 months to March 31st 2026 using the demanding Time to 3 (T-3) metric, which measures the arrival within 3 minutes of every single train at every single station it serves, is at an impressive 91.84% -– despite a very busy regional network and increasing challenges from extreme weather. This is currently the second highest annual T-3 average nationally, just behind c2c on 91.86%

The historically high results, being delivered by the train operator for over six years now, include annual performance (again using the T-3 metric) for Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree, Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, at 92.8%, rural services across Norfolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, averaging 93.0%, intercity services between Norwich, Ipswich, Colchester, Chelmsford and London averaging 88.9%, West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely averaging 91.1% and Stansted Express services at 89.8%. GA also has the highest national annual average using the "On Time" measure at 80.4%, the highest score on the long standing Public Performance Measure (which measures arrival at destination within 5 minutes) with an annual average of 93.2% and the second lowest rate of cancellations at 1.7% (just behind c2c on 1.6%).

With GA and c2c both now part of an integrated railway in East Anglia, along with Network Rail Anglia colleagues, it illustrates the very strong performance being delivered in the region, as the organisations work ever more closely together.

Looking back at progress in recent years, using the annual PPM performance results, which enable a comparison of performance over time, punctuality across the Greater Anglia network traditionally tended to average between 87% and 91%, with a previous highest annual result of 92.8% achieved briefly in June 2013. However, over the last six years, annual performance has consistently averaged over 93% all year round – a significant improvement.

The higher performance levels are due to a combination of three main factors – sustained joint work by Greater Anglia and Network Rail to improve performance standards; the better performance provided by the new Greater Anglia trains, which have been phased in over the last 6 years and now operate all Greater Anglia services; and work by Network Rail to improve rail infrastructure reliability.

Commenting on the ongoing positive performance results, Jay Thompson, Train Service Delivery Director, Greater Anglia said: "We are pleased to be maintaining the consistently high levels of punctuality, for our customers and stakeholders across East Anglia, that have seen us be one of the best performing train operators in the UK for over three years now (and top on a number of measures).

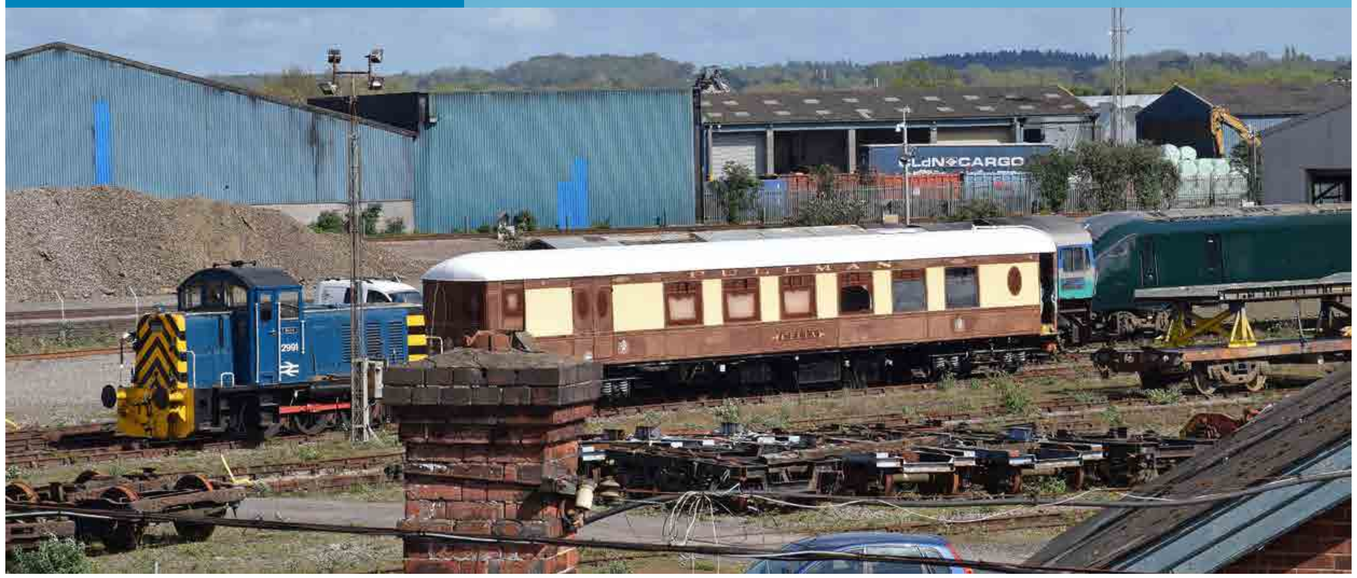
"I would like to pay tribute to the entire team at Greater Anglia. Delivering such impressive results on an ongoing basis is down to the dedication and commitment of my colleagues right across the organisation, be they in operations (such as drivers and conductors), train maintenance (such as our engineering and cleaning teams), customer service (such those working at stations or in on-board catering), or our business support and management teams.

"We are committed to keeping up these very high standards of performance, and looking to improve still further and provide even more consistent performance, to complement the transformation in the journey experience brought by our new trains - with their greater comfort, better facilities (including plug/USB points and Wi-Fi), increased seating capacity and better accessibility."

Greater Anglia also won four Train Operator of the Year awards in 2025 (at the Rail Business Awards, Spotlight Rail Awards, National Rail Awards and National Transport Awards) and this year received a record four rail industry Golden Whistles awards for good performance.

National Rail

On April 17th, Pullman car No. 293 ‘Celia’ from Brighton Belle unit No. 3053 is pushed into the paint shop at Eastleigh Works by resident Class 07 shunter No. 2991 Just visible to the right of the Pullman coach is 59001, and to the right of that is an unidentified Class 80X unit. ‘Celia’ was returned to Stewarts Lane via Acton hauled by Class 67 024 on April 22nd. *John Goodrich*



SOUTHERN COUNTIES RAILWAY SOCIETY
A club for anyone interested in the railways of Southern England.
www.southerncountiesrailwaysociety.co.uk

Doncaster Works celebration event to showcase Sir Nigel Gresley and Flying Scotsman locomotives

Wabtec UK, along with City of Doncaster Council, will host a Doncaster Site Celebration Event on June 20th, bringing together employees, families, rail enthusiasts and the wider community to celebrate the rich heritage and lasting contribution of its Doncaster site to the UK railway industry. Doncaster Works holds a long and proud place in Britain’s railway history and has been synonymous with engineering excellence, innovation and skilled craftsmanship for generations. As the site approaches the end of its operational journey later this year, Wabtec is committed to taking the time to properly recognise the people, achievements and legacy that have shaped it over many decades.

Supported by the City of Doncaster Council, along with rail heritage groups and community partners, the event will offer a unique opportunity for visitors to reflect on Doncaster’s historic importance as a centre of railway engineering and to celebrate the enduring impact the site has had on the industry locally and nationally. The event also coincides with the celebrations of 150 years since Sir Nigel Grelsey was born and iconic steam locomotives will be on display in the very place they were built at Doncaster Works, including Sir Nigel Gresley and the world-famous Flying Scotsman.

Mayor of Doncaster, Ros Jones, said: “The work of Sir Nigel Gresley has created a lasting legacy for Doncaster’s railway industry, and I am delighted that this special event will celebrate the 150th anniversary of the birth of an iconic steam locomotive engineer. I hope many people enjoy the splendid displays.”

A day of celebration:
The event will feature a range of attractions designed to honour the site’s history and create a memorable experience for visitors of all ages, including:

- Locomotive displays, including Sir Nigel Gresley in steam, marking the 150th anniversary of its designer, displayed outside the factory where it was originally built, alongside static displays such as the Flying Scotsman and locomotives including Classes 37, 56 and 58
- Shunting demonstrations, showcasing traditional rail operations
- A museum style heritage display featuring historic memorabilia, artefacts and photographs from the site’s rich past
- Other interesting displays and stands from rail enthusiast groups
- Live entertainment throughout the day
- Children’s rides and family friendly activities
- A variety of food and refreshments available on site

The event is intended as a moment of pride and reflection, celebrating generations of skill and dedication, the achievements made at Doncaster, and the site’s enduring contribution to the UK railway sector.

National Rail

Rail recruitment site gets major Railway 200 revamp

To celebrate the impact of the landmark year, Worldline dedicated a team of expert developers to overhaul the site, as a contribution to the future of the industry, while celebrating 200 years of the railway. The new 'intelligent website' will be faster, easier to navigate and packed full of engaging content.

With enhanced data capture, the non-profit behind routesintorail.org, the National Skills Academy for Rail (NSAR), can stay in long-term contact with prospective employees, guiding them toward a rail career.

The revamp follows a year of rail industry-boosting events for Railway 200, including the anniversary exhibition train Inspiration, which tours Britain until June 2026 telling the story of rail. It has been explored by 80,000 delighted visitors, including nearly 20,000 young people. Three quarters of pupils say their visit improved their understanding of rail careers.

The refurbishment of routesintorail.org was carried out with support from across the industry, including from Porterbrook, the rolling stock financier and asset management company, which funded Inspiration's eye-catching livery and other Railway 200 projects. Porterbrook recently welcomed 140 pupils to its Long Marston Rail Innovation Centre for two days of engineering challenges and Inspiration tours.

The first phase of development, which saw the website given a new, modern look, is now complete. The second phase – improving content, usability and data capture – will be complete in the summer.

Neil Robertson, Chief Executive of NSAR Ltd, said: "We've been proud to support Railway 200 through our Routes into Rail initiative and have seen strong, positive responses after a year of exciting activities and of course, the travelling exhibition train Inspiration. A key legacy of Railway 200 is the new Routes into Rail website, delivered by Worldline as part of its sponsorship of Railway 200. We look forward to continue building on the momentum of the 200th year celebrations, using this new and improved site to further champion careers in rail for future generations."

Johnny Astbury, Worldline's CEO of Transport and Mobility & UK&I, said: "By supporting Routes into Rail, we're helping to bridge the gap between 200 years of heritage and the digital-first expectations of tomorrow. We are thrilled to be co-designing a completely new web experience that reflects the innovation of the railways and invites a diverse new audience to explore careers in rail."

Mary Grant, CEO of Porterbrook, said: "Railway 200 has given us a unique platform to inspire the next generation and highlight the vast opportunities to join this amazing sector. Routes into Rail plays a vital role attracting new talent to the railway. Our continued support, alongside the wider industry, is now extremely important to ensure we build on the legacy of the celebrations."

Emma Roberts, Railway 200 Programme Manager, said: "I'm incredibly proud that Railway 200 is leaving this lasting legacy. Thanks to this investment, many more young people and career movers will be able to find fulfilling and enjoyable careers in our fantastic industry, improving their futures and our country's fortunes. Thank you to Worldline, NSAR, Porterbrook and our many industry partners for making this possible."

Survey reveals young adults underestimate power and speed of trains – risking their lives on level crossings



New research released reveals dangerous overconfidence is putting young adults' lives at risk when using railway level crossings across Britain. Even though eight in ten 18-34 year olds claim to understand the risks, the same number also fail to recognise key warning signs of an approaching train.

Furthermore, seven in ten young adults feel confident they could move out of the way in time if a train appeared while crossing, despite trains travelling up to five times faster than cars. Worryingly, almost all young adults surveyed - a staggering 98% - didn't know it takes around a mile for a train travelling at 80mph to make an emergency stop.

The findings come as train operators, Network Rail and British Transport Police (BTP) join forces to launch No Second Chances - the first ever industry-wide level crossing safety campaign - following recent tragic incidents at level crossings. The campaign comes as the rail industry moves towards a unified Great British Railways.

The campaign - centred around a series of uncompromising 20-second films - focuses on the deadly consequences of distraction at level crossings. It is aimed primarily at young adults who, in a survey commissioned by Network Rail, were much more likely to admit to distracted behaviour while crossing, including:

Chatting to others (28%)
Using their phone (24%)
Not removing headphones (26%) – twice as likely as for among those aged 55 and over (13%).

There are 6,000 level crossings in operation across the country, with various safety features based on their location and levels of use. These safety features include lowering full or half barriers to block access to the track, as well as audible sirens and flashing lights warning of an approaching train. The rail industry is urging the public to stay safe when using level crossings by following the advice:
Stop, look, and listen. Every crossing is different so always read the signs and follow the instructions.
Understand warning signs (lights, barriers, alarms) and obey them fully. Always follow instructions at each level crossing completely.
Check both ways before crossing. If there is a train coming, wait behind the barrier or marked line until it has passed. Remember there may be more than one train, and they may be coming from different directions.
Cross quickly and safely. Make sure your exit route is clear and do not stop when crossing.
Rail Minister, Lord Peter Hendy, said: "Safety on our railway is paramount and I'd urge everyone to follow this campaign's important message and always pay attention at level crossings. I'm pleased to see the industry join forces for this campaign, particularly as we work to bring track and train together under Great British Railways, which will put passengers at the heart of Britain's railway again to deliver the services they deserve."

National Rail

On April 24th, Class 20 311 and 20 302 travelled from Worksop to Wigan Canal Siding to collect track machine No. DR73940 and to take it to Guide Bridge via reversals at Preston and Crewe. Here the pair are seen passing Standish on their way to Preston. *John Sloane*

The pair head away from Winwick towards reversal at Crewe. *John Sloane*

Working in nose first mode, Class 20 311 and 20 302 top and tail No. DR73940 at Winwick during the move from Wigan to Guide Bridge via reversals at Preston and Crewe on April 24th. *John Sloane*









Avanti Pendolino Class 390 124 is seen at Shap Summit on April 30th.
Mark Enderby

New Network Rail deal to run depots, offices and stations from wind power



Network Rail has taken another major step towards powering all its offices, depots and managed stations with renewable electricity after signing a deal with leading renewable energy company RWE to supply around 65% of its non-traction electricity from one of its offshore wind farms. The Corporate Power Purchase Agreement (CoPPA), Network Rail's second within a year, will deliver 300 GWh of renewable electricity annually over five years.

Under the deal, power will be supplied from RWE's Gwynt y Môr Offshore Wind Farm, located 15 miles off the coast of North Wales in the Irish Sea, which will help Network Rail reduce its carbon emissions by around 168,000 tonnes of CO_2e - the equivalent of planting 6.5 million trees. The agreement represents a significant step towards Network Rail's ambition to have all non-traction electricity used across its offices, depots and all of its 20 managed stations sourced from sustainable energy by 2030.

Paul Marshall, Network Rail's chief financial officer said: "This contract marks a significant step forward in our transition to renewable energy. Rail is already one of the most sustainable ways to travel, but we recognise there is much more we can do. This agreement with RWE represents a major step towards our ambition to power all our non-traction electricity - across offices, stations and depots - from renewable sources by 2030. It also highlights the important role organisations can play in driving investment in clean energy. As we move towards Great British Railways, this deal underlines our commitment to reducing carbon emissions and building a more integrated, sustainable rail network, not just for the millions who rely on it today, but for future generations."

Olaf Lubenow, Head of Commodity Solutions UK, North & South Europe at RWE Supply & Trading , said: "We are delighted to have concluded the first public sector PPA under the new Government Commercial Agency framework. Our contract with Network Rail demonstrates our strong commitment to supporting the UK public sector on its path towards a sustainable and resilient energy supply. By providing Network Rail with offshore wind power from Gwynt y Môr Offshore Wind Farm, we are helping to significantly reduce emissions while enhancing the long-term stability and reliability of their electricity procurement."

The agreement forms a key part of Network Rail's Greener Strategy, which sets out its plans to achieve a sustainable railway, and follows a CoPPA signed with EDF Renewables in 2025, which secured 64 GWh of clean energy per year from a new solar farm currently under construction. Together, the two agreements will provide around 80% of the organisation's non-traction electricity from renewable sources, putting Network Rail firmly on track to meet its 2030 target.

Electricity from RWE's Gwynt y Môr Offshore Wind Farm, commissioned in 2015 and consisting of 160 wind turbines with a total capacity of 576 megawatts, will begin powering Network Rail's offices, stations and depots from April 1st 2027.

National Rail

Class 47 813 leading 1Z47 05:46 Dorridge - Newquay 'The Atlantic Voyager' railtour is seen approaching St. Columb Road on the way to Newquay with 47 812 ticking over on the rear on May 2nd. *Barry Beeston*



Lumo's Class 222 005 with a Stirling to Preston training run is seen at Shap Summit on April 30th. *Mark Enderby*



National Rail

On April 20th, Colas Rail's track machine No. DR75010 working 6Q58 Gloucester - Gloucester is seen at Purton [between the former Purton station and Purton Common foot crossing]. *Ken Mumford*



Island Line's Class 484 002 is seen at Shanklin station with the 10:48 departure to Ryde, on April 15th. *Allison Twycross*



New customer hub opens at Euston ready to better support station users

Passengers travelling through London Euston will now benefit from a brand-new customer information hub, which will make it quicker and easier for people to get the help they need.

The bright new kiosk adorned in the 'Euston yellow' colours has been created using customer insight and the experience of staff who will work in it. It brings colleagues on the concourse together and is part of an ongoing programme to improve day-to-day customer experience at one of London's busiest stations.

The hub opens after the launch of a new Customer Service Academy at Euston, which is giving all colleagues working at the station, including train operators, British Transport Police and Mitie teams, enhanced customer-service training and a City & Guilds qualification. Matching yellow tabards are also being trialled by staff at the station, creating a more unified, recognisable look for colleagues, so passengers can quickly identify who is there to help.

Additionally, on the balcony above the new customer hub, engineers have been working over the Easter bank holiday weekend to refurbish the customer seating area. When the West Coast Main Line reopens tomorrow (9 April) after major improvements are complete between Euston and Milton Keynes, station users will benefit from more seats and additional places to plug in their phones and laptops while waiting for their train.

Kathrin Pranga-Wells, station customer experience manager at Network Rail, said: "We're ready to welcome customers back through Euston when our Easter upgrades on the West Coast Main Line complete tomorrow, with a brighter look and an even friendlier welcome.

"As well as improved seating on the balcony, our new information hub brings together our industry teams in a much more visible place for passengers and marks the next phase of our commitment to enhance customer experience here at Euston - one of London's busiest stations."

Adrian Worsfold, customer operations manager at Avanti West Coast, said: "We're pleased to open the new information hub as we welcome customers back to London Euston following the engineering work over Easter. With our staff working alongside other operators, customers will benefit from a more consistent, seamless service with a central point to access all the journey information they need. We look forward to supporting everyone travelling to or from Euston, as we mark this latest milestone in our joint industry efforts to improve the station experience."

Jonny Wiseman, customer experience director at London Northwestern Railway, said: "We provide millions of journeys to and from Euston every year and we are committed to enhancing the experience for our customers. Offering a centralised space for providing streamlined passenger information, this new hub ensures customers get the support they need quickly. We look forward to continuing our close partnership with Network Rail and Avanti West Coast as we open the hub to passengers."

Elsewhere at Euston, work is continuing to upgrade the station's assisted travel lounge.

The major refurbishment will:

Significantly increase the lounge's seating capacity from 18 to 27, helping to meet growing demand for passenger assistance at one of the UK's busiest stations.

Replace the ceiling, flooring, lighting and furniture to transform the facility and make it more welcoming, comfortable and accessible for everyone.

Introduce new screens and better technology to improve information provision for customers and helping staff assist passengers more easily.

While the work takes place, the station's passenger assistance team will continue to help customers from a temporary location in the seating area between the ramps to platforms 11 and 12. Staff will be on hand to guide passengers to the temporary area and help them onto trains as usual.

National Rail

Class 67 006 ‘Royal Sovereign’ working 1Z82, the 08:07 London Victoria to Stamford ‘Belmond Pullman’ heads through Northampton on April 10th.
All photos: Derek Elston





1928 Metropolitan Carriage & Wagon Co. built Pullman Parlour First ‘Zena’



1932 BRC&W Co. Built Pullman Kitchen First No. 281 ‘Gwen



1925 BRC&W built Pullman Kitchen First ‘Ibis’ rebuilt in 1928 by Metropolitan Carriage & Wagon Co.

1932 Metropolitan Carriage & Wagon Co. built Pullman Kitchen First ‘Vera’





1932 Metropolitan Carriage & Wagon Co. built Pullman Kitchen First No. 280 ‘Audrey’



1951 built BRC&W Pullman Parlour First 308 ‘Cygnus’’



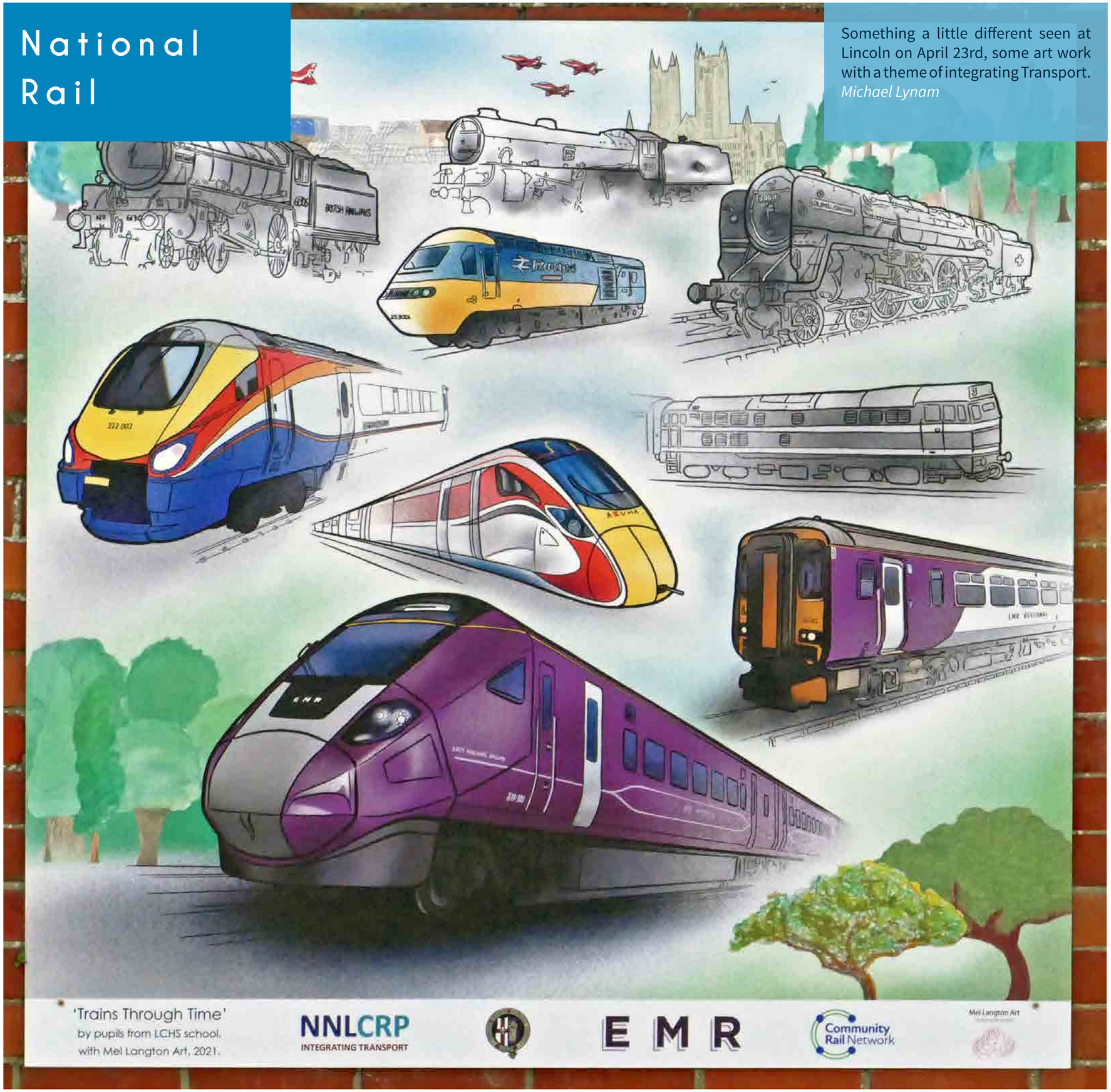
1951 BRC&W built Pullman Parlour First No. 301 ‘Perseus’



1951 BRC&W built Pullman Parlour First No. 302 ‘Phoenix’



Class 67 024 was on the rear of the working through Northampton on April 10th.



Something a little different seen at Lincoln on April 23rd, some art work with a theme of integrating Transport.
Michael Lynam

ScotRail confirms May 2026 timetable changes

ScotRail has confirmed details of its timetable changes that will come into effect from Sunday, May 17th. The timetable includes service revisions across the network to reflect operational requirements and planned engineering activity, alongside additional and amended services. Customers will also be able to take advantage of fares being frozen until 2027, ensuring rail travel remains affordable alongside these improvements.

The majority of additional services will operate at weekends, and include:

Extra services on the Glasgow Queen Street–Anniesland via Maryhill line on Saturdays.
The introduction of an additional evening Glasgow Central–Kilmarnock return service on Sundays.
A second train per hour on the Levenmouth Rail Link on Sundays.
Enhanced Sunday local services between Aberdeen and Montrose and Aberdeen and Inverurie.
Increased number of electric trains on the East Kilbride line on Sundays.
More North Berwick services on Saturdays.
An additional 08.15 Ayr to Glasgow Central service on Sundays.
An additional 08.05 Edinburgh Waverley to Aberdeen on Sundays.
Strengthening of Edinburgh Waverley to Helensburgh Central services on Friday and Saturday evenings.

The following services on the Borders line will be temporarily withdrawn to allow electrification work along the route to take place:

23.19 from Tweedbank to Edinburgh.
23.44 from Edinburgh to Tweedbank.

The 06:47 Kingussie to Inverness service will also be withdrawn due to low customer demand, with fewer than 10 passengers travelling on the service on average each day.

Customers are encouraged to check their journeys on the ScotRail website, mobile app, or through social media channels as train times may have changed.

Mark Ilderton, ScotRail Service Delivery Director, said: “We are introducing a number of timetable changes from Sunday, May 17th, the majority of which are on Saturdays and Sundays to meet the growing demand for leisure travel. These additional services will provide customers with more choice and flexibility, helping more people travel by rail for leisure, events, and days out.

There are a small number of changes for operational requirements and planned engineering works so the Borders route can be electrified, making rail travel more sustainable. Customers should check their regular journeys before travelling, as some train times may have changed.”

National Rail

Heidelberg Materials unveils ‘Battery Bill’ - new electric shunting locomotive at Whatley quarry



Heidelberg Materials UK has commissioned a new Class 08e electric shunting locomotive at its Whatley quarry in Frome, Somerset. The Class 08e is the first electric locomotive of its kind to operate at a UK quarry and was converted from a diesel-powered shunter by Positive Traction.

The zero-emission shunter supports the company’s sustainability target to cut delivery transport related carbon emissions by 15 per cent by 2030. Whatley quarry’s dedicated rail connection allows the company to supply high-quality aggregates to construction projects across London and the South East.

Heidelberg Materials UK has commissioned a new Class 08e electric shunting locomotive at its Whatley quarry in Frome, Somerset.

The new locomotive is the first of its kind to be used at any UK quarry and is part of the company’s commitment to reducing scope 3 emissions in delivery transport by 15 per cent by 2030 from its 2019 baseline.

Converted by Positive Traction from a withdrawn diesel-powered shunter, the electric locomotive is powered by six Powerpod battery packs, providing a total of 600kWh of energy and delivering up to a 50 per cent increase in tractive effort.

The Class 08e was aptly named Battery Bill by a primary school child, who won a competition run by Heidelberg Materials among local schools and was invited to the quarry to unveil the winning name.

The investment in a zero-emission shunter is part of the company’s wider sustainability strategy, including its commitment to improve its network of rail connected quarries and depots and its target to reach net zero by 2050.

Daniel Welch, Rail Logistics Manager at Heidelberg Materials UK, said: “Commissioning the first electric shunting locomotive to operate at a UK quarry is a significant milestone for Heidelberg Materials and for the industry.

“Positive Traction’s approach to converting an existing diesel locomotive offered a sustainable solution that supports our decarbonisation goals and demonstrates that zero-emission rail operations are achievable.”

Whatley quarry’s dedicated rail connection allows the company to supply high quality aggregates to major construction projects by rail, reducing vehicle movements on the road network and cutting associated emissions.

Polly Bycroft Gregory, Director of Positive Traction, said: “We are delighted to provide Heidelberg Materials with its first zero-emission shunting locomotive, which will contribute to reducing both noise and emissions from rail related operations at Whatley quarry.

“We’d also like to thank the Heidelberg team for working closely with us to fully optimise the 08e design so that it could meet the demanding haulage and duty-cycle requirements of one of the UK’s leading suppliers of limestone aggregates.”

Whatley quarry, near Frome, has been operating since the 1930s and supplies limestone aggregate to local markets, as well as to depots in London and South East England via its dedicated rail link.



Chirk station has several resident sheep, this one eyes up some flowers for supper. *Colin Kennington*

Scotland's Railway has struck double gold at a prestigious annual rail awards ceremony

The Rail Industry Planning Awards showcase excellence in train planning, featuring best practice and strengthening the professional railway community.

At a glittering occasion in Leeds, Scotland's national train operator came out top in Strategic or Long-Term Planning Team of the Year.

Judges said, "With a host of major projects including East Kilbride electrification, ScotRail's teams managed to improve performance and increase frequencies without requiring additional rolling stock and crews."

Teamwork between ScotRail and Network Rail Scotland was recognised by winning the Event Plan of the Year award.

According to judges, "Oasis' three concerts at Murrayfield coincided with the peak of the Edinburgh Festival, but Scotland's Railway cleverly integrated demand for both, and offered additional trains to get people to and from the events safely."

Train planners sit at the heart of the rail industry, creating high-performing timetables and resource plans that benefit both passengers and freight customers.

By connecting people and goods efficiently, train planners play a crucial role in helping the economy and communities to thrive now and in the future.

Scotland's Railway is also supporting the country's biggest cultural and sporting occasions by running extra services at almost 60 per cent more major events since returning to public ownership. This is in no small part down to the contribution of the Special Events team, which works closely with planners to ensure ScotRail creates and delivers the best plans possible.

The Special Events team was instrumental in coordinating train transport for events such as the Edinburgh Festivals, Taylor Swift, Oasis and AC/DC concerts, and other large-scale gatherings, like rugby and football matches.

Mark Ilderton, ScotRail Service Delivery Director, said: "The dedicated staff in our train planning team work tirelessly to schedule our services, sometimes in the face of the most challenging weather conditions, complex engineering works, and massive events.

"I am incredibly proud of the way they deliver twice-yearly timetable changes, requiring months of planning, but also pivot quickly to make sure as many services as possible are available to customers when short notice incidents like extreme weather take place.

"It's a measure of their resilience and professionalism and I am grateful for their continued contribution to making Scotland's Railway safer and more reliable for our customers."

Ross Moran, Route Director at Network Rail Scotland, said: "Our planning teams work behind the scenes, carefully balancing competing demands to make sure passengers stay safe and the railway runs reliably.

"Recognition like this means a lot and reflects the strong partnership we have with ScotRail.

"It acknowledges the care, teamwork and commitment that keep the railway moving day in, day out, and the way our teams step up to support Scotland's biggest moments.

"I'm incredibly proud of everyone involved and the important role they play."

National Rail



Network Rail MPV Nos. DR98959 and DR98909 run through the Northamptonshire countryside as 3Z09, the 10:30 Kings Norton On Track Plant Depot to Clapham Yard on April 29th. *Derek Elston*

Clubs and Societies Apparel

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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

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15+ Price: £8.35 EACH

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



10+ Price: £12.75 EACH

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



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



10+ Price: £7.25 EACH

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



10+ Price: £6.25 EACH

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



10+ Price: £12.75 EACH

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



10+ Price: £7.60 EACH

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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

The Might Have Beens!

During the early years of the 20th century trains were getting longer and heavier on the M.R. [*noted for its smaller trains and lighter locomotives*]. On the 1 in 37.7 Lickey Incline under powered locomotives and their stock had to be assisted by as many as 4 small tank locomotives - this was far from economical or satisfactory and several designs were drawn up for a larger banking engine. The majority of bankers were then Johnson tank engines, some nearing the end of their lives *BUT SEE Wikipedia on Lickey Incline for full details and history of steam and diesel bankers.*

About 1910 there were plans at Derby for a '*super banker*' with an 0-10-0 wheel arrangement which was to have been a side tank locomotive with a 3½ ton coal bunker and a water capacity of 1,500 gallons plus a grate area of 25 square feet. Other designs that did not come to fruition included an 0-6-6-0 tank engine at least 45 feet in length and another articulated machine expected to tip the scales at 122 tons. Most of these plans and ideas were confined to the drawing office at Derby - nothing more definite coming from this department until 1912.

Early 1912 there was a special committee, chosen from the Board of the M.R. to discuss the design and construction of a large tender engine for banking, later to be known [*unofficially*] as '*BIG EMMA*' or '*BIG BERTHA*'. Plans, although shelved for two years, were meant to be kept strictly until [*shortly before the outbreak of World War 1*] the order was official on May 3rd 1914, although its production was postponed by the war. Fitting 'Big Bertha' with its headlight. Note sighting poles or bars to help crew judge distance between loco and the rear of train to be banked.



A Different View

TfW Class 197 110 is seen on Vulcan Bank with 1H88 Llandudno Junction to Manchester Airport service on April 27th. *Brian Dobbs*

Something a bit different as a mural of the late Ian Curtis from the band 'Joy Division' looks on as 'Tornado' passes platform 14 at Manchester Piccadilly on with a light engine and POV from Tyseley to Bury. *Lee Stanford*

Message Received! TPE Class 802 215 thunders past Glazebury foot crossing with the 15:24 Liverpool Lime Street - Newcastle service on April 9th. *Jeff Nicholls*







A Different View

On April 9th, a Class 730 introduction advert at Northampton. I wonder how many people want to buy one! *Derek Elston*

The haze of exhaust ‘clag’ indicates that the tail of the train has now cleared the points, and the driver has opened the throttles, as the 6Y08 Tolworth - Hoo Junction service begins its return run on March 31st. *Ian Callander*

At the Swindon & Cricklade railway’s base at Blunsdon, the resident gardener should be proud; he’s got a bumper crop of mileposts coming through this spring! *Ken Mumford*







Preserved Railways

ALL GRESLEY LOCOMOTIVES TO CARRY ‘GRESLEY 150 ANNIVERSARY’ HEADBOARDS ON 150TH ANNIVERSARY OF HIS BIRTH

The Gresley Society, founded in 1963 to honour the life and works of Sir Nigel Gresley, is proud to announce a distinctive tribute to mark the 150th anniversary of the birth of Sir Nigel Gresley CBE (June 19th 1876 – April 5th 1941), one of Britain’s greatest locomotive engineers and Chief Mechanical Engineer of the London & North Eastern Railway (LNER).

On Friday June 19th 2026, all surviving and new build steam locomotives designed by Sir Nigel Gresley that are in operational condition or on public display will be adorned with a specially commissioned ‘Gresley 150 Anniversary’ headboard. The headboards faithfully replicate the elegant pre-World War II LNER style used on the railway’s prestigious named expresses, evoking the golden age of steam travel with its characteristic Gill Sans typography and design.

The headboards will appear on the following surviving Gresley-designed locomotives (locations current as of early 2026; subject to operational schedules):

LNER class A3 No. 4472/60103 Flying Scotsman – preserved at the National Railway Museum, York, frequently operating mainline tours and heritage railway visits.
LNER class A4 No. 4498/60007 Sir Nigel Gresley – preserved by the SNGLT and based at Crewe with Locomotive Services Ltd, frequently operating mainline tours and heritage railway visits.
LNER class A4 No. 4468/60022 Mallard - National Collection, currently on static display at the National Railway Museum, York.
LNER class A4 No. 4464/60019 Bittern - based at Crewe with Locomotive Services Ltd, under overhaul.
LNER class A4 No. 4488/60009 Union of South Africa - preserved by Society President John Cameron and after a long main line career is now preserved on his farm at Balbuthie in Fife.
LNER class A4 No. 4489/60010 Dominion of Canada - preserved at the Exporail: the Canadian Railway Museum at Saint-Constant, Quebec, Canada.
LNER class A4 No. 4496/60008 Dwight D. Eisenhower (formerly Golden Shuttle) - preserved at the National Railroad Museum at Green Bay, Wisconsin, USA.
LNER class D49 No. 246/62712 Morayshire - owned by the National Museums of Scotland and undergoing overhaul on the Bo’ness and Kinneil Railway.
LNER class K4 No. 3442/61994 The Great Marquess - owned by Society President John Cameron and after a long main line career is now preserved on his farm at Balbuthie in Fife.
GNR/LNER N2 0-6-2T No. 1744/4744/ 69523 (the oldest surviving Gresley locomotive, owned by the Gresley Society) – North Norfolk Railway, currently under overhaul but expected to be in traffic by the anniversary.
LNER class V2 LNER No. 4771/60800 Green Arrow - part of the National Collection and after many years of main line operation is now on display at the Danum Museum, Doncaster.
LNER class B17 No. 2873/61673 Spirit of Sandringham - new build project by The B17 Steam Locomotive Trust based in Sheffield.
LNER class P2 No. 2007 Prince of Wales - new build project launched in 2013 by The A1 Steam Locomotive Trust based in Darlington.
BR class EM1 No. 26020/76020 - part of the National Collection, currently on static display at the National Railway Museum, York.
BR/NS class EM2 No. 27000/1502 Electra - at the Midland Railway Centre, Butterley.
BR/NS class EM2 No. 27001/1505 Ariadne - at the Science and Industry Museum in Manchester.
BR/NS class EM2 No. 27003/1501 Diana - preserved in the Utrecht Railway Museum, Netherlands.
BR class 306 No. 306017 - preserved at Locomotion, Shildon.

To complement the full-size tribute and bring the celebration to enthusiasts of all ages, the Gresley Society has commissioned high-quality model versions of the ‘Gresley 150 Anniversary’ headboard. Manufactured to exacting standards by Fox Transfers, these are available to purchase now from the Gresley Society website (gresley.org) and sales@gresley.org in the following popular scales:

7 mm (0 gauge): £15.00
4 mm (00 gauge): £10.00
TT120: £7.50
2 mm (N gauge): £7.50

These model headboards allow modellers to mark the anniversary on their own layouts in a historically authentic manner. ‘The Gresley Society’ headboards are also available in the same scales and at the same prices.



This initiative is set in the context of the remarkable range of Gresley locomotive models now available to enthusiasts. In 00 gauge alone, manufacturers such as Hornby, Bachmann, and others offer detailed models of class A1/A3 4-6-2 ‘Pacifics’ (including Flying Scotsman), class A4 streamlined ‘Pacifics’ (including Mallard and Sir Nigel Gresley), class V2 2-6-2 ‘Praries’ (including Green Arrow), and various tank and tender locomotives. Similar high-quality options exist in 0 gauge, N gauge, and the increasingly popular TT120 scale, enabling thousands of modellers to recreate classic LNER scenes with ever increasing accuracy. The new anniversary headboards provide a simple yet striking way to theme layouts and displays for the 2026 celebrations.

Modellers across all scales are encouraged to fit the headboards to their Gresley locomotives and share photographs of their creations on social media using the hashtag #Gresley150. The Gresley Society invites posts on its official channels to help build a national gallery of tributes. The 150th anniversary celebrations continue throughout 2026 under the strapline “A Legacy of Innovation, Speed and Elegance”, with events including a major exhibition at Danum Gallery in Doncaster, a symposium and dinner, and further activities in partnership with heritage railways, museums and societies.

Philip Benham MBE, Chairman of The Gresley Society, commented: “The 150th anniversary of Sir Nigel Gresley’s birth provides a wonderful opportunity to celebrate his extraordinary legacy of engineering excellence. We are delighted that all surviving and new build Gresley locomotives will carry the special ‘Gresley 150 Anniversary’ headboard on 19 June 2026, in authentic pre-war LNER style.

“These high-quality model headboards, available in O, OO, TT120 and N gauges, allow enthusiasts and modellers everywhere to join the celebration on their own layouts. We warmly encourage everyone to fit the headboards to their models and share photographs on social media using the hashtag #Gresley150, helping to create a lasting digital tribute to one of Britain’s greatest locomotive engineers.”

For further details on the headboards, the anniversary programme, or membership of the Gresley Society, please visit gresley.org. The Gresley Society has a prescence on Facebook (@The Gresley Society), Instagram (@ gresleysociety) and X (@GresleySociety).

Preserved Railways

Wensleydale Railway offers 10% discount on its afternoon tea train services in May.

Wensleydale Railway has announced a 10% discount on its afternoon tea trains booked in May.

The railway's 'May Madness Deal' is available on all its afternoon tea trains and includes their new Indian Cuisine Evening Special trains in May and September. The special offer is valid on all tea train tickets purchased between May 1st and 31st and the 10% discount has already been applied to the ticket prices.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "We're ever conscious of the economic challenges that our visitors face and offering them a good value day out is always in the forefront of our minds. Our kids-for-a-quid travel offer is available all-year-round and allows children aged 3 to 15 to travel for only £1 on our trains with a paying adult. We also offer local residents a 25% discount on their travel. By introducing this new special offer, we hope that it will encourage more people to support our volunteer-led heritage railway and experience the delicious food, stunning scenery and friendly volunteers that we have!

He added: "We have already seen an increase in bookings as a result of this offer. Our Yorkshire Day afternoon tea service in August is now 75% sold out and we have limited seats available on the other services. I would urge people to book now at this reduced price, before they're all gone."



Preserved Railways

All Aboard: Steam Train Rides Launching On May 26th at Hopetown Darlington



May 2026 will mark a spectacular new chapter in Darlington's railway heritage as Hopetown Darlington prepares to launch steam train rides on a newly built railway line with the support of the A1 Steam Locomotive Trust. The new addition to the site is an exciting new seasonal attraction bringing history vividly to life and celebrates the continuing legacy of S&DR200.

Passengers will board a beautifully restored 1910 built, luxury Edwardian style London & South Western Railway No.1520 passenger carriage, finished in classic salmon and brown livery. The carriage will be hauled by a selection of locomotives, beginning with Andrew Barclay Works No.2134 known as 'W.T.T". Further down the line, selected journeys will also be hauled by Darlington's internationally renowned legend No.60163 'Tornado', as well as our very own Replica Locomotion No.1.

Tickets will be released to the general public on Thursday 30th April. Potential passengers are being encouraged to sign up to Hopetown Darlington's mailing list to be among the first to access ride tickets.

This brand-new seasonal experience marks a major milestone for the award-winning visitor attraction and its onsite partners, offering visitors the rare opportunity to ride behind historic steam locomotives on the attraction's brand-new heritage railway line.

Passengers will check in for their journey at Hopetown Darlington's main reception before proceeding to the historic 1861 Shed from where the ride will depart, bringing the drama, power and romance of steam railways to life.

Councillor Libby McCollom, Darlington Borough Council's Cabinet Member for Local Services, said: "This is a hugely significant milestone for Hopetown Darlington and for the town itself. These live steam rides honour Darlington's world-leading railway heritage while firmly looking to the future, creating a new way for people of all ages to connect with our story and ensures the ongoing legacy of the Stockton & Darlington Railway continues for many more years to come. It's incredibly special to see history brought back onto the rails in the very place where it all began 200 years ago."

Graeme Bunker James, Operations Director and Charity Trustee of The A1 Steam Locomotive Trust, said: "The launch of live steam rides at Hopetown Darlington is a significant moment for the partnership between Hopetown Darlington and the A1 Steam Locomotive Trust. We're incredibly proud to support bringing steam ride operations in Darlington as we look to inspire visitors of all ages for generations to visit."

The steam rides celebrate Darlington's pioneering role in railway history, the enduring legacy of the Stockton & Darlington Railway, and the international significance of the S&DR200 Bicentenary. More than a one off attraction, this is a permanent new experience designed to inspire, excite and be enjoyed by generations to come.

Mike Crawshaw, Darlington Borough Council's Cabinet Head of Heritage and Culture, said: "Following the success of S&DR200, we're thrilled to be launching this next chapter in the visitor attractions' journey. Introducing live steam rides gives visitors a completely new experience that they have, rightly, been asking for, for many years - travelling in a classic railway passenger coach behind heritage locomotives. We can't wait to welcome people aboard for something truly memorable."

From the hiss of steam to the rhythm of the rails, this is history in motion. Whether you are a lifelong railway enthusiast or discovering steam for the first time, visitors are invited to create unforgettable memories where heritage, engineering and family fun come together.

Opening dates and times
- Rides will initially operate Tuesday 26th to Friday 29th May 2026
- Operating hours: 10.15am – 3.15pm
- Steam rides will run seasonally, with future dates to be announced

Duration
- The ride will last approximately 20 – 25 minutes
- Rides depart every 30 minutes

Ticket price
- £7.50 per passenger, regardless of age

Location
- Boarding at the 1861 Shed, accessed within the grounds of Hopetown Darlington

Tickets
- Advance booking recommended at hopetowndarlington.co.uk/steamrides

While work begins on constructing a permanent platform at the 1861 Shed, passenger boarding will take place outside of the building using a temporary boarding arrangement. During this initial phase, access to the carriage will be via a set of temporary platform steps and, unfortunately, will not be fully accessible as there is currently no ramp or lift in place.

This is a temporary limitation and Hopetown Darlington is actively working on a thoughtful alternative offer for those who are unable to take part in the ride during this early phase, and further details will be shared soon.

A permanent new platform at the 1861 Shed will be fully accessible when opened later this year.

Photo: ©Hopetown Darlington Site

Preserved Railways

RARE CHANCE TO DINE BESIDE THE FLYING SCOTSMAN AT GREAT CENTRAL RAILWAY FUNDRAISING EVENING



A rare opportunity to get up close to one of Britain's most famous locomotives is coming to the Great Central Railway this May – with guests invited to dine beside perhaps the famous of all steam locomotives, the legendary Flying Scotsman.

Taking place on Thursday May 28th, the Reunification Fundraising Evening will combine fine dining, steam travel and exclusive access in one unforgettable experience as guests enjoy a four-course dinner served alongside the Flying Scotsman. For one night only, the world-famous locomotive will take centre stage, offering a rare chance to get up close to one of Britain's most iconic pieces of heritage.

Guests will begin the evening with a steam-hauled journey behind another legendary locomotive, Tornado, one of the most celebrated modern-built steam locomotives, before returning for a drinks reception, gala dinner and dancing in one of the Great Central Railway's refurbished engine sheds at Ruddington which converts into a unique, heritage event space.

In addition to dining beside Flying Scotsman, attendees will have the chance to enjoy special photo opportunities and rare footplate access, offering a truly up-close experience with both locomotives. The evening will also include live entertainment, dancing, and a talk from BBC correspondent Tom Ingall, alongside a raffle and auction featuring exclusive prizes.

Andy Fillingham, Chairman of Great Central Railway, Nottingham, said; "We're incredibly excited to be able to offer something this special. The Flying Scotsman is a true icon of British engineering, and the chance to dine right alongside it is something very few people will ever experience."

Malcolm Holmes, General Manager of the Great Central Railway added; "This event is about creating a memorable evening, but also about bringing people closer to our railway heritage while supporting the future of the Great Central Railway through the Reunification project."

Funds raised from the evening will support the Great Central Railway's Reunification project – one of the most ambitious schemes in UK railway preservation. The project aims to reconnect two separate sections of the historic line in Leicestershire and Nottinghamshire by rebuilding a missing 500-metre stretch of railway, creating an 18-mile continuous heritage route. Once complete, it will not only restore a vital link in Britain's railway story, but also boost tourism, support the local economy and secure the future of the railway for generations to come.

Preserved Railways

A STEP BACK IN TIME: 1940S WEEKEND COMES TO GREAT CENTRAL RAILWAY THIS MAY



Grab yourself a GI and join us on the dancefloor for a jitterbug and jive, because this May the Great Central Railway is stepping straight back into the 1940s. Returning on May 30th and 31st, the much-loved 1940s Weekend, A Celebration of Blighty, invites visitors to experience the sights, sounds and spirit of a post wartime Britain.

Across the two-day event, the Great Central Railway's period stations will be transformed into a tribute to the 1940s, with vintage trains, authentic re-enactments, live entertainment, and displays all combining to create an immersive atmosphere across the line.

Authentic steam-hauled passenger and good trains will run between GCR's beautifully restored, period stations, offering visitors the chance to travel as people did during the war years. Alongside a busy timetable of railway action, a display of classic vehicles including military transport, motorbikes, pre-war cars and steam traction engines will bring the roads of the era back to life.

Visitors will also be able to explore a wide range of authentic displays, from military encampments to exhibits focusing on civilian life and local history. The Quorn Local History Group will present a detailed look at the village during the 1940s, covering everything from evacuees and wartime industries to the presence of the 82nd Airborne and the local POW camp.

Re-enactors in period dress will be stationed across the railway, portraying soldiers, civilians, and Home Front workers, helping to recreate the realities of wartime life. Highlights will include a Merchant Navy-themed re-enactment and a wartime firefighting demonstration, offering a deeper insight into the challenges faced during the decade.

A vintage market at Quorn will offer a range of vintage clothing, accessories, and jewellery, giving visitors the opportunity to fully embrace the style of the period while food and drink will reflect the era, with 1940s-themed menus available across the railway. Guests can enjoy a pint of Quorn Tin Shed Real Ale, traditional afternoon tea, and a variety of wartime-inspired dishes, bringing the flavours of the decade to life despite the spirit of rationing!

A full programme of entertainment will feature across the weekend with live bands, singers, and dance demonstrations, performing music that defined a generation. A newly installed dance floor in the Quorn and Woodhouse marquee will give visitors the perfect place to jive, while a new entertainment marquee at Rothley station will add even more to the lively programme.

The weekend will extend into the evening with free 1940s dance events on both Friday and Saturday. Featuring live performances from Lady Lindy Sings and DJ Woody on Friday, and Ding Dong Daddios on Saturday, the dances promise an authentic vintage atmosphere. On the Saturday evening, vintage buses will operate shuttle services between Quorn and Loughborough Central to help visitors travel with ease.

Tickets for the event start from just £30.00, with activities taking place from 10:00am to 6:30pm on both days.

GWS Didcot

GWR Castle Class No. 4079 ‘Pendennis Castle’ was in operation on April 6th. *Colin Pidgeon*

Hudswell Clarke No. 1026 running as No. 31 ‘SIR ROBERT McALPINE & SONS (LONDON) LIMITED’ is seen operating the branch line on April 6th, This loco was sent to Didcot Railway Centre for repair and was being run in before returning to the late Sir Robert McAlpine’s Fawley Hill Railway which will allow No. 2409 ‘King George’ to return to Didcot. *Colin Pidgeon*

GWR Mogul No. 5322, which had just been repainted and put on show, stands in the yard on April 6th. *Colin Pidgeon*







East Lancs Railway

The Spring steam gala at the line gave the opportunity to double head two unrebuilt Bullieds. On a dull April 10th, visiting No. 34070 ‘Manston’ joins forces with resident No. 34092 ‘City of Wells’ as the pair approach Ewood Bridge in fine style hauling the 09:30 Bury to Rawtenstall service. *Lee Stanford*

A1 Pacific No. 60163 ‘Tornado’ turned its hand to operate a freight train during the Spring steam gala and is seen approaching Ewood Bridge on April 10th with a lengthy consist. *Lee Stanford*

Viewed from the train sees Bulleid No. 34070 ‘Manston’ waiting to depart from Heywood on April 10th with a service for Rawtenstall. The addition of the van at the front of the train and the livery of the stock add to the period effect. *Lee Stanford*







East Lancs Railway

Guest loco No. 60163 ‘Tornado’ approaches Ramsbottom on April 10th hauling a demonstration freight from Bury.
Michael Lynam

The Legends of Steam event at the railway featured A1 Class Pacific No. 60163 ‘Tornado’ seen arriving into Bury on April 11th.
Bryan Roberts

Visiting loco for the gala, No. 34070 ‘Manston’ departs Irwell Vale with a service to Rawtenstall on April 10th. *Michael Lynam*







East Lancs Railway

An unusual working for ‘Tornado’ as it passes through Ramsbottom on April 10th with a goods working during the East Lancs Railway’s ‘Legends of Steam III’ gala. *Jeff Nicholls*

LNER No. 60163 ‘Tornado’ rolls gently non-stop through Irwell Vale bound for Rawtenstall on April 10th. *Jeff Nicholls*

Lancashire and Yorkshire Railway (L&YR) Class 23 0-6-0ST No. 11456 approaches Ramsbottom with a service to Rawtenstall on April 10th. *Michael Lynam*







East Lancs Railway

Bulleid No. 34092 'City of Wells' does its volcano impression as it storms out of Ramsbottom on April 10th. Note the S&D style white embellishments. *Jeff Nicholls*

The Legends of Steam event at the railway included visiting Battle of Britain Class No. 34070 'Manston', seen here leaving Bury on April 11th. *Bryan Roberts*

No. 34070 'Manston', visiting the railway for their 'Legends of Steam III' gala, approaches Townsend Fold crossing on April 10th. This loco was delightfully scruffy, a reminder of 'real' steam days. *Jeff Nicholls*







East Lancs Railway

Visiting ‘Battle of Britain’ Class Pacific No. 34070 ‘Manston’ approaches Rawtenstall on April 12th. *Gerald Nicholl*

East Lancs Railway

Visiting Peppercorn A1 Class 4-6-2 No. 60163 'Tornado' is seen at Burrs with an afternoon passenger service during the 'Legends of Steam' event on April 12th. *Gerald Nicholl*

Colne Valley Railway

Still carrying faded EWS livery, Class 08 706 is seen working the shuttle service on the Colne Valley line on April 3rd. *Derek Elston*



Corris Railway

At the Corris Railway on March 28th, Hughes-style new-build No. 10 waits for the right-away for Corris station with an ‘Easter Eggspress’ service from Maespoeth Junction. *Ben Bucki*

Isle of Wight Steam Railway

A1X Terrier Class No. 8 ‘FRESHWATER’ is seen with BR-built LMS Ivatt Class 2MT 2-6-2T No. 41313 at Havenstreet on April 19th. *David Lindsell*



A Ryde Pier Tram is seen in the ‘Train Story’ museum on April 19th. *David Lindsell*

Carrying the excellent Network South East livery, Class 03 079 is seen in the ‘Train Story’ museum on April 19th. *David Lindsell*





Isle of Wight Steam Railway

Former Island line unit No. 004 is now located at Hollliers Park, viewed on April 25th. *David Lindsell*

A view of the lovely old Yarmouth station. *David Lindsell*

Hunslet Austerity 0-6-0ST No. WD198 ‘Royal Engineer’ runs round its train at Smallbrook Junction on April 19th. *David Lindsell*







Severn Valley Railway

LMS Class 5MT No. 13268 gets underway from Highley on April 17th with a service to Kidderminster. *Barry Longson*

Great Western Railway 7800 ‘Manor’ Class 4-6-0 steam locomotive No. 7802 ‘Bradley Manor’ working the 09:25 Bridgnorth - Kidderminster service arrives at Bewdley on April 16th. *Richard Hargreaves*

Bagnall ‘Judy’ (ex Port of Par) arrives into Bewdley on April 16th. *Richard Hargreaves*







Severn Valley Railway

Class 14 No. D9551 and Class 07 No. D2996 are seen moving around the Bridgnorth depot on May 2nd. *Richard Hargreaves*

Class 55 009 ‘Alycidon’ is seen in the yard at KidderminsteronApril17th.*RichardHargreaves*

With cylinder drains open, Stanier Mogul No. 13268, at the head of a rake of Gresley coaches, departs from Highley at dusk on April 18th. *Jeff Nicholls*







Severn Valley Railway

Great Western Railway 0-6-0 Saddle Tank locomotive No. 813 pauses at Highley with a shuttle service on the evening of April 18th.
Jeff Nicholls

GWR Manor Class No. 7802 ‘Bradley Manor’ blows off in Highley station with a train for Kidderminster on the evening of April 18th.
Jeff Nicholls

The fireman of GWR Pannier Tank loco No. 7714 prepares himself for the token exchange as it enters Highley on eight GWR coaches on April 18th. Its departure was a sound to behold!
Jeff Nicholls







Severn Valley Railway

BR Standard Class 84-6-2 Pacific No. 71000 'Duke of Gloucester' working the 11:25 Bridgnorth - Kidderminster service arrives into Hampton Loade on April 17th. *Richard Hargreaves*



BR Standard Class 4MT No. 75069 approaches Highley on April 17th working the 11:35 Kidderminster - Bridgnorth service.
Richard Hargreaves



L&YR Class 21 0-4-0ST steam locomotive No. 11243 is seen at Bewdley on April 16th.
Richard Hargreaves



Severn Valley Railway

On April 16th, Bagnall ‘Judy’ (ex Port of Par) runs back into the platform at Kidderminster having taken water with LMS Pug No. 11243 on the rear. *Michael Lynam*



GWR Manor Class No. 7802 ‘Bradley Manor’ running light engine into Kidderminster station for its next working on April 16th. *Michael Lynam*



GWR Collett 1400 Class 0-4-2T locomotive No. 1450 and GWR Saddle Tank loco No. 813 depart Kidderminster on April 16th with a service to Bridgnorth. *Michael Lynam*





Severn Valley Railway

GWR Pannier Tank loco No. 7714 climbs Eardington bank on April 19th. *Phil Martin*

BR Standard Class 8 4-6-2 Pacific No. 71000 'Duke of Gloucester' heads down Eardington bank on April 19th with a service to Kidderminster. *Phil Martin*

LMS Class 5MT No. 13268 arrives at Arley on April 18th. *Phil Martin*







Severn Valley Railway

GWR Saddle Tank loco No. 813 and GWR Collett 1400 Class 0-4-2T locomotive No. 1450 arrive at Hampton Loade on April 18th working the 08:00 Kidderminster - Bridgnorth service. *Phil Martin*

Class 17 No. D8568, standing in for the failed steam loco No. 1450, arrives at Bewdley on April 18th. *Phil Martin*

BR Standard Class 4MT No. 75069 climbs Eardington bank on April 19th, with a service from Kidderminster. *Phil Martin*







West Somerset Railway

In light drizzle on May 2nd, LNER A4 No. 60007 ‘Sir Nigel Gresley’, which was a guest at the lines Spring Steam Gala, passes Doniford Halt with the 13:48 Norton Fitzwarren to Minehead service. *Lee Stanford*

The line held its Spring Steam Gala over the May Bank Holiday weekend and on May 1st, Great Western pair Nos. 3850 and 9351 approach Blue Anchor (unfortunately tender first owing to late running) with a service from Norton Fitzwarren to Minehead. *Lee Stanford*





West Somerset Railway

Standard tank No. 80078 runs on to Minehead depot for servicing on May 1st having worked a train from Bishops Lydeard. *Lee Stanford*

Mogul No. 9351 approaches Blue Anchor on May 2nd with a Bishops Lydeard bound service. *Lee Stanford*

Visiting from the Gloucestershire and Warwickshire Railway, Great Western 2-8-0 No. 3850 pauses at Blue Anchor on May 3rd with a demonstration freight service to Norton Fitzwarren. *Lee Stanford*







Llangollen Railway

GWR Small Prairie 2-6-2T No. 4555 is seen at Glyndyfrdwy on April 11th. *Richard Hargreaves*

Light and shade at Carrog, as GWR Pannier Tank loco No. 7754 approaches the station with a Corwen - Llangollen three coach train made up of Mark One suburban coaches on April 11th. *Jeff Nicholls*

Visiting from the South Devon Railway, GWR Pannier Tank loco No. 1369 draws near to Carrog during the Branch Line Gala on April 11th. *Jeff Nicholls*







Llangollen Railway

GWR Pannier Tank loco No. 7754 and GWR Small Prairie 2-6-2T No. 4555 wait departure time at Llangollen on April 11th working the 13:20 to Corwen. *Richard Hargreaves*

Class 14 No. D9525 approaches Carrog station with a brake van special on April 11th. *Jeff Nicholls*

Scotland in the 1960s? No, Wales in the 2020s! Class 26 No. D5310 was hastily pressed into action when Class 14 No. D9525 suffered minor problems on the morning of April 11th and is seen here heading away from Carrog. *Jeff Nicholls*

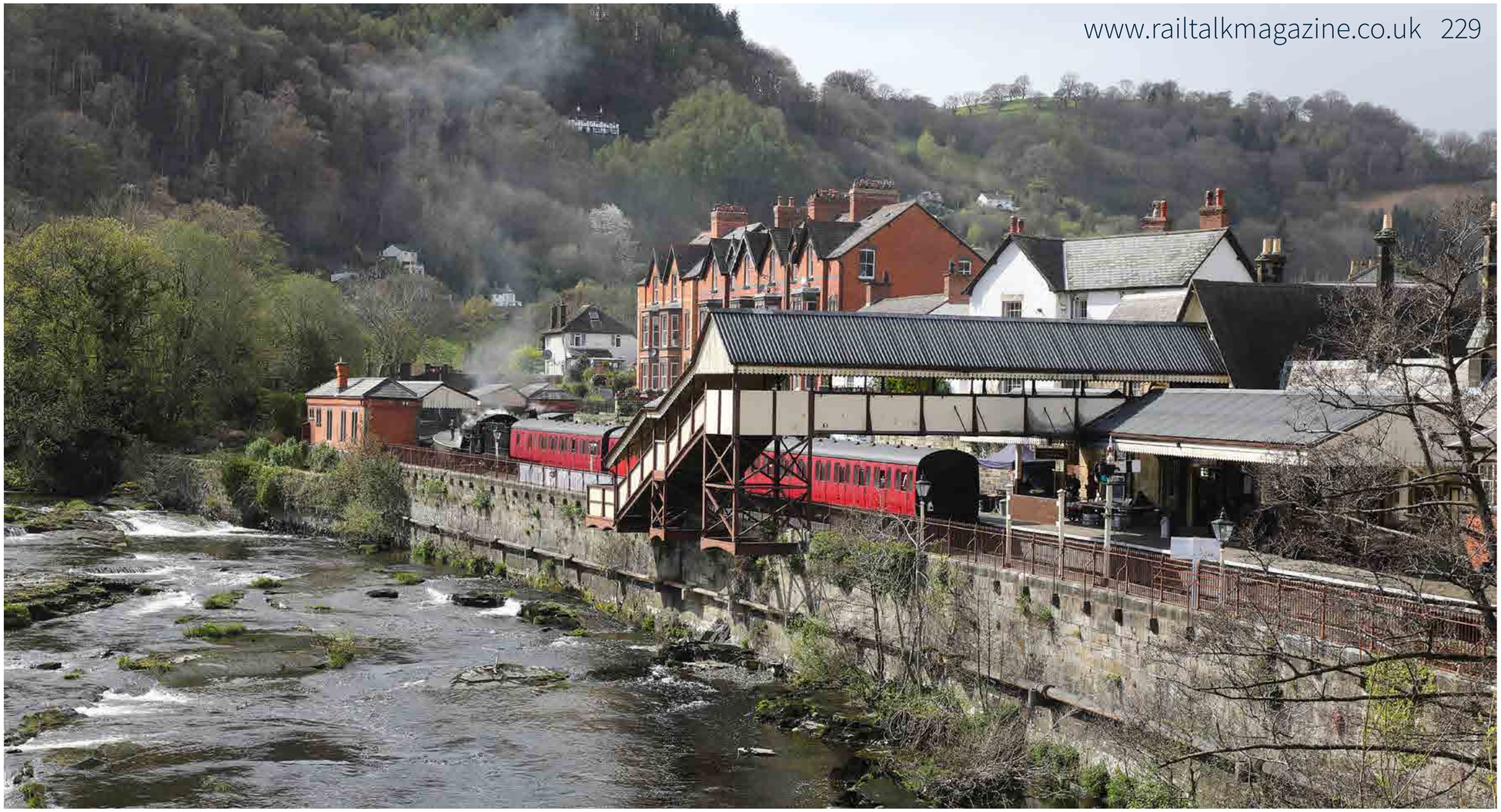






Llangollen Railway

GWR/BR steam locomotive Collett 2884 Class No. 3802 is seen in Llangollen station on April 11th. *Phil Martin*



Under the Rainbow, Class 14 No. D9525 stands at Carrog on April 11th. *Phil Martin*



Class 26 No. D5310 leads GWR Pannier Tank loco No. 7754 into Carrog on April 11th with a service from Llangollen. *Phil Martin*



Llangollen Railway

GWR Small Prairie 2-6-2T No. 4555 departs Carrog with a freight working on April 11th. *Phil Martin*

GWR/BR steam locomotive Collett 2884 Class No. 3802 waits departure time at Llangollen on April 11th. *Phil Martin*

GWR Pannier Tank loco No. 7754 stands at Carrog on April 11th. *Phil Martin*







From the Archives

A general shot of Bristol Bath Road TMD as viewed from Temple Meads station on August 13th 1984. Class 31s and 47s were standard traction around this time.
Barry Longson



From the Archives

A lot has changed since this photo was taken on June 22nd 1983. Class 37 264 arrives into Peak Forest on empty ICI hoppers. Gone are the telephone posts and wires, the huge corrugated shed and the original ICI hoppers. The loco happily survives at the NYMR.
Barry Longson

Class 76 014 and 76 009 work an empty coal train destined for Wath Yard on the approach to Woodhead tunnel on February 18th 1981.
John Sloane

Once a common sight at London Euston, Class 86 214 (note the diamond pantograph), 86 249 and 86 219 are seen deep inside the station on March 5th 1983. *Barry Longson*





From the Archives

HST set No. 253 001 races through Didcot bound for London Paddington on November 3rd 1984. *John Sloane*

Class 334 020 and 314 211 make simultaneous departures from Glasgow Central on the early evening of February 22nd 2008. *John Sloane*

A class 104 DMU sits in one of the many bays at Manchester Victoria, filling the area with diesel fumes as it prepares to depart with a local service to Rochdale on July 7th 1984.
Barry Longson







From the Archives

A very scruffy ‘Monkton No. 1’ (works No. HE3788/53) is engaged in some shunting at North Gawber colliery on September 8th 1969.
John Sloane



From the Archives

No. D2956 was sold by BR to Kings scrapyard at Norwich where it is seen on May 1st 1980.
John Sloane



From the Archives

Class 97 408, formerly 40 118 awaits its next duty at Springs Branch depot on October 12th 1985. *John Sloane*

The former No. D8237 was renumbered ADB 968002 for departmental service as a heating vehicle and is seen at the north end of Toton on October 23rd 1982. *John Sloane*

No. 62660 ‘Butler Henderson’ is seen in steam at Loughborough Central on February 2nd 1992. *John Sloane*





