

Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 235

Not very often do we hear of a new depot opening but...

A £10m new rail maintenance depot has been unveiled to keep passenger and freight trains moving smoothly through Greater Manchester. The high-tech facility at Guide Bridge is the new home for over 120 Network Rail staff who work night and day to make the railway safe and reliable. In just over a year, the two-storey building has been built on a 2.3-acre former railway siding.

It brings four separate track maintenance teams under one roof for the first time, having previously been based in separate temporary cabins with outdated facilities on the same site. It's hoped that bringing the staff together will mean better collaboration and faster response times to fix railway faults – leading to fewer delays for passengers.

The building came in £6m under budget thanks to a range of efficiency measures including innovative construction sequencing, material specifications and challenging standard railway approaches.

Clare Waller, Network Rail's interim North West route director, said: "It's fantastic to see this new depot at Guide Bridge now in use and provide modern facilities for the teams based there so they can respond to incidents and maintain the railway for passengers and freight in Greater Manchester.

"The teams have worked across multiple temporary buildings and not the best of environments for many years, so I'm sure this new striking building with top-notch accommodation will make a massive difference to them and the work they are able to achieve."

Everything has been built to modern accessibility standards, with a lift between floors, accessible toilet and changing rooms. The male locker room has 120 lockers and female equivalent 20 lockers, both with showering and toilet facilities, while the mess room has capacity for 100 staff at any one time. There is an array of 60 solar panels on the depot's roof which will provide approximately 44% of the depot's energy, with a buy-back scheme set to be introduced so it can generate revenue with any surplus being supplied back to National Grid. Ten new electric vehicle charging points have also been installed the depot as part of Network Rail's commitment to move to all-electric vehicles in future. Network Rail's Maintenance Delivery Units (MDUs) are operational day and night with shifts around the clock for teams to be able to respond to incidents and carry out overnight engineering work.

And also this month, is it just me or do we really need this, as work begins on Manchester Piccadilly's first community garden.....

Passengers travelling through Manchester Piccadilly are set to benefit from an exciting new garden project, bringing colour and life to the station's entrance. From Monday March 2nd, travellers will see work underway on the approach to the North West's busiest railway station. The Station Sanctuary project will see the grey, underused outdoor space just outside of the station evolve into a vibrant, biodiverse garden to welcome people and wildlife. The garden will be open to the public in spring 2026, for commuters, visitors, and city residents to enjoy amid the bustle of Piccadilly station.

The scheme has been created through an innovative partnership between Network Rail, the National Trust, Sow the City, and Manchester Action on Street Health (MASH). It has also benefited from the support of Manchester City Council and Transport for Greater Manchester, alongside funding from United Utilities. The space has been designed to offer a moment of calm and relaxation, with 40 modular rainwater planters, pillars, and seats that will be made by local community groups and volunteers.

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.

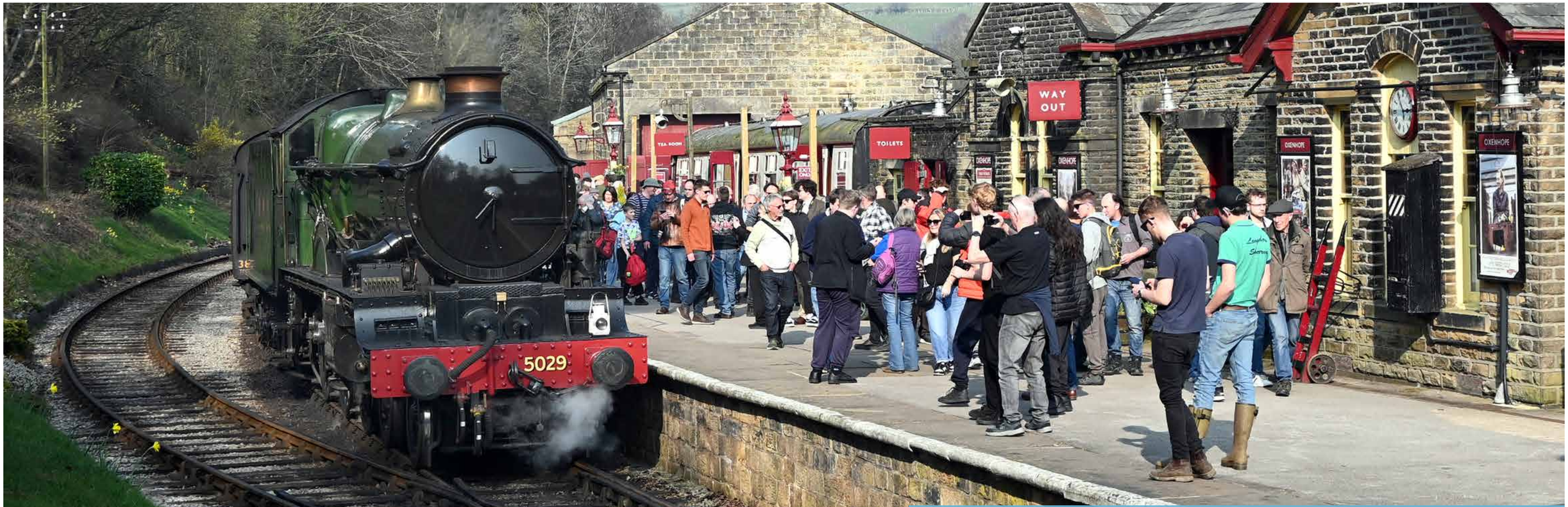
Andy

This Page

Royal Scotsman livered Class 66 743, passes Winwick, with 5O22, the 09:28 Hamilton to Eastleigh, Britannic Explorer ECS stock move on March 14th. *Paul Senior*

Front Cover

On March 17th, with this years lambs introduced to steam, GWR Castle Class No. 5029 'Nunney Castle' pilots SR WC Class No. 34046 'Braunton' with 5Z29 over Capernwray Viaduct to K&WVR for the forthcoming gala. *Shep Woolley*



At the Keighley and Worth Valley Spring Steam Gala, visiting GWR Castle Class No. 5029 'Nunney Castle' arrives at Oxenhope with a service from Keighley, March 21st. *Ben Bucki*

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

Charter Scene Railway Touring Company

The Buxton Spa Express

LMS 5MT 4-6-0 No. 45407 ‘The Lancashire Fusilier’ is seen atop Stockport Viaduct on March 14th, working 1Z45 the 07:38 Preston to Buxton steam charter (Class 47 813 was on the rear). *Barry Longson*

Charter Scene Railway Touring Company

The Buxton Spa Express

LMS 5MT 4-6-0 No. 45407 ‘The Lancashire Fusilier’ sets off from Lostock Hall Junction on March 14th with a charter from Manchester Victoria to Buxton via the devious route of Todmorden and Stockport. *John Sloane*



Railway Touring Co.

The Buxton Spa Express

On March 14th, Black 5 No. 45407 'The Lancashire Fusilier' passes Pleasington working 'The Buxton Spa Express' from Manchester Victoria - Buxton, with West Coast Railways' Class 47 813 on the rear. *Michael Lynam*

On March 14th, the Railway Touring Company's special passes Castleton, 1Z45 Preston to Buxton with Black 5 No. 45407 'The Lancashire Fusilier' in charge and Class 47 813 on the rear. *Russell Clarke*

On March 14th, Black 5 No. 45407 'The Lancashire Fusilier' passes Pleasington working 'The Buxton Spa Express' from Manchester Victoria - Buxton, with West Coast Railways' Class 47 813 on the rear. *Michael Lynam*







Charter Scene Railway Touring Company

The Buxton Spa Express

Black 5 No. 45407 approaches the LNWR signal box at Furness Vale with 'The Buxton Spa Express' on March 14th. *Lee Stanford*

Charter Scene Railway Touring Company

The Buxton Spa Express



Black 5 No. 45407 speeds through Littleborough with 'The Buxton Spa Express' on March 14th, with Class 47 813 on the rear. *Bryan Roberts*

Charter Scene Statesman Rail

The Settle & Carlisle Circular

On March 7th, Class 47 593 'Galloway Princess' storms smokily through Winwick with a Hereford - Appleby Statesman Rail outing. D1942 'Crewe Diesel Depot' brought up the rear. *Jeff Nicholls*



Charter Scene Statesman Rail

The Settle & Carlisle Circular

Class 37 401 leads 37 409 and Class 47 No. D1924 head through Warrington Bank Quay on March 14th with 1Z63 Leicester - Appleby.
Paul Godding



Substituted at Crewe for Class 47 810, 37 401 and 37 409 roar through Winwick leading Class 47 No. D1924 on a Leicester - Appleby special on March 14th. *Jeff Nicholls*

Charter Scene Statesman Rail

The Settle & Carlisle Circular

Class 47 593 ‘Galloway Princess’, powers away from Preston, with the return 13:32 Appleby to Hereford Statesman Tour on an overcast March 7th. *Paul Senior*

Charter Scene Vintage Trains

The Welsh Chieftain

Class 37 240 and 37 418 are seen at Wolverhampton on March 7th working a Birmingham New St. to Cardiff charter.
Paul Godding



Charter Scene Branch Line Society

Down to Dundee

Class 37 611 and 37 423 working the 1Z23 Peterborough - Dundee pass Bramshall on March 19th. *Carl Grocott*

Charter Scene Branch Line Society

Down to Dundee

Class 37 611 and 37 423 pass Wigan North Western at speed with the Branch Line Society's 'Down to Dundee' tour from Peterborough on March 19th. *Paul Senior*



Charter Scene Branch Line Society

Down to Dundee

Class 37 611 and 37 423 hurry past Winwick whilst working a charter from Peterborough to Dundee on March 19th. *Michael Lynam*

Charter Scene Branch Line Society

Up to Uttoxeter

Going like the proverbial clappers, Class 37 611 and 37 423 power south through Golborne with the 'Up to Uttoxeter' Linlithgow - Peterborough leg of Branch Line Society's Scottish weekend tour on March 23rd. *Jeff Nicholls*



Charter Scene Branch Line Society

Up to Uttoxeter

Class 37 611 and 37 423 run south of Euxton Junction with the charter returning from Linlithgo to Peterborough on March 23rd.
John Sloane



Charter Scene Railway Touring Company

The Cheshireman

Black 5 No. 45407 is seen at Northwich on March 28th with a Cleethorpes to Chester charter.
Mark Enderby

Railway Touring Co.

The Cheshireman

March 18th saw the first appearance of a steam-hauled charter at Scunthorpe for a number of years, so it was up at the crack of dawn to see 5Z54 York - Cleethorpes passing through with Class 47 812 hauling ten coaches and Black 5 No. 45407 steaming away merrily on the back. 1Z54 was back a couple of hours or so later with No. 45407 at the sharp end working through to Chester, seen here arriving and departing Scunthorpe. *Steve Thompson*







Railway Touring Co.

The Cheshireman

Black 5 No. 45407 drifts towards Lostock Gralam station at the head of the Cleethorpes - Chester 'Cheshireman' railtour on March 28th. *Jeff Nicholls*

A dull March 28th sees Black 5 No. 45407 approach Northenden Junction with 'The Cheshireman' railtour from Cleethorpes to Chester, the line the train is travelling on used to be part of the double track Midland main line from Manchester Central to London St. Pancras. *Lee Stanford*

No. 45407 in charge of 'The Cheshireman' railtour is seen passing near Mobberley with 1Z54 07:31 Cleethorpes – Chester on March 28th. *Nick Clemson*







Charter Scene Railway Touring Company

The Whitby Flyer

Class 86 259 on 1Z50 London King's Cross - Whitby is seen arriving at Doncaster on March 18th. The electric loco worked as far as York, where a Black 5 took over. *Steve Thompson*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 with a London Euston to Carlisle charter is seen passing Winwick on March 28th.
Mark Enderby

SR BoB Class No. 34067 'Tangmere' heads 1Z86 'The Cumbrian Mountain Express' through Greenholme on the climb to Shap and onwards to Carlisle on March 28th. *Shep Woolley*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Class 86 259 passes Farington Jct. on March 28th working 'The Cumbrian Mountain Express' from London Euston - Carlisle. *Michael Lynam*



Charter Scene Belmond

The Britannic Explorer

Class 66 748 passes Kempseye with 1Z66 13:52 Llandrindod - Pwllheli on March 23rd.
Keith Davies



Charter Scene Belmond

The Britannic Explorer

Class 97 302 and 97 304, with 37 254 on the rear, work 1Z66 Llandrindod - Barmouth past Yockleton on March 31st. *Carl Grocott*

UK Railtours

The Cracoe-Jack and K&WVR

Class 69 006 leads the 1Z42 06:41 Kidderminster SVR - Keighley with Class 57 305 on the rear through Chelford station on March 28th. In the distance Class 90 012 and 90 045 wait in Chelford Loop with 4M42 02:27 London Gateway - Trafford Park FLT. *Nick Clemson*

Class 57 305 leads the 1Z42 Kidderminster SVR to Keighley K&WVR through Crewe on March 28th. *Richard Hargreaves*

GBRf operated Class 69 006 is seen shortly after passing Mossley as it heads 'The Cracoe-Jack' tour from Bewdley to Rylestone on March 28th. *Lee Stanford*







Charter Scene UK Railtours

The Cracoe-Jack and Keighley and Worth Valley Railway

Class 69 006 and 57 305 working the 1Z42 Kidderminster - Keighley pass Searchlight Lane Jct. on March 28th. *Carl Grocott*



Charter Scene UK Railtours

The Cracoe-Jack and Keighley and Worth Valley Railway

Class 69 006 top'n'tail with 57 305 work a UK Railtours charter, running as 1Z42 the 06:41 Kidderminster to Keighley on March 28th seen on the approach to Cheadle Hulme.
Barry Longson

UK Railtours

The Cracoe-Jack and K&WVR

Class 69 006 and 57 305 working 1Z44 Rylestone - Kidderminster are seen at Stafford on March 28th *Carl Grocott*

Class 57 305 on the rear of 1Z42 to Keighley is seen at Cheadle Hulme, March 28th. *Barry Longson*

Class 69 006 leads the 1Z42 Kidderminster to Keighley 'The Cracoe-Jack' at Stafford on March 28th. *Richard Hargreaves*







Private Charter

Wrexham, Shropshire and Midlands Railway

Class 57 303 and 57 306 ‘Branch Line Society’ top’n’tail load 6 on 1Z71, the 08:55 Wrexham GeneraltoLondonEustonpassingNorthampton on March 2nd. *Derek Elston*

Class 57 303 and 57 306 ‘Branch Line Society’ top’n’tail load 6 on 1Z71, the 08:55 Wrexham GeneraltoLondonEustonpassingNorthampton on March 2nd. *Derek Elston*

Class 57 303 and 57 306 ‘Branch Line Society’ top’n’tail load 6 on 1Z71, the 08:55 Wrexham GeneraltoLondonEustonpassingNorthampton on March 2nd. *Derek Elston*







Charter Scene Vintage Trains

The Shap Mountaineer

The weather having calmed down and Wild Boar Fell as a backdrop, LNER A1 Class No 60163 ‘Tornado’ speeds the return ‘Shap Mountaineer’ towards Aisgill summit and on to Birmingham on March 28th *Shep Woolley*

Vintage Trains

The Shap Mountaineer

LNER A1 No. 60163 'Tornado' passes Farington Jct. working 'The Shap Mountaineer' from Birmingham New Street - Carlisle on March 28th. *Michael Lynam*

'Tornado' storms through Standish with 'The Shap Mountaineer' working from Birmingham to Carlisle on March 28th. *John Sloane*

LNER A1 No. 60163 'Tornado' passes Winwick working 'The Shap Mountaineer' from Birmingham New Street - Carlisle on March 28th. *Mark Enderby*







Charter Scene Saphos Trains

The Cumbrian Mountaineer

LNER A4 No. 60007 leads a London Euston to Carlisle charter through Moore on March 11th.
Mark Enderby



Charter Scene Saphos Trains

The Cumbrian Mountaineer

Despite the overcast and chilly conditions, LNER A4 Class No. 60007 'Sir Nigel Gresley' makes a fine sight and sound as it works the northbound 'Cumbrian Mountaineer' through Greenholme on the climb to Shap and onwards to Carlisle on March 11th. *Shep Woolley*

Charter Scene Saphos Trains

The Cumbrian Mountaineer

With the light quickly fading on March 11th, LNER A4 Class No. 60007 ‘Sir Nigel Gresley’ speeds the return ‘Cumbrian Mountaineer’ away from Tebay back to Crewe and onwards to London Euston. *Shep Woolley*

Charter Scene UK Railtours

The East Lancashire Railway

With Class 66 032 and 56 006 out of sight on the rear, 50 049 leads the UK Railtours' Watford Junction - Rawtenstall past Duckworth Lane crossing on March 7th. *Jeff Nicholls*



Charter Scene UK Railtours

The East Lancashire Railway

Class 50 049 approaches Heaton Norris Junction on March 7th with UK Railtours' 'The East Lancashire Railway' from Watford to Rawtenstall on the ELR. *Lee Stanford*

UK Railtours

The East Lancashire Railway

Class 50 049 is seen at Heywood on March 7th on the rear of the tour from Watford. *Michael Lynam*

Class 50 049 passes Townsend Fold with 56 006 and 66 032 at the rear, heading back to Heywood and onwards to the main line. *Michael Lynam*

The Class 56 group's Class 56 006 pilots 66 032 with 50 049 on the rear, seen at Townsend Fold. *Michael Lynam*







Charter Scene UK Railtours

The East Lancashire Railway

Class 50 049 'Defiance" is seen departing Castleton, after a tour on the East Lancs Railway with 56 006, with 1Z45 to Watford on March 7th with Class 66 032 on the rear. *Russell Clarke*



InterCity/ Saphos Trains

The Deltic Express

D9000 ‘Royal Scots Grey’ leads LSL’s 1Z07 the 07:00 London Euston to Carlisle through Northampton on March 11th. *Derek Elston*

Class 55 Deltic No. D9000 speeds through Stafford on March 11th working 1Z07 London Euston - Crewe. *Paul Godding*





Charter Scene InterCity/Saphos Trains

The Deltic Express

Deltic No. D9000 heads the return 'Deltic Express' from Carlisle to London Euston through Stafford on March 11th.
Chris Morrison

Charter Scene Saphos Trains

The Cumbrian Mountaineer

Illuminated by reflections off the drifting exhaust, A4 Pacific No. 60007 'Sir Nigel Gresley' climbs unassisted towards Shap Summit at Scout Green with 'The Cumbrian Mountaineer' on March 11th. *Gerald Nicholl*

Charter Scene Saphos Trains

The Cumbrian Mountaineer

On April 8th, the Crewe to Carlisle working behind 'Britannia' is seen thrashing up the gradient past Standish. The locomotive was subsequently failed at Oxenholme and replaced by Class 37 409 which itself failed at Tebay on the return, being recovered by a pair of Class 20's. *John Sloane*



Charter Scene

ECS and Light Engine Moves

On the return of a test working from Tebay on March 18th, Class 89 001 ‘Avocet’ was at the head of the train with 86 101 at the rear as it approaches Euxton. *John Sloane*

Class 89 001 ‘Avocet’ races towards Charnock Richard with a test train from Tebay returning to Crewe on March 20th. *John Sloane*

Class 66 743 with a Hamilton to Eastleigh stock move passes Acton Bridge on March 14th. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

Class 86 101 'Sir William A Stanier FRS' brings up the rear of a test working from Tebay returning to Crewe behind 89 001 on March 20th as it passes through Charnock Richard cutting. *John Sloane*

A sight for sore eyes, and seldom seen on the WCML, as Class 89 001 flies south through Golborne on March 18th on the return leg of its loaded test run from Crewe to Tebay and return. Class 86 101 was DIT on the rear, presumably as 'insurance'. *Jeff Nicholls*

LSL's Class 37 409 escorts GWR Castle Class No. 5029 'Nunney Castle' and SR Bulleid No. 34046 'Braunton' through Coppull during a move from Crewe to the K&WVR on March 17th. *John Sloane*







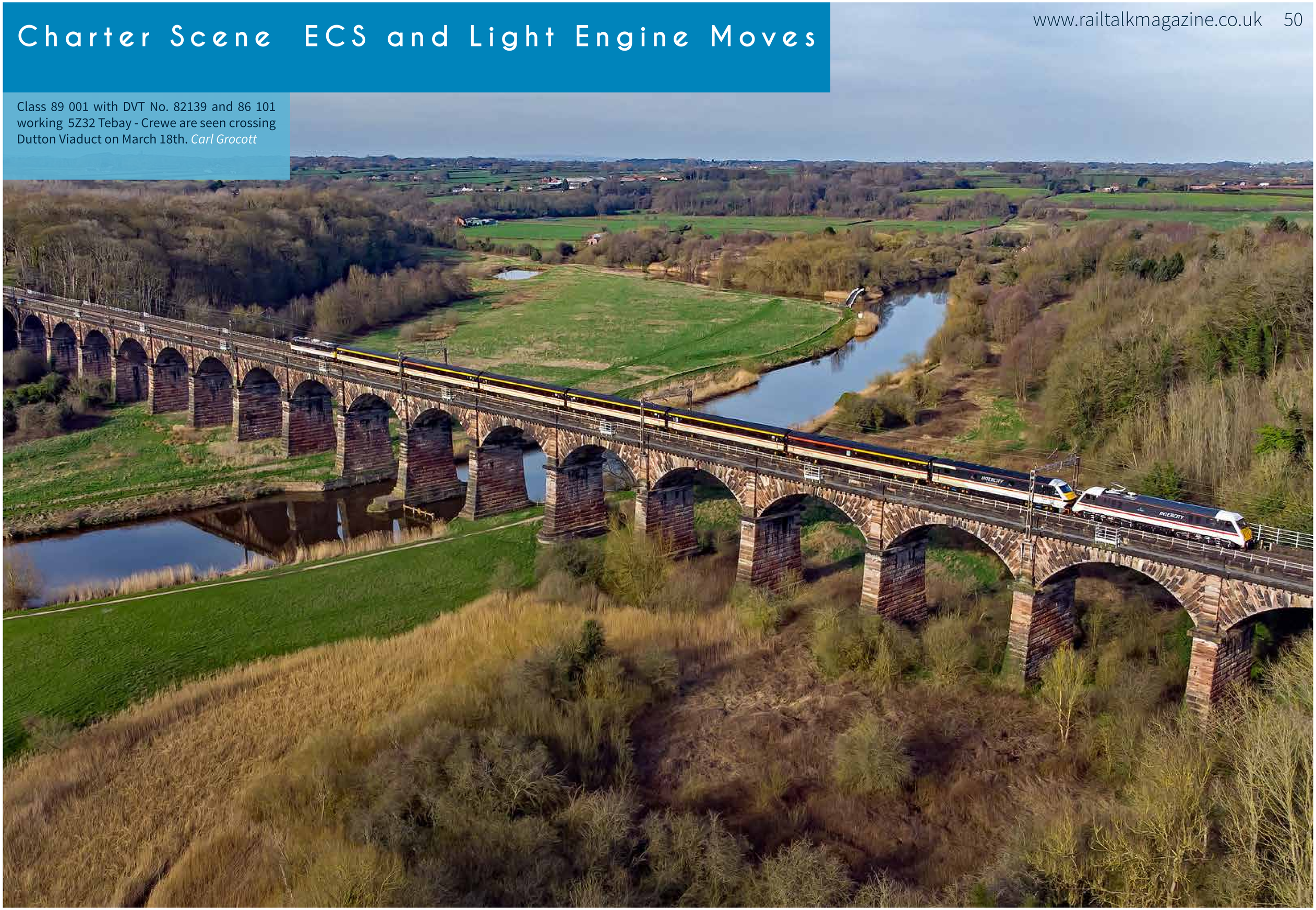
Charter Scene ECS and Light Engine Moves

Making the 10 hour trek from Hamilton to Eastleigh, a very smart Class 66 743 hauls the stock of the 'Britannic Explorer' through a sunny Winwick on March 14th. *Jeff Nicholls*

Charter Scene ECS and Light Engine Moves

Class 89 001 leads DVT No. 82139, with Class 86 101 on the rear, southbound at Winwick with a proving run for LSL from Crewe to Tebay and return on March 20th. *Brian Dobbs*

Class 89 001 with DVT No. 82139 and 86 101 working 5Z32 Tebay - Crewe are seen crossing Dutton Viaduct on March 18th. *Carl Grocott*



Charter Scene

ECS and Light Engine Moves

On March 18th, Class 89 001 was captured at Carnforth working 5Z32 Tebay - Crewe test run. It was coupled to DVT No. 82139 and 6 Mk3s with 86 101 on the rear. *Steve Thompson*

Class 47 773 passes Farington Jct. light engine heading from Crewe - Carlisle on March 28th. *Michael Lynam*

Locomotive Services' Class 89 001, DVT No. 82139 with 86 101 on the rear pass Acton Cliff on March 18th working 5Z32 Tebay - Crewe. *Carl Grocott*







Charter Scene

ECS and Light Engine Moves

A bit of a disappointment to the assembled multitudes at Winwick on March 17th, to find steam locos Nos. 5029 and 34046 diesel hauled, even if by Class 37 409, on their way from Crewe to Keighley. *Jeff Nicholls*

Class 50 050 'Fearless' approaches Northampton running as 0Z80, the 07:51 Crewe H.S. to Oxford route learner on March 2nd. *Derek Elston*

Vintage Trains' Class 47 773 departs Crewe on March 29th working 0Z95 Crewe - Carlisle. *Richard Hargreaves*







Charter Scene

ECS and Light Engine Moves

Class 50 050 'Fearless' passes Church Brampton light engine as 0Z80, the 07:51 Crewe H.S. to Oxford East West route learner on March 3rd. *Derek Elston*

Class 37 No. D6851 'Flopsie' passes Northampton bound for a repaint at Arlington's Eastleigh running as 5O47, the 08:17 Crewe H.S. to Eastleigh Arlington (Zg) on March 25th. *Derek Elston*

WCRC Class 33 207 'Jim Martin' working 5V42, the 11:23 Carnforth Steamtown to Southall WCR passes Northampton with two London Transport liveried TC coaches Nos. 76324 and 76297 on March 6th. *Derek Elston*







Class 390 121 in the 'Climate Change' livery, passes Alder Lane, Winwick, with 9M56 12:52 Edinburgh to London Euston service on March 14th. *Paul Senior*

Avanti West Coast recognised for improving train service performance at industry awards

Avanti West Coast has been recognised for delivering a more reliable train service at the Golden Whistle Awards. The intercity operator received a Silver Whistle, awarded to the most improved, in the 'Minimising Cancellations – Long Distance' category at the ceremony, which celebrates operational excellence across the UK rail industry. Judged from industry-compiled data, the 'Minimising Cancellations' award analysed the average number of cancellations in the 12 months leading up to December 6th 2025.

Avanti West Coast was the most improved amongst all UK long distance train operators – with the average number of cancellations decreasing to 5.2 percent – a reduction of over 2 percent on the previous year. To deliver a more reliable service, Avanti's fleet team have worked more closely with Alstom, who maintain the operator's trains, to identify issues earlier and focus repairs on the systems which most impact performance.

Avanti West Coast continues to work with Network Rail, who are responsible for railway infrastructure, to deliver improvements across the entire route. This includes its Joint Performance Strategy, which is a collaborative approach designed to identify, and tackle causes of delay to improve reliability and punctuality on the West Coast Main Line. Recently, the train operator began trialling a timetable optimisation tool to boost train service reliability and improve the customer experience during unplanned disruption.

Avanti West Coast's Operations Delivery Manager, James Dobson, was also presented with a special award for his role in organising The Greatest Gathering – a three-day event at Alstom's Derby factory that saw over 70 modern and historic trains, including Avanti's Pride Pendolino, on public display.

James was honoured with the 'Outstanding Individual' Golden Whistle award in recognition of his efforts to deliver the largest gathering of trains to celebrate the industry's 200th anniversary known as Railway 200.

Chris Liptrot, Operations Director at Avanti West Coast, said: "This recognition is a testament to the unwavering dedication of our operational colleagues, whose tireless work – alongside our industry partners, particularly Network Rail and Alstom – has delivered meaningful improvements in performance. It reflects our ongoing commitment to delivering operational excellence and providing the level of service our customers rightly expect and deserve.
A huge congratulations also to James for being honoured for his contribution to The Greatest Gathering. His leadership was instrumental in bringing the event to life and creating a memorable legacy as part of the wider Railway 200 celebrations."

Speaking about his recognition, James said: "I'm honoured to be recognised as part of the Avanti West Coast operations team, and even more so to receive my own award. It was a huge surprise and I'm totally overjoyed!
I want to pay tribute to the efforts of my fellow operational colleagues who work tremendously hard each day. It is a pleasure to be a part of those teams and contribute to their success. Both awards reflect the effort of many people behind the scenes, notably those with The Greatest Gathering who helped make the event such a success. It was just brilliant and I'm very proud of what we achieved together".

Avanti West Coast

The ‘Green’ Pendolino, Class 390 121, works a Wolverhampton - Edinburgh service through a green Winwick on March 14th. *Jeff Nicholls*

Class 390 151 and 805 008 stand at London Euston on March 21st. *Mark Enderby*

Poppy adorned Class 390 151 ‘The Unknown Soldier’ runs past Heaton Norris on March 20th, working the 11:53 London Euston to Manchester Piccadilly service. *Barry Longson*







Avanti West Coast

Class 390 124 passes Winwick on March 19th with a service to London Euston. *John Sloane*

Class 805 001, calls at Wigan North Western, with 1P94 the 17:36 London Euston to Blackpool North service on March 12th. *Paul Senior*

On March 17th, Class 390 156 races past Coppull with a London Euston bound service. *John Sloane*







Balfour Beatty

Class 20 901 and 20 905 with a Penrith to Crewe ‘drain train’ working pass Moore on March 31st.
Mark Enderby

Chiltern Railways

Class 68 020 runs on the up fast through Leamington Spa nonstop, working 3Q63 the 11:51 Birmingham Moor Street to Bicester ECS move on March 18th. *Barry Longson*

Class 165 010 has just arrived at Leamington Spa with the 12:29 from Stratford on Avon terminating service on March 18th.
Barry Longson

On March 18th, Class 68 024 terminated at Leamington Spa working 5M69 the 09:45 from Eastleigh, before heading back south on 5O86 the 12:42 return working. *Barry Longson*







Chiltern Railways

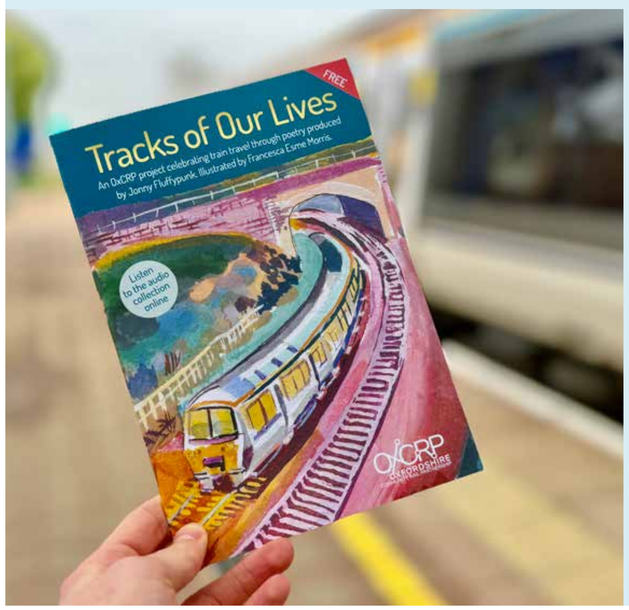
On March 19th, Class 68 011 passes Tyseley with the final set of Chiltern Mk3 stock from Wembley for storage at Burton. An extra coach and DVT were on the rear with 68 012. Note the Hanson and Hall signs on the lamp brackets. *Chris Morrison*

Class 68 029 crosses the M42 at Widney Manor with the 11:02 London Marylebone to Birmingham Moor Street service on March 18th. *Chris Morrison*



On March 18th, Class 168 219 runs nonstop through Leamington Spa, working the 12:10 Stourbridge to Banbury, empty stock move. *Barry Longson*

Community artwork on Bicester North Station overbridge unveiled



Vibrant new artwork on the diverse rail memories of local people has been unveiled at Bicester North Station, transforming the station overbridge into a colourful showcase of community stories. The project, called "Tracks of Our Lives", was delivered by Oxfordshire Community Rail Partnership (OxCRP) and funded by Chiltern Railways' Community Investment Fund. The initiative was also match funded by Community Rail Network.

The installation brings together illustrations inspired by personal memories shared by residents, commuters, volunteers and families who use the station. These stories were gathered through interviews, passenger conversations and outreach sessions held across the local area.

A launch event took place at Bicester North on March 24th, and was attended by contributing illustrator, Francesca Esme Morris, and poet Jonny Fluffypunk, who performed live poetry readings from the collection.

Michael Stewart, Commercial & Customer Strategy Director at Chiltern Railways, said: "The new artwork on Bicester North's overbridge is a wonderful example of the community coming together to enhance their local area. The artwork is vibrant, colourful and conveys delightful rail memories from residents of Bicester. We're proud to fund projects like this through our Community Investment Fund, supporting social and cultural initiatives across our network."

Alayne McDonald. Community Rail Development Manager at Oxfordshire Community Rail Partnership, said: "Railways are part of everyday moments, big and small, and Tracks of Our Lives celebrates those moments through stories, poetry, illustration, and audio. "We are delighted to celebrate this project alongside Chiltern Railways today, and OxCRP remains committed to working with local communities to enhance station environments - creating vibrant, inclusive, and inspiring spaces that reflect the communities they serve."

The Community Investment Fund supports projects that deliver social, economic and environmental benefits along the Chiltern Railways route. It enables community groups and organisations to enhance local spaces, improve wellbeing, and connect people with their railway in meaningful ways. The public are invited to visit Bicester North Station to view the finished artwork, which will remain on permanent display. The station artwork is also accompanied by a Community Story Booklet and audio exhibition, all available to download and enjoy for free from OxCRP's website

Chiltern set CH02 with Class 68 029 on the rear departs Leamington Spa with the 13:45 Birmingham Moor St. to London Marylebone service on March 18th. *Barry Longson*

Chiltern Railways hosts Railway Children Sleepout at London Marylebone station

For the second year running, railway colleagues took part in an overnight sleepout at London Marylebone station to raise funds for the charity Railway Children. This year's refreshed and rebranded event invited railway colleagues to once again swap their warm beds for the cold station floor for just one night as part of the newly named "Railway Children Night At The Station".

By signing up, participants committed to raising at least £100 for Railway Children's crucial cause, supporting vulnerable children in the UK, Tanzania and India.

As part of this year's sleepout at London Marylebone Station, which took place on Thursday March 26th, railway colleagues raised £3,500 (with donations still open). Money raised goes towards protecting children when they are most at risk, so children don't just survive but thrive.

Richard Allan, Managing Director of Chiltern Railways, said: "I was delighted to take part in the sleepout at London Marylebone for the second year running to help raise funds for the Railway Children charity, which provides vital and often life-changing support to thousands of vulnerable children and young people. Donations are still open to sponsor us and support Railway Children."

Rob Capener, Chief Executive Officer of Railway Children, said: "Chiltern Railways' commitment to supporting vulnerable children means so much to us, and we are incredibly grateful to them for, once again, taking part in Night at the Station.

"By giving up a good night's sleep for a cold, uncomfortable night on the floor of Marylebone Station, their team shows such compassion for the children we work with, helping us raise vital funds and awareness."

Railway Children works closely with British Transport Police and holds a variety of events each year. The charity also hosts a youth platform, offering advice on a range of issues to help young people build a brighter future.

Chiltern Railways is a regular supporter of Railway Children.



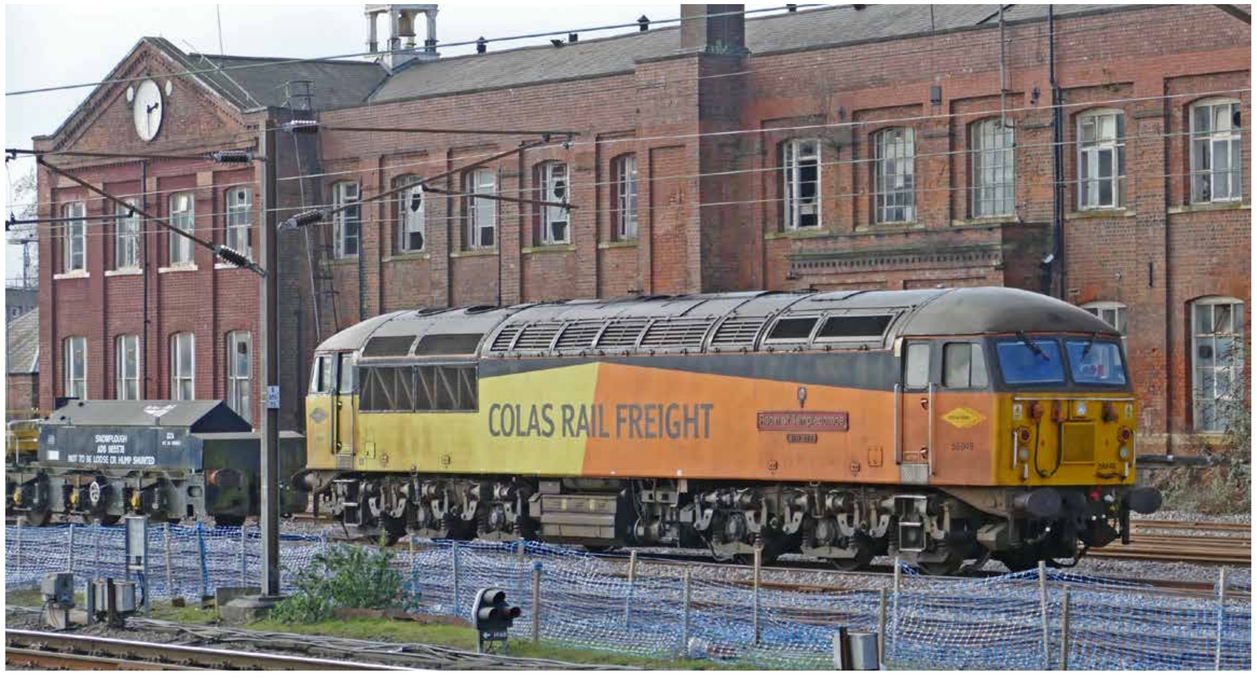
Colas Rail

Class 70 811 slows for a signal check at Leamington Spa on March 18th, working 6M40 the 11:34 Westbury to Stud Farm.
Barry Longson

Class 66 848 passes Farington Jct. on March 18th with a couple of timber carriers, working from Carlisle N.Y. - Crewe TMD (E) as 6Z70.
Michael Lynam

Class 56049 was to be found stabled at the Colas facility adjacent to the station at Doncaster on March 4th. *Michael Lynam*







Colas Rail

Class 70 816 heads the 6M40 Westbury - Cliffe Hill past Hatton North Junction on March 2nd. *Chris Morrison*



Class 70 812 grinds towards Charnock Richard on March 16th with a loaded log train from Carlisle to Chirk. *John Sloane*



On March 22nd, Class 70 812 is seen at Walcot with 6C37 10:30 Chirk Kronospan - Carlisle Yard. *Keith Davies*



Colas Rail

Class 70 813 with a Shap to Longport stone working passes Moore on March 30th.
Mark Enderby

CrossCountry

Newly refurbished Class 220 027 arrives into Stockport on March 14th, while working the 09:00 Bristol Temple Meads to Manchester Piccadilly service. *Barry Longson*



Class 221 135 slows for its booked stop at Leamington Spa on March 18th, working the 11:25 Manchester Piccadilly to Bournemouth service. *Barry Longson*

On March 24th, Class 170 113 is seen at platform 5A at Nottingham between duties.
Allison Twycross





CrossCountry

Class 170 116 waits at Nottingham with 1V10 13:07 to Newport on March 26th. *Nick Clemson*

New liveried Class 220 027 passes Dawlish on March 25th working 1E63 Plymouth to Newcastle. *Russell Clarke*

On March 25th, Class 221 144 and 220 002 speed through Dawlish on their way to Plymouth with 1V54. *Russell Clarke*







CrossCountry

Class 220 023 approaches Burngullow Junction with 1S53 12:15 Penzance - Edinburgh on April 7th. *Barry Beeston*

Class 170 113 and 170 112 are seen between duties at Nottingham on March 10th. *Michael Lynam*

Class 170 103 arrives at Nottingham with 1D60 11:40 from Birmingham New Street displaying its Pride livery. *Nick Clemson*







CrossCountry

Class 221 117 is seen sat waiting to depart Bristol Parkway with 1M33 10:00 Bristol Temple Meads - Manchester Piccadilly service on March 28th.
Barry Beeston



DB Cargo

Class 66 655 drops down from Lewisham Vale Junction into Lewisham station on a bright and sunny March 5th, with the 6O75 Mountsorrel Sidings - Hothfield Siding aggregates in tow. *Ian Callander*



Class 66 091 passes through Lincoln on March 24th working from Wakefield to Felixstowe. *Allison Twycross*



On March 23rd, Class 66 206 traverses from Tolworth Sidings to the ‘up’ Chessington - London Waterloo line, just over 5 hours after arriving there from Hoo Junction Down Sidings as 6Y01, but now en route to Cliffe Brett Marine running as 6Y08. *Ian Callander*



DB Cargo

Class 66 035 ‘Resourceful’ is seen at Rainford with 6E26 Knowsley FLT to Wilton EfW loaded refuse train on March 17th. *Brian Dobbs*

DB Cargo

Class 66 010 approaches Lewisham station on March 5th at the head of the 6Y08 Tolworth Sidings - Hoo Junction Down Yard discharged aggregates service. *Ian Callander*



Class 66 653 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on March 27th. *Keith Davies*



Class 66 652 is seen at Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on March 14th. *Keith Davies*



DB Cargo

Class 66 121, still in the old EWS Livery, and fitted with the Stop/ Start Technology, passes Pemberton foot crossing, with 6E26 Knowsley to Wilton industrial and domestic waste train, on March 3rd. *Paul Senior*



DB Cargo

Class 66 100 passes through Nottingham on March 10th with a rake of covered steel coil carriers from Wolverhampton Steel Terminal - Boston Sleaford Sidings. *Michael Lynam*

Class 66 084 passes through Manchester Piccadilly on March 10th with a Trafford Park - Felixstowe intermodal. *Michael Lynam*

Class 66 082 passes Manchester Piccadilly on March 10th with an intermodal from London Gateway - Trafford Park. *Michael Lynam*







DB Cargo

Class 66 067 approaches Cardiff Central on March 24th with the well loaded 09:16 Newport Docks to Margam steel train. *Lee Stanford*



Class 66 190 passes Doncaster on March 4th with a Wakefield - Felixstowe intermodal. *Michael Lynam*



On March 10th, Class 66 092 passes through Nottingham with a rake of empty fuel tanks from Kingsbury Oil Sidings - Humber Oil Sidings. *Michael Lynam*



DB Cargo

Class 66 657 passes Burgs Lane on February 14th working 6V75 09:30 Dee Marsh - Margam . *Phil Martin*

The driver of Class 66 124, a regular visitor of late, opens the throttles as he approaches the rise towards Malden Manor on March 17th, with its 16 HRA wagons following obediently behind, forming the regular 6Y08 discharged aggregates service, en route to Hoo Junction Down Yard. *Ian Callander*

Class 66 657 is seen at Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on March 5th. *Keith Davies*







DB Cargo

With the foreshortening effect of a long lens making the platform at Motspur Park station in the background look more like a traffic roundabout, Class 66 185 approaches West Barnes Lane level crossing on March 26th. Also visible at Motspur Park station is the recently-constructed passenger access bridge to the station's island platform, which replaced the 1938-built structure. *Ian Callander*

Class 66 098 is about to pass Dawlish on March 25th working 6C10 on the last weeks loaded china clay services before GBRf takes over. *Russell Clarke*

Class 66 659 is seen at Wistanstow with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on March 19th. *Keith Davies*







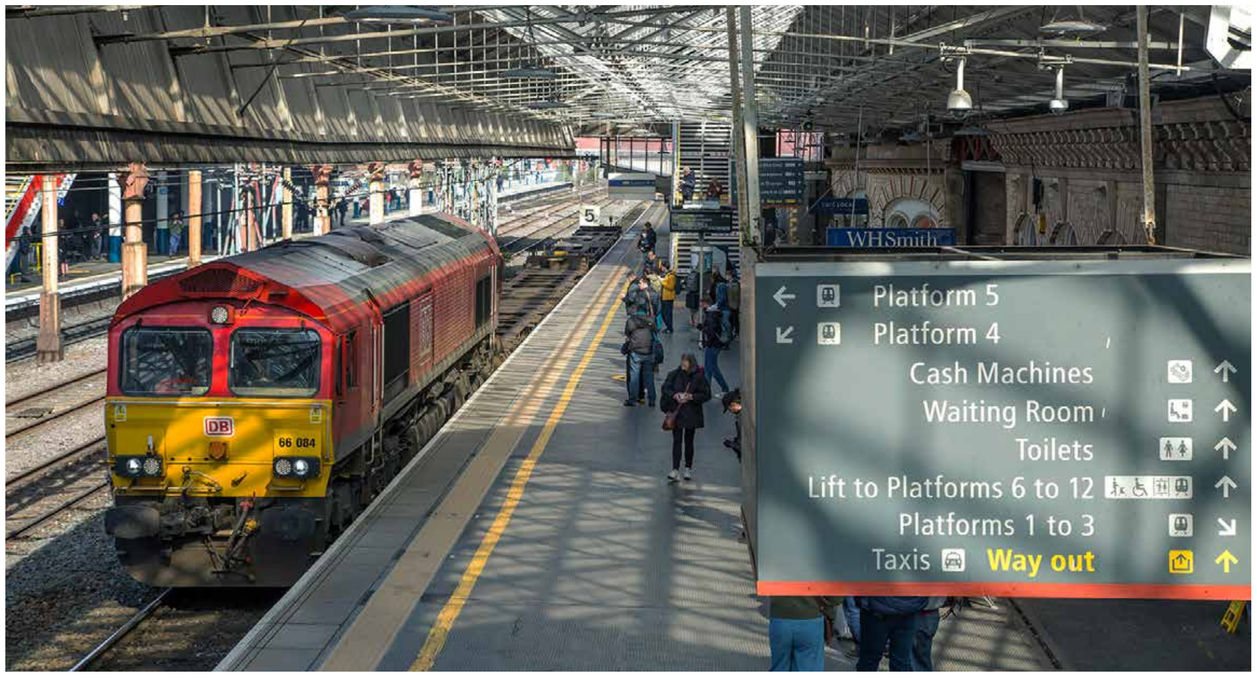
DB Cargo

On March 18th, Class 66 004 has a full load working 4O21 the 08:20 Trafford Park to Southampton, seen passing Nuneaton. *Barry Longson*

Class 66 120 heads 4V21 10:20 Trafford Park Euro Terminal - Didcot T.C. through Chelford station on March 28th. *Nick Clemson*

Class 66 084 working the 4F66 Trafford Park - Arpley passes through Crewe on March 28th. *Richard Hargreaves*







DB Cargo

On March 18th, Class 66 025 had charge of 4M96 the 06:14 Southampton to Birch Coppice intermodal as is heads through Leamington Spa. *Barry Longson*

On March 25th Class 66 084 passes through Leicester with a northbound intermodal. *Allison Twycross*

Class 66 077 heads north through Leicester on March 25th with an aggregates working. *Allison Twycross*







DB Cargo

On March 10th, Class 66 186 arrives at platform 3 at Doncaster with 0Z67 Heck Plasmor to Doncaster Belmont, stopping to drop off staff after being named 'Antony Slater' at the Plasmor complex. *Russell Clarke*

Class 66 066 'Geoff Spencer' working the 6X03 the 06:21 Dollands Moor to Eastleigh Yard rail train passes Daisy Dell footbridge, Andover on March 7th. *David Lindsell*

Class 66 137 arrives at Peak Forest on March 19th working 6H75 the 11:03 Arpley to Tunstead empty hoppers. Class 66 168 sits on the adjacent line. *Barry Longson*







DB Cargo

Class 66 119 approaches York with an empty bin train from Wilton EfW - Knowsley Freight Terminal on March 17th. *Michael Lynam*



Class 66 143 shuffles around the yard at Didcot on March 14th. *Derek Elston*



Class 66 061 and 66 050 pass through Doncaster light engine on March 4th working from Knottingley - Belmont Down Yard.
Michael Lynam



DB Cargo

Class 66 139 and 66 099 restart 6E54 10:38 Kingsbury Oil Sidings - Humber Oil Refinery from a crew change at Nottingham on March 26th. *Nick Clemson*

Class 66 654 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam T.C. on March 18th. *Keith Davies*

Class 66 035 slows to cross Heaton Norris Junction on March 20th, while in charge of 6E26 the 10:52 Knowsley to Wilton loaded waste containers. *Barry Longson*







DC Rail Freight

At the head of the 6Z20 Cliffe Brett Marine - Chessington South Sidings loaded aggregates service, Class 60 099 'Ben Mor Assynt' curves into Chessington North on March 10th. The train will be brought to a stand between Chessington North and Chessington South, to await the departure of the 14:04 2M40 Chessington South - London Waterloo passenger service, which currently occupies the access road to Chessington South Sidings. *Ian Callander*



BR Blue Class 56 045 with DC Rail Freight branding on the cabside passes Northampton as 0A56, the late running 11:08 Rectory Junction (Colwick Colas) to Willesden DC Rail Sidings on March 15th. *Derek Elston*



Class 60 046 'William Wilberforce' working 6A25, the 09:47 Penmaenmawr Quarry to Wembley Receptions 1-7 heads through Northampton on March 15th. *Derek Elston*



Direct Rail Services

On March 18th, Class 66 424 runs through Nuneaton working 4V44 the 10:42 Daventry to Wentloog. *Barry Longson*

Class 66 423 trundles through Northampton with an empty rake of wagons as 4M07, the 10:02 Tilbury2 Container Terminal Fl to Daventry DRS (Tesco) on March 2nd. *Derek Elston*

Class 66 421 with the 4S44 Daventry - Mossend intermodal heads through Stafford on March 28th. *Richard Hargreaves*







Direct Rail Services

Class 88 009 and 88 004 pass Farington Jct. on March 18th working a Coatbridge - Daventry intermodal running 230 mins late due to issues with the overhead supply. *Michael Lynam*

Class 66 422 passes through Preston on March 5th with an aggregate train from Shap Summit Quarry - Doncaster Up Decoy. *Michael Lynam*

Class 66 432 heads south through Northampton on March 2nd with 4L48, the 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl. *Derek Elston*







Direct Rail Services

Class 88 005 passes Farington Jct. on March 28th working a Daventry - Coatbridge TESCO intermodal. *Michael Lynam*



Class 68 034 passes through Lancaster on March 5th with an intermodal working from Daventry - Coatbridge. *Michael Lynam*



Class 66 433 passes Lancaster light engine working from Carlisle Kingmoor - Crewe Gresty Bridge on March 5th. *Michael Lynam*



Direct Rail Services

Class 88 009 and 88 004 working the 4M27 Coatbridge - Daventry pass Acton Cliff on March 18th. *Carl Grocott*

Class 66 422 approaches Doncaster working 6E73 Shap Quarry to Doncaster ballast train on March 10th. *Russell Clarke*

Class 66 422 passes through Doncaster on March 4th with an aggregate train from Shap Summit Quarry - Doncaster Up Decoy.
Michael Lynam







Direct Rail Services

Class 88 008 ‘Ariadne’ with 88 004 ‘Pandora’ pass Red Bank, with the late running 4M27 05:38 Coatbridge to Daventry, on March 21st. *Paul Senior*

Class 68 033 ‘The Poppy’ passes through Charnock Richard cutting with a Carlisle to Crewe engineers working on March 9th. *John Sloane*

Class 66 434 heads towards Winwick Junction on March 19th with the 4S44 intermodal from Daventry to Mossend. *John Sloane*







Direct Rail Services

On the bright morning of March 18th, Class 88 001 ‘Revolution’ powers up the gradient through Standish with a lengthy ‘Tesco’ service from Daventry to Coatbridge .
John Sloane

On March 23rd, the 6K05 engineer’s train from Carlisle to Crewe was worked through Euxton by Class 66 422 with 66 534 ‘OOCL Express’ and 66 590 dead behind it. *John Sloane*





East Midlands Railway

On February 25th, Class 810 012 is seen at Leicester working the 11:31 Sheffield to London St. Pancras service. *Allison Twycross*



Class 810 013 calls at Leicester on February 25th working a London St. Pancras to Sheffield service. *Allison Twycross*



Class 222 104 stands at Leicester on February 25th with a Sheffield service. *Allison Twycross*



East Midlands Railway

Class 810 014 waits with the Aurora service 1C41 11:00 Sheffield - London St. Pancras on March 26th as Northern's Class 158 787 departs Sheffield with the 10:52 'Yorkshire Flyer' to Leeds. *Nick Clemson*

Fresh out of the box East Midlands 'Aurora' Class 810 018 is seen arriving at Doncaster with a test run from Newcastle on March 31st. *Lee Stanford*

Class 810 006 is seen waiting to depart platform 7 at Nottingham on March 24th with a service to London St. Pancras. *Michael Lynam*







East Midlands Railway

Built between 1989-1992 and still plying their trade, Class 158 806 and 158 852 pass Davenport, working the 10:51 Liverpool to Norwich on March 26th. *Barry Longson*



Freightliner/ Heavy Haul

Class 90 012 and 90 045 hauling the 4M42 02:27 London Gateway - Trafford Park FLT are seen passing Chelford station on March 28th.
Nick Clemson



Class 66 597 'Viridor' hauls a Felixtowe bound liner through Leicester on February 25th.
Allison Twycross



Class 90 011 and 90 013 with a Mossend to Rugby liner passes Moore on March 14th.
Mark Enderby

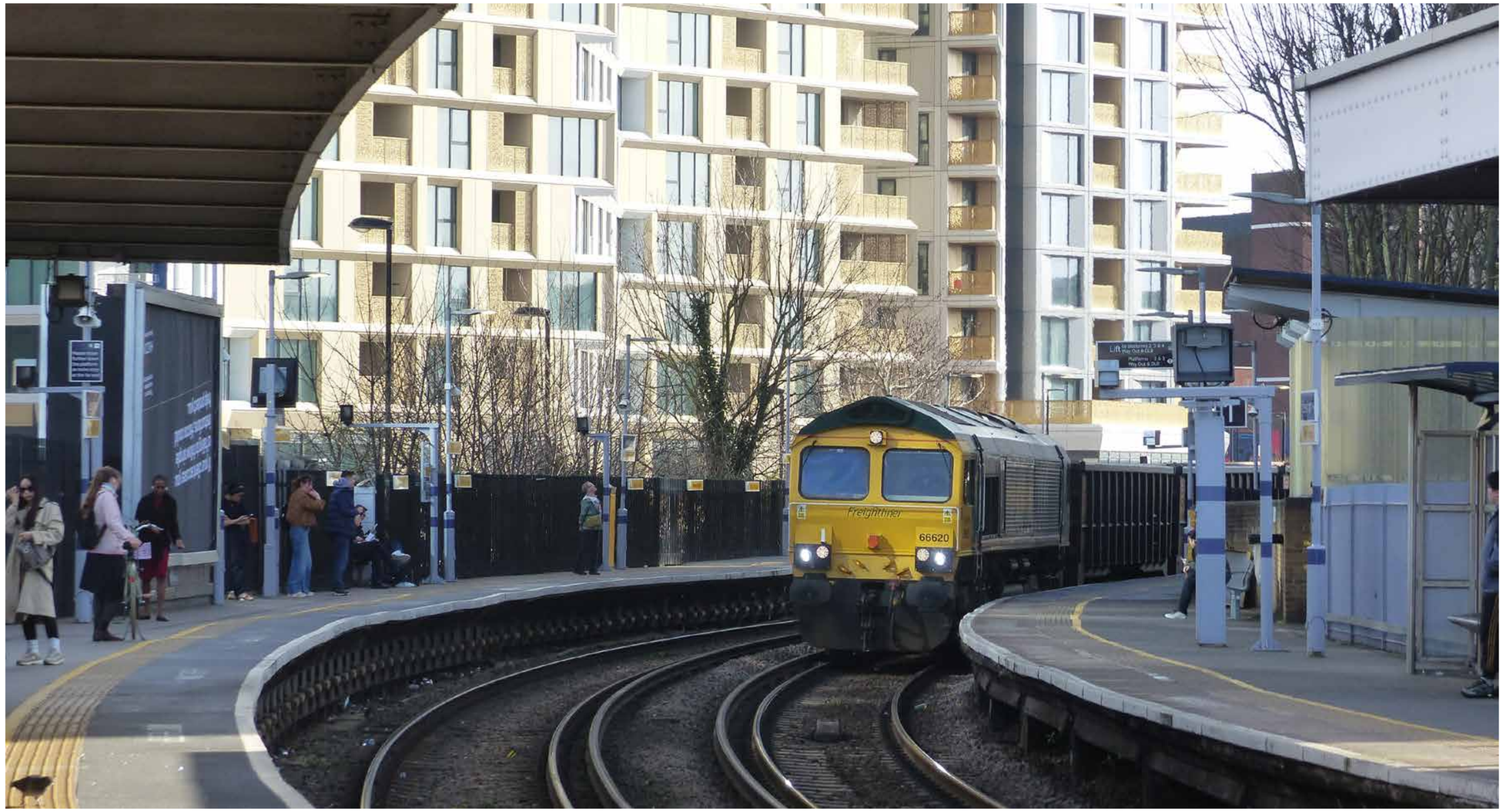


Freightliner/ Heavy Haul

On March 5th, having received a green light, Class 66 620 pulls away from rest as it confronts the rise to Lewisham Vale Junction, with the 4Y19 Mountfield Sidings - Southampton Western Docks loaded building materials service making it work for its living.
Ian Callander

Heavy Haul Rail branded Class 66 602 passes Northampton with 6H50, the 13:14 Wembley Receptions 1-7 to Tunstead Sidings (Fhh) on March 2nd. *Derek Elston*

Class 66 542 heads through Lincoln on March 24th with a Felixstowe to Leeds liner.
Allison Twycross







Freightliner/ Heavy Haul

Class 90 018 and 90 044 head south through Stafford on March 11th. *Paul Godding*

Class 90 009 and 90 007 '507 (Railway) Specialist Team Royal Engineers' are seen working 4L60, the 07:20 Trafford Park F.L.T. to London Gateway on March 3rd. *Derek Elston*

Class 66 540 'Ruby' leads 4L67, the 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on March 2nd. *Derek Elston*







Freightliner/ Heavy Haul

Class66601and66619with0K1513:29Tunstead Sidings - Crewe Basford Hall approach Hale station. *Nick Clemson*

On March 25th, Class 90 041 and 90 043 pass Northampton with very lightly laden 4L60, the 07:20 Trafford Park F.L.T. to London Gateway liner. *Derek Elston*

Class 90 021 ‘Donald Malcolm’ and 90 039 ‘The Chartered Institute of Logistics & Transport’ power 4L60, the 07:20 Trafford Park F.L.T. to London Gateway liner through Northampton on March 18th. *Derek Elston*







Freightliner/ Heavy Haul

Class 90 007 and 90 009 hurry through Coppull Moor on March 21st at the head of the 4M83 service from Coatbridge to Daventry.
John Sloane

Class 90 005 and 90 010 approach Charnock Richard at the head of a Daventry to Grangemouth working on March 14th.
John Sloane

Class 70 020 heads a train of stone empties through Stafford on March 11th.
Chris Morrison







Freightliner/ Heavy Haul

On March 14th, Class 66 602 runs through Stockport, working 6J34 the 11:01 Runcorn to Brindle Heath empty waste containers.
Barry Longson

Class 90 042 and 90 011 working 4M94, the 07:50 Felixstowe North F.L.T. to Daventry International Railfreight Reception Fl head through Northampton on March 2nd.
Derek Elston

Class 66 540 'Ruby' leads 4M45, the 02:50 Felixstowe North F.L.T. to Garston F.L.T. through platform 3 at Northampton due to a track circuit failure on March 11th. *Derek Elston*







Freightliner/ Heavy Haul

Class 66 621 with the 4V67 Crewe - East Usk is seen at Battlefield on March 21st. *Carl Grocott*



Seen passing Swinton (South Yorkshire) in its new 'Heavy Haul Rail' livery, Class 66 537 works 0Z37 Loughborough to Leeds Balm Road. *Russell Clarke*



Class 90 009 and 90 007 pass Farington Jct. on March 18th with a Coatbridge - Crewe Basford Hall liner running 922 mins late, due to issues with the overhead supply. *Michael Lynam*



Freightliner/ Heavy Haul

Class 66 545 has a light load working 6E03 the 13:35 Tunstead to Hunslet on March 19th, seen passing Peak Forest.
Barry Longson

Freightliner/ Heavy Haul

Two ‘celebrity’ 90s in the shape of Class 90 018 and 90 021 sweep south through a sunny Winwick on March 28th. The working was a Coatbridge - Crewe Basford Hall and whilst it might look sunny, it was blowing an Arctic gale!. *Jeff Nicholls*

Freightliner/ Heavy Haul

On March 14th, Class 66 618 with an Ellesmere Port to Guide Bridge working is seen at Ellesmere Port Docks, loading flyash (brought in by road from Fiddlers Ferry) destined for Hope cement works. *Mark Enderby*

Class 66 618 heads through Ellesmere Port station with a working to Guide Bridge on March 14th. *Mark Enderby*

Whiling away its booked pathing stop on the Down Slow line at Winwick, Class 66 555 sits at the head of a train of track panels on their way to Manchester Victoria on March 28th.
Jeff Nicholls







GBRf

Class 66 704 ‘Colchester Power Signal Box’ speeds a lightly loaded 4S57 11:42 Hams Hall to Mossend intermodal past Winwick Quay on March 14th. *Paul Senior*



Class 66 712 ‘Peterborough Power Signal Box’ has just crossed Winwick Junction with 6E17 the 12:32 Liverpool to Drax Biomass on March 14th. *Paul Senior*



Class 66 755 is seen at Upton Forge with 6N04 06:46 Penyffordd Cement - Clitheroe Castle Cement on March 23rd. *Keith Davies*



GBRf

A busy moment at Lewisham Station on March 5th, as the 2K52 Hayes - London Charing Cross service departs, and Class 66 707 'Sir Sam Fay' heads in the opposite direction with the 6Y48 Eastleigh East Yard - Hoo Junction Up Yard civil engineer working, while two other unidentified SouthEastern Class 465 units cross paths on the drop down towards St. Johns station. *Ian Callander*



Class 66 775 'HMS Argyll' passes Clapham Junction with 6Y42, the 14:13 Hoo Junction Up Yard to Eastleigh East Yard on March 17th. *Derek Elston*

Class 66 301 passes through Doncaster on March 4th with an engineers train from Scunthorpe Trent T.C. - Doncaster Up Decoy. *Michael Lynam*





GBRf

Class 66 730 appears to be running downhill on the approach to Leicester on March 4th, while working 4M23 the 10:29 Felixstowe North to Hams Hall intermodal. *Barry Longson*



Class 66 307 ‘Ipswich Town’ passes through Leicester heading northbound on March 24th. *Allison Twycross*



Class 66 736 with a Liverpool - Drax Biomass passes Moore on March 14th. *Mark Enderby*



GBRf

Network Rail's power cars Nos. 43062 and 43013 makes an unusual sight stabled at the side of Leicester L.I.P. on March 4th. Alongside are Class 69 009 and new 99 005.
Barry Longson

Class 66 797 working the 6M90 Avonmouth - Clitheroe is seen departing Crewe on March 28th. *Richard Hargreaves*

Making an appearance without the 'Inspirations 200' train in tow, Class 66 710 'Karen Harrison' rolls through Lewisham station light engine on March 5th. *Ian Callander*







GBRf

Class 66 736 heads southbound at Winwick with 6E10 Liverpool Biomass Terminal to Drax on March 11th. *Brian Dobbs*

Only a handfull of freights pass through Crewe station and on March 18th, Class 66 715 is seen with 4M61 the 02:17 Felixstowe North to Ditton, on one such working. *Barry Longson*

Class 99 005 on route learning duties is seen passing through Lincoln on March 24th. *Allison Twycross*







GBRf

On March 5th, Class 66 757 runs light engine through Lewisham, forming the 0L37 Hoo Junction Up Yard - Whitemoor Yard L.D.C service. *Ian Callander*

Class 66 710 ‘Harry Beck’ with the 3Z39 Inspiration 200 empty stock from Buckfastleigh to Bristol running a day late after a DMU fire at Newton Abbot is seen at Dawlish on March 23rd with 66 306 on the rear. *Russell Clarke*

Class 66 720 rolls through Leamington Spa on March 18th, working 6G99 the 06:46 Tunstead to Banbury. *Barry Longson*







GBRf

Class 66 301 on a Drax to Liverpool Biomass working is seen at Northwich on March 28th. *Mark Enderby*



Returning after touring the Cornish branch lines, Class 66 312 ‘Nigel Harris’ works 0O62 Plymouth to Tonbridge Yard past Dawlish on March 26th. *Russell Clarke*



Class 66 315 hurries through Stafford, working 4M22 the 10:26 Felixstowe North to Trafford Park, on a sunny March 18th. *Barry Longson*



GBRf

Celebrity liveried Class 66 301 drifts downhill from Diggle on March 28th working the 09:21 Drax to Liverpool empty Biomass hoppers. *Lee Stanford*

Class 66 797 is held at Crewe after an early arrival with 6M90, the 04:58 Avonmouth Hanson Siding GBRf to Clitheroe Castle Cement empties on March 21st. *Derek Elston*

The 11:00 Liverpool to Drax Biomass service operated by Class 66 712 approaches Warrington Bank Quay on March 10th where a driver change would take place. *Lee Stanford*







GBRf

Class 66 769 kicks out a huge plume of exhaust as it starts its 2500 ton load away from Long Sidings Peak Forest, while working 6E51 the 12:05 to Selby on March 19th. *Barry Longson*

Class 66 781 passes through Nuneaton, heading north on March 10th. *Allison Twycross*

Class 69 009 'Western Consort' passes through Lincoln with a Middleton Towers to Monk Bretton working on March 24th. *Allison Twycross*







GBRf

Class 66 687 ‘Annette’ hauls 6N71 Doncaster to Tyne Yard past the station on March 10th. *Russell Clarke*

Class 66 730 heads through Leicester on February 25th with an intermodal to Felixtowe. *Allison Twycross*

Class 57 303 moves off Leicester Depot on February 25th. *Allison Twycross*







GBRf

Class 66 783 ‘The Flying Dustman’ passes Castleton on March 14th working 6E09 Liverpool to Drax power station Biomass service.
Russell Clarke

Class 66 797 passes Farington Jct. on March 28th with a rake of empty cement tanks from Avonmouth - Clitheroe Cement.
Michael Lynam

Class 66 755 heads through Wolverhampton on March 7th with a Crewe Basford Hall to Dudley Port engineers working. *Paul Godding*







GBRf

Class 66 301 heads through Stafford on March 1st with a rake of box wagons. *Paul Godding*

Class 99 002 is seen stabled at Leicester depot on February 25th. *Allison Twycross*

Class 66 756 ‘Royal Corps of Signals’ passes through Leicester on February 25th with a Hams Hall bound intermodal.
Allison Twycross







GBRf

Class 66 724 working the 6K90 Bardon Hill - Bradwell passes Bramshall on March 19th.
Carl Grocott



GB RAILFREIGHT ANNOUNCES LEADERSHIP TRANSITION AND SENIOR PROMOTIONS

On March 25th, GB Railfreight (GBRf) announced the start of a planned leadership transition, alongside two senior promotions to support the business's continued growth.

As the business celebrates its 25th anniversary this month, GBRf shareholder and Chief Executive Officer John Smith have begun the process to appoint his successor, with the transition expected to take place over the coming year. He will continue to lead the business during this period and will support a smooth handover once a successor is in place.

In addition, two senior appointments have been made:

Liam Day has been promoted from Asset Director to Interim Managing Director
Ian Langton has been promoted from Production Director to Chief Operating Officer (COO)
Liam Day joined GBRf in 2014 from Network Rail. He began his career on Network Rail's graduate management training programme before moving into rail freight. He joined GBRf as Terminal Development Manager, before progressing through roles as Head of Estates and General Manager in the commercial team, and later becoming Commercial Director in March 2020. He was appointed Asset Director in September 2024. Ian Langton joined GBRf in April 2012 from DB Schenker, where he spent 22 years, having begun his career at British Rail. He joined the business as Head of Operations before becoming Production Director in 2018, where he leads the day-to-day delivery of GBRf's operations.

John Smith, Chief Executive Officer of GBRf, said: "GB Railfreight is in an exceptionally strong position, having this year become the UK's largest rail freight operator, with our industry-first hybrid Class 99 locomotives entering service, helping to future-proof the business for many years to come. As we approach our 25th anniversary, this is a natural time to begin planning for the future of the business. This transition is being carefully managed over the coming year, and I remain fully committed to leading the business throughout this period. I would also like to congratulate Liam Day and Ian Langton on their well-deserved promotions. Their leadership will be instrumental as we continue to build on our success and look ahead to the next decade of growth."
James Cooper, Chairman of GB Railfreight, said "This is a significant moment for GB Railfreight. Having led the business since its founding 25 years ago, John Smith has been instrumental in its growth from a start-up to the UK's largest rail freight operator. As GBRf looks to the future, John's experience will be invaluable in supporting the next phase of the company's development and ensuring the full potential of the business and its people is realised."

GBRf

Class 66 709 ‘Sorrento’ powers through Charnock Richard cutting at the head of the Hams Hall to Mossend intermodal on March 20th. *John Sloane*

Class 66 726 ‘Sheffield Wednesday’ is seen near Balshaw Lane and Euxton with an Avonmouth to Clitheroe empty cement working on March 14th. *John Sloane*

GBRf

Class 66 797 drifts past Bradley on March 20th with the Clitheroe to Avonmouth cement train. *John Sloane*

Class 66 709 'Sorrento' has just passed Coppull Hall summit as it works the Hams Hall to Mossend intermodal on March 21st. *John Sloane*

'The Flying Dustman', Class 66 783 passes Coppull Moor with an MoD train from Longtown to Kineton on March 16th. *John Sloane*







Great Western Railway

Class 800 008 is seen crossing Malvern Common on a London Paddington to Hereford service on March 13th.
Neil Pugh

Great Western Railway

Departing Dawlish with a local GWR service on March 25th are Class 150 238 and 150 248. *Russell Clarke*

Class 802 102 with 1A88 Penzance to London Paddington service is seen exiting Kennaway Tunnel, Dawlish on March 27th. *Russell Clarke*

Working the 2T21 Exmouth to Paignton service on March 27th, Class 158 951 skirts the sea wall at Dawlish. *Russell Clarke*







Great Western Railway

Class 175 114 is seen approaching Burngullow Jct. on April 7th with 5Z13 07:47 Plymouth - Plymouth via Penzance for crew training, Class 175 009 was attached to the rear indicating a door fault with the interlock light illuminated. *Barry Beeston*

Class 800 035 passes Dowgas farm outside Burngullow Jct. with 2C09 08:09 Exeter St. Davids - Penzance service on April 3rd. *Barry Beeston*

Class 802 114 arrives into St. Austell with 1A88 12:15 Penzance - London Paddington on March 18th. *Barry Beeston*







Great Western Railway

Class 175 009 is pictured sat waiting to depart St. Austell with 2C26 13:40 Plymouth - Penzance service on April 2nd. *Barry Beeston*



Class 175 002 arrives into St. Austell with 2C20 11:27 Exeter St. Davids - Penzance service on March 18th. *Barry Beeston*



Class 802 019 passes Burngullow Jct. with 2C14 09:26 Exeter St. Davids - Penzance on April 7th. *Barry Beeston*



Great Western Railway

Class 802 019 arrives into St. Austell with 2E15 12:50 Penzance - Exeter St. Davids on March 18th. *Barry Beeston*

Class 800 011 approaches Burngullow Junction with 2E11 10:50 Penzance - Exeter St. Davids on April 7th. *Barry Beeston*

On March 18th, Class 158 951 arrives into St. Austell with 2C23 12:19 Plymouth - Penzance. *Barry Beeston*







Great Western Railway

On March 18th, Class 150 247 arrives into St. Austell with 2P13 11:50 Penzance - Plymouth. The unit replacing an IET with had failed early in the day.
Barry Beeston

Great Western Railway

Class 150 247 passes through Lelant Saltings with 2A28 14:33 St. Ives - St. Erth on March 11th. *Barry Beeston*

L.N.E.R.

The updated LNER timetable introduced on March 30th now sees a Class 91 and Mark 4 set booked to operate one passenger diagram a day from London King's Cross to Newcastle and return. This has also brought about a 91 passing Doncaster at speed on the fast lines, a sight that has not been seen for a little over 5 years! On the second day of this operation on March 31st, Class 91 130 is seen racing through Doncaster with the 14:33 from London King's Cross. *Lee Stanford*

The recent LNER timetable change has introduced a late morning diagram for a Class 91 from Bradford Forster Square to London King's Cross and on March 31st Class 91 114 can be seen awaiting departure time at 11:37. *Lee Stanford*

Class 800 210 is seen at Lincoln on March 24th with a service to London King's Cross. *Allison Twycross*







L.N.E.R.

Class 801 107 calls at Doncaster on March 4th working a London King's Cross - Bradford service via Leeds. *Michael Lynam*

Class 91 106 stands in platform 3 at Doncaster on March 31st before departing with the 14:40 Leeds to London King's Cross service. *Lee Stanford*

DVT No. 82223 arrives at Doncaster on March 31st leading the 14:40 Leeds to London King's Cross, Class 91 106 was providing power at the rear. *Lee Stanford*







L.N.E.R.

Standing on Platform 1 at Doncaster on March 18th, Colas thunderbird loco Class 67 027 and disgraced 91 130 which had failed whilst working 1A20 Leeds to London King's Cross. *Russell Clarke*



L.N.E.R.

225 on the Toon: Much-loved LNER trains back in the North East

After a more than five-year hiatus, rail customers in the North East have been reunited with a familiar sight as LNER reintroduces a daily passenger service operated by an InterCity 225 train. These much-loved trains have been a staple across the East Coast Main Line since they were brought into service in the 1990s. However, as LNER introduced its new, modern fleet of Azuma trains, the 225s' long reign in the North East ended in September 2020, with the trains now predominantly operating on West Yorkshire services. Now, as LNER continues to deliver 10,000 extra services every year following the introduction of its transformational December 2025 timetable, the 225s are back.

From March 30th, an InterCity 225 set will operate the 14:33 departure (weekdays only) from London King's Cross to Newcastle, before departing Newcastle at 18:27 and returning to the capital.

At weekends, an InterCity 225 train will also operate the 12:33 from London King's Cross to Newcastle and the 16:27 from Newcastle to London King's Cross.

As part of the major timetable change, alongside the planned reintroduction of the 225 to Newcastle, five additional weekday services commenced today, including a new return London King's Cross to Harrogate service, and extra early morning and late-night trains. New services are also being introduced on weekends*.

Tickets for LNER services are now on sale for travel dates up to Friday September 18th 2026, helping customers to plan their journeys in good time, at www.lner.co.uk.

*Full details of service reintroductions:

The 14:33 departure will now be operated by an InterCity 225 and will call as follows:

Stevenage (14:55), Grantham (15:39), York (16:29), Northallerton (16:49), Darlington (17:03), Durham (17:20), Newcastle (17:36 arr)

New weekday services included:
05:40 London King's Cross to Leeds
05:30 Doncaster to London King's Cross



14:40 London King's Cross to Harrogate
18:33 Harrogate to London King's Cross
21:33 London King's Cross to Doncaster
19:25 Edinburgh to London King's Cross (previously terminated at Doncaster)

New Saturday services included:
05:30 Doncaster to London King's Cross
05:40 London King's Cross to Leeds
12:40 London King's Cross to Harrogate
16.33 Harrogate to London King's Cross

New Sunday services included:
12:36 London King's Cross to Harrogate
16:35 Harrogate to London King's Cross

LNER Extends Partnership With Beryl To Bradford For New E-Bike Scheme

LNER is delighted to be extending its successful e-bike partnership with Beryl to Bradford.

Two hundred LNER Bradford Beryl Bikes can now be found throughout the city. Docking stations have been installed in convenient areas for residents, commuters, and visitors who may wish to visit Bradford Forster Square, Bradford University, Bradford Royal Infirmary and a number of other key transport hubs, workplaces and along the city's cycle superhighways.

The partnership is the latest sustainable travel initiative from LNER, with the introduction of the bikes helping make it easier to combine train and bike travel.

Following the successful launch of the scheme in Leeds, the expansion of the e-bike scheme to Bradford provides further opportunities for customers to explore the city. LNER more than tripled its daily direct connections Monday to Saturday to and from London King's Cross last year. Seven trains per day in each direction now run - up from two per day previously. Sunday services have also doubled, now with two trains each way, giving customers even more flexibility.

David Flesher, Commercial Director at LNER, said: "Expanding our e-bike partnership with Beryl into Bradford represents an important milestone for LNER. The introduction of the LNER Bradford Beryl Bikes further strengthens our commitment to achieving Net Zero by 2045, while providing a greener, more convenient way for people to travel across this vibrant and growing city. Following Bradford's fantastic Year of Culture, we remain committed to supporting the city's continued growth and helping more people experience all it has to offer."

Phil Ellis, CEO at Beryl, said: "We are excited to launch LNER Bradford Beryl Bikes. Sustainable micromobility is a transformative technology, and public schemes like this make it more accessible and affordable.
All-electric journeys using smaller, lighter forms of transport can significantly cut emissions and increase air quality in cities, an area of increased focus. We are proud to work alongside Bradford Council and LNER on this new e-bike scheme and look forward to seeing the Beryl BBE2 powering sustainable journeys throughout the city."

Cllr Sarah Ferriby, Executive Member for Healthy People and Places at Bradford Council, said: "I'm delighted to officially launch the LNER Bradford Beryl E-Bikes. These public e-bikes are something new for our city and will encourage residents, visitors, students, and workers to choose a clean, healthy, and accessible way to travel.

The scheme draws on Beryl's extensive experience in delivering successful bike hire projects across the UK."

L.N.E.R.

First Classier: LNER Set to Welcome Customers Back to New and Improved King's Cross Lounge



LNER is revealing a brand new look and feel for its First Class Lounge at London King's Cross station.

Following a major refurbishment, LNER customers with First Class tickets will soon be able to relax and unwind in the new and improved space.

The area reopened on Tuesday March 31st, with customers able to enjoy additional seating and dedicated zones for working, heritage-inspired décor, layered lighting, and more greenery, enhancing the First Class ambience and creating a modern and welcoming environment.

The new lounge was designed with customer feedback in mind with additional luggage and pushchair storage areas, a redesigned reception area to welcome customers, and a new open plan design which includes a refreshments area. Toilet facilities have also been refurbished.

To provide clearer travel information, new Customer Information Screens have been installed throughout the waiting area, with departure information, platform numbers, and British Sign Language (BSL) interpretation.

Complimentary drinks and snacks will continue to be available, including products sourced from across 1,000 miles of LNER route.

Colette Casey, Customer Experience Director at LNER, said: "I'm thrilled that we will be welcoming back customers into our new and improved First Class Lounge at London King's Cross.

"The lounge has been transformed into a modern, comfortable, relaxing area for our First Class customers to spend time in and enjoy before or after travelling with us, and we cannot wait to hear what they think of the changes.

"I know first-hand how popular the lounge is with our customers and I want to thank them for their patience while this important improvement work has taken place."

Alongside lounge access at stations across the route, travelling First Class with LNER has great benefits including complimentary food and drink throughout your journey, including seating with greater leg room and larger tables.

As well as thousands of great value First Class fares when booking in advance, customers can upgrade their ticket to First Class when onboard by speaking to the Train Manager*.

*Subject to availability and at the discretion of the Train Manager.

L.N.E.R.

Class 801 227 waits to depart Edinburgh on March 25th with a service to London King's Cross. *Michael Lynam*

Loram Rail

Class 37 418 ‘An Comunn Gaidhealach’ arrives at Doncaster working 5Z38 Derby to York with inspection saloon ‘Caroline’ on March 10th. *Russell Clarke*



Lumo

Class 803 005 heads north through Doncaster on March 10th with 1S95 London King's Cross to Glasgow Queen Street service.
Russell Clarke

Class 803 005 passes Doncaster at speed working the 11:25 Edinburgh to London King's Cross as brand new 810 018 waits in platform 3 for a path north to complete its test run.
Lee Stanford

Class 222 005 rounds the curves at Winwick on a Polmadie - Barton under Needwood working on March 28th. *Jeff Nicholls*







Network Rail

Class 37 419 'Agamemnon' and 37 421 top'n'tail a Network Rail test train, seen in the yard at Chester on March 10th. *Allison Twycross*

Inspection unit VIU1 Class 153 311 is seen stabled at Sheffield station on March 10th. *Michael Lynam*

VIU3 Class 153 385 arcs through Lewisham on March 5th en route from Tonbridge West Yard to Derby R.T.C. forming the 2Z03 Departmental working. *Ian Callander*







Network Rail

Power car No. 43257 leads 1Q18 05:43 Reading Triangle Sidings - Paignton Via Penzance with 43277 on the rear, passing Dowgas farm outside Burngullow Jct. on April 3rd. *Barry Beeston*

Class 37 425 is sat on front of 3Q08 measurement train with 37 607 on the rear at Penzance on March 11th, whilst 802 113 waits to depart with 1A92 14:15 Penzance - London Paddington service. *Barry Beeston*

Colas power cars Nos. 43303 and 43301 pass through Doncaster on March 4th with a test train working from York - Derby R.T.C.
Michael Lynam





Network Rail

Power cars Nos. 43321 and 43301 work a Derby to Carlisle test train through Charnock Richard on March 10th. *John Sloane*

Network Rail

Class 37 425 and 37 419 top and tail the 3Z37 test train from Reading Triangle Sidings to Derby R.T.C. past Tyseley on March 19th. *Chris Morrison*

Rail Operations Group/Europhoenix

On March 19th, Class 93 008 and 93 009 worked 5Q57 Mossend to Derby R.T.C. and then headed to Crewe South Yard, seen here at Leyland.
David Hollowood

With the signal against it, Class 37 501 'Teesside Steelmaster' crawls into Northampton on March 16th as 5Q17, the 10:10 Bletchley T.M.D. to Gascoigne Wood Sidings with 730 209 in tow.
Derek Elston

Class 93 009 and 93 003 arrive at Doncaster on March 4th on driver training duty from Worksop.
Michael Lynam







Rail Operations Group/Europhoenix

Class 93 009 and 93 008 sandwich a pair of barrier coaches as they pass through Charnock Richard cutting on their way from Derby to Carlisle on March 16th. *John Sloane*

Rail Operations Group/Europhoenix

Class 37 510 leads 231 006 past Kempseye with 5Q40 08:09 Cardiff Canton Sidings - Holyhead Carriage M.D. on March 16th. *Keith Davies*



Seen passing Swinton (South Yorkshire) is Class 93 005 working OQ57 Leeds to Derby R.T.C. on March 18th. *Russell Clarke*



Class 93 008 with 93009 at the rear, with two barrier coaches pass Wigan North Western, with 5Q57 the 10:24 Mossend to Derby R.T.C. move on March 19th. *Paul Senior*



TransPennine Express

Class 185 140 works 5B77 the 11:40 Ardwick TMD to Sheffield ECS, past Davenport on March 26th. *Barry Longson*

Class 802 201 waits to depart from Edinburgh with a service to Newcastle on March 25th. *Michael Lynam*

Bi-mode Class 802 215 climbs away from Mossley on March 28th working the 10:42 Manchester Piccadilly to Scarborough service. *Lee Stanford*







Transport for Wales

Class 67 025 propels the 10:30 Manchester Piccadilly to Cardiff Central, away from Stockport on March 14th. *Barry Longson*



Class 153 528 and 153 XXX pass Kempseye on March 4th with 2M08 07:29 Swansea to Shrewsbury. *Keith Davies*



Class 153 323 and 153 914 are seen at Kempseye with 5V28 08:25 Cardiff Canton Sidings - Shrewsbury on March 4th. *Keith Davies*



Transport for Wales

Class 67 029 passes Burgs Lane on February 14th working 1V92 06:25 Holyhead - Cardiff in place of a unit for the Six Nations Rugby at Cardiff. DVT No. 82220 was on the rear. *Phil Martin*

Class 67 017 is seen at Burgs Lane working 1W55 08:54 Cardiff - Manchester on February 14th. *Phil Martin*

Class 67 025 is seen on the rear of a service to Cardiff at Shrewsbury on March 14th. *Paul Godding*







Transport for Wales

Class 67 020 passes Burgs Lane on February 14th working 1V37 08:30 Manchester - Cardiff service. *Phil Martin*



Class 153 568 and 153 327 are seen at Kempseye on March 18th with 2V28 11:31 Shrewsbury - Swansea service. *Keith Davies*



Class 197 120 and 197 051 pass Burgs Lane on February 14th working 1V38 09:30 Manchester - Fishguard Harbour service. *Phil Martin*



Transport for Wales

DVT No. 82200 leads the 10:30 Manchester to Cardiff past Cheadle Hulme North Junction on March 28th, with Class 67 025 providing the power on the rear. *Barry Longson*

Class 197 001 and 197 019 are seen at Upton Forge with 1L10 07:22 Holyhead - Birmingham International service on March 23rd.
Keith Davies

Class 153 906 and 153 323 pass Kempseye with 2M08 07:29 Swansea - Shrewsbury on March 18th. *Keith Davies*







Transport for Wales

Class 197 109 is seen waiting for departure time at Chester on March 10th with a service to Crewe. *Allison Twycross*

On a bright March 3rd, Class 197 103 runs through Mauldeth Road, working the 09:42 Llandudno to Manchester Airport service. *Barry Longson*

Class 153 323 and 153 914 pass Kempseye on March 4th with 2V28 11:31 Shrewsbury - Swansea service. *Keith Davies*







Transport for Wales

Class 153 318 and 153 572 are seen at Wistanstow with 2M08 07:29 Swansea - Shrewsbury service on March 19th. *Keith Davies*

Transport for Wales

Class 197 017 and 197 049 pass Hadnall with 1V44 13:30 Manchester Piccadilly - Pembroke Dock on March 28th. *Keith Davies*



Class 67 008 is seen at Kempseye with 1W55 08:53 Cardiff Central - Manchester Piccadilly on March 5th. *Keith Davies*



Class 197 119 and 197 036 pass Wistanstow with 1V38 09:30 Manchester Piccadilly - Fishguard Harbour on March 19th. *Keith Davies*



Transport for Wales

Class 67 012 and DVT No. 82226 are seen at Kempsye working the 1V46 14:30 Manchester Piccadilly - Cardiff Central on March 4th. *Keith Davies*

Class 67 012 passes Wistanstow on March 19th with 1V39 10:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

Class 197 041, the last unit to be delivered from CAF is seen in the yard at Telford Railfreight Terminal on March 21st. *Richard Hargreaves*







Transport for Wales

Class 67 029 passes Kempseye with 1V46 14:30 Manchester Piccadilly - Cardiff Central on March 19th. *Keith Davies*

On March 18th, Class 67 029 is seen at Kempseye with 1V39 10:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*

DVT No. 82216 leads Class 67 022 at Kempseye on March 4th with 1V39 10:30 Manchester Piccadilly - Cardiff Central. *Keith Davies*







Transport for Wales

Class 67 029 passes Wistanstow on March 19th with 1W57 10:52 Cardiff Central - Manchester Piccadilly. *Keith Davies*

The use by Transport for Wales of Class 150 Sprinter units has greatly reduced following the introduction of new stock but some are still in daily use as was found on March 24th when Class 150 283 was seen at Cardiff Central operating the 12:49 Barry Island to Bargoed service. *Lee Stanford*

DVT No. 82200 leads the 1W57 Cardiff - Manchester Piccadilly service into Shrewsbury on March 26th with Class 67 025 on the rear providing the power. *Richard Hargreaves*





Transport for Wales

Class 67 013 passes Kempseye with 1W55 08:54 Cardiff Central - Manchester Piccadilly on March 28th. *Keith Davies*

Class 67 029 and DVT No. 82200 pass Hadnall working1W5912:53CardiffCentral-Manchester Piccadilly on March 28th. *Keith Davies*

Class 67 025 speeds past Kempseye on March 18th working 1W55 08:54 Cardiff Central - Manchester Piccadilly service. *Keith Davies*







Transport for Wales

A lucky break in the cloud greets Class 197 048 as it arrives at Cardiff on March 24th with a service from Cheltenham. *Lee Stanford*

Class 197 106 with a service from Llandudno to Manchester Airport heads towards Winwick Junction on March 19th. *John Sloane*

Class 197 124 working the 1W14 Carmarthen to Manchester service is seen at Shrewsbury on March 26th. *Richard Hargreaves*







Transport for Wales

Class 158 826 and 158 832 working the 1I14 Holyhead - Birmingham International service are seen departing Shrewsbury on March 26th, passing Class 153 531 and 153 303 on the stabling point. *Richard Hargreaves*



Class 67 029 working the 1V39 Manchester Piccadilly - Cardiff Central service passes Burgs Lane on March 18th. *Carl Grocott*



Class 158 839 and 158 838 working the 1D13 Birmingham International - Holyhead service arrive into Shrewsbury on March 26th. *Richard Hargreaves*



Units: DMUs and EMUs

Whilst Class 455 units have had no booked workings since Christmas, they have made frequent appearances on South Western Railway suburban services since then as substitutes for other units. However, it was decreed that Friday March 20th would be their final day of operation. In a late change of plan, those in control arranged for the final two units, Nos. 5712 and 5732 to make an afternoon appearance at Basingstoke on 13:42 London Waterloo - Basingstoke and 15:24 Basingstoke - London Waterloo. Here No. 5712 is seen making its final departure from Basingstoke with the 15:24 to London Waterloo. *(Comment. Class 455s in passenger service at Basingstoke were rare, which suggests that someone in control was out to please enthusiasts)*. *John Goodrich*

Units: DMUs and EMUs

Northern's Class 150 133 arrives at Rainford with 2K65, Blackburn to Headbolt Lane service on March 17th. *Brian Dobbs*

Northern's Class 323 239 stands at Crewe on March 14th with a service to Manchester. *Paul Godding*

South Western Railway's Class 159 017 and 159 020 are seen working the 10:29 Yeovil Junction to London Waterloo service on March 7th. *David Lindsell*







Units: DMUs and EMUs

The driver of Northern's Class 331 015 waits to depart Wigan North Western with the 18:21 service to Liverpool Lime Street on March 7th.
Paul Senior

Northern's Class 156 485 stands at Chester on March 10th with a service to Manchester.
Allison Twycross

Northern's Class 195 013 is seen at Lincoln on March 24th with a service to Leeds.
Allison Twycross







Units: DMUs and EMUs

London Overground's Class 378 233 passes Acton Bridge on March 21st, heading for overhaul at Alstom in Widnes.
Mark Enderby



West Mid's Class 196 108 working the 1J42 Birmingham New Street - Shrewsbury service calls at Telford Central on March 26th.
Richard Hargreaves



London Overground's Class 378 234 working 5Q59 Wembley - Widnes pauses at Stafford on March 28th. *Richard Hargreaves*



Units: DMUs and EMUs

Northern's Class 323 231 awaits the off at Stockport on March 14th, while working the 09:55 Stoke to Manchester Piccadilly service. *Barry Longson*



Merseyrail's Class 777 005 waits departure time at Chester on March 10th with a service to Liverpool Central. *Allison Twycross*



Northern's Class 150 123 poses in soft lighting at Davenport on March 26th, working the 11:51 Manchester Piccadilly to Buxton service. *Barry Longson*



Units: DMUs and EMUs

Northern's Class 323 206 slows for its booked stop at Mauldeth Road on March 3rd, while working the 11:16 Crewe to Manchester Piccadilly. *Barry Longson*

The CAF built Class 333 units are now regularly employed on the Leeds to Doncaster local services and on March 31st, Class 333 010 arrives at Doncaster with the 14:20 from Leeds. *Lee Stanford*

West Mid's Class 196 107 with the 2J06 Birmingham New Street - Shrewsbury service calls at Telford Central on March 26th. *Richard Hargreaves*







West Midlands Trains' Class 196 114 crosses Malvern Common on a Birmingham New Street to Hereford service on March 13th. *Neil Pugh*

Units: DMUs and EMUs

A Northern Class 150/2 and Class 156 are seen in the Ribble Valley with a Clitheroe to Rochdale service on March 28th. *Brian Dobbs*



Northern's Class 331 111 with the 2H44 09:46 Crewe - Manchester Piccadilly service calls at Chelford on March 28th. *Nick Clemson*



A bright sunny afternoon on March 31st sees Northern's Class 170 456 depart from Doncaster working the 13:00 Scarborough to Sheffield service. *Lee Stanford*



Units: DMUs and EMUs

London Northwestern Railway's Class 350 126 and 350 101 run into Northampton with 1Y26 the 09:06 Birmingham New Street to London Euston service on March 25th. *Derek Elston*

Northern's Class 195 119 stands at Liverpool Lime Street having arrive with 2F95, the 10:44 from Warrington Central on March 21st.
Derek Elston

West Midlands Trains' Class 196 102 is seen at Malvern Wells working a Hereford to Birmingham New Street service on March 24th.
Neil Pugh







Units: DMUs and EMUs

West Midlands Railways' Class 730 030 and 730 033 pass Northampton as 5A99, the 12:09 Soho L.M.D. to London Euston on March 2nd. *Derek Elston*



A heavily graffiti covered SWR Class 701 039 stands at Clapham working the inbound leg of 2K37, the 14:27 London Waterloo to London Waterloo on March 17th. *Derek Elston*



Thameslink's Class 700 034 stands at Gillingham with 9P98 22:00 Rainham (Kent) to West Hampstead Thameslink on March 17th. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 150 112 calls at Rishton working a Colne - Preston service on March 14th. *Michael Lynam*



Northern's Class 155 341 is seen stabled in platform 1 at York on March 17th, having arrived earlier from Bridlington via Hull.
Michael Lynam



London Northwestern Railway's Class 730 219 and 730 230 are seen at Tamworth on March 7th. *Paul Godding*



Units: DMUs and EMUs

Arriving at Moston on March 7th, Northern's Saturday only service from Ribblehead to Rochdale nears journeys end operated by Class 156 444. *Russell Clarke*



South Eastern's Javelin Class 395 014 stands at Gillingham with 1C66, the 21:20 London St. Pancras International to Ramsgate service on March 17th. *Derek Elston*



On March 16th, having been terminated short at Northampton earlier with 5G99 from London Euston, West Mid's Class 730 036 and 730 018 'Hurst Street' would now return as 5A99, the 13:53½ to London Euston. *Derek Elston*



Units: DMUs and EMUs

Northern's Class 195 126 passes Lostock Hall Junction with a Blackpool to York working on March 14th. *John Sloane*



Northern's Class 331 103 passes Coppull Moor on its way from Blackpool to Liverpool on March 21st. *John Sloane*



On March 14th, Northern's Class 331 110 gets away from its call at Balshaw Lane and Euxton whilst working a Liverpool Lime St. to Blackpool service. *John Sloane*



Scotrail

Power cars Nos. 43033 and 43129 are seen arriving at Edinburgh on March 25th with a service from Aberdeen, where after a brief layover they would return back to.
Michael Lynam

Power cars Nos. 43033 and 43129 are seen arriving at Edinburgh on March 25th with a service from Aberdeen, where after a brief layover they would return back to.
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Power cars Nos. 43033 and 43129 are seen arriving at Edinburgh on March 25th with a service from Aberdeen, where after a brief layover they would return back to.
Michael Lynam







Manchester Metrolink

Tram No. 3023 departs St. Peters Square on March 26th with a service to Altrincham. *Michael Lynam*

Tram No. 3055 crosses Lower Mosley Street bridge on a service to Altrincham on March 26th. *Michael Lynam*

Tram No. 3080 in USDAW livery, working as a double set, approaches St. Peters Square on a service to East Didsbury on March 26th. *Michael Lynam*







Edinburgh Trams

On March 25th, tram No. 270 in ‘Camera Obscura’ livery, turns off Queen Street heading for St. Andrews Square on a service to the Airport. *Michael Lynam*

Tram No. 262 in ‘Square livery’, departs St. Andrews Square on a service to Newhaven. *Michael Lynam*

Tram No. 273 in ‘Emirates livery’, calls at St. Andrews Square en route to Newhaven. *Michael Lynam*







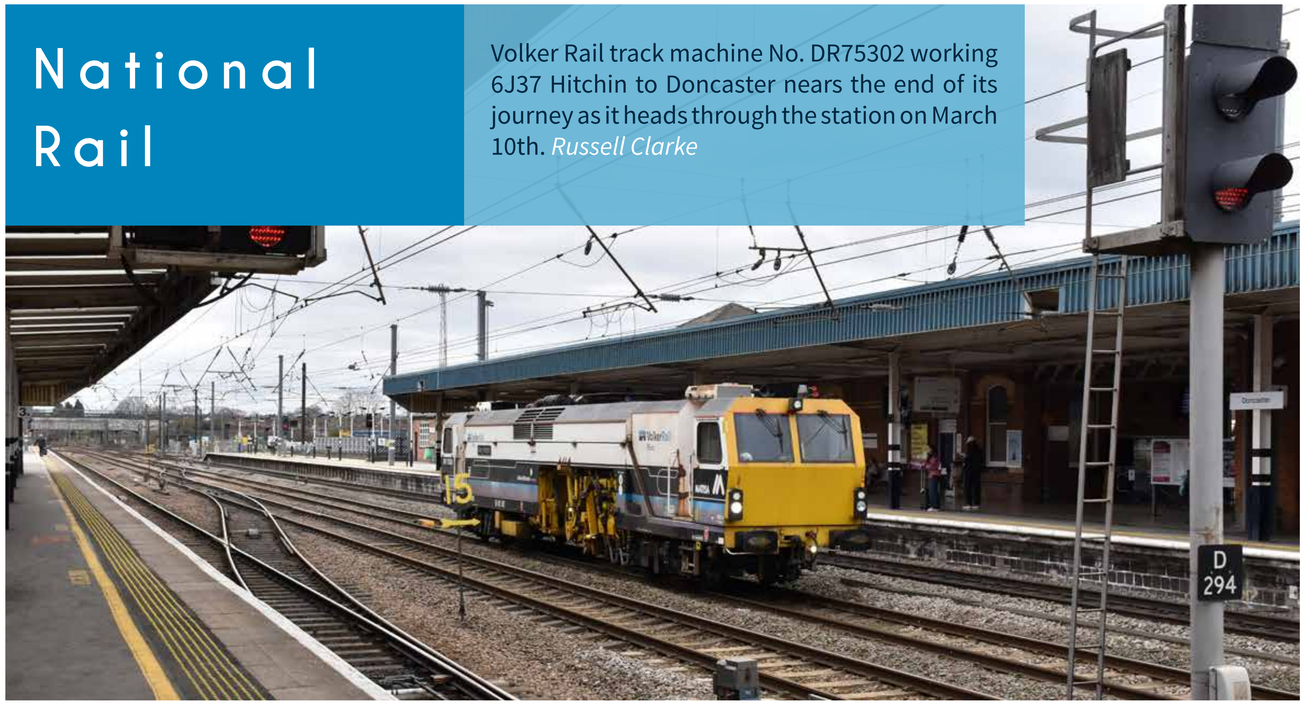
Sheffield Supertram

Tram No. 102 approaches Sheffield station stop, with a service to Herdings Park on March 4th. *Barry Longson*

Nottingham Trams (NET)

Citadis 302 tram No. 223 en route to Phoenix Park passes No. 216 on a service to Clifton South at the Lace Market stop on March 10th. *Michael Lynam*

National Rail



Volker Rail track machine No. DR75302 working 6J37 Hitchin to Doncaster nears the end of its journey as it heads through the station on March 10th. *Russell Clarke*

Ipswich to Cambridge rail route to be promoted as St. Edmund's Line

The Ipswich to Cambridge rail line is to be promoted as St. Edmund's Line following a competition launched earlier this year by Greater Anglia and the Ipswich to Cambridge Community Rail Partnership (CRP) to find a promotional name for the route. Over 1000 entries were received and by far the most popular suggestion was St. Edmund's Line, reflecting the history of Saint Edmund who in his lifetime was King of the East Angles and was later canonised to become a saint. His life in, and links to, the area have long been recognised, not least in the name of the town of Bury St Edmunds, and over the years has also been highlighted in names for local authorities, churches, and appropriately, trains too. There have even been attempts to have St Edmund adopted as the patron saint of England.

With these long-established links which relate to the history of the area, the name St Edmund's Line is a fitting title to help raise the profile of this important regional rail axis, as the CRP works to help promote and develop the line, consistent with the needs of the local community.

The CRP was set up in Autumn 2024 and today held its first external stakeholder event following the appointment of a CRP officer, a chair and the adoption of the promotional name for the line. It will now ramp up its proactive work to promote the use of the railway for work, education, leisure, retail and tourism, to help communities make their station an attractive asset in their area, and to promote the locations along the line. The CRP officer, Lesley Rayner, is already in touch with many local groups and organisations along the line and the list is expanding all the time. Initiatives are likely to include increasing the profile of St Edmund's Line, developing promotional materials, supporting local events and improving station facilities.

Tracey Harding, Chair of what is now the St. Edmund's Line CRP said: "We were really pleased with the high level of interest and participation in our competition to find a promotional name for the Ipswich to Cambridge line and the attractive locations it serves. The name St. Edmund's Line was by far the most popular and really captures the essence of the area. It will help us strengthen ties with the local community and increase passenger numbers."

Jonathan Denby, Head of Corporate Affairs, Greater Anglia, said:"We're delighted that there was such a popular and appropriate name put forward for the Ipswich to Cambridge Line. The St Edmund's Line title will help us raise the profile of the route and encourage more people to take the train, visit the exciting places along it, and support the local economy. We're sure it will help this key regional rail route to continue to thrive in the years ahead."

Fares Advice with RailUK

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

Help with Southern ticketing please - Railcard, Off-Peak, Smartcard, KeyGo... I'm confused!

Q: I have tried speaking to someone at Southern about how to get my journeys for the best possible price, and I just left even more confused, so I thought I would ask here.

I'll give as much info as I can:
Once per week, I make a return journey from Victoria to Horsham.
All journeys are made on weekdays.
My outbound journey from VIC to HRH is always the 19:05.
My return HRH to VIC is a day or two later, and is the 15:20 or 16:20.

I believe my journeys are therefore Off-Peak. I usually buy all my tickets in advance (2-6 weeks) paying around £16 for the return journey each time. I have tried clicking the Network Railcard option on Trainline but it doesn't seem to make any difference to my ticket prices. This is despite Trainline regularly telling me I could save by getting a Network Railcard. The prices seem to fluctuate at random, for these exact same journeys, which I don't understand - Sometimes the fares will jump to £18 for the outbound, and £10 for the return leg (or a similar but varying amount) and then back down again, depending on how far in advance I am trying to book, or maybe other factors I don't know about. I was told by the Southern staff member that if I got a Smartcard with their KeyGo 'pay as you go' option on it, I could simply use it to tap-in and tap-out for my journey at VIC and HRH, and I would (quoting) "always pay the best price for my journeys". Can anyone help me sort this mess out please?!

A: Given the prices you're paying it seems like you're currently buying Advance Single tickets, which are fixed to a specific train and not refundable. The prices are variable based on demand and can fluctuate for any reason or none. The Network Railcard doesn't offer discounts on this ticket type. KeyGo pay-as-you-go would charge the cheapest flexible fare for the journey, which even discounted looks like more than £8 each way. So it seems you've found the cheapest (but least flexible) way to do the journey: you could pay a bit more to have greater flexibility. Do you ever miss your booked train or need to spend more time in London before heading home? Based on current fares, even with a Network Railcard you would be looking at £18.75 for the outward journey and £13.85 for the return, subject in the latter case to not using Thameslink trains. KeyGo charges on a daily basis so does not charge for period return tickets. Buying an Off Peak Return with a Network Railcard would cost £29.35.

GWR yield management?

Q: Through a monstorous collection of split tickets I did Cardiff to London in the 'high peaks'.Both ways the loadings were poor, most notably on the return where I pretty had the entire carriage to myself (on a Thursday as well). I'm a bit lost why "the railway" thinks this can possibly be any type of yield optimisation?
Ryanair/Easyjet who are probably the kings of yield management run to 100% load factors. Given I often get the first super off peak back which is full and standing til at least BPW it seems bananas to me to run at such low load factors when to try and get £250-300 return off people when there is clearly so much demand at the £100ish return mark. I did check on the return if there was any advances but I couldn't find any that were any more than the usual '50p' off the anytime single price. Make it make sense for me.

A: Yield management is about maximising income, not bums on seats. The railway prefers to charge one person £300 than five people £50 each. Low cost airlines are a bit different because ancillary stuff e.g. bag fees, priority boarding and food represent a large proportion of income, so bums on seats do maximise yield. Not so the railway. Unlike airlines, the railway can also fill those seats with e.g. Reading or Milton Keynes commuters, for a nice extra bonus. For GWR, most of the commuting demand on the long distance trains comes from Swindon/Didcot Parkway/Reading into London. I use the trains fairly regularly and they are usually busy midweek between Swindon and London. If you fill up long distance trains at peak times, it's likely there wouldn't be enough capacity for commuters who are probably paying premium prices.

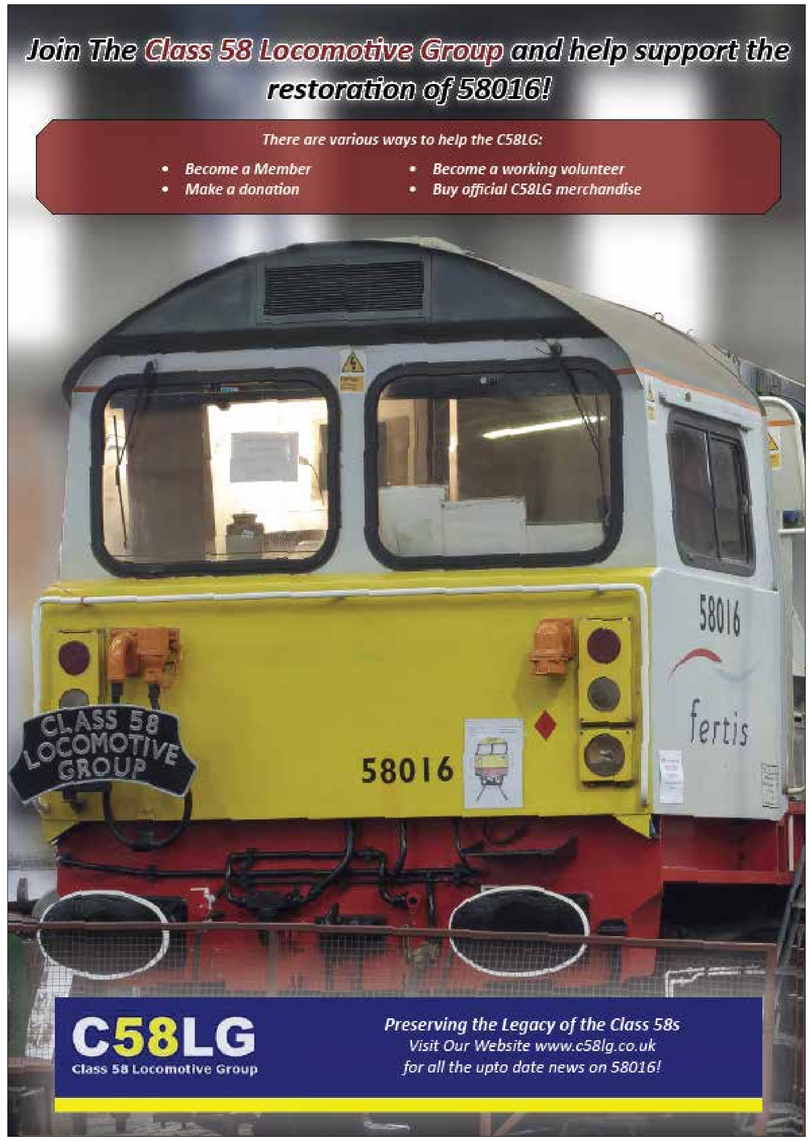
Ticket Advice for All

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

On March 23rd, Network Rail's Linsinger SF06-UK Milling Unit No. DR79102 heads through Northampton.
Derek Elston





Greater Anglia to open Crown Point depot to the public for the first time in more than 30 years

Greater Anglia will open the doors of its Crown Point depot in Norwich to the public on Saturday June 6th, offering a rare behind-the-scenes look at one of Norfolk's most important railway facilities for the first time in more than 30 years.

This event is expected to be extremely popular, and complimentary tickets are available now.

The free open day will run from 10am to 4pm and will give visitors from across Norfolk, the wider region and beyond, the opportunity to explore the working depot where Greater Anglia's intercity and regional trains are prepared for service.

Visitors will be able to see Greater Anglia's Class 745 intercity electric trains, which operate services between Norwich and London Liverpool Street, and the Stansted Express between London and Stansted Airport, as well the Class 755 bi-mode trains used on regional routes across the East of England network. The day will also feature engineering demonstrations, railway heritage exhibits and the chance to meet the people who keep the railway running every day.

Opened in 1982 and now operated in partnership with Stadler, Crown Point plays a vital role in supporting rail services across the region, with up to 27 trains refuelled and sanded every 24 hours.

The event forms part of the national Railway 200 celebrations, marking 200 years of the modern railway and celebrating the role rail continues to play in connecting communities and supporting local economies.

Tickets for the event are free but must be booked in advance and are expected to be in high demand.

Helen Dickerson, Depot Yard Manager at Crown Point, said: "We are really looking forward to welcoming visitors from across the region to Crown Point for what promises to be a fantastic day. This is a unique opportunity to go behind the scenes of a working depot and see first-hand the work that goes into keeping our trains running safely and reliably every day, connecting communities across East Anglia with each other and with London, and enabling longer journeys right across the UK rail network. We hope visitors of all ages will enjoy learning more about the railway and meeting the people who make it happen."

Further information, including how to book tickets and details on travel, accessibility and safety, can be found at: https://www.greateranglia.co.uk/crown-point-depot-open-day

National Rail



On March 10th, Volker Rail's track machine No. DR75506 heads through Doncaster working 6Q72 Selby to Huntingdon. *Russell Clarke*

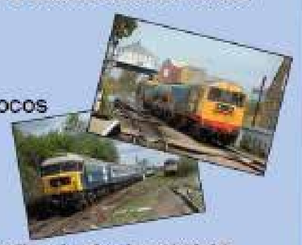
Loco Fleet List Ten

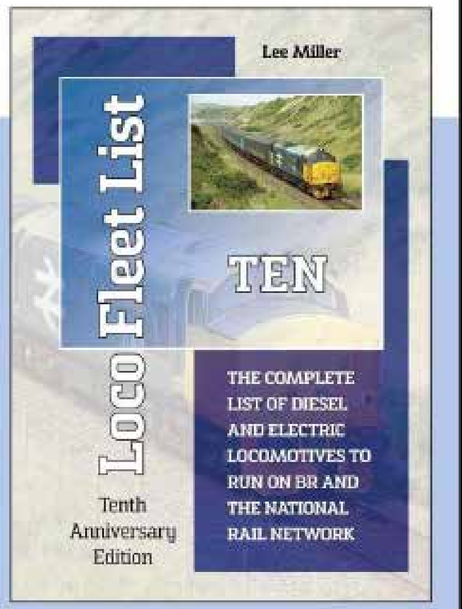
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Greater Anglia wins four national awards for train performance

At the Golden Whistles Awards 2026 – an annual event organised by Modern Railways magazine and the Chartered Institution of Rail Operators to celebrate excellence in UK railway operations – the train operator again won the awards for Best London and South East operator - (for the punctuality of its commuter and regional services), Best Long Distance operator (for the punctuality of its Norwich – Ipswich – Colchester – London intercity services) and Best Operational Performance (for minimising delays) – for the fourth successive year.

Greater Anglia also won the award for Minimising Cancellations - Long Distance Operator (for its Norwich – Ipswich – Colchester – London intercity services).

It is the first time that a train operator has achieved such a sustained period of success at the awards (having won three awards at the event in each of 2023, 2024 and 2025 and now four awards in 2026) - and also the first time an operator has won four awards at the annual event.

The awards are based solely on actual operational results and statistics, rather than any wider factors, and reflect Greater Anglia's sustained high levels of train performance over the last year.

Greater Anglia's moving annual average performance, using the challenging "Time to 3" performance measure (which measures the arrival within 3 minutes of every single train at every single station it serves) is at an impressive 91.9%.

Also impressive is its performance using the long-standing public performance measure (PPM) which records train arrivals at destination within 5 minutes of schedule time (or 10 minutes for intercity services), where the annual figure is 93.3% - continuing the historically high results being delivered by the train operator for the last six years.

A number of routes - including the lines from Norwich to Sheringham, Great Yarmouth and Lowestoft, from Ipswich to Lowestoft, from Marks Tey to Sudbury and from London to Southend, Chelmsford, Clacton, Walton and Harwich – even have annual punctuality results of over 95%.

These consistently good results, and associated recognition at the awards event, are testament to a number of factors, including the positive impact of the new trains in place across the entire Greater Anglia network (which accelerate quicker, brake quicker, are more reliable and enable better recovery from delays than the trains they replaced); a real focus from teams across Greater Anglia on improving performance, and joint work between Greater Anglia and Network Rail to raise punctuality and reliability standards (including better infrastructure performance delivered by Network Rail).

It means that Greater Anglia is consistently the best-performing operator in the UK, despite operating over one of the more complex and congested networks .

Martin Beable, Managing Director, Greater Anglia said: "We're really proud to have received these four major awards this year, going one better after winning three awards every year for the past three years. It's further deserved recognition for our teams and the excellent performance being delivered across Greater Anglia over the past 12 months.

"Customers consistently rate a punctual and reliable service as their key priority for rail travel, so we have been focusing relentlessly on meeting those expectations and, with the help of our new trains and targeted work by colleagues across our company, day in, day out, we have been delivering performance at the highest standards ever seen in our region, on an ongoing basis, for six years now. We also recognise the work of our key industry partners, such as Network Rail, Stadler and Alstom, in providing such a good service.

"We pledged that with the help of our new trains we would transform the rail travel experience in East Anglia, both in terms of the on-train environment and performance standards. We've achieved that aim and we're continuing to deliver those high standards in public ownership. We are fully focused on maintaining and further improving service standards in the years ahead to deliver an even better, even more consistent service."

National Rail

Abandoned station bikes transform lives for adults with learning difficulties

Bikes abandoned at railway stations across the Thameslink and Great Northern network are being used to transform the lives of people with learning difficulties. Dozens of bikes, left at 81 stations across Cambridgeshire, Hertfordshire, Bedfordshire and Norfolk, were delivered to TAG Bikes in Huntingdon on Wednesday March 11th where a keen team of adults with learning difficulties will service and repair the bikes before selling them back to the community at an affordable price.

All the money earned is reinvested in the project, run by Cambridgeshire County Council as part of its Supporting into Work programme.

Rob Whitehead, Great Northern and Thameslink's Community Engagement Manager, said: "More people than ever are choosing sustainable modes of transport, like cycling, to reach our stations and we've been improving and adding new facilities to meet this demand. "Railway stations are a key part of local life. The work we support in partnership with the communities we serve, helps build sustainable and prosperous places for us all. Our partnership with TAG is one of many which help contribute to the 'circular economy' of recycling and improving mobility within the area. It is surprising that some people do abandon their bikes at our stations, but I am very pleased we're able to help put them back into good use."

Great Northern and Thameslink run a range of schemes to support communities along its network, from recycling uniforms into mattress filling and sound buffering for cars, to using funds raised from selling unclaimed electronics to raise money for good causes.

Left bikes are collected from stations by the train operators' facilities team, who store them in a depot near Letchworth for three months where they can be claimed by owners, before being driven to the workshop based out of the Huntingdon Community Centre.The workshop is run under the supervision of employment skills coordinator and qualified bike mechanic Rob Bierton who helps the adults acquire new skills and build their independence in a work based environment.

Since the partnership between the train operators and TAG began in 2018, the project has taken delivery of more than 1,000 bikes, with funds raised from selling the bicycles spent supporting the project with additional parts, tools, workstands and digital equipment to help the learners' development and enable the project to grow.

Rob Bierton, TAG's Employment Skills Coordinator for Cambridgeshire County Council said: "The atmosphere in the workshop when we receive donations is wonderful and it's easy to see how transformative TAG is for the adults we work with. It is only through the support of donors like Great Northern and Thameslink that we can do what we do. This partnership with GTR started many years ago and we are so grateful that they have continued to support us at TAG Bikes.

"I am very proud of what we have achieved in Huntingdon and it is extremely rewarding to see both the confidence and skills improve in the young adults we work with, but also knowing that each bike which leaves our workshop will be put to good use in the community."

Adults supported by TAG have found greater independence, such as building the skills and confidence to live alone, or securing paid work in the areas they've trained for. One adult who previously received support from TAG is now employed as a bike mechanic at Halfords.

TAG Bikes is one of several work-based schemes part of the council's Supporting into Work Programme, which also includes Blossom and Bloom café in Huntingdon Community Centre, Hot Pots Coffee Shop in March and the Ely Community Café.

Cllr Luis Navarro, Vice-Chair of the Adults and Health committee at Cambridgeshire County Council, said: "TAG Bikes is just one of the projects we run as part of our Supporting into Work programme, which aims to help those taking part to develop a wide range of employability and life skills whilst improving their confidence and independence.

"The bike donations we receive are vital to the success of TAG Bikes and helping the development of our learners. I'd like to thank GTR for its generous support which helps this fantastic community initiative."

Greater Anglia seeks 'station adopter' volunteers to help improve rail stations

Volunteers are being sought to help drive improvements at several stations across the Greater Anglia network. Brimsdown, Enfield Lock, Harling Road, Hythe, Kelvedon, Marks Tey, Meridian Water, Ponders End, Stansted Airport, Stansted Mountfitchet and Waltham Cross stations currently have vacancies for station adopters. Greater Anglia would like to hear from individuals or organisations who would like to work with them to make the station more attractive to the local community. Greater Anglia's 'Station Adoption' programme enables individuals or groups to adopt their local railway station and contribute to its presentation and welfare for the benefit of the local community. The aim is to help make stations more welcoming and attractive, with help and ideas from local people and organisations.

Greater Anglia's Customer and Community Engagement Manager, Alan Neville, who runs the Station Adoption initiative said, "It makes such a positive difference when the community is actively involved in their local station. Station adoption creates mutually beneficial relationships and dialogue to help us understand what improvements are important to local people, and promotes civic pride and wellbeing by bringing people together and enhancing public spaces."

The voluntary scheme was originally created to improve lines of communication between a train operator and station users. However, in East Anglia, the initiative was taken one step further to include small scale projects (usually involving gardening or planters) to improve station presentation. Over the years it has grown to become much more, with station adopters now playing an active role in keeping stations looking good, not just through gardening projects that create an attractive welcome, but also through additional work to support local wildlife and biodiversity, by delivering creative community art projects, by taking part in station 'health checks', or by promoting the railway locally, in addition to being "the eyes and ears" of their station. Greater Anglia provides funding to help cover the costs of small projects, tools and materials to help improve the station environment through its Station Adoption initiative.

Station adopters can be individuals, groups or organisations. Anyone interested in adopting their station should contact StationAdopters@GreaterAnglia.co.uk. More information about becoming a station adopter can be found at greateranglia.co.uk/about-us/station-adopter-scheme

Greater Anglia now has over 330 adopters at over 125 stations across Norfolk, Suffolk, Essex, Hertfordshire and Cambridgeshire.

National Rail



ROG's Class 93 008 and 93 009 work a pair of barrier coaches past Winwick on a move from Motherwell to Derby on March 19th. *John Sloane*



Major engineering work at Folkestone Warren to protect the railway from landslips



Progress is being made in a major project that involves the installation of large rocks on the beach at Folkestone Warren, so that the coastal railway between Folkestone and Dover can be protected and ensuring that passenger trains can continue to run safely.

Since last summer, contractors working for Network Rail have been securing the railway line, repairing the footpath along the beach and renewing the sea defences below the track by adding 18,000 tonnes of rock armour in front of the sea wall to protect it from sea action.

Drainage systems are also being repaired to stop water building up, as the existing drainage system has subsided by a metre as the cliff has slipped. Around 50 sheet piles are also being installed behind the sea wall to provide a barrier and stop seawater going underneath the abutments.

The work over recent months has been carried out without any impact on passenger trains. Network Rail has thanked local people for their patience while parts of the beach have been closed so that the rocks can be lifted into place safely by heavy plant and machinery from barges that have travelled over from Boulogne in northern France.

So far, Network Rail's contractors have cleared the groynes (the low walls built out into the sea to protect the beach from erosion) and removed excess timber from the beach. Work to install the sheet piling and repairs to the concrete across multiple bays have also been completed, and contractors have begun repairing the walkway between the sea defence and the cliff face.

With thousands of tonnes of rock armour placed along the western beach in front of the sea, drainage repairs have been made to the cliff face and the remaining walkway works will be completed in the next few months. Network Rail expects to complete the works by July 2026.

Bob Coulson, Infrastructure Director for the South Eastern Railway, said: "There's a long history of landslips at Folkestone Warren, with ongoing movement for many years. There are times when that movement is greater and other times when it's stable. The rock armour we have been installing since January provides a huge weight that stops the ground moving underneath the railway, protecting it for many years to come.

"We have also installed monitoring equipment that collects and shares real time data to alert us of further minor or significant movement. This allows us to caution or stop trains if movement is detected. More monitoring instrumentation went into the ground over the winter 2024 in all areas of the Warren and on top of the cliff.

"The investigation and enhanced monitoring also help us understand the size and scope of the problem. We can then put in place interim, medium and long-term solutions.

"I want to thank people for their patience while work has been underway on the beach – and I would ask that members of the public please stay clear of the worksite for their own safety. Large machinery can be extremely dangerous, and we want to keep everyone safe."

National Rail

50,000 tonnes of ballast, 11.5km of track, 5,515 sleepers: the numbers behind TRU's next series of major upgrades

Throughout May and June, Transpennine Route Upgrade (TRU) teams will take another huge step in delivering faster, more frequent trains on a greener railway across the North, through a series of engineering works between Huddersfield and Leeds. From Saturday May 2nd until Monday May 25th, 56 engineering trains will be deployed along this stretch of railway as 6.2km of track is renewed and over 21,000 tonnes of ballast is laid. These upgrades will help deliver smoother, more reliable journeys for customers travelling along the 70-mile route. 51 foundation bases will also be installed, which will support overhead line equipment (OLE) and electrify journeys in the future.

Brighouse station will be used as a rail and bus interchange location during this period, allowing more customers to remain on trains by taking advantage of the diversionary routes which TRU has invested £100m in. Other rail services will run as close as possible to the closure areas, with replacement buses in operation to keep customers moving. From Saturday May 30th to Saturday June 27th, a final phase of upgrade works across Batley and Dewsbury will be delivered. Once completed, and following the final commissioning of the new lifts, Batley station will reopen and provide customers with step-free access for the first time, alongside improved customer facilities. The platforms will be extended to 150 metres. Dewsbury will reopen with platforms extended to 200 metres, enabling longer, higher-capacity trains with more seats to serve the stations in the future.

This phase of work will see 66 engineering trains deployed to deliver over 5km of track renewals, including laying over 27,000 tonnes of ballast and around 800m of drainage, while the installation of 67 OLE masts will support the electrification of the line.

The TRU team will also take to Huddersfield station on weekends during this two-month period. Platform remodelling, subway excavations and the construction of both a new staircase and footbridge will be undertaken, while work on the historic 'Euston style' roof will also see the canopy extended further. These upgrades form a critical part of the transformation of the station, which will be fully complete in early 2027. On weekdays, customers will be kept moving between Huddersfield and Leeds via the Wakefield diversionary route. At weekends, trains will run as close as possible to the closure area and replacement buses will run between Huddersfield and Leeds.

Customers are urged to check their journey in advance at nationalrail.co.uk, or with their train operator. Journey times will change, and some customers may need to use rail replacement buses for all or part of their trip.

Sophie Leishman, TRU sponsor, said: "Significant progress has been made between Huddersfield and Leeds in recent months, and this next series of upgrades will allow us to take another step forward in what is a key stretch of the route and an important enabler for wider TRU plans across the North. Our teams will be working around the clock during these two months. I'd like to thank them as well our local communities as we deliver these huge improvements to the railway."

Andrew Allwright, TRU Programme Delivery Lead for Northern, said:"We know there is no ideal time to close parts of the railway, and the team is grateful to customers for their patience whilst we complete the next phase of upgrades. These are significant pieces of work which will support wider improvements – customers can look forward to smoother and more reliable journeys, longer platforms and step-free access for the first time at Batley."

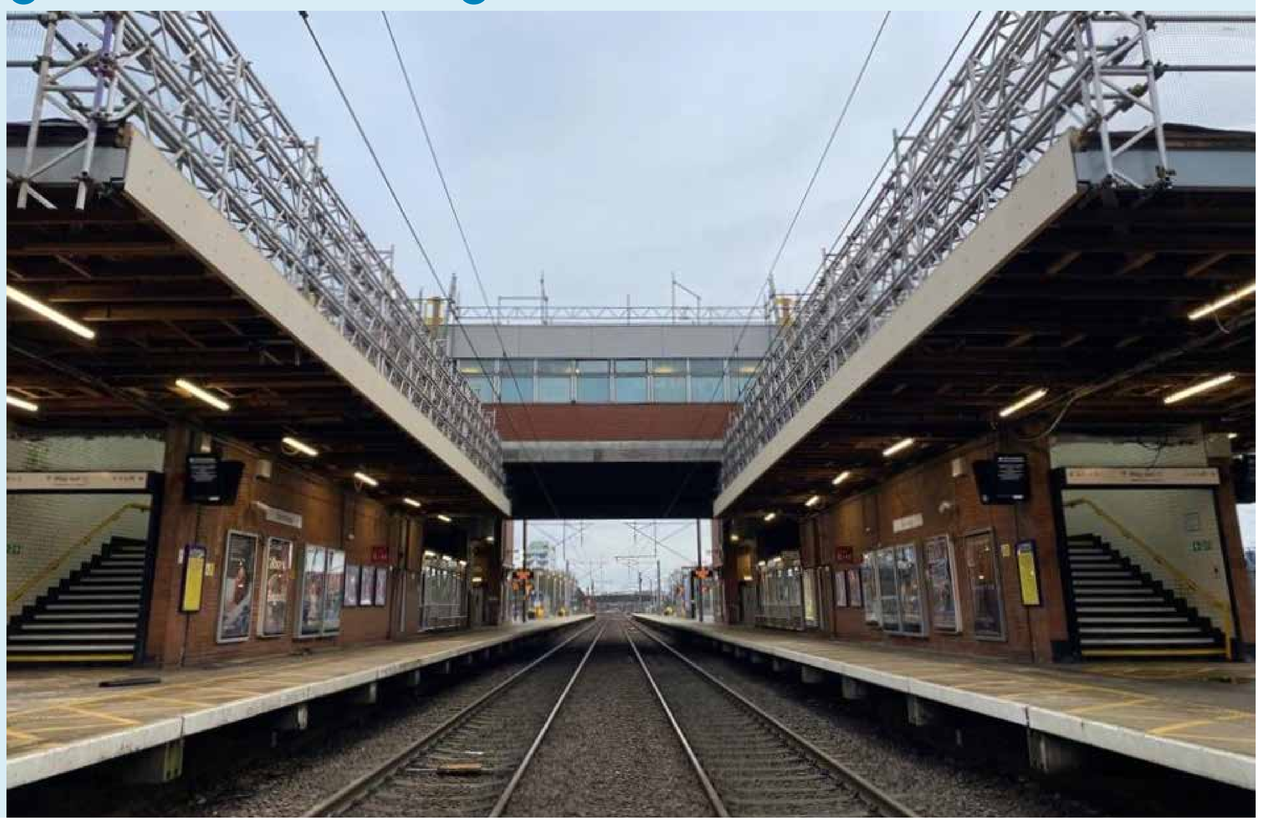
Strong progress on £4.5m upgrade at Stevenage station

A £4.5 million upgrade of canopies and staircase roofs is currently underway at Stevenage station, along with the full renewal of all platform lighting. The four-month refurbishment is making strong progress and is planned for completion by the end of June. The old station canopy roofs have already been removed and brand-new, weather-tight surfaces have been fitted. The wooden structures underneath have also been renewed, and the first parts of the new lighting system have been installed. Work is continuing to upgrade the roofs over the station's staircases. During the weekend of January 31st - February 1st, when trains were not running through the area due to engineering work, the team set up on site ahead of the main work starting.

This included constructing Faraday cages, which provide a protective enclosure that shields teams from electrical hazards, allowing safe daytime working near live overhead lines. This means that trains can continue to run while we work on the station canopies, minimising disruption for passengers. The station will remain open to passengers throughout the improvement work. Station visitors are advised that scaffolding from the upgrade work will not be fully removed until November. This will be completed during a planned period of other engineering work taking place on the East Coast Main Line, again helping to minimise disruption for passenger and freight services.

Danni Parker-Rankine, Network Rail scheme project manager, said: "This refurbishment at Stevenage station will transform the canopies, upgrade the roof structure and resolve long-standing issues with leaks. Along with the fully renewed platform lighting system, the improvements will make the station more welcoming. It will keep passengers safe, secure, and dry in future.
The project team has worked incredibly hard to keep the programme moving, and we're pleased to see such significant progress made already."

Robert Howard, Great Northern's Stevenage station manager, said: "I appreciate this work may cause some short-term disruption but ensuring the safety of our customers and colleagues is our absolute priority. These improvements are essential to maintaining the high standards our passengers rightly expect."



National Rail



Class 92 020 awaits departure time at Edinburgh Waverley on March 19th with 1C11, the Edinburgh portion of the Lowland Caledonian Sleeper. *Andy Pratt*



Class 47s Nos. D1924 and 47593 are seen stabled at Crewe on March 28th. *Richard Hargreaves*

Loram's newest Rail Grinder in-cab signalling Enabled

Loram's new generation 'RGC' rail grinding machine for Network Rail has successfully completed ETCS Level 2 testing. Making it the UK's first On Track Machine fitted for in-cab digital signalling and ETCS Enabled. RGC01 is the latest rail grinder that Loram has supplied to Network Rail to replace an older rail-profile-treatment and remediation machine. RGC01 is fitted with an ETCS system supplied by Hitachi Rail and earlier this year completed successful trials at NR's Tuxford and Melton Mowbray Test Tracks.

The two-year ETCS design, integration and enabling project involved successful collaboration between Loram in the US, Loram EMEA's production, testing and commissioning team based in Derby; ETCS system supplier, Hitachi Rail; as well as design and integration teams from Aegis and TUV.

Lee Tinney, Manager Director of Loram EMEA said: "Loram's world leading rail grinding technology plays a discreet but essential role in supporting a safe and reliable railway. Our Derby based team has successfully completed the integration and testing of ETCS on RGC01, demonstrating our capability to install the latest signalling technology to specialist vehicles as well as support increasing customer demands for fitment to a range of passenger and freight fleets.

"I'd like to thank all our partners for working alongside us to deliver this project within tight timeframes and to budget, as well as members of NR's East Coast Digital Programme for sharing their ETCS operational experience which proved invaluable to our team."

Paul Maynard, Vice President, Integrated Communications Supervision and Mainline Signalling, Hitachi Rail UK, said: "On-track machines present a unique integration challenge, operationally, mechanically and in assurance, but RGC01 has shown that with the right end-to-end engineering discipline, it can be delivered successfully.

"This milestone reinforces the value of early systems integration, robust testing and strong joint-working across the supply chain. We congratulate Loram on achieving a UK-first and look forward to supporting the next stages of digital capability for specialist fleets."

Chris Hobden, Network Rail's Programme Director, East Coast Digital Programme, said: "We welcome Loram's introduction of a new grinding machine ready fitted for digital in-cab signalling. "We continue to work with all relevant partners to prepare the On Track Machine sector for the eventual transition to no-signals on the East Coast Main Line. ETCS will enable a more efficient, higher performing, and even safer railway."

Built in the US and shipped to the UK in May 2025 the ETCS enabled RGC rail grinder is fitted with 40 grindstones. These can be digitally programmed to re-profile the railhead to a variety of configurations; dependent on track quality, required line-speed and any specific requirements from NR's route engineers.



National Rail

The former LNER Steam crane, No. DRG80111 ex York depot, was giving demonstrations during the KWVR steam gala and is seen in Oakworth yard on March 21st.
Lee Stanford



Iconic Brief Encounter clock returns to Carnforth Station after restoration



Visitors to Carnforth Railway Station can once again see the original clock made famous by the 1945 film Brief Encounter, returned to its rightful place 80 years after the film's release.

The clock, first installed at the station in December 1895 and manufactured by Joyce of Whitchurch, Shropshire, was removed in August 2020 for restoration and to have its fixings remade.

It is now back on display for passengers and visitors alike.

The return marks a significant moment for Carnforth. The station has long been a destination for enthusiasts of the David Lean classic Brief Encounter, and the clock is one of its most recognisable symbols.

Phil James, Network Rail's route director said: "We are absolutely thrilled to be welcoming the original Brief Encounter clock back to its rightful place in Carnforth station.

"This is a real tourist attraction for people visiting the area and I am very grateful to Mike Smith, the owner of the clock for allowing us to have the clock back in the station."

Mike Smith, owner of the clock, said: "I am so pleased to be here today, my father worked really hard to see this clock restored to its rightful place once again here on the platform and it is an honour to be able to represent him.

"Today is testament to the fact that common sense, coupled with a willingness to overcome challenges has prevailed. Everyone involved has done a terrific job of getting this true icon back to where it belongs."

Owain Roberts, Northern's stakeholder manager for the North West, said: "We're delighted the iconic clock from Brief Encounter has returned to its home at Carnforth station

"It's an important piece of local history and was a prominent feature at the station for years, with fans of the film travelling from far and wide to see it.

"They will be pleased to see the clock back in its rightful place and hopefully it will attract more visitors in the coming years."

The clock has already been on a significant journey. In the 1980s it was thought to have been lost after the station fell into disrepair, but it was rescued by Alan Smith, who located the original workings, hands, faces, pendulum and weights at a dealer in Twickenham.

Alan paid for a full restoration, and the clock was first rehung at Carnforth in July 2002 before it was removed again in 2020 for a restoration. The clock now belongs to Alan's son Mike.

At the Keighley and Worth Valley March Steam Gala, Avonside 'Dora' propels an ECS train of vintage carriages towards Keighley station. The loco is crossing the remains of the old goods-yard branch. *Ben Bucki*



World first as development of quantum navigation technology advances onto Britain's national railway

Britain's railway has taken a major step in the development of quantum navigation technologies, with new systems designed to measure train position with extreme precision now being advanced for the national rail network. Quantum inertial navigation uses ultra-sensitive sensors capable of detecting minute changes in motion and rotation. Unlike satellite-based navigation systems such as GPS, it does not rely on external signals, meaning it could provide highly resilient positioning even in environments where satellite signals are unavailable, including tunnels, dense infrastructure or areas affected by interference.

The technology is being developed as a potential future alternative to fixed trackside positioning infrastructure, which can be costly to install and maintain and are vulnerable to environmental disruption or equipment failures. Once developed, quantum will enable a lower cost, more reliable, more resilient system. As part of this development programme, a Rail Quantum Inertial Navigation System (RQINS) has now been tested on a mainline railway for the first time anywhere in the world. The system was carried on a Great Northern train operated by Govia Thameslink Railway (GTR) between central London and Welwyn Garden City on Tuesday 3 March, providing real-world data to help understand how quantum positioning technologies perform within the operational environment of a national railway network to inform its development.

This milestone builds on work undertaken by the Ministry of Defence and on Transport for London's network and represents the next step in developing quantum sensing technologies for use on heavy rail. The development programme is being progressed through a specialist consortium led by MoniRail, working with Imperial College London, the University of Sussex, QinetiQ, PA Consulting and the National Physical Laboratory, with support from Innovate UK and the Department for Science, Innovation and Technology (DSIT). This development is convened by GBRX, the strategic innovation and technology body for Great British Railways, to accelerate the adoption of strategic technologies that improve the railway for passengers and freight.

Rail Minister Lord Peter Hendy, said: "For more than two centuries Britain's railway has forged technologies that have shaped the modern world. The development of quantum inertial navigation continues that legacy. With these new capabilities, we're preventing equipment failures, helping to boost our railway's reliability and keeping passengers moving. It's all part of our plan to modernise track and train under Great British Railways, adopting world-leading technology that increases resilience to improve passenger experience while supporting jobs, growth and homes."

Toufic Machnouk, managing director of GBRX, said: "Developing new technologies within the complexity of a railway network is essential to understanding how frontier technologies can be translated into operational capability. "Quantum sensing is one of the UK Government's frontier technological priorities. Railways, as one of the country's most complex operational systems, provide a powerful platform for developing and scaling these capabilities for rail and beyond. This programme begins the process of understanding how quantum positioning could fundamentally reshape how railways work. In the future, it could reduce reliance on costly trackside positioning systems while enabling new capabilities for signalling, improved operational performance, network planning, enhanced condition monitoring and more intelligent railway operations. This test represents an early but important step in that development journey and demonstrates how collaboration between government, academia and industry can accelerate the development of frontier technologies."



National Rail

Class 60 014, 69 007 and 66 048 are seen in the yard at Longport on March 28th.
Richard Hargreaves





Railway sculpture finds new home in Springburn after years in storage

A celebrated railway sculpture that has been stored away for over two decades has been given a new lease of life at the heart of Springburn. Heritage and Hope, created in 1989 by renowned artist Vincent Butler, depicts a railway worker and his daughter, guiding the figure of hope, symbolising the area's proud locomotive-building heritage and the generations of families who helped shape Scotland's Railway. After the closure of Springburn Museum in 2001, the sculpture was placed in storage until local artist Mandy McIntosh stepped in to ensure it was preserved in 2024.

Working with Network Rail, ScotRail as well as local community groups, such as the Springburn Shopping Centre and Springburn Unity Network, the sculpture has now been restored and placed at Springburn station.

Network Rail supported the restoration, casting a new plinth and installing it in a prominent position on platform one, where it will be seen by the hundreds of thousands of passengers who use the station each year.

The installation aligns with broader plans to improve Springburn station, with future phases potentially including accessibility upgrades and frontage enhancements.

It also reflects Network Rail and ScotRail's shared commitment to celebrating local heritage while supporting vibrant communities across Scotland.

Brian Maley, project manager for strategy and investment at Network Rail, said: "We're delighted to see Heritage and Hope return to Springburn.

"Springburn has played, and continues to play, an important role in Scotland's railway story."

Mandy McIntosh said: "This sculpture is so important in recognising Springburn's industrial heritage It's fitting that Heritage and Hope now has a permanent home at the train station. It's a wonderful link to the future for people and place in an area of such significance."

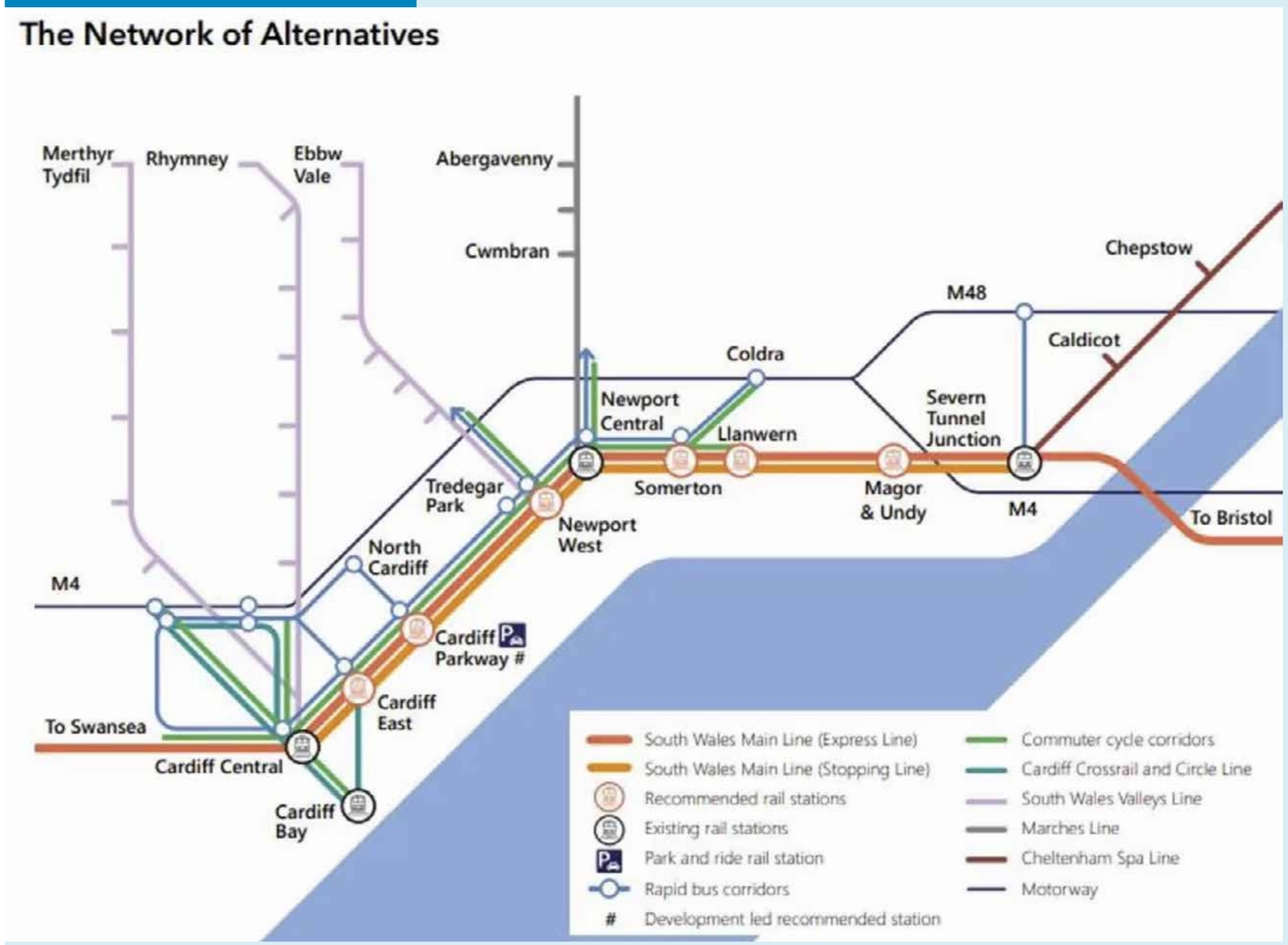
Paul McKay, ScotRail communications director, said: "Springburn has an incredible railway history, so it's fantastic to see the Heritage and Hope statue back at the heart of the community that inspired it.

"This sculpture is a powerful reminder of the generations of railway workers and families who helped shape Scotland's Railway and the communities around it."



National Rail

Major rail upgrade plans submitted to help unlock new railway stations



Passengers are closer to benefitting from improved rail services, better connectivity and new stations as Network Rail submits a full business case for major railway upgrades between Cardiff Central and Severn Tunnel Junction.

This March, Network Rail Wales and Borders formally submitted the full business case for the South Wales Relief Line Upgrade (SWRLU) - a key infrastructure project designed to increase the speed and performance of relief lines and unlock the capacity needed for future passenger services.

The upgrades will play a vital role in supporting plans for new stations across the region, improving performance and unlocking better rail access for communities along the South Wales Main Line.

The proposals, submitted to the UK Government Department for Transport, include infrastructure improvements across 27 miles of track, with refurbishment and renewal works, as well as increasing speeds on the Up and Down relief lines from 40mph to up to 100mph, where feasible.

Subject to full business case approval, this work will allow for future increased line speeds on the relief lines that run alongside the main lines between Cardiff Central and Severn Tunnel Junction.

While these lines are currently used primarily by freight services, the improvements would enable them to accommodate passenger services, without adding time to journeys, creating additional capacity and improved reliability and performance across this vital section of railway. The work will also allow freight trains to run faster, improving overall network efficiency.

This infrastructure work is a critical step in enabling the proposed development of up to six new stations in South East Wales - including Cardiff East, Newport West, Somerton, Llanwern, Magor & Undy, as well as Cardiff Parkway - which aim to improve local connectivity and make it easier for communities to access rail travel.

Nick Millington, route director for Network Rail Wales and Borders, said, “The South Wales Relief Line Upgrade is a vital step towards delivering better rail services for communities and businesses across South East Wales. By increasing the speed and capability of the relief lines between Cardiff and Severn Tunnel Junction, we can create the capacity needed to support new passenger services and unlock the proposed new stations along this route. We’re proud to be working closely with Transport for Wales to enable improved connectivity, support sustainable travel and make it easier for people to access the railway in the future.”

Vernon Everitt, Chair of Transport for Wales, said, “Progressing the Relief Line Upgrade is a major step in our ambition to bring new stations to South East Wales. By increasing line speeds, we unlock the capacity needed to make those stations a reality and open up new regional and cross-border services for communities at Cardiff East, Newport West, Somerton, Llanwern, and Magor and Undy. We’re delighted to be working alongside Network Rail to make this vision a reality.”

Project context and future plans

The SWRLU scheme forms part of a wider programme of investment in the Wales and Borders railway and builds on the UK Government’s recent commitment to progressing rail improvements in the region.

This commitment includes the proposed ‘Burns stations’, recommended through Lord Burns’ review into reducing congestion on the M4. The review identified the opportunity for new stations between Cardiff and Severn Tunnel Junction to improve connectivity across South East Wales and provide a more sustainable alternative to car travel for local communities and businesses.

Both Network Rail and Transport for Wales are working together to continue the development of this scheme and its business case, focusing in the next year on site surveys and design work as the programme progresses towards the next stages of approval.

Network Rail will lead the delivery of the rail infrastructure upgrades, including track, signalling and associated works, while Transport for Wales will continue progressing plans for the new stations integrated transport interchanges, and we will work collaboratively on the new station proposals.

Subject to approval of the overall business case, the programme will continue to progress through design and development stages before moving towards delivery.

National Rail

To mark 60 years since the Somerset & Dorset Joint Railway (S&DJR) closure on March 7th, 1966, the Great Central Railway hosted a 60th Anniversary event on March 7th, 2026. The event featured Bulleid Light Pacific No. 34072 '257 Squadron'. *John Alsop*



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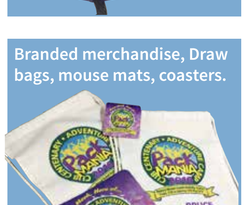
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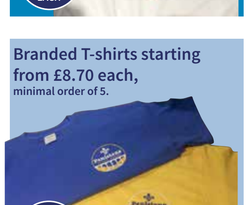


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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Goodies from Harrods!!

I was on my way to school for my first term. The last of several changes of train was at Crewe.
I jumped down from the carriage and ran along the platform towards the
Guard's Van just in time to see my tuck box hurtle through the air and make a crash
landing on the platform where it broke in two.
There was, of course, jam and cake and broken glass all over the place.
The box was a lovely new, gleaming white wooden one with my initials in shining black on the lid.
One could almost hear the guard give a sniff of disdain - "new boy!"
A few moments later the Station Master appeared wearing a silk hat, frock
coat and other picturesque gear of the office.
"Sir," he said, "it shall be put right. . .restitution shall be made. . .let me have your name and address."
About two months later towards the end of term a truly magnificent tuck box arrived.
It was larger and stouter and beautifully made apparently by the railway workshops.
It was filled with goodies from Harrods and it arrived with the compliments of
the London & North Western Railway Company. All that was around 1928!
During WW2 the box travelled all over
the UK and the continent labelled "Signal Stores".
It contained my portable wireless, spare socks etc.
Since the war each of my three sons in turn has used it as
a tuck box and I now have it back again, still useful.
Good old LNWR!

War Jinties

Eight L.M.S.R. class 3F 0-6-0T transferred in 1940 to War Department

Jinities	Outcome
7589,7607/11/59/60	Returned from France via Dunkirk -Dover ferry and Cricklewood to Derby Works for reconditioning in 1948
7613/17/63	Not similarly '*demobbed* '. Presumably writen off as war '*casualties.* '
7456 and 7553	Converted in 1944 to Irish Gauge Became L.M.S.R. Northern Committee Nos 18 and 19

A Different View

A wet March 14th at Crewe and Class 390 126 waits to depart with a service to London Euston. *Paul Godding*

A Different View

On March 5th, having received a green light, Freightliner's Class 66 620 pulls away from rest as it confronts the rise to Lewisham Vale Junction, with the 4Y19 Mountfield Sidings - Southampton Western Docks loaded building materials service making it work for its living. *Ian Callander*



Preserved Railways

Tanat Valley Light Railway update

-





Pacer Swap

The agreed exchange with Cambrian Heritage Railways in Oswestry of our Pacer 143 619 (from Great Western Railways) and their diesel shunter Alpha, works number 3953, built in 1962 has been completed. To optimise the transport cost, this was tied in with Allelys's delivery of the fireless locos from the Museum of Wales.

Lister Steam Tram

After the successful Monoloco restoration project, our next big one is the Lister Steam Tram. Built in 1940 as a petrol locomotive by the R.A. Lister works in Dursley, number 14005 was sold to the Northampton Corporation and spent several years working on a 2ft gauge system at Billing Sewage Works. In 1968 it was converted into a vertical-boilered steam locomotive using a Merryweather fire-pump boiler and a 'Greens' stationary engine for the cylinder. It was sold to Rich Morris in 1971.and came to us with his collection in 2017.

The restoration is budgeted at £10,000 and we've already begun the process of applying for Grants. As usual, any donations are most gratefully received.



Preserved Railways

Wensleydale Railway completes bridge repairs in time for its 2026 operating season.





Volunteers at Wensleydale Railway have completed essential bridge repair work in time for their 2026 operating season to begin.

The railway has a number of bridges along its 22-mile line that it is responsible for maintaining. One of these bridges, located at Stoop House Farm, near Leyburn, had suffered water ingress into the masonry over the years and needed urgent attention. The stone-built structure carries the railway over a country road serving neighbouring farms and villages and is vital to the railway's operation.

The repair work required vegetation to be cleared from around the bridge site and sections of track lifted and ballast cleared to allow access to the top of the bridge deck.

Some masonry repairs were completed by the railway's volunteers before a specialist contractor installed a waterproof membrane on the bridge deck. The railway's volunteers then restored the track and ballast.

The project was led by retired civil engineer Graham Boyd who has volunteered at the railway since 2025. Graham said: "This project took 5 weeks to complete and involved volunteers from our Vegetation, Direct Works and P-Way teams, as well as Operations and Office staff. We had a short window of time to complete this work, before our first scheduled train services of the year were due to start. The work required considerable co-ordination across our volunteer teams and much of the work was done in very poor weather. I would like to thank everyone involved in successfully completing this work".

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "The repairs were completed in time for our first trains of the 2026 season, which ran on Valentine's Day! The success of this project is a credit to our incredible volunteers. Their contribution to our railway is invaluable and we're very grateful for their hard work, dedication and support."

He added: "There's no shortage of on-going maintenance work required to keep our railway in top condition. Many hands make light work we would welcome the public's support. Why not get in touch today and find out how you can make a difference as a volunteer? It's rewarding work and you will be made very welcome."

Photos: ©David Winpenny

Preserved Railways

Wensleydale Railway hosts a Volunteer Day with National Gas Transmission staff

Wensleydale Railway recently hosted a volunteering and staff development day for members of staff from National Gas Transmission (NGT).

The NGT staff joined volunteers from the railway's permanent way (P-Way) team and took part in track repair work near Wensley, west of Leyburn and close to the Yorkshire Dales National Park.

Chris Morrill, P-Way leader at Wensleydale Railway said: "Three of our volunteers hosted eight volunteers from National Gas Transmission to get a taste of working on the rails. Once through the Site Safety brief, the gang put trolleys on the line and loaded up ten replacement sleepers to undertake some spot re-sleepering east of the Wensley level crossing gates. After a demonstration of sleeper replacement by our volunteers, the NGT gang soon got into the swing of it. Many hands do make light work, and five timbers had been swapped out before we broke for lunch. After a short break, steady progress meant another four timbers were swapped out, as well as having time to clean vegetation off several panels of track."

Steven Porter, Assistant Project Manager at National Gas Transmission said: "The National Gas team thoroughly enjoyed the day - it was not only great fun but also genuinely educational. Wensleydale Railway's team guidance, knowledge and enthusiasm made the experience hugely worthwhile, and everyone came away with a deeper appreciation of the work that goes into maintaining the railway. We'd certainly be open to the possibility of returning in the future and continuing to support the great work they're doing. Thanks again for the warm welcome and excellent organisation."

Jon Trueman, Director and Industry Partnership Manager at Wensleydale Railway said: "It was our pleasure hosting a volunteering day with members of staff from National Gas Transmission. Their work directly contributed to our project to restore passenger services over the 5.5-mile section of our railway between Leyburn and Redmire that has been closed since 2020. Their support was much appreciated."

National Gas Transmission owns and operates Britain's National Transmission System (NTS) for gas. This complex matrix of pipelines transports gas from its points of entry to power stations, industrial plants, storage facilities and to the local Gas Distribution Networks that take gas into homes and businesses, as well as overseas via interconnectors.

For more information on corporate volunteering and industry partnership opportunities at Wensleydale Railway, please contact Jon Trueman: j.trueman(AT) wensleydalerailway.com



Preserved Railways

DIESEL POWER TAKES THE SPOTLIGHT AT GREAT CENTRAL RAILWAY SPRING GALA



Experience the roar of classic diesel power at the Great Central Railway's Spring Diesel Gala, taking place from Friday April 24th to Sunday April 26th. Running along the UK's only preserved double-track main line, this three-day celebration promises an intensive timetable of frequent services and a stunning line-up of both home fleet and visiting diesel locomotives.

Against the backdrop of the blossoming Charnwood countryside, visitors will see an impressive selection of diesel traction in action. Alongside the Great Central Railway's own fleet, the event will feature special guest locomotives including the powerful Class 35 D7018 'Hymek' and the first-time visitor Class 14 D9525 – each offering a unique spectacle for enthusiasts and newcomers alike.

Over the course of the weekend, guests can make the most of the intensive service timetable, with plenty of opportunities to ride behind different diesel locos as they traverse between the railway's four historic stations. Those seeking an immersive experience can pre-book cab rides to enjoy front-line views on their favourite traction, while Friday visitors may enjoy a special run along the Mountsorrel Branch aboard Derby Lightweight Iris, with entry to the Heritage Centre at Nunckley Hill included.

The gala also offers a range of unique experiences beyond the mainline action. On Saturday, visitors can try their hand at being Driver for a Tenner on Class 08 No. 13101 around the Loughborough Central shed area, and on Sunday limited brake van rides behind a Windcutter Goods Train will give a rare perspective on railway operations.

Throughout the event there will be trade stands at Loughborough Central, where visitors can meet preservation groups, browse model railway merchandise and support the organisations keeping diesel heritage alive.

Refreshments and dining opportunities will be available throughout the weekend, with food and drink served from the 1960s Griddle Car, the newly relaunched Buffet Car and cafés across the line, making it easy to combine great railway action with classic British heritage hospitality.

Tickets are available now for this unmissable celebration of diesel traction and Britain's rich railway heritage. For more information, and to book, please visit: https://www.gcrailway.co.uk/visit/events/20260424-spring-diesel-gala/

GRESLEY SOCIETY ANNOUNCES MAJOR EXHIBITION CELEBRATING SIR NIGEL GRESLEY'S 150TH ANNIVERSARY

"Sir Nigel Gresley: 150 Years of Innovation, Speed and Elegance" to run at Danum Gallery from April 4th to May 30th

The Gresley Society, founded in 1963 to honour the life and works of Sir Nigel Gresley, is delighted to announce a major temporary exhibition at the Danum Gallery, Library and Museum in Doncaster, marking the 150th anniversary of the birth of Sir Nigel Gresley on June 19th 1876.

Running from April 4th to May 30th, the exhibition "Sir Nigel Gresley: 150 Years of Innovation, Speed and Elegance" takes visitors on a comprehensive journey through the life and achievements of Britain's foremost steam locomotive engineer. It explores his early apprenticeships at Crewe and Horwich Works, his rise through the Lancashire & Yorkshire Railway, and his pivotal roles as Locomotive Engineer of the Great Northern Railway and later Chief Mechanical Engineer of the London & North Eastern Railway. Gresley designed nearly 1,300 locomotives across more than twenty classes, including the world-famous Flying Scotsman, Mallard - holder of the steam speed record at 126 mph - and Green Arrow, together with revolutionary articulated coaching stock and streamlined trains that brought luxury, comfort and high-speed glamour to Britain's railways.

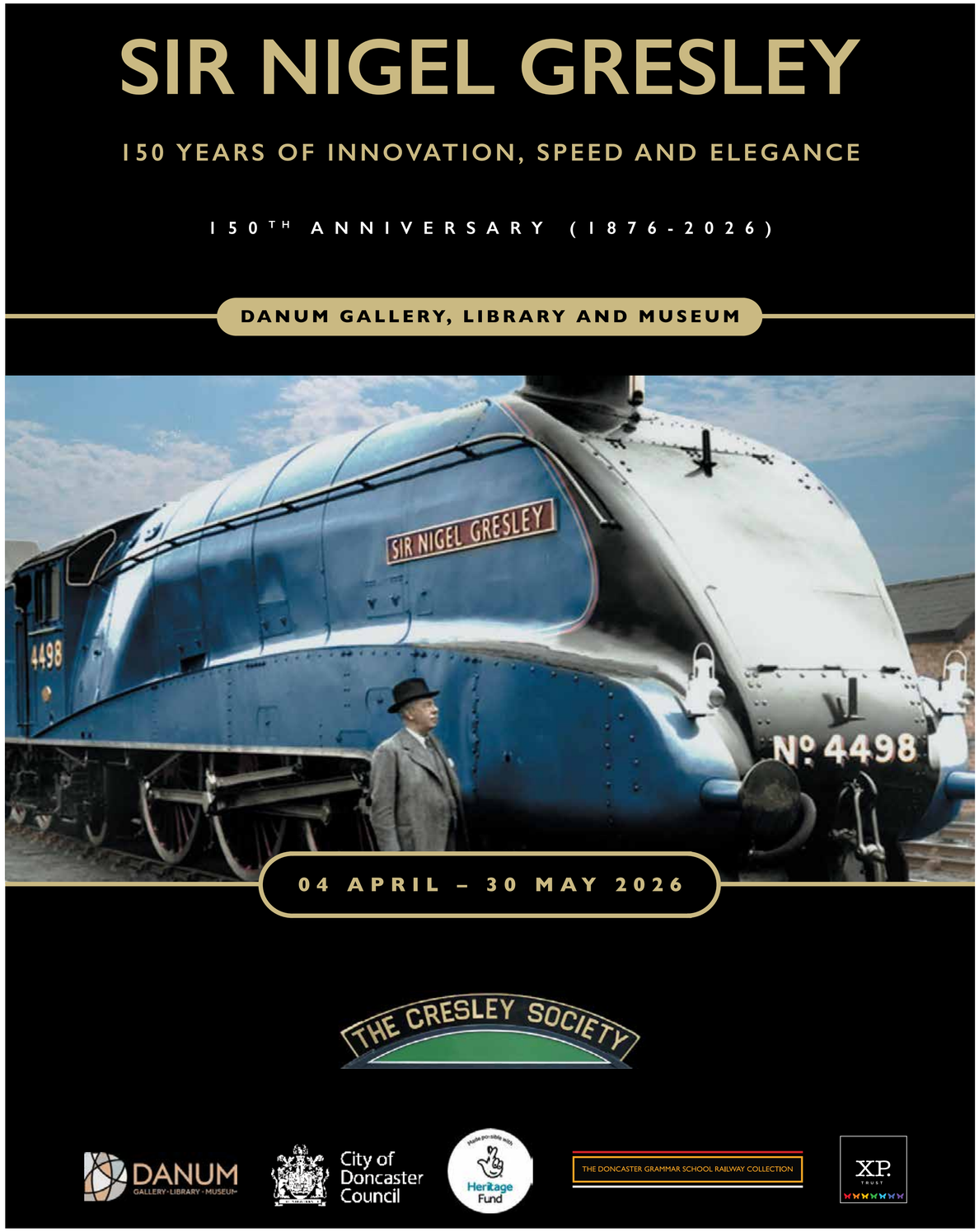
The display features key photographs and artefacts from the Gresley Society and the Doncaster Grammar School Railway Collection (DGSRC). It is enhanced by the Danum's permanent Rail Heritage Centre, where two Doncaster-built locomotives take centre stage: Ivatt class C1 'Atlantic' No. 251 and Gresley class V2 'Prarie' Green Arrow, which celebrates its 90th anniversary in June 2026. Displayed alongside these locomotives are rare nameplates from Gresley classes A4 'Pacific' Silver King, P2 'Mikado' Cock o' the North, B17 Doncaster Rovers and V4 'Prarie' Bantam Cock from the DGSRC. A new "Gresley Trail" created by students from the XP Schools Trust will link the temporary exhibition with these permanent displays.

Philip Benham MBE, Chairman of the Gresley Society, commented: "This exhibition is a highlight of our 150th anniversary programme. Doncaster was central to Gresley's working life and many of his greatest designs were designed, built and maintained here. We are proud to work with the Danum Gallery to bring his remarkable story to a wide audience and to highlight the city's pivotal role in railway history."

Damian Allen, CEO of City of Doncaster Council, added: "We are thrilled to host this special exhibition, which perfectly complements our permanent railway displays. Visitors will gain a fascinating insight into Gresley's work and the golden age of Doncaster engineering. It is particularly pleasing to see strong collaboration with the Gresley Society and local schools through the XP Trust."

The exhibition forms a centrepiece of the Gresley Society's year-long 150th anniversary celebrations, supported by the National Lottery Heritage Fund. Part of the exhibition will become a permanent display in new 'Gresley Cabinet' in the Rail Heritage Centre.

For further information, opening times and images, visit www.gresley.org or contact the Danum Gallery via dglam.org.uk.



Statfold Barn Railway

Norwegian Number 5 2-6-0T built by Thunes Mekaniske Værksted in 1901 is at Statfold for overhaul. *Richard Hargreaves*



Hunslet No. 921 ‘SYBIL MARY’ and Avonside 0-4-0T ‘Marchlyn’ No. 2067 built in 1933 are seen getting watered on March 7th.
Richard Hargreaves



‘Minas de Aller’ No. 2 is a Corpet 0-6-0T (No. 439 of 1884) with indirect drive.
Richard Hargreaves



Statfold Barn Railway

1936 built Hunslet ‘Howard’ No. 2 (previously Lady Morrison) works No. 1842, 0-4-2ST, is seen on March 7th with a goods train.
Paul Godding

‘Isaac’ built by Bagnall (Stafford) an 0-4-2T built in 1953 works number 3023 of 1953.
Richard Hargreaves

‘Fiji’ was built by Hudswell Clarke & Co (Leeds) in 1912, an 0-6-0 works No. 972 and was previously used for hauling sugar cane in Fiji.
Richard Hargreaves







Statfold Barn Railway

‘Cegin’ was built by Andrew Barclay (Kilmarnock) in 1931, an 0-4-0WT with works No. 1991, seen here with 0-6-0ST ‘Liassic’ built by Peckett (Bristol) in 1923 works No. 1632.
Richard Hargreaves

18in gauge Hunslet 0-4-4-0DM ‘CARNEGIE’ was employed giving cab rides on March 7th.
Richard Hargreaves

‘Isaac’ built by Bagnall (Stafford) an 0-4-2T built in 1953, works number 3023.
Paul Godding







Statfold Barn Railway

No. LM334 is a former Bord na Móna 3-foot gauge locomotive now preserved at the Statfold Barn Railway. It is part of a collection of Irish peat bog locomotives saved at the site, seen alongside similar locos. *Richard Hargreaves*

Plymouth Locomotive Works (U.S.) diesel locomotive, believed to be originally works No. 1891 of 1924 was seen on March 7th at Statfold. *Richard Hargreaves*

Sragi No.1 is a Krauss 0-4-2T locomotive works No. 4045 of 1899 that was built to 600mm gauge for use at Sragi Sugar Mill on the island of Java, seen here with No. 1056 ‘CSR Lautoka No. 19’ built in 1914. *Paul Godding*







East Lancs Railway

LMS 0-6-0 Jinty No. 7138 departs Bury with the 14:30 Rawtenstall to Heywood service on March 21st. *Barry Longson*

L&Y Class 27 No. 52322 is seen near Irwell Vale on March 7th. *Jeff Nicholls*

Class 105 DMU (cars Nos. 51485 and 56121) and Class 122 DMU No. 55001 depart Heywood on March 21st, with the 16:35 service to Bury. *Barry Longson*







East Lancs Railway

On March 7th, the very rare combination of an immaculate Class 56 006 and an equally immaculate 66 032 pass Duckworth Lane crossing on the East Lancashire Railway with a UK Railtours special which originated at Watford Junction. A lone 50 049 brought up the rear, its partner having failed en route. *Jeff Nicholls*

Swanage Railway

SR 4-6-2 Battle of Britain Class No. 34070 ‘Manston’ departs Norden with the 10:45 for Swanage. *David Lindsell*

Southern Railway 2-6-0 U Class No. 31806 arrives at Corfe Castle station with the 13:45 from Swanage on March 29th, passing unique Victorian London and South Western Railway T3 class steam locomotive No. 563 in the loop with the returning freight. *David Lindsell*

SR 4-6-2 ‘West Country’ Class No. 34028 ‘Eddystone’ arrives at Norden on March 29th from the River Frome which will form the 11:00 to Swanage. *David Lindsell*







Swanage Railway

Austerity No. WD 75091 carrying the number 68067 pilots Robert Stephenson and Hawthorns Austerity 0-6-0ST No. WD152 'Rennes' towards Corfe, seen from the Castle on March 29th.
David Lindsell

Austerity No. WD 75091 carrying the number 68067 pilots Robert Stephenson and Hawthorns Austerity 0-6-0ST No. WD152 'Rennes' are seen heading to Norden on March 29th.
David Lindsell

London and South Western Railway T3 class steam locomotive No. 563 is seen running round its train at Norden on March 29th.
David Lindsell







Keighley and Worth Valley Railway

London and North Western Railway Webb Coal Tank 0-6-2T No. 1054 and LMS Ivatt Class 2 2-6-2T No. 41241 climb away from Damens loop on March 21st with the13:05 Keighley to Oxenhope service. *Lee Stanford*

On March 21st, Bulleid Pacific No. 34046 ‘Braunton’, visiting from LSL, is seen approaching Mytholmes tunnel with the 09:10 from Keighley. *Lee Stanford*

A panned shot of GWR Castle Class No. 5029 ‘Nunney Castle’ near Haworth gives the impression of speed as it heads towards journeys end at Oxenhope on March 21st. *Lee Stanford*







Keighley and Worth Valley Railway

LSL duo Bulleid Pacific No. 34046 ‘Braunton’, and GWR Castle Class No. 5029 ‘Nunney Castle’ shatter the peace in the Worth Valley as they accelerate away from Damens loop with an Oxenhope bound service on March 21st. *Lee Stanford*



GWR Castle Class No. 5029 ‘Nunney Castle’, a guest at the KWVR Steam gala, is seen approaching Oakworth with a service for Oxenhope on March 21st. *Lee Stanford*

Sometimes we overlook the preserved engineering wagons that help maintain our heritage lines as here we see two lovely restored Dogfish wagons in the PW yard at Oakworth. *Lee Stanford*





Keighley and Worth Valley Railway

BR Standard Class 2MT No. 78022 and L&Y Class 25 0-6-0 No. 52044 pass Haworth Yard en route to Oxenhope on March 19th. *Michael Lynam*

Black 5 No. 45407 'The Lancashire Fusilier' approaches Oakworth on March 19th with a service to Keighley. *Michael Lynam*

L&Y Class 25 0-6-0 No. 52044 and Black 5 No. 45407 'The Lancashire Fusilier' call at Oakworth with a service to Oxenhope on March 19th. *Michael Lynam*







Keighley and Worth Valley Railway

Visiting Southern 4-6-2 No. 34046 'Braunton' departs Oakworth with 12:25 Keighley to Oxenhope service on the first day of the Spring Steam Gala on March 19th.
Brian Dobbs

Keighley and Worth Valley Railway

Southern 4-6-2 No. 34046 ‘Braunton’ calls at Oakworth en route to Oxenhope on March 19th. *Michael Lynam*



BR Standard Class 2MT No. 78022 having taken water waits its next turn of duty at Keighley on March 21st. *Michael Lynam*



GWR Castle Class No. 5029 ‘Nunney Castle’ waits to depart Keighley with a service to Oxenhope on March 19th. *Michael Lynam*



Keighley and Worth Valley Railway

Visiting GWR 4-6-0 No. 5029 ‘Nunney Castle’ is seen climbing towards Oakworth with 14:20 Keighley to Oxenhope service, on the first day of the Spring Steam Gala on March 19th. *Brian Dobbs*

Keighley and Worth Valley Railway

At the March Steam Gala, visiting GWR Castle Class No. 5029 ‘Nunney Castle’ lifts the demonstration goods train out of Keighley, March 22nd. *Ben Bucki*

On March 20th, BR Standard Class 2MT No. 78022 heads a train out of Keighley station, passing London and North Western Railway Webb Coal Tank 0-6-2T No. 1054 and Sentinel ‘Ann’. *Ben Bucki*

On March 20th, GWR Castle Class No. 5029 ‘Nunney Castle’ runs-round at Oxenhope after arriving with a service from Keighley. *Ben Bucki*





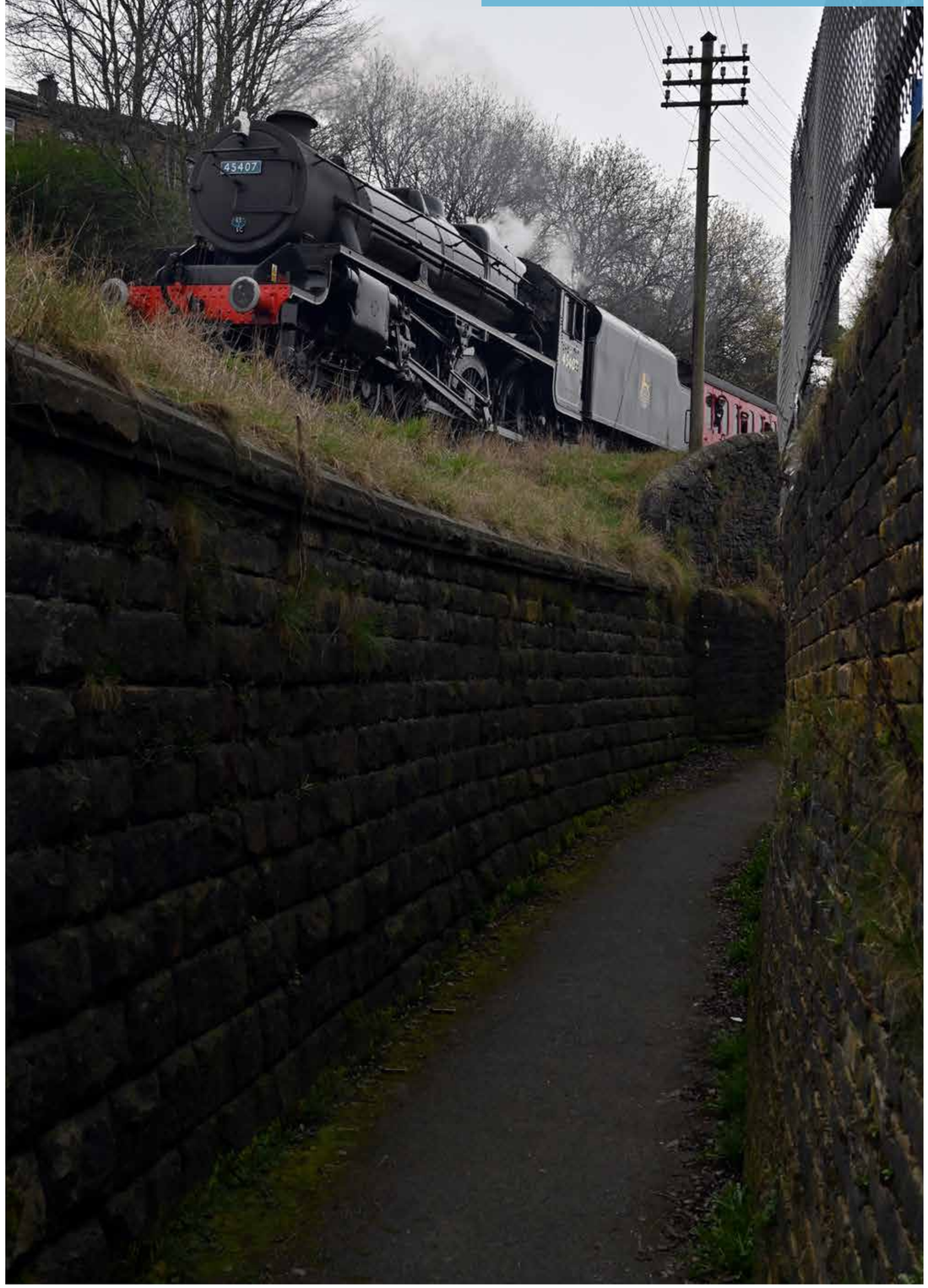


Keighley and Worth Valley Railway

At the lines March Steam Gala, London and North Western Railway Webb Coal Tank 0-6-2T No. 1054 pilots BR Standard Class 2MT No. 78022 on a morning train out of Keighley, March 22nd. *Ben Bucki*



On March 22nd, visiting Black 5 No. 45407 'The Lancashire Fusilier' (unusually facing north; generally locomotives face south, uphill, on this railway) brings a morning train into Keighley Station. *Ben Bucki*



Keighley and Worth Valley Railway

On March 22nd, Avonside ‘Dora’ waits in the headshunt, whilst BR Standard Class 2MT No. 78022 marshals a train of vintage stock at Keighley station. *Ben Bucki*

On March 20th, Avonside ‘Dora’ leads a train of vintage stock at Keighley station. *Ben Bucki*

Visiting Southern 4-6-2 No. 34046 ‘Braunton’ runs-round its train at Keighley station on March 20th after arriving with an afternoon service from Oxenhope. *Ben Bucki*







Severn Valley Railway

Class 101 DMU Nos. 50170, 59303 and 50253 are seen at Highley on February 28th during the lines Branch Line gala. *Phil Martin*



Severn Valley Railway

In awful weather, GWR Collett 1400 Class 0-4-2T locomotive No. 1450 is seen at Hampton Loade on February 27th during a private charter. *Phil Martin*

GWR Collett 1400 Class 0-4-2T locomotive No. 1450 is seen at Trimpley on February 27th during a private photo charter. *Phil Martin*

GWR Pannier Tank loco No. 1450 steams into Bewdley on February 27th. *Phil Martin*







Severn Valley Railway

In awful weather, GWR Collett 1400 Class 0-4-2T locomotive No. 1450 is seen at Bewdley South on February 27th during a private charter. *Phil Martin*

Severn Valley Railway

On February 28th, a photo charter at Bridgnorth station featured out of ticket GWR 4300 Class 2-6-0 (Mogul) No. 7325 with the aid of a smoke machine and oily rags in the smoke box. Alongside is GWR Collett 5700 Class 0-6-0PT No. 7714. *Phil Martin*

GWR 4300 Class 2-6-0 (Mogul) No. 7325 is seen alongside Bridgnorth signal box on February 28th. *Phil Martin*

GWR 4300 Class 2-6-0 (Mogul) No. 7325 stands at platform 1, Bridgnorth station on February 28th. *Phil Martin*







Ribble Steam Railway

Hunslet No. 3155 ‘Walkden’ approaches the swing bridge en route to the Exchange Sidings on March 28th. *Michael Lynam*

GWR Hall Class No. 4979 ‘Wootton Hall’ undergoing long term restoration in the workshops. *Michael Lynam*

Barclay No. 1969 ‘JN Derbyshire’ departs with a service to Riverside on March 28th.
Michael Lynam







Ribble Steam Railway

Hunslet No. 3155 ‘Walkden’ crosses Lockside Road crossing returning to Riverside station on March 28th. *Michael Lynam*

Barclay No. 1969 ‘JN Derbyshire’ and Barrows No. 48 ‘The King’ cross the swing bridge with a service to the Exchange Sidings on March 28th. *Michael Lynam*

Peckett No. 1935 ‘Hornet’ travels along Maritime Way returning to Riverside station. *Michael Lynam*







From the Archives

September 29th 1985 saw Class 25 060 rostered to work a service from Manchester Piccadilly to Cardiff Central. *Barry Longson*

A visit to Haymarket Depot on August 8th 1982, saw the following (L to R) Class 27 012, 47 268, 47 001 and 26 019 sat in the yard.
Barry Longson

Class 37 042 gets away from a signal check at Thornaby on December 13th 1982. Of note is the guards van still in use to assist braking.
Barry Longson







From the Archives

The Good Old Days when Warrington's Arpley Yard need a Class 08 to shunt, 08 389 poses for the camera on July 3rd 2009. *Jeff Nicholls*

LNER B1 No. 61264 creates a mirror reflection of itself in Loch Linnhe as passes Corpach in September 2002 with the regular Fort William to Mallaig steam service. *Lee Stanford*

On June 22nd 1983, Class 56 112 was stabled in Shirebrook Yard, while Class 56 116 was noted passing with an MGR. *Barry Longson*







From the Archives

Class 31 405 awaits departure time at Birmingham New St. on June 26th 1983.
Barry Longson



From the Archives

Withdrawn Class 15 No. D8210 awaits its fate at the closed Ipswich depot in September 1971. *Lee Stanford*



8F No. 48206 waits to depart Warrington Arpley with an eastbound freight on March 25th 1968. *John Sloane*

From the Archives

HST power cars Nos. 43041 and 43055 are seen south of Doncaster station with a service from London King's Cross on May 3rd 1986.
John Sloane

DVT No. 82203 stands at Leeds with a London King's Cross service on March 2nd 1990 and is flanked by examples of Class 141 and a 142 units. *John Sloane*

Virgin Trains' liveried Class 87 030 'Black Douglas' sweeps past Winwick with a service to London Euston on August 16th 2004.
John Sloane







From the Archives

Sulzer type 2 (later designated Class 24) No. 5001 is seen on Aberdeen Ferryhill depot on July 1st 1972. *Lee Stanford*



Freightliner's Class 66 551 is seen at Docker working a Ravenstruther to Fiddlers Ferry coal train on May 29th 2012. *Lee Stanford*



EWS Class 66 140 passes Wandel with an engineers train bound for Carlisle New Yard on May 27th 2012. *Lee Stanford*



From the Archives

London and North Eastern Railway (LNER) Class K1 No. 2005 and Midland Railway 4F 0-6-0 No. 43924 cross Mytholmes Viaduct on March 27th 1982.
John Sloane



From the Archives

Class 52 No. 1015 ‘Western Champion’ leans into the curve as it departs Taunton with an extra to Paignton on August 3rd 1975. *John Sloane*

From the Archives

In the days before the masts went up across Chat Moss, Class 40 145, wearing its spurious Large Logo livery, hauls a rake of Virgin Mark 2s forming the Holyhead - Durham 'Pennine Fellsman' towards Astley on May 25th 2009. *Jeff Nicholls*

Warship No. 832 'Onslaught' had an extended stay at the West Somerset Railway for a number of years and on June 8th 2014 it is seen approaching Blue Anchor with a Minehead service. *Lee Stanford*

GBRf's Class 66 709 passes South Milford with a loaded coal train for one of the Aire valley power stations on February 3rd 2013. *Lee Stanford*





