

Railtalk Magazine

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Content

Pg 2 - Welcome

Pg 4 - Charter Scene

Pg 31 - Pictures

Pg 160 - News and Features

Pg 186 - Did you Know

Pg 187 - Different View

Pg 189 - Preserved/Industrial

Pg 232 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 242

In the news this month, firstly is the news that the ORR has rejected new West Coast services over capacity constraints and risk of worsening delays for passengers.....

Proposals for new train services between London and Wrexham, Rochdale and Blackpool have been rejected by the Office of Rail and Road (ORR) after its assessment found adding more trains to the West Coast Main Line would likely increase delays and cancelled trains for passengers. The rail regulator rejected applications from the Wrexham, Shropshire & Midlands Railway Company (WSMR) for four return Wrexham-London Euston services and Lumo's up to four return Rochdale-Euston services. It also rejected Avanti West Coast's application for additional Blackpool-Euston services. ORR's assessment following detailed and extensive analysis is that the capacity and performance of the southern section of the West Coast Main Line has not materially changed since similar applications were rejected in 2025. An external review commissioned by ORR also supported this conclusion.

Gaps in the current timetable need to provide important space for trains to recover when disruption occurs, minimising delays to passengers. ORR concluded that adding more services into these windows in the timetable for recovery would reduce that resilience, increasing the risk of disruption spreading to other services and affecting more passengers. ORR has however approved access for Avanti's weekday 19:29 Chester to Euston service to carry passengers until December 2030. This train already runs as a fully crewed empty service and will continue to do so, so the decision does not add another train to the route but will instead add benefit for passengers.

Stephanie Tobyn, ORR's director of strategy, policy and reform, said: "New services, destinations and greater choice can bring real benefits for passengers and communities. But the West Coast Main Line is already under significant pressure, with performance reflecting limited resilience on a heavily used part of the rail network. Our detailed analysis has shown that adding more trains to the current timetable would reduce the ability to recover when disruption occurs, increasing the risk of delays spreading and making reliability of the network worse for all passengers."

Then there is the announcement that the ORR is seeking views on new safeguards for fair rail ticket market under Great British Railways.

The Office of Rail and Road (ORR) has launched a consultation on a draft Retail Code of Practice that would establish new safeguards for the future online rail ticket market under Great British Railways (GBR). The draft Code is intended to help ensure the market remains fair and open, supporting competition and passenger choice as GBR takes on a major role in rail retail.

GBR will operate most passenger rail services, set the customer offer for those services, and sell tickets across digital channels, at stations and on board its trains. In the online ticket retail market, GBR will also manage the retail functions that other ticket retailers rely on to participate in the market, such as central industry IT systems, data processing and the issuing of third-party retailer licences.

ORR's proposed Retail Code of Practice would require GBR to give all non-GBR online retailers fair, transparent, and non-discriminatory access to fares, products, systems and related services, without giving its own online ticket retail business an undue advantage. The regulator's proposed Retail Code of Practice also sets expectations for managing conflicts of interest, protecting commercially sensitive information and making market-wide decisions fairly and transparently. GBR will be required to comply with the Retail Code via its licence, allowing ORR to monitor compliance and, where necessary, consider formal enforcement action. GBR will also be subject to competition law and need to act in a way which does not exclude competitors, distort the online retail market or abuse its position.

Stephanie Tobyn, ORR's Director of Strategy, Policy and Reform, said: "GBR will have an important role in shaping the future retail market, while also selling tickets itself. Our proposed Retail Code of Practice will provide enforceable safeguards to help maintain a fair and open online retail market, supporting passenger choice.

"We've already engaged with representative organisations and key stakeholders, and now we want to hear from everyone with an interest in the future online rail retail market. Their views will help us ensure the Retail Code of Practice is effective in supporting a fair and open market."

The ORR is encouraging independent retailers, rail operators, passenger and consumer groups and other interested organisations to respond to the consultation.

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

A cartoon in the dirt of a Class 66 locomotive on the RHTT [Rail Head Treatment Train] at Swindon awaiting the signal to proceed into Swindon Transfer Yard to the east of the station. *Ken Mumford*

Front Cover

On October 31st, West Coast Railways' Class 57 010 and 57 009, on hire to Colas, pass Ribblehead working the 6J37 log train from Carlisle Yard - Chirk Kronospan via the S&C. *Michael Lynam*



Class 175 011 passes Cockwood Harbour on September 9th working 5Z48 17:26 Exeter - Plymouth. *Phil Martin*

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Charter Scene Intercity

The Avocet Achievement

Class 89 001 'Avocet' passes Golborne Junction with 1Z47 Crewe to Glasgow Central on October 7th. *Brian Dobbs*

Intercity

The Avocet Achievement

Class 89 001 'Avocet' passes Winwick on October 7th with a charter from Crewe to Glasgow. *John Sloane*

On its second attempt, Class 89 001 'Avocet' calls at Preston on October 7th with 1Z47 Crewe to Glasgow. *Russell Clarke*

Unique Class 89 001 stands at the buffer stops at Glasgow Central on October 7th, having arrived with 'The Avocet Achievement', 1Z47 the 10:39 from Crewe. *Barry Longson*







Charter Scene Intercity

The Avocet Achievement

On the re-run of the fated 'Avocet Achievement' of August 18th, Class 89 001 hauls a good load north through Golborne on October 7th.
Jeff Nicholls

Belmond

The Britannic Explorer

Class 66 748 and 66 744 pass Rockstone Bridge on September 12th working 1C02 09:00 Bishops Lydyard - Penzance. *Phil Martin*

Class 66 748 passes Cockwood Harbour on September 13th working 1Z06 09:40 Lostwithiel - Bruton. *Phil Martin*

Class 66 744 passes Cockwood Harbour on September 13th on the rear of 1Z06 09:40 Lostwithiel - Bruton. *Phil Martin*







Charter Scene Belmond

British Pullman

Class 67 006 leading the 1Z55 London Victoria - Oxford approaches Reading on October 29th.
Richard Hargreaves



Charter Scene Saphos Trains

The Cumbrian Mountaineer

GWR No. 6024 ‘King Edward I’ storms past Standish on November 11th as it works a charter from Crewe to Carlisle with Class 57 302 working hard at the rear. *John Sloane*



Charter Scene Vintage Trains

The Shakespeare Express

The final Shakespeare Express of 2026 ran from Worcester Shrub Hill to Stratford-upon-Avon on remembrance Sunday November 8th, seen passing Birmingham Moor Street on the outward journey to Stratford headed by GWR Castle Class No. 7029 'Clun Castle'.
Chris Morrison

GWR Castle Class No. 7029 'Clun Castle' passes Tyseley with the 12:56 Stratford-upon-Avon to Kidderminster SVR 'The Volunteer' celebrating the role of volunteers in the railway preservation movement. The train ran from Birmingham Snow Hill to Stratford, Kidderminster SVR and to Bridgnorth with SVR traction, returning to Birmingham Snow Hill. *Chris Morrison*



GWR Castle Class No. 7029 'Clun Castle' is seen at Bentley Crossing, Dorridge heading from Stratford upon Avon to the Severn Valley Railway on November 2nd. *John Alsop*

Charter Scene 125 Group

The Rio Revival

Having been in operation for 50 years, the 125 Group ran two commemorative special HST tours over the weekend of October 3rd/4th and the second one of these 'The Rio Revival' is seen approaching Heaton Norris Junction on October 4th on the last leg of its journey from London St. Pancras to Manchester Piccadilly.
Lee Stanford

Charter Scene Midland Pullman

Cornish Riviera Pullman

The Midland Pullman passes through Totnes on September 20th after a three day trip down to Penzance, seen here heading back to Lancaster and running on time. *Charlie Robbins*

Charter Scene Midland Pullman

Lord of the Isles Pullman

Midland Pullman liveried power cars Nos. 43059 'Loch Shiel' and 43050 'Loch Morar' powered the Watford Junction to Inverness trip on October 3rd, seen pausing at Carlisle.
Bryan Roberts



Charter Scene Midland Pullman

Torbay Riviera Pullman

Power cars Nos. 43058 and 43059 head along the Dawlish sea wall on September 10th working 1Z61 05:51 Doncaster - Paignton.
Phil Martin



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 passes Golborne Junction with 1Z86 London Euston to Carlisle 'Cumbrian Mountain Express' on October 3rd. *Brian Dobbs*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

No shortage of firewood as SR BoB Class No. 34067 ‘Tangmere’ works 1Z86 ‘The Cumbrian Mountain Express’ away from Helwith Bridge towards Horton in Ribblesdale and on to Carlisle on October 3rd. *Shep Woolley*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR BoB Class No. 34067 ‘Tangmere’ emerges from the shadows at Lostock Hall whilst working a Cumbrian Mountain Express on October 3rd with Class 47 812 on the rear. *John Sloane*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

SR BoB Class No 34067 ‘Tangmere’ working the return ‘Cumbrian Mountain Express’ heads through Beckfoot and on to Preston on October 3rd. *Shep Woolley*

Railway Touring Co.

The Cumbrian Mountain Express

Battle of Britain Class No. 34067 ‘Tangmere’ arrives at Carlisle on October 3rd with the charter from London Euston which it had worked from Preston via the S&C. *Bryan Roberts*

Battle of Britain Class No. 34067 ‘Tangmere’ stands at Carlisle on October 3rd with the charter from London Euston which it had worked from Preston via the S&C. *Bryan Roberts*

Class 47 812 was on the rear of the steam charter from London, seen at its destination of Carlisle on October 3rd. *Bryan Roberts*







Locomotive Services

The Chairman's Train

Class 89 001 'Avocet' passes Blisworth on the rear of 1Z55 11:48 London Euston to Crewe assisting Deltic No. D9000 'Royal Scots Grey' which had issues with one engine on October 15th. *Derek Elston*

The Chairman's Train with Class 55 No. D9000 'Royal Scots Grey' in charge arrives at Crewe from London Euston on October 15th. Class 89 001 'Avocet' was on the rear. *Russell Clarke*

A poorly Class 55 No. D9000 'Royal Scots Grey' running on one engine after problems in the Bletchley area passes Blisworth with 89 001 'Avocet' assisting on the rear on October 15th. *Derek Elston*







Charter Scene Royal Train

Royal Train

Returning from Llandudno to Wolverton with the Royal Train, Class 67 005 'Kings Messenger' stands at Crewe on October 15th. *Russell Clarke*

Charter Scene Saphos Trains

English Riviera Express

LNER A4 No. 60007 ‘Sir Nigel Gresley’ rounds the curve at Langstone Rock on September 5th with a Bristol - Kingswear working. Class 57 302 was on the rear. *Phil Martin*



Charter Scene Saphos Trains

English Riviera Express

LNER A4 No. 60007 ‘Sir Nigel Gresley’ passes Cockwood Harbour with the return Kingswear - Bristol working on September 5th. *Phil Martin*

Charter Scene Vintage Trains

Legendary Journeys with Flying Scotsman

On October 17th, LNER A3 No. 60103 ‘Flying Scotsman’ passes South Marston Jct. working 1Z44 Didcot Parkway to Didcot Parkway via Newbury, Pewsey, Chippenham and Swindon.
Ken Mumford



Powercars Nos. 43058 and 43050 pass Cockwood Harbour on September 15th working 5Z64 16:47 Paignton - Crewe ECS. *Phil Martin*

Charter Scene

ECS and Light Engine Moves

Class 89 001 working 3Z55 Crewe H.S. - London Euston heads through Stafford on October 15th. *Richard Hargreaves*



Class 67 005 ‘Kings Messenger’ is seen at Northampton with a Royal Train ECS working 5Z52 to Wolverton Centre Sidings on October 15th. *Derek Elston*



Midland Pullman power cars Nos. 43050 and 43058 working 3Z31 08:50 Crewe - Goodrington pass Dawlish on September 11th. *Phil Martin*



Charter Scene

ECS and Light Engine Moves

Ready to depart with empty stock to Castleton, power cars Nos. 43159 leading and 43025 at the rear are seen at Manchester Piccadilly on October 4th. *Russell Clarke*

Class 89 001 'Avocet' and Class 55 No. D9000 'Royal Scots Grey' pass Banbury Lane with ECS move 3Z55, the 08:01 Crewe H.S. to London Euston on October 15th. *Derek Elston*

No. 71000 'Duke of Gloucester' hurries through Hanwell in pouring rain on October 20th whilst returning to Southall from a visit to the Bluebell Railway. *John Sloane*







Charter Scene

ECS and Light Engine Moves

On October 13th, BR Class 8P No. 71000 'Duke of Gloucester' and support coach, pass through Clapham Junction working 5Z71 the 10:54 Southall to East Grinstead. The locomotive was due to make an appearance at the Bluebell Railway the following weekend. *Barry Longson*

Midland Pullman power car No. 43049 makes a solo trip through Stafford on October 6th running as 0H90 Crewe - Loughborough. *Richard Hargreaves*

Having had a run out the previous day, Class 86 No. E3137 (86 259) 'Les Ross' crawls up to a red signal at Northampton as it returns home as 0Z88, the 11:45 Acton Lane Reception Sidings to Rugby C.S. on October 4th. *Derek Elston*







Avanti West Coast

Class 390 121 in 'Eco' livery is seen at Winwick with 1S63 London Euston to Glasgow Central service on October 27th. *Brian Dobbs*



Avanti West Coast awarded for keeping customers moving by rail using historic route

Avanti West Coast has been honoured for running trains on the historic Settle to Carlisle railway to keep customers moving during major engineering works.

The intercity operator won the 'Delivering for the customer' category at the regional Spotlight Rail Awards North for continuing to deliver journeys by rail whilst the West Coast Main Line was blocked.

Renowned for its beautiful scenery, the route was used when Network Rail carried out essential railway improvement work on the main line over 14 days in January, a two-day closure over the Easter weekend, and a further nine-day programme at the end of April.

On these days, Avanti West Coast ran a shuttle service, using their bi-mode Class 805 Evero trains, roughly every two hours non-stop via the Settle to Carlisle route. These trains are able to run on electric or diesel power, therefore with no overhead power wires on the diversionary line, the operator was able to utilise the diesel capability of its new fleet to keep customers moving by rail.

The decision to run these trains was supported by Transport Focus research from 2015, which says passengers strongly prefer to remain on trains, even with diversions.

January was the first time in over a decade that in-service intercity trains had run on the Settle to Carlisle line.

Avanti West Coast collaborated with Network Rail and other operators to deliver this customer-focused approach. The work in the lead up included testing the Evero fleet on the line, carrying out intensive staff training, and creating transport interchange points at new locations such as Lockerbie.

Together with industry partners, Avanti West Coast was able to deliver value for money by reducing the reliance on bus replacement services and maximising existing rail infrastructure to provide a more efficient and seamless transport offer for customers, while maintaining vital links between Scotland, the North West and beyond.

Chris Liptrot, Operations Director at Avanti West Coast said: "A lot of hard work and innovative thinking went into making these Settle to Carlisle diversions a reality, and I am delighted for the team to receive this award and the recognition they deserve.

"Though close working with industry partners, we have created a successful benchmark to continue delivering customer journeys by rail during extensive engineering work on the northern parts of the West Coast Main Line."

Avanti West Coast

Class 390 043 slowly arrives into Stafford on October 30th with a service from Edinburgh to London Euston. *Lee Stanford*



Class 390 104 hammers through the curves at Banbury Lane with 1A15, the 08:35 Manchester Piccadilly to London Euston service on October 15th. *Derek Elston*



Class 390 119 working the 9S44 London Euston - Edinburgh service departs Stafford on October 8th. *Richard Hargreaves*



Avanti West Coast

Class 390 040 speeds past Balshaw Lane Junction with a London Euston service on October 17th. *John Sloane*

Class 807 008 races past South Kenton with a London Euston to Liverpool service on October 19th. *John Sloane*

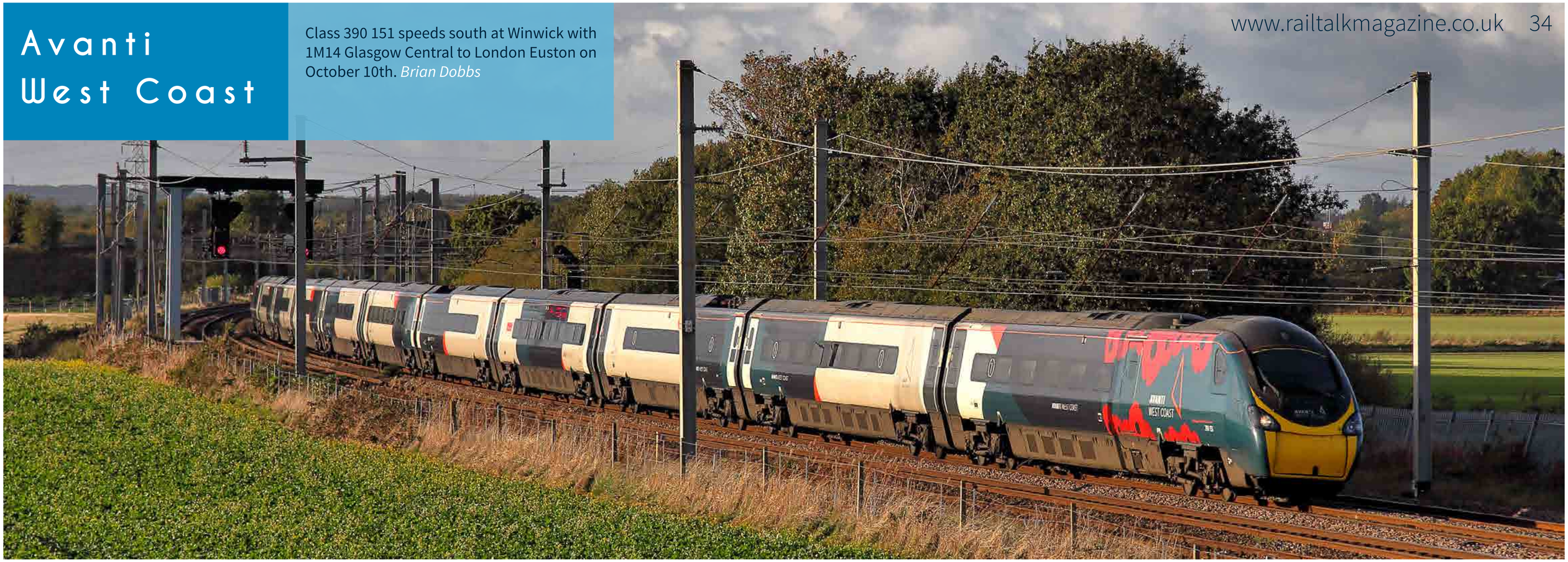
Class 390 135 passes Willesden Junction with a northbound service on October 19th. *John Sloane*







Avanti West Coast



Class 390 151 speeds south at Winwick with 1M14 Glasgow Central to London Euston on October 10th. *Brian Dobbs*

Avanti West Coast reveals what really makes us comfortable on trains

New research from Avanti West Coast has revealed the unwritten rules of onboard comfort from how far people will go for more space, to behaviours that generate a tut of disapproval. The intercity operator has launched its first Comfort Index, combining consumer research with booking and onboard data to provide a unique insight into what passengers value most during their journey and how definitions of comfort vary across Britain.

Brits have a clear idea of the perfect set-up. Results showed that 77 percent want a window seat, 69 percent prefer to face forward, and 58 percent want an empty seat beside them. So much so that one in five would travel 15 minutes longer to keep it empty, 18 percent would pay an extra £5, 22 percent would sacrifice Wi-Fi and one in five would even swap their coveted window seat for a little more space.

Avanti's booking data suggests there may be such a thing as the perfect train seat. It revealed Seat 18 in Coach B is the most reserved seat on its Pendolino services, booked 179,685 times over the last year. It matches passenger preferences of having a window and table, which was uncovered by the research. While those travelling on the West Coast Main Line have similar thoughts about seats, snacks prove controversial with 52 percent of rail travellers objecting to boiled eggs and 48 percent to tuna sandwiches onboard. The famously reserved reputation of British people extends to the carriage environment too. More than two-thirds want more quiet carriages, while over half would choose a completely phone-free carriage, suggesting that for many, the dream journey might simply be one where nobody makes any noise.

The Index also reveals a generational shift in the unwritten rules of rail travel. Gen Z passengers are more tolerant of video calls, with just 38 percent of 18-24-year-olds saying Facetiming onboard is unacceptable compared with almost three quarters of over-65s.

Sounds of other people's phones onboard reveals an even bigger generation gap. Nearly 90 percent of over-65s object to TikToks or videos without headphones compared to 51 percent of 18-24-year-olds. Younger passengers also place greater emphasis on choice and making the journey their own, with 62 percent of 25-34-year-olds saying the choice between Standard, Premium and First Class matters when planning a journey, compared with 42 percent of over-65s. And Gen Z are bringing their own comforts onboard too – one in eight of 18-24-year-olds would even pack a massage gun!

There is one thing everyone seems to agree on – keep your socks on! Three quarters say taking them off onboard is unacceptable, while 70 percent object to TikToks without headphones and 67 percent to someone cutting or filing their nails. Rail journeys are considered part of the occasion, with 69 percent of Brits saying their leisure time starts the moment they get onboard. Over the last year, Avanti West Coast's customers drank almost 420,000 cups of breakfast tea, alongside 212,000 KitKats that were enjoyed by those taking a break on their commute. Beer proved another favourite, with 154,000 Grolsch Pilsners sold, painting a suitably British picture of onboard comfort – a cuppa, something sweet or a cold beer enroute.

From seating preferences and how much noise will be tolerated to whether a boiled egg has any place on a train, the Index show Brits might never agree on exactly what makes the perfect journey.

Kathryn O'Brien, Customer Experience Director at Avanti West Coast, said: "The Comfort Index shows everyone's definition of comfort varies. While there is some unspoken rail travel etiquette most seem to agree on, beyond that people have different thoughts on what makes a comfortable journey. For some it's peace and quiet while for others it's getting work done, enjoying a snack or having space to relax. Customers most value the ability to shape their journey around their own needs, whether that's choosing the perfect seat or enjoying a cup of tea onboard. That's why we offer our Seat Picker tool and a range of refreshments in our onboard shop, helping customers to enjoy their trip from the moment they board. By better understanding what matters most to our customers, we can continue to enhance and develop the onboard experience, including upgrading Wi-Fi connectivity, to make travelling with Avanti West Coast as comfortable as possible for everyone."

Balfour Beatty

Class 20 901 and 20 905 top'n'tail the drain train working 6J09 10:01 Swindon Transfer to Woking Up Yard Recp via Salisbury on October 12th. *David Lindsell*



Class 20 901 and 20 905 top'n'tail the drain train past Grateley working 6J09 10:01 Swindon Transfer to Woking Up Yard Recp via Salisbury on October 12th. *Dennis Rowland*

Class 20 901 and 20 905 top'n'tail the drain train past Grateley working 6J09 10:01 Swindon Transfer to Woking Up Yard Recp via Salisbury on October 12th. *Dennis Rowland*





Chiltern Railways

Driving trailer No. 12809 and Class 68 021 working the 1H45 Birmingham Moor St. - London Marylebone service call at Leamington Spa on October 13th. *Richard Hargreaves*

Class 68 023 working the 3Q73 Bicester - Stourbridge Jct. passes through Leamington Spa on October 13th. *Richard Hargreaves*

Class 68 021 is seen on the rear of the 1H45 Birmingham Moor St. - London Marylebone as it departs Leamington Spa on October 13th. *Richard Hargreaves*







Chiltern Railways

Class 168 003 prepares for departure from London Marylebone on October 19th. *John Sloane*

On October 19th, Class 165 015 and 168 106 are waiting to depart on rush hour services at London Marylebone. *John Sloane*

Class 68 030 sits at London Marylebone after arrival from Birmingham Moor St. on October 19th. *John Sloane*







Chiltern Railways

Chiltern's GB Rail liveried Class 68 021 and Explorer set CH09 arrive at Birmingham Moor Street with the 10:02 from London Marylebone on October 27th.*Chris Morrison*

A Chiltern Explorer set awaits departure from London Marylebone on October 19th. *John Sloane*

Class 165 015 awaits departure from London Marylebone on October 19th. *John Sloane*







Chiltern Railways

Class 68 024 working the 1H33 Birmingham Moor St. - London Marylebone service departs Leamington Spa on a sunny October 13th.
Richard Hargreaves

Class 68 030 with the 1R25 London Marylebone - Birmingham Moor St. service calls at Leamington Spa on October 13th.
Richard Hargreaves

Class 68 025 with the 1R29 London Marylebone - Birmingham Moor St. service arrives into Leamington Spa on October 13th.
Richard Hargreaves







Chiltern Railways

Class 168 323 working the 5U23 Birmingham Moor St. - Banbury empty stock move passes through Leamington Spa on October 13th.
Richard Hargreaves

UK-first smart gates unveiled by Chiltern Railways at High Wycombe Station



Innovative new smart gates designed to both tackle fare evasion and improve accessibility were unveiled by Chiltern Railways at High Wycombe Station on October 9th. Designed by Cubic Transportation Systems, the modern FEnX gates at High Wycombe are the first of the next generation of gates to open to the public in the UK. Compared to older style ticket gates, the new technology can understand how customers are moving through the gate and their mobility needs. This helps customers move through stations more quickly and easily, with improved accessibility and a smoother travel experience.

Fare evasion costs the railway millions each year, preventing investment into the network, driving up prices for the vast majority of customers who pay for their travel, and undermining trust in the system. The new gates have been installed at both entrances to the station serving platforms 1, 2 and 3. They were officially unveiled at a launch event attended by Chiltern Railways, Cubic, Wycombe MP and Chief Secretary to the Treasury Emma Reynolds and industry partners. Guests were able to test the new gates which are now in use at the station.

Tony Baxter, Interim Managing Director of Chiltern Railways, said: “I am delighted that High Wycombe is the first station in the UK to have these new ticket gates in operation. Their size and innovative features will not only protect crucial funds lost to fare evasion, but they will improve the experience for customers travelling through the station. It is only a few weeks since Chiltern moved into public ownership and this announcement is a great example of industry collaboration to deliver a better railway for our customers in the future.”

Emma Reynolds, MP for Wycombe and Chief Secretary to the Treasury, said: “As a regular commuter on Chiltern Railways, I welcome measures to crack down on fare evasion and anti-social behaviour. I am delighted that High Wycombe has been selected as the first station in the country to get the state-of-the-art FEnX gates. It is good news that the gates will also improve the customer experience for passengers with disabilities.”

Kevin Maslin, Managing Director for Europe, the Middle East and Africa at Cubic, said: “This is a great moment for both Chiltern Railways and Cubic. We have built a strong partnership over many years, and we have consistently been at the forefront of innovation together. Bringing FEnX gates to High Wycombe is another example of that shared ambition, creating a more accessible and modern railway network. We look forward to installing FEnX gates at many more stations across the UK.”

Key benefits of the gates include:

Reducing fare evasion both through a stronger physical barrier and a detection system which monitors when people try to enter without paying
Improved accessibility for people with disabilities as the sensors can recognise when someone needs more time, keeping the gate open longer when appropriate
Creating a safer station environment by using advanced sensors and computer vision
Pay as you go technology for customers using contactless is still at a testing phase and will be available for use on the new gates in the coming weeks. Customers who currently travel using pay you go with contactless will be able to use the card validators next to the gates in the interim.

Colas Rail

Class 70 803 passes Duncote Mill on October 4th working 6C37 10:30 Chirk - Carlisle timber empties. *Phil Martin*

Class 70 813 passes Upton Magna on September 20th with the 6C37 10:30 Chirk - Carlisle. *Phil Martin*

Class 56 051 working the 0Z58 Crewe Basford Hall - Doncaster West Yard heads through Stafford on October 6th. *Richard Hargreaves*







Colas Rail

Class 70 806 is seen at Cockwood Harbour on September 8th working 6C41 17:26 Westbury - Westbury ballast. *Phil Martin*

Class 70 801 and 56 090 working 0Z55 Coleham - Colwick head through Wellington on October 27th. *Richard Hargreaves*

Class 66 849 leads 66 559 and 66 548 with the 6M50 Westbury - Bescot engineers through Leamington Spa on October 13th. *Richard Hargreaves*







Colas Rail

Class 70 803 passes through Long Preston on October 8th working a log train from Carlisle - Chirk Kronospan. *Michael Lynam*

Class 57 010 and 57 009 with the Chirk to Carlisle timber empties pass Moore on November 1st. *Mark Enderby*

Class 57 010 and 57 009 with a Carlisle to Chirk timber working passes through Helsby on October 31st. *Mark Enderby*







Colas Rail

Hired in West Coast's Class 57 010 and 57 009 are seen shortly after passing Hellifield on October 31st with the regular Carlisle to Chirk log train. *Lee Stanford*



Class 70 803 was in charge of the log train to Chirk as it passes through Carlisle on October 3rd. *Bryan Roberts*

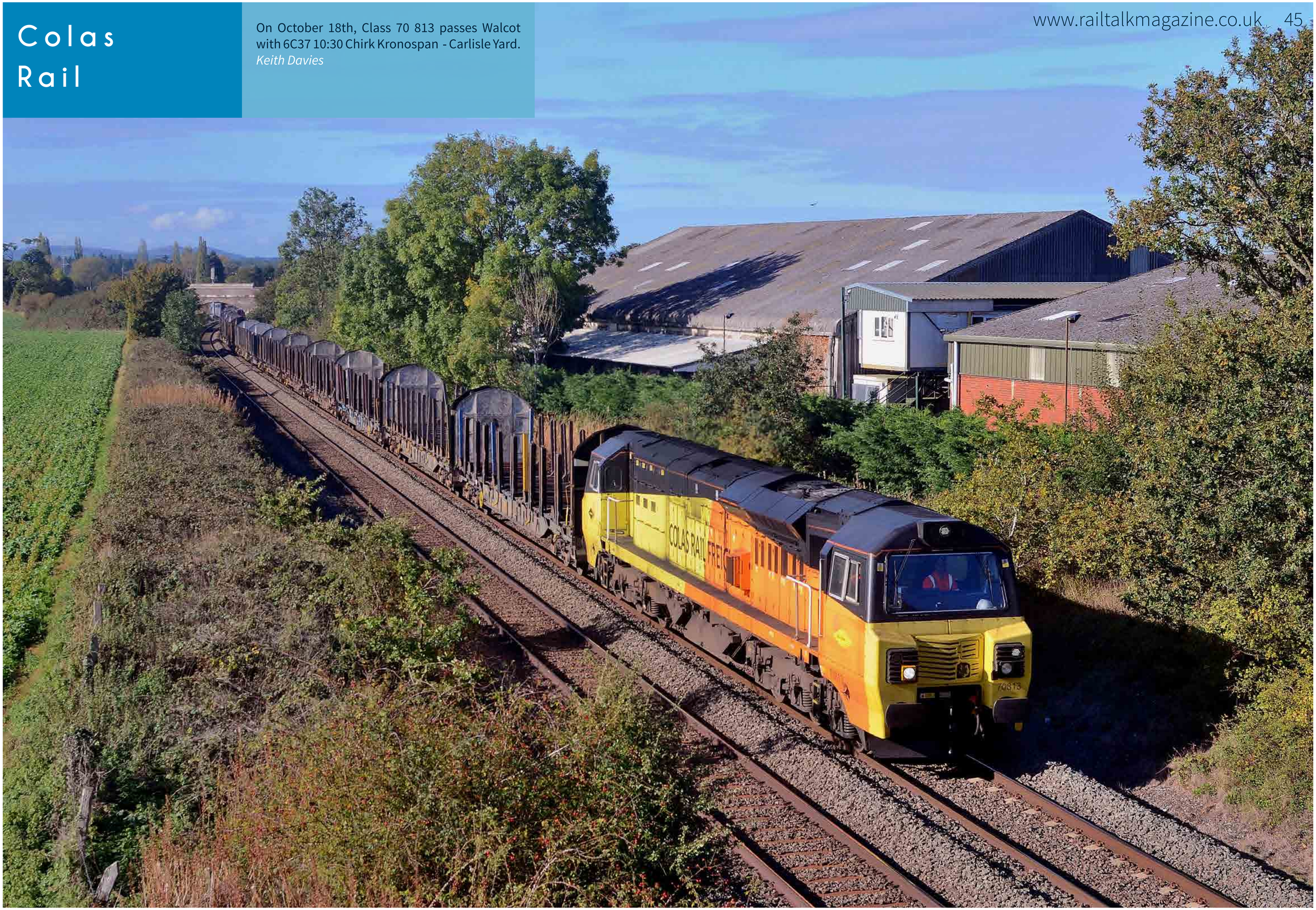


Class 57 010 and 57 009 working the 6C37 Chirk - Carlisle timber empties pass through Wellington on November 1st. *Richard Hargreaves*



Colas Rail

On October 18th, Class 70 813 passes Walcot with 6C37 10:30 Chirk Kronospan - Carlisle Yard.
Keith Davies



Colas Rail

Class 57 010 and 57 009 working the 6C37 Chirk - Carlisle pass Walcot on November 1st.
Carl Grocott

West Coast's Class 57 009 and 57 010 were on hire to Colas and they most unusually were employed to work the Carlisle to Chirk log train on October 29th, seen here approaching Pleasington. *John Sloane*

With two Colas 70s reportedly at Carnforth for wheel turning, West Coast lent Class 57 010 and 57 009 to haul the Carlisle - Chirk logs. Here, the two thunder through a gloomy Winwick with the northbound empties on November 1st, the only opportunity for local enthusiasts to see the unusual motive power in daylight.
Jeff Nicholls







CrossCountry

Class 220 019 and 220 029 pass Langstone Rock on September 5th working 1V44 06:00 Leeds - Plymouth. *Phil Martin*

Class 220 016 working the 1O16 Manchester Piccadilly - Bournemouth arrives at Stafford on October 6th. *Richard Hargreaves*

Class 170 104 on a Nottingham - Cardiff journey is seen at Derby on September 25th. *Bryan Roberts*







CrossCountry

Class 220 022 and 221 132 pass along the Dawlish sea wall on September 12th working the 06:34 Bristol - Penzance. *Phil Martin*



Class 220 023 working the 1V47 Manchester - Paignton service arrives at Stafford on October 8th. *Richard Hargreaves*



Class 221 113 working the 1V55 Manchester Piccadilly - Bristol Temple Meads service arrives at Stafford on October 8th. *Richard Hargreaves*



CrossCountry

On September 11th, Class 220 033 is seen at Teignmouth working the 1V44 06:11 Leeds - Plymouth. *Phil Martin*

Class 221 128 heads along the Dawlish sea wall with the 1S39 Plymouth - Edinburgh on September 12th. *Phil Martin*

Class 221 113 is seen at Langstone Rock on September 5th working 1V42 06:10 Derby - Plymouth. *Phil Martin*







CrossCountry

Class 220 026 and 220 002 pass Cockwood Harbour on September 8th working 1E63 15:26 Plymouth - Newcastle. *Phil Martin*



Class 221 107 passes along the Dawlish sea wall on September 14th working the 1M41 10:14 Paignton - Manchester service. *Phil Martin*



Class 220 023 and 221 139 passes along Dawlish sea wall on September 15th working the 1V39 06:42 York - Plymouth. *Phil Martin*



CrossCountry

Former Avanti Voyager Class 221 113 shows signs of repairs to its front end as it stands at Stafford on October 30th working the 12:25 Manchester Piccadilly to Bournemouth. *Lee Stanford*

Class 170 108 arrives at South Wigston with 1L38, the 11:22 Birmingham New Street to Stansted Airport on October 13th. *Derek Elston*

Class 221 127 hurries past Heaton Norris on October 17th, working the 07:45 Bournemouth to Manchester service. *Barry Longson*







DB Cargo

Class 66 100 ‘Armistice 100 1918-2018’ passes Hindley, near Wigan, with 6M16 the 05:48 Wilton EfW Terminal to Knowsley empty domestic and industrial waste containers on September 24th. *Paul Senior*

Class 66 067 passes South Wigston with 6V92 the 10:34 Corby B.S.C. to Margam T.C. on October 13th. *Derek Elston*

Class 66 054 and 66 106 working the 0R01 Toton - Basford Hall are seen at Crewe on October 24th. *Richard Hargreaves*







DB Cargo

Looking extremely clean, Class 66 118 runs past Heaton Norris working 6E26 the 10:52 Knowsley to Wilton loaded waste on October 19th. *Barry Longson*

Class 66 136 passes Bletchley with 4L16, the 11:26 Northampton Gateway DBC to Felixstowe North DBC on October 8th. *Derek Elston*

Class 66 097 eases the 4L32 09:20 Trafford Park Euro Terminal to Felixstowe North DBC through South Wigston on October 13th. *Derek Elston*







DB Cargo

On October 19th, Class 66 044 approaches Canute Road crossing, Southampton with 11:54 Fratton - Southampton Eastern Docks - Eastleigh East Yard which consisted of a rake of Network Rail wagons. The working began as 08:33 Eastleigh East Yard - Frattton via Botley. The working was widely expected to be a trial freight from Fratton, and was shown on Real Time Trains as RfD Edible Products. It has now emerged that the working to Fratton conveyed cable for the Portsmouth Direct resignalling project. *John Goodrich*



Class 66 025 is seen working the Knowsley to Wilton bins on November 4th. *Mark Enderby*



DB Cargo

An unusual working on the Chat Moss route on October 8th as a sparkling Class 66 120 tops and tails with a less than sparkling 66 063 on a long train of stone wagons from Arpley Yard to Bury East Lancashire Railway. Photographed at Glazebury foot crossing. *Jeff Nicholls*



Class 66 656 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on September 30th. *Keith Davies*

Class 66 139 working the 4M67 Southampton MCT to East Midlands Gateway is seen at Leamington Spa on October 13th.
Richard Hargreaves





DB Cargo

Class 66 653 is seen at Kemps Eye on October 2nd working 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

With the sun receeding rapidly, Class 66 102 working 6V06 the 11:59 Burton on Trent West Yard Maurice Hill to Acton T.C. passes Northampton on October 30th. *Derek Elston*

On November 2nd, Class 66 168 is seen at Dorridge with a midlands bound intermodal working. *John Alsop*







DB Cargo

Class 66 143 with the 6C03 Northolt - Severnside heads through Reading on October 29th. *Richard Hargreaves*

Class 66 119 is seen departing Bletchley on October 8th after a driver change with 0Z11, the 07:49 Toton North Yard to Dollands Moor Sidings with 66 040, 66 006 and 66 024 heading to Romania. *Derek Elston*











DB Cargo

Class 66 659 passes Bayston Hill with 6V75 Dee Marsh Reception Sidings - Margam T.C. on October 10th. *Keith Davies*

Class 66 651 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on October 13th. *Keith Davies*

Class 66 094 and 66 102 top'n'tail the 6C03 Northolt Sidings to Severnside Sita carrying domestic and industrial waste from London, is seen here passing through Swindon.
Ken Mumford







DB Cargo

Diverted because of engineering work, the 10:52 Knowsley to Wilton waste train is unusually seen passing New Mills South Junction on October 27th behind Class 66 025. *Lee Stanford*



Class 66 168 passes Hanwell with an Appleford to Acton working on October 20th. *John Sloane*



Class 66 122 passes beneath the footbridge at Leyland on October 13th with the Seaforth to Mossend intermodal. *John Sloane*



DC Rail Freight

Class 60 099 leads the 6M51 Merehead - Quainton Road through Reading on October 14th. *Richard Hargreaves*

Class 56 045 and 56 103 'Driver Wayne Gaskell' pass Clapham Junction on October 27th with 6Z20, the 11:33 Angerstein Wharf (Tarmac) to Chessington South Sidings. *Derek Elston*

October 1st sees Class 60 099 'Ben Mor Assynt' charging up the rise towards Tolworth in charge of the 6Z20 Cliffe Brett Marine - Chessington South Sidings working. *Ian Callander*







DC Rail Freight

On October 8th, Class 60 022 and 60 055 with the 6V37 Willesden D C Sidings to Tytherington Quarry approaches Swindon. *Colin Pidgeon*



Class 60 022 with the 6M51 Merehead - Quainton Road heads through Reading on October 29th. *Richard Hargreaves*



Class 60 022 and 60 099 working the 6V95 Willesden to Merehead are seen at Newbury on October 7th. *Dennis Rowland*



DC Rail Freight

Class60022‘Ingleborough’hauls56103through Northampton on light engine move 0M60, the 12:00 Chaddesden Sidings to Willesden DC Rail Sidings on September 4th. *Derek Elston*

Class 60 099 ‘Ben More Assynt’ works past Hanwell with a Merehead to Quainton Road train on October 20th. *John Sloane*

Class 60 026 passes Kirby Bellars with 6M93 09:11 Middleton Towers to Chaddesden. *Mark Pichowicz*







Direct Rail Services

Class 88 007 with the 4M27 Coatbridge - Daventry intermodal heads through Stafford on October 24th. *Richard Hargreaves*

Class 88 007 is seen with the 4M27 Coatbridge - Daventry on October 8th, passing through Stafford. *Richard Hargreaves*

Class 88 006 with the 4S44 Daventry - Coatbridge is seen approaching Stafford on October 8th. *Richard Hargreaves*







Direct Rail Services

Class 66 431 passes through platform 1 at Doncaster on October 20th with an aggregates train from Shap Summit Quarry heading to Doncaster Up Decoy. *Michael Lynam*

Class 88 008 and 88 003 pass through Preston on October 20th working a Daventry - Coatbridge 'TESCO' intermodal. *Michael Lynam*

On October 6th, Class 88 001 'Revolution' passes Northampton working 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl service. *Derek Elston*







Direct Rail Services

On a beautiful autumn morning, October 7th, Class 88 007 eases off the Up Slow line at Golborne Junction with 4M27, the daily 05:18 working from Coatbridge to Daventry. *Jeff Nicholls*



Class 66 425 working the 4M07 Tilbury-Daventry passes through Watford Jct. on October 20th. *Richard Hargreaves*



Class 66 427 hauls the 4V38 Daventry (Tesco) to Wentloog (Cardiff) intermodal past South Marston Jct. on October 17th. *Ken Mumford*



Direct Rail Services

Class 68 002 ‘Intrepid’ speeds past Wigan NorthWestern, with 4S44 the 12:13 Daventry to Coatbridge on October 22nd. *Paul Senior*

Class 66 422 eases the 4M07 08:43 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) through Northampton on October 4th. *Derek Elston*

Class 66 431 ‘Kingmoor TMD’ hauling 6E73 Shap - Doncaster loaded aggregates heads through Hebden Bridge on October 20th. *Harold Hull*







Direct Rail Services

Class 66 426 working 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl service passes through Wolverton on October 8th. *Derek Elston*

Class88001‘Revolution’isseenatNorthampton station on a sunny Sunday October 4th with 4L48,the12:41DaventryDRS(Tesco)toTilbury2 Container Terminal Fl. *Derek Elston*

Class66433‘CarlisleSignalBox50thAnniversary 1973-2023’ and 66 425 ‘Nigel J Kirchstein 1957-2021’ double head 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl through Northampton on October 30th. *Derek Elston*







Direct Rail Services

Class 88 006 and 68 007 are seen at Golborne Junction with 4S43 Daventry DRS to Coatbridge DRS 'Tesco' liner on October 3rd. *Brian Dobbs*

Direct Rail Services

Class 93 006 worked the 4S43 Tesco service from Daventry to Grangemouth as a trial for a week and is seen on October 2nd passing Standish. *John Sloane*

Class 66 428 approaches Pleasington as it works the Carlisle to Basford Hall engineers train on October 29th. *John Sloane*

Class 88 009 runs through Coppull Moor on October 2nd with the 4S44 service from Daventry to Mossend. *John Sloane*







East Midlands Railway

EMR Aurora Class 810 010 and 810 014 cross at Derby on September 25th, on services to and from Sheffield and London St. Pancras. *Bryan Roberts*



Class 170 206 and sister 170 207, both yet to carry the operators revised livery, depart from Stockport with a Liverpool to Norwich service. *Lee Stanford*



Class 222 103 arrives at a Derby on September 25th on a service from London St. Pancras - Sheffield. *Bryan Roberts*



Europhoenix

Class 60 063 is seen departing Crewe on October 23rd working light engine from Basford Hall - Rectory Colwick.
Michael Lynam



Freightliner

Class 90 010 and 90 048 pass Winwick with 4M83 Coatbridge FLT to Crewe Basford Hall on October 3rd. *Brian Dobbs*

Class 90 009 and 90 044 working 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. pass through Wolverton on October 8th. *Derek Elston*

Class 66 598 with the 4M52 London Gateway - Ditton liner passes through Watford Jct. on October 20th. *Richard Hargreaves*





Freightliner

Class 66 501 ‘Spirit of ‘65 Celebrating 60 Years of Freightliner’ passes Northampton with 4L46, the 10:59 Lawley Street F.L.T. to London Gateway on October 30th. *Derek Elston*

Class 66 533 ‘Hanjin Express’ hauls 4M91, the 10:37 London Gateway Freightliner to Lawley Street F.L.T. through Northampton on October 6th. *Derek Elston*

Class 90 013 hauling the 4M63 Felixtowe - Trafford Park liner passes through a wet Watford Jct. on October 20th. *Richard Hargreaves*







Freightliner

Class 90014 and 90008 hauling the 4L67 Trafford Park - Felixtowe pass through a damp Watford Jct. on October 20th. *Richard Hargreaves*

Repainted Class 90 040 is seen being hauled by 66 571 through Stafford on October 12th running as 0Z90 Toton - Crewe Basford Hall. *Richard Hargreaves*

Class 66 505 with the 4L60 Trafford Park - London Gateway liner approaches Stafford on October 8th. *Richard Hargreaves*







Freightliner

Class 90 009 and 90 044 with the 4L67 Trafford Park - Felixtowe liner passes through Stafford on October 8th. *Richard Hargreaves*

On October 24th, Class 90 004 and 90 008 worked the 4S49 Daventry - Grangemouth liner are seen passing through Stafford.
Richard Hargreaves

Class 90 004 and 90 007 were to be found at Carlisle on October 3rd, working light from Grangemouth to Daventry. *Bryan Roberts*







Freightliner

Tango livered Class 90 007 '507 Railway Specialist Team Royal Engineers', paired with Powerhaul liveried 90 045 pass Winwick Quay with 4S49 the 10:43 Daventry to Grangemouth on October 17th. *Paul Senior*

Class 66 549 top'n'tail with 66 544 on 3S60 Hereford to Swindon Transfer RHTT pass 66 525 on 4O72 Wentloog to Southampton at Swindon. *Colin Pidgeon*

Class 66 572 approaches Northampton with 4L46, the 10:59 Lawley Street F.L.T. to London Gateway Freightliner service on October 6th. *Derek Elston*







Freightliner

The 4M83 Coatbridge to Crewe Basford Hall liner was hauled through sunny Carlisle by Class 90 010 and 90 048 on October 3rd.
Bryan Roberts

Class 66 554 leans into the curve at Wolverton as it passes with 4O38, the 09:27 Lawley Street F.L.T. to Southampton M.C.T. on October 8th.
Derek Elston

Class 66 542 passes Wolverton with 4M52, the 11:15 London Gateway Freightliner to Widnes Freight Terminal Fl service on October 8th.
Derek Elston







Freightliner

Class 90 044 and 90 016 slow for the slack through Northampton with 4L67, the 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. on October 6th. *Derek Elston*

Class 90 014 'Over The Rainbow' and 90 016 double head the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on October 30th. *Derek Elston*

Class 66 595 approaches Doncaster on October 20th with a Tees Dock - Felixstowe liner. *Michael Lynam*







Freightliner

Class 90 048 and 90 045 double head the 4L67 09:59 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on October 30th. *Derek Elston*

Class 90 013 and 90 021 'Donald Malcolm' double head 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl service through Northampton on October 6th. *Derek Elston*

Class 66 501 and 66 514 approach South Kenton with a Lawley St. to Southampton service on October 19th. *John Sloane*







Freightliner

Class 90 010 and 90 048 sail past Balshaw Lane Junction on October 3rd whilst working the 4M83 intermodal from Coatbridge to Crewe. *John Sloane*



Class 90 014 and 90 008 run past South Kenton with a Trafford Park to Felixstowe liner on October 19th. *John Sloane*



Class 90 016 and 90 011 run past the site of the former main line station at Willesden whilst working a service from Felixstowe to Trafford Park on October 19th. *John Sloane*



Freightliner

The photographer was nearly bowled out by the northbound Pendolino as Class 90 021 and 90 009 rolled past with the 4N83 service from Coatbridge to Crewe on October 17th. *John Sloane*

Class 66 517 creeps down the Kensal Green Chord past Willesden Junction low level on October 19th whilst working a London Gateway to Daventry liner. *John Sloane*

Presumably on hire, Class 66 558 approaches Hanwell with a Lawley St. to Southampton liner on October 20th. *John Sloane*







Greater Anglia

Class 755 417 curves gently into Woodbridge on October 3rd, forming the 2D77 Lowestoft - Ipswich service. *Ian Callander*

Arriving at Woodbridge station on October 3rd is Class 755 423, en route from Ipswich to Lowestoft with the 2D78 service. *Ian Callander*

Departing in the direction of Lowestoft, Class 755 423 eases away from Woodbridge station with the 2D78 service on October 3rd. *Ian Callander*







GBRf

Class 60 056 made a welcome return to the Biomass circuit on October 11th and is seen approaching Denton with Class 66 769 DIT with the 11:57 Doncaster Down Decoy to Liverpool. *Lee Stanford*



GBRf newbie Class 99 005 passes Stafford on October 30th with the lengthy 09:30 Dagenham Dock to Garston car terminal loaded with new Ford vehicles. *Lee Stanford*



A strange partnering of Class 66 687 and DB's 66 118 were captured passing Clapham Junction on October 13th hauling the 09:01 Eastleigh to Hoo Junction. *Lee Stanford*



GBRf

Class 99 007 working the 4M01 London Gateway - East Midlands Gateway passes through Watford Junction on October 20th.
Richard Hargreaves

Class 66 730 with the 4S57 Hams Hall - Mossend passes through Stafford on October 24th.
Richard Hargreaves

Class 66 718 is seen at Dawlish on September 2nd with the 6M53 11:46 Parkandillack - Bescot.
Phil Martin







GBRf

Running 8 minutes late, Class 99 010 leads 4L68, the 13:15 Birch Coppice GBRf to London Gateway GBRf through Northampton on October 15th. *Derek Elston*

Class 66 309 ‘Charley Wallace’ eases 4L13, the 11:35 Hams Hall GBRf to Felixstowe South GBRf into South Wigston on October 13th.
Derek Elston

Class 66 756 working the 6M05 Tinsley to Coton Hill passes through Wellington on October 27th. *Richard Hargreaves*







GBRf

Class 66 789 ‘The Cemex Express’ approaches Culcheth foot crossing beneath a rainbow on October 10th. The working was from Doncaster to Tuebrook, presumably taking overhauled wagons to Tuebrook for stone train workings in the area. *Jeff Nicholls*

Class 66 678 with the 6M90 Avonmouth - Clitheroe heads out of Stafford on October 8th. *Richard Hargreaves*

At Ashton-in-Makerfield on November 4th, Class 60 026 is seen languishing after derailing whilst running round. *Mark Enderby*





GBRf

Class 60 056 passes through Cherry Tree on October 14th with a rake of empty box wagons from Ashton in Makerfield - Horton in Ribblesdale Quarry. *Michael Lynam*

At Pleasington on October 29th, Class 60 026 passes through working the 6J84 aggregate train from Horton in Ribblesdale Quarry - Brindle Heath. *Michael Lynam*

Class 69 001 passes through Doncaster on October 20th with a sand train from Middleton Towers - Monk Bretton. *Michael Lynam*







GBRf

Class 66 769 approaches Long Preston on October 8th working an aggregate train from Arcow Quarry - Bredbury. *Michael Lynam*



Class 66 685 passes through Long Preston on October 8th with a rake of empty hoppers from Ashton in Makerfield - Horton in Ribblesdale Quarry. *Michael Lynam*



Class 60 026 passes through Long Preston on October 8th working an aggregate train from Horton in Ribblesdale Quarry - Brindle Heath. *Michael Lynam*



GBRf

The weekly 13:17 Cliffe Vale to Goonbarrow empty China Clay hoppers passes Stafford on October 30th with Class 66 785 in charge.
Lee Stanford

Class 66 753 ‘EMD Roberts Road’ passes Northamptonwith4L6213:39Ditton(O’Connor) GBRf to Felixstowe North GBRf on October 15th. *Derek Elston*

Class 66 312 with the 6M05 Tinsley - Coton Hill is seen at Wellington on October 22nd.
Richard Hargreaves







GBRf

Re-geared Class 66 696 passes through Crewe working a late running 4H61 Small Heath to Tunstead on October 7th. *Russell Clarke*

Class 99 005 with the Garston to Dagenham empties passes Acton Bridge on October 16th. *Mark Enderby*

Class 66 738 with the 6G92 Tunstead - Small Heath is seen passing through Stafford on October 6th. *Richard Hargreaves*







GBRf

On October 30th, Class 47 749 'City of Truro' leads EMR's Class 360 101 through Northampton as 5B60, the 12:51 Kettering Stabling Sidings to Northampton EMD where the unit will be serviced. *Derek Elston*

Class 66 790 'Louise' passes through Crewe's platform 1 with the 4H51 Small Heath to Tunstead empties on October 15th. *Russell Clarke*

Re-geared and renumbered, Class 66 678 had charge of 6E10 the 10:36 Liverpool BT to Drax on October 17th, seen about to cross Heaton Norris Junction. *Barry Longson*







GBRf

On October 4th, Class 47 739 with 350 109 in tow waits the road at Northampton as 5Q52, the 11:42 Northampton EMD to Derby Litchurch Lane where the 350 will be receiving attention. *Derek Elston*

Class 66 312 ‘Nigel Harris’ coasts through Hanwell with 6M54 Colnbrook to Bardon Hill working on October 20th. *John Sloane*

Class 99 004 sails past South Kenton with a London Gateway to Hams Hall service on October 19th. *John Sloane*







GBRf

Class 66 762 and 69 007 are seen stabled in the former EWS intermodal terminal at Acton Lane Sidings, Willesden on October 19th.
John Sloane

Class 66 725 ‘Sunderland’ heads past South Kenton with a Felixstowe to Trafford Park intermodal on October 19th. *John Sloane*

Class 60 026 ‘Helvellyn’ growls through Pleasington on October 29th as it works the Horton to Brindle Heath stone train.
John Sloane







GBRf

Class 60 026 ‘Helvellyn’ rumbles through Leyland on October 13th with a Horton to Brindle Heath stone train. *John Sloane*

Class 66 726 ‘Sheffield Wednesday’ creeps into Willesden with a working from Cliffe on October 19th. *John Sloane*

Class 99 007 runs past Willesden Junction Low Level on October 19th with a London Gateway to East Midlands Gateway service. *John Sloane*







GBRf

Class 66 304 is seen at Bayston Hill with 6V41 14:14 Penyffordd Cement - Avonmouth Hanson Sidings on October 11th. *Keith Davies*



Class 66 730 'Whitemoor' working 4M22, the 10:26 Felixstowe South GBRf to Trafford Park Euro Terminal GBRf passes through Wolverton on October 8th. *Derek Elston*



Class 66 717 'Good Old Boy' working 4M01, the 10:57 London Gateway GBRf to East Midlands Gateway Terminal GBRf passes Wolverton on October 8th. *Derek Elston*



Maritime liveried Class 66 727 ‘Maritime One’ is seen at Winwick with a Clitheroe to Avonmouth cement train on November 2nd. *Brian Dobbs*

GB RAILFREIGHT SIGNS LONG-TERM AGREEMENT WITH 7 STEEL UK

GB Railfreight (GBRf), the UK’s largest rail freight operator, has signed a new long-term agreement with 7 Steel UK that will see the company transport steel products to and from the manufacturer’s Cardiff operations for at least the next 11 years.

The agreement will see GBRf move scrap steel into 7 Steel UK’s Cardiff facilities and transport finished steel products to customers across the UK. It also extends the company’s existing on-site shunting activities, creating an integrated logistics solution that places rail at the heart of the steelmaker’s supply chain. Services are scheduled to commence in October 2026, with GBRf providing a combination of rail haulage and site operations to support the movement of materials and finished products.

GBRf has worked closely with 7 Steel UK for more than 15 years through its existing contract and this significantly expanded agreement further strengthens this relationship. It also broadens GBRf’s position within the steel sector which provides a platform for future growth whilst supporting the continued movement of freight by rail, helping improve safety and reduce congestion on the UK’s roads and lowering carbon emissions.

As part of its long-term commitment to the contract, GBRf will introduce two new sets of purpose-built scrap wagons during 2027, supporting operational efficiency and modernising the fleet serving the Cardiff operation. An additional set of specially modified wagons will also be provided that will be able to 7 Steel UK’s outbound finished goods of rebar and coiled steel.

Alex Kirk, Commercial Director at GB Railfreight, said: “This agreement is a significant milestone for GB Railfreight and we’re proud to be expanding our relationship with 7 Steel UK and supporting both the inbound movement of raw materials and the distribution of finished products across the country.

“The contract provides a strong foundation for future growth and demonstrates the important role rail freight continues to play in supporting UK industry. We’re looking forward to working closely with 7 Steel UK for many years to come and delivering the safe, reliable and efficient service our customer expects.”

Vorn O’Hennessy, Head of Supply Chain Management at 7 Steel UK, said: “This agreement strengthens our supply chain, supports more sustainable logistics and reflects our long-term commitment to steelmaking in Cardiff. We look forward to continuing our partnership with GB Railfreight to deliver reliable, efficient service for our customers across the UK”

Great Western Railway

A Class 802 Hitachi 5 car set departs Morton in Marsh on September 24th with a service to London Paddington. *Charlie Robbins*

Heathrow Express liveried Class 387 131 passes Hanwell on an empty stock working heading for Reading depot on October 20th. *John Sloane*

Class 800 036 approaches Hanwell with a service from London Paddington to Cheltenham on October 20th. *John Sloane*







Great Western Railway

Class 166 220, with the black paint under the windscreen looking the worse for wear, rounds the curve into St. Denys station on a sunny October 13th with the 14:23 Portsmouth Harbour - Cardiff service. *John Goodrich*



Class 387 148 races towards Hanwell with a service from London Paddington to Newbury on October 20th. *John Sloane*



Class 387 162 and 387 148 pass South Marston Jct. on October 17th working 1C47 London Paddington to Swindon service. *Ken Mumford*



Great Western Railway

Class 800 313 speeds past Hanwell on October 20th with a London Paddington to Cardiff service. *John Sloane*

Class 387 160 races past Hanwell station with a service from Bristol to London Paddington on October 20th. *John Sloane*

Class 387 163 approaches Hanwell on October 20th on an empty stock move to Reading Traincare Depot. *John Sloane*







Great Western Railway

On October 22nd, Class 175 003 is seen sat awaiting departure in Truro with 2C11 10:14 Plymouth - Penzance whilst 175 002 waits to depart with 2E11 10:50 Penzance - Exeter St. Davids service. *Barry Beeston*

Class 150 239 working 2N11 13:20 Newquay - Par, powers away from Goss Moor Loop on October 27th. *Barry Beeston*

Class 175 002 is seen arriving into Truro with 2E11 10:50 Penzance - Exeter St. Davids service on October 22nd. *Barry Beeston*







Great Western Railway

Class 800 017 and 800 026 head along the Dawlish sea wall on September 12th working 1A73 06:54 Plymouth - London Paddington service. *Phil Martin*

Class 150 249 arrives at Falmouth Town station on October 1st en route from Falmouth Dock to Truro. *Neil Pugh*

Class 175 112 approaches Dawlish on September 10th working 5Z25 13:04 Exeter - Newton Abbot test run. *Phil Martin*







Great Western Railway

Class 800 302 passes Langstone Rock on September 14th working 1A80 08:12 Penzance - London Paddington. *Phil Martin*



Class 387 130 and 387 140 working the 3R45 London Paddington - Reading Depot approach Reading on October 29th. *Richard Hargreaves*



Class 150 247 approaches Goss Moor Loop with 2N12 12:16 Par - Newquay to pass 150 239 in the loop on October 27th. *Barry Beeston*



Great Western Railway

GWR shunter Class 08 836 is seen at Long Rock Depot on October 1st. *Neil Pugh*



Class 57 312 leads the GWR Night Riviera Sleeper service 1C50 23:45 London Paddington - Penzance as it approaches Scorrier on October 13th. *Barry Beeston*



Class 165 137 with 1N63 Oxford to Bristol Temple Meads is seen at Swindon on November 2nd. *Ken Mumford*



Great Western Railway

Class 150 216 and 150 233 pass along the Dawlish sea wall on September 12th working 2T07 06:55 Exmouth - Paignton service. *Phil Martin*

Class 800 028 with the 1L76 Cheltenham Spa to London Paddington service is seen at Kemble on October 20th. *Ken Mumford*

Class 150 207 working the 2P08 07:23 Exeter - Plymouth service heads towards Dawlish on September 12th. *Phil Martin*







Great Western Railway

Class 150 244 passes Cockwood Harbour on September 8th working 2F30 18:20 Paignton - Exmouth. *Phil Martin*

Class 166 201 speeds along the sea wall at Dawlish on September 12th working 2F08 07:10 Paignton - Exmouth. *Phil Martin*

Class 158 958 rounds the curve at Langstone Rock on September 5th working 2T13 10:00 Exmouth - Paignton service. *Phil Martin*







Great Western Railway

Class 802 016 crosses Malvern Common on October 17th with a service from London Paddington to Hereford. *Neil Pugh*

Class 802 021 approaches Dawlish working 1C72 08:03 London Paddington - Penzance service on September 15th. *Phil Martin*

Class 387 139 and 387 133 working the 3T60 Reading Traincare - London Paddington are seen departing Reading on October 14th. *Richard Hargreaves*







Heavy Haul Rail

On October 4th, Class 66 554 is seen approaching Scunthorpe station, having completed its exertions of the previous night, on 6Y32 Stallingborough - Doncaster Up Decoy with a handful of MLA/JNAs. *Steve Thompson*

Class 66 415 'You are Never Alone' working 4M20, the 06:44 London Gateway Freightliner to Lawley Street F.L.T. heads through Bletchley on October 8th, the loco on hire to Freightliner. *Derek Elston*

Class 66 547 working the 6C52 West Drayton - Whatley Quarry heads through Reading on October 29th. *Richard Hargreaves*







Heavy Haul Rail

On September 28th, there was the occasional appearance of the Pyewipe Road stone train, Class 70 011 working the loaded in the early hours and then taking 4Z88 return empties to Dowlow, seen passing Frodingham Junction. *Steve Thompson*

Class 70 011 had charge of 6H55 the 11:55 Ashburys to Dowlow, is seen approaching Stockport on October 8th. *Barry Longson*

Class 59 206 leads 59 201 on the 6V62 Southampton Up Yard to Westbury Cement Works, seen at Dunbridge on October 15th. Class 59 201 had failed earlier in the day, hence the double up. *Dennis Rowland*







Heavy Haul Rail

Class 59 001, still looking smart in its Foster Yeoman style livery but with Heavy Haul branding, passes St. Denys on October 13th as a light engine move from Chichester to Merehead. Normally the working would return empty wagons to Merehead, but on this occasion the wagons were left at Chichester due to hydraulic leaks on the unloading grab machinery. *John Goodrich*



Class 66 414 with the 6A40 Merehead - Hanwell Bridge Loop approaches Reading on October 14th. *Richard Hargreaves*

Class 59 202 working the 6A50 Whatley - Hanwell Bridge Loop is seen at Reading on October 14th. *Richard Hargreaves*





Heavy Haul Rail

Class 66 420 sits at the head of an unidentified engineers train at Crewe on a wet October 7th. *Barry Longson*

Class 66 616 with the 6V40 Wembley - Merehead approaches Reading on October 14th. *Richard Hargreaves*

Class 66 561 and 66 545 double head the 6V40 Wembley - Merehead through Reading on October 29th. *Richard Hargreaves*







Heavy Haul Rail

Heavy Haul operated Class 70 002 passes Furness Vale on October 27th hauling the Ashbury's to Dowlow Quarry empty box wagons. *Lee Stanford*

Class 66 621 hurries through Wolverton with 6H50, the 13:14 Wembley Receptions 1-7 to Tunstead Sidings empties on October 8th. *Derek Elston*

On November 2nd, the 6B12 Merehead Quarry to Wootton Bassett (Aggregates) creeps along the UML [Up Main Line] from the west at Swindon headed by Class 66 617. *Ken Mumford*







Heavy Haul Rail

Class 66 416 approaches Hanwell with a service from Harlow on October 20th. *John Sloane*

Class 66 952 passes Hanwell on October 20th with a working from Hanwell Bridge Loop to Neasden. *John Sloane*

Class 66 601 passes through Hanwell on October 20th with a Theale to Hope cement works service. *John Sloane*







Heavy Haul Rail

Class 59 102 passes through Hanwell with a Hanwell Bridge Loop to Dagenham stone train on October 20th. *John Sloane*

Class 66 414 hauls a portion of the ‘Jumbo’ from Merehead onwards from Hanwell Bridge Loop to Churchyard Sidings on October 20th. *John Sloane*

Class 59 201 ‘Westbury PSB’ and 66 590 power through Ealing Broadway on October 20th with a Wembley to Merehead empty ‘Jumbo’ working. *John Sloane*







Heavy Haul Rail

Class 66 547 passes Willesden Junction with an Ardingley to Wembley empty stone train on October 19th. *John Sloane*

Class 59 201 and 66 414 ease a 'Jumbo' stone train from Merehead through Southall on October 20th. *John Sloane*

Class 66 537 rolls through Ealing Broadway with a Theale to Acton working on October 20th. *John Sloane*







L.N.E.R.

Class 801 216 waits departure time at Edinburgh Waverley, with 1E26 the 18:00 service to London King's Cross on October 13th. *Paul Senior*



L.N.E.R.

Class 91 101 departs Leeds on October 20th working a service to London King's Cross. *Michael Lynam*



Class 91 110 departs Doncaster working a service to London King's Cross on October 20th. *Michael Lynam*



L.N.E.R.

Teamwork At Heart Of National Award Success For Newark Northgate Station

Great teamwork is key according to LNER colleagues at Newark Northgate Railway Station, after they clinched the prestigious ‘Medium Station of the Year’ title at this year’s National Rail Awards.

Newark Northgate beat off stiff competition from stations including Dundee, Rochester and Biggleswade. The award celebrates the dedication of colleagues across every area of the station who work together each day to support customers and maintain high standards. The accolade comes as the station prepares to mark its 175th anniversary in 2027.

Newark Northgate serves thousands of customers each day and now benefits from quicker journeys and more weekday trains to and from London King’s Cross.

Tom Sach, Station Delivery Manager, said: “I’m immensely proud of the team. Everyone cares deeply about the station and our customers. For almost 175 years, the station has served the local community, and our colleagues take great pride in everything they do. From our Travel Centre team and station assistants to our dispatchers, cleaning team and management colleagues, everyone plays a vital role.”

Jay Paterson, who was there on the night to pick up the award, said: “Representing Newark Northgate at the National Rail Awards was a real privilege, and it was fantastic to meet so many colleagues from across the industry. Winning the award has been really special for us, recognising our commitment to our customers at the station every day.”

Lydia Hutton, who works at Newark Northgate Station for cleaning contractor OCS, said: “We all want our customers to have a positive experience when they travel through the station. We are one team which works together so well, so the recognition that comes with this award means a great deal to us all.”



Tea Before Tee: LNER Opens New First Class Lounge at Leuchars Station

A new First Class Lounge is now open for LNER customers travelling to and from Leuchars station in Fife.

Around 175,000 customers travel each year on 52 LNER services per week to or from Leuchars, with many of those using the station as the main hub to access the world-famous St. Andrews golf course nearby.

The new lounge provides First Class customers with a comfortable, warm place to relax ahead of their LNER train journey, as well as being stocked with complimentary refreshments, and featuring specially commissioned artwork based on the local area.

It was officially opened on October 8th, in a special ceremony, by renowned chef, Dean Banks, who has several high-quality restaurants locally and across Scotland. Guests from across the rail industry and the local area joined senior LNER colleagues to experience the new lounge.

Graeme McKinnie, Regional Station Manager for LNER in Scotland, said: “We are thrilled to have opened our new First Class Lounge in Leuchars, which is a very popular and important destination for us and our customers. Leuchars is the second busiest station north of Edinburgh for LNER.

“We have worked closely with local partners to open this new lounge and deliver the benefits that it brings for both leisure and business travellers. Our hope is that the space will further enhance our customers’ experiences while travelling by train, providing a warm, welcoming area to relax ahead of their journey.”

The opening of the First Class Lounge will provide the station with a regular LNER colleague presence, allowing customers to seek support or ask questions, if required, in advance of their journey.



Lumo

Class 222 605 races past Standish on October 16th with a Stirling to London Euston service. *John Sloane*



Class 222 604 working the 1M01 Stirling - London Euston service speeds through Stafford on October 6th. *Richard Hargreaves*



Network Rail

On October 27th, with beautiful autumn colours lining its route, the 21:11 Coleham - Coleham via nearly everywhere on the English/ Welsh border, and by now running 85 late, is led by Class 56 113 and tailed by 56 096 as they approach Flint (or should that be 'Y Fflint?).
Jeff Nicholls

Class 56 090 and 56 113 top'n'tail a RHTT working through Crewe on October 23rd.
Michael Lynam

Network Rails Inspection train (VIU 6) Class 153 384 waits to depart Sheffield on a circuit run back to Derby on October 20th.
Michael Lynam







Network Rail

Class 56 113 and 56 096 are seen departing Shrewsbury on October 31st with a North Wales RHTT working. *Paul Godding*

Led by power car No. 43014, Network Rail's track monitoring HST departs from under the mass of metalwork over platforms 7 and 8 at Crewe on October 30th as it continues its journey from Crewe Gresty Road Sidings to Leicester LIP. *Lee Stanford*

Class 56 096 brings up the rear of the leaf fall train as they pass through Flint station on October 27th. To the left, the station building is having work done on it; to the right, the station manager has emerged from his office to photograph the spectacle! *Jeff Nicholls*







Network Rail

Class 37 607 top'n'tails 37 425 working 3Z16 Derby - Coton Hill, seen passing through Wellington on September 28th. *Carl Grocott*

Class 66 709 'Sorrento' top'n'tail with 66 706 'Nene Valley' working RHTT service 3J01, the 11:52 Kings Norton On Track Plant Depot to Bletchley is seen at Northampton on October 6th. *Derek Elston*

Class 66 709 'Sorrento' top'n'tail with 66 706 'Nene Valley' working RHTT service 3J01, the 11:52 Kings Norton On Track Plant Depot to Bletchley is seen at Northampton on October 6th. *Derek Elston*







Network Rail

Class 69 015 and 69 001 ‘Mayflower’ depart Alexandra Palace with 3J36, the 11:02 Royston (Herts) Loop to Ferme Park Reception RHTT working on October 27th. *Derek Elston*



Power cars Nos. 43301 and 43303 pass Kemps Eye with 1Q36 06:26 Crewe - Crewe on October 2nd. *Keith Davies*



Class 70 801 top’n’tail with 70 816 heads a RHTT working a circuit from Carlisle and back via the S&C, Preston, Barrow and Workington, seen passing through Settle on October 8th. *Michael Lynam*



Network Rail

Class 66 711 and 66 710 top'n'tail the 3J09 London Marylebone - Kings Norton RHTT as it passes through Leamington Spa on October 13th. *Richard Hargreaves*



Class 67 027 and 67 023 top'n'tail the 3S32 Cheltenham Lansdown Loop to Swindon Transfer RHTT through Swindon on October 8th. *Colin Pidgeon*



Power cars Nos 43303 and 43301 working the 1Q23 Stockport - Northampton test train pass through Stafford on October 8th.
Richard Hargreaves



Network Rail

Power car No. 43062 leads the 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance as it passes through Treleigh with 43013 on the rear on October 16th.
Barry Beeston

Class 56 090 and 56 113 are seen at Hadnall with 3S71 19:32 Coleham LMD - Coleham LMD on October 22nd. *Keith Davies*

Power car No. 43013 leads the 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance as it passes through Coombe with 43062 on the rear on October 16th.
Barry Beeston







Network Rail

Class 68 014 and 68 015 on 3J41 Swindon Transfer to Swindon Transfer are seen arriving at Swindon on October 8th. *Colin Pidgeon*



A young enthusiast films Class 153 383 as it passes through Preston with a return Blackpool to Derby R.T.C. working. *Paul Senior*





Class 66 549 top'n'tails 66 544 on 3S60 Hereford to Swindon Transfer, seen waiting to cross into Swindon Transfer Yard at Swindon on October 8th. *Colin Pidgeon*

Network Rail



Class 66 848 and 66 551 with a South Yorkshire RHTT working are seen at Sheffield on October 22nd. *Mark Enderby*

On October 19th, Class 153 384 was in the Manchester area working 2Q27 the 10:59 Grindleford to Derby R.T.C., seen here at Heaton Norris, Stockport. *Barry Longson*

Class 153 384 heads through Dawlish on September 14th working 2Q26 11:35 Haverford West - Bristol via the south west. *Phil Martin*





Network Rail

Class 37 422 and 37 419 working the 1Q55 Derby - Derby head through Wellington on October 2nd. *Carl Grocott*



‘The Flying Banana’ heading towards Swindon is seen passing through Kemble on October 20th. *Ken Mumford*



Network Rail

Power cars Nos. 43303 and 43301 speed through Winwick on October 7th on a Slateford to Crewe working. *John Sloane*

Class 69 003 and 69 012 head away from Kensington Olympia with a RHTT working as they head back to Tonbridge on October 20th. *John Sloane*

Class 69 003 'The Railway Observer' and 69 012 top and tail an RHTT working from Tonbridge through Kensington Olympia on October 20th. *John Sloane*







Rail Operations Group

Class 93 007 and 93 002 are running on diesel power as they pass Winwick on October 7th during a trial working from Crewe to Preston. *John Sloane*



Seen at Derby R.T.C. from a passing train on September 25th , Class 37 512 was awaiting its next duty. *Bryan Roberts*



Seen at Derby R.T.C. from a passing train on September 25th , Class 37 501 was awaiting its next duty. *Bryan Roberts*



Rail Operations Group

Running as 8Q39, and restricted to 30 mph, Class 37 501 opens up and plays to the assembled gallery at Winwick whilst hauling 350 103 from Crewe to Ardwick depot on November 1st. The reason for the slow running was a very audible wheel flat on the EMU! *Jeff Nicholls*



Class 37 800 'Cassiopeia' passes Northampton with Elizabeth Line unit 345 073 on delivery as 5V73, the 09:40 Derby Litchurch Lane to Old Oak Depot on October 6th. *Derek Elston*

On one of the regular Crewe - Preston and return jaunts for a pair of 93s as Class 93 007 and 93 002 hurry north through Golborne on October 7th. *Jeff Nicholls*





Rail Operations Group

Large logo grey Class 37 512 ‘Thornaby Demon’ heads a Transport for Wales Class 756 from Cardiff Canton to Holyhead for wheel turning, seen passing Nantwich on October 17th. *Chris Morrison*

Running as 8Q39 and limited to 30mph, Class 37 501 passes Moore November 1st as it takes LNWR unit 350 103 from Crewe to Ardwick depot for wheel turning. *Mark Enderby*

Running as 8Q39 and limited to 30mph, Class 37 501 passes a dull Patricroft on November 1st as it takes LNWR unit 350 103 from Crewe to Ardwick depot for wheel turning. *Lee Stanford*







Rail Operations Group

Intercity liveried Class 37 510 heads a Class 730 EMU on the 10:25 Soho LMD - Tyseley TMD on October 28th, seen approaching Small Heath. *Chris Morrison*

Rail Operations Group

Class 37 800 ‘Cassiopeia’ passes Small Heath hauling West Midlands’ EMU Class 730 033 back to Soho depot after tyre turning at Tyseley on October 10th.
Chris Morrison

TransPennine Express

Class 185 145 calls at Newton-le-Willows with 1J53 the 20:54 Liverpool Lime Street to Stalybridge service on October 31st.
Paul Senior



Class 397 005 passes Standish with a Liverpool to Glasgow working on October 2nd.
John Sloane



Class 397 011 races through Leyland with a Glasgow to Manchester Airport working on October 13th. *John Sloane*



Transport for Wales

Class 67 013 working the 1V46 Manchester Piccadilly - Cardiff service stands at Shrewsbury on October 24th. *Richard Hargreaves*

Class 67 015 is seen at Shrewsbury on October 31st with a Manchester Piccadilly - Cardiff service. *Paul Godding*

Class 158 829 and 158 833 working the 1I04 Aberystwyth to Birmingham International service approaches Wolverhampton on October 8th. *Richard Hargreaves*







Transport for Wales

Class 158 837 and 158 835 pass Walcott working the 1I10 10:30 Shrewsbury - Birmingham International service. *Phil Martin*



Class 67 020 passes Craven Arms on October 31st with a Cardiff - Manchester Piccadilly service. *Paul Godding*



Class 67 017 prepares to depart Stockport with the 12:30 Manchester Piccadilly to Cardiff Central service on October 8th. *Barry Longson*



Transport for Wales

Class 67 015 departs Manchester Piccadilly on October 4th pushing the 1V18 service to Swansea. *Russell Clarke*

Class 67 010 with coaching stock set HD08 departs Crewe working a Manchester Piccadilly - Cardiff service on October 23rd.
Michael Lynam

Class 150 264 calls at Craven Arms on October 31st. *Paul Godding*







Transport for Wales

Under stormy clouds, Class 197 120 ‘Made in Wales’ passes Alder Lane, Winwick with 1D34 the 14:25 Manchester Airport to Holyhead service on October 17th. *Paul Senior*

Class 67 022 passes light engine through Crewe on October 23rd on a test run from Crewe Electric Depot - Stafford. *Michael Lynam*

Transport for Wales operated Class 67 015 is seen at Heaton Norris Junction on October 4th leading the 10:32 Swansea to Manchester Piccadilly service. *Lee Stanford*







Transport for Wales

Class 67 017 propels the 10:53 Cardiff Central to Manchester Piccadilly service past Heaton Norris Junction on October 17th.
Barry Longson

Class 67 010 is seen at Bayston Hill with 1W55 08:55 Cardiff Central - Manchester Piccadilly service on October 10th. *Keith Davies*

Class 153 369 and 153 935 pass Kemps Eye with 2M08 07:26 Swansea - Shrewsbury service on October 6th. *Keith Davies*







Transport for Wales

Class 67 025 is seen at Hadnall with 1W59 12:55 Cardiff Central - Manchester Piccadilly service on October 13th. *Keith Davies*

Class 67 029 passes Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service on October 19th. *Keith Davies*

Class 67 015 is seen at Bayston Hill with 1W55 08:55 Cardiff Central - Manchester Piccadilly service. *Keith Davies*







Transport for Wales

Class 197 008 and 197 047 working the 1I04 Aberystwyth - Birmingham International service approaches Wolverhampton on October 6th. *Richard Hargreaves*

Class 158 831 working the 1I18 Llandudno Jct. - Birmingham International service is seen at Wellington on October 22nd.
Richard Hargreaves

Class 153 507 passes Kemps Eye with 2V28 11:31 Shrewsbury - Swansea service on October 6th.
Keith Davies







Transport for Wales

On October 8th, Class 67 010 leads the 10:30 Manchester to Cardiff service over Stockport Viaduct. *Barry Longson*



Class 67 010 and DVT No. 82215 pass Hadnall with 1W59 12:55 Cardiff Central - Manchester Piccadilly service on October 22nd.
Keith Davies



Units: DMUs and EMUs

Northern's Class 156 411 is seen at Ribblehead on October 3rd the final stop for the once a week train from Rochdale, via the Clitheroe to Hellifield line. *Bryan Roberts*

West Mid's Class 196 113 working the 1G21 Shrewsbury - Birmingham service is seen at Wellington on October 24th. *Richard Hargreaves*

Southern's Class 377 701 with the 2O37 Watford Jct. - East Croydon service is seen at Watford Jct. on October 20th. *Richard Hargreaves*







Units: DMUs and EMUs

The Class 159/1 units are in the process of going through a refurbishment and repainting programme. Until the programme started earlier this year, the entire sub class was still in the old South West Trains livery. The three units dealt with so far have all emerged in South Western Railway livery, not Great British Railways livery as might have been expected. This is Class 159 107, the third class 159 unit to be refurbished at Bournemouth Depot and it was returned to Salisbury on October 26th. The freshly painted unit emerged in South Western Railway livery and is seen departing Southampton after reversing there with 13:48 Bournemouth Depot - Southampton (reverse) - Salisbury Depot.
John Goodrich



Units: DMUs and EMUs

Northern's BEE liveried Class 323 239 departs Crewe on October 7th with a service to Manchester Piccadilly. *Russell Clarke*

Elizabeth line's Class 345 073 working 5H71 Crewe - Wembley test run passes Stafford on October 12th. *Richard Hargreaves*

Northern's Class 158 844 departs Carlisle with a service to Newcastle on October 3rd. *Bryan Roberts*







Units: DMUs and EMUs

Southern's Class 387 125 passes St. Denys on October 13th with the 13:13 Brighton - Southampton service. *John Goodrich*



London Overground's Class 710 268 with the 2D85 London Euston - Watford Jct. service arrives into its destination on a wet October 20th. *Richard Hargreaves*



West Mid's Class 196 107 passes Upton Magna on October 20th with 10:05 Shrewsbury - Birmingham New Street service. *Phil Martin*



Units: DMUs and EMUs

Still in its original livery, Class 378 255 arrives at Clapham Junction with the 10:49 Dalston Junction terminating service on October13th. *Barry Longson*



West Mid's Class 196 113 passes Walcott working the 2G06 10:06 Shrewsbury - Birmingham New Street service. *Phil Martin*



South Western Railway's Class 450 036 rounds the sharp curve into St. Denys station with the 13:46 Portsmouth & Southsea - Southampton service on the sunny autumn afternoon of October 13th. *John Goodrich*



Units: DMUs and EMUs

A general view of the SWR stabling yard at Clapham Junction on October 13th. Shown L to R are Class 701 024, 444 031, 444 018, 450 109, 701 517 and 701 033. *Barry Longson*



On October 13th, South Western Railway's Class 701 049 arrives at Clapham Junction with the 10:49 Reading to London Waterloo service. *Barry Longson*



London Overground's Class 710 271 working the 2C40 Watford Jct. - London Euston service departs Watford Jct. on October 20th. *Richard Hargreaves*



Units: DMUs and EMUs

South Western Railway's 5 car Class 701 504 is seen moving back into the stabling yard (from whence it came) at Clapham Junction, at a slow steady speed on October 13th.
Barry Longson



Elizabeth line's Class 345 071 working the 9U37 Reading - Abbots Wood service departs Reading on October 29th. *Richard Hargreaves*



SWR's Class 158 883 and 159 005 break the dominance of EMUs at Clapham Junction, as they pass with the 10:00 Exeter to London Waterloo service on October 13th.
Barry Longson



Units: DMUs and EMUs

Standing in the bay at Crewe, West Midlands' Class 730 045 waits to head back south on October 15th. *Russell Clarke*

Northern's Class 331 101 is seen stabled in platform 4 at Crewe on the evening of October 7th. *Barry Longson*

Northern's Class 195 126 with 'Peak District 75' livery is seen at Deansgate on October 21st with a service to Manchester Airport. *Harold Hull*







Units: DMUs and EMUs

Thameslink's Class 700 042 passes Alexandra Palace with 2C25, the 10:22 Cambridge to London King's Cross on October 27th. *Derek Elston*

SWR's Class 701 009 working the 2C44 Reading - London Waterloo service is seen ready to depart Reading on October 29th. *Richard Hargreaves*

Northern's Class 323 203 departs Stockport some 56 minutes late while working the 08:55 Stoke on Trent to Manchester Piccadilly service on October 8th. *Barry Longson*







Units: DMUs and EMUs

London Overground's Class 378 215 passes Willesden Junction Low Level during an empty stock move on October 19th. *John Sloane*

Southern's Class 377 701 heads away from South Kenton towards Watford on October 19th. *John Sloane*

Northern's Class 333 003 sits in the north bay at Doncaster having arrived on a service from Leeds on October 20th. *Michael Lynam*







Units: DMUs and EMUs

Thameslink's Class 700 109 arrives at Farringdon with a Bedford to Brighton service on October 20th. *John Sloane*



West Midlands Railway's Class 730 047 heads away from South Kenton with a service to Tring on October 19th. *John Sloane*



West Midlands Railway's Class 730 005 heads a service from Milton Keynes to London Euston past South Kenton on October 19th. *John Sloane*



Units: DMUs and EMUs

Northern's Class 195 103 approaches Pleasington with a York to Blackpool service on October 29th. *John Sloane*

An Elizabeth Line service to Abbey Wood worked by Class 345 062 makes a call at Hanwell on October 20th. *John Sloane*

Southern's Class 377 701 calls at Kensington Olympia with a Watford to East Croydon service on October 20th. *John Sloane*







Units: DMUs and EMUs

Working it's first day of mileage accumulation runs Elizabeth line's Class 345 073 passes Wolverton as 5H71, the 11:15 Stafford to Wembley InterCity Depot on October 8th. *Derek Elston*

Still carrying the livery of its former TOC, SWR's Class 158 883 departs Clapham Junction on October 13th with sisters 159 005 and 159 018 operating the 10:00 service from Exeter to London Waterloo. *Lee Stanford*

West Midlands Trains Class 172 339 looks spick and span after a refresh at Ilford, passing Northampton as 5Q90, the 10:47 Ilford E.M.U.D. to Tyseley L.M.D. on October 4th. *Derek Elston*







Units: DMUs and EMUs

London Northwestern's Class 730 229 and 730 219 working 1U22, the 08:13 Crewe to London Euston are passed by 805 011 working 1F15, the 09:05 London Euston to Liverpool Lime Street at Banbury Lane on October 15th. *Derek Elston*

A nocturnal view of Bee Line liveried Class 323 239 as it departs from Heaton Chapel on the evening of October 30th operating the 17:30 Crewe to Manchester Piccadilly. *Lee Stanford*

London Northwestern's Class 730 219 arrives into Bletchley with 2K24, the 12:30 Milton Keynes Central to London Euston service on October 8th. *Derek Elston*





Units: DMUs and EMUs

In revised livery, London Overground's Class 378 209 departs Clapham Junction with the 12:00 service to Dalston Junction on a bright October 13th. *Barry Longson*

South Western Railway's Class 701 024 slows for its booked stop at Clapham Junction working the 13:03 London Waterloo to Windsor and Eton on October 13th. *Barry Longson*

LNW's Class 350 372 departs Crewe working a service to Liverpool Lime Street on October 23rd. *Michael Lynam*







Units: DMUs and EMUs

Following the return of Class 159 107 to Salisbury after overhaul, 159 106 was sent to Bournemouth. On October 28th the unit is seen passing Millbrook 11:45 Salisbury - Southampton (reverse) - Bournemouth Depot stock move to become the fourth unit in the Class 159 refurbishment programme.
John Goodrich



London Overground's Class 710 114 is seen arriving into Romford with the Liberty Line shuttle service, 2V41, the 15:55 from Upminster and will form the 16:11 departure.
Derek Elston

Great Northern's Class 717 003 is seen arriving at Alexandra Palace with 2F27, the 11:02 Stevenage to Moorgate service on October 27th. *Derek Elston*





Units: DMUs and EMUs

Despite being refurbished only recently, many of the South West Railway's Class 458 units are now in store. However on October 13th, Class 458 412 and sister 458 402 were still operating and are seen departing Clapham Junction with a Reading to London Waterloo service. *Lee Stanford*

Northern's Class 158 845 approaches Long Preston on October 8th working a Morecambe - Leeds service. *Michael Lynam*

LNWR operated Class 350 122 arrives at Stafford on October 30th with the 12:12 Liverpool Lime Street to Birmingham New St. service. *Lee Stanford*







ScotRail

Power car No. 43145 leads the 1T92 17:25 from Inverness into Glasgow Queen Street on October 14th. *Paul Senior*

With the clock tower at Wemyss Bay station showing 12:20, Class 380 014 waits to depart with the 12:27 back to Glasgow Central on a stormy October 13th. *Paul Senior*

ScotRail

Class 320 305 awaits departure time at Glasgow Central on October 7th. *Barry Longson*

Class 170 410 calls at Stirling, working 1T28 11:15 Dundee - Glasgow Queen Street on October 8th. *John Balaam*

Class 320 403 speeds through Crewe on October 23rd working from Wolverton Works - Yoker C.S. following overhaul. *Michael Lynam*







ScotRail

Scotrail's Class 334 037 heads for home at Golborne on October 7th, working from Wolverton to Yoker. The orange pipe in the foreground is a gas main. *Jeff Nicholls*

ScotRail

On October 24th, power car No. 43143 is seen with the 09:41 service to Aberdeen. *Kevin McCormick*

Lined up at Aberdeen on October 24th, are far left is the 07:41 from Glasgow (which was 43125 was paired with 43036), then 43037 which had arrived on the 08:30 from Edinburgh, and the far right is the set that will head to Inverness with power car No. 43168. *Kevin McCormick*

Lined up at Aberdeen on October 24th, on the far left is the 09:41 from Glasgow, then the 07:41 from Glasgow (which was 43125 was paired with 43036), then 43037 which had arrived on the 08:30 from Edinburgh, and the far right is the set that will head to Inverness with power car No. 43168. *Kevin McCormick*







ScotRail

At Aberdeen on October 24th, power car No. 43132 is on the rear of the 09:41 from Glasgow and 43036 had arrived on an earlier 07:41 from Glasgow service, later forming a lunchtime 13:11 service to Edinburgh. *Kevin McCormick*

ScotRail

Class 380 105 working 2J02 Glasgow Central to East Kilbride is seen here passing the old Hairmyres station platform, the station was relocated about 500 yards west when the new overhead lines were installed and this section of the line was double tracked. *Greig Gibson*



Class 334 037 stops for a driver change at Preston whilst working 5Q06 Wolverton to Yoker C.S. on October 7th. *Russell Clarke*



Seen passing Crewe with 5H70 Cockerhill to Wolverton is Scotrail's Class 156 505 on October 15th. *Russell Clarke*



Island Line

On October 1st, Class 484 004 is seen traveling along the pier to the terminus. *Michael Lynam*

Class 484 004 departs Ryde Esplanade for Ryde Pier Terminus on October 1st. *Michael Lynam*

Class 484 004 departs Ryde Esplanade with a service to Shanklin. *Michael Lynam*







Island Line

Class 484 005 arrives at St. Johns Road station en route to Shanklin on October 3rd. *Michael Lynam*

Class 484 005 is seen at the end of the line at Shanklin on October 3rd. *Michael Lynam*

Class 484 001 and 484 004 are seen stabled at St. Johns Road depot on October 3rd. *Michael Lynam*







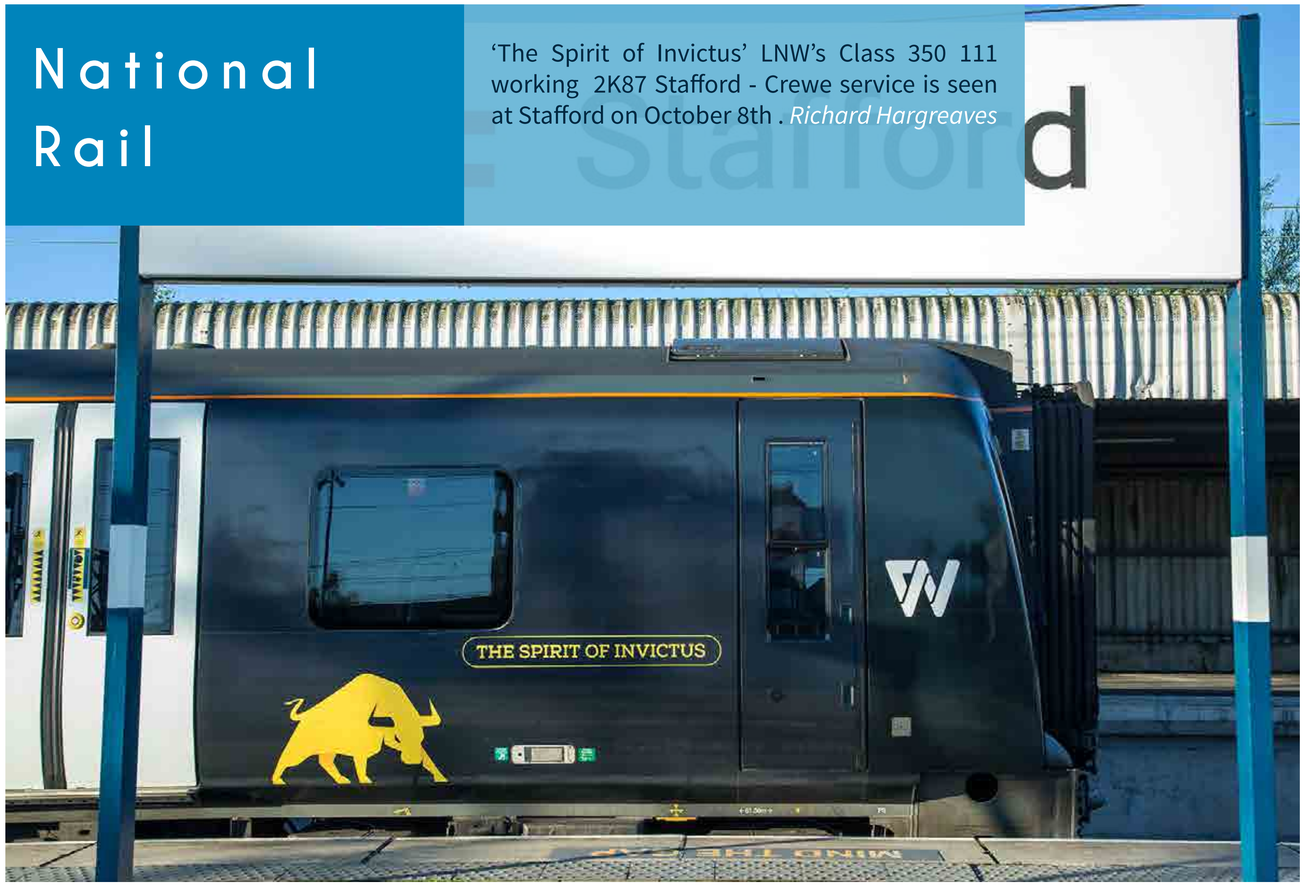
TfL / London Underground

A Bakerloo line train for Elephant and Castle worked by unit No. 3243 arrives at South Kenton on October 19th. *John Sloane*

TfL / London Underground

A Bakerloo line service to Elephant and Castle approaches Willesden on October 19th.
John Sloane

National Rail



'The Spirit of Invictus' LNW's Class 350 111 working 2K87 Stafford - Crewe service is seen at Stafford on October 8th . *Richard Hargreaves*

Greater Anglia completes £6m project at East London depot

Greater Anglia has made improvements to one of its depots to support the new generation of Greater Anglia trains. Orient Way depot is located near Stratford and plays a vital role in servicing Greater Anglia's fleet, with its twelve sidings allowing for the parking and cleaning of trains around the clock.

Works included the installation of 70 new Controlled Emission Toilet (CET) emptying units, provision of over three linear kilometres of new raised walkways and access routes, upgrades to the depot's mechanical and electrical infrastructure, and the installation of a new 16-tonne silo to store the sand used to help trains grip the tracks. CET systems are essential for modern train maintenance, where vacuum-powered hoses are used to safely remove waste from toilet tanks before flushing them through with water.
Waste is transferred directly into the depot's water treatment system and disposed of, with separate hoses used to refill the trains' clean water tanks for toilet cisterns and wash basin taps.

The improvements are part of the train operator's wider £1.4 billion investment programme to modernise its rail services to support Class 720 and Class 745s trains.

Andrew Goodrum, Infrastructure & Major Projects Director at Greater Anglia, said: "This major investment will help ensure Orient Way can support our fleet for many years to come and help us deliver a consistently high standard of service for our customers. Completing this extensive upgrade while keeping the depot fully operational was a significant achievement, and a testament to how our teams can deliver infrastructure improvements without impacting passenger experience."

Greater Anglia is part of GBR Anglia, which brings c2c, Greater Anglia and Network Rail Anglia closer together under one unified leadership team as part of the wider journey towards Great British Railways, which has a key focus on delivering a consistently better experience for passengers.

Fares Advice with RailUK

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

Ridiculous LNER reservations again

Q: Once again LNER reservations aren't working (1240 Kings Cross to Harrogate), but people are being told they'll have to move if the person with the reservation turns up. LNER are running approximately 50% of their usual service between London and Leeds.

Apparently it's full and standing in Standard but no-one knows which seats will be claimed throughout the journey. On the other hand, the First Class hosts are being marvellously efficient. Here it's just very busy, but a large proportion of people are from other trains so don't know if their seat will be theirs for the whole journey. Seat reservations appeared when we arrived at Stevenage.

A: I'd like to know when LNER changed their policy in this area. Years ago, LNER (and their predecessors) had the same policy as TPE, in that if reservations are not displayed, then there are no reservations and it's just like any other non-reservable train. Where two trains are combined into one, this is the only fair way.
Sadly, LNER now have a policy of invisible reservations and forcing passengers to play "musical chairs" at each stop. Perhaps someone could create an FOI request?
I wonder if David Horne is aware of this, and the numerous other issues that can occur with LNER these days, and if he approved this policy...

TfW not letting you enter station with advance

Q: More absolute nonsense from TfW gate line staff (I assume). At Newport station I had an advance ticket to London, got there a bit early. Ticket wouldn't scan on the new barriers, asked the guy to let me through and he said he can't because advance tickets are only valid for entering the station once the previous train had departed.

I said I've never heard of this rule before. Given it was extremely cold this morning I wasn't best pleased.

Asked him to explain where this rule came from, got told it's "in the contract".

He then brought his duty manager over which to my surprise agreed with him and said it was in the national rail conditions of carriage (it's news to me) and couldn't tell me which section and told me to look harder. By this point the train was 30 mins away so the ticket could scan I could enter. Ironically if I was to care avoid I could have easily made the train before. I've put a complaint in with TfW but I assume there is no rule for this and in reality the barriers are set to reject tickets 30mins before departure and they've inferred that is an actual rule?

This is the second time I've had TfW refuse a valid ticket cos barriers said no (different reason last time).

A: NRCoT 5. Conditions of use
5.1 You must be at the departure station shown on your ticket in good time to catch the train. Maybe next time you can say you are complying with condition 5.1

Most TOCs do seem to have it set not to let people in until a period beforehand, though I forget what it is, maybe 20 minutes? This is silly at places like Birmingham International where there is loads of seating inside but none outside, I've seen them turn a tourist away before which I thought rather unnecessary. I can kind of see both sides. If they let you through early then it's easy for you to get onto an earlier train - whether accidentally for those who don't understand Advance ticket restrictions or intentionally from those chancing it - and then complain that the barriers let you through too soon. However where there are no waiting facilities outside the barriers and especially if it's a particularly cold or hot day where it would be more comfortable to be in a waiting room, I do think it's rather mean not to let you through. The problem is there isn't any strict entitlement to be let through a particular amount of time before departure, so it's not clear they were in breach of contract by refusing to let you through until 30 mins before. Equally the justification that it's "in the contract" is farcical since the contract (NRCoT 5.1) requires the opposite if anything. Clearly one made up by someone who has never read the NRCoT and I think that bit does warrant a complaint, if nothing else so that there's an outside chance the manager and station staff are "disabused of their notions".

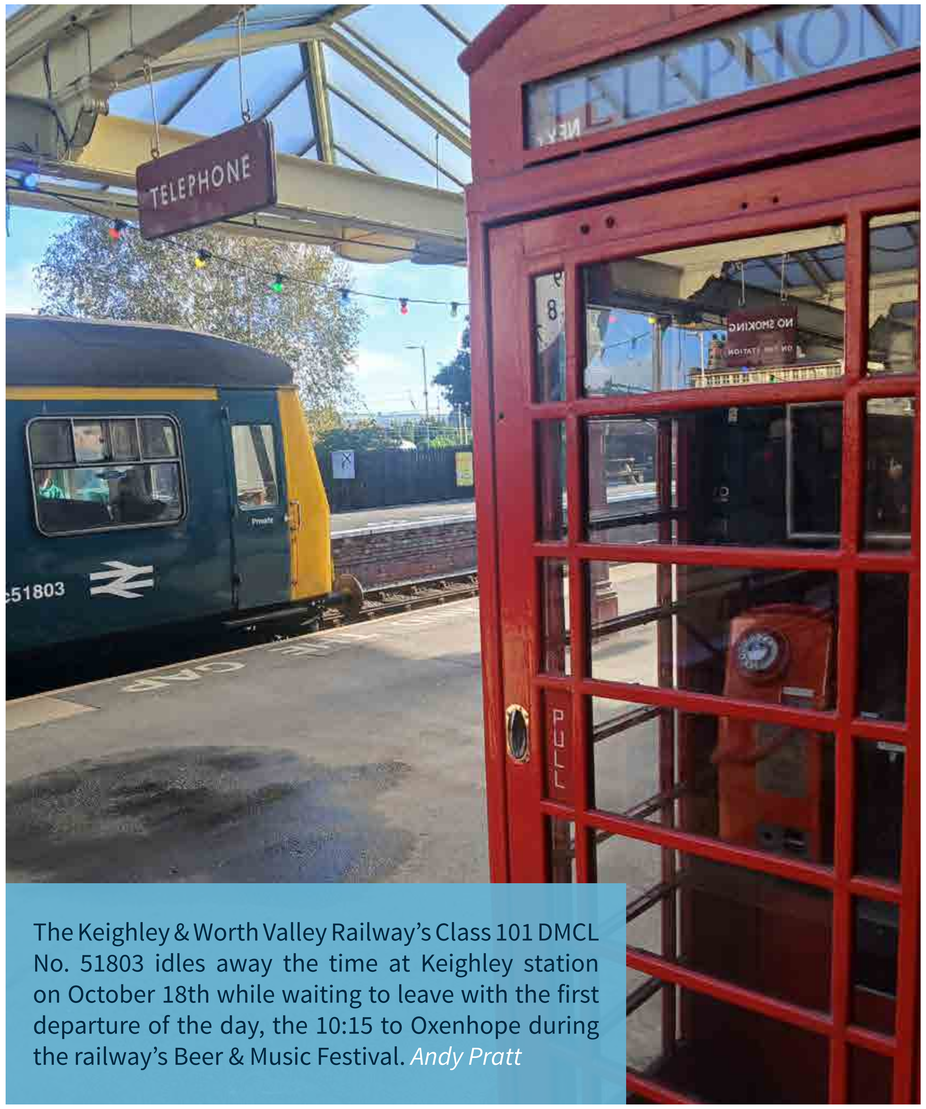
Ticket Advice for All

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

National Rail

Class 08 822 eases into Bletchley station an hour early working as 8T05, the 12:27 Bletchley C.S. to Bletchley T.M.D. on October 8th. *Derek Elston*





The Keighley & Worth Valley Railway's Class 101 DMCL No. 51803 idles away the time at Keighley station on October 18th while waiting to leave with the first departure of the day, the 10:15 to Oxenhope during the railway's Beer & Music Festival. *Andy Pratt*

Greater Anglia and c2c encourage people to 'Drop the Robot and Catch Some Fun Times'

Train operators Greater Anglia and c2c are joining forces to encourage people to break out of their everyday routines and take a day out by train, with a new campaign inviting customers to 'Drop the Robot and Catch Some Fun Times'.

For the first time, Greater Anglia and c2c - as part of GBR Anglia - are collaborating on joint marketing activity targeted at the Southend region, where both operators serve customers travelling into London.

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 campaign aims to inspire people across East Anglia and the Southend area to change their routine and make the most of their free time by taking a day out by train, whether that means enjoying a family trip to London, catching up with friends, visiting an attraction or simply making more of the weekend.

Built around the insight that everyday life can sometimes feel repetitive and robotic, the campaign encourages people to switch off autopilot, try something different and make time for experiences that matter.

Rather than focusing on competition between operators, the campaign has a shared objective: encouraging more people to choose rail for their leisure journeys.

Both Greater Anglia's iconic red hare and c2c's popular character Pip feature in the creative.

The collaboration is a practical example of how the two train operators are working together to deliver benefits for customers and support a more integrated railway.

The integrated campaign will feature across a range of media, including television, cinema and radio, alongside social media, digital advertising and outdoor posters.

Rob Mullen, Chief Customer and Commercial Officer, GBR Anglia, said: "By working together on the campaign, Greater Anglia and c2c aim to reach more people with a simple message: life is for living, and the train can help make those memorable days out happen.

"We have so many great places on our network and we would encourage people to get out there and visit one of the many great destinations we serve."

Both Greater Anglia and c2c have a range of great value fares, and customers should book direct to avoid booking fees.

National Rail



Swietelsky track machine Nos. DR73113 and DR77903 working the 6U19 Fenny Compton - Fenny Compton heads through Leamington Spa on October 13th.
Richard Hargreaves



Network Rail stone blower No. DR80206 passes Northampton working 6U26, the 08:45 Trent Sidings to Woking Up Yard Sidings on October 6th. *Derek Elston*

All change, please! Colourful new look for thousands of railway staff in South East – with old uniforms given second life

Thousands of railway staff across London and the South East are sporting a colourful new look – with their old uniforms going to help jobseekers, schoolchildren and homeless people. More than 5,000 employees across Southern, Thameslink, Gatwick Express and Great Northern have been issued with practical new uniforms designed to keep them smart, comfortable and easy to recognise by customers on stations and trains.

Central to the design is a new Four Brand Stripe, unifying staff across the four train companies and creating a brighter, more consistent look, while ensuring they remain instantly recognisable to customers. Branded neckwear, ties and gilet jackets complement versatile new base layers.

But while staff are stepping out in their new look, GTR's old uniforms are starting a new chapter. Instead of being thrown away, 100 per cent of the retired clothing has been recycled or reused in partnership with a range of charities and community organisations.

From helping disadvantaged men dress for job interviews, providing school uniform for families in Luton, and supporting homeless people in London the uniforms are being used to make a difference.

Lisa Stanford, GTR's Uniform Contracts Manager, said: "I'm delighted to see our new uniform rolled out across Southern, Thameslink, Gatwick Express and Great Northern. As well as giving colleagues a modern and consistent look, it gave us an opportunity to think carefully about what happened to the clothing it replaced. It's fantastic to know that while our staff are enjoying their new uniforms, the old ones are beginning a new chapter helping communities across our network. "By working with charities and community organisations, we've ensured every item can be recycled, reused or repurposed, helping people and reducing waste at the same time."

Uniform unsuitable for reuse will be shredded and recycled, while unworn items have been given a second life through GTR's charity partners:
Suited & Booted , London
Level Trust, Luton
Single Homeless Project, London

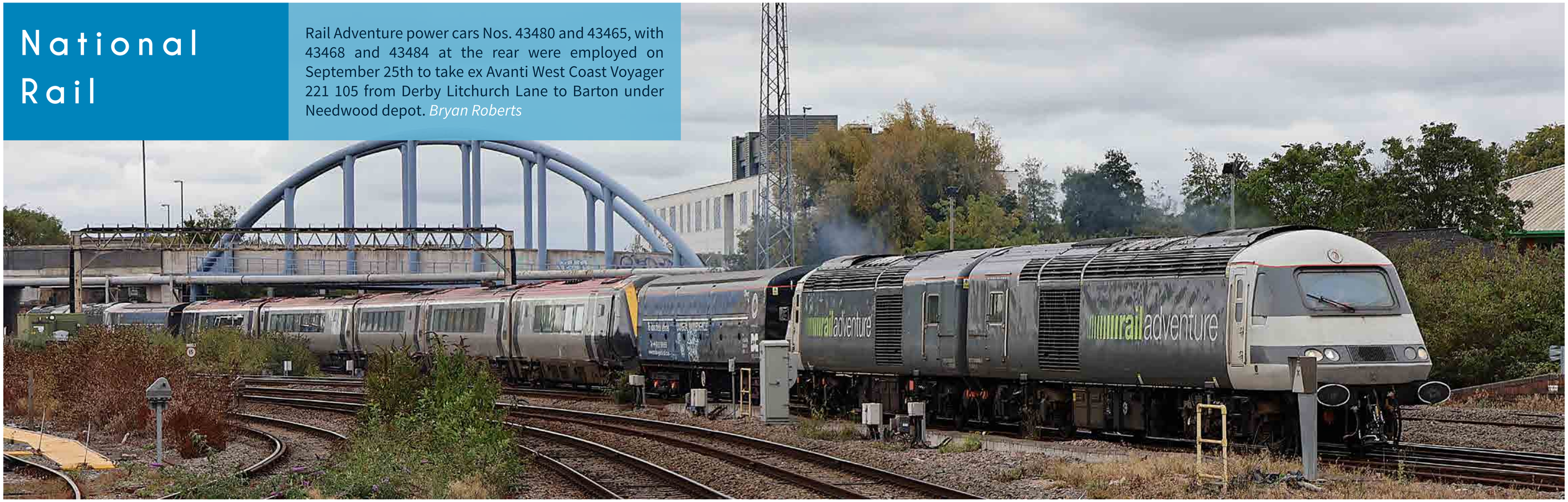
At Suited & Booted in London, unworn shirts, trousers, waistcoats and belts are helping disadvantaged men prepare for interviews and employment – with some items already worn by men who have successfully secured jobs. The charity works with HMP Hollesley Bay in Suffolk, youth employment charity SPEAR, job centres and the probation service among other organisations supporting people into stable employment.

Suited & Booted Chief Executive Maria Lenn said: "Demand for our support is huge at the moment and we're so grateful for GTR's generosity in helping our clients find work. The men we support come from all sorts of backgrounds, but they have one thing in common: they want to find work and change their lives. Clothing donations allow us to do that which is wonderful. A smart, well-fitting outfit leaves a lasting impression and the practical clothes donated by GTR will go a long way for the men we work with."

In Luton, donated trousers and skirts have been made available to families through the Level Trust's school uniform exchange at Luton Point Shopping Centre.

Jennie White, Chief Executive Officer at the Level Trust, said: "We're so grateful to GTR for this generous donation. At a time when the cost of living is putting real pressure on family budgets, school uniform is one of those essential expenses that can tip a household into having to decide between purchasing uniform or paying for food or heating. Donations like this make a genuine difference, helping hundreds of children across Luton start the school year feeling confident, comfortable and ready to learn. It's also wonderful to see these uniforms given a second life rather than going to waste, and we're proud to be working with a local partner that shares our commitment to supporting some of the most disadvantaged families in our community."

Meanwhile, winter jackets are supporting people experiencing homelessness through charity Single Homeless Project, which was funded as part of GTR's Your Station, Your Community Fund.



Rail Adventure power cars Nos. 43480 and 43465, with 43468 and 43484 at the rear were employed on September 25th to take ex Avanti West Coast Voyager 221 105 from Derby Litchurch Lane to Barton under Needwood depot. *Bryan Roberts*

Greater Anglia marks first year of public ownership

Greater Anglia (GA) is marking the first anniversary of its transfer into public ownership by highlighting its ongoing progress as one of the best performing train operators in the UK. Over the 12 months since the operator became part of the DFTO group of companies, on October 12th 2025, the GA team has been fully focused on delivering an even better service for its customers and communities and using its journey towards Great British Railways (GBR) to enable further enhancements.

GA continues to have the best annual "on time" performance of any train operator in the UK and is also taking advantage of its transition to being part of GBR Anglia – a unified railway combining Greater Anglia, c2c and Network Rail Anglia – to collaborate even more closely with its partners to achieve even more consistent punctuality and reliability. That includes working to address the increasing challenges presented by extreme weather, which have caused some disruption on parts of its network during the unprecedented hot, dry summer of 2026 and necessitated additional speed restrictions in some places. Work is ongoing to complete the work necessary to remove those restrictions and maintain and improve the very high standards and service consistency for which the operator is recognised.

Meanwhile GA has delivered a number of significant service improvements over the last 12 months including:

Opening of two new stations, in partnership with Network Rail colleagues, at Beaulieu Park, on the Great Eastern Main Line north of Chelmsford, and Cambridge South, adjacent to the bio-medical campus at the southern end of this thriving city, both of which are already proving extremely popular

Extension of contactless ticketing availability out to Stansted Airport, Witham and Southend Victoria in March 2026, with over 1.5 million additional contactless journeys made since then

Timetable improvements on local lines in Suffolk, Norfolk and Cambridgeshire in May 2026, to provide more frequent and convenient services

Enhanced integrated transport links with new bus information screens now at 5 stations (Cambridge, Chelmsford, Great Yarmouth, Ipswich and Norwich) and increased promotion of bus, cycle and walking options for getting to and from stations

Achieving a record annual rail market share for travel to Stansted Airport of over 35%

Continuing its excellent Customer and Community Improvement Fund initiatives, supporting its Community Rail Partnerships and helping its highly successful station adoption scheme continue to flourish, with more adopters and more wildlife friendly stations.

In addition, as GA comes together with c2c and Network Rail, as part of GBR Anglia, closer coordination has delivered a number of benefits including a trial of overnight Stansted Express services to/from Stansted Airport on Friday nights from July to September 2026; working to prevent disruption by fitting special rail infrastructure monitoring equipment to six GA trains (thereby preventing 15 separate disruptive incidents), making more targeted use of engineering works to improve reliability and service resilience; collaborating even more effectively on special events for occasions such as Southend Utd playing at Wembley, and developing joint marketing campaigns.

Looking ahead, GA is planning more joint initiatives with c2c and Network Rail colleagues, including greater coordination of essential engineering work, so it causes less disruption to passengers, and more work with wider stakeholders to secure investment in rail projects to support both economic growth and social inclusion, across East Anglia, in the years ahead.

Rail Minister Lord Hendy said: "Greater Anglia is showing the benefits of public ownership in action, with strong punctuality, new stations, expanded availability of contactless ticketing, work with partners on improvements to freight services and closer collaboration across the wider railway through GBR Anglia. This progress shows exactly what Great British Railways can achieve nationwide, bringing track and train together to deliver a simpler, more reliable railway that supports jobs, growth and new homes."

Jamie Burles, Managing Director of GBR Anglia, said: "Greater Anglia has used its first year in public ownership to keep on improving and innovating, and to make rail travel even more attractive and convenient, right across our region. With ongoing high levels of punctuality, new stations, additional services, more convenient ticketing and other improvements, we're always focused on making our railway even better for those who travel with us and depend upon us. I'd like to thank colleagues right across Greater Anglia, and the wider GBR Anglia family, for everything they do to provide the best possible service, round the clock, every day. But we know there's much more to do - and we're passionate about doing better still, for customers and communities across our network, as we continue our journey to GBR."

National Rail

A Network Rail Linsinger Rail Milling train approaches Willesden Junction High Level on October 19th during a movement from Working to Romford. *John Sloane*

ScotRail's Class 334 037 runs through Winwick on a delivery working from Wolverton to Yoker on October 7th. *John Sloane*





National Rail



Locomotive Services' Class 08 No. D3948 is seen between duties at Crewe on October 23rd. *Michael Lynam*



Heavy Haul Rail operates first direct freight train to Sizewell C



Heavy Haul Rail has operated the first commercial freight train delivering construction materials directly into the Sizewell C nuclear power station site, marking a significant milestone for both the project and the rail freight industry.

Delivering on behalf of our customer, Tarmac, the inaugural train delivered more than 1,000 tonnes of aggregate to the Suffolk construction site via the new Green Rail Route, which connects directly to the upgraded Sizewell branch line.

The train forms part of a new overnight rail operation from Tarmac's quarries in Derbyshire helping to maintain a reliable supply of materials for one of the UK's most important infrastructure projects.

Rail will play a key role in Sizewell C's logistics strategy, with the project targeting 60% of materials to be transported by rail or sea. Each train removes the equivalent of around 50 HGV journeys from local roads, helping to reduce congestion and lower carbon emissions.

Dave Penney, CEO at Heavy Haul Rail, said: "These first commercial freight train deliveries directly into the Sizewell C site are a landmark achievement for everyone involved in the project. This milestone demonstrates the success of years of planning, investment and collaboration to create a dedicated rail connection capable of supporting major construction activity, while reducing the impact on local roads and communities.

"We are proud to have been part of these first deliveries, transporting more than 1,000 tonnes of aggregate for Tarmac and helping establish rail as a key component of Sizewell C's long-term logistics strategy."

Will Pearson, Nuclear Commercial Director at Tarmac, said: "The arrival of the first trains is an important milestone for the Sizewell C project. Delivering the volume of materials required for a construction programme of this scale demands a reliable and flexible supply network, which we've worked closely with our logistics partners and the Sizewell team to establish and operate.

"Alongside our marine and rail operations at Barham and Ipswich, these direct rail deliveries are helping to maintain a consistent flow of high-quality aggregates to site, while reducing the impact on local roads and supporting the project's freight objectives. The UK rail freight system is world-leading and capable of operating at over 97% efficiency, making rail an ideal means of supplying program-critical projects.'"

The nuclear power station is expected to be completed in the mid-2030s, providing clean and reliable energy to some six million homes.

National Rail

Leaf-busting trains to clear more than 90,000 miles of railway this autumn – enough to circle the world three-and-a-half times



As temperatures drop, the evenings draw in and millions of leaves fall across the Great Western route, Network Rail's specialist 'leaf-busting' trains are hard at work tackling one of the railway's biggest seasonal challenges.

Leaves on the line might sound harmless, but they can cause serious problems for the railway. When damp leaves fall onto the tracks and are crushed by passing trains, they form a thin, slippery layer on the rails, much like black ice on a road. This reduces the grip between a train's wheels and the rail, meaning drivers need to brake earlier when approaching stations and signals and accelerate more gently to avoid wheel spin. These precautions keep trains moving safely, but can add time to journeys and lead to delays. A build-up of leaf mulch can also interfere with train detection equipment used by the signalling system.

This is where the four leaf-busting trains on the Great Western route, known as rail head treatment trains (RHTTs), come in. They use high-pressure water jets to blast slippery leaf mulch from the rails before applying a special treatment to improve grip, helping passengers get to where they need to be safely and reliably.

These trains will operate from the start of October through to mid-December, clocking up around 90,100 miles in total – enough to circle the world just over three and a half times.

This year, additional routes have been incorporated into the treatment plan for the first time, including the Okehampton and Barnstaple branch lines in Devon, which will be treated twice a week. Previously, difficult-to-reach locations were treated manually by mobile operations managers who applied sand to the rails by hand.

Heavy rain, strong winds and cooler temperatures can also affect the railway, so Network Rail and train operators spend months preparing to minimise disruption and keep passengers moving safely and reliably throughout autumn.

In addition to the rail head treatment trains, Great Western route has been preparing for the challenges of autumn in other ways, including:

Specialist weather forecasting, supported by meteorologists at MetDesk. This provides an early indication of potential weather-related risks, which in turn enables better preparation and management of any impacts to the railway.

Alongside weather forecasts, Great Western route's Control teams receive leaf-fall forecasts twice a day during the autumn, showing rail-adhesion conditions, the percentage of leaves remaining on trees, and the percentage of leaves on the ground. This provides a clearer picture of how leaf fall is progressing and where the risk of contamination is greatest, allowing resources to be targeted where they're needed most.

Preventative measures, including vegetation management along the Barnstaple and Okehampton lines to manage leaf-fall contamination and reduce the risk of trees and branches falling onto the railway during storms.

Drainage improvements at locations that have previously been vulnerable to flooding, including at Roche on the Newquay line and through Wivelscombe Tunnel between Saltash and St Germans. Drainage systems were cleared this summer in the Bristol area, and the wider resilience programme at Chipping Sodbury in Gloucestershire includes a number of measures to help reduce the risk of major flooding and disruption.

Building on the successful trial of new monitoring technology designed to improve understanding of flood risks. At one location in Devon, sensors have been used to measure water movement at both the river surface and riverbed, helping engineers assess the risk of scour, where fast-flowing water can erode material around bridge foundations. The data supports computer modelling that can indicate whether a bridge may have been affected following severe weather. This can reduce the need for some manual inspections by divers and help lines reopen sooner. Previously, divers could only inspect structures once river levels and water velocity had reduced to safe levels, potentially extending the length of time the railway remained closed.

Jo Grew, Route Strategy Director for Network Rail's Great Western route and GWR, said: "Autumn brings a range of challenges for the railway, and we prepare year-round to reduce their impact and keep passengers moving safely.

"Our rail head treatment trains will be out in force until mid-December, clocking up more than 90,000 miles as they work to keep the rails free from leaf-fall contamination.

"This year we've expanded the coverage of the RHTTs and introduced a new timetable to help us direct resources to the areas that need them most. We're also trialling a new treatment product in Gloucester, which leaves a water-resistant layer on the rail and could reduce how frequently treatments need to be applied.

"It's all part of the huge amount of work that goes on behind the scenes to reduce the impact of autumn weather and keep passengers moving safely and reliably."

National Rail

Seen running on the slow line at Heaton Norris, Class 185 147 and 185 103 were working the 10:25 Cleethorpes to Liverpool Lime Street service on October 17th. *Barry Longson*



In heavy rainfall on October 20th, Class 60 046 approaches Hanwell hauling a Quainton Road to Tytherington service. *John Sloane*



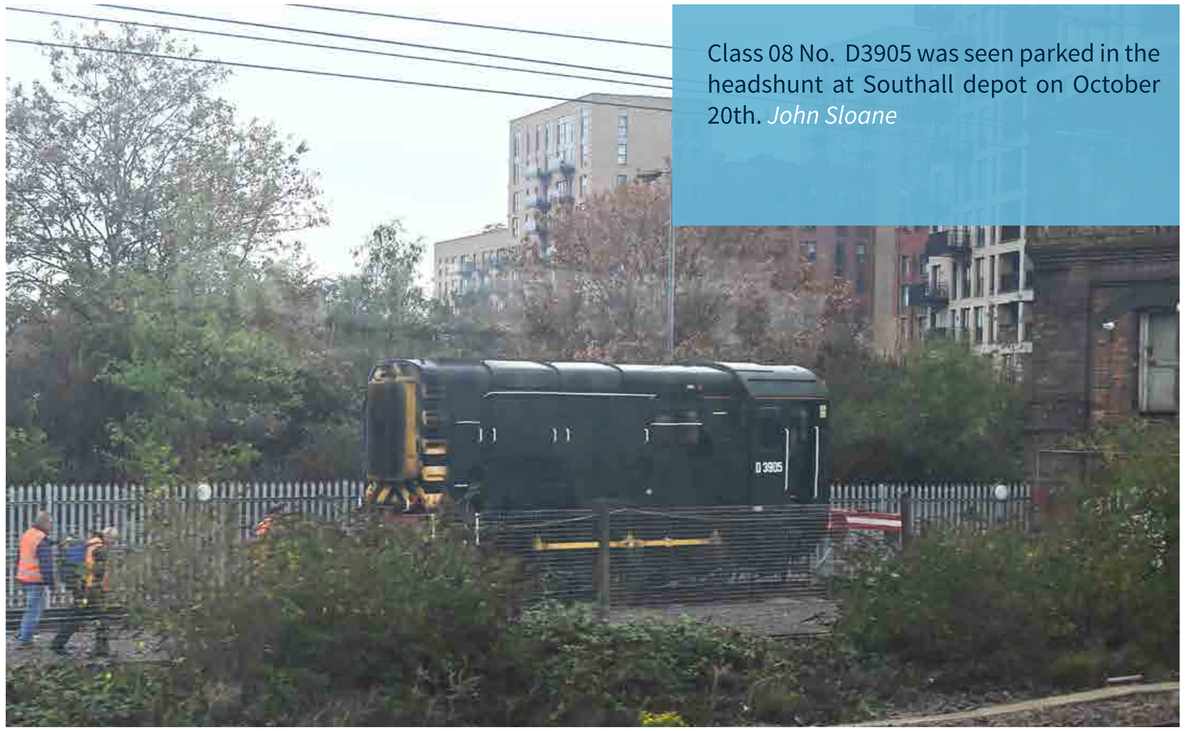
A pair of Network Rail Linsinger Rail milling machines cross the viaduct over the WCML as they approach Willesden Junction High Level during a move from Woking to Romford on October 19th. *John Sloane*



National Rail



On October 19th, the pilot loco at Stonebridge Park depot was Class 08 721. *John Sloane*



Class 08 No. D3905 was seen parked in the headshunt at Southall depot on October 20th. *John Sloane*

Loram PN: In-cab signalling fitted to second NR On Track Machine

Loram has begun fitment of ETCS digital in-cab signalling equipment to a second of its Rail Grinders that provide precision rail-profile-treatment capabilities to Network Rail's regions. The C44 Rail Grinder, vehicle C44-02, is being fitted with an Hitachi Rail ETCS system at Loram's engineering facility in Derby. It is Loram's first ETCS fitment to be funded through the East Coast Digital Programme (ECDP). ETCS fitment to the C44 Rail Grinder follows the successful introduction of Hitachi Rail ETCS equipment on Loram's new RGC rail grinding unit earlier this year.

The initial installation and commissioning of ETCS on the RGC machine and its subsequent roll out to the C44 machine is a result of close collaboration between Hitachi Rail, Network Rail and Colas who operate the C44 grinder. Fitment to the C44 began in June this year by Loram's Derby based engineering and installation teams, closely supported by industry partners.

Lee Tinney, Managing Director of Loram EMEA said: "Following successful introduction of ETCS to our RGC Rail Grinder I am delighted that we are now expanding our ETCS fitment programme to the C44 grinder fleet, three of which are deployed by NR to support track maintenance and management teams across the network. I'd like to thank Loram's engineering and installation teams, as well as our partners at Hitachi Rail, Network Rail, the East Coast Digital Programme and Colas for their support with this fitment programme, which is helping us to showcase how ETCS can be fitted to On Track Machines both cost effectively and at pace."

Chris Hobden, Programme Director (ECDP), Network Rail said: "We're pleased to see continued progress from Loram, and partner collaboration, to deliver digital in-cab signalling to another on track machine. This pioneering work with grinders will provide valuable learnings for the OTM sector as a whole. Progressing OTM fitment is an important part of our overall strategy to get to signals away on the East Coast Main Line, the end goal being a more reliable, more capable and even safer railway for customers."

Paul Maynard, VP Mainline Signalling, Hitachi Rail SRS UK said: "The installation of ETCS on a second Loram rail grinder highlights the momentum behind digital railway transformation in the UK. As the East Coast Digital Programme continues to progress, it is essential that engineering fleets are equipped to operate seamlessly within a digital signalling environment. For Hitachi Rail, this is another important example of how we are applying our digital signalling expertise across a diverse range of rail vehicles, supporting the industry's transition to ETCS. By working collaboratively with our industry partners, we are demonstrating that ETCS can be delivered effectively on specialist on-track machinery, helping to unlock the benefits of increased safety, improved operational flexibility and greater network performance."

The installation programme will shortly see static testing at the RTC in Derby with subsequent dynamic testing taking place at NR's Test Track facility at Melton towards the end of the year. Hand-back of C44-02 to Colas for operational deployment across the network will take place in early 2027. Following evaluation in operational service, a third Loram Rail Grinder (C44-03) will enter the ETCS fitment programme in Derby.

Initially C44-02 will operate in 'ETCS dormant mode' prior to activation of ETCS Level-2 following an agreed approvals and assurance process, as part of NR's planned signals-away programme on the southern part of the East Coast Main Line and other agreed routes. The successful installation of ETCS on C44-02 represents another important milestone in preparing Loram's Rail Grinders for the evolving digital railway and demonstrates the benefits of close collaboration between all organisations involved in delivering this key safety and capacity programme.



Northern's Class 150 270 sets off from its call at Pleasington with a Preston to Colne service on October 29th. *John Sloane*



Northern's Class 150 108 calls at Pleasington with a Colne to Preston working on October 29th. *John Sloane*



First steelwork installed at new Shipley TrainCare Centre

On Friday October 23rd, the Transpennine Route Upgrade (TRU) hosted Anna Dixon, MP for Shipley, Councillor Eleanor Thomson, and Michael Sasse, Rail Policy Manager at WYCA, to view the first steelwork installed which will form the framework of the new multi-million-pound TrainCare Centre in Shipley.

The day provided an opportunity for stakeholders to hear directly from TRU and Northern colleagues about the most recent developments at the site, as well as the long-term economic benefits that will be unlocked for the local community upon its completion.

The purpose-built facility has already received over £160m of funding to transform a former brownfield site into the new permanent home of Northern's electric train fleet in West Yorkshire once works are completed.

Its creation will serve a critical role in delivering a resilient railway across the north of England, as it will enable trains to continue operating on the Airedale and Wharfedale lines while major work takes place in and around the Neville Hill TrainCare Centre during a future phase of planned TRU improvements.

Shipley TrainCare Centre will bring up to 100 skilled jobs to the area, which will remain after the conclusion of the Transpennine Route Upgrade, meaning local communities will benefit from long-term employment opportunities.

Anna Dixon MP said: "It was brilliant to again visit the Shipley TrainCare Centre and see first-hand the fantastic progress that has been made on its construction. Bringing the skilled, high-quality jobs of the future to the Shipley constituency has always been one of my top priorities as MP, and having this facility here will give local people the chance to build long-term careers right on our doorstep.

"And importantly, the benefits aren't just confined within the depot gates. More people in well-paid jobs in the heart of Shipley will mean more spending in our shops, cafés, and businesses, further helping in the revitalisation of the town centre.

"From what I have seen today, I am confident that this development will make a real and lasting contribution to Shipley's growth, and in unlocking the full potential of the wider region."

Adam Sellers, TRU senior sponsor, said: "Great progress is being made our Shipley site, so we were delighted to have our senior stakeholders see this firsthand, and to provide a detailed update on the benefits this site will bring to not just railway resilience in West Yorkshire, but the local economy.

"TRU is committed to supporting local communities and providing local jobs, and this new depot will ensure we leave a positive lasting legacy in the town."

Euan Smith, Director of Fleet at Northern, said: "It is exciting to welcome some of our key stakeholders in the area to the site of Shipley to illustrate the tangible progress being made towards the construction of the facility.

"The Shipley TrainCare Centre will play a key role in allowing Northern to continue to deliver services for customers across the region while upgrades will be carried out at Neville Hill.

"This will enable us to be a resilient operator and meet the demands of our customers and our network, all while futureproofing the railway for further investment and projects."

National Rail

Grand Central fleet approval brings digitally-signalled high speed services closer



The first digitally-signalled high speed services in the country have moved a step closer with Grand Central's Class 180 fleet receiving the regulatory approval known as APiS* for the 'first in class' fitment of ETCS (European Train Control System). This paves the way for the fleet of 10 vehicles, retrofitted by Alstom with digital signalling equipment, to operate with its ETCS enabled.

Grand Central – Arriva Group's open access operator – will see their Angel Trains-owned fleet undergo software updates and then enter into an extended period of 50,000 miles of 'fault free running' in December. Alongside this, the company's train drivers are being trained in using Level National Train Control (L-NTC) mode, for operating ETCS fitted trains over conventionally signalled routes. The fleet is expected to begin using digital in-cab signalling (ETCS Level 2) on the East Coast Main Line (ECML) between Welwyn and Hitchin by spring 2027.

The introduction of digital signalling through the East Coast Digital Programme (ECDP), will deliver more efficient, more reliable and greener services over the long term. The system also makes the railway even safer as it supervises the train's speed and can bring it to a stop if needed.

Chris Brandon, director at Grand Central Rail, said: "Getting to this milestone has taken a lot of hard work by colleagues within GC, our train owner Angel Trains and our technology partner Alstom. I would like to congratulate everyone involved. However, there is much work to do before we are ready to begin ETCS enabled services on the mainline and we will continue to focus on achieving this goal."

Chris Hobden, Network Rail's programme director, ECDP, said:

"It is a pivotal achievement for us to receive approval for a retrofitted fleet, and I am grateful for the hard work across all partners involved in what has been quite a challenging process.

"Securing this approval supports our progressive roll out of digital signalling on the ECML. The Grand Central 180 fleet will point the way for further major passenger fleets, to begin using digital signalling between Welwyn and Hitchin during 2027."

Steve Wilson, project director, Alstom, said "Reaching APiS for the Class 180 – our first passenger fleet retrofit – is a significant milestone and the culmination of years of hard work, determination and technical innovation. It is a real testament to the collaborative approach across Alstom, Grand Central, Angel Trains, NJRP** and ECDP, and I would like to recognise everyone, past and present, who has contributed to getting us to this point. APiS is an important achievement but it is also the start of the next phase of our journey. Our focus now turns to supporting the fleet through fault-free running and towards ETCS Level 2 operation on the East Coast Main Line in 2027."

Matthew Prosser, asset management director at Angel Trains, said: "Retrofitting ETCS is highly complex and we are therefore extremely proud to have supported the achievement of this first in class milestone on our Class 180 fleet. Aside from providing greater operational flexibility, the fitment of ETCS supports skilled jobs within the supply chain and aligns with the Government's Rail and Infrastructure Plan. We look forward to working with our industry partners in rolling ETCS out across our fleets in the future."

The East Coast Digital Programme (ECDP) is a landmark scheme that will introduce digital in-cab signalling on the southern part of the East Coast Main Line. In 2025 it delivered the country's first 'no signals' commuter railway, between Finsbury Park and Moorgate.

Since August 2026, some Great Northern services have begun using digital signalling in the Welwyn to Hitchin area on the East Coast Main Line. More fleets and services are expected to begin using digital signalling during 2027, including the Grand Central Class 180 fleet.

*Authorisation for Placing into Service

**National Joint ROSCO Project

National Rail



Thameslink's Class 700 106 arrives at Farringdon with a Brighton to Cambridge service on October 20th. *John Sloane*

Drone technology takes flight to strengthen East Coast's response to severe weather on the railway

Network Rail is exploring how drones could help teams respond more quickly and safely to flooding, storms and other weather-related incidents on the East Coast Main Line. Drone flight exercises near Doncaster are demonstrating how aerial imagery can give engineers an early view of railway infrastructure and help identify areas in need of closer inspection. The exercises form part of Network Rail East Coast's evaluation of the technology and its potential uses.

Extreme weather can present a serious challenge for the railway. Summer 2026 was the UK's hottest on record. Meanwhile, the winter half-year (October to March) for the most recent decade, 2016–2025, has been 3% wetter than 1991–2020, and 13% wetter than 1961–1990. During extreme weather, some parts of the railway can be difficult or potentially hazardous to reach, which can cause delays and cancellations. Drones can allow teams to gather initial information remotely, helping them understand conditions on the ground and decide where engineers need to inspect more closely. The technology can provide aerial views following storms and high winds, monitor water levels during flooding and inform decisions about whether train services can operate. By helping

teams understand the condition of the railway sooner, drones have the potential to support a faster and safer response to disruption, helping to keep passengers on the move.

Network Rail is already using the technology in other parts of the country, with positive results. Across a wider range of incidents, including flooding, trespass and lineside fires, the East Midlands route reported savings of approximately £100,000 between September 2025 and March 2026.

John Grainger, joint head of performance, Network Rail East Coast & LNER, said: "Severe weather can make parts of the railway difficult to reach at times when we most need accurate information to help our teams make the best decisions for our customers and colleagues. Drones have the potential to give a much quicker view of what is happening, whether that means checking for damage following high winds or monitoring water levels during flooding. Drone tests have shown that they can support and complement our expert engineers and more traditional inspection methods, providing an extra pair of eyes during challenging times. We want to deliver the best service that we can for our customers as they travel by train. Embracing technology like this helps us keep everyone safe and allows us to get trains moving as quickly as possible after disruption."

Wales and Borders first to use railway communication masts for new weather monitoring technology

Network Rail's Wales and Borders route has become the first in the organisation to install local weather stations on existing GSM-R railway communication masts, providing more accurate, real-time information to help teams respond to severe weather. Ten stations have been installed across Wales and Borders, measuring rainfall, wind speed and direction, temperature, humidity and atmospheric pressure directly from locations on the railway.

The technology, developed by Ninehundred Communications Group, follows lessons learned from a series of severe weather events which have caused significant disruption and cost to the railway. Between February 2023 and January 2026, 25 named storms affected the Wales and Borders route. Where complete performance data is available, each storm caused an average of more than 38 hours of delays and £179,000 in train performance costs.

Storm Darragh was the most costly, at £1.3 million. When it hit Wales on 6 and 7 December 2024, winds reached 93mph at Capel Curig, with fallen trees and debris disrupting services across many parts of the country.

The investment comes as the Met Office forecasts an increased chance of wetter and windier than average conditions through late autumn and early winter, due to weather patterns like El Niño.

Better local information

The stations have been installed at Whitland, Llantwit, Cilmeri, St George's and Trewyn in south and mid Wales, and Craven Arms, Gobowen, Glantwymyn, Llanrwst and Buckley across north Wales and the Borders. The locations were selected to fill gaps in existing weather monitoring and provide better information in areas vulnerable to severe weather.

Network Rail already works with weather forecasting specialists MetDesk to monitor conditions and anticipate severe weather. The new stations will enhance this by providing local readings directly from the railway, giving operational teams a clearer picture of the conditions being experienced on the ground. Using existing GSM-R communication masts provides the height required for the observations while avoiding the cost and complexity of constructing separate installations. Data from the stations will also help MetDesk improve its forecasts and Network Rail refine its operational weather thresholds, giving teams greater confidence about when and where severe weather could affect the railway. This could allow a more targeted response - from deploying teams and inspections to informing when measures such as speed restrictions are needed - helping keep the railway safe while reducing unnecessary disruption for passengers.

Daniel Booth, Head of Operational Weather Strategy at Network Rail Wales and Borders, said: "Autumn is always one of the most challenging periods of the year for the railway, and a huge amount of preparation goes into reducing the impact on passengers and freight customers. On the Wales and Borders route, we're always looking at how new technology can help us better understand and respond to the challenges our railway faces. These new weather stations are a great example of that, giving our teams access to more accurate, localised information about conditions on the ground. By learning from events like Storm Darragh and working closely with our weather forecasting partners, we can make better-informed decisions, respond earlier to changing conditions and ultimately help keep the railway running safely and reliably."

Alongside the new weather stations, Network Rail is stepping up its wider autumn preparations across Wales and Borders, with four specialist treatment trains set to treat more than 54,400 miles of track. Teams have also carried out targeted drainage improvements at locations prone to flooding, increased vegetation management to reduce the risk from falling trees and branches and have 10 dedicated Autumn Response Teams ready to respond to changing conditions.

National Rail

Christmas rail investment at Doncaster to deliver more reliable journeys on East Coast Main Line

Passengers are advised to plan ahead while a major programme of railway upgrades is carried out over the festive period, with no services able to call at or pass through Doncaster station on Christmas Eve.

Network Rail engineers will renew 11 switches and crossings units – which allow trains to move between tracks – at Marshgate Junction, one of the busiest and most important pieces of railway infrastructure in the area.

At the same time, teams will renew more than 640 metres of track through Doncaster station. The work will replace assets that have reached the end of their working life, helping to reduce faults and improve the long-term reliability of train services on the East Coast Main Line.

To help minimise disruption, the project will start in the early hours of December 24th – a day when fewer services run – and continue over Christmas Day and Boxing Day, when no passenger trains operate on the East Coast Main Line. Trains are planned to resume through Doncaster on Sunday December 27th.

Passengers should also note that a major upgrade of overhead power lines will mean no services to or from Birmingham New Street from December 24th to 28th.

John Grainger, joint head of performance, LNER & Network Rail East Coast, said: "This important investment at Doncaster will help deliver a more reliable railway for passengers and freight on one of the UK's busiest rail routes. We're sorry for the disruption these essential upgrades will cause. We've planned the work to take place when fewer trains are running to minimise the impact as much as possible, and we encourage anyone travelling over the festive period to check their journey in advance with their train operator or National Rail."

A spokesperson for the train operators said: "We're working closely with Network Rail to help customers travel on Christmas Eve during this essential programme of railway upgrades at Doncaster.

"While there will be changes to services on this date, these improvements will help deliver a more reliable railway. Customers should check before they travel and allow extra time for their journey where rail replacement buses or coaches are in operation."

The Doncaster work will mean the following changes to services on December 24th:

CrossCountry will have no service between Reading and Newcastle via Doncaster, and no trains will call at Wakefield Westgate.

For East Midlands Railway, the 06:33 Peterborough to Doncaster train will terminate at Lincoln at 07:44 and will not call at Saxilby, Gainsborough Lea Road or Doncaster. A connecting rail replacement bus will run between Lincoln and Doncaster, calling at Saxilby and Gainsborough Lea Road. For the remainder of the day, buses will replace trains between Lincoln and Doncaster.

There will be no Grand Central, Hull Trains or East Coast Lumo services.

LNER services will run between London King's Cross and Retford/Lincoln and between York and Scotland. Rail replacement coaches will run between Newark North Gate/Doncaster and York, and between Retford and Leeds calling at Doncaster, Wakefield Westgate and Leeds.

Northern services will not run between Hull and Sheffield; Scunthorpe and Doncaster; Leeds and Doncaster, or Leeds (via Moorthorpe) and Sheffield.

In addition:

Trains between Scarborough and Sheffield will run only between Scarborough and Hull.

Trains between Hull and Doncaster will run only between Hull and Hatfield & Stainforth.

Trains between Adwick and Sheffield will run only between Conisbrough and Sheffield.

Replacement buses will run between Wakefield Westgate and Doncaster; Goole and Meadowhall (calling at Doncaster only); Goole and Conisbrough (calling at Hatfield & Stainforth, Kirk Sandall and Doncaster); and Scunthorpe and Conisbrough (calling at all stations normally served by trains).

TransPennine Express services between Liverpool Lime Street and Cleethorpes will run between Liverpool Lime Street and Sheffield and between Scunthorpe and Cleethorpes. A replacement bus service will run between Sheffield and Scunthorpe.

The Christmas 2026 work at Doncaster is the first half of the overall project, with the remainder of Marshgate Junction's switches and crossings being upgraded over the same dates in December 2027.

Passengers using rail replacement services are reminded to only bring luggage they can carry comfortably, which doesn't exceed the limits of the operator they are travelling with, and be mindful of transfer times between train and bus/coach.

Investment to boost reliability at Goole Swing Bridge



Network Rail is investing £200,000 to renew key equipment at Goole Swing Bridge and keep trains running safely and reliably over the River Ouse. Network Rail teams will replace power cables and renew 16 control units that play a crucial role in ensuring the bridge is correctly positioned for trains to pass safely. The upgrade will improve the reliability of the infrastructure and reduce the risk of equipment failures that could affect journeys.

Grade II*-listed Goole Swing Bridge is one of the largest and oldest surviving railway swing bridges in the UK. It opened more than 150 years ago and continues to carry passenger and freight services while allowing river traffic to pass through the busy waterway.

Much of the bridge's machinery dates back to the Victorian era, making it one of Network Rail's most distinctive and historically significant pieces of infrastructure.

The investment forms part of Network Rail's ongoing programme of maintenance and renewal work to keep the railway running safely and reliably for passengers and freight operators.

The bridge also benefited from a major refurbishment programme in summer 2023, modernising its operating systems and upgrading hydraulic turning and jacking systems, control systems, electricity supply and navigation lights.

Mark Hayles, Network Rail head of route operations, said: "This £200,000 investment at Goole Swing Bridge will replace ageing equipment with modern, more reliable components, helping us maintain a safe and dependable railway for passengers and freight customers.

"By renewing power cables and key control units, we're reducing the risk of faults and helping to keep trains moving reliably through this important location.

"We're sorry to anyone whose journey will be affected while we carry out this work, thank passengers for their patience while these essential upgrades are completed."

National Rail



Caledonian Sleeper liveried Class 73 967 sits under the floodlights outside Polmadie depot on October 10th. *Greig Gibson*



Class 89 001 is seen making its way to Glasgow Central from Crewe on October 7th. Seen here passing Polmadie Depot. *Greig Gibson*

£115m investment takes flight at Manchester Airport station

A major £115 million investment into Manchester Airport station will start this Winter to improve future connectivity at one of the Britain's most important transport hubs.

Network Rail and its contractor Kier will deliver the significant upgrades between now and 2028.

The investment will see:

Platforms 1, 2 and 3 extended to allow more trains to serve them
Upgrades to track layouts on the approach to the station
Signalling systems for trains upgraded and modernised
For future rail passengers, the upgrades will create additional capacity, support the operation of more trains and help deliver more reliable and efficient journeys.

The project is part of the wider Manchester Rail Upgrade, to build a bigger, more reliable and better-connected railway for millions of passengers across the North West. It will also support future passenger growth and improve connections to the airport, helping to strengthen Manchester Airport's role as a gateway for business, tourism and international travel. This investment highlights how public ownership of the railways under Great British Railways (GBR) can deliver for passengers.

Rail Minister Lord Hendy, said: "Manchester Airport is a vital transport hub and this £115 million investment from government will deliver more reliable services, increase capacity, and improve connections for the millions of passengers who use the station every year. This is the sort of improvement Great British Railways will be designed to deliver. By bringing track and train closer together under public ownership, we can take a more joined-up approach to investing in the railway, improving performance, putting passengers at the heart of every decision and growing the economy in the North."

The first major stage of the programme will take place on Sunday December 6th 2026, when Manchester Airport station will be temporarily closed for one day.

During this time, engineers will install a utility bridge across the railway which will house electrical cables.

This will allow a bridge structure used by Manchester Airport Group to be removed at Easter 2027, before a new one is constructed later in the year.

Simon Daly, Network Rail senior sponsor, said: "This £115 million investment represents a major commitment to improving one of the country's most important transport interchanges.

"Manchester Airport station plays a vital role in connecting people across the country so these improvements will create more capacity for passengers, allow longer trains to serve the station and improve the reliability of services for years to come.

"The station closure on 6 December is an important first step in delivering these benefits. We recognise that any disruption is inconvenient and have worked closely with our partners to put plans in place, so passengers are kept on the move."

Network Rail is working closely with Manchester Airport Group, Transport for Greater Manchester and train operators to minimise disruption and keep customers moving throughout the closure.

Chris Nutton, TransPennine Express major projects & TRU director, said: "We'd like to thank our customers in advance for their patience while this major investment is delivered at Manchester Airport station. The £115 million upgrade will bring long-term benefits for everyone who travels through the station, creating more capacity, improving reliability and supporting more frequent services in the future.

"We are working closely with Network Rail and our industry partners to minimise disruption during the work and would encourage customers to check their journey before travelling while these essential upgrades are taking place."

Manchester Airport station will be closed for one day on Sunday 6 December 2026 to allow engineers to safely begin work. The station will reopen as normal on Monday 7 December.

Rail replacement buses will operate between Wilmslow and Manchester Airport, with additional staff on hand to assist customers throughout the day. Metrolink services will not be affected by the work.

National Rail

On October 17th, BR Standard Class 5 No. 73082 ‘Camelot’ is seen in action at the Bluebell’s ‘Giants of Steam’ event.
Graham Jakes



New Hither Green footbridge opens as £28m programme hits latest milestone



A major milestone has been reached in improving accessibility at Hither Green station for Southeastern passengers.

On Friday October 2nd, the new footbridge linking all platforms opened to passengers as part of the Access for All programme.

The footbridge has been installed and tested, marking a major step towards improving accessibility and passenger movement. It will eventually connect the platforms with the new station entrances on Fernbrook Road and Springbank Road.

The programme also includes four new 16-person lifts, staircases and a link passageway between platforms 4 and 5.

Once complete, the new facilities will provide step-free access from street level to the footbridge and all platforms, improving access for disabled passengers and those travelling with luggage or pushchairs.

Engineers are ahead of schedule on the £28m Department for Transport-funded programme. Completion is now planned for spring 2027, when step-free access from street to platform will be available for the first time.

New CCTV, a public address system, customer information screens, a ticket vending machine and Oyster card readers will also be installed.

The adjacent nature reserve will also be restored, with replanting to support environmental recovery and biodiversity.

Network Rail is managing the programme, with principal contractor BAM Nuttall Ltd delivering the construction alongside architects Fereday Pollard & Partners and civil engineering designers Arcadis. McNealy Brown Ltd is fabricating and installing the main structure. The programme is expected to be fully complete by spring 2027.

Ke’arne Graham, Scheme Project Manager, said: “Opening the new footbridge is a major milestone for the Hither Green Access for All programme, bringing us closer to step-free access across the station. I thank passengers and the local community for their patience as work continues.”

National Rail



West Coast's Class 47 812 hauling saloon No. 999506 heads through Wellington on October 27th working 2Z02 Hereford - Chesterfield. *Richard Hargreaves*

Clubs and Societies Apparel

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



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



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



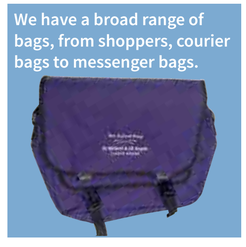
Morf's (neckwear), starting from £9.00 each, minimal order of 3.



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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

DATE	BREAKING OF STEAM BAN
13.08.1968	70013 '*Oliver Cromwell*' reaches Norwich after its journey [with BR's permission] after its 1T57 final passenger journey on BR tracks
Until 1971	4472 '*Flying Scotsman*' exempt from BR's steam ban because its *then* owner [the late Alan Pegler] had a special exclusive agreement with BR BUT 4472 ran with a 2nd tender because there were no longer any water columns.
21.09.1968	Collett 0-4-2T No. 1466 plus auto trailer [No. 231] operated on the Cholsey to Wallingford branch. BR had already agreed this with the G.W.S.
11.07. 1970	Churchward 0-6-0ST No. 1363 plus No. 7372 [a Hawksworth brake composite coach] ran in and out of Bodmin General. Organised by G.W.S. [South-West group]

BRITISH and ITALIAN CROSTI BOILER LOCOMOTIVES and the coal they used.			
COUNTRY OF IMPORTED COAL	SULPHUR CONTENT	COUNTRY WHERE USED	EFFECT OF SULPHUR CONTENT ON BRITISH & ITALIAN CROSTI BOILERS
Cheap coal from Belgium	8%	Britain	Wrecked havoc with boilers of Crosti 9Fs; chemical gremlins ate away thus corroding the internal pipework to such an extent that large holes soon developed.
South Wales	050%	Italy	No such problem with Crosti boilers because of very low sulphur content.

A Different View

Class 390 121 'Climate Hero' departs Preston with 9M51 to London Euston on October 7th.
Russell Clarke

A Different View

You can guarantee that when you get a perfect rainbow, there won't be a train due...Culcheth Foot Crossing on October 10th. *Jeff Nicholls*

Preserved Railways

Gresley Society strengthens its leadership following a landmark anniversary year

The Gresley Society Trust, founded in 1963 to honour the life and works of Sir Nigel Gresley, is pleased to announce the appointment of Mark Allatt as Vice Chairman and of Keith Ashford C.Eng MIMechE as a Trustee.

The appointments follow a landmark year in which the Society marked the 150th anniversary of Sir Nigel Gresley's birth and returned its Class N2 No. 1744 to traffic on the North Norfolk Railway after an extensive overhaul.

Mark Allatt has served as a Trustee of the Society since 2024 and has led much of its public communications, including the Gresley 150 programme. He brings more than three decades of heritage railway leadership. He was associated with The A1 Steam Locomotive Trust for 30 years, 27 of them as a Trustee, and spent 16 years as its Chairman. In that time, he played a central part in the fundraising, marketing and public profile of Peppercorn Class A1 No. 60163 Tornado and later directed the project to build Gresley Class P2 No. 2007 Prince of Wales. He has also chaired the LNER Society.

Keith Ashford was appointed Locomotive Manager for No. 1744 earlier this year. A Chartered Member of the Institution of Mechanical Engineers, he brings more than 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 is a volunteer Trustee Director and Chief Mechanical Engineer of the Midland & Great Northern Joint Railway Society. His election to the Society's Board places the care of Sir Nigel Gresley's oldest surviving locomotive at the centre of trustee decision-making.



Philip Benham MBE, FCILT, Chairman of The Gresley Society Trust, said: "I am delighted that the Trustees have appointed Mark Allatt as Vice Chairman and have welcomed Keith Ashford to the Board. Together they strengthen the Society for the years ahead, in the service of our founders' purpose: to preserve a working Gresley locomotive and to educate new generations about his life and work.

"Mark has already made a substantial contribution to the Society's work and public profile, and he brings rare experience of leading major heritage railway projects. His success with funding raising for our class N2 has been a key factor in ensuring the locomotive's final return to steam, while his drive and enthusiasm have been crucial to the delivery of this year's important 'Gresley 150' programme.

"Keith's appointment as a Trustee is a natural follow on from his work as Locomotive Manager for No. 1744 and gives the Board first-hand engineering leadership as we care for Sir Nigel's oldest surviving locomotive. That he oversaw the final phase of the locomotive's overhaul means that he brings unrivalled knowledge to this vital role."

Mark Allatt, Vice Chairman of The Gresley Society Trust, said: "It is an honour to take on the role of Vice Chairman. Sir Nigel Gresley's work still captures the public imagination, as this 150th anniversary year has shown. I look forward to supporting Philip and my fellow Trustees as we build on that interest and tell Gresley's story to a wider audience."

Keith Ashford C.Eng MIMechE, Trustee and Locomotive Manager, said: "No. 1744 is now back at work, and keeping her there is a responsibility I take seriously. Joining the Board will help us plan her care properly and repay the confidence the North Norfolk Railway has shown the Society."

The Gresley Society Trust is a registered charity founded in 1963. It owns Gresley class N2 No. 1744, now operating on the North Norfolk Railway, and Gresley Buffet Lounge Car No. 1852, the sole surviving vehicle from the 1938 'Flying Scotsman' train.

Photo: - Keith Ashford with Alex Harper-Bourne and John Cameron CBE, President of the Gresley Society (©Lesley Benham/Gresley Society)

Preserved Railways

Young Hopetown Darlington Female Team Member Helps Drive the Future of Heritage Rail



A Hopetown Darlington team member is celebrating a major personal milestone after joining the support crew of the world-famous steam locomotive No. 60163 'Tornado'.

Holly Cuthbert, 19, who works at Hopetown Darlington as a Welcome Team member and volunteers for The A1 Steam Locomotive Trust, achieved the milestone on September 27th 2026, becoming one of the youngest members of the team at just 19 years old.

She is also one of a growing number of women choosing to get involved in activities that have traditionally been male dominated and demonstrates that working with steam can be enjoyable for all.

Holly's achievement marks the latest chapter in an inspiring railway journey that began through the Young Producer programme facilitated by the National Lottery Heritage Funded Stockton & Darlington Railway 26 Mile Heritage Project, before she joined Hopetown's Welcome Team.

Her passion for railways first developed while studying at college, but it was seeing Tornado at York Station that sparked a lasting fascination with the iconic locomotive. Speaking about her journey, Holly said: "I saw Tornado in York Station and completely fell in love with it. I was fascinated by the locomotive and wanted to learn more about how these incredible engines operate."

Determined to pursue her interest further, Holly applied to volunteer with the A1 Steam Locomotive Trust (A1SLT), the organisation responsible for building and operating Tornado. Holly completed training around working safely around rail vehicles, such as how to work safely at height, and through her personal dedication and volunteering in her own time, she has progressed to become part of the locomotive's support crew.

Graeme Bunker-James, Trustee and Commercial Director at The A1 Steam Locomotive Trust said: "Holly's achievement symbolises the strong partnership between the Trust and Hopetown. It is pleasing to see people from all backgrounds becoming involved in railway preservation, and Holly's story shows what can be achieved through enthusiasm, hard work and dedication. It is especially pleasing that she is a local volunteer joining the team."

On September 27th 2026, coinciding with the 201st anniversary of the opening of the Stockton & Darlington Railway, Holly took her place alongside the Tornado team on Hopetown Heritage Railway, marking a significant milestone in her volunteering journey and showing that local people of all ages can get involved in heritage.

Councillor Libby McCollom, Cabinet Member for Local Services at Darlington Borough Council, said: "As we continue to celebrate Darlington's railway heritage, it is wonderful to see young people like Holly playing an active role in shaping its future. She is a credit to Hopetown, to the wider railway community and to Darlington, and I hope her story encourages other young people, especially young women, to explore the exciting opportunities available within the heritage, engineering and rail sectors."

Jessica Woodley, S&DR Youth Engagement Officer at the S&DR 26 Miles Project said: "Holly joined S&DR Young Producers as a young trainspotter with a keen interest in heritage. She brought her passion and expertise to the Young Producers 'Beyond the Tracks' exhibition and became a main presenter of the group's social media series. I'm so proud to see her continue her passion for heritage rail with such a fantastic achievement!"

Holly's story demonstrates how cultural and heritage projects can inspire young people and create pathways into volunteering, skills development and careers within the railway and heritage sectors. From helping shape activities as a Young Producer to welcoming visitors at Hopetown Darlington and now supporting the operation of one of Britain's most celebrated steam locomotives, Holly's journey is a remarkable example of where passion and determination can lead.

Holly's achievement reflects the growing role of women and young people within the heritage railway sector and highlights the opportunities available to the next generation of railway enthusiasts, engineers and heritage professionals.

Photo: Holly alongside No. 60163 'Tornado'
©Lauren McPoland at Hopetown Darlington

Preserved Railways

APPEAL TO REBUILD MISSING VICTORIAN ENTRANCE CANOPY TO COMPLETE RESTORATION OF CORFE CASTLE

SWANAGE RAILWAY



Dedicated Swanage Railway volunteers have launched an ambitious £60,000 appeal to rebuild a distinctive wooden Victorian entrance canopy - demolished by British Railways in the 1950s - and complete the restoration of the Grade Two listed Corfe Castle station. Designed to protect train passengers from the rain on the forecourt side of the station, the structure above the entrance to the booking hall was part of the Purbeck stone building constructed in 1884 ahead of the opening of the ten mile Wareham to Corfe Castle and Swanage branch line in May, 1885.

The Corfe Castle Station Canopy Appeal is being led by David Scott - the deputy station master at Corfe Castle and a dedicated Swanage Railway volunteer for more than 11 years - who lives in the picture postcard Isle of Purbeck village.

David Scott explained: “We are hoping that the public will be able to help us complete the missing piece in the restoration of the much loved Corfe Castle station – a protected Grade Two listed building – that was started by dedicated Swanage Railway volunteers in the early 1990s when their relayed tracks reached the village.

“The canopy was an important practical and architectural feature and its removal in the mid-1950s – probably due to the wood it was made of becoming rotten and British Railways being unwilling to repair and restore it – left the entrance to the forecourt car park side of the station somewhat bare and exposed to the weather.

“This is an exciting project and a chance to make Corfe Castle station complete again by fully returning the building back to the way that it looked when the first train ran on the new Swanage branch line in May, 1885, when Queen Victoria was on the throne and William Gladstone was the British prime minister,” added David.

Drawings for the new Victorian-style canopy have been produced by architect Peter Smith to a design that closely follows the original while specialist contractors Target Structural have been engaged to guide the Swanage Railway with professional advice for the project.

David added: “Beautifully built of Purbeck stone and located in the Corfe Castle village conservation area, the historic Grade Two listed station is of special architectural interest and the jewel in the crown of the Swanage Railway. Our canopy appeal is a chance for the public to help make the station complete again in the building’s 141st year and the 50th anniversary of restoration work starting on the disused railway at a boarded up Swanage station in 1976.

“Valued and appreciated donations can be made by Internet banking, by bank transfer, by cheque or on-line via Enthuse while donations can also be made with Gift Aid - if the donor is a United Kingdom taxpayer – which adds 25 pence to every £1 donated at no extra cost to the donor,” explained David.

British Rail closed Corfe Castle station on Monday January 3rd 1972 - when trains ceased on the ten mile branch line from Wareham to Swanage – with the windows boarded up and the Victorian building being left to face an uncertain future. The railway tracks through Corfe Castle were lifted, by British Rail contractors, during the summer of 1972 with the disused trackbed being used by residents for walking their dogs.

It was in the summer of 1990 that determined Swanage Railway volunteers relayed the tracks through Corfe Castle, from Harman’s Cross, with the first passenger-carrying steam trains running from Harman’s Cross to Corfe Castle and Norden in August 1995. Donations to the Corfe Castle Canopy Appeal can be made by Internet banking or bank transfer to Barclays Bank, Poole, Dorset, quoting account 60539112, sort code 20-68-79 and including the reference Corfe Canopy.

Cheques can also be made payable to the Swanage Railway Company – and quoting Corfe Canopy – should be sent to the Swanage Railway finance department, Station House, Swanage, Dorset BH19 1HB which can be emailed at finance@swanagerailway.co.uk.

Donations to the Corfe Castle Canopy appeal can be made on-line via Enthuse at swanagerailwaytrust.enthuse.com/corfecanopy.

Supporters can Gift Aid their donations - if the donor is a United Kingdom taxpayer – which adds 25 pence to every £1 donated to the Swanage Railway at no extra cost to the donor.
Further details can be found at https://www.swanagerailway.co.uk/corfe-castle-station-canopy-restoration-project which includes a link for making a donation via Enthuse.

Photo: Corfe Castle station entrance porch 1930s. ©ANDREW PM WRIGHT COLLECTION.

Preserved Railways

ALL ABOARD FOR A MAGICAL CHRISTMAS AT GREAT CENTRAL RAILWAY



From much-loved steam train journeys with Santa to festive dining and unique gift ideas, Great Central Railway (GCR) is getting ready to celebrate the most wonderful time of the year with a packed programme of seasonal experiences for all ages.

With something to suit everyone, visitors can make lasting memories at Britain's only double-track, main line heritage railway, whether enjoying a festive family day out, celebrating with friends or treating someone special.

Santa Express

A firm favourite in the GCR calendar, the much-loved Santa Express returns from November 28th to December 24th, bringing a little extra magic to the festive season.

Families can climb aboard a beautifully decorated steam train to meet Santa, Mrs Claus and their mischievous elves for a journey filled with Christmas songs, storytelling and seasonal surprises. Every child will receive a specially curated Christmas Activity Pack and a personal gift from Santa, alongside festive drinks and treats.

There are plenty of little extras for grown-ups to enjoy, too, including a complimentary Irish Cream Liqueur and mince pie, while taking in the winter scenery of the Charnwood countryside.

The journey includes a stop at Leicester North, where families can enjoy a photo opportunity with Santa in front of the locomotive, meet the elves and visit the tearoom. The train will also pause on the spectacular Swithland Viaduct, offering a memorable view of the surrounding countryside.

Festive Dining

GCR will also be serving up a selection of festive dining experiences throughout the season, with options including Festive Afternoon Tea, Christmas Midlander Friday lunches, Christmas Jubilee weekend services and Christmas Forrester Saturday evening dining.

For something with a little more intrigue, the Christmas Murder Mystery will take place on selected Friday evenings in December, combining festive food with an entertaining whodunnit to solve. Further seasonal dining will also be available to ring in the New Year, giving visitors plenty of opportunities to celebrate on board a heritage train.

Festive Gifting

Looking for a Christmas present with a difference? Great Central Railway gift vouchers offer the chance to give someone a memorable experience, from a special train journey or dining experience to the ultimate railway gift: a Drive a Train Experience.

A lifelong ambition or childhood dream for many, the experience puts recipients in the cab of a real heritage locomotive, giving them the chance to get behind the controls and discover what it's like to drive a working heritage railway. It's a gift that promises to create memories long after Christmas is over.

For those who love keeping up with the railway all year round, a GCR Patreon membership also makes a great alternative gift. Supporters receive benefits including early access to videos, behind-the-scenes insights, exclusive updates and opportunities to take part in Q&A sessions, offering a unique glimpse into life at the railway.

Tickets for festive services, gift vouchers, Driver Experiences and GCR Patreon memberships are available through the Great Central Railway website. With popular experiences expected to attract plenty of interest, visitors are encouraged to book early to secure their perfect Christmas gift.

Preserved Railways

Wensleydale Railway reveals new passenger train livery



Wensleydale Railway has revealed the new livery of its Class 142 diesel multiple unit passenger train - 'Northern Spirit'. The Northern Spirit livery was a distinctive turquoise and lime green paint scheme introduced in 1998 for the Regional Railways North East franchise operated by Merseyside Transport Limited. MTL was bought by Arriva in 2000, and the franchise rebranded as Arriva Trains Northern in 2001.

The Class 142 diesel unit, number 142 060, arrived at Wensleydale Railway in 2020. Since then, it has regularly carried passengers on their Leeming Bar to Leyburn services. The unit was moved into the Leeming Bar engineering shed in May of this year and a small team of volunteers and staff carried out cosmetic bodywork repairs and then repainting. It operated its first passenger service in its new livery on Saturday October 17th.

George Stephens, Operations Assistant at Wensleydale Railway said: "I qualified to drive this unit in 2025 and thoroughly enjoyed being part of this project. It's great to be able to give the unit a new lease of life and as far as I know, this is the only preserved train in Northern Spirit livery on a heritage railway."

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "We'd like to thank everyone who supported this project. It's another example of the excellent work that our small team of volunteers and staff do and we're very grateful to them. In the last couple of years, our engineering team have completed various projects including the refurbishment and repainting of passenger coaches and the bodywork repairs and repainting of 3 diesel locomotives. As a result, they have developed quite a reputation within the railway enthusiasts' community for their high-quality work."

He added: "There's no shortage of on-going maintenance work required to keep our locomotives and rolling stock in top condition. If you fancy working on interesting projects like this, please come and volunteer with us!"

Photo: Class 142 060 ©George Stephens

Preserved Railways

Wensleydale Railway receives pro bono track design support from Essex based rail and engineering company





3 staff from Track Engineering Construction Services (TECS) Ltd visited the Wensleydale Railway between October 12th and 14th, gathering high-quality survey data of Leeming Bar yard and Bedale station curve. The work was kindly undertaken free of charge by TECS. Using data gained from the surveys, the Essex-based firm has also offered to complete the necessary track design work for the Leeming Bar yard remodelling and Bedale station track relay.

Commenting on his visit to the railway, John Seaton, Land Surveyor at TECS said: “It was a great place to work and interesting to learn more about the Wensleydale Railway.”

Mat Powroznyk, Senior Track Design Engineer at TECS added: “I’ll be assisting with the designs for a reconfigured layout at Leeming Bar yard and a renewal of the track through Bedale station, where a sharp curve alongside the platform makes for an interesting challenge. After 15 years as a track designer, it’s genuinely rewarding to put that experience towards a heritage line that depends on people giving their time and skills. It’s a reminder of why I enjoy this profession.”

Jon Trueman, Industry Partner Manager at Wensleydale Railway said: “This collaboration between the Wensleydale Railway and TECS Ltd will support vital projects to improve safety and efficiency at our Leeming Bar engineering base, and to ensure that the tightly-curved platform interface at Bedale remains resilient and fit to use. We’re very grateful to TECS Ltd for their support.”

TECS Ltd is a fully multidisciplinary Rail and Civil Engineering company, delivering complete project solutions across the full lifecycle, from surveys and design to construction, monitoring, and handover. By combining in-house expertise with a hands-on delivery approach, TECS Ltd provide clients with technically robust, safe, and dependable outcomes — helping them achieve projects on time and within budget.

Further information on Wensleydale Railway’s Industry Partnership Programme can be found on their website: https://wensleydale-railway.co.uk/industry-partnerships/

Photos: ©Jon Trueman / Wensleydale Railway.

East Lancs Railway

Former Southern locos Nos. 34092 ‘City of Wells’, S15 No. 30506 and SECR No. 65 are seen at Buckley Wells loco shed on October 14th. Photo taken with permission.
Brian Dobbs

East Lancs Railway

Visiting the for the Autumn steam gala, Urie S15 4-6-0 No. 30506 approaches Bury station late in the afternoon of October 16th.
Gerald Nicholl

East Lancs Railway

GWR 57xx Class 4-6-0PT No. 7714 pulls away from Rawtenstall with an early working on October 18th during the Autumn steam gala. *Gerald Nicholl*

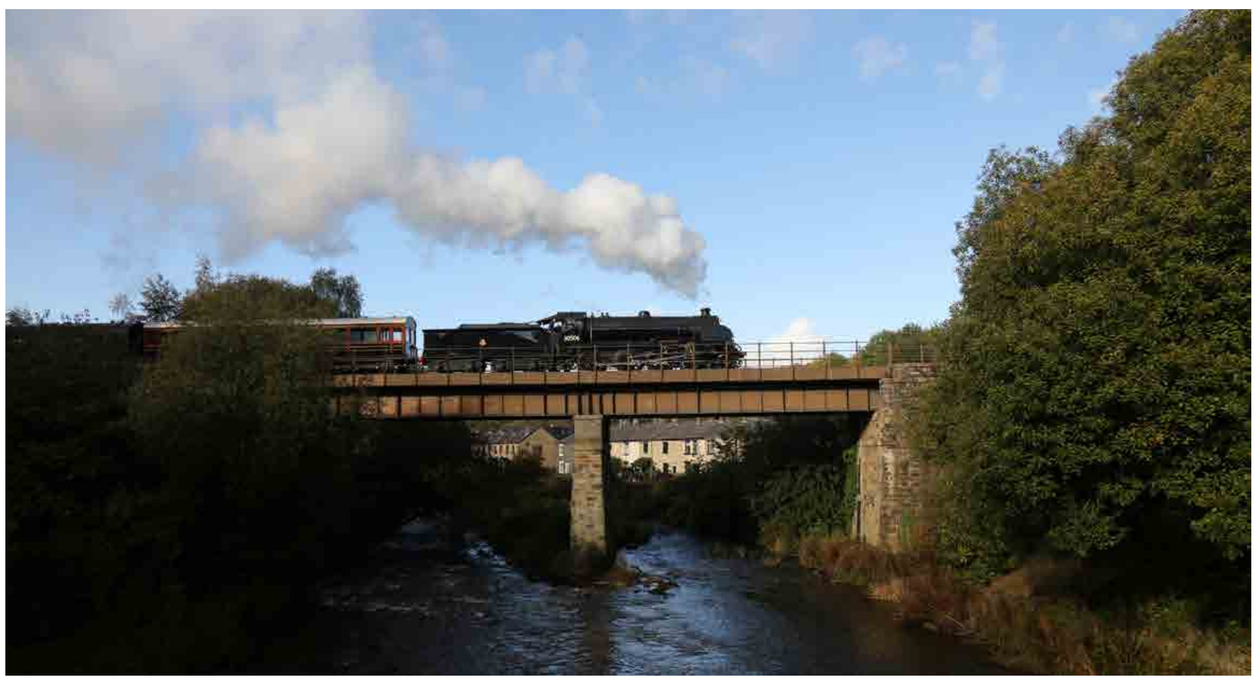
East Lancs Railway

Pannier Tank No. 7714 plays to the gallery of assembled photographers at Burrs with its demonstration freight train on the first day of the Autumn steam gala on October 16th. *Jeff Nicholls*

Visiting South Eastern and Chatham Railway No. 65 storms out of a damp Ramsbottom with the 10:50 Heywood - Rawtenstall service on the first day of the East Lancs Autumn steam gala on October 16th. *Jeff Nicholls*

Urie designed S15 4-6-0 No. 30506 crosses the fast-flowing Irwell at Summerseat with the 09:25 Bury - Rawtenstall service on October 16th. This was not the loco's first visit to the railway, having been there before in 1993. *Jeff Nicholls*







East Lancs Railway

Visiting Pannier Tank No. 7714 pushes its wagons up to Burrs for the first of three demonstration freight run pasts, which it performed in spectacular fashion on the first day of the lines Autumn steam gala on October 16th. *Jeff Nicholls*



East Lancs Railway

Ex SECR No. 65, on a visit from the Bluebell Railway, departs Irwell Vale with the 11:20 Bury to Rawtenstall service on October 17th, the second day of the lines Autumn steam gala. *Brian Dobbs*

East Lancs Railway

Built in 1881 and 1896 respectively and fully restored to their former Lancashire and Yorkshire Railway livery, locos Nos. 752 and A Class 1300 stand at Bury Bolton Street during the Autumn steam gala on October 18th before working a service to Heywood. *Lee Stanford*



Pannier Tank No. 7714 visiting the ELR from the Seven Valley Railway is seen arriving at a sunny Ramsbottom on October 18th working the 09:15 Rawtenstall to Heywood service. *Lee Stanford*

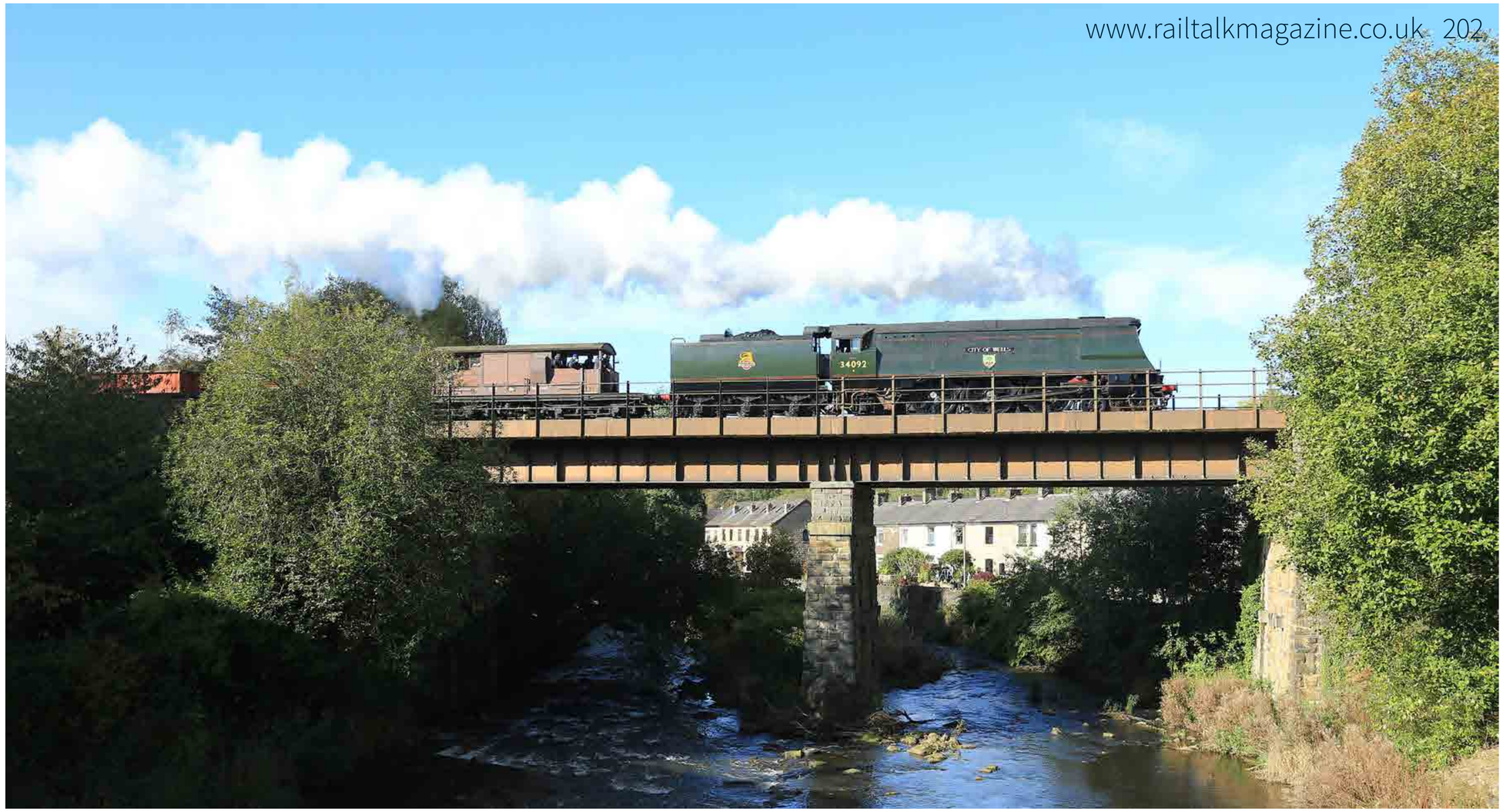


South East and Chatham Railway Class 01 No. 65 is seen approaching Bury on October 16th with a service for Rawtenstall. *Lee Stanford*



East Lancs Railway

Bullied No. 34092 ‘City of Wells’ heads across Summerseat Viaduct on October 17th whilst heading a demonstration freight train to Ramsbottom. *Lee Stanford*



Pannier Tank No. 7714 visiting the ELR from the Seven Valley Railway runs round its train at Rawtenstall on October 16th.*Michael Lynam*



Making its debut at the steam gala, Hudswell Clarke No. 1208, built in 1916, catches the early morning sunshine at Ramsbottom on October 18th as it takes on water. *Lee Stanford*



East Lancs Railway

Southern S15 Class No. 30506 heads the 09:25 Bury to Rawtenstall service towards Irwell Vale on October 16th. *Lee Stanford*



LMS ‘Pug’ No. 11243 stands at Bury having arrived from Ramsbottom on the shuttle service. *Michael Lynam*



South East and Chatham Railway Class 01 No. 65 approaches Summerseat with a service to Bury on October 16th. *Michael Lynam*



East Lancs Railway

As the clouds gather, the Severn Valley's Pannier Tank loco No. 7714 and the East Lancs own No. 1300 both have their injectors on as they blast towards Ewood Bridge on the final day of the Autumn steam gala on October 18th. *Jeff Nicholls*

Visiting from the Bluebell Railway, SECR No. 65 works hard on the final stretch towards Rawtenstall on the final day of the Autumn steam gala, October 18th. *Jeff Nicholls*

For its final run of the ELR autumn steam gala, SECR No. 65 is seen paired with L&Y Tank loco No. 752 as they cross the Irwell at Summerseat. October 18th. The open nature of the cab shows up well against the sky!. *Jeff Nicholls*







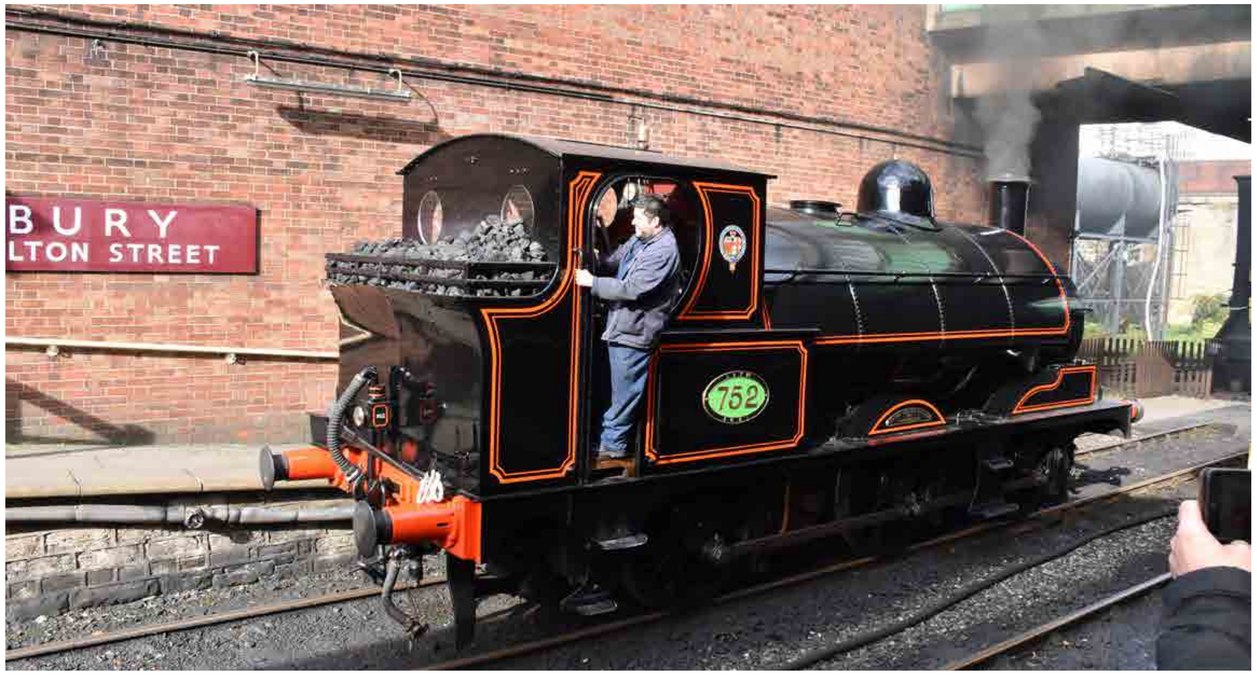
East Lancs Railway

Bulleid No. 34092 'City of Wells' arrives into Bury with a goods train for Ramsbottom with the headboard 'The Birkenhead Flyer' on October 17th. *Russell Clarke*

Lancashire and Yorkshire Railway No. 52322 arrives at Bury on October 17th.
Russell Clarke

L&Y Tank loco No. 752 reverses on to its goods working at Bury Bolton Street at the gala on October 17th. *Russell Clarke*







East Lancs Railway

Southern S15 Class No. 30506 departs Irwell Vale with a service to Rawtenstall on October 17th. *Michael Lynam*

SE&CR No. 65 reverses down platform 3 at Bury Bolton Street on October 17th. *Russell Clarke*

L&Y A Class 1300 and SE&CR No. 65 depart Irwell Vale with a service to Rawtenstall on October 17th. *Michael Lynam*







Mid Hants Railway

An Ivatt at Northside Lane foot crossing on October 3rd as No. 41313 is seen on the 14:40 shuttle from Alresford.
David Lindsell



No. 46447 on the 13:35 freight from Alton passes Northside Lane foot crossing on October 3rd.
David Lindsell



GWR Hall Class No. 6989 ‘Wightwick Hall’ is seen at Northside Lane foot crossing heading the 13:15 from Alton on October 3rd.
David Lindsell



Mid Hants Railway

GWR No. 4247 is seen running downhill at Northside Lane foot crossing with the 15:00 from Alton on October 3rd. *David Lindsell*



Northside Lane foot crossing on October 3rd and No. 41313 works the 14:00 shuttle from Ropley. *David Lindsell*



Riverside Museum

Locomotive No 3007, built at the North British Locomotive Company Glasgow between 1944 and 1945, for the South African Railways is seen at the Riverside Museum at Govan Glasgow on October 15th. *Paul Senior*



Plym Valley Railway

HST power car No. 43063 is seen sat at the entrance to the Plym Valley Railway after being repainted in Intercity Swallow livery on October 15th.
Barry Beeston



Leighton Buzzard

‘Woto’ is a narrow-gauge steam locomotive named after two brothers, William Octavious and Thomas Octavious, seen in action at the lines Autumn steam gala on October 26th. *Mark Enderby*

‘Doll’ was built in 1919 (works No. 1641) by Andrew Barclay Sons & Co. of Kilmarnock, Scotland, is seen shunting stock at Pages Park on October 26th. *Mark Enderby*

‘Gertrude’ is a historic 0-6-0T narrow-gauge steam locomotive built by Andrew Barclay & Sons in 1918 (works No. 1578) seen here approaching Stonehenge Works on October 26th. *Mark Enderby*







Battlefield Railway

On October 3rd, the line held a DMU day featuring Class 101 No. 51511, Class 122 No. 55005 and Class 116 No. 51321. *John Alsop*

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Bluebell Railway

BR Standard 4MT 2-6-4T Class No. 80151 is seen on Freshfield Bank on October 17th during the lines ‘Giants of Steam’ event. *John Barrowdale*

BR Standard Class 8P 4-6-2 Pacific steam loco No. 71000 storms up Freshfield Bank on October 17th. *John Barrowdale*

LMS Ivatt Class 2MT 2-6-2T No. 41313 and BR Standard 4MT 2-6-4T Class No. 80151 are seen on Freshfield Bank on October 17th during the lines ‘Giants of Steam’ event. *John Barrowdale*







Great Central Railway

Hunslet Works No. 1589 ‘Newstead’ heads a rake of mineral wagons past Kinchley Lane during the GCR Autumn steam gala on October 3rd. *Mark Pichowicz*

Great Central Railway

Visiting GWR Pannier Tanks Nos. 813 and 9681 pass Kinchley Lane during the GCR Autumn steam gala on October 3rd.
Mark Pichowicz

Kirklees Light Railway

Visiting from the Ravenglass & Eskdale Railway, 'Northern Rock' and 'River Mite' stand by the turntable at Clayton West alongside resident 'Sian' at the start of the Kirklees Light Railway gala weekend on September 12th. *Mark Pichowicz*



Isle of Wight Steam Railway

No. WD198 'Royal Engineer' a Hunslet Austerity 0-6-0ST approaches Haven Street from Smallbrook Junction on October 1st. *Michael Lynam*



Class 03 No. D2059 (03 059) is seen stabled at Haven Street on October 1st. *Michael Lynam*



No. W8 'Freshwater', an ex LB&SR A1 Class 0-6-0T built in 1876 is seen at Haven Street shed on October 1st. *Michael Lynam*



Severn Valley Railway

Warship No. D821 ‘Greyhound’ runs round its stock at Kidderminster, ready to form a service back to Bridgnorth on October 3rd. *Barry Longson*

Class 46 045 climbs Eardington Bank with the 13:25 Kidderminster - Bridgnorth service on October 1st. *Keith Davies*

Class 33 108 is seen on Eardington Bank with the 12:05 Bridgnorth - Kidderminster service on October 1st. *Keith Davies*







Severn Valley Railway

Class 50 033 is seen at Eardington on October 1st working the 08:10 Kidderminster - Bridgnorth service. *Phil Martin*



LMS Ivatt Class 2MT 2-6-2T No. 41313 approaches Hampton Loade on September 18th. *Phil Martin*



GWR Pannier Tank loco No. 1450 and the Auto-train are seen in the bay at Hampton Loade on September 18th. *Phil Martin*



Severn Valley Railway

Class 50 033 ‘Glorious’ approaches Arley on October 3rd with a service from Bridgnorth to Kidderminster. *Lee Stanford*

Hudswell Clarke Saddle Tank loco No. 813 passes Hampton Loade running light engine to Bewdley on September 19th. *Phil Martin*

LMS Royal Scot Class No. 46115 ‘Scots Guardsman’ passes Highley Engine House on September 20th during the lines Autumn steam gala. *Peter Hudson*







Severn Valley Railway

Peak Class 46 045 stands under a bright blue sky at Kidderminster on October 3rd prior to departing with the 09:40 to Bridgnorth. *Lee Stanford*

LMS Ivatt Class 2MT 2-6-2T No. 41313 simmers at Highley on September 18th. *Phil Martin*

GWR Large Prairie No. 4150 approaches Hampton Loade on September 18th. *Phil Martin*







Severn Valley Railway

Memories of Newquay in the early 1970's are rekindled at Kidderminster on October 3rd as Warship No. D821 and Western No. D1015 stand side by side both bearing inter regional (to the Midland region) headcodes. *Lee Stanford*

GWR Pannier Tank No. 7714 is seen on Eardington Bank on September 19th. *Phil Martin*

The latest addition to the Seven Valley steam fleet is Large Prairie No. 4150 which on September 18th is seen reversing off Bridgnorth depot to work a service to Kidderminster. *Lee Stanford*







Severn Valley Railway

West Coast's Class 47 804 working the 09:14 Highley - Kidderminster service arrives at Bewdley on October 1st. *Richard Hargreaves*

DMU Nos. 51941 and 52064 arrive into Bewdley on October 3rd. *Richard Hargreaves*

Class 47 804 is seen on Eardington Bank with the 15:10 Bridgnorth - Kidderminster service on October 1st. *Keith Davies*







Severn Valley Railway

Class 20 048 and 20 189 with the 12:45 Kidderminster - Arley service stand at Bewdley on October 2nd. *Richard Hargreaves*

Class 46 045 with the 17:15 Highley - Kidderminster service approaches Bewdley on October 2nd. *Richard Hargreaves*

Class 33 108 passes the Engine House at Highley on October 2nd working the 12:50 Bridgnorth - Kidderminster service. *Richard Hargreaves*







Severn Valley Railway

Warship No. D821 is seen on Eardington Bank with the 15:45 Kidderminster - Bridgnorth service on October 1st. *Keith Davies*



LMS Royal Scot Class No. 46115 'Scots Guardsman' is seen on Eardington Bank with a Bridgnorth bound service on September 19th. *Phil Martin*



DMUs Nos. 54208 and 50933 are seen stabled at Bewdley on October 3rd. *Richard Hargreaves*



Severn Valley Railway

Western No. D1015 working the 16:45 Bridgnorth - Kidderminster service is seen at Hampton Loade on October 1st.
Richard Hargreaves

Class 14 No. D9551 with the 16:40 Kidderminster - Bridgnorth service departs Bewdley on October 3rd. *Richard Hargreaves*

Western No. D1062 with the 12:50 Bridgnorth - Kidderminster service arrives at its destination on October 1st. *Richard Hargreaves*







Severn Valley Railway

Class 108 DMU led by unit No. E52064 enters Bewdley ready to form a short shuttle to Kidderminster on October 3rd. *Barry Longson*

On October 3rd, Class 52 No. D1062 'Western Courier' is seen at Arley with a service to Bridgnorth. *Barry Longson*

Class 50 033 is seen on Eardington Bank with the 10:30 Bridgnorth - Kidderminster service on October 1st. *Keith Davies*







Severn Valley Railway

Class 14 No. D9551 is seen on Eardington Bank with the 08:45 Bridgnorth - Kidderminster service on October 1st. *Keith Davies*

Clayton Class 17 No. D8568 is seen on Eardington Bank with 12:00 Kidderminster - Bridgnorth service on October 10th. *Keith Davies*

Western No. D1062 descends Eardington Bank with the 12:50 Bridgnorth - Kidderminster service on October 1st. *Keith Davies*







West Somerset Railway

Three former Industrial locomotives were found lined up at Minehead on September 25th, from left to right are Barclay Fireless No. 1984 ‘Boots No. 1’, Hudswell Clarke No. 1857 and Barclay No. 2315 ‘Lady Ingrid’. *Lee Stanford*

West Somerset Railway

A long way from its Haworth base, Coal Tank No. 1054 approaches Blue Anchor on September 26th working the 15:40 from Minehead to Bishops Lydeard. *Lee Stanford*



GWR Manor Class No. 7802 'Bradley Manor' approaches its Dunster stop on September 27th with a service to Bishops Lydeard. The inclusion of the van behind the loco adds interest to this branch line scene.
Lee Stanford



GWR Large Prairie No. 4110, visiting from the South Devon Railway, departs from Minehead on September 25th with the penultimate train of the day to Bishops Lydeard. *Lee Stanford*



West Somerset Railway

Based on the Isle of Wight railway, Ivatt 2-6-2 No. 41313 was a popular visitor to the West Somerset Railway and is seen arriving at Crowcombe Heathfield on September 26th with a service for Norton Fitzwarren. *Lee Stanford*



Class 03 No. D2133 stands in front of stock not being used at Minehead on September 25th. *Lee Stanford*



Mogul No. 9351 stands at Blue Anchor on September 26th before departing for Bishops Lydeard. *Lee Stanford*



From the Archives

On July 23rd 1985, Class 97407 (ex-Class 40 012 'Aureol') runs past Chester shed where a collection of first generation DMUs and a Class 08 can be seen. *Barry Longson*

Class 26 031 runs past Inverkeithing on August 17th 1982, with a short engineers train.
Barry Longson

GWR Castle Class No. 5029 'Nunney Castle' and support coach head north through Winwick towards Preston on April 21st 2011 where they will join the Great Britain IV and work it from Preston to Bristol Temple Meads.
Jeff Nicholls







From the Archives

Class 304 019 and a very rare visitor to Manchester Piccadilly in the form of Class 312 201, await their next turn of duty on July 21st 1984. *Barry Longson*

An extremely rare special on the West Coast main line at the time, as GWR Hall Class No. 4936 'Hagley Hall' works north through Golborne with Vintage Trains' 'The Blackpool Belle' from Dorridge to Blackpool North on April 17th 2004. *Jeff Nicholls*

Southern Railway S15 No. 828 plods up to Ais Gill summit with the Pathfinder Tours 'Cumbrian Mountain Express' on May 7th 1994. Earlier in the day, the train had done several run pasts at Appleby. *Jeff Nicholls*

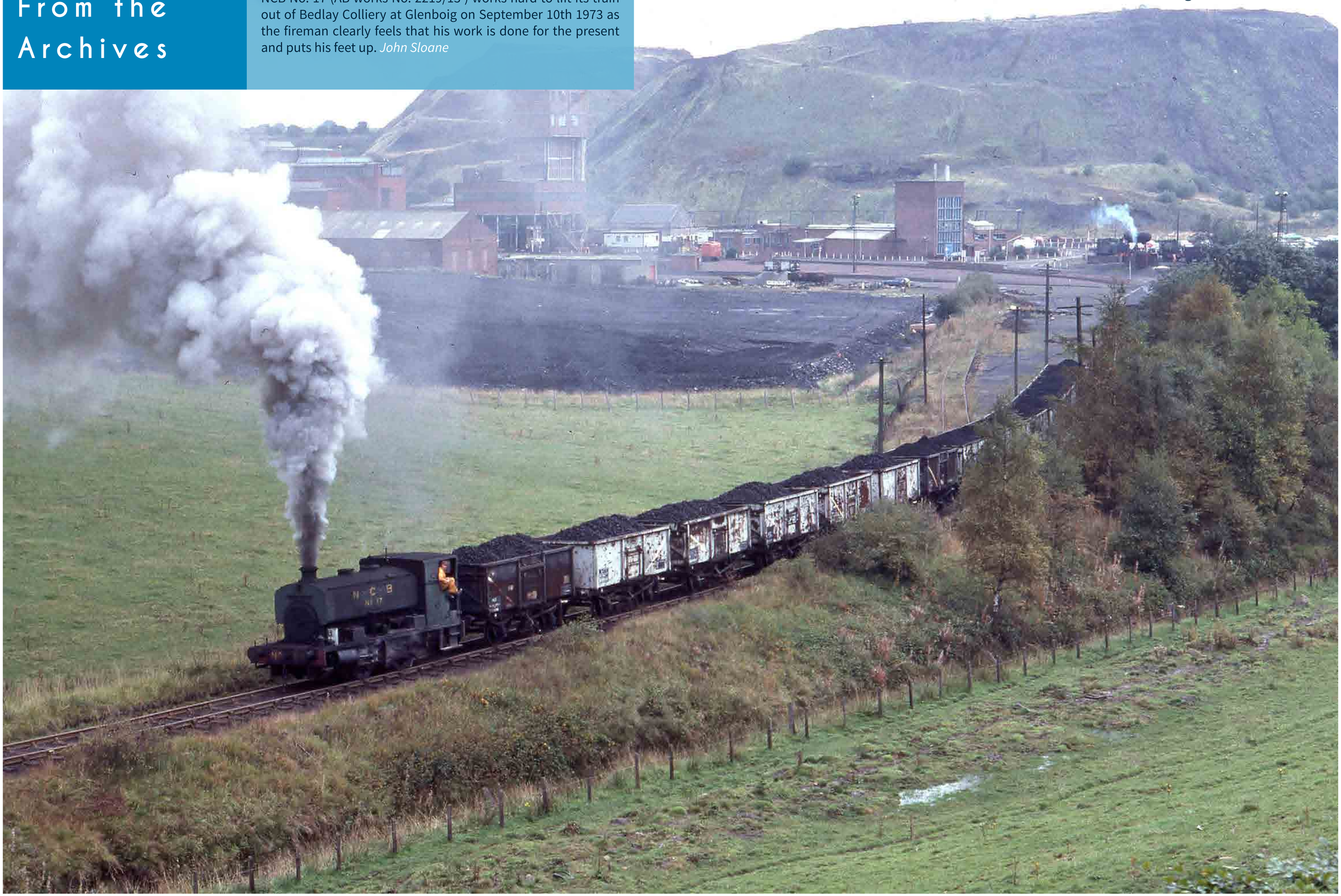






From the Archives

NCB No. 17 (AB works No. 2219/13) works hard to lift its train out of Bedlay Colliery at Glenboig on September 10th 1973 as the fireman clearly feels that his work is done for the present and puts his feet up. *John Sloane*



From the Archives

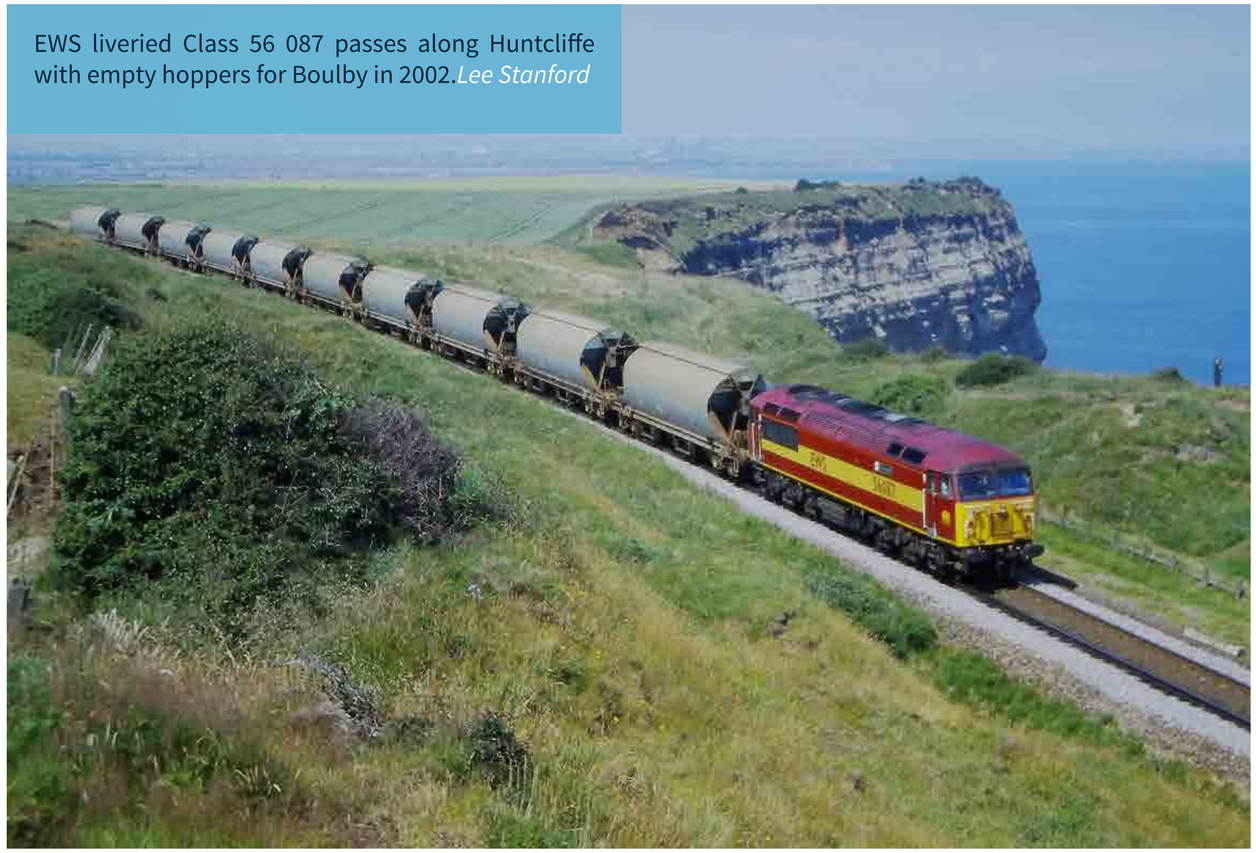
LMS No. 6115 ‘Scots Guardsman’ breaks the banner to open the ‘Great Railway Exposition’ at Liverpool Road Station, Museum of Science and Industry, Manchester on August 2nd 1980. *Brian Dobbs*



The short lived ‘Project Rio’ services that ran from Manchester Piccadilly to London St. Pancras during the time the West Coast main line was being upgraded for the new Pendolino services were operated by HST sets which carried a mixed bag of liveries. These services ran from May 2003 to September 2004 and in this undated photo former Virgin power car No. 43086 leads a set mostly in Midland Mainline livery as it approaches its stop at Stockport. *Lee Stanford*



EWS liveried Class 56 087 passes along Huntcliffe with empty hoppers for Boulby in 2002.*Lee Stanford*



From the Archives

A bygone scene at Manchester Piccadilly as Class 31 450 departs with a Liverpool to Hull service with HST power car No. 43130 and Class 08 624 at platforms in the background on September 20th 1986. *John Sloane*



From the Archives

On May 2nd 1994, Hertforshire Railtours operated 'The Big E' tour utilising BRT liveried Class 20 131 and Railfreight grey 20 118 and which ran from Paddington to Exeter for the Railfair. The train then continued ECS to Goodrington sidings at Paignton and is seen passing a rather dull Shaldon boat yard. *Lee Stanford*



From the Archives

Class 45 Peak No. 55 ‘Royal Signals’ has just come off an arriving train at Nottingham Midland and is running light to the depot at what is now referred to as Eastcroft on February 26th 1972. *John Sloane*



Former Lancashire and Yorkshire 0-4-0 Saddle tanks Nos. 51218 and No. 19, as 51231, are seen inside the former Southport Steam Shed prior to the closure of the Steamport Museum and the move to Preston Docks in February 1998. *Brian Dobbs*



Class 25 213 brings a short freight into Chester West Yard on a sunny July 23rd 1985. *Barry Longson*



From the Archives

All the ones, Class 47 No. 1111, sits inside York shed on May 20th 1972. *John Sloane*

With numerous withdrawn locos in the background, Class 37 675 and 37 503 set off from Springs Branch depot with a RHTT working on October 30th 2003. *John Sloane*

North of London Eurostar set No. 3312 heads for London King's Cross as it approaches Newark at speed on August 7th 2003. *John Sloane*





