

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 239

An interesting insight into the future of our railways this month with the ORR publishing a document on the licensing of rail operators.....

The Office of Rail and Road (ORR) has published a discussion document setting out proposals for how it plans to ensure that railway licences are both updated and ready for the the official introduction of Great British Railways (GBR).

Whilst GBR will have a newly drafted, single license issued issued by the secretary of state, the ORR will remain responsible for licensing grants for the rest of the sector, including devolved, open access and freight operators – including around 50 non-GBR license holders and roughly 90 in total.

These licenses pertain to the operation of different railway assets, such as trains or stations not controlled by GBR.

The ORR has stated that it is seeking to ensure that non-GBR operators' existing licenses are updated and ready for GBR and the associated rail reform, with consumer standards and industry wide systems expected to be where the regulator has highlighted changes to licenses are most likely.

Going forward, the ORR will continue to be responsible for monitoring and enforcing all railway licenses and, for both GBR and non-GBR operators, railway licenses will provide the basis for ORR enforcement and remain a key mechanism for the implementation of regulatory requirements, as well as ensuring effective accountability arrangements across the sector.

The ORR has explained that updates to licenses are likely to be necessary in order to reflect the Passenger Watchdog's new role setting consumer standards across the whole industry in areas such as passenger information, accessibility and complaints, and to ensure these standards are binding on both GBR and non-GBR operators.

Additionally, as GBR takes on industry-wide systems and functions currently managed by the Rail Delivery Group, license conditions relating to industry coordination will be required to reflect GBR's new role. With this in mind, the regulator is focusing on the changes necessary to support and effective licensing framework in the context of the reformed railway, rather than reopening all existing licence conditions.

Stephanie Tobyn, Director, Strategy and Reform said: "This is part of ORR playing its role in getting the rail industry ready for GBR day one.

Licences may sound technical, but they set out the fundamental principles and processes through which passenger, freight and station operators work and will continue to be essential for us to hold these bodies to account on behalf of passengers and freight customers."

The published discussion topic represents the first stage of the ORR's engagement on the licensing topic, with a formal policy consultation planned for the autumn aligned with the Department for Transport's consultation on the GBR licence, so that stakeholders can consider both sets of proposals together.

Subject to the passage of the Railways Bill and progress on the GBR licence, a statutory consultation on specific licence modifications will follow, which ORR has stated it aims to complete ahead of GBR Day One.

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

Andy

This Page

Class 92 044 heads light engine through Stafford on July 7th working 0O57 Crewe - Dollands Moor. Running an hour late, it was subsequently terminated at Wembley Yard. *Allison Twycross*

Front Cover

Not something you would expect... Rail Adventure Nos. 43467 and 43423 await departure from the long-closed Fiddlers Ferry power station with stored wagons bound for Gascoigne Wood on July 23rd. The crew make their way back to their loco whilst the shunter takes a photo on his mobile. A piece of history? *Jeff Nicholls*



LSL owned Pacer, Class 142 003 heads towards Winwick Junction on July 10th whilst running empty from Crewe to Hellifield. *Lee Stanford*

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With Thanks

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

Charter Scene Midland Pullman

Torbay Riviera Pullman

Power cars Nos. 43050 ‘Loch Morar’ and 43055 head through Dawlish on July 29th working the return charter 1Z45 Paignton - Hull.
Allison Twycross



Charter Scene Belmond

The Britannic Explorer

Class 66 748 ‘St. Michaels Mount’ and 66 744 ‘Heart of Wales’ double head ‘The Britannic Explorer’ 1Z20 15:48 London Victoria to Keighley & WVR past Harrowden Junction on July 21st. *Derek Elston*



Charter Scene Belmond

The Britannic Explorer

Class 97 303 and 97 304 on 'The Britannic Explorer' are seen at Barmouth on July 22nd.
Mark Enderby



Charter Scene Belmond

The Britannic Explorer

Class 97 303 and 97 304 on 'The Britannic Explorer' are seen at Barmouth on July 22nd.
Mark Enderby



Charter Scene Railway Touring Company

The White Rose

A quick trip to sunny Gainsborough on July 11th to see 'West Country' Class No. 34028 'Eddystone' pass through Lea Road Station working 1Z55 York -London King's Cross. It was quite surprising to see this run, after a steam ban was imposed a few days earlier due to fire risk. Not surprisingly, Class 47 802 on the rear was doing most of the work! It was quite a relief not to be bowled out by the Class 195 unit heading the other way. *Steve Thompson*



Charter Scene Vintage Trains

The Shakespeare Express

Class 37 240 heads the 14:07 ‘Shakespeare Express Pullman’ from Birmingham Snow Hill to Stratford-upon-Avon at Tyseley South Junction on July 26th. The headboard has subsequently been changed as it didn’t fit the 37 which was standing in for a steam loco.
Chris Morrison



Charter Scene Vintage Trains

The Shakespeare Express

Class 37 240 rolls into Birmingham Moor Street with the 14:07 ‘Shakespeare Express’ from Birmingham Snow Hill to Stratford-upon-Avon on August 9th. *Chris Morrison*

Charter Scene Saphos Trains

The Lakelander

Under abysmal weather conditions, LNER Peppercorn A2 Class No. 60532 works 'The Lakelander' through Greenholme on the climb to Shap summit and onto Carlisle on July 4th.
Shep Woolley



Charter Scene Saphos Trains

The Lakelander

No let up in the atrocious weather conditions on July 4th, as LNER Peppercorn A2 Class No. 60532 ‘Blue Peter’ approaches Aisgill Summit with the return leg of ‘The Lakelander’ railtour back to Crewe and Nottingham. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Heading for the hills, SR BoB Class No. 34067 ‘Tangmere’ works ‘The Cumbrian Mountain Express’ 1Z64 towards Beckfoot and onwards to Carlisle on July 11th. *Shep Woolley*

Railway Touring Company

The Cumbrian Mountain Express

Under overcast conditions on July 11th, No. 34067 ‘Tangmere’ works the return ‘Cumbrian Mountain Express’ 1Z65 over Denthead Viaduct towards Blea Moor tunnel and onwards back to Crewe. *Shep Woolley*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

WCRC Class 47 812 heads through St. Helens Central on July 11th with 1Z64, Crewe to Carlisle 'Cumbrian Mountain Express' with steam power from Carnforth. *Brian Dobbs*

Charter Scene Railway Touring Company

The North Wales Coast Express

On July 12th, WCRC Class 47804, with Class 47812 at the rear of the train, pass through St. Helens Junction with a ‘North Wales Coast Express’ from Liverpool Lime Street to Holyhead. *Brian Dobbs*

LSL Private Charter

The Chairman's Train

Class 89 001 passes Bradley on July 14th in charge of a Private LSL charter returning a weekend tour in Scotland to London Euston. *John Sloane*

Class 89 001 is seen at Winwick with 'The Chairman's Train' returning from Carlisle to London Euston on July 14th. *Brian Dobbs*

Charter Scene LSL Private Charter

The Chairman's Train

The word on the grapevine was that GWR Castle Class No. 5029 'Nunney Castle' would be on 'The Chairman's Train' of July 10th. However it turned up with 'Braunton' double-heading with Class 50 050 'Fearless' (which was probably doing most of the work on the hottest day of the year at Winwick) was a more than adequate substitute! *Jeff Nicholls*



Charter Scene LSL Private Charter

The Chairman's Train

On July 14th, Locomotive Services used Class 89 001 on 1Z34 the 09:39 Carlisle to London Euston, seen passing Rugeley Trent Valley.
Barry Longson

LSL Private Charter

The Chairman's Train

Class 89 001 working 1Z34 Kilmarnock - London Euston speeds past Heamies Farm on July 14th. *Carl Grocott*

Class 89 001 'Avocet' on it's first booked working hurries past Banbury Lane with 'The Chairman's Train' 1Z34, the 07:15 Kilmarnock to London Euston on July 14th. *Derek Elston*

'The Chairman's Train' heads south through Red Bank on the final day of its jaunt through the north of England and the Highlands of Scotland on July 14th. An immaculate Class 89 001 was in charge of the Carlisle - London Euston leg as it passes Moore. *Mark Enderby*







Charter Scene LSL Private Charter

The Chairman's Train

'The Chairman's Train' heads south through Red Bank on the final day of its jaunt through the north of England and the Highlands of Scotland. An immaculate Class 89 001 was in charge of the Carlisle - London Euston leg on July 14th. *Jeff Nicholls*

Charter Scene 125 Group/Retro Railtours

The Citadel Circle

Power car No. 43159 'Rio Warrior' sits by Carlisle station after working 'The Citadel Circle' on July 25th. This was 1Z43 the 06:25 Manchester Victoria to Carlisle (43025 was on the rear). *Barry Longson*

Charter Scene 125 Group/Retro Railtours

The Citadel Circle

After working 'The Citadel Circle' railtour from Manchester Victoria on July 25th, the 125 Groups HST set led by power car No. 43025 'Exeter' was stabled in Carlisle station before operating the return working. *Lee Stanford*



Charter Scene InterCity

The Waverley Merrymaker

English Electric Superpower! Class 50 050 'Fearless' double heads with 37 667 as they thunder through Golborne with InterCity's 'Waverley Merrymaker' on July 18th. Class 37 521 brought up the rear of the train. The two 37s were booked to return the train to Crewe in place of 45 118. *Jeff Nicholls*

InterCity

The Waverley Merrymaker

Class 50 No. D400 ‘Fearless’ and 37 667 growl past Standish with a Crewe to Edinburgh Excursion on July 18th. *John Sloane*

Class 37 521 brings up the rear of an excursion from Crewe to Edinburgh as it heads north towards the site of the former Standish Junction on July 18th. *John Sloane*

Class 50 050 and 37 667 arrive into platform 12 at Crewe on July 18th with the stock for 1Z44 the 07:20 Crewe to Edinburgh advertised express. *Barry Longson*





Charter Scene InterCity

The Waverley Merrymaker

Class 37667 and 37521 are seen at Crewe on July 18th after arriving with the LSL operated 16:21 Edinburgh to Crewe returning Merrymaker.
Lee Stanford

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Class 40 No. D213 ‘Andania’ gets away from a halt at Lostock Hall Junction with a charter from Crewe and Chester to Carlisle on August 5th. *John Sloane*

Saphos Trains

Settle & Carlisle Fellsman

Class 40 No. D213 ‘Andania’ arrives at Leyland with a charter from Crewe and Chester to Carlisle on August 5th. *John Sloane*



Class 47 No. D1924 (47 810) is seen at the rear at the tour heads towards Bamber Bridge. *John Sloane*



On August 5th, Class 40 No. D213 ‘Andania’ slowly approaches Lostock Hall Junction from Farrington Junction as it works a charter from Crewe and Chester to Carlisle. *John Sloane*



Charter Scene Railway Touring Company

The Aberystwyth Coastal Voyager

Class 97 303 and 97 302 pass Drawel Street on June 6th working 1Z73 07:02 London Euston - Aberystwyth. *Phil Martin*



Charter Scene InterCity

The Avon Gorgeous

Class 47 593 top'n'tail with 47 712 on 1Z47 Crewe to Bristol Temple Meads pass through Swindon on August 1st. *Colin Pidgeon*



InterCity

The Avon Gorgeous

InterCity liveried Class 47 593 'Galloway Princess' crosses the River Severn at Worcester with the LSL 'Avon Gorgeous' tour from Crewe to Portbury Docks on August 1st. Sister loco 47712 was on the rear of the train. *Chris Morrison*

The LSL operated 'Avon Gorgeous' railtour is seen shortly after arriving at a sunny Bristol Temple Meads on August 1st. *Lee Stanford*

60 years ago on August 1st 1966, Class 47 No. D1948 entered traffic and was allocated to the Midland region, it is still in active service owned by the Crewe Diesel Preservation Group and operated by LSL. As a way of a celebration it operated parts of 'The Avon Gorgeous' railtour and is seen at Crewe on August 1st having worked the return tour from Swindon. (The tour was named as it visited Portbury Docks accessed via the Avon Gorge). *Lee Stanford*







Charter Scene 125 Group/Retro Railtours

The English Riviera Express

125 Group HST with power cars Nos. 43025 'Exeter' leading and 43089 pass Parson Street with Retro Railtours Manchester Victoria - Paignton 'English Riviera Express' on August 8th. *Chris Morrison*

Charter Scene ECS and Light Engine Moves

Heading back to base, Class 37 667 with 37 521, 20 096 and 20 107, and Generator Coach No. 6311 speed south at Bradley, with 5K49 07:49 Carlisle Upperby to Crewe on July 15th.
Paul Senior

Charter Scene

ECS and Light Engine Moves

Running empty stock from Crewe to Hellifield, Class 144 003 brings back the memories, good and bad, at Winwick on July 10th. *Jeff Nicholls*



Class 20 132 and 20 118 ‘Saltburn by the Sea’ pass Northampton behind No. 34046 ‘Braunton’ running as 5Z46, the 09:41 Southall Loco Services Ltd to Crewe H.S. on July 7th. *Derek Elston*



The 5Z46 Southall - Carnforth on July 7th, saw No. 34046 ‘Braunton’ hauling its support coach and trailed by a pair of Class 20s, 20132 and 20118, seen here at Stafford. Quite an ensemble. *Steve Thompson*



Charter Scene ECS and Light Engine Moves

SR WC Class No. 34046 'Braunton' ably assisted by Class 50 050 'Fearless' work 1Z29 'The Chairman's Train' ECS away from Hellifield towards Horton and onwards to Carlisle on July 10th. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

LSL's Nodding Donkey Class 142 003 working 5Z42 Carlisle Upperby to Crewe passes Preston on July 11th. *Russell Clarke*

Locomotive Services' Class 90 001 is seen at Stafford on July 14th working 5Z35 the 15:18 London Euston to Crewe ECS move with Class 89 001 on the rear. *Barry Longson*

The LSL pair returning to Crewe from Carlisle Upperby with SR WC Class No. 34046 'Braunton' leading Class 50 050 pass Preston running as 5Z29 on July 11th. *Russell Clarke*







Charter Scene

ECS and Light Engine Moves

Class 90 001 'Royal Scot' working 'The Chairman's Train' ECS move 5Z35, the 15:18 London Euston to Crewe H.S. past Northampton with 89 001 'Avocet' tagged on the rear on July 14th. *Derek Elston*

Locomotive Services Class 37 667, 37 521, 20 096 and 20 107 pass through Crewe station with one coach from Carlisle Upperby - Crewe (LSL) on July 15th. *Michael Lynam*

Class 89 001 'Avocet' is seen on the rear of 'The Chairman's Train' ECS move 5Z35, the 15:18 London Euston to Crewe H.S. as it passes through Northampton on July 14th.
Derek Elston







Charter Scene ECS and Light Engine Moves

Bound for Liverpool with the empty stock of the 'Ticket to Ride', Class 37 240 ambles towards a red signal at Winwick on July 11th. The sound it made when the signal changed to green was pretty spectacular! GWR Castle Class No. 7029 'Clun Castle' drifted along at the back of the train. *Jeff Nicholls*



ECS and Light Engine Moves

An interesting working at Stafford on July 7th was 5Z31 from Crewe, comprising 9 immaculate coaches hauled by Class 86 101, with 87 002 on the rear. After laying over for a while, the Class 87 took over for 5Z32 back to Crewe. The whole ensemble looked a treat, a real credit to LSL! *Allison Twycross*



Making its annual trip to Warrington Bank Quay for watering, the empty stock of Vintage Trains' 'Ticket to Ride' from Birmingham to Liverpool passes slowly through Winwick on July 11th, GWR Castle Class No. 7029 'Clun Castle' making very little effort. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

On July 11th, SR WC Class No. 34046 'Braunton' works through Beckfoot on the approach to Grayrigg, heading back to Crewe *Shep Woolley*

Class 37 401 passes Coppull Hall on July 16th whilst working a single coach from Upperby to Crewe. *John Sloane*

Class 20 118 and 20 132 pass Cheney Longville on June 25th with 5Z65 13:38 Goodrington - Crewe ECS. *Phil Martin*







Charter Scene

ECS and Light Engine Moves

A day trip albeit an ECS working for the Royal Train passing Northampton as 5Z87 from Crewe to Wolverton Centre Sidings worked with Class 67 005 'Kings Messenger' on July 16th. *Derek Elston*



Class 57 314 'Conwy Castle' passes Coppull Moor with empty stock from Carnforth to Crewe on August 5th. *John Sloane*



Class 20 132 and 20 118 lead LNER A4 No. 60007 past Kemps Eye working 5Z07 08:50 Crewe H.S. - Bishops Lydeard on July 2nd. *Keith Davies*



Avanti West Coast

Pride Pendolino Class 390 119 stands out against the greenery as is speeds the 11:53 London Euston to Manchester Piccadilly service through Rugeley TV on July 14th.
Barry Longson



Avanti West Coast partners with charity supporting family holidays this summer

Avanti West Coast is teaming up with a charity to help vulnerable families take much-needed breaks over the summer.

In a first for the rail industry, the train operator has joined forces with the Family Holiday Charity who provide getaways for families in need of a break from daily struggles.

Initially launching as a trial, it will see the intercity operator supporting six families over the school summer holidays with travel by rail to one of the many holiday destinations along the West Coast Main Line.

The opportunity for a getaway will be offered to families who are experiencing difficulties including financial hardship, bereavement, caring responsibilities, insecure housing, domestic abuse, mental health challenges and disabilities.

These situations can make the idea of time away feel out of reach, but together Avanti West Coast and the Family Holiday Charity aim to break down the barriers commonly associated with summer travel to give families the opportunity to enjoy a holiday together.

Founded in 1975, the charity supports families with the tools they need to enjoy a short break away from their day-to-day. The UK-based initiative relies on referrals from family support specialists, social workers and organisations such as the NHS who identify those that will benefit most from a holiday together. Through the organisation of short breaks, seaside visits and days out, the Family Holiday Charity aims to instil hope in family units experiencing situations where faith may have been lost.

Throughout the summer holidays, families will embark on an adventure across the West Coast Main Line, with Avanti West Coast supporting their travel and helping to build confidence in those who may not be familiar with navigating the railway.

Kathryn O'Brien, Customer Experience Director at Avanti West Coast, said: "We're really proud to be partnering with the Family Holiday Charity this summer to offer families, who may otherwise not have the chance, the opportunity to go on holiday.

"We serve many picturesque towns and seaside destinations along the West Coast Main Line that will be the perfect destination for the families to enjoy new experiences and escapism from their day-to-day reality. The trips will offer something that many could take for granted – the opportunity to nurture relationships, create memories and reconnect with one another."

Rob Parkinson, Chief Executive of the Family Holiday Charity, said: "While many of the families we support have not been on a holiday before, it will also be the case that some have never travelled together by rail. Providing new experiences and opportunities to make enduring memories is central to what we do as a charity, and so we're very excited to be working with Avanti West Coast on this summer pilot project.

"We're really grateful for the collaboration which will provide travel for several groups this summer. We are also really looking forward to hearing how the families enjoy exploring and discovering some of the holiday hotspots on the Avanti rail network."

Avanti West Coast

Avanti Pendolino Class 390 001 catches the last of the evening sun at Golborne Junction with 9S97 London Euston to Glasgow on July 14th. *Brian Dobbs*



Class 390 009 approaches Heaton Norris Junction on July 11th on the final leg of its journey from London Euston to Manchester Piccadilly. *Lee Stanford*



Unusually running slow line at Rugeley Trent Valley on July 14th, Class 805 011 heads north with the 12:05 London Euston to Crewe service. *Barry Longson*



Avanti West Coast

Class 390 156 is operating the 13:33 Glasgow to London Euston service as it races through Leyland on July 31st. *John Sloane*



Incorrectly announced as having 15 coaches, Class 805 012 and 805 011 arrive into Stafford with 1A50, the 12:48 Holyhead to London Euston on July 23rd. *Derek Elston*



Class 805 008 glides through Northampton working an ECS run as 5Q83, the 12:52 Milton Keynes Central to Oxley Car. M.D. on July 16th. *Derek Elston*



Avanti West Coast

Class 805 012 with a Liverpool Lime St. - London Euston service passes Aston on July 12th. *Mark Enderby*

Celebrity liveried Class 390 121 waits for the signal to clear before departing from Stafford on July 16th with an Edinburgh to London Euston service. *Lee Stanford*

Class 390 001 slows for its Nuneaton stop on July 16th with a service from Manchester Piccadilly to London Euston. *Lee Stanford*







Avanti West Coast

Class 807 010 passes Slindon with 1A58 15:48 Liverpool Lime St. - London Euston on July 8th. *Keith Davies*

Class 390 119 speeds past Slindon with 1F27 15:07 London Euston - Liverpool Lime Street service on July 8th. *Keith Davies*

Class 390 042 is seen at Slindon with 9S77 London Euston - Glasgow Central service on July 8th. *Keith Davies*







Avanti West Coast

On July 8th, Class 807 008 passes Slindon with 1F28 15:43 London Euston - Liverpool Lime Street service. *Keith Davies*



Avanti West Coast

Class 807 001 speeds through Nuneaton on July 16th working the 12:43 Liverpool Lime Street to London Euston service. *Lee Stanford*



Class 805 007 working 1A32 the 11:55 Crewe to London Euston passes Banbury Lane on July 14th. *Derek Elston*



Class 390 006 passes Banbury Lane with 1M09 08:38 Glasgow Central to London Euston service on July 14th. *Derek Elston*



Caledonian Sleeper

Class 92 023 ‘Polmadie 150 1875 – 2025’ runs light through Coppull Moor on a London Euston to Edinburgh move on August 5th.
John Sloane

Chiltern Railways

Class 196 010 arrives at Leamington Spa on July 7th. *Paul Godding*

Chiltern Railways awards £150,000 to community projects across its network

Chiltern Railways has announced 11 new projects the operator will support through its £150,000 community grant, with each to be delivered before April 2027.

The Community Investment Fund (CIF) projects are focused on biodiversity, wellbeing, placemaking and skills development, strengthening connections between local communities and the railway, improving station environments and creating opportunities for people to develop new skills.

The successful projects span Northamptonshire, Buckinghamshire, Warwickshire and London.

Among the projects receiving funding are new wayfinding and placemaking initiatives, station greening and biodiversity enhancements, community storytelling projects and public art programmes.

The funding will also support projects focused on young people and wellbeing, including mentoring and life-skills workshops, a new nature trail and outdoor learning space, and environmental improvements designed to create healthier and more welcoming spaces for local communities.

Michael Stewart, Commercial and Customer Strategy Director at Chiltern Railways, said: "This year's Community Investment Fund is supporting a diverse range of projects that will strengthen connections between the railway and the communities we serve, helping people make the most of the places and opportunities our network links together.

"From community art and biodiversity initiatives to youth development programmes, each project has been designed and led by local organisations with a deep understanding of the needs and aspirations of their communities. We are proud to support their work and look forward to seeing the lasting positive impact these initiatives will deliver across our network."

The Community Investment Fund forms part of Chiltern Railways' commitment to delivering social value across the communities it serves, helping local organisations bring forward projects that make a meaningful difference while strengthening links with the railway.

All funded projects are expected to be completed by the end of March 2027.



Chiltern Railways

Class 68 021 arrives at Leamington Spa on July 7th with a service to Birmingham Moor Street. *Paul Godding*



Class168 004 calls at Leamington Spa on July 7th with a service to London Marylebone. *Paul Godding*



Class 196 010 stands at Nuneaton with a Nuneaton to Leamington Spa service on July 7th. *Allison Twycross*



Chiltern Railways

Chiltern operated Class 168 107 arrives at Amersham on July 24th operating the 13:13 from Aylesbury Vale Parkway to London Marylebone. *Lee Stanford*

Colas Rail

On July 22nd, Class 70 802 arrives at Chirk from Carlisle. *Mark Enderby*

Class 66 850 'David Maidment' is seen at Crewe on July 23rd working 6K58 16:22 Basford Hall Yard (Fl) to Bradwell Up Sidings Colas. *Derek Elston*

Class 70 802 stands at Stafford waiting its departure time with 6C37, the 05:35 Chirk Kronospan Colas Rail to Carlisle Yard Colas Rail on July 23rd. *Derek Elston*







Colas Rail

After running round, Class 70 801 gets the 16:22 Basford Hall to Bradwell sidings back underway at Crewe on July 16th. *Lee Stanford*



Class 70 801 is seen at Winwick with Shap Quarry to Bradwell Up Sidings on July 31st. *Brian Dobbs*

Class 37 254 ‘Cardiff Canton’ growls its way through Northampton on light engine move 0Z37, the 13:23 Sittingbourne Down Sidings to Nuneaton Civil Engineers on July 18th. *Derek Elston*





Colas Rail

On July 17th, Scunthorpe had a bit of a treat, a Class 56! Class 56 049 had been sent light from Doncaster to Entrance C to work 6Z84 back to Up Decoy, comprising a loaded RDT set. Here the train threads its way on the Outward Line past the site of the former Scunthorpe West Yard to allow a Liverpool-bound TPE to take precedence.
Steve Thompson

Colas Rail

Class 70 802 passes Walcot on July 12th working 6C37 10:30 Chirk Kronaspan - Carlisle timber empties. *Phil Martin*

Colas Rail

On July 24th, Class 70 801 crosses the River Nene at Kingsthorpe working 6M35, the 10:07 Lowestoft Isu (Ce) to Bradwell Up Sidings Colas. *Derek Elston*



Class 70 802 passes Walcot with 6C37 10:30 Chirk Kronospan - Carlisle Yard on July 12th. *Keith Davies*



Class 70 802 passes through Leyland on July 23rd with a rake of empty log wagons from Chirk heading to Carlisle. *Michael Lynam*



Colas Rail

Class 70 801 passes Kingsthorpe with 6M35, the 10:07 Lowestoft Isu (Ce) to Bradwell Up Sidings Colas on July 24th. *Derek Elston*

Class 37 219 sits stabled at Carlisle on July 25th. *Barry Longson*

Class 70 806 is seen passing through Dawlish on July 29th with an engineers train. *Allison Twycross*







CrossCountry

Class 221 120 approaches Heaton Norris Junction on July 11th working the 15:00 Bristol Temple Meads to Manchester Piccadilly. *Lee Stanford*



Class 220 005 is seen at Stafford on July 7th with a Bournemouth to Manchester Piccadilly service. *Allison Twycross*

Class 220 028 and 220 025 head along the sea wall at Dawlish on July 31st with a service to Plymouth. *Allison Twycross*





CrossCountry

Class 221 123 rounds the tight curve at Cheadle Hulme on July 14th, with the 07:00 Bristol to Manchester service. *Barry Longson*

Class 220 004 passes over Laira Jct. with 1V42 06:10 Derby - Plymouth on July 21st.
Barry Beeston

Refurbished Class 220 006 leads 221 141 past Heaton Norris, with the 09:45 Bournemouth to Manchester Piccadilly service on July15th.
Barry Longson







DB Cargo

Class 66 207 leads the 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. at Barby Nortoft passing DIRFT on July 8th. *Derek Elston*

Class 66 023 eases 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings through Northampton on July 20th. *Derek Elston*

Class 66 017 passes through Stafford on July 7th with a Trafford Park to Felixstowe intermodal. *Allison Twycross*





DB Cargo

Class 66 091 passes Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on July 14th. *Keith Davies*

Class 66 155 passes Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on July 3rd. *Keith Davies*

Class 66 133 is seen at Mill Meece with 4L56 13:20 Trafford Park Euro Terminal - London Gateway DB Cargo on July 8th. *Keith Davies*







DB Cargo

Class 66 099 passes under the A571 Billinge Road Bridge, at Pemberton, with 6E26 the 10:52 Knowsley to Wilton Domestic and Industrial Waste train on June 26th. *Paul Senior*

Class 66 023 working 6M45, the 06:54 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd water train, heads through Northampton on July 14th.
Derek Elston

At a very quiet Peak Forest on July 25th, DB Cargo's Class 66 112 is seen stabled with a rake of wagons. *Bryan Roberts*







DB Cargo

Class 66 077 sits by the manual loading bay at Peak Forest, on a sunny July 16th.
Barry Longson

DB Cargo

On July 14th, Class 66 017 has a full load as it heads through Stafford working 4L32 09:20 Trafford Park to Felixstowe North. *Barry Longson*



Class 66 097 leads 6V06 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. as it passes Northampton on July 22nd. *Derek Elston*



DB Cargo Class 66 023, in a special Coronation livery, was seen resting at Peak Forest on July 25th. *Bryan Roberts*



DB Cargo

On July 27th, Class 66 082 works through Northampton with 4V06, the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C.
Derek Elston

Class 66 134 powers through Stafford working 4O20, the 09:20 Trafford Park Euro Terminal to Felixtowe North DBC intermodal on July 23rd.
Derek Elston

Class 66 207 crawls through Stafford working 4L56 13:20 Trafford Park Euro Terminal to London Gateway DB Cargo on July 23rd.
Derek Elston







DB Cargo

Class 66 004 ‘Climate Hero’ eases 4M67, the 09:27 Southampton M.C.T. to Trafford Park Euro Terminal service through Stafford on July 23rd. *Derek Elston*

Class 66 091 ‘Accurascale’ hammers through Cheddington with 6M45, the 06:54 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd water train on July 27th. *Derek Elston*

A sparkling Class 66 098 leads 6V06, the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. through Northampton on July 20th.
Derek Elston







DB Cargo

Class 66 119 passes High Street Level Crossing, entering Lincoln station working a container train from Wakefield - Felixstowe on July 21st. *Michael Lynam*



Class 66 104 approaches Sheffield with a rake of empty hoppers from Scunthorpe - Hope (Earl Sidings) on July 27th. *Michael Lynam*



Class 67 005 arrives into Crewe station from Crewe I.E.T.D. on July 15th, to reverse so to continue to Warrington Arpley Yard. *Michael Lynam*



DB Cargo

Class 66 025 passes through Manchester Piccadilly on July 29th with a container train from Trafford Park - London Gateway.
Michael Lynam



Class 66 207 leads 4L56, the 13:20 Trafford Park Euro Terminal to London Gateway DB Cargo through Northampton on July 24th.
Derek Elston



Class 66 091 'Accurascale' leads 6O71, the 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings through Northampton on July 27th. *Derek Elston*



DB Cargo

Class 66 190 passes Heamies with 6O42 11:31 Halewood Jaguar Cars - Southampton Eastern Docks on July 8th. *Keith Davies*



Class 66 651 is seen at Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on July 10th. *Keith Davies*



Class 66 097 passes through Chesterfield on July 27th with one intermodal flat unit from Belmont Down Yard - Toton TMD.
Michael Lynam



DB Cargo

Class 66 067 forges past Standish on July 30th whilst working the Seaforth to Mossend intermodal. *John Sloane*

Class 66 657 passes Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on July 31st. *Keith Davies*

Class 66 651 is seen at Coton Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on July 7th. *Keith Davies*







DC Rail Freight

Class 60 029 working the 6D22 Chaddesden - Penmaenmawr passes Slindon on July 19th. *Carl Grocott*

DC Rail Freight

Class 60 046 was allocated 6D23 the 17:21 Wembley to Penmaenmawr on July 13th, but due to signalling problems between Crewe and Chester the train was terminated at Crewe. The following day the ensemble is seen still awaiting clearance to complete its journey. *Barry Longson*

Direct Rail Services

Class 88 010 leads 4S44 the 12:13 Daventry to Coatbridge, through the S bend at Rugeley TV on a very warm July 14th. *Barry Longson*



Class 68 033 runs into Crewe on July 8th, ready to work 0Q96, the 12:38 light engine movement for Carlisle Kingmoor. *Barry Longson*



Class 88 006 passing through Stafford working the 4M27 Coatbridge - Daventry intermodal on July 11th. *Steve Thompson*



Direct Rail Services

On July 11th, Class 66 427 and 66 432 worked 4S44 Daventry - Coatbridge intermodal through Stafford. *Steve Thompson*

On July 13th, Class 68 003 caught many out as it works a diverted Daventry to Wentloog Tesco liner past Didcot North Jct. The 68 being unusual traction on this as its normally a 66. *Dennis Rowland*

On July 7th, Class 88 010 runs light engine through Stafford heading from Daventry to Crewe. *Allison Twycross*







Direct Rail Services

In early July, DRS hired Class 93 009 for comparison purposes against their Class 88 locomotives. Here the on-loan loco is seen at Rugeley Trent Valley working 4Q27 the 05:18 Coatbridge to Daventry on July 14th. *Barry Longson*

Direct Rail Services

Class 68 007 pilots failed 88 010 on a late running 4M27 Coatbridge to Daventry past Winwick on July 28th. *Brian Dobbs*

Direct Rail Services

Class 88 006 'Juno' is seen having an easy time of things on 4M07, the 10:08 Seabrook R.S. to Daventry DRS (Tesco) empty container flats passing Bletchley on July 27th. *Derek Elston*

Class 88 005 'Minerva' glides through Stafford with 4M27 05:33 Coatbridge (DRS) to Daventry International Railfreight Reception Fl liner on July 23rd. *Derek Elston*

Class 88 010 'Aurora', in the refrigerated rail is cool livery, speeds through Wigan North Western on July 16th with 4S44 12:13 Daventry to Coatbridge. *Paul Senior*







Direct Rail Services

Class 88 008 passes Winwick with 4S44 Daventry to Mossend on July 31st. *Brian Dobbs*

On July 29th, Class 66 432 approaches Manchester Piccadilly with a Tesco intermodal working from Daventry - Trafford Park FLT. *Michael Lynam*

Class 88 003 and 68 003 pass through Leyland on July 23rd working a Daventry - Coatbridge Tesco intermodal. *Michael Lynam*







Direct Rail Services

Class 88 006 passes through Preston on July 9th working a Coatbridge - Daventry intermodal.
Michael Lynam



Class 88 006 passes Heamies with 4M27 05:33 Coatbridge - Daventry IRFT on July 8th.
Keith Davies

On July 23rd, Class 88 005 passes Leyland with a Coatbridge - Daventry intermodal.
Michael Lynam





Direct Rail Services

Class 88 009 and 88 008 top the summit of the climb from Wigan as they forge past Coppull Hall on July 16th at the head of the northbound 4S43 ‘Tesco’ service. *John Sloane*

Class 88 006 drifts downhill through the rapidly growing Network Rail woods at Standish as it works a very late 4M27 service from Mossend to Daventry on July 30th. *John Sloane*

Class 66 423 heads north through Standish on a move from Crewe to Carlisle on July 18th. *John Sloane*







East Midlands Railway

East Midlands Turbostars Class 170 419 and 170 422 stand at platform 0 at Stockport working the 13:50 Liverpool to Norwich service. *Lee Stanford*

Class 158 770 and 158 866 pass Heaton Norris on July 15th, with the 09:52 Norwich to Liverpool Lime Street service. *Barry Longson*

Still waiting to have its East Midlands Railway livery applied, Turbostar Class 170 206 and sister 170 505 depart from Sheffield with a late running Liverpool to Nottingham service on July 28th. *Lee Stanford*







East Midlands Railway

Class 222 022 approaches Chesterfield from London St. Pancras International with a service to Sheffield on July 27th. *Michael Lynam*



Class 810 014 departs Chesterfield on July 27th with a Sheffield - London St. Pancras service. *Michael Lynam*



Class 170 208 still in Greater Anglia livery and 170 531, depart Chesterfield working a Liverpool Lime Street - Norwich service on July 27th. *Michael Lynam*



East Midlands Railway

Class 170 205 passes Grindleford on a hot July 9th with the 09:51 Liverpool - Norwich service. *John Goodrich*

Freightliner

Seen passing through Preston on July 11th, Class 90 014 and 90 043 work the 4S49 Daventry to Grangemouth. *Russell Clarke*



Class 90 013 and 90 042 double head 4M63, the 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. past DIRFT on July 8th. *Derek Elston*



Class 66 510 heads north through Northampton on July 4th. *Paul Godding*



Freightliner

Class 90 013 and 90 043 with a Daventry to Grangemouth working pass Winwick on July 11th. *Mark Enderby*



Running 10 minutes down, Class 66 538 leads a well loaded 4M91, the 10:37 London Gateway Freightliner to Lawley Street F.L.T. passing DIRFT on July 8th. *Derek Elston*

Class 66 517 leads 4L46 10:59 Lawley Street F.L.T. to London Gateway Freightliner into Northampton on July 6th. *Derek Elston*





Freightliner

On July 18th, Class 90 018 and 90 003 pass Moore working 4S52 Crewe to Coatbridge. *Mark Enderby*

After a swift driver change, Class 90 010 and ex DB 90 040 get the 4L67 09:59 Trafford Park to Felixstowe back on the move at Rugby on July 16th. *Lee Stanford*

Class 90 006 and 90 044 pass through Stafford on July 7th with the 4L67 Trafford Park - Felixstowe liner. *Steve Thompson*







Freightliner

Running around 30 minutes late, Class 66 572 is on full power is heads 4L42 the 14:59 Trafford Park to London Gateway, along the Styal line on July 9th. *Barry Longson*

Class 90 041 and 90 015 stand at a sunny Rugby on July 16th awaiting their next diagram. *Lee Stanford*

Class 90 008 in the Genesee and Wyoming livery, with 90 045 In the old Power Haul livery, pass Alder Lane, Winwick with 4M83 the 10:50 Coatbridge to Crewe Basford Hall liner on July 18th. *Paul Senior*







Freightliner

Class 66 532 kicks out black exhaust as it powers 4Z63 the 09:12 Felixstowe North to Trafford Park, through Stafford on July 14th. *Barry Longson*

Still carrying its old livery, Class 90 045 leads sister 90 007 through Nuneaton on July 16th working the 09:12 Felixstowe to Trafford Park container service. *Lee Stanford*

Class 90 008 and 90 045 coast through Charnock Richard cutting on July 18th as they work the 4M83 intermodal from Coatbridge to Daventry. *John Sloane*







Freightliner

Class 66 613 heads a northbound liner through Leamington Spa on July 7th. *Paul Godding*

Class 90 042 and 90 041 pass Coppull Moor with the 4S49 service from Daventry to Grangemouth on August 1st. *John Sloane*

Running about an hour down, Class 66 506 'Crewe Regeneration' passes DIRFT with 4M52, the 11:15 London Gateway Freightliner to Widnes Freight Terminal Fl. on July 8th.
Derek Elston







Freightliner

On August 1st, the 4M83 working from Coatbridge to Crewe passed Coppull Moor with Class 90 015 and 90 018 hauling 66 520 dead in the train. *John Sloane*

Class 90 007 and 90 039 lead the 4L67 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. through Stafford on July 23rd. *Derek Elston*

Class 90 006 'Roger Ford' and 90 047 hurry the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Stafford on July 23rd. *Derek Elston*







Freightliner

Class 90 014 ‘Over The Rainbow’ paired with 90 043 working 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. head through Northampton on July 20th. *Derek Elston*

Class 90 040 and 90 010 ‘275 Railway Squadron (Volunteers) running as 4M63, the 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. pass Bletchley on July 27th. *Derek Elston*

Class 66 571 passes through Northampton with 4M93, the 13:13 Felixstowe North F.L.T. to Lawley Street F.L.T. on July 24th. *Derek Elston*







Freightliner

Class 66 572 crosses the Leam Viaduct leaving Leamington with the 12:54 Southampton - Trafford Park on July 23rd. *Chris Morrison*

Freightliner

Class 90 006 leads (recently returned to traffic) 90 046 through Carlisle working the late running 10:50 Coatbridge to Basford Hall on July 25th. *Lee Stanford*

Class 66 501 passes Manchester Piccadilly on July 15th with a container train from Trafford Park - Southampton. *Michael Lynam*

Class 90 041 'Pete Waterman OBE' and 90 042 pass Bletchley with 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl. on July 27th. *Derek Elston*







Freightliner

On July 8th, Class 90 013 and 90 042 pass Slindon with 4M63 09:12 Felixstowe North FLT - Trafford Park. *Keith Davies*

Class 66 414 and 66 539 pass Chesterfield on July 27th with a liner from Leeds FLT - Southampton. *Michael Lynam*

Class 90 049 passes through platform 14 at Manchester Piccadilly on July 12th with a container train from Crewe Basford Hall - Trafford Park. *Michael Lynam*







Freightliner

Class 90 006 and 90 044 pass Heamies with 4L67 09:56 Trafford Park FLT - Felixstowe North FLT on July 8th. *Keith Davies*

Class 66 506 passes Slindon with 4M52 11:15 London Gateway - Widnes Freight Terminal on July 8th. *Keith Davies*

GBRf

Class 66 758 heads through Finsbury Park with the 6M04 working on July 10th. *Paul Godding*

Class 66 799 ‘Modern Railways Diamond Jubilee’ works its way passed DIRFT with 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf on July 8th. *Derek Elston*

Class 66 303 top’n’tail with 66 786 heads through Heaton Chapel, working STP 6H56 16:23 Hope Street to Peak Forest on July 2nd. *Barry Longson*







GBRf

Class 66 734 heads through Stafford on June 23rd. *Paul Godding*

Running an hour late and on its diesel engine, Class 99 006 sounds rough with 66 701 DIT passing DIRFT with 4M01, the 10:57 London Gateway GBRf to East Midlands Gateway Terminal GBRf service on July 8th.
Derek Elston

Booked to use platform 1 at Crewe, on July 8th Class 66 792 appeared on the down fast, working 4H61 the 10:35 Small Heath to Hindlow.
Barry Longson







GBRf

Unbranded Class 66 304 passes Winwick with 6E24 Liverpool Biomass Terminal to Drax on July 23rd. *Brian Dobbs*

Class 66 307 ‘Ipswich Town’ leads 4H61, the 10:35 Small Heath Lafarge GBRf to Tunstead Sidings GBRf empties through Stafford on July 23rd. *Derek Elston*

Class 69 010 was seen on July 14th between Smithy Bridge and Rochdale, working light from Doncaster Down Decoy to Longport FD. *Bryan Roberts*







GBRf

Class 66 310 slows for a signal check on the down fast at Stafford, while in charge of 4Z22 the 10:03 Felixstowe North to Trafford Park on July 14th. *Barry Longson*

Class 66 714 ‘Cromer Lifeboat’ was in charge of the 6E09 working from Liverpool to Drax on July 14th, seen near Clegg Hall, Rochdale. *Bryan Roberts*

Re-geared Class 66 671 ‘Wensleydale Railway Association, 25 Years 1990-2015’ passes Bradley in the suburbs of Wigan with 6V84 the 07:43 Clitheroe to Avonmouth Hanson Cement Terminal on July 13th. *Paul Senior*







GBRf

Green liveried Class 66 796 slowly reverses its train towards the auto loader at Dove Holes quarry after arriving with 4M10 the 12:41 Doncaster Down Decoy to Peak Forest on July 16th. *Barry Longson*

Class 66 742 approaches Charnock Richard with the Hams Hall to Mossend service on July 18th. *John Sloane*

Class 66 304 on the 6M51 Doncaster Down Decoy to Liverpool Biomass Terminal empty wagons with 69 008 ‘Richard Howe’ hanging on the tail of the train, passes Mills Hill on July 26th. *Bryan Roberts*







GBRf

Class 66765 'Julie Garn' eases down platform 1 at Northampton ready for a crew change with 4L24, the 05:36 East Midlands Gateway Tml GBRf to London Gateway GBRf on July 23rd.
Derek Elston

On July 22nd the 4M47 11:35 London Gateway GBRf to Hams Hall GBRf passes Northampton worked by Class 99001 for the third day running.
Derek Elston

Class 66 308 heads a northbound intermodal through Northampton on July 4th.
Paul Godding







GBRf

Class 66 757 top'n'tail with 66 791 passes Winwick on July 27th with an engineers train. *Jeff Nicholls*

Class 66 716 'Locomotive & Carriage Institution Centenary 1911-2011' eases through Stafford with 6B26, the 12:16 Tunstead Sidings GBRf to Rugby Up Sidings - Virtual Quarry loaded stone on July 23rd. *Derek Elston*

Class 66 314 'Katie' leads 6G92, the 09:35 Tunstead Sidings GBRf to Small Heath Lafarge GBRf loaded aggregates through Stafford on July 23rd. *Derek Elston*







GBRf

Class 66 304 crosses Sankey Viaduct on July 27th with a Liverpool - Drax Biomass working. *Jeff Nicholls*



Running around an hour late due to a points failure in the London area, Class 99 001 leads 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf over the River Nene at Kingsthorpe on July 24th. *Derek Elston*



Class 66 773 ‘Pride of GB Railfreight’ passes Stafford with 4L62, the 13:39 Ditton (O’Connor) GBRf to Felixstowe North GBRf service on July 23rd. *Derek Elston*



GBRf

Class 66 304 and 69 008 top'n'tail a Doncaster to Liverpool Biomass working past Norton Crossing on July 25th. *Mark Enderby*



Unique liveried Class 66 796 passes the little used station at Denton on July 17th working the 16:37 empty hoppers from Salford Hope Street to Peak Forest. *Lee Stanford*



Recently introduced Class 99 001 had 66 304 for company on 4Z36 from Drax to Liverpool Biomass Terminal on July 14th, seen near Clegg Hall, Rochdale. *Bryan Roberts*



GBRf

A further trial of Class 99 001 on a Drax - Liverpool empty Biomass working. The GBRf loco leads a dead 66 304 past Culcheth foot crossing in the heat of July 14th. *Jeff Nicholls*



Class 66 742 gingerly passes trackwork renewal work at Parbold on July 27th with a ballast train. *John Sloane*



A regular working over the Calder Valley is 0M72 Doncaster to Longport which is seen here with Class 69 010 passing Castleton on July 14th. *Russell Clarke*



GBRf

Class 66 309 with an engineers train from Hinksey Sidings to Wootton Bassett Junction heads through Swindon on July 21st.
Ken Mumford

Class 66 671 drifts past Bradley with a Clitheroe to Avonmouth cement working on July 13th.
John Sloane

Class 99 001 with a Tuebrook to Leicester light engine move is seen at Moore on July 18th.
Mark Enderby







GBRf

Class 66 767 passes through Crewe on July 15th with a container train from Felixstowe - Ditton. *Michael Lynam*



Class 99 002 working 4L72, the 12:56 East Midlands Gateway Terminal GBRf to London Gateway GBRf heads through Northampton on July 27th. *Derek Elston*



Class 99 001 leading the 11:35 London Gateway GBRf to Hams Hall GBRf passes Northampton on July 27th. *Derek Elston*



GBRf

Class 73 962 ‘Dick Mabbutt’ being towed by 57 306 ‘Branch Line Society’ arrives into Bletchley as 0Z56, the 12:04 Leicester L.I.P. to Wembley InterCity Depot on July 27th. *Derek Elston*

Class 66 689 ‘Evening Star’ heads north through Coppull Moor with a working from Ashton to Horton Quarry on August 5th. *John Sloane*

Class 66 712 ‘Peterborough Power Signalbox’ working 4M01, the 10:57 London Gateway GBRf to East Midlands Gateway Terminal GBRf liner passes through Northampton on July 27th. *Derek Elston*







GBRf

Class 66 765 passes through Chesterfield on July 27th with a rake of empty hoppers from Tinsley Yard - Bardon Hill. *Michael Lynam*



Class 66 689 passes through Leyland on July 23rd with a rake of empty box wagons from Ashton in Makerfield - Horton Quarry. *Michael Lynam*



Class 66 671 is seen at Leyland on July 23rd with a rake of empty cement tanks from Avonmouth - Clitheroe. *Michael Lynam*



GBRf

On July 27th, Class 66 717 passes Chesterfield with a rake of empty hoppers from Wellingborough - Peak Forest. *Michael Lynam*

Class 66 726 is seen at Lincoln on July 21st with a container train from Masborough - Felixstowe. *Michael Lynam*

Class 69 004 passes through Lincoln with a sand train from Middleton Towers - Monk Bretton on July 21st. *Michael Lynam*







GBRf

Class 66 723 stands at Chapel Lane level Crossing at Parbold with a works train on July 27th. *John Sloane*

Class 66 757 creeps through Appley Bridge with a works train from Basford Hall to Parbold on July 29th. 66 791 is just visible at the rear. *John Sloane*

Class 66 742 waits at Chapel Lane level crossing with a works train for the track relaying work at Parbold on July 29th. *John Sloane*







GBRf

Class 66 703 passes Bayston Hill with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on July 5th. *Keith Davies*

Class 66 307 approaches Stockport on July 29th with a rake of empty box wagons from Small Heath - Tunstead Sidings. *Michael Lynam*

Class 66 310 passes through Stockport on July 29th with a Biomass train from Liverpool Docks - Drax. *Michael Lynam*







GBRf

Class 66 774 passes Slindon with 4M22 10:26 Felixstowe South - Trafford Park Euro Terminal on July 8th. *Keith Davies*

Class 66 703 is seen on Hencote Bank with 6J41 12:53 Penyffordd Cement - Coton Hill Yard oon July 23rd. *Keith Davies*

Class 66 778 passes Heamies on July 8th with 6G92 09:35 Tunstead Sidings - Small Heath Lafarge. *Keith Davies*







GBRf

Class 66 703 is seen in Coton Hill Yard with 6J41 12:53 Penyffordd Cement - Coton Hill Yard on July 23rd. *Keith Davies*



Class 66 734 passes Mill Meece with 6B26 12:16 Tunstead Sidings - Rugby Up Sidings Virtual Quarry on July 8th. *Keith Davies*



Class 66 721 approaches Coppull Moor whilst working a Hams Hall to Mossend intermodal on August 1st. *John Sloane*



GBRf

Class 66 757 and 66 791 top'n'tail an engineers train which has halted past Chapel Lane level crossing on July 29th as it awaits authority to enter the site of track relaying works at Parbold. *John Sloane*

Class 66 707 powers past Euxton with a Hams Hall to Mossend working on July 31st. *John Sloane*

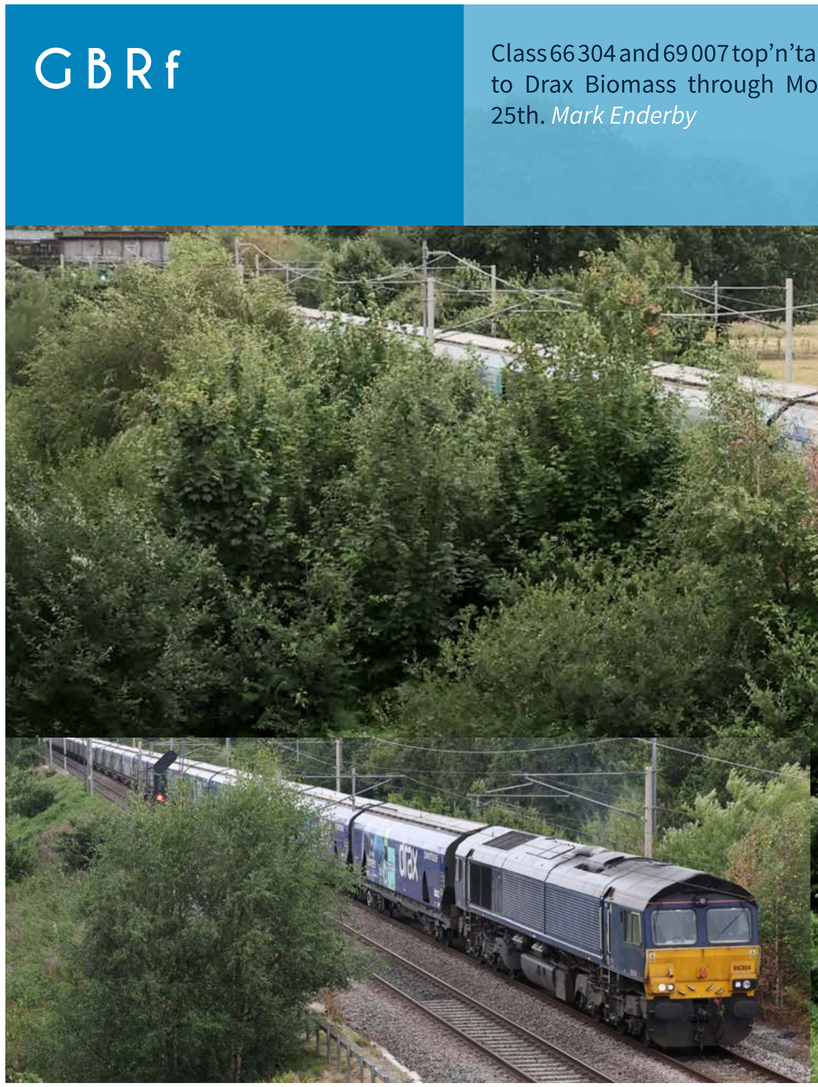
Class 66 759 with a China Clay working is seen emerging from tunnel at Coryton Cove (Dawlish) on July 29th. *Allison Twycross*







Class 66 304 and 69 007 top'n'tail a Liverpool to Drax Biomass through Moore on July 25th. *Mark Enderby*





GB RAILFREIGHT BECOMES UK'S LARGEST RAIL FREIGHT OPERATOR 25 YEARS AFTER FIRST SERVICE

New figures published by the Office of Rail and Road (ORR) show that GB Railfreight (GBRf) now accounts for the largest share of freight train kilometres in Great Britain at 31.4%, as well as the largest share of freight vehicle kilometres at 33.3%, cementing its position as the nation's leading rail freight business. Since launching operations in 2001, GBRf's growth has helped create thousands of skilled, secure and long-term jobs across the railway industry, many of them in communities beyond London and the South East.

GBRf's success has been supported by long-term investment in its people, locomotives, rolling stock and operational facilities, enabling the business to increase capacity while continuing to meet growing customer demand. Over recent years GBRf has invested heavily in modern locomotives like the Class 99s, expanded and enhanced its wagon fleet, improved its operational facilities across its network and continued to strengthen welfare, training and safety standards for colleagues.

The milestone comes shortly after GBRf marked the 25th anniversary of operating its first train, capping a period of sustained growth that has seen the business expand from a new entrant into the UK's largest rail freight operator. It now moves goods across the country to locations including Fowey, Fort William, Penmaenmawr and the Isle of Grain. Today, GBRf transports a wide range of freight, including containers, construction materials, biomass, consumer goods and infrastructure supplies, helping to keep businesses supplied and supporting major construction and infrastructure projects nationwide.

The company has built a workforce rooted in the communities it serves, with many colleagues spending entire careers in the industry and, increasingly, multiple generations of the same family choosing to build their futures at GBRf. Rail freight contributes £2.5 billion to the UK economy each year while helping reduce congestion and carbon emissions by removing thousands of HGV journeys from Britain's roads. As demand for more sustainable freight transport continues to grow, GBRf's milestone reflects the increasingly important role rail freight plays in supporting the UK's prosperity and environmental ambitions.

John Smith OBE, Chief Executive Officer of GB Railfreight, said: "If someone had told us 25 years ago, when we were preparing to run our first train, that we would one day become the UK's largest rail freight operator, I'm not sure many of us would have believed them.

"It's a fantastic achievement and one that makes me incredibly proud. What makes it even more special is that it comes in the same year that we celebrate our 25th anniversary. This milestone belongs to the thousands of colleagues, past and present, whose hard work, commitment and belief in the business have helped build GBRf into what it is today.

"We've come a long way, but we're certainly not standing still. Rail freight has a vital role to play in supporting economic growth, strengthening supply chains and helping businesses move goods more sustainably. We're excited about the future and remain committed to investing in our people, our customers and the railway."

GBRf

Class 66 796 grinds through Leyland on July 31st as it works a Horton Quarry to Brindle Heath stone train. *John Sloane*

GB RAILFREIGHT NAMES LOCOMOTIVE 66745 'WIGAN SPRINGS BRANCH'

GB Railfreight (GBRf), the UK's largest rail freight company, has named locomotive 66745 'Wigan Springs Branch' in recognition of the vital role played by one of Network Rail's key seasonal maintenance hubs.

Colleagues and guests from Network Rail and GB Railfreight gathered for the naming ceremony, which was attended by GBRf Chief Executive Officer John Smith OBE and Chief Operating Officer Ian Langton.

Following the start of GBRf's operations at the site last year, Wigan Springs Branch has quickly become a key hub for the company's Rail Head Treatment Train (RHTT) operations. The depot maintains ten Multi-Purpose Vehicles (MPVs) and supports GBRf's five-year contract with Network Rail to help keep Britain's railway running safely and reliably throughout the year.

From Wigan Springs Branch, GBRf operates six daily MPV circuits covering North West England and North Wales, including routes serving Merseyrail, Manchester and Blackpool. The team also maintains four locomotives based at Mossend in Scotland.

MPVs play a vital role in tackling seasonal challenges across the rail network. They remove leaf mulch and improve rail adhesion in autumn, apply anti-icing treatment to the Mersey rail during winter, and carry out weed-spraying operations during spring and summer. Under its contract with Network Rail, GBRf will continue delivering leaf-fall treatment, snow and ice management, and vegetation control services across much of the country until at least 2030.

Ian Langton, Chief Operating Officer at GB Railfreight, said: "Keeping the railway moving throughout the year relies on the professionalism, commitment and expertise of our people to ensure people and goods arrive at their destination on time. The team at Wigan Springs Branch plays a critical role in maintaining a safe, reliable railway, helping passengers travel with confidence and ensuring freight reaches its destination whatever the conditions.

"Naming locomotive 66745 'Wigan Springs Branch' is a fitting recognition of the hard work, dedication and pride shown by the team every day. Their contribution is essential in keeping the railway in the North West and Scotland moving safely and efficiently"

Class 66 703 passes Woolascott with 6J41 12:53 Penyffordd Cement - Coton Hill Yard on July 7th. *Keith Davies*



THE UK'S FIRST HYBRID FREIGHT LOCOMOTIVE ENTERS COMMERCIAL SERVICE

GB Railfreight (GBRf), the UK's leading rail freight operator, has operated the first commercial service of the Class 99 hybrid freight locomotive, marking a major milestone in the modernisation and decarbonisation of Britain's rail freight network. Class 99001, the first commercial Class 99 service for Maritime Transport departed DP World London Gateway carrying intermodal freight – goods moved in the same container by multiple modes of transport, such as rail and road – bound for Maritime's Hams Hall Rail Freight Terminal in the West Midlands.

The new Class 99 locomotives – set to reduce emissions by more than half on a typical journey – are key to unlocking green growth across the rail freight sector, which is worth £2.5b to the national economy and will help meet the Government's target to grow the sector 75% by 2050. Combining electric operation with the ability to run on non-electrified routes using renewable fuels, the new locomotives are designed to cut carbon emissions without compromising access to any part of the national rail network. With only around 40% of Britain's railway currently electrified, the Class 99 offers a practical solution to reducing emissions from Britain's supply chains without waiting for the rail network to be fully electrified. The faster acceleration of the new locomotives will also help freight trains integrate seamlessly with passenger services, improving the efficient use of the network while supporting economic growth.

This marks the culmination of more than four and a half years of planning, engineering and testing to bring Britain's newest and most advanced freight locomotive into service, delivered in partnership with Stadler, Beacon Rail and Network Rail.

John Smith OBE, Chief Executive Officer, GB Railfreight:

"Four and a half years ago, we set out to bring a locomotive to the UK that would redefine what rail freight could deliver. Today, with the first commercial Class 99 service departing London Gateway for Hams Hall, we've achieved exactly that. The Class 99 combines lower emissions, better performance and a modern, safer working environment for our drivers. It's the result of an incredible effort from teams across GBRf, Beacon Rail and Stadler, and marks the start of a new chapter for rail freight in Britain."

John Bailey, Managing Director – Intermodal, Maritime Transport: "Following the successful trial in June, it's great to see the Class 99 now enter commercial service on our London Gateway to Hams Hall route. The locomotive can operate under electric power on electrified sections and continue over the rest of the network using renewable fuel, reducing emissions without restricting where services can run. This will be increasingly important as we continue to grow our intermodal offering, moving more freight from road to rail and integrating those services with our expanding eHGV fleet to cut emissions on the essential road journeys at either end."

Kris Adams, CEO UK Ports and Terminals, DP World: "Rail freight is an important and growing part of our service to customers at London Gateway. Our continuing investment in new rail facilities at our Logistics Hub is enabling more cargo to move to and from our port by train and removing thousands of road miles from UK supply chains.

"The brand new Class 99 hybrid locomotive introduced by GB Railfreight is a technological development that will help us to utilise the full capacity of our rail terminals at London Gateway, carrying more containers, operating more sustainably and generating less noise than older models."

Ralf Warwel, UK and Ireland Sales Director, Stadler: "The entry into commercial service of the Class 99 marks a major milestone for rail freight in the UK and an important step forward in the decarbonisation of the sector. At Stadler, we are proud to have developed, together with GB Railfreight and Beacon Rail, an innovative locomotive that combines high operational performance with a significant reduction in emissions. The Class 99 demonstrates how technology can accelerate the transition towards more sustainable logistics without compromising the efficiency and flexibility that operators require."

Class 66 305 ‘Embsay & Bolton Abbey Steam Railway’ eases 4M22, the 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf through Northampton on July 27th. *Derek Elston*

GB RAILFREIGHT LAUNCHES ‘WORK SAFE = HOME SAFE’ CAMPAIGN AS PART OF 25TH ANNIVERSARY

Launched during GBRf’s 25th anniversary year, the campaign is designed to strengthen the company’s safety culture and encourage colleagues across the business to put safety first in every decision they make. The campaign brings together safety communications under a single banner and highlights the investments, innovations and improvements that continue to make GBRf a safer place to work.

Work Safe = Home Safe will also showcase the work GBRf colleagues undertake within local communities to promote rail safety awareness and educate young people about the dangers associated with the railway.
The campaign recognises that there is no single solution to improving safety. Instead, it is built on the principle that continual improvement and the accumulation of small changes can make a significant difference. Since 2020, GBRf has invested in excess of £22m in a wide range of initiatives designed to improve safety, wellbeing and working conditions for colleagues.

These include:
• Enhanced safe walking routes across operational sites
• Improved lighting at key locations
• Installation of new switch stands
• Upgraded welfare and staff facilities
• The fleet-wide retrofit of air conditioning to all Class 66 and 69 locomotive cabs
• Trials of new safety equipment and technologies, including enhanced gloves and sanding systems
• The introduction of the new Class 99 locomotives, which incorporate significant safety improvements and modern design features
• Building a new locomotive maintenance facility in Tonbridge reducing the amount of road and rail miles needed to maintain our c.150 locomotives
• Constructing a state-of-the-art wagon maintenance facility, in Peterborough that will move to a condition-based monitoring model that will reduce downtime, improve reliability and have lasting safety benefits

The campaign will also highlight the work GBRf colleagues undertake within local communities, including school visits that promote rail safety awareness and help educate young people about the dangers associated with the railway. At its heart, Work Safe = Home Safe is about recognising that every colleague has family, friends and loved ones waiting for them at the end of the day.

The campaign seeks to reinforce a simple message that nothing is more important than ensuring everyone returns home safely after every shift.

John Smith OBE, Chief Executive Officer of GB Railfreight, said: “As we celebrate 25 years of GB Railfreight and reflect on how far we’ve come as a business, there is one thing that matters more than any commercial success, operational achievement or growth milestone – the safety of our people.
“Every person who works for GBRf has people who care about them and who expect them to return home safely at the end of every shift. We have a responsibility to them, to their families and to the wider railway community.

“Work Safe = Home Safe is to remind us all that safety is never finished. There is always more we can do, and often it is the small improvements and the everyday decisions that have the biggest impact. Because at the end of the day, nothing is more important than making sure we all get home safely.”

Grand Central

Class 180 114 heads through Finsbury Park on July 10th with a working to London King's Cross. *Paul Godding*

Great Western Railway

Class 800 316 powers away from Penzance with 1A84 10:20 Penzance - London Paddington on July 23rd. *Barry Beeston*

Class 08 836 is seen in the sidings at Penzance on July 30th. *Allison Twycross*

Class 166 202 calls at Dawlish on July 29th with a service to Exeter St. David's.
Allison Twycross







Great Western Railway

Class 175 002 is seen stabled at Penzance on July 30th. *Allison Twycross*

Class 158 762 arrives at Swindon as 2M17 from Westbury and will depart as 2M26 to Westbury on July 20th. *Ken Mumford*

The 1L14 Swansea to London Paddington consisting of IET units Class 800 016 and 800014 are seen at Swindon on July 20th. Because Chipping Sodbury tunnel is closed for sometime, this train reversed at Bristol Parkway, then headed via Dr. Day's Junction, Bath Spa and Chippenham to regain its original route at Wootton Bassett Junction. *Ken Mumford*







Great Western Railway

First Great Western ‘Turbo’ units are now a regular sight Bristol and on August 1st, Class 166 217 was to be found awaiting its next diagram. *Lee Stanford*



Class 802 103 approaches Penzance with 1C01 06:00 London Paddington - Penzance on July 23rd. *Barry Beeston*



On July 20th, the 1G15 London Paddington to Cheltenham Spa with IET unit Class 802 010 is seen at Swindon. *Ken Mumford*



Great Western Railway

Class 802 010 leads 802 006 over Laira Jct. with 1C72 08:03 London Paddington - Penzance on July 21st. *Barry Beeston*



Class 175 002 passes over Laira Jct. with 2C18 10:27 Exeter St. David's - Penzance service on July 21st. *Barry Beeston*



Class 802 018 approaches Penzance with 2C14 09:26 Exeter St. David's - Penzance service on July 23rd. *Barry Beeston*



Great Western Railway

Class 800 028 approaches Laira Jct. with 2E08 08:50 Penzance - Exeter St. David's on July 21st. *Barry Beeston*

Laira Depot shunter Class 08 841 returns into Laira Depot over Laira Jct. having ventured on a training run on July 15th. *Barry Beeston*

Class 150 244 powers away over Goss Moor Loop with 2N09 11:30 Newquay - Par service on July 20th. *Barry Beeston*







Great Western Railway

On July 15th, an aerial shot of Laira depot sees Class 175 116 sat next to 43156 with 08 841 returning into the depot and 43088 sat in the background. *Barry Beeston*



Heavy Haul Rail

Class 66 621 passes through Chesterfield on July 27th with a rake of empty hoppers from Ely Mlf Papworth Sidings - Barrow Hill Up Siding. *Michael Lynam*



Class 66 559 passes Chesterfield on July 27th with a rake of 'Tilt Bed, Switch and Crossings Carriers' as 6X73 from Doncaster Up Decoy - Toton N. Yard. *Michael Lynam*



Running just over an hour down 6R93, the 09:36 Willesden Euroterminal to New Bilton (Cemex) passes Cheddington behind Class 66 566 on July 27th. *Derek Elston*



Heavy Haul Rail

Class 66 546 heads north through Stafford on June 23rd. *Paul Godding*

Class 66 610 leads the 6H50 13:14 Wembley Receptions 1-7 to Tunstead Sidings (Fhh) passing DIRFT on July 8th. *Derek Elston*

Heavy Haul branded Class 66 610 working 6H50, the 13:14 Wembley Receptions 1-7 to Tunstead Sidings (Fhh) heads through Northampton on July 6th. *Derek Elston*







Heavy Haul Rail

Running 87mins late after an earlier points failure, Class 66 617 works 6H50, the 13:19 Wembley Receptions 1-7 to Tunstead Sidings (Fhh) through the Northamptonshire countryside on July 24th. *Derek Elston*



Class 90 001 'Royal Scot' is held at Northampton allowing 66 566 to pass with 4R98, the 11:02 New Bilton (Cemex) to Willesden Euroterminal on July 14th. *Derek Elston*

Class 66 565 passes Slindon with 6K50 15:14 Toton North Yard - Crewe Basford Hall on July 8th. *Keith Davies*





Heavy Haul Rail

A Class 70 on the Pyewipe Road stone traffic is unusual but on June 22nd Class 70 006 is seen at Scunthorpe on 6M89 Pyewipe Road to Dowlow with a rake of empty MJAs. *Steve Thompson*

Class 66 610 passes Slindon with 6H50 13:14 Wembley Receptions 1-7 - Tunstead Sidings on July 8th. *Keith Davies*

Hull Trains

Class 803 302 departs Selby on July 8th with 15:09 Hull - London King's Cross service.
John Goodrich

Class 801 208 departs Leeds on 8th July with the 11:40 London King's Cross - Bradford service. *John Goodrich*

More Trains, More Seats, Less Carbon

LNER has seen its carbon emissions fall by nine per cent over the past year, while carrying more customers, showing that greener rail travel can keep pace with growing demand.

Over 25 million journeys were made across the LNER route between London King's Cross and the Scottish Highlands. December 2025 also saw more than 10,000 additional services a year and 60,000 extra seats per week added to the East Coast Main Line timetable.

Data shows that even with the increased services, carbon emissions fell due to ninety-six per cent of miles completed by LNER trains using electric overhead lines. Emissions have also reduced as work continues at stations, offices and other areas of the business. This is helped in part by the installation of heat pumps and solar panels along the LNER route, alongside wider decarbonisation of the UK's electricity grid.

The figures are another positive step towards the business' goal to achieve net-zero carbon emissions by 2045. This target is five years ahead of the national pledge, helping to make sure that rail remains one of the most sustainable ways to travel, and one of several commitments made by LNER as a responsible business.

LNER has released the figures as new independent research commissioned by Rail Delivery Group (RDG) challenges the long-held belief that flying is the obvious choice for long-distance domestic travel in Great Britain. The research found that rail, as well as being significantly greener (producing 85 per cent less CO_2 per customer), was often cheaper (an average saving of £147 per journey) and helped enable customers to be more productive (rail customers gained an average of three hours more productive time per journey).

Stuart Thomas, Chair of the LNER Responsible Business Steering Group, said: At LNER, we take great pride in the progress we're making to reduce our environmental impact and help keep rail as one of the more sustainable ways to travel. Our teams work incredibly hard to make this possible, and it's particularly pleasing that even though we are operating around 10,000 services a year in our new timetable, we've continued to reduce our carbon footprint. It's evidence that we can deliver more journeys for our customers while staying firmly focused on our journey to net zero.

L.N.E.R.

Having had a major exam, Class 91 110 returned to traffic on July 28th and in excellent condition is seen at Doncaster before departing with a service from Leeds to London King's Cross. *Lee Stanford*



Working together to deliver faster, more reliable rail journeys

Customers are expected to benefit from improved punctuality and even more reliable journeys. New platforms, enhanced signalling, and technology designed to spot potential overhead line issues are some of 60 plus initiatives set out to boost performance. Through the East Coast Partnership work, Network Rail and LNER (London North Eastern Railway) have outlined their key objectives for the next year when it comes to improving reliability and reducing delays on the East Coast Main Line.

The 'whole system' approach brings together infrastructure, operations and train performance into one co-ordinated plan, reflecting closer alignment between track and train as the industry moves towards Great British Railways and greater integration.

The approach aims to improve decision-making, enable a quicker response and minimise disruption for passengers.

Benefits are already being seen from the East Coast Partnership initiatives, including:
Darlington station upgrades, including two new platforms and improved signalling to support smoother operations

A refined timetable introduced in December 2025, delivering a 20 per cent increase in LNER services

Improvements at locations including Durham Viaduct, funded through a joint performance fund to reduce disruption from trespass

Flood monitoring systems using CCTV at vulnerable locations, contributing to no major flood-related disruption on the East Coast route in the past 18 months

Installation of further deer fencing and continued development of deterrents and other measures to reduce delays linked to animal strikes

Use of smart technology combining train and infrastructure data to find and fix faults earlier, including by assessing overhead line equipment and track from trains to report potential damage and help engineers proactively address issues before they can lead to disruption.

The plans also set measurable targets across LNER, Network Rail, the Department for Transport, DFTO (Department for Transport Operator Limited) and the Office of Rail and Road – these include at least 67 per cent of LNER trains arriving within three minutes of their scheduled arrival at all stations and cancellations of LNER services being no more than 3.6 per cent.

John Grainger, Joint Head of Performance, Network Rail and LNER, said: "Excellent operational performance comes from how we work together across the whole railway system. By aligning our teams and priorities, we're building a more reliable and resilient railway. This joined-up approach means we continue to work to further reduce delays, improve punctuality and deliver a better experience for our customers."

Class 800 101 arrives from the sidings at Harrogate to form the 12:33 Harrogate to London King's Cross service on July 10th.
John Goodrich

LNER reaches major digital signalling milestone on the East Coast Main Line

LNER has reached a significant milestone in its journey towards digital signalling, completing the first live operation of an Azuma train under European Train Control System (ETCS) Level 2 supervision on the East Coast Main Line. During testing that took place overnight on Wednesday July 15th and Thursday July 16th, technicians, engineers and drivers worked together, drawing on expertise from across the railway industry. This milestone achievement is due to collaboration between LNER, Network Rail, Agility Trains, Hitachi Rail and LNER test train operator RailAdventure UK, which provides an excellent example of the integrated railway delivering digital innovation.

Travelling between Welwyn Garden City and Hitchin, the train and trackside systems were put through their paces to better understand how ETCS Level 2 technology performs at line speed in real operating conditions. ETCS is an Automatic Train Protection system that replaces traditional lineside signals with digital in-cab signalling. It allows the signalling system and trains to communicate continuously, providing real-time information directly to a computer screen in the driver's cab. The system will boost reliability, reduce carbon emissions, and will ultimately provide a more punctual service for customers. The testing also provided an opportunity to use the technology in a controlled live railway operation and to experience how the train operated in ETCS Level 2 areas.

Gary Page, European Rail Traffic Management System (ERTMS) Operations Interface Manager at LNER, said: "This is a hugely important milestone for LNER and for the wider East Coast Digital Programme. Successfully operating an Azuma train under test conditions, under ETCS Level 2 supervision on the East Coast Main Line is the culmination of months of planning, and collaboration across all the partners involved. The trial has provided valuable first-hand experience of operating with digital signalling in a live railway environment, providing important insights into how the technology performs. ETCS has the potential to transform the railway by improving safety, reliability and operational performance, and we are proud to be playing a leading role in its introduction."

Chris Hobden, ECDP Programme Director, Network Rail, said: "This is a valuable step forward in getting the LNER Azuma trains and the other Hitachi long distance fleets ready for digital signalling on the East Coast Main Line. With this testing we have now successfully used four different onboard systems on Welwyn to Hitchin.

Bringing ETCS on to the East Coast Main Line is a huge challenge with a multiplicity of operators, fleets and onboard systems involved. Migrating regular services to ETCS will be a gradual process which we begin this year and step up in 2027. It's great to see more activity out on the route as work continues across all our partners to deliver the benefits of the next generation railway."

Mark Frost, East Coast Fleet Director, Hitachi Rail, said: "LNER deserves huge credit for using the Azuma fleet to pioneer intercity digital signalling and drive innovation on the East Coast Main Line for the benefit of the entire rail industry.

This successful testing milestone is an excellent example of the industry working together to deliver an integrated railway. It is the result of years of hard work and close partnership between Hitachi Rail, LNER, Network Rail, Agility Trains and LNER test train operator RailAdventure UK."

Miguel Frade, Engineering Director, Agility Trains, said: "We are delighted to be facilitating the delivery of the East Coast Digital Railway, working in close collaboration with LNER and our industry partners to implement ETCS across the Agility Trains East Coast fleet."

Today's milestone is a crucial step in enhancing the capability of all 65 of our Class 800 and Class 801 Azuma trains, which will ultimately deliver increased efficiency, capacity, and safety across the route.

Lumo

The 10:19 Lumo service from London to Stirling opens up after being held at a red light at a sweltering Winwick on July 11th. *Jeff Nicholls*



Class 222 604 working the 1S00 London Euston to Stirling service passes Moore on July 18th. *Mark Enderby*



Class 222 604 with a Preston to Crewe ECS working passes Weaver Jct. on July 12th. *Mark Enderby*



Lumo

Class 222 601 passes Tamworth with the 08:50 Stirling - London Euston service on July 14th. *Chris Morrison*

Class 222 603 passes Coppull Moor whilst working the 10:19 from London Euston to Stirling on August 5th. *John Sloane*

Class 222 602 hurries through Standish on July 30th during a positioning move to Preston. *John Sloane*







Lumo

Class 222 603 is seen at Golborne Junction with 1S03 London Euston to Stirling on July 8th. *Brian Dobbs*

Class 222 601 passes Winwick with 1S02 Stirling to London Euston on July 10th. *Brian Dobbs*

Class 222 604 hurries through Stafford on July 16th working the 12:22 Stirling to London Euston service. *Lee Stanford*







Lumo

On July 8th, Class 222 601 passes Slindon with 1M02 12:22 Stirling - London Euston service. *Keith Davies*

Class 222 602 approaches Leyland with the 13:19 from London Euston to Stirling on July 31st. *John Sloane*

Class 222 601 passes southbound through Leyland on July 23rd working a Stirling - London Euston service. *Michael Lynam*







Network Rail

Class 97 302 and 97 303 working the 3Q98 Bescot - Machynlleth pass Walcot on July 19th. *Carl Grocott*

Large logo Class 37 424 was to be found stabled in Doncaster West Yard on July 28th with one of Network Rail's infrastructure monitoring trains. *Lee Stanford*

Rumours abound that the Network Rail owned and operated Class 950 001 is soon to be retired from service, however on a muggy July 28th it was seen passing through Doncaster before stabling in the adjacent West Yard. *Lee Stanford*





Network Rail

Power car No. 43013 bringing up the rear of the Network Rail New Measurement Train as it passes over Malvern Common on July 28th. *Neil Pugh*



Network Rail's track recording unit Class 950 001 is seen taking a break at Sheffield while working from Derby RTC - Doncaster on July 27th. *Michael Lynam*



Network Rail's New Measurement Train powered by Nos. 43062 and 43013 wait in a south bay platform at Crewe on July 15th, ready to depart for Derby RTC. *Michael Lynam*



Network Rail

On July 16th, power car No. 43062 ‘John Armitt’ leads the NMT running as 1Q23, 09:14 from Stockport into Northampton where it will reverse with 43013 ‘Mark Carne CBE’ on the rear. *Derek Elston*



Clas153 311 passes Bletchley heading north as 2Q21, the 11:07 Ferme Park Reception to Derby R.T.C.(Network Rail) on July 27th. *Derek Elston*



Video Inspection Unit, VIU1, Class 153 311 passes Northampton southbound as 2Q21, the 11:07 Ferme Park Reception to Derby R.T.C.(Network Rail) on July 27th. *Derek Elston*



Network Rail

Power car No. 43013 powers up through Par with 1Q18 04:53 Reading Triangle Sidings - Paignton via Penzance with 43062 on the rear on July 24th. *Barry Beeston*



Class 37 405 powers through Leyland with a Carlisle to Liverpool and Crewe test working on August 7th. *John Sloane*



Power car No. 43062 approaches Par with the return leg of 1Q18 04:53 Reading Triangle Sidings - Paignton via Penzance with 43013 on the rear on July 24th. *Barry Beeston*



Network Rail

Class 37 419 and 37 421 working the 1Q44 Derby - Manchester Piccadilly are seen at Searchlight Lane on July 2nd. *Carl Grocott*



Class 37 175 and 37 254 pass through Chesterfield on July 27th with a Network Rail Inspection train from Derby to Derby via parts of South Manchester, Cheshire and Staffordshire. *Michael Lynam*



On July 10th, power cars Nos. 43062 and 43013 pass Bayston Hill with 1Q36 06:10 Gresty Road Western Sidings - Leicester L.I.P. *Keith Davies*



Rail Adventure

Power cars Nos. 43467 and 43423 are seen taking a rake of stored wagons from Fiddlers Ferry to Gascoigne Wood passing Crosfields crossing on July 23rd. *Mark Enderby*

Rail Adventure

Having overnighted in Latchford Sidings, power cars Nos. 43423 and 43467 make their way past Monks Siding Signal Box to Fiddlers Ferry to collect wagons for Gascoigne Wood on July 23rd. *Jeff Nicholls*

Rail Operations Group

On the western fringes of Chat Moss, Class 37 510 hauls 331 028 across Warrington Road, Glazebury, with a Neville Hill - Allerton move on July 17th. The upper floor of the pub in the picture was once the ticket office for the long-closed Glazebury station. *Jeff Nicholls*

Class 93 001 and 93 005 top'n'tail 701 510 as they pass Cheddington running as 6Q58, the 09:07 Clapham Yard to Derby Litchurch Lane on July 27th. *Derek Elston*

On trial with DRS, Class 93 009 heads southbound with 4Q27, the 05:18 Coatbridge - Daventry through Red Bank on July 14th. *Jeff Nicholls*





Rail Operations Group

Rail Operations Group move 5M42 Inverness to Crewe South Yard with Class 93 006 and 93 007 pass through Preston on July 12th. *Russell Clarke*

On July 4th, Class 37 512 hauls LNW's Class 350 115 through Northampton. *Paul Godding*

Crewe driver Tunstall works Class 93 009 through Leyland on July 13th with 4Q45 Daventry - Coatbridge. *David Hollowood*







Rail Operations Group

Recently ROG's Class 93 009 has been out on trial working the morning DRS intermodal from Mossend to Daventry and was photographed at Bradley on July 14th, the first day that it ran. *John Sloane*

Class 93 007 and 93 008 hurry past Coppull Moor whilst returning to Crewe from Preston on a test run on August 5th. *John Sloane*

Class 93 009 cruises towards Euxton whilst working a trial on the morning DRS intermodal from Mossend to Daventry on July 21st. *John Sloane*







Rail Operations Group

On July 17th, Class 37 510 ‘Orion’ hauls Northern’s 331 028 past Greenfield working 5N94 Neville Hill to Allerton move.
Russell Clarke

Class 37 512 runs light engine through Northampton on July 4th. *Paul Godding*

Class 37 884 working 0W40 Derby R.T.C. - Holyhead pauses at Stafford on July 7th.
Allison Twycross







Rail Operations Group

Class 37 512 hauling 231 003 from Holyhead to Canton passes Beeches Farm on July 24th. *Mark Enderby*

Class 37 510 ‘Orion’ with 345 071 on delivery as 5Q73, the 12:39 Derby Litchurch Lane to Old Oak Depot passes through Northampton on July 14th. *Derek Elston*

Class 37 510 ‘Orion’ and 37 501 ‘Teeside Steelmaster’ run through Northampton working light engine move, 0V71, the 11:29 Derby R.T.C.(Network Rail) to Bicester MOD on July 6th. *Derek Elston*







Rail Operations Group

Class 37 510 working 6N42 Bletchley - Crewe passes Slindon on July 19th. *Carl Grocott*

The 18:38 Daventry to Coatbridge service was used to trial a Class 93 locomotive for a short period in July and on July 20th the train is seen arriving unusually into platform 11 at Crewe hauled by Class 93 009 for a driver change. *Lee Stanford*

Class 37 512 working 5Q78 Holyhead - Cardiff passes Kemps Eye on July 24th. *Carl Grocott*







Rail Operations Group

Class 37 884 hauling 231 005 pass platform 12 at Crewe on July 8th, with 5Q77 the 11:30 Holyhead to Cardiff Canton ECS movement, after the Stadler unit had been for tyre turning in North Wales. *Barry Longson*



Class 93 009 with a Coatbridge to Daventry intermodal passes Moore on July 14th. *Mark Enderby*



Class 93 009 with a DRS Daventry to Coatbridge working passes Weaver Jct. on July 12th. *Mark Enderby*



Rail Operations Group

Class 93 009 working the 4Q27 Coatbridge - Daventry passes Heamies Farm on July 14th. *Carl Grocott*

Class 93 006 top'n'tail with 93 007 pass Lancaster on July 9th with two barrier coaches from Derby R.T.C. - Carlisle. *Michael Lynam*

Class 93 005 departs Bletchley on the tail of 6Q58, the 09:07 Clapham Yard to Derby Litchurch Lane transferring 701 510 with 93 001 leading on July 27th. *Derek Elston*







Rail Operations Group

Class 37 512 ‘Thornaby Demon’ in Railfreight grey livery, heads Transport for Wales 231 003 back from Holyhead to Cardiff after tyre turning, seen passing Craven Arms on July 24th. *Chris Morrison*

Class 37 884 passes Kempseye with a Cardiff Canton - Holyhead Carriage M.D. working on July 9th. *Keith Davies*

Class 93 007 and 93006 are seen in a south bay at Crewe having arrived light engines from Derby R.T.C. - Crewe Gresty Bridge on July 15th. *Michael Lynam*







TransPennine Express

On July 9th, Class 397 011 glides towards Mauldeth Road with the 12:12 Edinburgh to Manchester Airport service. *Barry Longson*



Class 379 002 speeds past Bradley on July 14th with a Glasgow to Liverpool service.
John Sloane



Class 802 207 on a Newcastle to Liverpool service, diverted from its usual route, passes Mills Hill on July 26th. *Bryan Roberts*



TransPennine Express

Light and shade at Edinburgh Waverley on July 18th as Class 802 216 waits for time before departing with the 16:08 to Newcastle. *Lee Stanford*

Class 185 133 departs Doncaster on July 13th with 14:26 Cleethorpes - Liverpool service. LNER's 800 104 can be seen in the background with 14:03 London King's Cross - Aberdeen. *John Goodrich*

Class 397 001 races through Leyland with the 13:09 from Glasgow to Manchester Airport on July 31st. *John Sloane*







Transport for Wales

Class 158 832 on a Birmingham - Pwllheli service crosses Barmouth Bridge on July 22nd. *Mark Enderby*



Bright evening sunlight illuminates Class 67 013 as it approaches Heaton Norris Junction on July 11th with the 16:55 (owing to engineering work) shuttle from Shrewsbury to Manchester. *Lee Stanford*



Class 67 010 catches the early evening sun, as It departs Crewe with the 18:33 Manchester Piccadilly to Cardiff service on July 8th. *Barry Longson*



Transport for Wales

Class 158 837 heads to Pwllheli at Tywyn on July 22nd. *Mark Enderby*

Class 197 003 departs from Crewe on July 16th with the 17:19 local service to Shrewsbury. *Lee Stanford*

Class 67 012 prepares to depart Wilmslow on July 8th with the 16:55 Cardiff to Manchester Piccadilly service. *Barry Longson*







Transport for Wales

Class 150 279 runs into Craven Arms with the 16:00 Shrewsbury - Swansea via Central Wales on July 24th. *Chris Morrison*

Transport for Wales now regularly stable a locomotive at Hereford for Thunderbird duties and on August 8th, Class 67 028 in unbranded livery was the allocated loco. *Lee Stanford*

Class 158 837 is seen heading to Pwllheli at Tywyn on July 22nd. *Mark Enderby*







Transport for Wales

Class 197 101 passes Winwick with 1D38 Manchester Airport to Holyhead service on August 3rd. *Brian Dobbs*



Class 67 017 supplies the traction for this Cardiff - Manchester Piccadilly service at Stockport on July 27th. *Michael Lynam*



Class 67 012 passes through Crewe on July 15th with a rake of coaching empty stock from Crewe IETD - Crewe C.S. *Michael Lynam*



Transport for Wales

Class 67 015 crosses Cefn Mawr on June 20th working 1V62 18:23 Crewe - Cardiff service. *Phil Martin*



Class 67 022 working the 1W55 16:55 Cardiff - Crewe heads over Cefn Mawr viaduct on June 20th. *Phil Martin*



Class 67 015 with the 1W13 05:39 Swansea - Crewe passes Coton Hill, Shrewsbury on June 20th. *Phil Martin*



Transport for Wales

Class 153 367 and 153 909 pass Cheney Longville on June 25th working the 2M12 17:38 Llandrindod - Shrewsbury service. *Phil Martin*

Class 67 010 passes Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on July 9th. *Keith Davies*

Class 153 507 passes Cheney Longville on June 25th working 2V32 Shrewsbury - Llandrindod service. *Phil Martin*







Transport for Wales

Class 67 013 is seen at Kemps Eye with 1W55 08:55 Cardiff Central - Manchester Piccadilly on July 31st. *Keith Davies*



Class 67 025 passes Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on July 23rd. *Keith Davies*



On July 19th, Class 67 020 passes Kemps Eye with 1V18 15:30 Manchester Piccadilly - Swansea service. *Keith Davies*



Transport for Wales

Class 67 020 passes Bayston Hill with 1W55 08:55 Cardiff - Manchester Piccadilly on July 10th. *Keith Davies*



Class 67 022 is seen at Kemps Eye with 1W55 08:55 Cardiff Central - Manchester Piccadilly service on July 14th. *Keith Davies*



Class 67 012 is seen near Sutton Bridge with 1W55 08:55 Cardiff Central - Manchester Piccadilly on July 20th. *Keith Davies*



Units: DMUs and EMUs

Northern's Class 156 448 passes under the signal box at Wylam with 10:54 Carlisle - Newcastle service on July 11th. *John Goodrich*

Northern's Class 150 277 operated the 2K67 service from Blackburn to Headbolt Lane on July 14th, seen near Clegg Hall soon after leaving Smithy Bridge station. *Bryan Roberts*

Northern's Class 158 756 calls at Bingley on July 12th with the 10:49 Morecambe - Leeds service. *John Balaam*







Units: DMUs and EMUs

Northern's Class 170 474 crosses the River Nidd at Knaresborough on a calm July 10th as it approaches the station working 10:06 Leeds - York via Harrogate service.
John Goodrich

Units: DMUs and EMUs

Great Northern's Class 379 010 speeds through Finsbury Park on July 10th. *Paul Godding*

Northern's Class 333 014 waits to depart Skipton with the 12:48 to Bradford service on July 12th. *John Goodrich*

Southern's Class 377 133 speeds through St. Johns on July 10th. *Paul Godding*







Units: DMUs and EMUs

Great Northern's Class 387 113 approaches Finsbury Park on July 10th with a service to London King's Cross. *Paul Godding*

On July 2nd, Northern's Class 150 201 and 150 206 call at Heaton Chapel with the 16:51 Manchester Piccadilly to Buxton service. *Barry Longson*

Northern's Class 158 816 arrives at Hebden Bridge with 10:49 Wigan - Leeds service on July 8th. *John Goodrich*







Units: DMUs and EMUs

South Eastern's Class 465 022 approaches Brixton on June 26th. *Paul Godding*

Northern operated Class 156 408 passes the disused Midland signal box at Carnforth on July 7th with a service from Corkickle to Lancaster. *Lee Stanford*

Great Northern's Class 387 116 speeds through Finsbury Park on July 10th with a service to London King's Cross. *Paul Godding*







Units: DMUs and EMUs

A sunny Worthing on July 15th sees Gatwick Express liveried Class 387 203 depart working the 09:20 Southampton to Brighton service. *Lee Stanford*

Northern's Class 323 239 in Bee Network livery and 323 232 depart Preston for Manchester Airport on July 9th. *Michael Lynam*

West Mid's Class 196 104 working the 2G12 Shrewsbury - Birmingham New St. service is seen at Wellington on August 1st. *Richard Hargreaves*







Units: DMUs and EMUs

West Mid's Class 196 006 approaches Great Malvern on a Hereford to Birmingham New Street service on July 28th. *Neil Pugh*

Northern's Class 150 277 departs Bolton with a service to Manchester Oxford Road on July 15th. *Michael Lynam*

Northern's Class 156 420 waits to depart for Corkickle while 156 461 will depart later on a service to Lancaster at Barrow in Furness on July 9th. *Michael Lynam*







Units: DMUs and EMUs

South Eastern's Class 465 155 speeds through Petts Wood on June 26th. *Paul Godding*

Northern's Class 155 341 crosses Selby swing bridge as it slows for the station stop there with 14:00 Bridlington - York service on July 8th. *John Goodrich*

NSE liveried Class 465 908 drops down past St. Johns station on July 10th. *Paul Godding*







Units: DMUs and EMUs

With rush hour looming South Western Railway's Class 450 011 arrives at Clapham junction on June 30th with the impressive London skyline in the background. *Lee Stanford*

Merseyrail's highest numbered battery unit, Class 777 152, prepares to depart Liverpool Central with the 17:35 service to Headbolt Lane on July 8th. *Barry Longson*

London Overground operated Class 378 133 arrives at Clapham Junction on June 30th with a terminating service from Dalston Junction. *Lee Stanford*







Units: DMUs and EMUs

West Midlands Railway's Class 196 106 working the 2G15 Shrewsbury - Birmingham New St. service is seen at Wellington on July 3rd. *Richard Hargreaves*

Great Northern's Class 717 020 arrives at Finsbury Park on July 10th with a service to Moorgate. *Paul Godding*

Thameslink's Class 700 049 passes through St. Johns on July 10th. *Paul Godding*







Units: DMUs and EMUs

London NorthWestern's Class 150 137 working 5Z50 Newton Heath - Kings Norton heads through Wellington on July 3rd.
Richard Hargreaves

Northern's Class 195 108 and 195 106 form a 6 car set working past Mauldeth Road with the 13:52 Barrow to Manchester Airport on July 9th. *Barry Longson*

An impressive line up of South Western Railway electric units stand in Clapham Jct. Yard on June 30th, of note was the presence of 5 car 701 504 which is yet to enter service.
Lee Stanford







Units: DMUs and EMUs

Northern Bi-Mode Class 769 456 departs Southport with the 13:24 service to Manchester Oxford Road, on a warm July 6th. *Paul Senior*



Northern's Class 323 231 rolls into Wilmslow on July 14th with the 18:38 Manchester Piccadilly to Alderley Edge service. *Barry Longson*



LNW's consecutively numbered Class 730 218 and 730 217 form the 13:13 Crewe to London Euston, seen slowing for their booked stop at Rugeley Trent Valley on July 14th. *Barry Longson*



Units: DMUs and EMUs

A stranger to the North West was Northern's Class 155 347 which is seen passing platform 1 at Stockport on July 22nd working the 08:29 from Hull Botanic Gardens depot to Long Marston. *Lee Stanford*

LNW Class 730 223 and 730 228 hurry south with 1U28, the 11:13 Crewe to London Euston passing Banbury Lane on July 14th.
Derek Elston

Northern's Class 195 010 and 195 024 pause on the approach to Mills Hill station on July 26th, due to a red signal ahead. *Bryan Roberts*







Units: DMUs and EMUs

Class 350 111 ‘The Spirit of Invictus’ was the rear unit of 1Y52, the 15:36 Birmingham New Street to London Euston at Northampton on July 27th. *Derek Elston*

West Mid’s Class 730 036, 730 010 and 730 035 make their penultimate station call at Bletchley with 2K27, the 12:09 London Euston to Milton Keynes Central on July 27th. *Derek Elston*

Elizabeth Line’s Class 345 071 heads home through Northampton after another day of mileage accumulation runs on the West Coast main line as 5H84, the 14:26 Stafford to Wembley InterCity Depot on July 22nd.
Derek Elston







Units: DMUs and EMUs

London NorthWestern's Class 150 137 passes Preston Boats with 5Z50 09:00 Newton Heath TMD - Kings Norton OT Plant Depot on July 3rd. *Keith Davies*



Northern's Class 158 855 prepares to depart Carlisle with the 13:33 to Middlesbrough on an overcast July 25th. *Barry Longson*



London NorthWestern's Class 730 232 and 730217 running as 5U41, the 15:45 Bletchley C.S. to Rugby cross the River Nene at Kingsthorpe on July 24th. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 769 442 arrives at Bolton with a service to Southport on July 15th. *Michael Lynam*

Northern's Class 150, 3 car unit No. 150 008 departs Sheffield on a service to Leeds on July 21st. *Michael Lynam*

Northern's Class 331 020 passes Bradley with a Blackpool to Liverpool service on July 13th. *John Sloane*







ScotRail

Class 156 505 calls at Dumfries working 1L91 13:13 Glasgow Central - Carlisle service on July 6th. *John Balaam*

ScotRail

Class 156 439 and 156 436 call at Dumfries with 1L86 14:08 Carlisle - Glasgow Central service on July 6th. *John Balaam*



Class 156 504 departs Stranraer with 1A79 19:04 to Kilmarnock on July 6th. *John Balaam*



Class 156 493 stands at Dumfries on July 6th. *John Balaam*



ScotRail

Class 385 015 stands at a sunny but quiet Edinburgh Waverley on July 18th awaiting its next diagram. *Lee Stanford*

Class 320 420 heads for a refresh at Wolverton Works and is seen at Northampton as 5Q70, the 09:35½ Yoker C.S. to Wolverton Centre Sidings on July 24th. *Derek Elston*

Class 320 401 passes through Leyland on July 23rd returning home to Yoker C.S. following a refresh at Wolverton Works. *Michael Lynam*







ScotRail

In Edinburgh on July 18th, HST power car No. 43179 brings up the rear of 11:01 from Aberdeen (43128 was on the front). *Barry Longson*

On July 18th, Class 158 730 awaits permission to depart Edinburgh with the 14:14 ECS movement to Haymarket. *Barry Longson*

Class 170 425 departs Edinburgh with the 14:03 to Leven on a very busy July 18th.
Barry Longson







Northern Ireland Rail

DMU No. 3014 calls at Belfast Lanyon Place with the 16:05 Belfast Grand Central - Bangor service on July 7th. *John Balaam*

TfL/London Transport

London Transport Museum operated some of their Heritage stock over the last weekend in July and on a sunny July 24th, electric loco No. 12 'Sarah Siddons' arrives at Amersham with a service from Harrow on the Hill. *Lee Stanford*

TfL/London Transport

London Transport Museum operated some of their Heritage stock over the last weekend in July and on a sunny July 24th, Class 20 142 is seen at Harrow on the Hill with a service from Amersham. *Lee Stanford*

West Midlands Metro

Tram No. 57 is seen in Wolverhampton on June 25th heading to the railway station.
Paul Godding

National Rail

On July 9th, SR MN Class No. 35028 'Clan Line' is seen drifting through Andover running some 6 minutes late with the Railway Touring Company's, 'End of Southern Steam' excursion to Yeovil and Weymouth. The 10 coach train was assisted on the rear by West Coast's diesel Class 47 802.
David Lindsell



Stansted Express overnight trial off to a flying start

Greater Anglia's Stansted Express trial of overnight services on Fridays has been well received during its first four weeks of service, providing customers with a new rail travel option for late arrivals and early-morning departures from the popular Essex airport. Over one thousand additional journeys have been taken since the trial's launch on Friday July 3rd, which will continue to operate every Friday night until September 26th 2026. Running at roughly half-hourly intervals between 23:50 and 5:00, the additional services include trains between Stansted Airport and Tottenham Hale (where customers can connect with the Victoria line Night Tube), as well as a number of services to and from London Liverpool Street.

Jamie O'Donnell, Assistant Group Station Manager at Greater Anglia, said: "It's been fantastic to see passengers embrace this new option so quickly, and it's clear there's an appetite for a late-night and early-morning link between the airport and the capital. This trial represents a significant step forward as we look at ways of connecting Stansted to London by train twenty-four hours a day, wherever practical, in a similar way to other major international airports. Our passengers can now arrive by train for the first outbound flights, and those landing past midnight can connect straight into London – neither of which were previously possible. Additionally, it supports airport workers, with many operating on late night or early morning shifts."
Passenger data collected during the trial, including how the offer is utilised by the public during early morning hours, will be used to assess public demand and travel patterns to help inform decisions on future plans for the service. The trial has been made possible through close collaboration between Greater Anglia and Network Rail Anglia, enabling engineering and maintenance programmes to be better coordinated and delivered, while creating additional opportunities for customers to travel. It is the latest in a series of customer-focused improvements at Stansted Airport following the introduction of contactless pay as you go travel earlier this year, and forms part of wider work across GBR Anglia to deliver practical benefits for passengers during the transition to Great British Railways.

Fares Advice with RailUK

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

"Buy before you board" - policy where ticket buying facilities are a long way away from the train

Q: Following a recent visit to Shipley station, something occurred to me about this. Is there a concrete fare policy on "by before you board", when ticket machines or the ticket office may be quite a long way away from your train?

At Shipley, there is a ticket office between platforms 3 and 5, as well as one ticket machine on platform 1. This means that, if you are catching a train from platforms 2 or 4, you have to walk some distance, including using stairs or lifts, to buy a ticket. The situation is especially complicated at Shipley, as there are multiple station entrances.

A much simpler example is Dalreoch on the North Clyde line. There is a ticket office on the Balloch/ Helensburgh bound platform, and a ticket machine on the Glasgow bound platform. The ticket office has limited opening hours, and there is no step free access between the 2 platforms. This means that, to buy a ticket travelling towards Balloch/Helensburgh, you have to cross the footbridge twice to buy a ticket and catch the train.

A: I assume TOCs are interpreting this to mean barrow crossings, not stations where the passenger has to get themselves across the track on foot by means of stairs and a tunnel or bridge.

The former relates to the safety issue covered by the report, whereas the latter relates to accessibility which my local TOCs, at any rate, simply show no signs of caring about.

Slade Green is a good example of a relatively busy suburban station with entrances at both sides serving each platform, but where passengers entering from the south side and travelling towards Abbey Wood and London must cross and re-cross the track via the station underpass or the public footbridge to use the ticket office or the solitary TVM.

Anyone who can't manage steps would need to wait for a 99 bus to reach the other side of the station, use the ticketing facilities, then wait for another 99 bus to get back to their platform. The public footbridge was demolished and replaced two or three years ago, but the opportunity was not taken to make the new bridge accessible, so it was just a like-for-like replacement. Bexley Council doesn't care about accessibility either.

To answer the OP's question, if you wanted to buy a ticket after boarding then I think you would have to be able to argue that the ticketing facilities at your starting station were not available to you (e.g. because you couldn't access them), rather than simply that they were a long way away from your desired platform.

Somebody who couldn't use steps arriving at Slade Green from the Whitehall Lane side and travelling towards London would have a very good case, imho, to say no ticketing facilities were available to them.

The foot crossing at my local station is via a road level crossing adjacent. The sole TVM is
- adjacent to the small car park
- adjacent to the busier platform
- across from the most likely place where pedestrians and bus passengers would arrive
- and across (of course) from the less busy platform.

It means that there is no access over the railway for the several minutes while the crossing is closed. It means that if you arrive other than by car and you are using a service departing from the lesser platform, you have to be present with enough time to cross the railway, haggle with the TVM, and cross it again, before the crossing is closed for your (and/or another) train, and that may be a considerable time.

IMO what they SHOULD be doing is totally relax the "woe betide if you have no ticket" position for any departures where access to the TVM and/or to the necessary platform is restricted.

Ticket Advice for All

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

National Rail



A Network Rail Civil Engineers train is seen at Golborne Junction on July 14th with No. 9131005 leading the 6X81 Carnforth to Bamfurlong. *Brian Dobbs*

Loco Fleet List Ten

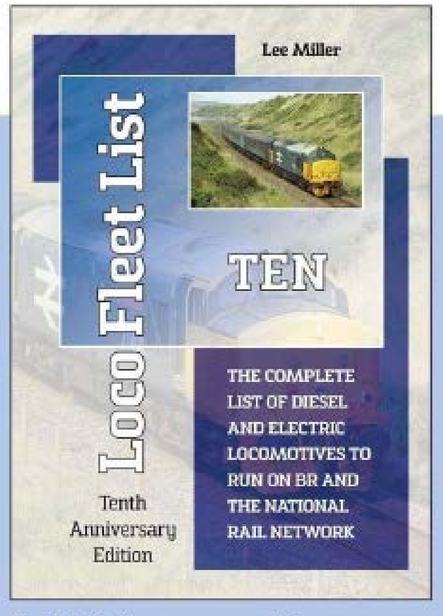
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

First Great British Railways trains for Anglia unveiled as integrated railway delivers early benefits

The first trains to carry the new Great British Railways identity for Anglia were unveiled at London Liverpool Street station on July 16th, marking a visible milestone in the creation of a simpler, more joined-up railway that is already delivering benefits for passengers across the East of England.

Rail Minister Lord Peter Hendy joined GBR Anglia Managing Director Jamie Burles and colleagues from c2c, Greater Anglia and Network Rail Anglia at the event, where c2c Class 357 units 357 008 and 357 020 and Greater Anglia Class 720 units 720 144 and 720 501 were displayed in the distinctive red, white and blue Great British Railways livery. GBR Anglia brings c2c, Greater Anglia and Network Rail Anglia together under one unified leadership team, aligning track and train more closely to improve reliability, resilience and customer service across the region. The new identity reflects the three organisations increasingly planning and delivering as one railway, supporting faster and better decisions, clearer accountability and more coordinated services for passengers.

Rail Minister, Lord Peter Hendy, said: "Track and train are two sides of the same coin but for too long they operated independently of each other, with passengers and taxpayers left to bear the consequences. By uniting track and train under one identity and leadership in Anglia, we're creating a more reliable service that will put passengers first. It's all part of our plan to deliver the biggest reform of our railways in a generation, creating more, growth, jobs and homes as we work to set up Great British Railways."

Jamie Burles, Managing Director of GBR Anglia, said: "Seeing the first GBR Anglia trains together at London Liverpool Street is a proud moment and a clear sign of the railway we are building. More importantly, the new identity reflects c2c, Greater Anglia and Network Rail Anglia increasingly planning and delivering as one railway. We are already creating greater flexibility across our train fleets, planning major events more effectively and using closer track-and-train working to trial new services for customers. There is much more to do, but we have made a strong start. Our focus is on turning that progress into better journeys and a more reliable, responsive and efficient railway for everyone who depends on us."

The work under way across GBR Anglia extends far beyond the new identity.

Early progress includes securing approval for Greater Anglia Class 720 trains to operate on the c2c network, providing greater resilience and flexibility across the two train fleets and helping the railway respond more effectively when trains are unavailable or services are disrupted. Teams from c2c, Greater Anglia and Network Rail Anglia have also worked together to support thousands of Southend United supporters travelling to Wembley, including through strengthened services on both routes between Southend and London.

Meanwhile, closer planning between Greater Anglia and Network Rail Anglia has enabled a trial of overnight Friday Stansted Express services. Engineering plans were reviewed and adjusted where possible, while protecting essential maintenance, to provide additional travel options for customers arriving on late flights or travelling for early departures. Further work is under way to coordinate maintenance more closely, expand the use of on-train technology to identify potential infrastructure faults earlier, improve data sharing and develop joint marketing to encourage rail travel to and from Southend.

Customers will begin to see more trains carrying the GBR Anglia identity over the coming weeks and months.

Further Class 357 trains will receive the new livery as they pass through c2c's existing fleet repaint and planned maintenance programme, helping to deliver the transition efficiently and with minimal disruption to services. Across the wider fleet, existing c2c and Greater Anglia logos will gradually be replaced by GBR Anglia branding. The internationally recognised Stansted Express identity will be retained and will transition to GBR Stansted Express. Customers will also see the new identity introduced gradually across station signage and wayfinding, colleague materials and customer communications. The transition will take place gradually, and customers will continue to see a mixture of GBR Anglia, Greater Anglia and c2c branding across the region for some time. Existing train services, tickets and customer arrangements will not change.

National Rail

Plan ahead and pack smart as millions take to the rails this summer



From wheelie bins to shopping trolleys and everything in between, oversized or excessive luggage can slow boarding, block aisles and contribute to delays

Passengers are encouraged to check luggage guidelines with their train operator and plan ahead before travelling With millions of journeys expected this summer for holidays, festivals and major events, the rail industry is encouraging passengers to "think before you pack" ahead of one of the busiest travel periods of the year.
Train travel offers passengers far more flexibility when it comes to luggage than flying, but excessively large or bulky items can create problems on board. They can block aisles, take up valuable space and slow boarding, affecting comfort and convenience for everyone. And it's not just big suitcases causing issues, with train operators and Network Rail sharing shocking stories of people bringing along wheelie bins, shopping trolleys, fridges, bathtubs, bookshelves, washing machines, wheelbarrows and even pianos on their journeys.

Malcolm Pitt, Network Rail's Head of Customer Experience & Accessibility, said: "These unusual items can sometimes raise a smile, but they can also create real challenges for passengers – making it harder to get on and off trains, move through carriages, and in some cases causing delays. Rail is a convenient way to travel with the luggage you need for your journey, especially when compared with other forms of travel like air, but we're asking passengers to think ahead and bring items that can be carried safely and stored appropriately on board. We want everyone to have a safe, smooth and comfortable journey. Planning ahead and travelling with the right amount and type of luggage helps keep services running safely, on time and makes journeys easier for everyone."

Passengers are reminded that the National Rail luggage guidelines set out clear expectations, including that items must be packed securely and light enough to carry with ease and not cause inconvenience to others.

Jason Webb, CEO Office Director at Rail Delivery Group, said: "Every year, our colleagues across the railway come across some surprising items on the network, which is why National Rail's list of prohibited items includes canoes, hang-gliders and large furniture. With school holidays, music festivals and warm weather, there are lots of good reasons to take the train this summer, but with lots of people travelling it's important to only bring luggage that is comfortable to carry. Large items blocking doors and aisles can hinder boarding and exiting, especially for those needing assistance, such as wheelchair users. They can also prevent trains from departing on time, causing knock-on delays across other services. We encourage passengers to use designated storage areas where available and keep doors clear at all times, helping everyone enjoy a smoother journey this summer."

Customers who are older, disabled or with reduced mobility and need help with their luggage, can also request Passenger Assist services before they travel. They can book two hours before their journey through the Passenger Assistance app or website, contact their train company, or alternatively ask staff for help when they arrive at the station if luggage is within their train operator's guidelines.

Landmark day for West Devon as Okehampton Interchange station officially opens

A major milestone for West Devon was marked on August 1st with the official opening of Okehampton Interchange station, ahead of passenger services. Okehampton Interchange is the newest addition to the Dartmoor Line, providing improved access to rail services connecting communities in West Devon, Torridge and North Cornwall with Exeter and destinations across the wider rail network.

The station complements the existing Okehampton station and builds on strong community backing for the reopening of the Dartmoor Line, which saw the return of daily passenger services in 2021, more than 50 years after regular services were withdrawn. Passenger demand far exceeded projections, achieving over half a million journeys within the first two years of operation. Designed to support integrated and sustainable journeys, the new station features a 200-space car park, sheltered cycle storage and a covered bus interchange, with electric vehicle charging points coming soon. Step-free access is provided throughout via ramps, lifts and a footbridge.

Okehampton Interchange is a £18 million investment made possible through £13.5m of UK Government funding following a successful bid by West Devon Borough Council with support from Devon County Council on the business case. Both authorities have provided match funding. The project has brought together a number of partners, with Network Rail overseeing delivery of the station through their contractor Octavius. Devon County Council has led the delivery of walking, cycling and bus facilities on Hameldown Road, constructed by Kennford Tarmacadam, and the environmental work through its consultants WSP.
The station is also expected to deliver significant economic benefits. Research shows railway stations across the South West could support up to 238,000 jobs and contribute £14.25 billion to the economy by 2035. Okehampton Interchange and Marsh Barton station, which opened in 2023, are together projected to generate around 1,500 permanent jobs and contribute approximately £112 million annually to the local economy over the next decade.

Rail Minister Lord Peter Hendy said: "The opening of Okehampton Interchange marks a major step forward for transport in the South West. Backed by £13.5 million of Government investment, this fully accessible new station will make it easier for people to get to work, education and leisure, while supporting jobs, homes and economic growth across west Devon. It's a great example of the joined-up, locally focused railway we want to see under Great British Railways, bringing together rail, bus, cycling and park-and-ride connections so passengers get better journeys and communities can thrive."

Joanna Grew, Route Strategy Director for Network Rail and GWR, said: "It's fantastic to see Okehampton Interchange open and ready to welcome its first passengers. The Dartmoor Line has already made a real difference since services returned in 2021, and this new station is another important step in making rail travel easier and more accessible for all across the region. We're incredibly proud of what has been achieved through close partnership working and excited to see the difference this station will make for local people, businesses and visitors alike."

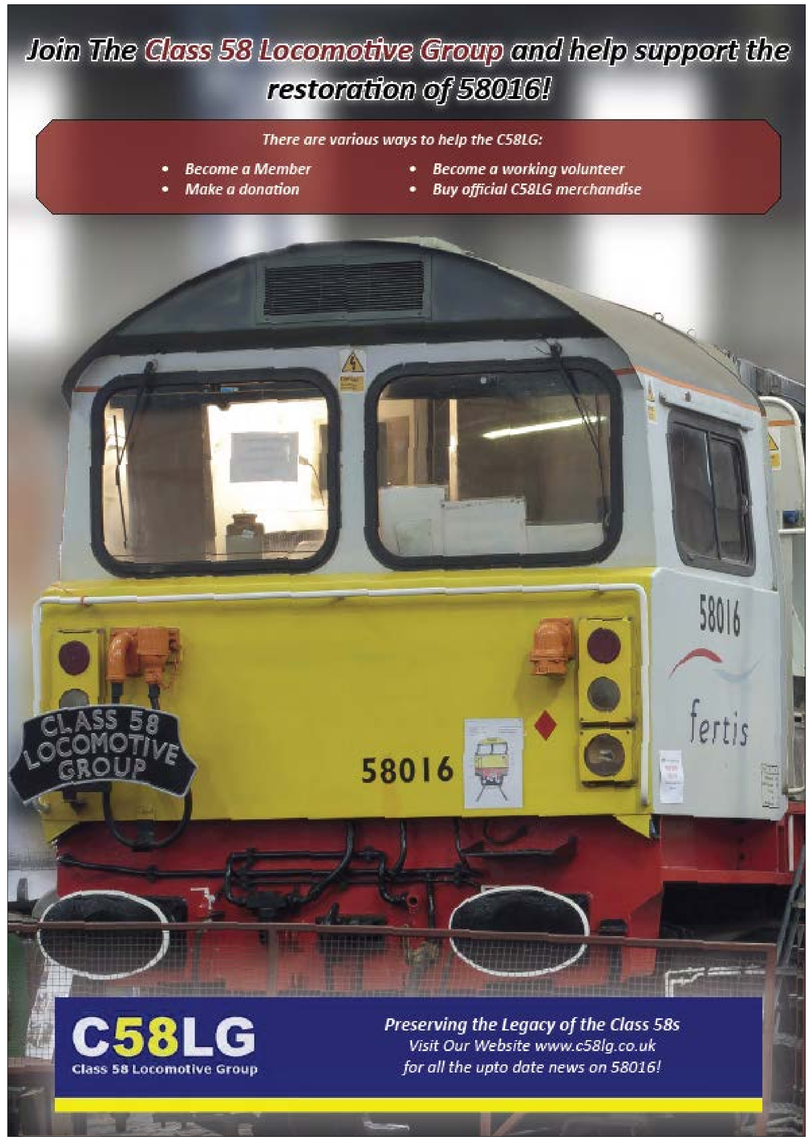
Cllr Jacqi Hodgson, Cabinet Member for Climate Change and Biodiversity from Devon County Council said: "The opening of Okehampton Interchange is a proud moment for everyone who has worked so hard to deliver this new station, and to do so so soon after the successful reopening of the Dartmoor Line. With convenient access from the A30 and strong bus connections, the station will make rail travel more accessible for communities across a wider catchment area, while helping to ease traffic pressures in Okehampton. Local residents will also benefit from attractive walking and cycling links, making it easier to choose sustainable ways to travel."

Cllr Mandy Ewings, Leader of West Devon Borough Council, said:"This is a significant moment for Okehampton and West Devon. The new station is an investment in our future and the future of Cornwall, by creating better connections to jobs, education, healthcare, leisure and services, while supporting local businesses, tourism and greener travel. It shows what strong partnership working can achieve, and we are proud to have helped deliver this important project. More than a station launch, this is a statement of confidence in Okehampton, West Devon and the future of our rural communities."

National Rail

Class 37 423 and 37 901 head the Great Yarmouth to Eastleigh stock move seen at Popham on June 7th. Class 37 901 had failed the day before and was running DIT with 37 423 being the rescue loco.
Dennis Rowland





Cambridge South: If you build it, they will come!

Thousands of passengers have passed through Cambridge South station's ticket gates during its first month – transforming the way people travel to and from Europe's largest biomedical campus.

Backed by £250 million of government funding, the new station is now cutting journey times, boosting rail links and supporting further employment growth in the region, thanks to the arrival of new train services by Greater Anglia, Great Northern, Thameslink, and CrossCountry.

As the first fully Great British Railways branded station, Cambridge South represents what can be achieved for communities through new integrated way of working, bringing together Network Rail track and infrastructure with train operators' passenger services under a nationalised GBR Anglia organisation.

With thousands of people now choosing to commute by rail, the new station is delivering on its promise to provide an alternative, greener option to access Cambridge Biomedical Campus, reducing reliance on vehicle use and reducing carbon emissions while helping to ease levels of congestion in the city of Cambridge.

Jamie Burles, managing director for GBR Anglia said: "It is fantastic to see so many people using the new station in just the first month since it opened and I'm sure this is only just the beginning of the story for Cambridge South.

Having seen over 110,000 journeys in the first month alone demonstrates that the demand was there, waiting for us to build this new facility, and open a new gateway to this very important biomedical campus.

"It really does go to show how investment in the railway can transform people's lives for the better, by building connectivity and providing easier ways to get to where people most need to be."



Transport for Wales' Class 158 832 on a Birmingham - Pwllheli service is seen at Morfa Mawddach on July 2nd. *Mark Enderby*



Service changes as Anglia soil dries out in the heat

From August 3rd, there will be timetable changes on the line to and from King's Lynn, and extra late night engineering works on other Anglia routes, as track is again affected by hot weather and sustained low rainfall. Following England's warmest spring on record and hot summer so far, the peat and clay that sits under long stretches of the railway on Anglia has dried out and shrunk. This has caused the track to drop in places and become uneven.

In response to uneven track, Network Rail applies speed restrictions where necessary to keep everyone moving safely, smoothly and reliably. These speed restrictions will need to be in place until the ground conditions have recovered, which can take some time. Since trains have to run more slowly, an amended timetable can sometimes be put in place to give passengers more certainty about services and reduce the risk of short-notice disruption. Speed restrictions applied to Great Northern services between Ely and King's Lynn from August 3rd mean that trains will arrive at King's Lynn four minutes later than normal and depart four minutes earlier. One train in each direction will be withdrawn or amended on weekdays, and there will be additional changes at the weekend. Some trains will also need to run with fewer carriages as the speed restrictions affect how trains and drivers can be planned across the route. Full details of the timetable changes are available on the Great Northern website Network Rail engineers reduce the effects of dried-out soil by using machines called tampers to lift the track, push stone ballast underneath and create a solid foundation so that trains can run smoothly. New ballast is also put down to help raise the level of the track.

Last year, engineers treated around 100km of track on Anglia using tampers to help tackle the effects of dried-out soil. Ahead of this summer season, teams have already dropped thousands of tonnes of ballast to help keep the track as smooth as possible, with 49,000 tonnes expected to be dropped during 2026 in total. On the Fen Line, Network Rail will be carrying out this track treatment work between Ely and King's Lynn late at night between August 10th – 13th and between September 21st - 24th. Buses will replace late night trains on these days.

Meanwhile, extra engineering work to treat dried-out soil will also affect some other Anglia routes late at night and very early in the morning on Mondays – Thursdays from August 3rd:
Greater Anglia. The London Liverpool Street – Southend Victoria and Wickford – Southminster routes, with changes to some services from 22:45 onwards including buses replacing some trains. On Thursdays only, after 23:30, some services on the London to Colchester route will have journey times extended by up to 6 minutes.
c2c. Some changes to late night services.
Elizabeth line. A reduced service will operate between Gidea Park and Shenfield from 23:00 to midnight on certain dates.

These changes to Greater Anglia, c2c and Elizabeth line services will start appearing in journey planners, and passengers are advised to check before they travel at greateranglia.co.uk, c2c-online.co.uk and tfl.gov.uk

Network Rail Anglia will be closely monitoring track conditions across the region, with further speed restrictions potentially being needed in the coming weeks to keep services running smoothly. Any additional service alterations will be advised in advance. Network Rail's extra late night engineering works will continue to be planned as necessary to help improve track conditions.

Joe Kennedy, Infrastructure Director for Network Rail Anglia, said: "We're taking action to keep running the best possible service despite the significant challenges we're again facing this summer with our peat and clay soils. Our teams across Anglia will continue to work hard to minimise the impact on passengers, but we're really sorry for the disruption caused by the service changes. Thank you to everyone for bearing with us."

Jenny Saunders, Customer Service Director for Great Northern, said: "We know many passengers will feel disappointed by further timetable changes after the challenges experienced on this route in recent weeks. I am sincerely sorry for the impact this will have on your journey; we do not take that inconvenience lightly. These necessary speed restrictions mean we need to make temporary changes to the timetable between King's Lynn and Cambridge from August 3rd. While we regret having to make these changes, they are necessary to help prevent delays building up throughout the day and to provide a more reliable service. Our teams will continue working closely with Network Rail to minimise the impact and return to the normal timetable as soon as conditions allow. Online journey planners and our website have been updated with the revised train times, and passengers are encouraged to check before they travel as services will operate differently from the usual timetable."

National Rail



Colas track machine No. DR75010 working 6Q58 Swindon Transfer to Swindon Transfer via Bristol (Departmental) heads through Swindon on July 20th. *Ken Mumford*

SOUTHERN COUNTIES RAILWAY SOCIETY

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Rail industry launches pilot to transform passenger information during disruption



Millions of rail passengers are set to benefit from new technology designed to deliver clearer, real-time information during disruption, as the system launches on some of Scotland's busiest rail routes for the first time. The On Train Passenger Announcements (OTPA) system, developed by Network Rail, train operators and the Rail Delivery Group, is being piloted on 38 ScotRail trains from Tuesday July 21st as part of a wider industry drive to improve passenger experience. The new system allows teams in Scotland's railway control centre to send announcements directly to trains, helping passengers receive timely, consistent updates when services are disrupted. The system uses the railway's own mobile telecoms system, GSM-R, which covers almost all of the network and allows multiple trains to be contacted at the same time. It also reduces the need for drivers to make additional announcements during disruption, with control teams able to provide timely updates to passengers.

Jo Shelley, Head of Programme Management at Network Rail, said: "This is a really exciting step forward for passengers and the railway. Anyone who's travelled during disruption knows that getting the right information quickly can make a huge difference, and this technology helps us deliver exactly that — directly to passengers when they need it most. We're looking forward to seeing the benefits it brings for both passengers and railway colleagues."

The announcements use text-to-speech technology which can be updated in real time, helping passengers to receive consistent information across affected services. The technology is designed to complement existing customer information channels and improve communication when travel plans change unexpectedly. The pilot will inform plans for a wider rollout across operators in Britain, with Network Rail and industry partners monitoring customer experience, operational performance and safety throughout.

Phil Campbell, ScotRail's Customer Operations Director, said: "We know the importance to customers of how we manage disruption and provide clear, timely, and accurate information during delays. The new onboard announcements system will make a huge difference to how we communicate to provide a quick and effective way of updating customers when something has happened which is disrupting their journey.
This project clearly shows how effective collaboration across the rail industry can make journeys better for customers."

Jason Webb, Chief Executive Office Director at Rail Delivery Group, said: "Passengers want clear, timely information when disruption happens, and this pilot is an important step towards delivering more consistent updates when they need them most. Working together across the rail industry, we're using new technology to improve the passenger experience and deliver better, more consistent information for customers across Britain's railway."

National Rail

Legacy of The Greatest Gathering celebrated one year after Alstom's record-breaking UK railway festival

Marking the first anniversary since Alstom hosted the world's largest-ever railway festival, passenger operator Great Western Railway (GWR) has unveiled a special dedication on one of its Intercity Express Trains celebrating the legacy of The Greatest Gathering.

The design – applied to Class 800 No. 800012 – pays tribute to the record-breaking festival held at Alstom's historic Litchurch Lane Works in Derby, UK, where more than 40,000 visitors came together over three days in August 2025 to celebrate 200 years of the modern railway. Held as part of Railway 200 – the bicentenary of the modern railway – The Greatest Gathering brought together more than 140 railway vehicles spanning two centuries of innovation, from the golden age of steam to today's modern railway, and the technologies shaping its future.

Rail legends

"It is fantastic to see the legacy of The Greatest Gathering continue through this special train dedication from Great Western Railway. Bringing together more than 40,000 people from around the world and over 140 railway vehicles, Alstom's event demonstrated the pride, passion and innovation that have defined our industry for two centuries," said Rob Whyte, Managing Director UK at Alstom.

He added: "The Greatest Gathering was about celebrating railway heritage, engaging our industry's next generation and showcasing the vital role rail continues to play in connecting people and helping businesses thrive, and we are delighted that the impact of our event continues to inspire."

Iconic exhibits at The Greatest Gathering included the world-famous Flying Scotsman, the 200-year-old Locomotion No. 1 and an Alstom-built Eurostar power car, while the event also highlighted the railway's role in connecting communities, supporting economic growth and inspiring the next generation of railway professionals. The festival raised more than £100,000 for charity.

"The heritage of the railway is entwinned into the DNA of GWR as the world's oldest railway name still in use today," said Mark Hopwood CBE, Managing Director at GWR.

He added: "I'm really pleased we have been able to celebrate what was an incredible festival, which showcased so many positive things about the UK rail industry."

To mark the anniversary, GWR showcased the newly-dedicated train at London Paddington railway station on July 31st alongside a locomotive and a train that also featured as part of last year's Railway 200 celebrations. Avanti West Coast's Alstom-built Class 390 Pendolino No. 390200 appeared at The Greatest Gathering's launch event in January 2025, where it was renumbered from No. 390016 at Derby Litchurch Lane Works and named Railway 200.

Meanwhile, GWR's heritage Class 57 locomotive, No. 57604 Pendennis Castle – carrying its original GWR green livery – appeared at the London celebration event a year after its starring role at The Greatest Gathering itself.

"We're pleased to join Great Western Railway and industry partners in celebrating The Greatest Gathering and recognising the hard work of everyone who helped make this historic event happen," said Andy Mellors, Managing Director at Avanti West Coast.

He added: "Bringing our Railway 200 Pendolino to Paddington is a fitting way to mark the first anniversary of this unique celebration of rail. It has left a legacy and strong sense of pride among all those who have a connection to the railway."

Earlier this month, 16 Alstom colleagues based at GWR's Reading Depot pulled a 25-tonne historic steam engine for an hour by hand for charity at Didcot Railway Centre in Oxfordshire. Hauling No. 1340 Trojan for 1,500 metres, the team raised over £2,000 for Variety, the Children's Charity.



Prime Minister Andy Burnham

Meanwhile, on Tuesday July 28th, UK Prime Minister Andy Burnham visited Alstom's Derby Litchurch Lane Works, where he announced the launch of new technical education routes. During his time at the 90-acre site, he met around 100 apprentices and graduates in the company's National Training Academy.

Derby Litchurch Lane is one of the world's largest rolling stock factories, and the only UK facility that designs, engineers, builds and tests trains for domestic and export markets. The factory was opened by the Midland Railway in 1876 and the city of Derby has been building trains continually since 1839.

In 2022, Derby was chosen by the Government as the home of Great British Railways following a vote by the public between contender cities.

Award-winning

A multi-award-winning event, The Greatest Gathering has recently been nominated for Railway 200 Event of the Year at the National Rail Awards, while co-organiser, Kathryn Lancaster, Communications Manager at Alstom is in the running for Outstanding Personal Contribution. Often described as the 'Railway Oscars', the National Rail Awards honour the people, projects and organisations driving progress across the rail industry, and this year's ceremony takes place at Grosvenor House Hotel in London on Thursday September 17th.

The Greatest Gathering is also nominated for Campaign of the Year at the National Transport Awards, while one of the festival's inclusion initiatives, the world's first Pride parade on a train, is a finalist in the Best Practice in Diversity, Inclusivity and Accessibility category. Winners will be announced at the UK National Transport Awards ceremony on Thursday October 1st at Park Plaza Westminster Bridge in London.

Photo: Alstom-built Avanti West Coast Class 390 Pendolino No. 390200 Railway 200 next to GWR Intercity Express Train Class 800 No. 800012 with a special dedication to The Greatest Gathering at London Paddington railway station ©Ian Castledine

National Rail

Network Rail Nos. DR76922, DR76910, DR76903, DR76921 and DR76905 pass through Winwick on July 27th. *Jeff Nicholls*





Colas Rail track machine No. DR73709 passes through Leyland on July 23rd working from Preston Dock Street - Warrington Bank Quay. *Michael Lynam*

Work begins to transform Barking Eurohub into Britain's gateway for European rail freight

Work has officially begun to transform Barking Eurohub into a modern international rail freight hub, marking a major step forward in the Government's plans to grow rail freight and re-establish direct cross-Channel freight services through the Channel Tunnel. The transformation will see Barking Eurohub – a 40-acre site located in east London – redeveloped into a fully operational international intermodal freight facility. It will feature an intermodal terminal capable of handling containers and liftable lorry trailers arriving and departing by rail and a campus of related distribution and storage activity. Once complete, the site will act as a significant hub for freight travelling to and from major continental European markets including France, Germany, Italy and Spain via the Channel Tunnel. Work will involve removing old sidings that currently restrict parts of the site, freeing up more than five acres of land and creating new berthing sidings for continental freight trains. This will improve the flow of trains through the terminal and support more efficient freight operations. The connecting freight tracks and intermodal terminal sidings will be remodelled to handle continental freight trains up to 700 metres long, compared with the current operational limit of around 350 to 400 metres. This will allow longer trains to use the terminal, increasing capacity, improving efficiency and helping move more freight by rail.

Rail Minister Lord Hendy said: "This significant investment in international rail freight will boost British businesses by opening new trade links and deliver faster, more sustainable ways to transport goods between UK and Europe. Our ambitious targets for rail freight are strengthening UK supply chains, supporting economic growth and jobs and cementing the UK's position as a hub for international trade."

Jeremy Westlake, Network Rail's Chief Executive, said: "This is an important milestone for Network Rail and for the future of British freight. Bringing back regular cross-Channel rail freight services will help take lorries off roads, reduce carbon emissions, and strengthen trade with Europe. This investment shows how railway land and infrastructure can support businesses, communities and the environment as we move towards Great British Railways."

The works represent the first tangible step in returning regular cross-Channel rail freight services, which have been significantly underutilised in recent years. Shifting containers from road to rail will reduce lorry journeys and congestion on motorways across the South East, cutting carbon emissions and reducing wear on road infrastructure. Income generated from the Barking Eurohub site will be reinvested into freight growth across Britain, supporting the Government's 2050 rail freight ambitions. The redevelopment is a core objective of the future Great British Railways and demonstrates how railway assets can be used to fund long-term, sustainable improvements to the network.

Maggie Simpson OBE, Rail Freight Group's Director General, said: "It's great to see the rapid progress in developing this important site which is essential to the future of international rail freight. We look forward to seeing the development take shape and new services starting in due course."

The Barking Eurohub site is being redeveloped in partnership with Platform4 and Legal & General, with Network Rail providing infrastructure expertise throughout the three-year programme.



National Rail



Class 31 128 and 31 210 pass Didcot North Jct. on July 13th working from Strawberry Hill to Burton Wetmore sidings. *Dennis Rowland*



On July 29th, Class 68 019 leads 66 507 on the 4099 Leeds - Southampton liner at Popham. The Class 66 was declared a failure at Banbury (cab air conditioning failure) and the 68 was on a light engine movement and was summoned to rescue the liner as far as Eastleigh. *Dennis Rowland*

Greener future for Morpeth rail base thanks to £3.7m upgrade

Network Rail has upgraded its Morpeth maintenance delivery unit (MDU) with a £3.7 million investment to strengthen support for the railway in North East England. The purpose of an MDU is to provide a physical base for maintenance teams who look after the rail network. A complete refurbishment was carried out over seven months to transform an ageing building into an environmentally sustainable, high-spec workspace to support Network Rail teams carrying out rail improvements across the North East.

The upgraded site features a double-storey building with 22 modules, providing a comprehensive suite of facilities. These include depot office and meeting spaces, a large canteen, locker rooms, toilets, showers and flexible working areas. Refurbishing an existing asset rather than constructing a new building has resulted in a significant saving in use of materials, waste generated and carbon emissions.

Energy-efficient technologies were a strong consideration, with the MDU now featuring triple-glazed windows and enhanced insulation; heat pump water heating systems; daylight-responsive lighting controls; and roof-mounted solar panels.

Additional external improvements include electric vehicle charging points, upgraded site lighting, a new car park, and a biodiversity net gain garden area to support environmental enhancement.

The work, carried out by Wernick Refurbished Buildings, was carefully planned in phases to keep the premises open as normal throughout, minimising any disruption on day-to-day railway operations.

Danny Phillips, Network Rail lead portfolio manager, said: “We’re absolutely delighted with the huge improvements delivered at our MDU at Morpeth. Network Rail’s vision for the future is a simpler, better greener railway, the new facilities are a significant step in that direction and really appreciated by our teams. The project has demonstrated how modern refurbishment can deliver high-quality, future-ready infrastructure in a cost-effective and environmentally responsible way.

The project also delivered significant benefits for the local community. As part of the project’s social value commitment, three refurbished cabins were donated to local organisations including a Scouts group and cricket club.



National Rail

Debranded Class 68 012, 68 015 and 68 014 hammer through Stafford on July 23rd with an early running as 0N42, the 11:01 Eastleigh TRSMD to Crewe Gresty Bridge (DRS). *Derek Elston*





Class 20 132 and 20 118 with LNER B1 No. 61306 ‘Mayflower’ in tow pass through Swindon on July 3rd, running as 5Z61 Bishop’s Lydeard to Southall Loco Services. *Colin Pidgeon*

London NorthWestern’s Class 150 137 eases into Bletchley with 2S14, the 12:47 from Bedford on July 27th. *Derek Elston*



National Rail



Class 37 407 ‘Blackpool Tower’ runs light engine through Northampton as 0F37 the 14:48 Wembley Loco Sidings P,Q,R to Leicester L.I.P. on July 27th. *Derek Elston*



Class 08 822 shuffles into Bletchley station working as 8T05, the 12:27 Bletchley C.S. to Bletchley T.M.D. on July 27th. *Derek Elston*

New Balgray Station to open ahead of schedule in September

The new Balgray station in Barrhead is set to open weeks ahead of schedule, with final preparations now underway before it welcomes its first passengers. An opening date has been confirmed for Sunday September 27th, earlier than the November date originally planned. Balgray station is being built to serve the growing community around Barrhead and improve rail connections to and from Glasgow. It’s expected to make it easier for people to travel for work, education and leisure, while attracting more visitors to local destinations such as Dams to Darnley Country Park. The station is part of the Glasgow City Region City Deal, funded by the UK and Scottish Governments and East Renfrewshire Council. It’s being delivered by Network Rail in partnership with East Renfrewshire Council, Transport Scotland, ScotRail and Story Contracting. With the main construction phase complete, teams are busy carrying out final snagging and finishing works ahead of the station opening. Focus is also on final compliance and safety checks including a number of test trains running to and from the station this month.

Jeremy Spence, route delivery director at Network Rail Scotland, said: “One of the best ways to grow rail travel is to make the railway easier to access, and Balgray station will do exactly that. It will provide a new connection to the rail network for a growing community, making journeys by train a more convenient option for both residents and visitors. Although the physical construction work is now complete, the project is far from finished. Teams are carrying out a comprehensive programme of testing, safety assurance and final finishing works to make sure everything is ready for passengers when the station opens.”

The new station has two platforms connected by a footbridge with lifts, as well as waiting shelters, cycle storage and ticket machines. There is an 80-space car park for passengers, with charging points for electric vehicles included. Walkways from the platforms will connect directly with Balgray reservoir paths and provide access to local housing developments.

East Renfrewshire Council leader, Owen O’Donnell, said: “I’m delighted that the new Balgray Station will welcome passengers in just a matter of months. This station will bring huge benefits for the existing community in Barrhead as well as residents from the new housing developments nearby. It will provide improved access to jobs, education and services, as well as supporting our aspirations to have better connections across East Renfrewshire. It also allows for a much-improved public transport link to Dams to Darnley Country Park, which combined with the upgrades to Aurs Road will enhance the area even further. I look forward to my first journey from the station.”

Mark Ilderton, ScotRail service delivery director, said: “The opening of Balgray station is fantastic news for the local community and everyone who travels by rail in East Renfrewshire. By creating a new gateway to the railway, it will give people more choice over how they travel and make it easier to leave the car at home for everyday journeys. We know that convenient, accessible stations encourage more people to choose rail, and Balgray has been designed with that in mind.

We look forward to welcoming customers through the doors for the first time in September and helping connect even more people with work, education, leisure, and everything this part of Scotland has to offer.”





strawberry choux buns and key lime pies, as well as cheese and tomato cruffins – which was commended at the Food Innovation Awards March 2026.

Beaumont Patisserie was founded in 2015 by Yavor Kostadinov, a former Head Baker and Head Chef with over 35 years' experience in the food industry. Over the past decade the patisserie has grown into an award-winning dessert manufacturer supplying hospitality and travel customers across the UK, as well as having its own cake shop in Stratford-upon-Avon.

Award-winning patisserie to serve dessert onboard Avanti West Coast this summer

Avanti West Coast has continued its partnership with an award-winning local patisserie to serve up a summer treat for First Class customers. West Midlands based Beaumont Patisserie, who were named the best in the region at the English Business Awards last year, have produced an Eton Mess dessert for the intercity operator's summer menu.

The classic dessert, which consists of strawberries, cream and meringue, will be available to First Class customers from July 1st until the autumn to celebrate the British summer. To make the pudding Beaumont is expecting to use approximately a tonne of strawberries and a tonne of cream. Avanti West Coast began working with Beaumont Patisserie in 2022 after the Birmingham Commonwealth Games. Over the four years their onboard desserts have proved popular with customers. These have included its recent Apple and Blueberry Crumble, and Tangy Lemon and Elderflower Posset.

The company also supply cakes to the London Euston First Class Lounge for afternoon tea, including mini

Rob Taylor, Food and Beverage Development Manager at Avanti West Coast said: "Building upon our four-year long working relationship with the award-winning Beaumont Patisserie, we are pleased to team up once again to deliver a unique, special dessert for First Class customers this summer. Yavor and his small team are renowned across the West Midlands for their delicious, top-quality cakes and sweet treats, and I am pleased to see this new Eton Mess to be served onboard."

"We take great pride in working in partnership with food and drink suppliers along our route, building on our commitment to champion their businesses and deliver exclusive, top quality items direct to our customers."

Yavor Kostadinov, Director and Founder of Beaumont Patisserie said: "Working with Avanti West Coast has been a real opportunity for us to grow as a patisserie in terms of business and the quality and creative ideas for desserts that Avanti want for their customers. We are pleased and proud to share our desserts with their customers."

The Nosh Report

Avanti West Coast raises a glass to sustainability with new guest beer

Avanti West Coast has partnered with a London brewery to serve a historic style craft brew onboard its trains for a limited time as part of its guest beer offering.

SMALL BEER, who are pioneers of mid-strength beer, has produced nearly 4,000 cans of its Mexican Lager for the train operator. Based in South Bermondsey, it is the world's first dedicated brewery to crafting beers between 2.0 and 2.8% ABV and is the first in London to have B Corp certification – a globally recognised mark for its commitment to responsible business practices.
Described as crisp, Mexican Lager is the latest addition to Avanti West Coast's brewery showcase – an initiative that involves it partnering with breweries within five miles of the West Coast route to feature a limited-time 'guest beer' onboard. Designed to spotlight small, regional producers and give customers the chance to discover locally crafted beers on the West Coast Main Line, the guest beer changes every few weeks - offering something new to try.

Served in First Class alongside the operator's core range, the guest beer reflects Avanti West Coast's commitment to supporting small businesses and championing sustainable, local produce. SMALL BEER was selected to feature as part of its brewery showcase after the train operator discovered the business through an initiative titled 'Pitch Social', which it delivered in partnership with its procurement partner, Foodbuy Group.

The initiative invited small, socially conscious businesses to pitch for a place on its inclusive and sustainable menu onboard. The brewery takes its name from the historic low ABV (alcohol by volume) 'small beer' consumed for hydration in medieval times – a brewing style they have revived for the modern day.

Rob Taylor, Food and Beverage Development Manager at Avanti West Coast, said: "We're excited to give our customers a taste of SMALL BEER onboard this summer. With our trains serving major towns and cities, North Wales and Scotland, our brewery showcase provides a platform to spotlight small local businesses in places they might not usually reach. By working with breweries in this way, we're able to bring their beers to a wider audience – showcasing the best of the West Coast.
"We admire this brewery's distinctive craft as well its sustainability credentials, and this latest partnership supports our commitment to working with responsible businesses that enhance our customer experience. We're sure Mexican Lager will offer a refreshing addition to those making journeys across the West Coast."

Celia Fraser, Head of On-Trade at SMALL BEER, said: "It's incredibly exciting to see our Mexican Lager now being served in First Class on Avanti West Coast trains. Taking part in Pitch Social was a fantastic experience from start to finish. From submitting our initial proposal to presenting to a panel of five judges – with many more people watching – every stage gave us the opportunity to share our story, answer questions about our business, and showcase what we're building. It was also inspiring to meet so many like-minded brands, all putting sustainability at the heart of what they do. Giving businesses like these a platform to celebrate their achievements and share their impact is something Avanti West Coast and Foodbuy does exceptionally well. I couldn't recommend the programme highly enough. Seeing our Mexican Lager now available onboard is a genuine pinch-me moment, and we're incredibly grateful to everyone involved in making it happen."

Karen Watson, Contract Manager for Avanti West Coast at Foodbuy Group, said: "We're delighted to see SMALL BEER featured onboard Avanti West Coast following their participation in our Pitch Social event. The entire aim of the event is to give innovative, socially conscious businesses the opportunity to connect with our clients and showcase their products to new audiences. SMALL BEER's commitment to innovation, sustainability and responsible brewing made them a fantastic addition to the event, and it's brilliant to see that partnership translate into a listing that allows even more customers to discover their products. This is exactly the kind of success story Pithc Social was designed to create."



National Rail



Class 37 610 and 20 303 pass Heamies on July 8th working 0Z64 10:10 Castleton Hopwood - Worksop Down Yard. *Keith Davies*

Polos, starting from £14.00 each, minimal order of 3.
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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

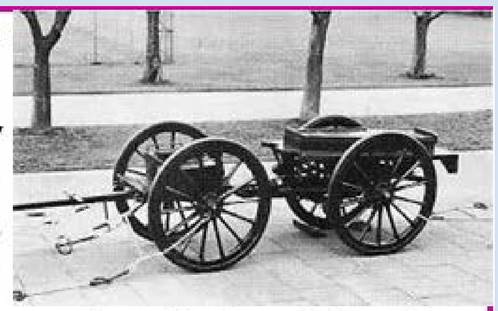


No 5752 was one of the early members of the 57XX class, being built in April 1929 with the earlier type of cab having porthole windows. This photo shows her shunting at Didcot and fitted with a spark arrestor for working in the ordnance sidings These also had three-link couplings instead of the more usual screw-link couplings. This deliberately limited their use to shunting duties and light freight trains.

Comparing the weights of various ex-GWR 0-6-0PTs

CLASS	WEIGHT	CLASS	WEIGHT
850	36 tons 3 cwt	57xx	47 tons 1 cwt
1366	35 tons 15 cwt	57xx [9700-9]	50 tons 15 cwt
15xx	58 tons 4 cwt	57xx [6750-79]	49 tons 0 cwt
16xx	41 tons 12 cwt	64xx	45 tons 12 cwt
2021	39 tons 3 cwt	74xx	45 tons 9 cwt
54xx	46 tons 12 cwt	94xx	55 tons 7 cwt

When KGV died at Sandringham in 1936 his coffin was conveyed by a gun carriage to Wolferton station. It was quickly repainted for the occasion but the paint had not dried by the time the station was reached so when it came to be lifted on to the waiting train it was stuck.



The gun carriage was quickly moved out of sight and the coffin prised off and then loaded on to train. Delay - only 5 minutes!

A Different View

West Mid's Class 196 104 working the 2G06 Shrewsbury - Birmingham New St. service is seen heading through Oakengates on August 1st. *Richard Hargreaves*

A Different View

On July 2nd, Class 09 024 holds up the rush hour traffic at Ramsbottom as it trundles across the level crossing on its way home from Rawtenstall to Bury at the end of the first day of the East Lancs Diesel Gala. *Jeff Nicholls*

A Different View

Clun Castle mural details at Sutton Bridge Shrewsbury, pictured on July 17th.
Keith Davies



Preserved Railways

GRESLEY CLASS N2 NO. 1744 RETURNS TO TRAFFIC ON THE NORTH NORFOLK RAILWAY IN GRESLEY 150 ANNIVERSARY YEAR

The Gresley Society, founded in 1963 to honour the life and works of Sir Nigel Gresley, is delighted to announce the return to traffic of Gresley class N2 No. 1744, Sir Nigel Gresley's oldest surviving locomotive, on the North Norfolk Railway. The official launch and rededication ceremony took place today at Sheringham Station, marking the successful completion of an extensive eight year overhaul.

No. 1744 is the sole remaining class N2 and the only surviving Gresley tank engine. The Great Northern Railway (GNR) class N2 is an 0-6-2T side tank steam locomotive designed by Sir Nigel Gresley as a development of the Ivatt class N1 and introduced in 1920. Sixty locomotives were built for the GNR between 1920 and 1921, and these were followed by forty-seven Group Standard class N2s between 1925 and 1929 from Doncaster Works and outside contractors.

The class N2s were designed for suburban passenger operations, and worked most of the duties out of King's Cross and Moorgate, hauling Quad-Art sets of eight articulated suburban coaches. They also hauled some empty coaching stock trains between King's Cross and Ferme Park carriage sidings and class were a common sight in and around Glasgow and Edinburgh operating suburban services.

No. 1744 was built in the 1920-21 batch of 50 class N2s by the North British Locomotive Co. in Glasgow for the GNR and spent almost all of its working life at King's Cross shed before moving to New England shed at Peterborough in May 1962, shortly before its withdrawal in September 1962. Renumbered to No. 4744 and later No. 9523 by the LNER and to No. 69523 by British Railways, it was saved for preservation by the Gresley Society in 1963. No. 1744 is also a film star, having played the part of 'The Scotch Flyer' in the film The Railway Children.

The locomotive was withdrawn from service in late 2018. The overhaul, which has cost approaching £800,000, included significant mechanical and boiler work and was conducted by initially by Northern Steam Engineering in Stockton-on-Tees and completed at the North Norfolk Railway at Weybourne. Key elements comprised new driving wheel and pony truck tyres, new front boiler ring and tubeplates, new firebox wrapper sections, and the manufacture of new superheater tubes.

It now returns to service in its distinctive Great Northern Railway green livery during Sir Nigel Gresley's 150th anniversary year and is the only working locomotive from the GNR.

The event programme included a special viewing at the NNR workshops in Weybourne, followed by a rededication ceremony at Sheringham Station. Guests had the opportunity to travel behind No. 1744 on special trains to Holt using the sole-surviving Quad-Art set of carriages.

After returning to traffic for this weekend's 'The Golden Years' event, No. 1744 is scheduled to rejoin the North Norfolk Railway's historic fleet, hauling services along the line which runs from Sheringham to Holt. The locomotive is also due to appear at some of the popular heritage line's special events including the 'Festival on Rails' on 22-31 August and 'Steam Back to the Forties' on 19-20 September.

Philip Benham MBE, Chairman of The Gresley Society, commented: "We are delighted to see No. 1744 back in steam, fulfilling the vision of our founders to preserve a working Gresley locomotive for the benefit and education of current and future generations. This has been a much more complex overhaul than we at first envisaged, possibly the most extensive the locomotive has ever had, and of course more expensive! But now this magnificent tank engine, resplendent in GNR green, will once again haul trains on the North Norfolk Railway, including the unique Quad-Art carriages. We remain deeply grateful to all the contractors who have worked on the locomotive, but especially to the North Norfolk Railway for their generous support that has been so critical to ensuring completion of the overhaul."

Graham Hukins, General Manager of the North Norfolk Railway, added: "It is a privilege for the NNR to host the return to traffic of this historic Gresley locomotive. No. 1744 is a wonderful addition to our fleet, and we look forward to operating it for visitors and enthusiasts alike in the coming years."

Keith Ashford's Appointment as Locomotive Manager

The Gresley Society is also pleased to announce the appointment of Keith Ashford C.Eng MIMechE as Locomotive Manager for Gresley class N2 No. 1744.



A Chartered Member of the Institution of Mechanical Engineers, Keith brings over 50 years' experience with the North Norfolk Railway, where he served as Chief Mechanical Engineer for seven years until his retirement in April 2026. He has been actively involved in the mechanical restoration and operation of preserved steam locomotives, including significant work on the Midland & Great Northern Joint Railway Society's fleet, of which he is a volunteer Trustee Director and Chief Mechanical Engineer.

Keith will oversee the ongoing care, maintenance, and operation of No. 1744, ensuring the locomotive continues to operate safely and reliably for the benefit of visitors and enthusiasts on the North Norfolk Railway.

The N2 Overhaul Completion Club

The N2 Overhaul Completion Club has raised almost £60,000 towards the final £100,000 target, with strong ongoing support. The club offers attractive benefits for those contributing £1,000 each (payable in up to eight instalments). The North Norfolk Railway has generously funded the completion of the work, to be reimbursed through operational use of the locomotive.

Preserved Railways

Hopetown Darlington Expands Heritage Railway Offer With Replica Locomotion No.1 and Tornado Steam Rides



Visitors to Hopetown Darlington will have even more opportunities to experience railway history in motion this summer and autumn, with the launch of additional steam train rides featuring two icons of Darlington's railway heritage - Replica Locomotion No.1, the impressive Experiment passenger coach and a special appearance from world-famous locomotive 60163 Tornado.

Following overwhelming public interest during the S&DR200 festival celebrations, Hopetown has announced a new programme of heritage railway rides that will allow visitors to travel behind the much-admired locomotives.

The journeys on the Replica Locomotion No.1 offer passengers the chance to journey on a train that recreates one of the most significant moments in railway history, and which wowed thousands of spectators for the S&DR200 Anniversary Journey between 26-28 September 2025.

The announcement builds on the success of Hopetown's heritage railway operation, which has already attracted visitors keen to experience Darlington's pioneering railway story from a new perspective. The additional rides further strengthen Hopetown's position as one of the UK's most exciting destinations for railway heritage and historic interpretation.

Councillor Libby McCollom, Cabinet Member for Local Services at Darlington Borough Council, said: "The response to Hopetown's steam train rides has been absolutely phenomenal, and we're delighted to make even more journeys available for visitors. These additional rides mean many more visitors will be able to experience the sights, sounds and atmosphere of steam travel while connecting with Darlington's unique place at the heart of railway history. Hopetown is thriving as a national visitor destination, and announcements like this demonstrate our commitment to creating memorable experiences that celebrate our town's world-changing heritage."

Mike Crawshaw, Head of Heritage and Culture at Darlington Borough Council, said: "Since the S&DR200 festival, one question has been asked more than any other: 'Will visitors ever be able to ride behind Replica Locomotion No.1?' We are thrilled that the answer is now yes. Being able to travel behind the replica locomotive and aboard the Experiment coach gives visitors the rare opportunity to experience a recreation of the train that transformed transport and changed the world. It is immersive, exciting and incredibly special, particularly here in Darlington where that story began."

In another major announcement to mark the 201st anniversary of the Stockton & Darlington Railway, passengers will have the opportunity to ride behind 60163 Tornado, one of Britain's most famous steam locomotives, on Sunday 27 September.

Graham Bunker-James, Tornado Operations Manager and Trustee of The A1 Steam Locomotive Trust, said: "We're delighted that Tornado will be part of Hopetown's celebrations on 27 September. Tornado was built in Darlington and has strong connections with the town, making this a particularly fitting appearance. For visitors, the opportunity to ride behind one of Britain's most recognisable steam locomotives during the Stockton & Darlington Railway anniversary celebrations promises to be a memorable and unique experience. We look forward to working alongside Hopetown to bring another fantastic day of steam to passengers and enthusiasts alike whilst championing the work conducted by the trust at Darlington Locomotive Works."

The heritage railway rides operate on the site's new railway line, celebrating Darlington's pioneering role in the development of the modern railway and the enduring legacy of the Stockton & Darlington Railway. Visitors can expect an authentic steam-hauled experience combining heritage, engineering, storytelling and family adventure.

Tickets are expected to be in extremely high demand, particularly for the Replica Locomotion No.1 and Tornado-operated services. Visitors are encouraged to book early to avoid disappointment.

Preserved Railways

VISITORS AND EXHIBITORS PRAISE ORGANISERS OF LARGER NOSTALGIC SWANAGE RAILWAY 'ROADS TO RAIL' STEAM RALLY



Dedicated organisers of a larger three-day nostalgic 'Roads to Rail' Swanage Railway steam rally and family weekend staged close to Norden station and Purbeck Park - near the village of Corfe Castle – have been praised by visitors and exhibitors.

Now in its sixth year – and bringing the Isle of Purbeck to life with evocative re-creations of a bygone age - the family friendly yesteryear heritage transport gathering took place from Friday June 26th to Sunday June 28th, inclusive. Featuring traction and miniature engines, steam rollers and showman's engines – as well as fairground rides, trade stalls, food stalls, bar and live music – the larger event field provided more space, easier access and an improved environment for visitors and exhibitors. A new attraction for this year's 'Roads to Rail' steam rally was the chance for the public to enjoy a bracing three-mile 15-minute steam train ride in a heritage brake van – pulled by the unique Victorian T3 steam locomotive No. 563 built in 1893 – on a little used section of the Swanage Railway from Norden to Furzebrook and back with the special train conveniently departing from next to the 'Roads to Rail' event field.

With two performance and display arenas, the 'Roads to Rail' showground gates opened at 10:00 on all three days with the event running until 23:30 on the Friday and Saturday and until 17:00 on the Sunday.

Event highlights were a display of full size and miniature steam engines; tractors, stationary engines and commercial vehicles; a traditional funfair, food stalls and a real ale bar as well as live music throughout the three days of the 'Roads to Rail' steam rally. There were also activities and entertainment for families and children.

Steam and diesel heritage trains also ran between Norden, Corfe Castle, Harman's Cross, Herston Halt and Swanage throughout the event – including a special evening heritage diesel on the Friday and Saturday evenings.

Swanage Railway Chief Executive Officer Abbie King said: "We're incredibly proud of what was achieved over the three days of the 'Roads to Rail' steam rally. It was fantastic to see so many visitors enjoying the event and to receive such positive feedback from exhibitors, traders and volunteers alike.

"This year's 'Roads to Rail' event was our biggest heritage transport steam rally yet, with a record number of engines and heritage vehicles taking part, and the new event field – next to Norden station and Dorset Council's Purbeck Park - proved to be an excellent venue for bringing everything together.

"It was also exciting to introduce our new brake van rides for the first time, giving visitors the rare chance to travel along a section of railway that isn't normally open to passenger services. Experiences like this are what make the Swanage Railway so special and we'd like to thank everyone who supported the 'Roads to Rail' event and helped make it such a success. We're already looking forward to building on this year's event and welcoming even more visitors to our 'Roads to Rail' steam rally next year. Feedback from visitors, exhibitors, traders and volunteers was overwhelmingly positive with exhibitors and visitors praising the professionalism, friendliness and dedication of Swanage Railway's staff and volunteers.

"The 'Roads to Rail' steam rally ran smoothly throughout the weekend - with excellent operational management – while the new and larger event field proved to be an excellent venue for a steam rally of this scale. The new event layout created a great visitor experience and provides capacity for future growth while the Swanage Railway's catering operation enjoyed an excellent weekend with catering sales increasing by around 30 per cent compared with last year.

"Our 'Roads to Rail' event continues to demonstrate the continued enthusiasm for preserving railway and transport heritage supported by volunteers, exhibitors and enthusiasts from across the country. Despite hot weather, visitors enjoyed a high quality event.

"'Roads to Rail's successful move to the new venue – close to Norden station and Dorset Council's Purbeck Park - provides a strong foundation for growing the event in future years. I would like to say a big thank you to everyone who attended, exhibited, traded, volunteered and supported our 'Roads to Rail' event – it's very much appreciated," added Abbie.

This year's valued 'Roads to Rail' event sponsors were Northover Energy, Andrews Plant Hire and Haulage as well as PTG Tours rail and culture.

Anyone interested in finding out about varied Swanage Railway volunteering opportunities should contact volunteering officer Kelly Griffin by emailing iwanttovolunteer@swanagerailway.co.uk while details about volunteering can also be found at swanagerailwaytrust.org/volunteering.

Photo: SR Roads to Rail T3 No. 563 with a Brake Van is seen at Furzebrook on June 27th. ©ANDREW PM WRIGHT

Preserved Railways

Wensleydale Railway announces its 3rd annual industrial diesel event at the end of August









On Saturday August 29th and Sunday August 30th, Wensleydale Railway will once again be hosting its Industrial Diesel Weekend event. They will be operating a special timetable over the 2-days with trains operating between Scruton, Leeming Bar, Bedale and Leyburn.

The current proposed locomotive line up is:

- Class 14 (D9523): ex British Steel Corby
- WL4: ex Tyne & Wear works loco, also worked on Channel Tunnel
- Sentinel 'Derwent': ex Hope Cement Works, Derbyshire
- Class 37 (37250)

Subject to repair and operational needs, the following locos may also be rostered:

- Class 03 (03144) ex MOD
- Class 14 (D9513) ex NCB Ashington

All locomotives are subject to availability, and the roster will be added to the website soon.

History fans, step back in time with a visit to the railway's restored station museums at Leeming Bar and Scruton. Enjoy free guided tours with their costumed living history interpreter volunteers and learn about rural railway life in the early 1900s. These award-winning stations were restored with funding support from the National Lottery Heritage Fund and offer a unique insight into bygone times.

A wide selection of food and drink will be available at the railway's stations including hot & cold drinks, ice cream, beer, sandwiches, crisps and snacks. Draft and bottled beer will also be on sale on the platform next to the Leeming Bar buffet car, courtesy of The Engine Shed Brewery. In addition to serving light refreshments, Leyburn Station's tearoom will have a selection of delicious homemade cakes on sale, made by Mandy, one of its volunteers. A visit to the station's gift shop is also not to be missed, with its wide selection of railway books, memorabilia, and gifts to choose from.

The event will be open daily from 9am to 5.30pm. Visitors planning to spend the whole day riding the trains should choose the all-day 'Ranger' ticket for £25. Normal return fares and single fares are also available. And don't forget - children aged 3 to 15 travel for only £1* on Wensleydale Railway's trains when accompanied by a paying adult, so bring the whole family for a fun, great value day out!

Tickets are available to purchase on the website or at station ticket offices on the event days.

For customers travelling by car, parking will be available at the O'Brien Fine Foods factory overflow carpark (formerly known as Vale of Mowbray), situated immediately behind the factory site at Low Street, off Leases Road (What Three Words code: ///grows.raven.fetching). There is limited parking available at Leeming Bar Station and this will be prioritised for people with disabilities and mobility challenges.

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "As the summer holidays draw to a close, it's great to once again be able to showcase some of our collection of preserved heritage diesel locomotives, lovingly restored stations, and stunning Yorkshire Dales scenery to visitors. This event will be the first time that the Sentinel diesel locomotive will be operating trains in its new livery and it's also a great opportunity to visit Scruton Station. This delightful example of a small rural Edwardian station is only open to the public a few days each year, so this weekend provides an excellent opportunity to visit and meet the amazing living history volunteers who brought this station back to life."

*Children aged 3-15 travel for just £1 with a paying adult (up to a maximum of 4 children per adult).

Buxton Miniature Railway

Edward Milner is a 0-6-0DH loco built by Alan Keefe in 2000, seen running in the Pavilion Gardens on July 25th. *Bryan Roberts*

East Lancs Railway

Inter-City luxury at the East Lancs Diesel Event in the form of the 125 groups' HST with power cars Nos. 43025 and 43159, seen at Burrs Country Park on July 3rd with Peel tower overlooking the scene. *Russell Clarke*

Visitor for the diesel gala, Class 37 610 is seen on the rear of the Bury Bhuna Special with Peel tower in the distance. *Russell Clarke*

East Lancs Railway

Warship No. 832 ‘Onslaught’ brings empty stock into Bury for the start of the days tours on July 3rd. *Russell Clarke*

Mainline liveried Class 58 023 ‘Leicester Depot’ departs Ramsbottom with a Rawtenstall service on July 3rd. *Russell Clarke*

At Summerseat on July 3rd, Class 56 006 hauls a Rawtenstall bound train past with 58 023 on the rear. *Russell Clarke*







East Lancs Railway

On July 3rd, Hymek No. 7076 waits for a clear line to Bury at Ramsbottom with the 4E02 freight. *Russell Clarke*

Class 20 303 heads the evening 'Bury Bhuna Special' past Burrs Country Park on July 3rd. *Russell Clarke*

Plenty of freight trains running at the gala, this is Class 47 765 on 4E05 Ramsbottom to Bury waiting for the right away on July 3rd. *Russell Clarke*







East Lancs Railway

With Warship No. 832 out of sight at the rear of the train, Hymek No. (D)7076 rolls into Ramsbottom at the head of the 15:49 from Rawtenstall to Bury on July 2nd. *Jeff Nicholls*

The first visit of the class to the East Lancs Railway: Class 58 023 rolls into Irwell Vale with the 13:31 from Heywood to Rawtenstall on July 2nd. 37 610 is just coming into view at the rear of the train. *Jeff Nicholls*

The sheep appear more interested by the photographer than by Class 37 610 as it trails 58 023 on the rear of a Rawtenstall bound service on July 2nd. *Jeff Nicholls*







East Lancs Railway

The sun shines on Class 25 279 as it leads Class 24 No. D5053 into a sunny Irwell Vale with the 13:55 Rawtenstall - Bury service on July 2nd. *Jeff Nicholls*



Looking lost, Warship No. 832 stands at Bury Bolton Street station on July 5th waiting its next duty. *Lee Stanford*



Class 24 No. D5053 tops and tails with 25 279 to bring the Sulzer beat into Irwell Vale on July 2nd. *Jeff Nicholls*



East Lancs Railway

Looking really good in its two tone green livery Class 24 No. D5053 approaches Summerseat with a freight service. *Lee Stanford*

Shunter Class 09 024 is seen at Rawtenstall on July 2nd, on driver experience duties. *Michael Lynam*

Class 14 No. D9531 'Ernest' departs Ramsbottom with the 09:30 Heywood - Rawtenstall service on the first day of the ELR Diesel Gala, July 2nd. Class 25 279 can just be made out on the rear of the train. *Jeff Nicholls*







East Lancs Railway

BR Standard Class 4 Tank No. 80097 is seen at Bury working a mid week service from Rawtenstall - Heywood on July 30th. *Michael Lynam*



BRCW 2 Car DMU Nos. 50455 and 50517 approach Bury from Rawtenstall en route to Heywood on July 30th. *Michael Lynam*



Class 24 No. D5054 running as D5053 waits to depart Rawtenstall for Bury on July 23rd. *Michael Lynam*



East Lancs Railway

Hymek No. 7076 passes Bury South and is about to start the climb over the ski-jump with a service for Heywood. *Lee Stanford*

Class 20 303 and 20 069 are seen waiting to depart Ramsbottom with a service to Bury on July 2nd. *Michael Lynam*

Visiting ‘Bone’ Class 58 023 arrives at Bury Bolton Street on July 3rd with a Heywood bound service in a rare bright spell. *Lee Stanford*







East Lancs Railway

Recently arrived and returned to working order at the ELR is Class 20 No. D8069 which is seen at Bury on July 2nd before being detached from the rear of a Rawtenstall service. *Lee Stanford*



Sweitelsky's Class 37 610 approaches Ramsbottom from Rawtenstall en route to Heywood. *Michael Lynam*



Class 24 No. D5054, running as D5053, arrives into Ramsbottom station with a demonstration freight on July 2nd. *Michael Lynam*



Middleton Railway

Hudswell built 0-6-0 shunter, MD & HB No. 45 has arrived at Park Halt on the Middleton Railway with the first train of the day on August 1st, the 10:30 from Leeds Moor Road.
Andy Pratt

Vale of Rheidol

Andrew Barclay diesel loco No. NG52 is seen at Aberystwyth on July 22nd. *Mark Enderby*

Vale of Rheidol

VoR No. 9 is seen arriving at Aberystwyth crossing the Afon Rheidol on July 22nd.
Mark Enderby

Talyllyn Railway

Talyllyn Railway No. 12 ’St. Cadfan’ is seen at Tywyn on July 22nd. *Mark Enderby*



Fairbourne Railway

‘Sherpa’ is seen arriving at Fairbourne on July 22nd. *Mark Enderby*



‘Lyd’ stands at Barmouth Ferry on July 22nd. *Mark Enderby*



‘Sherpa’ is seen in action on the Fairbourne Railway on July 22nd. *Mark Enderby*



Wensleydale Railway

With Bolton Castle in the background, visiting DRS Class 66 301, passes Preston on Scar, with a service from Redmire to Leeming Bar, during the diesel gala on June 8th.
Paul Senior

Cambrian Heritage Railways

Class 143 619 arrives at Weston Wharf on June 28th. *Phil Martin*

Class 142 004 and 144 006 are seen at Weston Wharf on June 28th. *Phil Martin*

Former Northern Pacer, Class 142 055 stands at Llynclys on June 28th. *Phil Martin*







Gloucestershire & Warwickshire Railway



Class 37 215 is pictured on July 26th near Hayles Abbey Halt during the lines diesel gala. *Neil Pugh*

Class 26 043 is seen Hayles Abbey Halt on July 26th, during the lines diesel gala. *Neil Pugh*

Class 24 081 (D5081) is pictured on July 26th near Hayles Abbey Halt during the railways diesel gala. *Neil Pugh*





Gloucestershire & Warwickshire Railway

Class 121 DMU No. W55003 is pictured on July 26th at Hayles Abbey Halt during railways diesel gala. *Neil Pugh*

West Lancs Light Railway

The 2ft gauge West Lancs Light Railway held a steam gala over August 1st and 2nd. Two home fleet locos, ‘Sybil’ and ‘Montalban’ were working alongside visiting loco ‘Cegin’. *Brian Dobbs*

West Lancs Light Railway

The 2ft gauge West Lancs Light Railway held a steam gala over August 1st and 2nd. Two home fleet locos, ‘Sybil’ and ‘Montalban’ were working alongside visiting loco ‘Cegin’. *Brian Dobbs*

Llangollen Railway

Class 47 449 stands at Glyndyfrdwy on July 5th heading from Corwen to Llangollen. *Phil Martin*

Class 109, 127,108 DMUs make up this service to Llangollen, seen here at Glyndyfrdwy on July 5th. *Phil Martin*

GWR Pannier Tank loco No. 7754 calls at Glyndyfrdwy on July 5th heading for Llangollen. *Phil Martin*







Severn Valley Railway

Hymek No. D7018 arrives at Hampton Loade on July 4th during the lines 1940s event.
Phil Martin

Severn Valley Railway

BR Riddles 4MT No. 75069 arrives at Hampton Loade on July 4th during the lines 1940s event. *Phil Martin*



From the Archives

Class 50s Nos. 429 and 414 race northwards past Coppull with a Glasgow express on June 14th 1972. *John Sloane*

Class 20 149 heads a line of seven sister locomotives at Bescot Yard on January 11th 1986. *Barry Longson*

DRS's Class 33 025 at the rear and 33 207 on the front pass Balshaw Lane Junction with northbound acid tanks on July 15th 2003. *John Sloane*







From the Archives

GMPTE liveried 3rd rail EMU No. M77177 stands at Manchester Victoria awaiting departure for Bury on May 21st 1988. *John Sloane*

Class 56 006 creeps over Parkside East Junction with an empty oil train to Lindsey on July 4th 2003. *John Sloane*

Class 87 027 passes Winwick with a northbound Virgin service on June 26th 2003. *John Sloane*







From the Archives

LNER Class K4 No. 61994 'The Great Marquis' is seen at Townsend Fold with a service from Rawtenstall to Bury on November 28th 2008. This locomotive is now in a private museum on Scotland. *Brian Dobbs*



At an open day event on July 12th 2003, Staveley Barrow Hill shed could have been mistaken for a South Wales depot. *John Sloane*



On October 27th 1995, Class 58 028 heads towards London at South Morton, with a loaded stone train. The cooling towers of Didcot power station can be seen as a backdrop in the distance. *Barry Longson*



From the Archives

It's high summer at Red Bank, Newton-le-Willows, as Power Haul livered Class 86 637 and 86 622 head south with the 4M74 Coatbridge to Crewe Basford Hall liner on August 6th 2015. *Paul Senior*

Class 40 No. D252, Class 45 No. D65 and Class 25 No. 7574 stand outside the diesel section of Newton Heath shed on January 1st 1966. *John Sloane*