Railtalk Magazine

Issue 237
June 2026
ISSN 1756 - 5030

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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 237

In the news this month, a welcome announcement that I'm sure many will say should have been in place a long time ago as.....

Passengers and frontline rail staff are set to receive more protection from persistent antisocial behaviour at train stations across the rail network, as early trials show encouraging results. Railway Behaviour Notices banning repeat offenders from stations are being rolled out across the rail network this summer, as a new early intervention measure to improve passenger and staff safety.

Backed by overwhelming public support, more than eight in ten passengers say they want people who abuse staff or other passengers to face railway bans. The notices, aimed at dissuading repeat offenders from accessing railway stations, can be issued by train operators or British Transport Police to individuals who repeatedly put others at risk. They remove a person's permission to enter a specific station or station(s) for six to twelve months, acting as a first line of defence to stop harmful behaviour before it escalates into formal criminal proceedings. Early trials show a clear reduction in repeat offending, with frontline rail staff reporting safer working conditions.

In nationally representative polling of more than 2,000 frequent rail passengers: 86% support the rollout of Railway Behaviour Notices, with nearly 80% of rail users reporting that stronger action against abusive behaviour would make them more confident when travelling.

Railway Behaviour Notices were ranked by passengers as one of the top three most effective safety measures, following increased visibility of British Transport Police and stronger penalties for abusive or aggressive behaviour. The railway remains a safe place to travel with antisocial behaviour taking place on 1 in 80,000 passenger journeys, and serious violence offences account for 1 in a million passenger journeys made each year. The rail industry is not complacent and is committed to showing the small number of perpetrators that they are not welcome on the railways.

Jacqueline Starr, executive chair and chief executive officer of Rail Delivery Group, said: "Railway Behaviour Notices help create immediately safer conditions for customers and frontline colleagues by banning individuals from the network who have shown they cannot use the railway responsibly. In this shared public space, the vast majority of passengers do behave responsibly, and this is about protecting their right, and the right of staff, to travel and work in safety. Crucially, they help stop harmful behaviour early, preventing situations from escalating to the point of formal criminal proceedings. This is a major moment for the railway. Early trials have already shown a significant reduction in repeat incidents, giving passengers and rail staff a safer environment and better working conditions for frontline staff. Because whether you work for or travel via rail, there is no place for crime or abuse on our network."

BTP Assistant Chief Constable Ian Drummond-Smith said: "Railway Behaviour Notices give train operators stronger powers to tackle repeat anti-social behaviour, helping stop crime in its tracks before it happens. We're committed to working closely with our rail industry partners when these notices are issued. Every rail passenger has the right to a safe journey, and millions are made across Britain every day without incident. However, on the rare occasions that an incident occurs, we will always support rail staff and take robust action."

Working to curb persistent abuse, assault, harassment, and disorderly behaviour at local stations, a warning letter followed by a railway Behaviour Notice can be issued to persistent troublemakers by train operators or Network Rail, which manage rail stations. For more serious incidents, a Behaviour Notice can be issued straight away.

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

On May 11th. Scotrail's Class 320 412 calls at Dumbarton Central working 2E51 Balloch - Airdrie service.

Paul Godding

Front Cover

On May 11th, Class 66 303 approaches Dumbarton Central with 6E45 Fort William - North Blyth. *Paul Godding*

Class 66 660 working the 6V75 09:31 Dee Marsh - Margam passes Kemps Eye on May 23rd.
Phil Martin

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

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

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With Thanks

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

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

Charter Scene Belmond

The Britannic Explorer

Network Rail's Class 97 304 and ex works 97302 arrive at Shrewsbury on May 27th with the returning three day luxury Britannic Explorer tour which operates from London Victoria to locations in Central and North Wales.
Lee Stanford

Belmond

The Britannic Explorer

Class 66 748 and 66 744 pass Kemps Eye with 1Z73 16:33 Shrewsbury - Kingham on May 6th. *Keith Davies*

GBRf's Britannic Explorer liveried Class 66 748 stands in the centre road at Shrewsbury awaiting the arrival of the train from Barmouth on May 27th. *Lee Stanford*

Class 66 744 and 66 746 pass Kemps Eye with 1Z73 16:33 Shrewsbury - Kingham on May 6th. *Keith Davies*

Charter Scene Belmond

The Britannic Explorer

Class 66 748 and 66 744 head 'The Britannic Explorer' through Dorridge on their way from Appleby to Ruislip on May 17th. *Chris Morrison*

Charter Scene Northern Belle

Northern Belle

Almost bowled, SR BoB Class No. 34067 ‘Tangmere’ approaches the site of the old Holme station with the northbound ‘Northern Belle’ from Liverpool to Carlisle on May 30th. *Shep Woolley*

Charter Scene Northern Belle

Northern Belle

Class 57 314 ‘Conwy Castle’ leads 1Z64, the 06:39 Manchester Victoria to London Victoria into Northampton with day trippers bound for The Chelsea Flower Show on May 21st, Class 57 313 was on the rear. *Derek Elston*

Charter Scene Northern Belle

Northern Belle

Class 57 601 and 57 313 top and tailed the ‘Northern Belle’ at St. Helens Central, en route from Liverpool Lime Street to Carlisle on May 30th. *Brian Dobbs*

Charter Scene Northern Belle

The Settle & Carlisle Express

Making a fine sight and sound, Ian Riley's Class 5 No. 45407 'The Lancashire Fusilier' works the return 'Northern Belle' through Kirkby Stephen and onwards eventually to Darlington on May 23rd. *Shep Woolley*

Charter Scene Northern Belle

The Settle & Carlisle Express

Black 5 No. 45407 approaches Pleasington on May 23rd with a charter which had originated at Darlington and travelled via Low Fell, Carlisle and Hellifield before returning via Shap with Class 57 313 on the rear. *John Sloane*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

The S&C really did itself proud weather wise on June 3rd, wind, rain and plenty of it greeted the inaugural 'Fellsman' railtour headed by No. 60532 'Blue Peter' as it worked 1Z46 away from Helwith Bridge over the River Ribble heading for Horton and onwards to Carlisle.
Shep Woolley

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Despite a howling gale, a fortunate splash of sunshine sees LNER Peppercorn A2 Class No. 60532 ‘Blue Peter’ working the return ‘Fellsman’ railtour over Denthead Viaduct and back to Crewe on June 3rd. *Shep Woolley*

Charter Scene Saphos Trains

The Lakelander

LNER Peppercorn Class A2 No. 60532 ‘Blue Peter’ works the northbound ‘Lakelander’ railtour 1Z46 passed Benson Hall farm and onwards to Carlisle on May 23rd. *Shep Woolley*

Charter Scene Saphos Trains

The Lakelander

LNER Peppercorn Class A2 No. 60532 ‘Blue Peter’ works the northbound ‘Lakelander’ railtour 1Z46 through the Lune on May 23rd. *Shep Woolley*

Charter Scene Saphos Trains

The Lakelander

Having been signal checked, No. 60532 ‘Blue Peter’ creeps through Garsdale with the return ‘Lakelander’ railtour to Rugby on May 23rd. *Shep Woolley*

Charter Scene Saphos Trains
The Lakelander

LNER A2 No. 60532 'Blue Peter' is seen at Langho with a returning Saphos Trains 'Lakelander' on May 23rd with steam haulage from Carlisle to Preston. *Brian Dobbs*

Saphos Trains

The Lakelander

On May 23rd, ‘Blue Peter’ approaches Pleasington working 1Z47 ‘The Lakelander’ steam charter from Carlisle - Rugby via the S&C. The train was diesel hauled from Crewe - Rugby. *Michael Lynam*

Class 47 593 ‘Galloway Princess’ is seen at Coppull Moor on the rear of the charter returning to Rugby from Carlisle on May 23rd. *John Sloane*

LNER A2 No. 60532 ‘Blue Peter’ runs past Coppull Moor with a charter returning from Carlisle to Rugby on May 23rd. *John Sloane*

Charter Scene Saphos Trains

The Welsh Marches Express

LNER B1 No. 61306 ‘Mayflower’ with Class 47 805 on the rear, pass Kemps Eye working 1Z62 Shrewsbury - Bournemouth on May 13th.
Carl Grocott

Charter Scene Midland Pullman

Lord of the Isles Pullman

On May 9th, the Midland Pullman passes Golborne working 1Z41 Swansea - Penrith.
Jeff Nicholls

Charter Scene Midland Pullman

Lord of the Isles Pullman

Power cars Nos. 43059 and 43058 pass Bayston Hill with 1Z45 08:21 Inverness - Swansea on May 11th. *Keith Davies*

Charter Scene Midland Pullman

Cornish Riviera Pullman

On May 16th, power car No. 43059 approaches Burngullow Junction with 1Z22 07:55 Penzance - Kingswear with 43058 on the rear.
Barry Beeston

Charter Scene Midland Pullman

Cornish Riviera Pullman

Power car No. 43059 leads the 1Z16 09:20 Penzance - York on the climb up to Burngullow Junction with 43058 on the rear on May 17th.
Barry Beeston

Charter Scene Vintage Trains

The Shakespeare Pullman

GWR Castle Class No. 5043 'Earl of Mount Edgcumbe', with Class 37 240 on the rear, working 1Z14 Stratford - Worcester passes Langley on May 17th. *Carl Grocott*

Charter Scene Railway Touring Company

The Buxton Spa Express

Black 5 No. 44871 passes Chapel en le Frith south on a dismal May 16th hauling The Railway Touring Company organised 'Buxton Spa Express'. *Lee Stanford*

Charter Scene Railway Touring Company

The Buxton Spa Express

Stanier Black 5 No. 44871 passes Bennerley Viaduct with 'The Buxton Spa Express', 1Z66 06:31 Ealing Broadway to Buxton on May 16th. *Mark Pichowicz*

Charter Scene LSL Private Charter

The Chairman's Train

LNER A2 No. 60532 passes Moore on May 18th with a Crewe - Hellifield LSL Chairman's train working. *Mark Enderby*

Charter Scene LSL Private Charter

The Chairman's Train

Running on the slow line to allow a Pendolino to overtake, A2 No. 60532 'Blue Peter' drifts towards Leyland station with 'The Chairman's Train' on May 18th. *Jeff Nicholls*

Charter Scene Belmond
Royal Scotsman

Class 66 743 prepares to depart the Strathspey Railway at Aviemore on May 21st working 1H62 the 10:45 Boat of Garten to Dundee, Royal Scotsman service. *Barry Longson*

Charter Scene InterCity

The Worksop Whistler

Class 20 132 and 20118 pass Lenton Junction with 'The Worksop Whistler' railtour, 1Z33 13:50 Worksop to Crewe on May 29th.
Mark Pichowicz

Charter Scene InterCity

The Worksop Whistler

I ventured out to Brigg on May 29th to see The Worksop Whistler, 1Z33 Worksop - Crewe. Looking marvellous were Class 20s Nos. D8107 (20 107) and D8096 (20 096) in BR green livery leading, with RFD-liveried 20 132 and 20 118 on the rear. A move to the nearby Bigby Road Bridge enabled a further passage of the train which, after reversal at Barnetby, now saw 20 132 and 20 118 leading towards Lincoln. It's quite bizarre to think that, getting on for 50 years ago, I worked with 20 107 on many occasions on No. 8 & 10 pilots around the Scunthorpe complex and further afield paired up with a sister loco. The legendary "Frodingham Deltics". Later on, I had to report on a derailment at Flixborough when the loco was owned by RMS Locotec. This proved to be its final adventure before being taken back to the wharf and mounted on blocks, the faulty wheel sets being taken away. I never thought I'd see the day when it worked again, let alone on the main line. What a joy to behold!
Steve Thompson

Charter Scene UK Railtours

The West Midlands Deviator

Class 31 128 and 20 205 head the 14:58 Birmingham Moor Street to Stratford-upon-Avon leg of UK Railtours 'The West Midlands Deviator' on May 23rd. *Chris Morrison*

Charter Scene UK Railtours

The West Midlands Deviator

Class 50 049 passes Small Heath with the 13:55 Stratford-upon-Avon to Birmingham Moor Street leg of UK Railtours 'The West Midlands Deviator' on May 23rd. *Chris Morrison*

Charter Scene Branch Line Society

The G.O.S.H. Ness Monster

And now for something completely different! On May 22nd, the Hastings DMU makes a wonderful sound as it heads north through Golborne on its way from Tonbridge to Scotland-hence the Saltire on the front! *Jeff Nicholls*

Charter Scene Branch Line Society

The G.O.S.H. Ness Monster

1Z20 Tonbridge to Inverness via Edinburgh speeds past Winwick Jct. on May 22nd with No. 1013 leading and 1001 on the rear, when it reached Preston 1001 was put on the front as 1013 was overheating. *Russell Clarke*

Charter Scene Branch Line Society

The G.O.S.H. Ness Monster

On May 24th, the returning 'Gosh-Ness Monster' tour running half hour late passes Deansgate with No. 1013 leading and 1001 on the rear starting at Linlithgow heading to Tonbridge.
Russell Clarke

Branch Line Society

The G.O.S.H. Ness Monster

The three day 'Gosh Ness Monster' railtour organised by the Branch Line Society and formed of former Hastings line vehicles is seen approaching Mauldeth Road on May 24th returning from Linlithgow to Tonbridge. *Lee Stanford*

English Electric Hastings Thumpers power passed Winwick Quay, with the Branch Line Society's 3 day tour, 'The Gosh Ness Monster' from Tonbridge to Polmont, on May 22nd. *Paul Senior*

'The Gosh Ness Monster' railtour formed of Hastings units Nos. 1001 and 1013 pass Kingsthorpe as 1Z30, the 08:12 Tonbridge to Polmont on May 22nd. *Derek Elston*

Branch Line Society

The G.O.S.H. Ness Monster

Hastings units Nos. 1013 and 1001 pass Winwick on May 22nd heading from Tonbridge to Polmont. *Mark Enderby*

Class 201 001 brings up the rear of the BLS special from Tonbridge to Polmont as it heads towards Balshaw Lane Junction on May 22nd. *John Sloane*

Hastings units Nos. 1013 and 1001 pass Charnock Richard on May 22nd whilst working the BLS special from Tonbridge to Polmont. *John Sloane*

Branch Line Society

The G.O.S.H. Ness Monster

Preserved Hastings units Nos. 1001 and 1013 stands at Northampton with the return leg of 'The G.O.S.H. Ness Monster' railtour 1Z20, the 09:10 Linlithgow to Tonbridge on May 24th.
Derek Elston

Preserved Hastings units Nos. 1001 and 1013 stands at Northampton with the return leg of 'The G.O.S.H. Ness Monster' railtour 1Z20, the 09:10 Linlithgow to Tonbridge on May 24th.
Derek Elston

Preserved Hastings units Nos. 1001 and 1013 stands at Northampton with the return leg of 'The G.O.S.H. Ness Monster' railtour 1Z20, the 09:10 Linlithgow to Tonbridge on May 24th.
Derek Elston

Charter Scene Steam Dreams

Kent to Bath

No. 71000 ‘Duke of Gloucester’ top’n’tail with Class 47 No. D1935 (47 805) on Steam Dreams 1Z72 Bath Spa to Ashford International heads through Swindon on May 16th. *Colin Pidgeon*

Charter Scene ECS and Light Engine Moves

A Carnforth to Kidderminster empty stock move on May 12th passes Bradley behind Class 57 010. *John Sloane*

Charter Scene

ECS and Light Engine Moves

Approaching a red signal, DMU No. 55022 'Flora' rollls gently through Leyland on May 18th en route from Crewe to Hellifield. *Jeff Nicholls*

Class 37 521 and 37 667 hurry away from Bradley whilst working light from Crewe to Upperby on May 15th. *John Sloane*

Midland Pullman power cars Nos. 43059 and 43058 pass Kemps Eye with 5Z41 10:00 Crewe H.S. - Landore TMD on May 8th. *Keith Davies*

Charter Scene

ECS and Light Engine Moves

Power cars Nos. 43049 'Neville Hill' and 43055 on the tail of 5O47, the 07:48 ECS move Crewe H.S. to Eastleigh Arlington (Zg) pass through Northampton on May 26th. *Derek Elston*

West Coast Railways ECS move 5Z57, the 10:46 Carnforth Steamtown to Kidderminster S.V.R. passes Stafford with Class 57 010 in charge on May 12th. *Derek Elston*

No. 71000 'Duke of Gloucester' approaches Northampton running as 5Z70, the 07:30 Crewe H.S. to Southall Loco Services Ltd. with Class 57 003 on the rear on May 15th. *Derek Elston*

Charter Scene

ECS and Light Engine Moves

At Stockport on June 2nd, Class 20 007 stands with 5Z54 Hotchley Hill to Castleton hauling LNER A3 No. 60103 'Flying Scotsman' and 20 205 on the rear, held here due the entrance to the E.L.R. being blocked by a freight. *Russell Clarke*

Class 57 302 is seen at Carlisle with the stock for the returning 1Z47 to Crewe via the S&C, hauled by 'Blue Peter'. *Russell Clarke*

Class 57 306 'Branch Line Society' and 57 604 'Pendennis Castle' on 0M04 Reading TCD to Kidderminster SVR for the lines diesel gala, head through Swindon on May 15th.
Colin Pidgeon

ECS and Light Engine Moves

Class 37 607 leads 26 007 and 58 023 from the Swanage Railway's diesel gala past Campbell Road, Eastleigh on May 12th as 07:19 Swanage - Leicester. *John Goodrich*

Class 66 710 and 66 719 with the Rail 200 train on a Blackpool - Dereham move passes Daresbury on May 18th. *Mark Enderby*

Charter Scene ECS and Light Engine Moves

Class 47 No. D1924 (47 810) ‘Crewe Diesel Depot’ on the tail of 5O47, the 09:40 Crewe H.S. to Eastleigh Arlington (Zg) heads through Stafford on May 12th, lead by D1935.
Derek Elston

Avanti West Coast

Class 805 004 and 805 011 arrive into Crewe with 1A38, the 12:32 Chester to London Euston service on May 12th. *Derek Elston*

Avanti West Coast wins award for campaign highlighting crisis of runaway children

An Avanti West Coast campaign delivered in partnership with UK charity, Railway Children, has won a PRmoment Award for raising awareness of vulnerable young people on the rail network. Titled 'Your Presence Is Presents Enough', the campaign which centred around a five-minute short film to help passengers spot the signs of a runaway child, was named 'Leisure and Travel Marketing Communications Campaign of the Year' at PRmoment Awards 2026.

The annual awards celebrate excellence, as well as recognise and reward outstanding campaigns and exceptional talent in the UK PR and Communications sector. Judges were "very impressed" at the lengths taken to "make sure the storytelling was authentic". They said Your Presence Is Presents Enough "really stood out."

Working with creative PR and communications agency, Mischief, the intercity operator developed the initiative to highlight the role everyone can play to protect vulnerable children – especially at Christmas. A powerful film, designed to encourage passengers to take notice of their surroundings premiered on Avanti West Coast's YouTube channel ahead of the festive travel period in December 2025. It was purposely five minutes in length to reflect the rate at which a child runs away in the UK. The film was written and directed by BAFTA breakthrough writer and director, Daisy-May Hudson, who worked with youth ambassadors from Railway Children to bring the voices of lived experience, so it was rooted in real stories.

To strengthen public awareness, announcements voiced by the film's child actress were played at stations across the West Coast Main Line, sharing its call to action advising what to do and who to contact.

Passengers were also reminded of the signs to look out for - with signage on benches at Crewe, as well as posters displayed onboard trains and at stations across the route.

To reach a wider audience, Avanti West Coast used social media and out of home advertising to raise awareness of how to identify a child at risk on the rail network.

Following the four-week campaign, 91 percent of passengers said they are now more likely to look up and recognise the signs of a vulnerable young person. While 83 percent are more likely to report a child at risk*.

Prior to the initiative, nearly four in five adults (78 percent) admitted they couldn't confidently spot a runaway child.

Vicki Hamilton, Head of Social Content at Avanti West, said: "We're proud our safeguarding campaign has been recognised by the PR industry for its authenticity and impact.

"The rail network can be an easy place for children to go unnoticed, particularly during the festive period when more people travel. Together with Railway Children and Mischief we set out to create something powerful that would genuinely make a difference. By highlighting how small actions can change a young person's life, the initiative helped give people travelling on our route the confidence to spot vulnerable children and report their concerns."

Chloe August, Director at Mischief, said: "We are incredibly proud of this campaign and the results it has achieved in raising awareness of vulnerable young people who use the rail network. It has been a true joint effort between Avanti West Coast, Railway Children and Mischief and the campaign's success is a testament to it being recognised by the wider PR industry."

Suzi Lawrence, Head of Marketing and Communications at Railway Children, said: "This campaign has been vital in raising awareness of vulnerable children across the rail network, both within the rail community and among the wider public. At Railway Children, we support vulnerable young people referred to us by British Transport Police and we rely on the rail community to help us do this effectively. By understanding how to recognise the signs of vulnerability and knowing how to report concerns to British Transport Police by texting 61016, rail staff and passengers alike can play a crucial role in ensuring young people receive the support they need. We are extremely grateful to Avanti West Coast and Mischief for their support and collaboration in making this campaign possible."

Avanti West Coast

Class 390 139 speeds past Standish with a London Euston to Glasgow working on May 23rd. *John Sloane*

Class 390 136 speeds past Leyland with a London Euston to Edinburgh train on May 9th. *John Sloane*

On May 22nd, Poppy liveried Class 390 151 speeds past Charnock Richard with a London Euston to Glasgow service. *John Sloane*

Avanti West Coast

Avanti West Coast Avero Class 805 007 on a service from Wrexham General to London Euston, seen from Beeston Castle on May 31st. *Bryan Roberts*

Avanti West Coast

Class 807 010 certainly stands out from the crowd. Here the unit hurries past Rugeley TV on May 29th, working the 13:43 London Euston to Liverpool Lime Street. *Barry Longson*

Pendolino Class 390 157 stands at Stafford with 1H69, the 14:33 London Euston to Manchester Piccadilly service on May 12th. *Derek Elston*

Rainbow liveried Pendolino, Class 390 119 arrives at Stockport on May 6th with a service from London Euston. *Lee Stanford*

Balfour Beatty

Class 20 901 and 20 905 top'n'tail the drain train, 6J09, the 10:12 Woking Up Yard Sidings to Gresty Lane Down Sidings, seen passing Northampton on May 27th. *Derek Elston*

Caledonian Sleeper

Class 73 969 runs through Arbroath on May 20th working 0Z16 the 15:02 Craigentinny to Aberdeen Clayhills light engine movement.
Barry Longson

Chiltern Railways

Class 68 030 powers the 13:45 Birmingham Moor St. - London Marylebone service on the approach to Hatton North Junction at Shrewley on May 29th. *Chris Morrison*

Chiltern Railways

Class 168 106 and 168 326 run into Banbury with 1H33, the 10:43 Birmingham Moor Street to London Marylebone service on May 23rd. *Derek Elston*

Class 168 003 arrives at Kings Sutton with 1R19, the 09:32 London Marylebone to Birmingham Moor Street service on May 23rd. *Derek Elston*

Class 168 002 and 168 324 buzz their way through Kings Sutton with 1H27, the 08:19 Stourbridge Junction to London Marylebone on May 23rd. *Derek Elston*

Chiltern Railways

Station project celebrating stories of residents from Banbury expanded

A project at Banbury station which celebrates the stories of people from the town has been expanded. An additional 16 people have joined the "Wall of Fame" on the station's overbridge, which features portraits recognising the diverse and inspiring people who make up the heart of the Banbury. Over 140 community nominations were put forward and they were narrowed down to 16, taking the total number of portraits at the station to 34. The first phase of the project was unveiled in February 2025, and the gallery has been expanded through a collaboration between operator Chiltern Railways and Banbury Business Improvement District.

It was funded through Chiltern Railways' Community Investment Fund. The fund supports schemes which create lasting change across the network.

The "People of Banbury" expansion was unveiled at a launch event taking place at the station on May 21st. Participants who shared their unique stories and had portraits displayed were invited to attend the launch event. The scheme follows various improvements which have recently taken place at Banbury, including a new café, toilets, and painting programme.

Harry Burr, Community Rail Lead at Chiltern Railways, said: "The People of Banbury project is a wonderful community initiative which engages and celebrates the rich tapestry of Banbury residents.

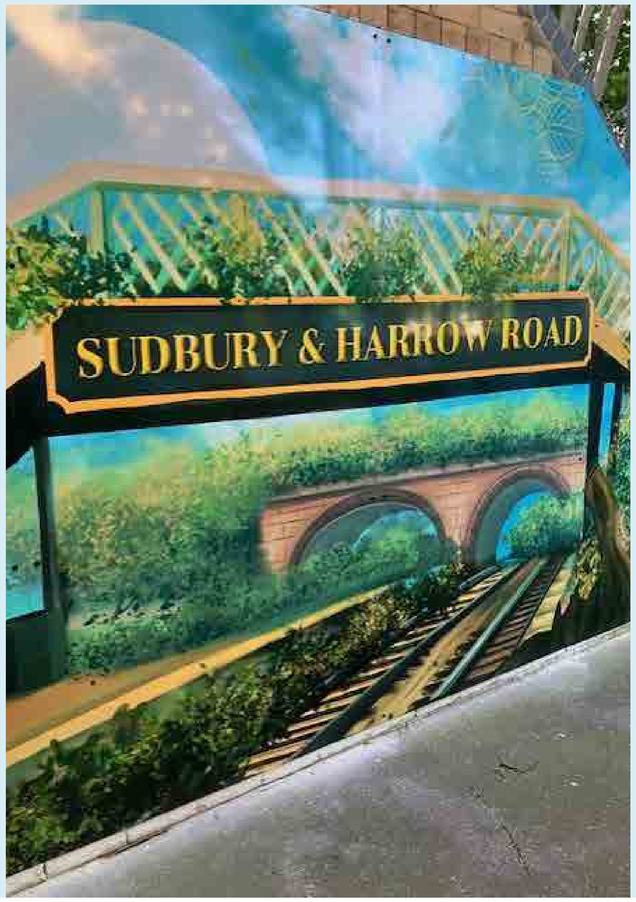
"We are grateful that our Community Investment Fund is able to support such exciting and important projects like this across the entire Chiltern Railways network."

Jasmine Gilhooly, from Banbury BID, said: "The People of Banbury has always been a passion project for me, and working closely with the community to bring it to life has been so rewarding.

Thanks to the vital funding and continued support from Chiltern Railways, we've refreshed the gallery, filled the remaining gaps, and showcased even more inspiring local faces."

Nicola Day, who runs the Dementia Active Charity Shop in Banbury and whose portrait is on the wall, said:
"I feel humbled and overwhelmed by people's kindness in nominating me."

Vibrant new artwork unveiled at Sudbury & Harrow Road Station thanks to funding by Chiltern Railways



The station underpass at Sudbury & Harrow Road station has been transformed into a vibrant work of art which was funded by a community grant by operator Chiltern Railways.

Reflecting the heritage and history of the station and its local area, the station's new artwork was installed by the Friends of Barham Library, which is the organisation that maintain Barham Community Library, which is a five-minute walk from the station.

It covers the entire underpass and also features a plaque which details the history of the station. Created by mural artist LeSpleen and working with Friends of Barham Library, the artwork reflects the station's early days as steam trains trundled through the open countryside.

The artwork was unveiled at a launch event which took place on May 19th.

Harry Burr, Community Rail Lead at Chiltern Railways, said: "The underpass at Sudbury & Harrow Road has been completely transformed as a result of this beautiful new artwork. Our Community Investment Fund is crucial for improving stations and local areas which ultimately provides a better experience for our customers."

Paul Lorber, from Friends of Barham Library, said:
"We were pleased to work with Chiltern Railways to brighten up Sudbury & Harrow Road station with a beautiful mural.

"LeSpleen, our talented artist, created an exciting piece of street art that takes us back to a Sudbury of the early 1900s when the railway came to the local countryside full of farms and open spaces.

"We are delighted to be part of a project which created large pieces of new art which is accessible and free for everyone to see."

The Community Investment Fund invests in initiatives that enhance station environments, promote sustainable travel and strengthen community connections.

Colas Rail

Class 56 051 is the leading loco of 08:54 Rectory Junction - Marchwood with 56 094, 56 302, and 56 049 forming the rest of the convoy which is seen passing Horseshoe Bridge, St. Denys on May 23rd. Class 56 094 and 56 302 are for export to Ghana, to the rear of the final loco is 220 033 which had just passed with 14:45 Bournemouth - Manchester. *John Goodrich*

Class 66 846 and Freightliner's Class 66 551 are seen stabled at West Yard, Eastleigh on May 15th. *Michael Lynam*

On May 15th, Class 70 817 leads a rake of tanks through Perth. *Paul Godding*

Colas Rail

Class 70 813 slowly passes Arbroath on May 21st working the 06:00 Oxwellmains to Craiginches (Aberdeen) cement tanks. *Lee Stanford*

Class 70 805 passes through Blackrod with the diverted Sunday's Chirk to Carlisle empty log train on May 31st. *John Sloane*

A Class 56 lash up as Class 56 051 'Survival', with 56 090 and 56 105 coasts through Wigan North Western with 0Z44 the 14:00 Carlisle to Rectory Junction light engine move on June 4th. *Paul Senior*

Colas Rail

Class 56 051 ‘Survival’ with 56 049 ‘Robin of Templecombe 1938-2013’ on the tail, with plain white 56 302 and 56 094 heading for export, are seen at Banbury on May 23rd. *Derek Elston*

Colas Rail

Class 56 051 leads 56 090 and 56 105 past Norton Crossing on June 4th working from Carlisle to Colwick. *Mark Enderby*

Colas Rail UK Awarded Contract for Portishead and Pill Line S&T Delivery

Colas Rail UK are pleased to announce that they have been awarded a two-year contract by Network Rail for the delivery of Signalling & Telecoms (S&T) and Power infrastructure as part of the reopening of the Portishead and Pill line. Under this contract, Colas Rail UK will support the reintroduction of passenger rail services between Pill and Portishead as part of the MetroWest Phase 1b programme, a key component of the wider MetroWest initiative to improve transport connectivity across the region.

The scope of work includes:
Reopening 4.5 km of disused railway between Pill and Portishead
Installation of a new junction at Pill
Reinstatement of Platform 3 at Pill Station
Renewal of the life-expired junction at Parson Street
Extension of the signalling system beyond Ashton Junction
Removal of the current Token operation to Portbury Dock
Introduction of a new diverse FTN telecoms network

Through its Signalling Framework contract, Colas Rail UK will provide full design, build and commissioning services across the signalling, power and telecoms elements of the scheme. The programme is scheduled to commence in April 2026, with final commissioning planned for March 2028.

Colas Rail UK's Infrastructure division secured the contract following a competitive tender process as part of our ongoing participation in Network Rail's Signalling & Telecommunications Western Framework.

Ondrej Roubicek, Deputy CEO said "We are proud to have been awarded the contract to design and install the new digital signalling system on the Portishead Line.

"This investment will support improved journey times and a more reliable railway, delivering a better experience for passengers. It will also create opportunities to generate lasting social value through local employment, skills development, and support for communities along the route."

Gavin Jones, Signalling Director said "We are delighted to support a project that will deliver long lasting benefits for the local community long after its completion.

"We look forward to getting started and to working closely with our delivery partners, including our colleagues in the South Rail Systems Alliance who will undertake the Parson Street Track Renewal, to bring this important scheme to life."

Colas Rail

Class 70 805 is seen at Coton Hill with 6C37 10:30 Chirk Kronospan - Carlisle Yard on May 17th.
Keith Davies

Colas Rail

Class 70 801 and 70 812 top'n'tail 6C30, the 17:15 Bescot Up Engineers Sidings to Wembley Central auto ballasters through Northampton on May 9th. *Derek Elston*

Class 70 812 with a Longport to Crewe working arrives into Stafford on May 8th.
Mark Enderby

CrossCountry

Class 220 033, in new CrossCountry livery, passes Horseshoe Bridge, St. Denys, with 14:45 Bournemouth - Manchester on May 23rd. In the background, Class 56 051 can be seen approaching fast with three other Class 56s locos, bound for Marchwood. *John Goodrich*

Class 220 033 and 220 009 are seen arriving at Southampton Airport Parkway on May 15th working a Bournemouth - Manchester Piccadilly service. *Michael Lynam*

Class 220 023 and 221 126 with a Manchester to Southampton service are seen arriving at Stafford on May 8th. *Mark Enderby*

CrossCountry

Class 220 033 departs Banbury after its station call with 1O12, the 09:25 Manchester Piccadilly to Bournemouth service on May 23rd.
Derek Elston

Class 170 621 stands at Cardiff Central forming 1M94, the 10:45 to Nottingham on May 20th.
Derek Elston

Class 170 113 and 170 116 stand at Cardiff Central with 1M73 the 15:45 to Nottingham on May 20th. *Derek Elston*

DB Cargo

On a warm May 29th, Class 66 100 leads 4L56 the 13:20 Trafford Park to London Gateway through Rugeley TV. *Barry Longson*

Class 66 044 leads a late running 4L56, the 13:20 Trafford Park Euro Terminal to London Gateway DB Cargo through Stafford on May 12th. *Derek Elston*

Class 66 651 passes Kemps Eye with 6V75 10:30 Dee Marsh Reception Sidings - Margam TC on May 28th. *Keith Davies*

DB Cargo

Class 66 114 leads 66 097, 66 244, 66 074 and 66 057 through Bradley on a move from Kingmoor Yard to Arpley on May 25th.
John Sloane

On June 5th, Class 66 118 leads 6E26 10:52 Knowsley Freight Terminal to Wilton EfW Terminal approaching Tollerton Junction.
Barry Beeston

DB Cargo

Class 66 657 passes Bayston Hill on May 26th with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

On May 27th, Class 66 106 passes Altrincham with a rake of empty hoppers from Warrington Arpley - Tunstead Sidings. *Michael Lynam*

Class 66 660 passes Kemps Eye on May 23rd with 6V75 09:33 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

DB Cargo

On a glorious May 27th, Class 66 106 had charge of 6H45 the 11:03 Arpley to Tunstead empty hoppers, seen passing New Mills South signal box.
Barry Longson

DB Cargo

Class 66 057 and 66 205 are seen at Peak Forest on a sunny May 27th. *Barry Longson*

Class 66 108 and 66 097 working the 6K52 Arpley - Stoke Marcroft head through Crewe on May 4th. *Richard Hargreaves*

Class 66 658 is seen shunting the wagons off the 6V15 Boston Docks to Swindon Sheet Stores train at Swindon on May 14th.
The Swindon Duo - Colin and Ken

DC Rail Freight

Class 60 046 passes Kemps Eye with 6D22 15:39 Bristol East Depot - Penmaenmawr Quarry on May 3rd. *Keith Davies*

Class 60 046 'William Wilberforce' working 6D23, the 15:32 Wembley Receptions 1-7 to Chaddesden Sidings is seen at Northampton with 60 028 on the tail on May 9th. *Derek Elston*

Class 60 028 on the rear of 6D23, the 15:32 Wembley Receptions 1-7 to Chaddesden Sidings is seen at Northampton with 60 046 'William Wilberforce' leading on May 9th. *Derek Elston*

Direct Rail Services

Class 88 003 approaches Buckshaw Parkway on May 24th with a diverted Daventry to Coatbridge intermodal as 397 005 heads away towards Manchester. *John Sloane*

Class 66 434 with a Shap to Doncaster engineers passes Blackburn on May 15th. *Mark Enderby*

Class 66 430 passes through Leyland on May 22nd with 4S44 12:13 Daventry - Coatbridge intermodal. *John Balaam*

Direct Rail Services

Spring has brought out the hawthorn blossoms at Winwick as Class 66 421 heads through with the daily 6K05 engineers' train from Carlisle to Crewe on May 13th. *Jeff Nicholls*

Class 66 424 and 66 433 head an intermodal through Perth on May 11th. *Paul Godding*

Class 66 430 runs through Charnock Richard cutting with the 4S44 intermodal from Daventry to Mossend on May 22nd. *John Sloane*

Direct Rail Services

On May 2nd, a Class 66 leads Class 68 009 ‘Titan’ though Little Strickland on the West Coast main line hauling a Daventry - Coatbridge intermodal. *Charlie Robbins*

Direct Rail Services

Class 88 008 is seen approaching Mauldeth Road on May 30th with a Trafford Park to Daventry (Tesco) working. *Lee Stanford*

Direct Rail Services

Class 68 034 ‘Rail Riders’ powers past Bradley with the 4M27 service from Mossend to Crewe on May 15th. *John Sloane*

East Midlands Railway

Class 158 856 and 158 889 pass New Mills South on May 27th, working the 12:51 Liverpool to Norwich service. *Barry Longson*

Class 158 773 and 158 854 form the 10:51 Liverpool to Norwich service, seen in platform 0 at Stockport on May 14th. *Barry Longson*

Freightliner

Class 90 048 and 90 018 head southbound at Winwick with 4M83 Coatbridge FLT to Basford Hall Yard on May 9th. *Brian Dobbs*

Class 66 512 trundles through Northampton with 4L42, the 10:59 Trafford Park F.L.T. to London Gateway on May 9th. *Derek Elston*

Class 90 047 and 90 045 sweep through Blackrod at the head of the diverted 4S49 intermodal from Daventry to Grangemouth on May 30th. *John Sloane*

Freightliner

Just a touch of morning mist in the air on May 9th, as Class 90 044 and 90 047 head north through Winwick with the London Gateway - Coatbridge liner working. As seen here, this train runs at a more photographer-friendly time on a Saturday! *Jeff Nicholls*

Class 66 543 working 4L60, the 07:20 Trafford Park F.L.T. to London Gateway passes through Northampton on May 15th. *Derek Elston*

Class 90 043 and 90 015 pass through Blackrod with the diverted 4M83 intermodal from Coatbridge to Crewe on May 30th. *John Sloane*

Freightliner

Class 90 013 and 90 014 on a Grangemouth to Daventry working pass Norton Crossing on May 25th. *Mark Enderby*

Class 90 015 and 90 041 pass Standish with the 4S49 service from Daventry to Coatbridge on May 23rd. *John Sloane*

Powerhaul livered Class 90 043 and 90 015 in the Genesee and Wyoming livery, speed through Blackrod, with the diverted 4M83 10:50 Coatbridge to Basford Hall liner on May 30th. *Paul Senior*

Freightliner

Class 90 049 and 90 004 are seen between Chorley and Buckshaw Parkway on May 24th with a diverted Daventry to Grangemouth liner. *John Sloane*

Class 90 048 and 90 018 approach Leyland with the 4M25 working from Mossend to Crewe on May 9th. *John Sloane*

On May 16th, the 4M83 liner from Coatbridge to Crewe was worked by Class 90 012 and 90 042 with 90 044 dead in the train. *John Sloane*

Freightliner

Soft evening light catches Powerhaul liveried Class 90 043 and Freightliner orange 90 015 as they approach Mauldeth Road on May 30th with the diverted 10:45 Coatbridge to Basford Hall liner. *Lee Stanford*

Class 66 507 is held at Banbury on May 23rd with 4O29, the 06:19 Garston F.L.T. to Southampton M.C.T. liner to allow a following service to pass. *Derek Elston*

Class 66 543 working 4O38, the 09:30 Lawley Street F.L.T. to Southampton M.C.T. is seen at Great Brington on May 1st. *Derek Elston*

Freightliner

Class 90 040 and 90 009 sweep around the S bend at Rugeley TV on May 29th working 4M63 the 09:12 Felixstowe North to Garston liner. *Barry Longson*

Class 90 009 and 90 010 are seen stabled at Rugby on May 12th. *Derek Elston*

Class 90 003 and 90 008 working 4M63, the 09:12 Felixstowe North F.L.T. to Garston F.L.T. are seen heading through Stafford on May 12th. *Derek Elston*

Freightliner

Taken through the White Blossom at Alder Lane, Winwick on May 9th, Class 90 048 and 90 018 'The Greatest Gathering' haul 4M83 the 10:50 Coatbridge to Crewe Basford Hall.
Paul Senior

GBRf

Class 66 783 ‘The Flying Dustman’ heads the 6G99 Tunstead - Banbury Reservoir stone train through Leamington Spa on June 6th. *Chris Morrison*

Class 66 728 approaches Blackrod with an engineers’ working from Carlisle to Bradley Wood on May 31st. *John Sloane*

Class 66 704 stops briefly next to the old Peak Forest station on May 27th, with 4Z03 the 12:41 Doncaster Decoy Yard to Peak Forest, before continuing to Long Sidings and reversing up to the auto loader. *Barry Beeston*

GBRf

Class 66 316 arrives at Carlisle with the Hams Hall to Mossend intermodal on June 3rd. *Russell Clarke*

On June 1st, a trial working of a Biomass train from Liverpool to Drax via Miles Platting bank was operated with Class 99 006 hauling a dead 66 749 together with the train. It is seen approaching Earlestown but later the train had to be terminated at Bradley Junction due to a bridge strike. *John Sloane*

No shortage of power here! On May 15th, Class 69 010 heads an engineering train including locomotives DB 66 051, Colas 70 813, GBRf 66 751 and 66 671 plus a rake of HQA Autoballaster wagons from Westbury Down T.C. - Eastleigh East Yard. *Michael Lynam*

GBRf

Class 73 141 leads 99 004 and London Transport's 4-TC unit approaching Saxon Road, Southampton, on May 11th with 09:30 Swanage - Eastleigh. *John Goodrich*

Class 66 710 tops and tails with 66 719 on a Blackpool - Dereham working of the Rail 200 exhibition train on May 18th. *Jeff Nicholls*

Class 99 006 is seen on a Leicester to Tuebrook light engine move through Warrington Bank Quay on May 26th. *Mark Enderby*

GBRf

Class 99 004 makes the first appearance of a member of the class at Eastleigh on May 7th, where it is seen arriving as 07:24 light engine move from Leicester. It stayed at Eastleigh for a short time whilst 73 141 and the London Transport 4-TC unit were attached before resuming its journey to Swanage later that day. *John Goodrich*

Class 66 701 works its way through Northampton with 4A01, the 12:55 East Midlands Gateway Terminal GBRf to Wembley Receptions 1-7 on May 9th. *John Sloane*

Class 66 709 with a Liverpool - Drax Biomass working passes Moore on May 23rd. *Mark Enderby*

GBRf

Class 66 757 on a Prestwick to Grain empties working passes Norton Crossing on May 29th. *Mark Enderby*

Class 66 717 ‘Good Old Boy’ working 4L62, the 13:39 Ditton (O’Connor) GBRf to Felixstowe North GBRf intermodal heads through Stafford on May 12th. *Derek Elston*

Class 66 704 ‘Colchester Power Signal Box’ hammers through Banbury with 4E36, the 05:14 Southampton Western Docks (GBRf) to Masborough N&W GBRf on May 23rd. *Derek Elston*

GBRf

Class 66 758 was seen stabled with a rake of empty wagons in the loop at Castleton on June 2nd, prior to taking them to Doncaster. *Bryan Roberts*

Class 66 751 'Inspiration Delivered Hitachi Rail Europe' runs through Northampton on light engine move 0Z67, the 09:03 Wembley Loco Sidings P,Q,R to Bescot Up Engineers Sidings on May 26th. *Derek Elston*

On May 27th, Class 66 731 is seen reversing up grade at Peak Forest, having arrived working 6H10 the 10:17 from Bletchley. *Barry Longson*

GBRf

The as required 12:37 Horton Quarry to Brindle Heath loaded stone train runs via Bolton and makes a rare sight for a freight at that location. On May 12th, Class 66 689 ‘Evening Star’ was allocated to the diagram and in a rare break in the cloud is seen passing Bolton. *Lee Stanford*

Class 66 719 in Rail 200 livery works a Tonbridge - Westbury light loco move on June 6th seen passing Finkley down farm (Andover). *Dennis Rowland*

Class 66 741 ‘Swanage Railway’ passes Castleton on June 2nd with empty Biomass wagons from Liverpool to Drax. *Bryan Roberts*

GBRf

Class 66 689 ‘Evening Star’ struggles away from Euxton Junction with a heavy load from Horton to Brindle Heath on May 12th. *John Sloane*

Class 66 686 runs past Bradley on May 11th with a Tuebrook to Horton working. *John Sloane*

Class 66 313 heads through Charnock Richard cutting with a Hams Hall to Mossend intermodal on May 16th. *John Sloane*

GBRf

Class 66 757 approaches Leyland with a Prestwick to Grain aviation tank train on May 29th. *John Sloane*

Class 66 766 ‘Gail Richardson’ calls at Northampton for a crew change with 4L24, the 05:36 East Midlands Gateway Terminal GBRf to London Gateway GBRf on May 12th.
Derek Elston

Class 66 702 heads a most unusual diversion as it works an Avonmouth to Clitheroe empty cement train through Garswood following a reversal in Wapping Sidings at Edge Hill on May 30th. *John Sloane*

GBRf

Class 66 705 passes Altrincham on May 27th working an aggregate train from Tunstead Sidings - Rugby Up Sidings. *Michael Lynam*

Class 66 774 ‘Sue Coles’ leads the 6B26 12:16 Tunstead Sidings GBRf to Rugby Up Sidings - Virtual Quarry through Stafford with 66 711 ‘Sense’ out of sight on the rear on May 12th. *Derek Elston*

Looking for some TLC, Class 73 202 is seen in Eastleigh Works on May 15th. *Michael Lynam*

GBRf

On May 21st, Class 66 741 hauls 69005 'Eastleigh' to Longport from Doncaster, seen here passing Rochdale. *Russell Clarke*

Class 66 308 passes Leyland on May 9th with the 4S57 service from Hams Hall to Mossend. *John Sloane*

Class 66 313 with the Hams Hall - Mossend intermodal is seen at Moore on May 18th. *Mark Enderby*

Class 66 301 passes Gateway West Junction and approaches its destination with 4M04 01:44 Felixstowe to East Midlands Gateway on May 23rd. *Mark Pichowicz*

GB RAILFREIGHT'S CLASS 99S MOVE CLOSER TO COMMERCIAL SERVICE

GB Railfreight (GBRf) has reached two significant milestones in the introduction of its new Class 99 locomotive, marking an important step towards their entry into commercial service.

Network Rail has granted the Class 99 fleet an Interim Network Rail Statement of Compatibility (NRSC). This allows the Class 99 to operate across Britain's rail network, marking an important stage in its introduction. GBRf and Network Rail will continue working together towards full certification.

GBRf has accepted the first six Class 99s into its fleet. This will enable driver training to scale up ahead of the locomotives entering commercial service this summer.
Manufactured by Stadler and designed for the UK market, the Class 99 is a bi-mode locomotive capable of operating on overhead electric power where available, with a Stage V-compliant diesel engine for non-electrified routes. This provides the flexibility required for nationwide freight operations while reducing emissions.

By maximising electric operation, the Class 99 delivers lower emissions and reduced fuel consumption compared with traditional diesel-only freight locomotives, alongside enhanced haulage capability, improved reliability and greater network flexibility by removing the need to change traction between routes.

The fleet will support the decarbonisation of rail freight while maintaining the resilience and reach required by customers across the UK.

John Smith OBE, Chief Executive Officer of GB Railfreight, said: "The granting of the Statement of Compatibility for our Class 99 locomotives is a significant moment for GB Railfreight and the wider sector. I would like to thank the teams at Network Rail and GB Railfreight who have worked tirelessly to reach this point. Achieving compatibility on Britain's complex railway infrastructure is no small task, and this has been a collaborative effort throughout.

"The Class 99 represents the future of rail freight, combining improved performance with clear sustainability benefits. With this approval secured, we are now focused on bringing the locomotives into service."

Grand Central

Class 180 105 storms north towards Tollerton Junction with the delayed 1N94 15:00 London King's Cross - Sunderland service on June 5th. *Barry Beeston*

Great Western Railway

With Horse Rocks in the foreground, Class 800 307 enters the rock shelter at Parson Tunnel on May 4th with 1C55 Bristol Temple Meads - Penzance.
Dave Harris

Great Western Railway

Class 57 301 passes Langstone Rock with 5Z50 Highbridge Loop - Penzance on May 6th. This was the rescue working from the previous day's failure of the sleeper train ECS at Highbridge Loop with 57 604 and 57 605 dead in transit. *Dave Harris*

Class 165 122 approaches Windsor & Eton Central with 2W61, the 15:39 from Slough on May 10th. *Derek Elston*

Class 57 605 'Totnes Castle' with 5Z50 Penzance - Reading T&RSD passes Cockwood Harbour on May 5th. This includes the previous night's Night Riviera set PZ88 and its failed loco 57 604 'Pendennis Castle'. *Dave Harris*

Great Western Railway

Class 802 017 and 802 009 operating 1A82 09:09 Penzance - London Paddington are seen climbing towards Burngullow Junction on May 17th. *Barry Beeston*

Class 800 028 passes through Trerulefoot with 2C09 08:09 Exeter St. David's - Penzance on May 29th. *Barry Beeston*

Class 165 121 approaches Kings Sutton with 2V19 the 09:34 Banbury to Didcot Parkway on May 23rd. *Derek Elston*

Great Western Railway

Class 150 244 approaches Goss Moor Loop with 2N24 18:16 Par - Newquay on May 27th. *Barry Beeston*

Class 800 028 passes through Treleigh with 2P13 11:50 Penzance - Plymouth on May 29th. *Barry Beeston*

Class 175 114 passes through Trerulefoot with 2E06 07:43 Penzance - Exeter St. David's on May 29th. *Barry Beeston*

Heavy Haul

Class 66 605 slowly pulls out of Ribblehead V.Q. with a loaded train for Tuebrook Sidings after some delay with the ground frame at the quarry on May 1st. *Charlie Robbins*

Now operating for Heavy Haul, Class 66 602 passes Chapel en le Frith south on May 16th with empty hoppers from Walsall to Dowlow. *Lee Stanford*

Class 66 413 passes Alderley Edge on May 8th with loaded ballast from Basford Hall to Deighton in connection with the Trans Pennine route upgrade work. *Lee Stanford*

Heavy Haul

Class 70 011 kicks out black exhaust as it picks up speed at Peak Forest, to run through working 4M88 the 12:08 Walsall to Dowlow on May 27th. *Barry Longson*

Class 66 416 is working hard as it passes Great Brington with 6Z72, the 12:14 Northampton Castle Yard to Tunstead Sidings (Fhh) empties on May 1st. *Derek Elston*

On May 14th, Class 66 588 runs through Stockport working 6Z41 the 10:30 Basford Hall to Deighton engineers train. *Barry Longson*

Heavy Haul

Class 66 545 with a Crewe to Hartlepool segment empties working passes Moore on May 23rd. *Mark Enderby*

Retro liveried Class 59 001 'Yeoman Endeavour' trundles through Northampton on May 18th, as 0Z59 the 09:10 Kidderminster S.V.R. to Wembley Loco Sidings P,Q,R as it heads home after the SVR Gala. *Derek Elston*

Class 66 418 passes Altrincham with a bin train from Runcorn Folly Lane - Brindle Heath RTS on May 27th. *Michael Lynam*

Heavy Haul

Class 66 957 ‘Stephenson Locomotive Society 1909-2009’ passes Northampton with 4R98, the 11:02 New Bilton (Cemex) to Willesden Euroterminal on May 18th. *Derek Elston*

The power is on as Class 66 560 crosses the River Nene with 6Z72, the 12:05 Northampton Castle Yard to Tunstead Sidings (Fhh) empty stone train on May 22nd. *Derek Elston*

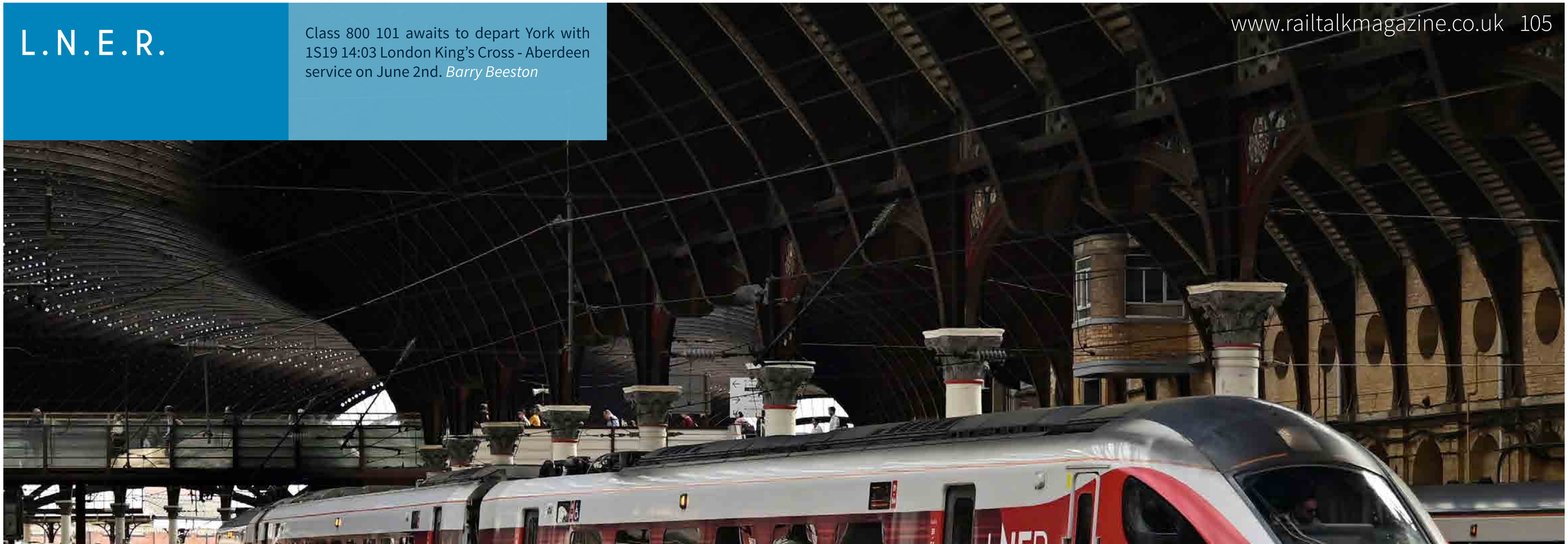
Class 70 006 on ash empties from Hope to Ellesmere Port passes Moore on May 25th. *Mark Enderby*

L.N.E.R.

On May 12th, Class 800 110 speeds through Haymarket. *Paul Godding*

L.N.E.R.

Class 800 101 awaits to depart York with 1S19 14:03 London King's Cross - Aberdeen service on June 2nd. *Barry Beeston*



L.N.E.R.

Class 91 111 awaits to depart York with 1N09 14:33 London King's Cross - Newcastle on June 2nd while 801 218 awaits to depart with 1E18 service to London King's Cross.
Barry Beeston

Class 801 210 arrives into York on June 4th with 1N17 15:27 Newcastle - London King's Cross as Class 91 105 awaits to depart with 1N09 14:33 London King's Cross - Newcastle and Northern's Class 150 272 awaits to leave with 2C45 16:45 York - Leeds. *Barry Beeston*

L.N.E.R.

Sit Back, Relax, and Savour: LNER Reveals New Onboard Menus

LNER is proud to unveil its new onboard food and drink menus, which have been carefully curated to cater for a variety of tastes.

Customers travelling in both First Class and Standard will be able to enjoy a selection of locally sourced produce provided by suppliers along the LNER route.

The new First Class menus are being introduced from May 20th, with new choices across the Dish, chef-prepared Signature, and All Day options.

Customers travelling on Signature services can treat themselves to delicious chicken supreme, served with golden scalloped potatoes and Tenderstem broccoli in a white wine sauce. Other standout items include a warm, cheesy Mumbai chicken toastie, and a rich smoky bean pasta, which is available on selected services.

Lighter lunch or evening options available on all First Class journeys include tuna, butter bean and egg salad, and a falafel and sweetcorn hummus wrap.

Desserts have been updated too – with a special strawberry and lime pot available across all services, and a tangy passionfruit and lemon tart onboard services with the Signature menu.
Breakfast and brunch options now feature honey and red cherry overnight oats, while firm favourites, the Full LNER and Full Veggie LNER breakfasts, remain on the Signature menu.

Sara Jenson, Hospitality Manager at LNER, said: “We’re always looking to elevate the onboard experience for our customers, and our new First Class and Café Bar menus do just that. We want every journey with LNER to feel special, and great, locally sourced food and drink play a big part in delivering our memorable service. We’re proud to reveal these new changes and offer a range of delicious dishes and refreshments for our customers to enjoy.”

While customers travelling in First can enjoy a complimentary catering service, customers in Standard can order refreshments direct to their seat via a QR code, using the ‘Let’s Eat At Your Seat’ service.

Instead of buying before boarding, the onboard Café Bar offers a variety of options, from a new addition of a cheeseburger, or the fully vegan coronation chickpea and onion bhaji sandwich, along with a variety of sweet treats. Combination offers are available too, including the Bakery Deal and the classic Meal Deal.

A brand-new kids Eleanor activity book will help keep younger travellers entertained. It is packed with games, stickers, and activities for families to enjoy together.

Keeping On Track: LNER and Network Rail Join Industry Partners Onboard to Deliver Better Railway for All

Colleagues from across the rail industry have come together to travel onboard an LNER service for the fifth annual ‘Coffee Cup Run’, supporting collaborative work aimed at improving performance and safety.

Colleagues from LNER, Network Rail, and industry partners including other train operating companies and Hitachi boarded the 08:30 LNER departure on May 21st from Edinburgh Waverley to London King’s Cross, to identify and discuss opportunities or issues that could impact how services perform on the East Coast Main Line.

The now-annual event traces back to an earlier tradition on the East Coast Route, where engineers would measure the amount of spillage from a full cup of coffee to determine track and ride quality. The modern version sees engineers use innovative monitoring systems and technology, while experiencing ride quality from the customer perspective.

This year’s iteration of the run included demonstrations of a new wheel vibration monitoring system which helps engineers identify potential issues on the network, access to a livestream of the train’s forward-facing CCTV camera feed, and VR headsets used by Network Rail as part of safety and anti-trespass campaigns. Data gathered, paired with the ideas generated onboard, could be used to improve ride quality for the millions of customers LNER transports along the East Coast route every year.

The train journey also allows colleagues from across the rail industry to talk about any challenges they may face and changes to infrastructure across the network. Teams can share what they have achieved, explain best practice and learn from each other, and build stronger working relationships.

Gunnar Lindahl, Joint Operations Director, LNER and Network Rail, said: “The Coffee Cup Run is a really good opportunity to bring together colleagues from across the industry to talk about performance, and the opportunities and challenges that we can take on together. Getting customers to their destination safely and on time is absolutely central to what we do, and the way we do that on the railway is through collaboration and working closely together. It has been great to see different technology in action onboard today that is proactively helping us deliver a more reliable, safer railway for our customers.”

Lumo

Class 222 601 heads north at Winwick with 5Z03 ECS test train from London Euston to Stirling on May 11th. *Brian Dobbs*

A Lumo Edinburgh - London King's Cross service is seen near Colton Junction with a budget no frills service on April 27th. *Charlie Robbins*

Class 222 002 working 5Q60 Barton under Needwood - Preston heads through Crewe on May 4th. *Richard Hargreaves*

Lumo

In perfect evening light, Lumo's Class 222 601 races north through Golborne on a London Euston - Stirling training run on May 10th.
Jeff Nicholls

Class 222 601 is seen passing Stafford on May 29th working 5Z01 the 09:20 Polmadie to Barton under Needwood empty stock movement.
Barry Longson

On May 10th, Class 222 601 is seen at Stirling working 5Z00 Stirling - London Euston.
Paul Godding

Lumo

Class 222 601 with a London Euston to Stirling training run is seen at Winwick on May 10th. *Mark Enderby*

Class 222 601 approaches Crewe on May 12th with ECS working 5M01, the 08:49 Stirling to London Euston. *Derek Elston*

Class 222 002 with a Crewe to Milton Keynes Central training run is seen at Stafford on May 8th. *Mark Enderby*

Lumo

Class 222 601 speeds past Bradley on a Stirling to London Euston proving run on May 11th. *John Sloane*

Lumo's former East Midlands Trains Class 222 002 hurries through Stafford with training run 5Q42, the 14:19 London Euston to Preston on May 12th. *Derek Elston*

Class 222 601 speeds past Bradley on May 15th with a Stirling to London Euston proving run. *John Sloane*

Network Rail

Class 37 425 ‘Sir Robert McAlpine’ passes Blackrod with a test train returning to Derby from Carlisle on May 31st, with DBSO No. 9701 at the rear. *John Sloane*

Class 97 302 runs past Bradley on May 25th during a move from Carlisle to Coleham. *John Sloane*

Network Rail’s Class 97 302 fresh from overhaul and a repaint, passes Pleasington on May 25th working from Leeds Balm Road depot - Coleham LMD following tyre turning. *Michael Lynam*

Network Rail

Colas Rail's former CrossCountry HST power car No. 43357 nearest the camera and 43274 head into the loop at Small Heath with a test train on May 15th.
Chris Morrison

Network Rail

Power car No. 43014 leads the 1Q18 05:43 Reading Triangle Sidings - Paignton via Penzance as it passes Treleigh with 43062 on the rear on May 29th.
Barry Beeston

Network Rail

The lighter evenings make it possible once more to photograph the four-weekly Network Rail train along the CLC. Class 37 254 and 37 219 cross Glaze Brook on May 7th, bound for much of the north-west before an early morning return to Derby HQ. Glazebrook signalbox can be seen behind the trailing 37. *Jeff Nicholls*

Power cars Nos. 43257 and 43277 work a Blackpool to Derby test train through Clitheroe on May 15th. *Mark Enderby*

Network Rail

On May 15th, power cars Nos. 43062 and 43014 pass Kemps Eye with 1Q36 05:19 Longsight Carriage M.D. - Leicester L.I.P. *Keith Davies*

Class 97 302 heading for Coleham after tyre turning in Leeds passes Moore on May 25th. *Mark Enderby*

The 1Q23 Bristol (Kingsland Road) to Derby consisting of power cars Nos. 43357 and 43274 pulls up alongside platform 3 at Swindon on May 14th. *The Swindon Duo - Colin and Ken*

Rail Operations Group/Europhoenix

Class 37 501 passes through Crewe on May 14th taking TfW unit 231 010 from Cardiff to Holyhead for wheel re-profiling. *Lee Stanford*

Class 37 501 ‘Teesside Steelmaster’ with 231 010 in tow approaches Cardiff Central with 5Q78, the 11:24 Holyhead Car. M.D. to Cardiff Canton Sidings on May 20th. *Derek Elston*

Europhoenix retro liveried Class 37 512 ‘Thornaby Demon’ running as 0V71, the 10:05 Derby R.T.C.(Network Rail) to Bicester MOD is seen passing through Northampton on May 18th. *Derek Elston*

Rail Operations Group/Europhoenix

Class 37 501 passes Kemps Eye with 5Q78 11:24 Holyhead Carriage M.D. - Cardiff Canton Sidings on May 20th. *Carl Grocott*

On May 18th, Class 37 501 draws a small crowd as it arrives at Hare Park Junction on the tail of ROG's 5M57 16:41 Holbeck Loco Sidings to Derby RTC Serco. *Tim Saunders*

On May 12th, Class 37 510 leads 5M57 16:41 Holbeck Loco Sidings to Derby RTC Serco with 37 884 on the rear, approaching Hare Park Junction south of Wakefield. *Tim Saunders*

TransPennine Express

Class 397 008, speeds through Blackrod with 1M87 the 12:11 Edinburgh to Manchester Airport service, only going as far as Manchester Piccadilly that day, May 30th. *Paul Senior*

Class 397 009 heads north through Leyland on May 9th whilst working a service from Manchester Airport to Carlisle. *John Sloane*

Class 397 010 speeds through Leyland with a Carlisle to Manchester Airport service on May 9th. *John Sloane*

TransPennine Express

Class 185 128 breaks the silence at New Mills South on May 27th, passing with the 12:19 Liverpool to Cleethorpes service.
Barry Longson

Class 185 117 and 185 126 approach Mauldeth Road on May 30th with a Huddersfield to Manchester Airport service. *Lee Stanford*

Class 397 004 arrives at Bolton on May 12th operating the 16:04 Manchester Airport to Edinburgh service. *Lee Stanford*

TransPennine Express

Class 397 004 races past Coppull Moor on May 23rd with a Glasgow to Liverpool service. *John Sloane*

Class 802 203 passes Earlestown with a service from Manchester Victoria to Liverpool Lime St. on June 1st. *John Sloane*

Class 397 008 flashes through Blackrod on April 30th with a service from Edinburgh which was terminated at Manchester Piccadilly due to late running. *John Sloane*

Transport for Wales

Class 158827 is seen departing from Shrewsbury on May 28th with a service for Llandudno Junction. *Lee Stanford*

Class 153 382 and 153 552 pass Kemps Eye with 2V38 11:31 Shrewsbury - Swansea service on May 23rd. *Phil Martin*

Two car Class 197 037 operated the 13:02 Holyhead to Manchester Airport on May 30th and was captured passing Mauldeth Road not far from journeys end. *Lee Stanford*

Transport for Wales

Class 67 012 is seen on Hencote Bank with 1W97 17:22 Cardiff Central - Holyhead service on May 22nd. *Keith Davies*

Class 67 020 passes Harlescott with 1V46 14:30 Manchester Piccadilly - Cardiff Central service on May 30th. *Keith Davies*

Class 197 113 passes Kemps Eye with 1V84 08:35 Holyhead to Cardiff Central on May 23rd. *Keith Davies*

Transport for Wales

Class 756 004 departs Cardiff Central with 2K24, the 11:20 Penarth to Caerphilly service on May 20th. *Derek Elston*

Class 67 020 working the 1V46 14:30 Manchester - Cardiff passes Kemps Eye on May 23rd. *Phil Martin*

Class 197 114 on a service from Crewe to Chester is seen from Beeston Castle on May 31st. *Bryan Roberts*

Transport for Wales

Class 197 025 forming 2G58, the 11:10 Cardiff Central to Cheltenham Spa having arrived as 2G51 the 09:40 from Cheltenham Spa stands at Cardiff on May 20th. *Derek Elston*

Class 150 260 stands at Cardiff Central with 2R20, the 10:40 Bridgend to Rhymney service on May 20th. *Derek Elston*

Class 150 260 and 150 284 pass Kemps Eye with 5V01 09:32 Crewe T.M.D.(E) - Cardiff Canton Sidings on May 8th. *Keith Davies*

Transport for Wales

Class 67 022 with DVT No. 82201 on the rear, passes Kemps Eye with 1V46 10:30 Manchester Piccadilly - Cardiff Central on May 28th. *Keith Davies*

Class 67 025 working the 1V39 Manchester Piccadilly - Cardiff service calls at Crewe on May 4th. *Richard Hargreaves*

Class 67 020 with the 1W55 Cardiff - Manchester Piccadilly arrives at Crewe on May 4th. *Richard Hargreaves*

Transport for Wales

Class 67 017 working the 1W97 17:22 Cardiff - Holyhead service climbs Hencote Bank, Shrewsbury on May 25th. *Phil Martin*

Class 67 025 with the 1V39 10:30 Manchester - Cardiff service passes Kemps Eye on May 23rd. *Phil Martin*

Class 67 020 with DVT No. 82207 on the rear passes Kemps Eye with 1V46 14:30 Manchester Piccadilly - Cardiff Central on May 23rd. *Keith Davies*

Transport for Wales

Class 67 029 and DVT No. 82207 pass Kemps Eye with 1W55 08:54 Cardiff Central - Manchester Piccadilly on May 23rd. *Phil Martin*

DVT No. 82201 leads Class 67 022 on Hencote Bank with 1W96 17:22 Cardiff Central - Holyhead on May 8th. *Keith Davies*

Class 67 025 passes Harlescott with 1V50 16:30 Manchester Piccadilly - Shrewsbury on May 25th. *Keith Davies*

Transport for Wales

DVT No. 82216 leads Class 67012 past Harlescott with 1V46 15:10 Crewe - Cardiff Central on May 25th. *Keith Davies*

Class 197 115 and 197 050 working the 1V38 09:30 Manchester - Fishguard Harbour passes Kemps Eye on May 23rd. *Phil Martin*

DVT No. 82226 and Class 67 017 pass Bayston Hill with 1V50 16:30 Manchester Piccadilly - Cardiff Central on May 11th. *Keith Davies*

Transport for Wales

DVT No. 82216 leads Class 67 012 past Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on May 22nd. *Keith Davies*

Class 756 109 approaches Cardiff Central with 2F22, the 10:10 from Treherbert on May 20th. *Derek Elston*

On May 20th, DVT No. 82230 stands at Cardiff Central with 1W57, the 10:53 to Manchester Piccadilly with Class 67 020 on the tail providing the power. *Derek Elston*

Transport for Wales

Class 67 012 passes Bayston Hill with 1W55 08:54 Cardiff Central - Manchester Piccadilly on May 26th. *Keith Davies*

Class 231 001 stands at Rhymney on May 20th having arrived as 2R22, the 11:35 from Barry Island and will depart within minutes as 2Y52, the 13:10 to Barry Island. *Derek Elston*

Class 197 046 is homewood bound after attention at Central Rivers as 5D98, the 15:10 Barton Under Needwood Rsmd to Chester D.M.U.D. passing Stafford on May 12th.
Derek Elston

Units: DMUs and EMUs

London Northwestern's Class 730 235 and 730 217 working 1Y27, the 10:23 London Euston to Birmingham New Street pass the now closed Wilson's crossing on May 22nd. *Derek Elston*

London Northwestern's Class 350 105 calls at at Stafford on May 8th with a service to Crewe. *Mark Enderby*

LNW Class 730 207 approaches Stafford on May 8th with a Crewe to London Euston service. *Mark Enderby*

Units: DMUs and EMUs

The City Gateway University of Southampton student hall of residence dominates the skyline as SWR's Class 444 004 passes Swaythling on May 12th with 07:20 Poole - London Waterloo service. *John Goodrich*

Units: DMUs and EMUs

Formerly a Heaton unit, Northern's Class 156 475 calls at Mills Hill with a Rochdale bound service on May 21st. *Russell Clarke*

Bee liveried Class 323 239 accelerates away from Manchester Piccadilly on May 12th with a local service to Crewe. *Lee Stanford*

Northern's Class 323 230 and 323 202 hurry through Mauldeth Road on May 30th with a Blackpool to Manchester Airport service. *Lee Stanford*

Units: DMUs and EMUs

South Western Railway's Class 450 001 departs Eastleigh with 08:53 Poole - Winchester on the sunny morning of May 12th. *John Goodrich*

Northern's Class 323 210 arrives at Crewe, its final destination with 2A97, the 11:36 from Manchester Piccadilly on May 12th.
Derek Elston

Northern's Class 323 237 and 323 208 set off from their stop at Leyland on a service from Manchester Airport to Blackpool on May 9th.
John Sloane

Units: DMUs and EMUs

Northern bi-mode Class 769 424 calls at Burscough Bridge, with 2W52, the 11:24 Southport to Stalybridge service on a very warm May 26th. *Paul Senior*

Northern's Class 331 102 passes Bradley with a Blackpool to Liverpool working on May 15th. *John Sloane*

Northern's Class 323 226 and 323 238 head away from Buckshaw Parkway with a service to Manchester Airport on May 12th. *John Sloane*

Units: DMUs and EMUs

South Western Railway's Class 158 887 departs Southampton Airport Parkway working a Romsey - Salisbury service on May 15th. *Michael Lynam*

South Western Railway's Class 444 038 and 444022 working a Weymouth - London Waterloo service arrive at Southampton Airport Parkway on May 15th. *Michael Lynam*

Ex West Mids stalwart Class 323 209 departs Guide Bridge on May 26th, working the 13:03 Manchester Piccadilly to Hadfield service. *Barry Longson*

Units: DMUs and EMUs

Normally a Class 195 turn but on May 27th Northern's Class 150 101 was rostered to work the 12:48 Manchester Piccadilly to Sheffield stopping service, seen at New Mills South. *Barry Longson*

Northern's Class 195 133 approaches Buckshaw Parkway with a service from Manchester Airport to Barrow on May 24th. *John Sloane*

Northern's Class 331 104 approaches Balshaw Lane and Euxton whilst working from Blackpool to Liverpool Lime St. on May 16th. *John Sloane*

Units: DMUs and EMUs

Still looking good in its old Stagecoach livery, South Western Railway's 158 880 calls at Southampton Airport Parkway working a Salisbury - Romsey service on May 15th. *Michael Lynam*

LNW Class 350 113 and 350 119 head south at Kingsthorpe with 1Y38, the 12:06 Birmingham New Street to London Euston on May 7th. *Derek Elston*

Northern's Class 323 237 heads out of Garswood with a Liverpool Lime St. - Wigan service on May 30th. *John Sloane*

Units: DMUs and EMUs

Homeward bound after a refresh is London Overground's Class 378 215 passing Northampton as 5Q60, the 14:54 Widnes Transport Tech to Willesden T.M.D. on May 9th. *Derek Elston*

Northern's Class 331 016 arrives at Earlestown leading a service from Liverpool Lime St. to Manchester Airport on June 1st. *John Sloane*

West Midlands Railway's Class 730 045 and 730 031 cross the River Nene at Kingsthorpe with 5A99, the 12:09 Soho L.M.D. to London Euston on May 7th. *Derek Elston*

Units: DMUs and EMUs

Northern's Class 195 132 speeds past Blackrod with a service from Barrow to Manchester Airport on May 31st. *John Sloane*

West Mids' Class 730 030 and 730 020 glide through Northampton with ECS move 5G99, the 09:05 London Euston to Soho L.M.D. on May 15th. *Derek Elston*

LNW Class 350 375 and 350 126 stand at Northampton with the 16:48 departure, 1Y44, the 15:36 Birmingham New Street to London Euston on May 9th. *Derek Elston*

ScotRail

Class 385 028 speeds towards Haymarket on May 12th. *Paul Godding*

ScotRail

Class 334 010 calls at Haymarket on May 9th working 2H39 Edinburgh - Helensburgh Central. *Paul Godding*

Class 385 002 is seen at Stirling on May 10th working 2N50 Alloa - Glasgow Queen Street service. *Paul Godding*

Class 334 019 departs Dumbarton Central on May 11th. *Paul Godding*

ScotRail

On May 14th, Class 318 257 and 320 301 depart Anniesland working 2L04 Dalmuir to Larkhall service. *Paul Godding*

Class 320 320 stands at Dumbarton Central on May 11th. *Paul Godding*

Class 320 311 and 320 303 pass at Partick on May 13th. *Paul Godding*

ScotRail

Power car No. 43028 is seen at Perth on May 15th. *Paul Godding*

Power car No. 43131 speeds through Dalmeny on May 12th leading a service to Edinburgh Waverley. *Paul Godding*

Power car No. 43128 is seen on the rear of a service at Stirling on May 12th. *Paul Godding*

ScotRail

Power car No. 43141 heads through Haymarket on May 12th with an Edinburgh bound service. *Paul Godding*

Class 156 499 and 156 434 are seen between duties at Glasgow Central on May 14th. *Paul Godding*

Power car No. 43164 is seen on the rear of a service as it passes through North Queensferry on May 12th. *Paul Godding*

ScotRail

Class 156 456, 156 446 and 156 474 call at Dumbarton Central on May 11th. *Paul Godding*

Class 158 719 is seen departing Perth on May 15th. An interesting livery! *Paul Godding*

Class 158 706 leads a Class 170 through Dalmeny on May 12th. *Paul Godding*

ScotRail

Power cars Nos. 43135 and 43150 pass Montrose North signalbox on May 20th working the 12:45 Aberdeen to Glasgow Queen Street.
Barry Longson

On May 20th, Class 158 719 and 158 723 stand inside Perth, having arrived with the 08:36 Edinburgh terminating service.
Barry Longson

Class 170 401 arrives into Cupar on May 19th, working the 17:40 Dundee to Edinburgh Waverley service. *Barry Longson*

ScotRail

Class 158 731 slows on the approach to Arbroath, while working the 17:14 Aberdeen to Dundee all stations on a sunny May 20th. *Barry Longson*

Some sun on May 20th sees power cars Nos. 43035 and 43144 arrive into Montrose, working the 13:46 Aberdeen to Glasgow Queen Street service. *Barry Longson*

A line up of HST power cars ready to head south from Aberdeen on May 20th are Nos. 43015, 43033 and 43139. *Barry Longson*

ScotRail

On May 20th, power cars Nos. 43176 and 43126 arrive at Arbroath with the 17:45 Aberdeen to Glasgow Queen Street service. *Barry Longson*

Class 158 739 departs Kirkcaldy on May 22nd working the 14:18 Leven to Edinburgh service. *Barry Longson*

On May 22nd, Class 334 034 and 334 015 depart Edinburgh Waverley with the 17:04 Milngavie service. *Barry Longson*

ScotRail

HST power car No. 43035 brings up the rear of the 16:38 Glasgow Queen Street to Aberdeen, seen departing Arbroath on May 20th. *Barry Longson*

On a sunny morning, May 22nd, Class 170 431 is seen approaching Tay Bridge south working the 06:00 Edinburgh to Dundee service. *Lee Stanford*

Class 170 402 and 158 719 prepare to depart Leven on May 22nd with the 15:19 to Edinburgh Waverley. *Barry Longson*

ScotRail

The evening sunlight catches Class 170 433 as it arrives empty stock at Arbroath on May 21st before forming a local service to Dundee. *Lee Stanford*

Unique liveried Class 158 719 with sister 158 723 arrive at Perth on May 20th with the 08:36 service from Edinburgh. *Lee Stanford*

Power cars Nos. 43183 and 43146 with set HA13 arrive at Arbroath on May 20th working the 11:30 Edinburgh to Aberdeen service. *Lee Stanford*

ScotRail

The 13:46 Aberdeen to Glasgow Queen Street ScotRail HST service is seen arriving at Montrose led by power car No. 43035 on May 20th. *Lee Stanford*

Bright sunny evening light illuminates ScotRail HST power car No. 43176 as it arrives at Arbroath on May 20th working the 17:45 Aberdeen to Glasgow Queen Street. *Lee Stanford*

Power car No. 43150 with sister 43135 on the rear stand at Perth on May 20th operating the 08:40 Glasgow Queen Street to Aberdeen service. *Lee Stanford*

ScotRail

The charming station of North Queensferry sees Class 158 721 heading towards the Forth rail bridge on May 12th. *Paul Godding*

Class 170 407 calls at Stirling on May 13th. *Paul Godding*

Class 170 396 approaches Haymarket on May 12th with a service to Edinburgh Waverley. *Paul Godding*

ScotRail

Class 318 256 waits departure time at Glasgow Central on May 14th with a Cathcart circle service. *Paul Godding*

Class 318 270 arrives at Dalmuir on May 14th working the 15:39 to Whifflet.
Paul Godding

Class 318 250 calls at Dumbarton Central on May 11th working 2E53 Airdrie - Balloch service.
Paul Godding

Manchester Metrolink

Metrolink tram No. 3094 in an advert scheme for Red Bull, is seen after leaving Newhey on a Rochdale to East Didsbury via Oldham service on June 5th. *Bryan Roberts*

Pride liveried Metrolink tram No. 3076 is seen in rainy Rochdale on June 4th. *Bryan Roberts*

Trams No. 3042 and 3014 depart Altrincham On May 27th with a service to Bury.
Michael Lynam

National Rail

Light and shade cast on Class 66 743 inside Perth station on May 21st where the stock had a 3 hour layover. *Barry Longson*

Greater Anglia brings back at-seat refreshments on selected Norwich to Stansted Airport services

Customers travelling between Norwich and Stansted Airport can once again buy drinks and snacks at their seats, after Greater Anglia extended its at-seat catering trial on the route. The trial resumed on Monday May 18th and means an at-seat trolley service is now available on selected Monday to Saturday services in both directions.

Customers can choose from a range of snacks, hot drinks, soft drinks and alcoholic drinks, as well as sandwiches. A meal deal option is also available.

Michael Wyatt, Head of Customer Experience, Greater Anglia, said: “We are pleased to bring back the at-seat trolley service on selected Norwich to Stansted Airport trains. This is an important regional route, connecting Norwich, Thetford, Ely, Cambridge and Stansted Airport, and we know many customers value the option to buy refreshments during their journey. By extending the trial, we can continue to listen to customers and colleagues, understand demand, and see how an at-seat catering service can best support longer-distance journeys on this route.”

The previous trial ran from October 2025 to January 2026, after being suggested by Greater Anglia conductor Martin Neal through Hares’ Lair, the company’s colleague ideas scheme.

Hares’ Lair gives colleagues the opportunity to pitch practical ideas to senior leaders in a Dragons’ Den-style format, helping frontline teams share suggestions that could improve the customer experience.

Greater Anglia is extending the trial to gather further feedback before any longer-term decisions are made.

The trial is being led by Greater Anglia as part of its ongoing work to improve the customer experience. Across the wider railway in Anglia, c2c, Greater Anglia and Network Rail Anglia are also working more closely together under one unified leadership team as part of Anglia’s journey towards Great British Railways.

Fares Advice with RailUK

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

Northern ticketing query - Northern won’t let me buy!

Q: I’ve received a voucher for £10 to use on Northern Trains, and as I’m looking to travel from Bramley (West Yorks) to Poppleton at the weekend that was very useful. However I’m damned if I can actually book a return on Saturday (haven’t tried any other day) on the Northern site. Fine via any other ticket supplier, including RailForums.

All is not lost as I can get one from a day return from Bramley to Leeds and then still use the full tenner on a return from Leeds, but odd that Northern won’t allow me to buy the ticket whereas other providers will.

Is this normal? Why might it happen? Naively I had assumed that fares came from a central database..

A: I have had a similar issue with Avanti not letting me book a journey, but other vendors quite happy to both sell a ticket and give me a reservation on the same Avanti train. I understand that this was because the journey also involved a connecting train with reserved places, and the Avanti site not being able to cope with the allocations. As your journey also involves a connection, I wonder if it might be a similar issue?

If paying for two separate tickets would cost more than the one through ticket, I would recommend complaining to Northern and demanding they refund the difference. No need to mention that you part paid for one of the tickets with a voucher - how you paid is irrelevant.

What happens if you have an advance single on the XC to Aberdeen and the train is cancelled?

Q: CrossCountry only run 1 train per day between England and Aberdeen (the 09:27 starting from Plymouth).

So, if you are booked on this train with an advance single to Aberdeen, and the train is wholely or partly cancelled, what do you do? My understanding is that normally if your booked train is cancelled, and you still intend to travel, you have to catch another train by the same TOC. But clearly that is not possible here, as XC only 1 run train per day along that route. It’s also not possible to get XC ticket office staff to endorse your ticket to travel with a different train company, as XC don’t run any train stations themselves, and therefore don’t have any ticket offices! So, if you are booked on this train, and it is cancelled, then who do you speak to, to try to complete your journey? This particular service experiences cancellations on a frequent basis, so there must be a policy to cover this eventuality.

A: If you have a “XC Only” ticket, you would ordinarily be stranded due to there only being 1 XC service a day. Therefore any train company able to help you reach your destination, must do so - this is under condition 28.2 of the National Rail Conditions of Travel (NRCoT). That would likely involve ScotRail (or LNER, if they have a suitably timed service) accepting your ticket for travel between Edinburgh and Aberdeen. Of course XC must also make arrangements themselves, but the above is a fallback if there are any issues.

Furthermore XC are obliged under Article 16 of the Passenger Rights and Obligations Regulation (PRO) to arrange “re-routing at the earliest opportunity” if you choose to continue the journey. That effectively means arranging ticket acceptance, endorsing/excessing your ticket or providing you with a new ticket valid on other operators. That would be via the quickest available alternative, which may involve alternative routes (e.g. via the WCML) if relevant. Of course if you prefer to minimise the number of changes then you would be perfectly entitled to stick with the XC route.

Regardless of how you get to Aberdeen you could also claim Delay Repay from XC based on the delay you incur.

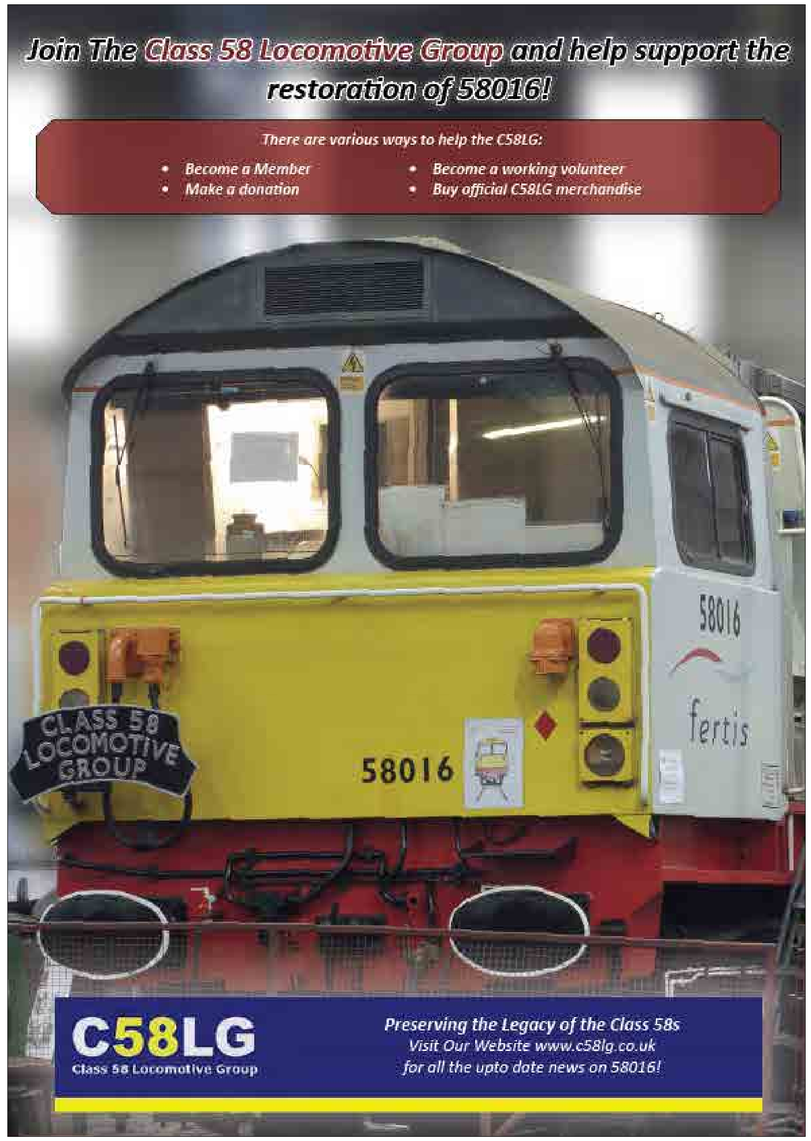
In practice I would expect XC to arrange ticket acceptance with other operators for such a cancellation, so it is likely a moot point, but the above are your legal rights..

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

Southern Pacific No. 35028 ‘Clan Line’ worked The Railway Touring Company’s ‘Atlantic Coast Express’ from London Waterloo to Exeter and return via Bristol and Westbury on May 23rd, assisted by Class 47 802, seen here passing Andover. *David Lindsell*



Greater Anglia launches improved live map to help customers during disruption

Greater Anglia has launched an improved live route map to give customers clearer information about train services, possible alternative routes and station facilities, particularly during disruption. The map has been redesigned following feedback from customers and colleagues gathered over the course of a year. It shows live train information, station details, accessibility information and possible alternative routes during disruption, helping customers to plan ahead and make more informed decisions while travelling.

The updated map includes:
Clearer interchanges with other services, including the Elizabeth line and London Underground
Improved geographic accuracy, making it easier for customers to understand where stations and routes sit in relation to one another
Clearer operator logos to help customers identify affected routes and other services that may provide alternative journey options during disruption
Improved symbols for airports and stations with a limited service
Clearer station names
A simpler colour scheme, with black route lines and a light green background
Seaside destinations shown with yellow sand and blue sea

The map key has also been improved, giving customers the option to display certain symbols, including step-free access, when they need them. The redesigned map is also more compatible with mobile devices when accessed through the Greater Anglia app, giving customers easier access to live train information, tickets and travel updates while they are on the move. The Greater Anglia app is available from the Apple App Store and Google Play Store.

Kerry Rowley, Greater Anglia’s Senior Service Quality Customer Experience Manager, said:“Customers told us they wanted the live map to be clearer and easier to use, so we have redesigned it around their feedback. The new version makes it simpler to see what is happening on the network, check station information and understand possible alternative routes during disruption. We want the map to give customers more confidence when they travel, especially when services are disrupted and clear, timely information really matters.”

The original version of the map was launched in June 2023 to give customers clearer information about disruption and viable alternative travel options. It went on to win the Digital Technology Idea of the Year Award at ideaUK’s conference in December 2024. The latest improvements are part of Greater Anglia’s ongoing work to use customer feedback and digital technology to make journeys easier and information clearer, particularly when services are disrupted.

National Rail

Colas Rail's track machine No. DR73935 working 6J42 Exeter to Slough heads through Swindon on May 14th.
The Swindon Duo - Colin and Ken

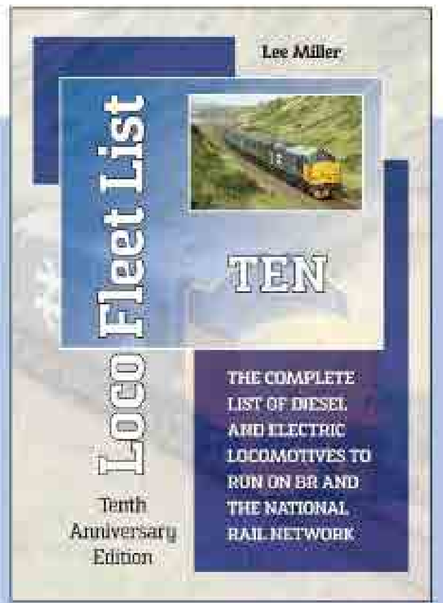
Loco Fleet List Ten

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

Successful testing of Class 700 train with upgraded digital software

Successful testing at speed has been completed of upgraded digital software on a Thameslink Class 700 unit, preparing the largest passenger fleet on the East Coast Main Line (ECML) for the introduction of in-cab digital signalling. The 115-strong Thameslink fleet is the largest passenger fleet in the Government funded £1.4billion East Coast Digital Programme (ECDP). ECDP will transform the way rail services are provided by replacing traditional, lineside signals with continuous information displayed inside drivers' cabs, delivering a more reliable, greener and even safer railway. Over two separate Sunday evenings in April and May, a GTR Class 700 Thameslink train was tested in the Central London 'core' section of Thameslink (the section between London Bridge and St Pancras International), using European Train Control System (ETCS) version 3.6.0, an upgrade of the digital signalling software. The testing work was carefully planned to ensure no disruption to the start of Monday morning passenger services at 4:30am.

GTR is currently the only operator in the UK using ETCS 3.6.0 in passenger service, on its Class 717 fleet and this builds on the experience gained using digital signalling on the Northern City Line. The testing, done in collaboration between GTR, Network Rail and Siemens Mobility, was carried out to ensure the train's existing functions continue to operate normally alongside the benefits of the upgraded software. The upgraded software allows more flexibility for services to operate in a high traffic area like the ECML by connecting the train to the trackside via GPRS, using 'packet switching'*.

The first passenger services to use ETCS on the ECML (between Welwyn Garden City and Hitchin) are expected later this year, initially involving Class 717 units. The Class 700 fleet is expected to begin migrating to ETCS on the ECML from 2027. The software upgrade of the Class 700 fleet will also help its readiness for future ETCS on the Brighton Main Line and Midland Main Line.

Aaron Meakin, GTR's Head of ERTMS Onboard, said: "As the only operator in the UK currently using ETCS version 3.6.0 in customer service, we're pleased to build on our experience using digital signalling on the Northern City Line. We're extremely proud of the teams delivering this testing, who worked extremely hard to ensure it was completed on time and safely in a very complex and critical environment, with minimal impact to our customers."

Ricky Barsby, Network Rail's ECDP Access Integration lead, said: "Getting the largest passenger fleet ready is a vital step in our preparations to gradually migrate to digital signalling on the East Coast Main Line. Having the new baseline level of ETCS in place for all fleets when they migrate will contribute to the resilience and high performance of the next generation railway."

Richard Cooper, Infrastructure Lead and ECDP Project Director, Siemens Mobility UK&I, said: "Building on the experience gained using digital signalling on the Northern City Line, this upgraded ETCS software on the Siemens-built Class 700 fleet will help deliver a more reliable, connected and sustainable railway for passenger and freight operators on the East Coast Main Line and beyond."

*Packet switching provides high capacity for GSMR (Global System for Mobile Communications-Railway – the railway's mobile communications system) radios, significantly increasing data capacity on a busy mixed-use railway. It uses the General Packet Radio System (GPRS) which allows mobile networks to transmit IP content.

Photo: Class 700 testing 3.6.0 at Blackfriars on May 10th. ©TSGNy

National Rail

Works start at Peckham Rye station to create more space for passengers

Passengers using one of south London's busiest stations - Peckham Rye - are set to benefit from a package of improvements being delivered by Network Rail and Southern Railway, designed to reduce congestion, improve passenger flow and cater for future growth. A 'hidden' corner of the station's booking hall that previously held cash machines will be revealed for the first time in 30 years when work starts in June. The main ticket machine will be moved into this corner, creating more space for passengers and paving the way for further improvements over the next 12 months including additional station entrance doors and more ticket gates. Foundations will be laid for a future replica of the station canopy that was removed in 1961. This work is being completed ahead of Southwark's Council separate project to lay the surface of their new public square at the front of the station.

Passengers will also benefit this summer from additional train information screens. These will be located further along platforms 1 and 2 to encourage people to use the full length of these platforms and the trains when they board. This should reduce crowding, making journeys easier for everyone.

Next year, Network Rail will create more space on some narrow sections on platform 3 and 4 and refurbish the platform canopies, improving the environment for waiting passengers.

Andy Piper, Govia Thameslink Railway's Railway Head of Gatwick and London Stations, said: "I'm looking forward to seeing these improvements at Peckham Rye take shape. We've heard from our customers just how much of a difference these changes will make, bringing huge benefits through making the station easier to travel through and with less congestion."

Andrew Wood, Network Rail's Senior Commercial Scheme Sponsor said: "These improvements at Peckham Rye will make a real difference for passengers, creating more space, easing congestion and making it quicker and easier to move through the station. This is an important first step in preparing the station for future growth while also enhancing the environment for the thousands of people who use it every day. I'd like to thank passengers for their patience while we carry out this work."

Once the cash machine section is removed, available wall space in the booking hall will be used to install information boards, keeping passengers informed about the project while improving the appearance of the station. All work will be completed by summer 2027.

Major £20m upgrade for Scotland's original electrified railway

A £20m project is underway to upgrade the overhead power lines on Scotland's original electrified railway.

The work will focus on sections of the North Clyde lines, which run from Helensburgh, Balloch and Milngavie through Glasgow's west end and low-level stations. It's the busiest suburban network outside London and one of the most critical parts of Scotland's railway.

Switched on in 1960, the electrification of the North Clyde marked the beginning of modern rail travel in Scotland. Decades later, it continues to shape the network today, with electric services running on routes such as East Kilbride and Barrhead, and further expansion underway in Fife and the Scottish Borders.

Much of the original equipment in and around the North Clyde area is now more than 65 years-old and nearing the end of its working life, meaning renewal is essential to keep trains running safely and reliably.

Preparatory work has already begun, including refurbishing the equipment that holds the overhead wires in place, such as the cantilevers and other supporting components.

More intensive engineering work to replace the wires themselves is scheduled over the Christmas and New Year period for the next three years, when passenger numbers are lower and the line can be closed with less travel impacts.

Ross Moran, route director at Network Rail Scotland, said: "This stretch of railway was where electrification began in Scotland and marked a real turning point. It changed how people travelled around Glasgow and helped shape the network we use today.

"We know how vital this area is to the railway as a whole. A single issue on the North Clyde can quickly affect services well beyond Glasgow, which is why this work is being planned now rather than waiting for more serious failures and wider disruption later.

"This project is about looking after the railway that people rely on every day. By renewing it now, we are helping to make sure it continues to serve passengers and communities long into the future."

Mark Ilderton, ScotRail service delivery director, said: "The North Clyde routes are a vital part of Scotland's Railway, connecting communities from Argyll and Bute right through to West Lothian, supporting thousands of journeys every day.

"This investment by Network Rail will help improve the long-term reliability of the infrastructure that keeps our electric trains moving.

"We know that some journeys will look a little different when the main body of work takes place later this year, which is why we'll be working closely with Network Rail to keep customers updated, and make sure they have the information they need to plan ahead and travel with confidence."

National Rail

Something a little different from Southampton Eastern Dock on May 15th. Cruise passengers for Queen Mary 2 docked at the 'Queen Elizabeth II Terminal' are held back from checking in while Class 66 206 runs round it car train containing new vehicle's from Morris Cowley (M.A.T.). *Michael Lynam*

SOUTHERN COUNTIES RAILWAY SOCIETY
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Work begins on £3.2m upgrade of Victorian railway bridge

Work has started on strengthening a 132-year-old railway bridge in Leeds to maintain its safe and reliable use by trains and motorists. The £3.2 million investment at Pepper Road bridge will be delivered over six months, with sections of the Victorian structure being removed and replaced.

Work is taking place during midweek days and weekend nights to minimise disruption to rail passengers. The bridge will remain closed to road users until the project is completed – expected to be in late November 2026. A diversion route has been clearly signposted for motorists, and bus passengers are urged to check their journey details before travelling.

Pedestrian access will remain open at the bridge throughout the project.

The work will include engineers dismantling parts of the structure and installing new pre-cast sections to form the strengthened bridge deck. A new parapet, drainage and road surface will be installed, and waterproofing carried out.

The strengthened bridge will be able to continue carrying road traffic over the railway safely and will mean reduced maintenance costs.

George Drum, Network Rail infrastructure director, said: "This investment will create a stronger, more resilient bridge, ensuring it remains safe and fit for purpose for decades to come.

"It will support safer, more efficient and reliable rail journeys for both passengers and freight users, while also keeping the road safe for motorists and pedestrians.

"We're sorry to residents and motorists for any inconvenience caused during this work. Our teams will do everything they can to minimise disruption."

The original bridge – built in about 1840 – was around half the size of the current structure. It was extended between 1888 and 1891 to create the four-arch bridge seen today.

National Rail

New footbridge installed at Bristol Brabazon station

A major milestone has been reached with the installation of the accessible footbridge at the new Bristol Brabazon railway station on the former Filton Airfield site.

A 750-tonne all-terrain mobile crane lifted into place the nine pieces that make up the staircases and bridge deck over the Bank Holiday weekend.

The structure of the two lift shafts was completed last month, and cladding will get under way now the stairs and deck are in place.

Platform construction at the station is in full swing, with the platform edge (coping stones), canopies, furniture, fencing and surfacing all going in over the coming weeks.

Bristol Brabazon station is due to open this autumn, bringing regular passenger services back to the Henbury line for the first time since 1964. It will serve the residents and visitors to Brabazon, the emerging new town on the former airfield. The station will then progress through a second phase of construction in readiness for the opening of the Aviva Arena in 2028.

It is being funded by the West of England Mayoral Combined Authority with contributions from South Gloucestershire Council, Bristol City Council, North Somerset Council, and Great Western Railway (GWR), with Network Rail as a key partner.

Henbury station is set to follow and this week the Mayoral Combined Authority announced that it has awarded the contract for the detailed design work to Network Rail, who also delivered the preceding design stages and the designs for Bristol Brabazon and Ashley Down stations.

Bristol Brabazon and Henbury stations will serve a wider area shortlisted to be one of the Government's new towns and set to be covered by the region's first Mayoral Development Zone – with 40,000 new homes possible over the long-term. Trains from Henbury and Bristol Brabazon will be able to travel to Portishead via Bristol Temple Meads, creating a valuable new cross-region link.

Network Rail Western route director Marcus Jones, said: "The installation of the accessible footbridge is a major milestone for Bristol Brabazon station and alongside the ongoing platform construction, marks significant and visible progress.

"Once complete, the new station will play a key role in connecting people to jobs, homes and opportunities, providing sustainable access to everything the wider region has to offer. We're proud to be part of a project that supports both the growth of this new neighbourhood and stronger transport links across the West of England."

Helen Godwin, Mayor of the West of England, said: "Last week, we showcased Bristol Brabazon station and the wider emerging new town to Chancellor Rachel Reeves and investors while announcing the region's first Mayoral Development Zone. This week, it's brilliant to see work continue on track for new stations on the Henbury Line.

"The new bridge was installed over the bank holiday at Bristol Brabazon, as we progress towards opening the station later this year - ahead of the Aviva Arena opening and more new homes being delivered. Our combined authority has also confirmed further investment in developing plans for Henbury station, alongside continuing work to upgrade the track to help enable faster trains and more frequent services in the future.

"Our growing regional rail network, with more trains and more stations, is an important part of building a transport system that people across the West can trust. We're using record transport funding from government to make a difference that residents can see and feel, including these new stations."

South Gloucestershire Council's Cabinet Member with responsibility for transport, Councillor Chris Willmore, said: "The installation of the new footbridge marks a major step forward for the station and the wider rail network here in South Gloucestershire and across the West of England.

"Following the announcement of the station's new name, significant progress has been made with construction. This new infrastructure will help improve accessibility, reconnect communities, and support the substantial growth planned for the area in the years ahead."

Councillor Tony Dyer, Leader of Bristol City Council and Deputy Mayor of the West of England, said: "It's great

to see the new accessible footbridge in place. When it opens, the new station will be a real boost for how people travel between the new Brabazon neighbourhood and Bristol, giving residents and visitors a rail link into the city and onwards across the region.

"With thousands of new homes and a growing population in this area, it's vital we make it easier to choose public transport from the outset. This station will support more sustainable journeys, help ease pressure on the road network, and provide a convenient way for people to get to major events at the Aviva Arena when it opens."

YTL UK Group chief executive Colin Skellett said: "The installation of the new footbridge at Bristol Brabazon station marks another significant step in the transformation of the former Filton Airfield into Brabazon, a thriving new town.

"High quality transport infrastructure and strong connectivity are fundamental to creating sustainable, well-connected communities, and this station will play a vital role in linking Brabazon to the wider region. With planning permission for 6,500 new homes, schools, office space, and a community centre, as well as work on the new 20,000-capacity Aviva Arena underway, momentum continues to build. This progress demonstrates our commitment to delivering a place where people can live, work and connect, supported by the modern transport links essential for long-term growth and success."

GWR's managing director, Mark Hopwood, said: "I'm delighted to see significant progress being made on Bristol Brabazon station, which once open will help to expand the services that we provide in this new community and across the region as a whole.

"This is in addition to the construction of new stations at Charfield, Henbury, Pill and Portishead, all of which will open up access to rail services across even more communities."

More than £400 million is being invested in rail across the West of England. Two new stations (Portway Park & Ride and Ashley Down) have opened in recent years. Alongside Bristol Brabazon (autumn 2026) and Henbury (2028), three more new stations are set to open at Charfield (spring 2027), Pill and Portishead (winter 2028/29).

National Rail

London Transport liveried Class 20 142 ‘Sir John Betjemen’ and BR Blue 20 189 running light engine as 0Z20, the 09:35 Ashford Crane Depot to Kidderminster S.V.R. are seen at Kingsthorpe on May 7th. *Derek Elston*

Eurostar power car No. 3016 exits Noth Downs tunnel leading train No. 9032 14:31 London St. Pancras to Paris Nord on May 25th. *Mark Pichowicz*

Hairmyres station celebrates first anniversary with over 600,000 journeys made

Hairmyres station is marking its first anniversary after welcoming more than 614,000 passengers since opening last year.

The £16 million station officially opened on May 19th 2025, following a 16-week closure of the East Kilbride line between January and May to allow for electrification works and the relocation of Hairmyres station, delivering a modern, accessible gateway to the rail network.

Delivered as part of Network Rail’s ongoing improvements to Scotland’s Railway, the station has quickly established itself as a vital hub for commuters, as well as health staff, patients and visitors travelling to Hairmyres Hospital and the surrounding area.

The station was built as part of the wider East Kilbride electrification project, a £140 million investment by the Scottish Government designed to create a greener, more reliable and more accessible railway for communities across South Lanarkshire.

Since opening, passengers have benefitted from modern facilities, improved accessibility and better connections, helping to support a shift from car to rail and reduce carbon emissions along the route.

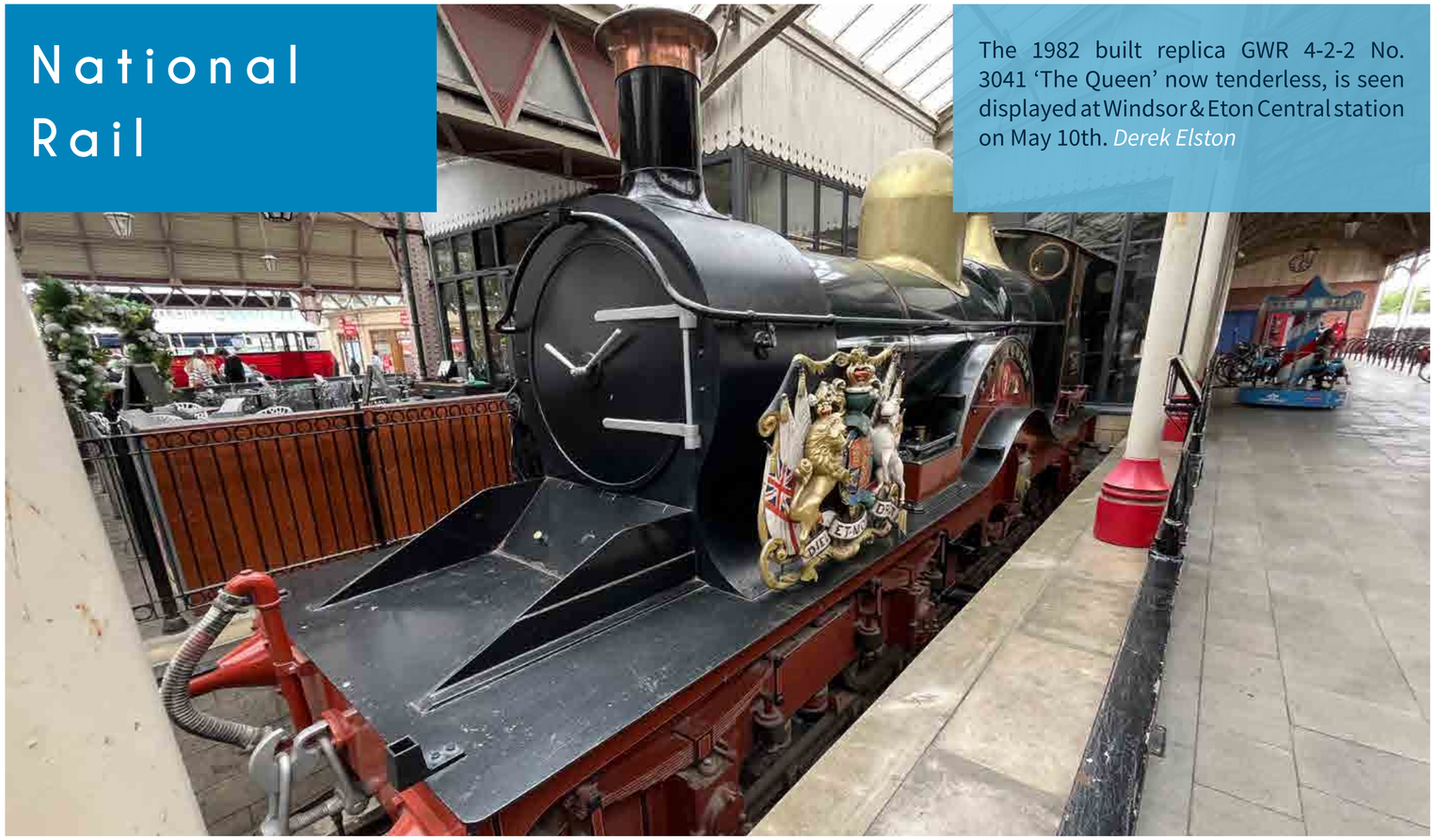
Liam Sumpter, managing director of Network Rail Scotland, said: “Hairmyres station has made a real difference in its first year, providing a modern railway facility that better serves the local community and the vital hospital nearby.

“More than 600,000 journeys in just 12 months show how important this station already is, and how continued investment in Scotland’s Railway will keep delivering benefits for passengers and communities in the years ahead.”

Joanne Maguire, ScotRail managing director, said: “It’s been fantastic to see so many people choosing rail travel, with more than 600,000 journeys made to and from Hairmyres station in the first year since it opened.

“The delivery of Hairmyres station has been about far more than new infrastructure – it has helped better connect the local community with Glasgow and beyond, whether for work, education, or leisure.

“With modern facilities, improved accessibility, and a safe, reliable, and environmentally friendly rail service, it’s easy to see why so many people are leaving the car at home and choosing rail as their preferred, more sustainable way to travel.”



The 1982 built replica GWR 4-2-2 No. 3041 'The Queen' now tenderless, is seen displayed at Windsor & Eton Central station on May 10th. *Derek Elston*

Scotland's railway ready for summer as hot weather arrives

As a spell of hot weather begins across Scotland, Network Rail engineers have been preparing for the challenges it can bring to the railway. While summer brings longer days and warmer temperatures, it also brings with it issues such as track expansion, flooding, lightning strikes and an increased risk of lineside fires. All of which can cause disruption to services. To tackle this, since March teams have carried out essential maintenance and upgrades, including painting the railway to help reduce track temperatures, rail stressing, and enhanced inspections to identify potential issues. With major events including the Commonwealth Games in Glasgow and the Edinburgh Festival Fringe set to draw millions of visitors in the coming months, this work is essential to ensuring the railway continues to operate safely and reliably.

Rail stressing is a key part of ensuring this. By setting rails to a neutral temperature, engineers help them cope with temperature changes, reducing the risk of buckles in hot weather and breaks in colder conditions. For example, in Perthshire more than four miles of rail has been stressed to better withstand temperature changes. Engineers have also completed large-scale ballast work and the clearance of more than 160,000 square metres of vegetation to improve visibility of signals and crossings. A £1.1m upgrade near Glasgow Central is also boosting the railway's resilience ahead of the summer, with points at Muirhouse Junction being replaced with more robust equipment to reduce the risk of failures during periods of high heat.

Across the wider network, teams are carrying out a wide range of activity to keep services running smoothly, including: Painting sections of rail white to reflect heat and help keep track temperatures lower; Installing and monitoring remote sensors to track rail temperatures in real time; Carrying out enhanced inspections of track, overhead lines and key assets; Managing lineside vegetation to maintain clear visibility of signals and prevent disruption; Maintaining drainage systems and carrying out flood resilience checks; Protecting signalling and telecoms equipment from weather-related damage; Increasing weather monitoring and working closely with forecasting partners to respond to changing conditions

Craig Milne, operations director at Network Rail, said: "We know summer is one of the busiest times of the year for Scotland's railway, with major events bringing more people onto the network. Our teams have been working hard to get everything in place ahead of the season, from targeted maintenance and inspections to using the latest technology to monitor conditions in real time. This is about being prepared and making sure we continue to provide a safe and reliable service, helping to keep Scotland moving throughout the summer."

TfW's Class 175 011 approaches Coswarth Crossing with 2N07 10:28 Newquay - Par service on May 19th. *Barry Beeston*

National Rail

Maroon London Transport Class 438 (4TC) phase 1 unit No. 428 is seen stabled in Eastleigh Works on May 15th.
Michael Lynam

Network Rail track machine No. DR76922 heads past Bradley on May 12th.
John Sloane

‘A win-win for businesses, locals and tourists’ as Mid Cornwall Metro begins

The first phase of Mid Cornwall Metro services began on May 18th, with local business leaders welcoming the significantly enhanced train service between Newquay and Par. From May 18th, trains are running hourly between Newquay and Par, more than doubling the previous timetable and delivering the most frequent service on the line for more than 60 years.

Mark Warren, manager of Newquay Business Improvement District, said: “Now, having a consistent hourly service, it’s going to make the train the easy way to travel into Newquay, which means we’re going to be busier for longer. People can stay later. It’s a win-win for businesses, for locals, for tourists.”

The full Mid Cornwall Metro service is due to begin next year, introducing direct trains from Newquay to Falmouth via Par, St Austell and Truro, linking some of Cornwall’s largest towns with a single service.

The £57 million project, funded by the UK Government and Cornwall Council, has been enabled by extensive upgrades carried out by Network Rail along the Newquay to Par line.

Work included restoring a second platform at Newquay station, building a new passing loop at Goss Moor to allow trains to run in both directions at the same time, installing digital signalling, replacing track near St Blazey, and completing a major refurbishment of the 153-year-old Ponts Mill viaduct.

Chris Fuoco, Network Rail’s Western route programme director for Devon and Cornwall, said: “We’re thrilled to have reached this important milestone in delivering Mid Cornwall Metro. The upgrades we’ve completed mean we can run more frequent and more reliable services, helping to better connect communities and support local economic growth.”

Cllr Dan Rogerson, Cornwall Council’s portfolio holder for transport, said: “It is wonderful to see the hourly service start on the Par to Newquay route, it is a real milestone for the Mid Cornwall Metro project.

“Delivering reliable regular travel options into Newquay as an alternative to car travel is good news on so many levels, and will help support the wider economy as well.”

Drew Creek, Mayor of Newquay, said: “Newquay’s really going through its renaissance with restaurants, bars, cafés and all sorts of other businesses. The more people we can bring into Newquay by train, the better for all those businesses and the wider economy of the town.”

Topher Chard, owner of the Station Café and nearby Saltd café, said: “It’s going to do so much. It’s going to bring more people in; a train every hour, which I’m very excited for. And of course, just the freedom to transfer around Cornwall rather than going by car.”

With power car No. 1013 leading the preserved 'Thumper' unit heads north to Scotland on May 22nd, seen here passing Atherstone. *John Alsop*

Unified leadership team launched to deliver a more joined-up railway for passengers and freight across Anglia

The railway in Anglia has reached a major milestone, with a new unified leadership team now in place to bring together c2c, Greater Anglia and Network Rail Anglia, aligning track and train more closely to deliver a more joined-up and reliable railway for passengers in the East of England.

In an important step towards the establishment of Great British Railways (GBR), the move will bring track and train together under one leadership team.

The new structure is designed to provide an even better service for customers and communities - by enabling faster, more coordinated decision-making across the network, with benefits for both day-to-day service delivery and the long-term planning of customer improvements.

Under public ownership, the integrated railway will be better placed to keep as much of the railway open as possible at the times customers need it most, including through more coordinated planning of engineering work and an even stronger focus on minimising disruption where possible.

Over time, this integrated approach will improve how services are planned and delivered day to day, providing an even more reliable and consistent experience for passengers. This has already been shown to benefit passenger and freight services on publicly owned South Eastern Railway and South Western Railway which have similar integrated teams and will become the industry standard across the network as the Government sets up Great British Railways.

The move builds on the strong performance already delivered across the region, with Greater Anglia and c2c among the best-performing train operators in the country, both achieving punctuality of over 91% and maintaining some of the lowest cancellation rates nationally, alongside a high-performing Network Rail Anglia route.

The Anglia network also plays a vital role in supporting freight and the wider economy. The integration of Anglia's railway will strengthen already close working with partners, including freight customers, Transport for London and other passenger operators, to strengthen connectivity and deliver a more integrated transport network.

The new leadership team brings together expertise from across c2c, Greater Anglia and Network Rail Anglia, providing a clear and unified focus on delivering improvements for passengers and communities.

Rail Minister, Lord Hendy, said: "c2c, Greater Anglia and Network Rail Anglia are showing exactly how public ownership is transforming the railways for good. Great British Railways will bring the management of train and track together, a vital part of ending the fragmentation that passengers have dealt with for far too long.

"As we move towards GBR, leaders will work together to put passengers and freight at the centre of all planning and decision-making, and those travelling across East Anglia will now reap the benefits: less disruption, greater connectivity and improved reliability.

"This is all part of our mission to build a passenger focused railway that supports jobs, growth and homes."

Jamie Burles, Managing Director, said: "We are starting from a position of strength, with two of the best-performing train operators in the country and a strong Network Rail route. This is about building on that success and moving into the next phase, with joint objectives and joint solutions.

"By bringing track and train together under one leadership team, we can plan better, respond faster and deliver an even more reliable railway for passengers.

"Over time, that means better coordination during disruption, more effective planning of engineering work and a more consistent experience for customers and communities across the region."

There will be no immediate changes to services, branding or the way customers travel. c2c and Greater Anglia services will continue to operate, while work continues to bring teams closer together and deliver ongoing improvements ahead of Great British Railways.

National Rail

Class 56 051 leads 56 094, 56 302 and 56 049 seen at Popham(Micheldever) on May 23rd as 56 302 and 56 094 in white livery are being taken to Marchwood military port for export to Ghana. *Dennis Rowland*

Network Rail (Construction Services OLE) Nos. DR76922 and DR76921 seen at Stafford on May 12th running as 6X81, the 11:05 Carnforth Btm End CE Siding to Carnforth Btm End CE Siding. *Derek Elston*

Rapid retrofit as classic High Speed Train units go digital

The project to fit equipment for digital in-cab signalling to the iconic High Speed Trains (HSTs), which form a major part of Britain's railway story, is setting new standards for delivering vehicle retrofitment. The third unit in a schedule of 16 Class 43 power cars being fitted with ETCS (European Train Control System) equipment, has now been returned to owner RailAdventure UK just eight weeks after being presented for the work at UKRL's facility in Loughborough, the former Brush locomotive works. The fourth unit is anticipated to be completed shortly also within an eight-week timescale. The eight-week vehicle retrofitment is the quickest turnaround of a digital fleet upgrade delivered so far as part of the £1.4 billion East Coast Digital Programme (ECDP). ECDP will transform rail operations by replacing traditional, lineside signals with continuous information displayed inside drivers' cabs, delivering a more reliable, greener and even safer railway.

The four power cars belong to RailAdventure, a specialist European freight operator, and are used for freight, rolling stock movements and charter services. Learnings taken from challenges faced during the fitment of the first two vehicles enabled the rapid progress with the next two, and have set a standard that ECDP aims to continue and improve upon with other regular vehicle retrofitments with other regular vehicle retrofitments (those not part of First in Class). The next four units to undergo retrofitment belong to Locomotive Services Limited (LSL) and are used for private charter trains. The first of these has already arrived at Loughborough.

Ben Mason, charter and heritage lead for ECDP, said: "ECDP is all about learning by doing. We've had to re-learn how we retrofit older generation trains, and create a more streamlined and efficient assurance process.

"Hitachi and their fitment teams have really turned it around. We're now in a strong place to quickly deliver the remaining 12 Class 43 units, using an efficient productionised process and avoiding unnecessary duplication. The significant progress we've made is all down to teamwork and collaboration."

Paul Maynard, vice president, integrated communications supervision, Hitachi Rail, said: "The pace of progress on the Class 43 programme has been a real turnaround and reflects the strength of collaboration across the project between Network Rail, the vehicle owners and operators, and the wider delivery teams. Alongside the wider programme progress, huge credit goes to the installation and test teams on the ground, whose hard work, adaptability and attention to detail have been instrumental in making this productionised retrofit approach a success. The way teams have worked together to solve challenges in real time and maintain momentum has been key to getting us where we are today."

Kevin Walker, managing director, RailAdventure, said: "RailAdventure are pleased and proud of the progress made with the ETCS fitment on our first two pairs of Class 43s. We are looking forward to taking them out on the network for testing and shakedowns. This will put us in a good place to support the ECDP project with systems testing on the East Coast Main Line south later in the year."

The team involved is working to secure regulatory approval to place the Class 43s into regular service using ETCS, and the aim is to have them operating using digital signalling between Welwyn and Hitchin from later this year.

National Rail

£6m upgrades on the Far North Line over three weeks in June

Network Rail is set to carry out major engineering work worth £6m on the Far North Line next month to help improve journeys on one of the Highlands' most important transport routes. The Far North Line supports everyday travel for local residents, is popular with visitors, and connects Scotland's most northerly communities with the Central Belt via Inverness. As part of Network Rail's commitment to improving reliability, upgrades will take place at several locations including between Evanton, Tain, and Lairg, and on sections north of Tain towards Wick and Thurso.

Engineers will be renewing more than 4 km of track, carrying out repairs to a railway bridge over Craigory Burn near Edderton, improving drainage, and maintaining the level crossing at Rogart.

In order for the work to be completed safely and efficiently, no trains will run between Dingwall and Wick from late on Sunday, June 7th, until early on Monday, June 29th. During this time, ScotRail will operate a rail replacement plan. Other public transport options are available, and passengers are encouraged to check Traveline for journey options.

Gerry McQuade, capital delivery director at Network Rail Scotland, said: "We're committed to continually improving the railway in the north of Scotland, and have a multi-year programme of investment in the Far North Line to help make journeys safer and more reliable. This year's work includes significant upgrades on a key section of the route that will help keep services running smoothly. We know there's never an ideal time to close any part of the railway, but by bringing this work together into a single planned closure, we can work more efficiently and avoid multiple shorter disruptions across the year. The Far North Line is a vital route for local communities and visitors alike, and I'd like to thank everyone for their patience and understanding while we deliver this important work."

Mark Ilderton, ScotRail service delivery director, said: "We know how important the Far North Line is to the communities it serves, and while this work means some temporary disruption, it's a vital investment in the long-term future of the route. We're committed to keeping our customers moving throughout the works, with replacement buses in operation along the route. We're grateful for our customers' patience and understanding and look forward to welcoming them back on board when the works complete."

Charing Cross and Waterloo East to close for 22 days for £20m railway upgrade

Customers advised to plan ahead and check before they travel ahead of the closure.

London Charing Cross and Waterloo East stations will close for 22 days this summer to allow the South Eastern Railway to deliver a £20 million programme of essential railway upgrades.

The closure will run from Sunday July 26th to Sunday August 16th, plus some weekends either side, and will allow railway engineers to replace nearly two kilometres of 36-year-old track, rebuild sections of platform at Charing Cross, upgrade track drainage systems and carry out structural repairs to both the Waterloo East to London Waterloo pedestrian link bridge and the Hungerford Bridge, which takes the railway over the Thames to Charing Cross.

The investment will modernise the infrastructure on one of the most important sections of the South Eastern Railway network, helping to deliver an even safer and more reliable railway.

During the station closures, no trains will call at London Charing Cross or Waterloo East. Southeastern services that normally run into Charing Cross will be diverted to:

London Victoria
London Cannon Street
London Blackfriars

Some services will terminate at London Bridge Customers can use their tickets on alternative rail routes, London Underground and London Buses at no extra cost. Those who are able to are encouraged to cycle or walk to complete shorter journeys.

Scott Brightwell, Train Services Director, South Eastern Railway, said: "The £20 million investment we are delivering will see 1990s track and platforms upgraded to make journeys safer and more reliable, and Victorian era structures strengthened to remain fit for the future.

"By consolidating the work into 22-day closure, supported by preparation and follow-up weekends, we can complete the work more quickly and with less disruption overall than the alternative options of 60 weekend closures or four to five 9-day closures.

"We have planned the closure for the summer, when passenger numbers are around 20 per cent lower and schools are closed, to help manage the impact on customers.

"We're asking passengers to plan ahead and check before they travel".

Dates for your diary

No trains will call at Charing Cross or Waterloo East stations on the following dates.

Sunday 31 May
Sunday 7 June
Saturday 18 and Sunday 19 July
Sunday 26 July to Sunday 16 August - 22-day closure
Saturday 22 and Sunday 23 August
Saturday 10 and Sunday 11 October.

Customers should be aware that the alternative service plan for preparation and follow-up weekend closures may be different from the main 22-day closure, and are encouraged to check before travelling.

National Rail

The race is on as the masses clamour to board Class 197 038 working a late running 1B50, the 16:06 Cardiff Central to Milford Haven service on May 20th.
Derek Elston

Northern City Line celebrates one year of 'no signals'

The Northern City Line (NCL), between Finsbury Park and Moorgate in the City of London, on May 19th celebrated one year since its physical lineside signals were removed. The NCL became Britain's first 'no signals' commuter railway in May 2025, and since then almost 70,000 train services* have been operated by Great Northern using digital in-cab signalling. The groundbreaking NCL project is a vital 'pathfinder' for the introduction (from later this year) of digital signalling to the East Coast Main Line (ECML), enabling a more reliable, more efficient, greener and even safer railway. Part of the Government-funded £1.4billion East Coast Digital Programme (ECDP), it will be the largest and most complex digital signalling migration undertaken anywhere in the world. The learnings taken from NCL in integrating the European Train Control System (ETCS), preparing and supporting drivers and signallers through the changes, and progressing through industry assurance, have all been vital in that regard.

The move from an 'overlay' (where trains can be operated either with digital or conventional signalling) to a no-signals railway has seen a steady improvement in the reliability of services. The partners involved (GTR, Network Rail and Siemens Mobility) have worked closely to optimise how colleagues interact with the system, ensuring that learnings have been taken from teething issues encountered in the early stages.

Sarah Jane Crawford, Network Rail's industry partnership director, ECDP, said:"I'd like to thank all our teams across our partners who have worked hard to embed 'no signals' operations on the NCL as part of the regular, day-to-day service pattern. We've 'learned by doing' on NCL, where we successfully secured the necessary approvals and integrated across track and train. We're now close to beginning the introduction of digital in-cab signalling on the East Coast Main Line, with significant learnings informing a gradual migration plan aimed at ensuring high performance throughout."

Raj Patel, GTR's head of digital signalling, said: "The NCL project has delivered a standout success, paving the way for a truly 'no-signals' railway. Achieving this transformation on an intensive commuter route in just a year is a remarkable milestone. It's a testament to the close collaboration across all partners, and it's already delivering results with improved reliability of signalling assets. With that momentum behind us, we're excited to introduce the first digitally signalled trains on the East Coast Main Line later this year."

The Nosh Report

Cumbrian coffee bar brewing up expansion after success at Oxenholme station

A Cumbrian coffee business is planning to expand less than six months after Avanti West Coast welcomed it onto the platform at Oxenholme station. Ramble and Roast, owned by Daniel Smith and Hannah Zussman, is looking to recruit and extend its opening hours as its small business continues to thrive. Operating out of a converted Smart car, which is parked neatly into a spot on platform 1, the location serves a range of coffee and sweet treats to those making journeys by rail. The unique coffee bar opened in January 2026 after the couple were offered a permanent spot at the station, which is managed by Avanti West Coast - supporting the train operator's commitment to work with small or medium-sized enterprises (SMEs) local to its route. Business has grown steadily over the last five months, and on the Early May Bank Holiday the new location had its busiest day serving 200 cups of coffee.

Based in Carlisle, the mobile coffee company was set up by Dan and Hannah nearly two years ago after moving to the area from London. The couple often visited the Lake District where they combined their love of walking with a cup of coffee. Their shared passion grew into a business idea, inspiring the name Ramble and Roast, where they spent weekends serving hot drinks at locations around the Lakes. After a few months, they decided to turn it into a full-time venture.

This latest set-up at Oxenholme, which is the gateway to the Lake District, sees the couple employ one member of staff and work with Kendal-based Sweet Treats by Martin Frickel, who supplies bakes to go along with the coffee.

Michael Byrne, Avanti West Coast Station Manager at Oxenholme, said: "Ramble and Roast has become a firm favourite with customers and locals. The set up creates a gentle buzz about the station. We regularly see people sipping on a coffee and enjoying a chat before catching the train. As the gateway to the Lake District, the station is an ideal place to showcase what the region has to offer. We're proud to serve Oxenholme and support the wider community by working with local businesses such as Ramble and Roast. It's great to offer something different to the thousands of people who travel through the station every year."

Hannah, co-owner of Ramble and Roast, said: "Oxenholme felt like the perfect location for Ramble and Roast from the beginning. It brings together commuters, locals and visitors alike – exactly the kind of community we wanted to bring an elevated railway station coffee experience to. Since opening in January, the response has been incredible and we're proud of how quickly the concept has grown. Our focus has always been on redefining grab-and-go coffee, serving speciality coffee from B-Corp roasters, Dark Woods Coffee, alongside artisan products and premium ingredients. We serve handcrafted sweet treats created by Martin, an ex-Michelin star chef, as well as rich hot chocolate made using real grated chocolate – bringing a level of quality and craftmanship rarely found in a station setting.

"We're excited to continue growing Ramble and Roast, creating more local opportunities, and bringing a more refined coffee experience to Cumbria."

National Rail

‘Blue Peter’ is seen near Mintholme with 1Z32 08:55 London Euston - Hellifield on May 18th. *John Balaam*

Clubs and Societies Apparel

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

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

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

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

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

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

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

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

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

Branded merchandise, Draw bags, mouse mats, coasters.

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

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

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

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

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

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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

D326 - A jinxed class 40 locomotive?		
1	26th December 1962	Ran through a red signal into the rear of 1645 Liverpool - Birmingham XP, the brakes having failed. though one report said 'driver error.' 18 people killed; 33 people injured. [*this driver also in 6th April 1999 crash at Crewe*]
2	8th August 1963	Great Train Robbery - D326 was a last minute substitue for a failed locomotive.
3	Early September 1963	London - Manchester driver died of a heart attack while driving - second man was able to take over.
4	During August 1964	Fireman was standing on top of D326 when he touched the overhead wire. **A second report** said that he was standing on the catalk of a petrol tanker in some sidings. **A third report** says that the 2nd man opened the doors above D326's nose so that he could clean D326's cab windows and his brush came into contact with the ovehead wires. **A fourth report** says that this incident happened at Tilbury (Riverside) station.
5	During October 1964	Three track workers failed to hear D326 coming - all killed. Driver said he saw them, tried braking but brakes failed. When checked brakes found to be in working order. Several witnesses said driver's hand was firmly clamped on the brake handle for some time after the train had stopped. **A second report** said that when the brakes failed this train [*OR was D326 on it own?*] was approaching at about 50 mph BUT swift staff action (who realised what was happening) diverted D326 onto another line where it smashed onto another line where it smashed into a goods train causing tnat train's guard to be injured..
6	During November 1965	D326 badly damaged in a rear-end collision. After being repaired, sent out on a trial run during which secondman slipped and fatally struck by a passing train.
7	During 1967	Temporarily taken out of service and stored at Swindon?????
8	Date unknown	D326 left at Monument Lane depot with no parking brake on - and thus it ran away!
OTHER INFORMATION		
A	D326 was cut up at Doncaster BREL Works in April 1968 as a mark of respect for Driver Jack Mills who sustained serious injuries inflicted by the Great Train Robbers; this led to his death as he did not recover from his injuries.	
B	In one film of this incident [*BUSTER with Phil Collins*] D306 (preserved loco usually kept at the Great Central Railway) was used. Split headcode boxes were added - which were **NOT** on D326 in its lifetime. In another film of this incident [*ROBBERY with Stanley Baker*]I understand that D318 (40118) was used (and with no split headcode boxes). My latest information is that it is at Tylesly undergoing restoration.	
C	One of the TPOs from this incient is now preserved; to be restored to operational use.	

A Different View

Class 66 177 approaches Pemberton foot crossing with 6E26 the 10:50 Knowsley to Wilton, Domestic and Industrial Waste train, on May 1st. *Paul Senior*

A Different View

Seen at the Tanat Valley Railway on May 16th, 'Rail Taxi', a converted Isetta bubble car on narrow gauge track. *Mark Enderby*

A Different View

Also at the Tanat Valley Railway on May 16th, ‘Monoloco’ on its short length of track.
Mark Enderby

Preserved Railways

GRESLEY CLASS N2 NO. 1744 STEAMS AT NORTH NORFOLK RAILWAY

The Gresley Society, founded in 1963 to honour the life and works of Sir Nigel Gresley, is pleased to report a significant milestone in the overhaul of its Gresley class N2 No. 1744 at the North Norfolk Railway's workshops in Weybourne. The locomotive was successfully steamed on Tuesday May 12th 2026 for the first time since 2018 and made a few light engine movements around the yard.

The boiler successfully completed its re-hydraulic test to 255 psi - 1.5 times its safe working pressure - in April 2026. The test was witnessed by boiler inspector Andy Wright of BTIS, who expressed complete satisfaction with the results.

The overhaul of Sir Nigel Gresley's oldest surviving locomotive, originally withdrawn from service in late 2018, has involved extensive mechanical and boiler work, with the total cost now approaching £800,000. The North Norfolk Railway generously agreed to complete the overhaul, being reimbursed through operational use of the locomotive.

The next stage will be the final Part 2 Boiler Examination by Andy Wright of BTIS followed by the completion of the painting of the locomotive and any remaining final assembly work, including the fitting of the brick arch to the firebox. The Gresley Society anticipates that No. 1744 will return to service on the NNR in July 2026, resplendent in its distinctive Great Northern Railway green livery.

The N2 Overhaul Completion Club, launched to raise the final £100,000 needed, continues to attract strong support. It has now passed £56,000, with 45 subscribers. The club offers attractive benefits for those contributing £1,000 each (payable in up to eight instalments), including a signed certificate, exclusive visits to the locomotive under overhaul, priority tickets on its first trains, a limited-edition print by Matthew Cousins, and one year's free membership of The Gresley Society.

Philip Benham MBE, Chairman of The Gresley Society, said: "The successful steaming and light engine movements mark another major step forward in returning No. 1744 to traffic. We remain grateful to the North Norfolk Railway and all those supporting the project. With The N2 Overhaul Completion Club now well over halfway to its target, we urge LNER enthusiasts to join us so that this unique Gresley tank engine can once again haul trains - including the Midland & Great Northern Society's Gresley Quad-Art carriages - on the North Norfolk Railway in Sir Nigel Gresley's 150th anniversary year."

OLDEST GRESLEY LOCOMOTIVE CLASS N2 NO. 1744 PASSES STEAM EXAMINATION TEST

Following its successful steaming and light engine movements on Tuesday May 12th, No. 1744's boiler passed its critical Part 2 Steam Examination Test on Wednesday May 20th.

The Test was carried out to the satisfaction of Andy Wright, the Nomiated Body for the boiler from BTIS. The next steps will be completion of the painting, lining and lettering of the locomotive, and any remaining final assembly work, including the fitting of the brick arch to the firebox. The Gresley Society anticipates that No. 1744 will return to service on the NNR in July 2026, resplendent in its distinctive Great Northern Railway green livery.

Philip Benham MBE, Chairman of The Gresley Society, said: "Passing the steam examination test marks yet another major step forward in returning No. 1744 to traffic for the first time since 2018. With The N2 Overhaul Completion Club now well over halfway to its target, we urge LNER enthusiasts to join us so that this unique Gresley tank engine can once again haul trains - including the Midland & Great Northern Society's Gresley Quad-Art carriages - on the North Norfolk Railway in Sir Nigel Gresley's 150th anniversary year. We remain grateful to the North Norfolk Railway and all those supporting the project."

Details of how to join The N2 Overhaul Completion Club are available at www.gresley.org.

Preserved Railways

Hopetown Darlington Celebrates 10 Years of the Railway Coffee Morning Group

Hopetown Darlington marked a proud milestone as the Railway Coffee Morning Group celebrated its 10th anniversary.

The celebration took place on Thursday April 30th at the new Darlington Locomotive Works with cake, conversation and a room full of railway memories.

Established a decade ago within the former railway museum, the group began as a simple monthly coffee morning and has since quietly grown into a vital community lifeline. For ten years, it has brought together former railway workers and their relatives, creating a welcoming space for friendship, storytelling and connection, all set against the unmistakable backdrop of Darlington's railway heritage.

The group has previously undertaken day trips to National Railway Museum and Locomotion and, during Hopetown Darlington's redevelopment, the group regularly met at Morrisons North Road Café.

"The group stands out for its informal, inclusive and heritage-led approach that has become a crucial community lifeline to battle loneliness in the older generation of former railway workers." Said Alison Grange, Collections Engagement Manager at Hopetown Darlington who created and facilitates the group.

"When we started the Railway Coffee Morning Group ten years ago, the idea was simply to open the doors, put the kettle on and give people a space where they felt comfortable talking. What's grown from that has been incredibly special.

This isn't just about railways, although that shared history brings people together - it's about connection, wellbeing and belonging. For many of our members, this monthly gathering has become a real anchor. Seeing everyone together today, sharing stories beneath these locomotives, has been a deeply moving reminder of why Hopetown and the Coffee Morning matters and why community spaces like this are so important."

The anniversary celebration took place today, Thursday 30 April, with long-standing members gathering to reminisce, laugh and share personal stories from lives shaped by the railway. The atmosphere was warm and distinctly local, enhanced by the rare sight of the UK's newest steam locomotive under construction – Prince of Wales – side by side with Darlington's internationally famous locomotive Tornado - a powerful visual symbol of Darlington's past, present and future at the heart of British railway history.

Guests enjoyed a small pop-up exhibition exploring Darlington's locomotive-building history, featuring photographs and objects from Hopetown's collection, alongside a celebratory cake-cutting ceremony.

The members of the group shared stories from their time on the railways, reminisced over the last 10 years of the Railway Coffee Morning, and remembered former members of the group no longer with us.

Les, one of the original members of the Coffee Morning, said: "I started coming along years ago for a cuppa and a chat, but it quickly became much more than that. This group keeps you connected to each other and to the railway history we're all so proud of, allows you to make genuine friends and to reminisce about the good old days in North Road Works. It gives you something to look forward to every month, and that means a lot."

The Railway Coffee Morning Group's 10-year celebration is a reminder of the power of local places and people, and the lasting impact that shared heritage, conversation and community can have.

Preserved Railways

NEW TRAIL-BLAZING HYBRID FREIGHT LOCOMOTIVE HAULS FIRST PASSENGER TRAIN AFTER SURPRISE DIESEL GALA APPEARANCE

SWANAGE RAILWAY

A new trail-blazing freight locomotive – yet to enter service on the national railway network and the country's most advanced hybrid powered by diesel and electric – has hauled its first passenger train on the Swanage Railway after being a surprise guest at the heritage line's annual Diesel Gala and Beer Festival.

Operated by GB Railfreight, it was the first time that a powerful and environmentally friendly multi-million pound Class 99 – built by Stadler in the Spanish city of Valencia - had hauled a passenger train in the United Kingdom.

The new Class 99 locomotive – which aims to cut CO2 emissions by 50 per cent - joined eight heritage diesel locomotives and a pioneering 'push-pull' train that told the story of Britain's railways during the transition from steam to diesel trains in the 1960s.

With seven of the locomotives travelling to the Purbeck heritage line from the national railway network, the popular Diesel Gala and Beer Festival drew enthusiasts from across the country and took place from Friday to Sunday, May 8th to 10th, inclusive, with the beer festival at Corfe Castle station sporting 40 Dorset ales and ten ciders

The event featured an intensive three-train service with most trains operating along the entire length of the nine-mile Swanage Railway – past Norden station and beyond Furzebrook to the River Frome within sight of Wareham.

Diesel gala and beer festival organising team member and Swanage Railway volunteer Dan Bennett said: "This year's diesel gala and beer festival was one of the most successful, and busiest, in the event's almost 20 year history. There was a very real buzz, and excitement, among the enthusiasts attending the event.

"It was the first time that GB Railfreight's new powerful Class 99 diesel and electric locomotive No. 004 - built in Spain by Stadler - had hauled a passenger train in the UK and the Swanage Railway was delighted, and very grateful, to host such a marvellous machine. The Class 99 looked fantastic and enthusiasts were gathering around it all weekend.

"I would like to thank all those people who have worked so hard to plan and deliver the event as well as saying a big thank you to everyone who attended and enjoyed the event in what was marvellous weather. It could not have been better," added Dan who lives in Wareham and is the volunteer deputy chair of the Swanage Railway Trust as well as being a volunteer Swanage Railway Company director.

Swanage Railway Chief Executive Officer Abbie King explained: "Our Diesel Gala and Beer Festival has been nothing short of phenomenal. We've welcomed record-breaking visitor numbers, seen incredible support from enthusiasts and families alike and created an amazing atmosphere across the railway.

"Events like this are about far more than trains - they bring people together, support our local economy and help secure the future of the Swanage Railway as we celebrate our 50th year.

"A huge thank you goes to our volunteers, staff, visiting locomotive crews, traders and everyone who travelled to be part of it. So much work happens behind the scenes to deliver an event of this scale and I'm incredibly proud of what the whole team has achieved together. The atmosphere across the railway has been absolutely outstanding," added Abbie.

The Diesel Gala and Beer Festival also included a nostalgic and pioneering 1966 Class 438 'push-pull' 4TC four-carriage set No. 428, courtesy of London Transport, which operated between London and Swanage from 1967 to 1969 and on the main line between London and Weymouth from 1967 to 1988 when the Bournemouth to Weymouth line was electrified.

Also appearing was 1960s Class 33 diesel-electric No. D6515 'Lt Jenny Lewis RN' which hauled the last train through Broadstone to Wimborne, in Dorset, after British Rail closed the line to freight trains in May, 1977.

The Diesel Gala and Beer Festival also featured evening 'Beerex' diesel trains between Swanage and the beer festival at Corfe Castle on the Friday and Saturday.

The visiting heritage diesel locomotives were:
Class 20 No. 20 066 courtesy of Shaun Wright.
Class 26 No. 26 007 courtesy of Victor Korzeniewicz.
Class 33 No. 33 025 courtesy of West Coast Railways.
Class 37 No. 37 607 courtesy of Swietelsky.
Class 58 No. 58 023 'Leicester Depot' courtesy of Ed Stevenson.
Class 73 No. 73 141 'Spa Valley Railway' courtesy of GB Railfreight.
Class 99 No. 99 004 courtesy of GB Railfreight.

Also appearing at the event was 1960s Class 33 diesel locomotive No. 33 053 which is based on the Swanage Railway.

Photo: Class 99 004 Harman's Cross May 2026
©ANDREW PM WRIGHT

Preserved Railways

Great Central Railway Secures £250,000 Heritage Fund Grant to Power Next Chapter of Innovation

The Great Central Railway has been awarded a £250,000 grant from The National Lottery Heritage Fund, marking a major milestone for the railway and reflecting the continued strengthening of its long-term relationship with the funder.

Thanks to National Lottery players, the grant will support a programme of activity focused on enhancing the railway's volunteer experience, enriching visits for passengers and visitors, and advancing environmental sustainability across the organisation.

A significant element of the funding will be dedicated to volunteers – the lifeblood of the railway. Investment will support the recruitment of a Volunteer Ambassador role, alongside improvements to induction and training, stronger support arrangements, and outreach work with schools and underrepresented communities. The aim is to make volunteering at the Great Central Railway an even more rewarding experience while helping to attract and retain the people who keep Britain's only double-track main line heritage railway running.

The grant will also support the development of future visitor experiences, with pilot projects linked to the railway's long-term vision as Britain's Living Railway. These initiatives will explore new ways of bringing the railway's rich stories to life, with early concepts including enhanced interpretation, immersive living history experiences, and the use of heritage buses to encourage visitors to discover more of the railway and the surrounding area during their visit.

In addition, funding has been secured to develop an Environmental Sustainability Plan. This work will help the railway better understand its environmental impact and identify opportunities to reduce waste, improve energy efficiency, and support biodiversity across the estate.

This successful bid also strengthens the railway's ability to pursue larger strategic heritage projects in future, including those connected to Reunification and the continued long-term development of the line.

The achievement reflects the dedication and commitment shown across the organisation by its staff and volunteers. From operating trains and maintaining infrastructure to restoring locomotives and rolling stock, supporting administration, serving customers and representing the railway to the public, the collective effort of the Great Central Railway team has played a central role in securing this significant investment.

Work on the funded projects will begin in the coming months, with further updates to be shared as each initiative progresses.

Image: ©John Bagshaw

Preserved Railways

The National Railway Museum's National Collection Diesel D6535 Returns to Service Following Major Restoration

The Great Central Railway and 5305 Locomotive Trust are celebrating the completion of a major restoration project on the National Railway Museum's National Collection locomotive D6535, preserving one of Britain's most significant early diesel locomotives for future generations. Visitors will have the opportunity to see the restored locomotive in action during the railway's Autumn Diesel Gala, where D6535 (33116) will be paired with visiting Class 33 locomotive 33103, appearing courtesy of Nemesis Rail and the Ecclesbourne Valley Railway. The pairing promises to be a highlight for diesel enthusiasts, although D6535 is also expected to operate on selected running days before the gala.

D6535 is an important part of Britain's railway heritage and forms part of the National Collection. Built in 1960 by the Birmingham Railway Carriage and Wagon Company, it was one of a class of medium-powered diesel locomotives developed under British Railways' landmark 1955 Modernisation Plan.

Ordered by the Southern Region, D6535 represented an enhanced version of locomotives previously supplied to the Eastern Region. Improvements included a more powerful Sulzer engine, electric train heating, and both air and vacuum braking systems. The Class 33 fleet ultimately comprised 98 locomotives across two variants, including 12 specially built for the restricted Hastings route. The class became particularly well known for innovative push-pull operations on services between Bournemouth and Weymouth. Modified locomotives could haul trains in one direction before being remotely controlled from the driver's cab of an electric multiple unit on the return journey. The system remained in service until the extension of electrification to Weymouth and was also employed on services to Salisbury and between Clapham Junction and Kensington Olympia.

D6535 entered service in December 1960 and was initially allocated to Hither Green before later serving at Eastleigh, Stewarts Lane and Old Oak Common. In 1993 it was named Hertfordshire Railtours at Weymouth Quay. Following withdrawal from service in 1998 after a shunting accident, the Railway Heritage Committee selected the locomotive for preservation within the National Collection.

After spending several years stored at Old Oak Common, where exposure to the elements led to significant deterioration, D6535 moved to the Great Central Railway in 2005 under the custodianship of the 5305 Locomotive Trust. While initial restoration efforts included partial rewiring, engine repairs and bodywork attention, extensive corrosion caused by prolonged outdoor storage required a far more comprehensive programme of restoration.

The latest project has included substantial structural repairs, replacement of heavily corroded metalwork, and extensive work to both driving cabs. Restoration teams also addressed long-standing issues caused by failed internal guttering and water-trapping body filler, which had contributed to widespread deterioration.

The completed restoration ensures that D6535 can continue to tell the story of Britain's transition from steam to diesel traction and preserves an important chapter in the history of the Southern Region's diesel fleet.

Visitors wishing to see D6535 in operation should keep an eye on the GCR website and social media channels for announcements regarding upcoming running days and the Great Central Railway's Autumn Diesel Gala.

Preserved Railways

A visit to the Gartell Light Railway on May 31st by DAVID LINDSELL

INTRODUCTION

The privately owned two foot gauge Gartell Light Railway was opened to the public in 1991. It is located south of Templecombe just off the A357 and is well signposted. It is open just eight times a year. The station at Common Lane has a large car park and access to the station is via a covered footbridge, although there is also a footpath for wheelchair users. There is a large cafe, shop and toilets and a room with model railways. The full size signal box can be visited by the public. This is also where the locomotives and carriage sets are shedded.

DESCRIPTION OF THE LINE

From Common Lane Station trains face a 1 in 32 gradient, easing to 1 in 50 after passing under the former Somerset and Dorset trackbed, up to Pinesway Junction, where there is another full sized signal box. Here a diesel locomotive comes onto the rear of the train and the front steam engine is uncoupled. The train is then hauled across Common Lane level crossing to Tower View Station where the diesel is uncoupled. Whilst this is taking place the front steam engine runs light from the Junction to Common Lane, to be used in the next departure. Steam takes charge again returning across the level crossing, through Pinesway Junction and further along the former trackbed to Park Lane Station, where a sign says it is 33 and a quarter miles to Bournemouth. Here the engine runs around the train and returns to Common Lane Station in reverse.

LOCOMOTIVES

No. 1 – AMANDA
A bo-bo diesel hydraulic from the Southport Pier Tramway which was rebuilt to look like a Class 33 at the Common Lane workshops.

No. 5 – ALISON
An 0-4-0 diesel hydraulic built by Alan Keef in 1983 with a 75hp engine. Now used as a station pilot and on maintenance trains.

No. 6 – MR G
An 0-4-2 Tank Engine, which was built especially for the line in 1998 at the North Dorset Locomotive Works near Shaftesbury.

No. 8 – FAITH
Another 0-4-2 Tank Engine built and owned by John Uphill, which entered service in 2016 and is on loan to the the railway.

No. 9 – JEAN
A 0-4-0 Tender Engine, designed and built by Dr Alan White, which entered service in 2009.

COACHING STOCK

The GLR has three sets of three coaches as follows:
Set 100 has wooden bodies and is painted in Southern Railway Green.

Set 101 has steel bodies and is painted in maroon livery.

Set 102 is also steel bodied, but finished in dark prussian blue.

NB: All coaches are furnised with bus seats internally.

FREIGHT STOCK

There are also several goods vehicles including a brake van, open wagon, tank wagon, bogie open wagon, two bogie flat wagons, bogie crane wagon and a bogie van for use by maintenance staff.

No. 5 Alison at Common Lane Station with The Pines Express Set

No. 8 Mr G runs around at Park Lane

No.4 Faith leaves Pinesway Junction light engine for Common Lane

No. 1 Faith and No. 8 Mr G in the sunshine at Common Lane

No.5 Amanda at Common Lane Crossing

No. 6 Jean heads towards Pinesway Junction and Park Lane

East Lancs Railway

Barclay shunter No. 11506 was acting as station pilot at Bury on May 27th.
Michael Lynam

East Lancs Railway

On May 27th, Southern Pacific No. 34092 'City of Wells' is seen arriving at Rawtenstall station. *Michael Lynam*

Cambrian Railway

At Llynclwys on May 16th, former Class 502 driving car No. 28690. *Mark Enderby*

Former Northern Railways Class 144 007 is seen at Oswestry on May 16th. *Mark Enderby*

On May 16th, at Llynclwys, Class 08 shunter No. D3019 was found residing in a siding. *Mark Enderby*

Cambrian Railway

A very smart looking Class 73 129 is seen at Oswestry on May 16th. *Mark Enderby*

Cambrian Railway

A long way from its former territory, Great Western liveried Class 143 619 is seen at Oswestry on May 25th. *Phil Martin*

Class 73 129 stands in the sunshine at Oswestry on May 25th. *Phil Martin*

Former Northern's Class 144 007 is seen at Oswestry on May 25th. *Phil Martin*

Strathspey Railway

On May 21st, Class 31 No. D5862 is seen running light engine on the Strathspey Railway at Aviemore. *Barry Longson*

Strathspey Railway

On May 10th, Class 08 No. D3650 (08 490) and Class 31 No. D5862 are seen at Aviemore. *Paul Godding*

Strathspey Railway

On May 21st, 2MT Class No. 46464 runs around its stock at Aviemore, having arrived from Broomhill. *Barry Longson*

Tallylyn Railway

Originally built in 1864 by Fletcher, Jennings & Co. of Whitehaven as an 0-4-0ST, No. 1 'Talyllyn' had a short wheelbase and long rear overhang which led to its rapid conversion to an 0-4-2ST. Seen here at Rhydyronen on May 24th. *Phil Martin*

0-4-2ST No. 4 was built in 1921 by Kerr, Stuart & Co. Ltd. for use on the Corris Railway, and was purchased by the Talyllyn in 1951 – being named 'Edward Thomas' after the TR's former manager, seen here working a service at Rhydyronen on May 24th. *Phil Martin*

0-4-2ST No. 4 was built in 1921 by Kerr, Stuart & Co. Ltd. for use on the Corris Railway, and was purchased by the Talyllyn in 1951 – being named 'Edward Thomas' after the TR's former manager, seen here working a service at Abergynolwyn on May 24th. *Phil Martin*

Vale of Rheidol

No. 7 ‘Owain Glyndŵr’ is seen at Devils Bridge on May 6th. *Phil Martin*

No. 9 ‘Prince of Wales’ is seen at Devils Bridge on May 3rd. *Phil Martin*

No. 8 ‘Llywelyn’ stands at Aberystwyth on May 6th. *Phil Martin*

GWS Didcot

GWR Large Prairie No. 4144 was operating the branch line demonstration train on May 30th.
Colin Pidgeon

GWR King Class No. 6023 'King Edward II' stands outside the engine shed on May 30th.
Colin Pidgeon

GWR Castle Class No. 5051 'Drysllwyn Castle' is seen outside the engine shed on May 30th.
Colin Pidgeon

GWS Didcot

On May 30th, the Bluebell Railway's new build Atlantic 4-4-2 No. 32424 'Beachy Head' is seen in steam at Didcot, before it heads back to the Bluebell Railway. *Colin Pidgeon*

Great Central Railway

On April 25th, visiting Hymek No. D7018 approaches Quorn & Woodhouse with the 15:20 Loughborough to Leicester North during the GCR Spring diesel gala.
Mark Pichowicz

Great Central Railway

Peak No. D123 pauses at Rothley during the GCR Spring diesel gala on April 25th.
Mark Pichowicz

Brecon Mountain Railway

The 12:30 departure for Torpantau departs Pant behind the Brecon Mountain Railway's Number 2 on May 27th. The immaculately turned out loco was built by the Baldwin Locomotive Works, Philadelphia in 1930 and massively rebuilt in Wales. *Jeff Nicholls*

Somewhere in the USA? No, high in the Brecon Beacons at Torpantau, the Brecon Mountain Railway's Number 2 performs the noisy and spectacular blowdown which is done at the end of every journey to the summit on May 27th. *Jeff Nicholls*

Brecon Mountain Railway Number 2 is seen at Pant on May 27th. *Jeff Nicholls*

Gloucestershire & Warwickshire Railway

BR Standard 2MT No. 78022 departs Toddington slightly late, as is the norm at galas, with 2C13 the 10:52 to Cheltenham Racecourse on May 25th. *Derek Elston*

Visiting from The Boness & Kinneil Railway, LMS Liveried CR Class 439 No. 15189 gets topped up at the water column at Toddington during the Cotswold Festival of Steam Event on May 25th. *Derek Elston*

Class 04 No. D2280 is seen stabled alongside Toddington depot on May 25th. *Derek Elston*

Gloucestershire & Warwickshire Railway

Visiting the GWR for the Cotswold Festival of Steam, SR BoB Class No. 34070 'Manston' eases up to its train at Toddington ready to work the 10:12 to Cheltenham Racecourse on May 25th. *Derek Elston*

Completed in 2024, GWR Grange No. 6880 'Betton Grange' is shunted into position in Toddington shed yard by 1874 built GER Class 209 No. 229 during the Cotswold Festival of Steam on May 25th. *Derek Elston*

GWR Hall Class No. 7903 'Foremark Hall' is seen receiving attention in the GWR workshops at Toddington on May 25th. *Derek Elston*

West Lancashire Light Railway

Bagnall 0-4-0ST ‘Sybil’ No. 1706 built in 1906, formally at Dinorwic Quarries is seen at West Lancs Light Railway, Hesketh Bank on May 25th. *Brian Dobbs*

West Lancashire Light Railway

Bagnall 0-4-0-ST 'Sybil' No.1706 built in 1906, formally at Dinorwic Quarries and Orentstein and Koppel 0-4-0 WT 'Montalban' that worked previously in Spain are seen at Hesketh Bank on May 25th. *Brian Dobbs*

Severn Valley Railway

Two centre-cabs in tandem! A rare sight as Class 14 No. D9551 double heads with the sole-surviving 'Clayton', Class 17 No. D8568, seen entering Highley station on May 14th. *Jeff Nicholls*

Class 46 045 climbs Eardington bank with the 16:25 Kidderminster - Bridgnorth service on May 15th. *Phil Martin*

Peak Class 46 045 stands next to the Great Western style footbridge at Bewdley with a service for Bridgnorth on a sunny May 15th. *Lee Stanford*

Severn Valley Railway

Class 09 107 stands at Bewdley on May 16th working a Bewdley - Kidderminster local service. *Phil Martin*

Class 50 033 is seen at Eardington with the 18:15 Bridgnorth - Kidderminster service on May 15th. *Phil Martin*

Class 20 048 calls at Arley on May 14th with a service to Kidderminster. *Phil Martin*

Severn Valley Railway

Class 56 049 arrives at Hampton Loade on May 16th with the 08:10 Kidderminster - Bridgnorth service. *Phil Martin*

Class 55 009 calls at Hampton Loade in torrential rain on May 14th with a service to Bridgnorth. *Phil Martin*

Class 50 033 is seen at Hampton Loade with the 15:20 Kidderminster - Bridgnorth service on May 15th. *Phil Martin*

Severn Valley Railway

Deltic Class 55 009 ‘Alycidon’ was a popular visitor to the Seven Valley diesel gala and is seen arriving at Bewdley on May 17th with a Kidderminster bound service. *Lee Stanford*

On the final day of the railway’s diesel gala, Clayton Class 17 No. D8568 is seen at an usually quiet Bewdley with a DMU drag.
Lee Stanford

First Great Western owned Class 57 604 stands at Kidderminster with stock provided by West Coast Railways on May 17th. *Lee Stanford*

Severn Valley Railway

Class 57 010 arrives at Hampton Loade with the 05:10 Kidderminster - Bridgnorth service on May 15th. *Phil Martin*

Class 57 604 is seen at Hampton Loade on May 15th on the rear of the 08:10 Kidderminster - Bridgnorth service. *Phil Martin*

Western No. D1015 and GBRf's Class 57 306 are seen at Kidderminster on May 15th. *Richard Hargreaves*

Severn Valley Railway

The secondman on Class 55 009 ‘Alycidon’ is ready to exchange tokens with the Highley signalman as the Deltic prepares to stop in the station on May 14th. At this point, the loco was running on one engine only but the sound was unmistakeable! *Jeff Nicholls*

Forty year old Class 59 001 brings up the rear of a Kidderminster bound train at Highley on May 13th. It’s great to see this loco restored to its original livery. *Jeff Nicholls*

Class 57 306 is seen at Hampton Loade on May 17th with the 08:10 Kidderminster - Bridgnorth service. *Phil Martin*

Severn Valley Railway

Class 20 142 working the 13:25 Kidderminster to Bridgnorth service passes Warship No. D821 working the 13:25 Bridgnorth to Kidderminster service at Arley on May 16th. *Richard Hargreaves*

Class 33 108 rests between duties at Kidderminster on May 15th. *Richard Hargreaves*

Class 59 001 is seen at Arley on May 15th with a service to Bridgnorth. *Phil Martin*

Severn Valley Railway

Class 50033 with the 15:55 Arley to Kidderminster service waits departure time on May 14th.
Richard Hargreaves

Class 46 045 is seen alongside 20 189 and 20 048 at Kidderminster on May 15th.
Richard Hargreaves

Class 46 045 prepares for its next working from Kidderminster on May 15th.
Richard Hargreaves

Severn Valley Railway

Class 14 No. D9551 and Warship No. D821 wait departure time at Kidderminster on May 15th with the 17:15 service to Bridgnorth.
Richard Hargreaves

The late afternoon sun lights up Hymek No. D7018 as it waits time at Highley on May 14th. If it were not for the Gresley coach behind the loco, this could pass for a photo from the 1960s.
Jeff Nicholls

Ready for the off at Highley on May 14th, immaculate Class 67 006 looks at home on a set of Maroon Mark Ones. *Jeff Nicholls*

Tanfield Railway

At the Tanfield Railway's Spring Gala on May 9th, NCB Austerity No. 49 simmers outside Marley Hill shed, whilst shunter No. 2 potters around the yard with goods stock. *Ben Bucki*

On May 9th, Armstrong-Whitworth shunter No. 2 potters around the yard at Marley Hill shed. *Ben Bucki*

'Keighley Gasworks No. 2' and 'Stanley' prepare to depart Andrews House station, with a demonstration goods train on May 9th. *Ben Bucki*

Tanfield Railway

At the lines Spring Gala, RS&H tank loco ‘Sir Cecil A Cochrane’ prepares to depart Andrews House Station, with a service to Sunniside. *Ben Bucki*

On May 9th, No. 3 ‘Twizzel’ prepares to depart Andrews House station, with a mixed train for Tanfield East. *Ben Bucki*

No. 3 ‘Twizzel’ brings up the rear of a Tanfield East-bound service at Andrews House station on May 9th. *Ben Bucki*

From the Archives

LNWR ‘Super D’ No. 49395 is photographed at Burrs Country Park, East Lancashire Railway, with a demonstration goods train from Bury to Ramsbottom, on November 10th 2011. The loco is currently not in working order and is on display at Shildon. *Brian Dobbs*

From the Archives

An Inverness - Edinburgh express prepares to stop at Dalwhinnie on May 23rd 1981, haulage being provided by Class 26 044 and 26 024. *Jeff Nicholls*

A movie photographer makes good use of a cab ride to record LMS No. 6201 climbing Gresford Bank with special returning to Hereford on April 23rd 1977. *John Sloane*

DRS's Class 37 402 awaits departure from Barrow-in-Furness to Carlisle as First Group's Class 185 140 heads to Manchester Airport on May 18th 2016. *Brian Dobbs*

From the Archives

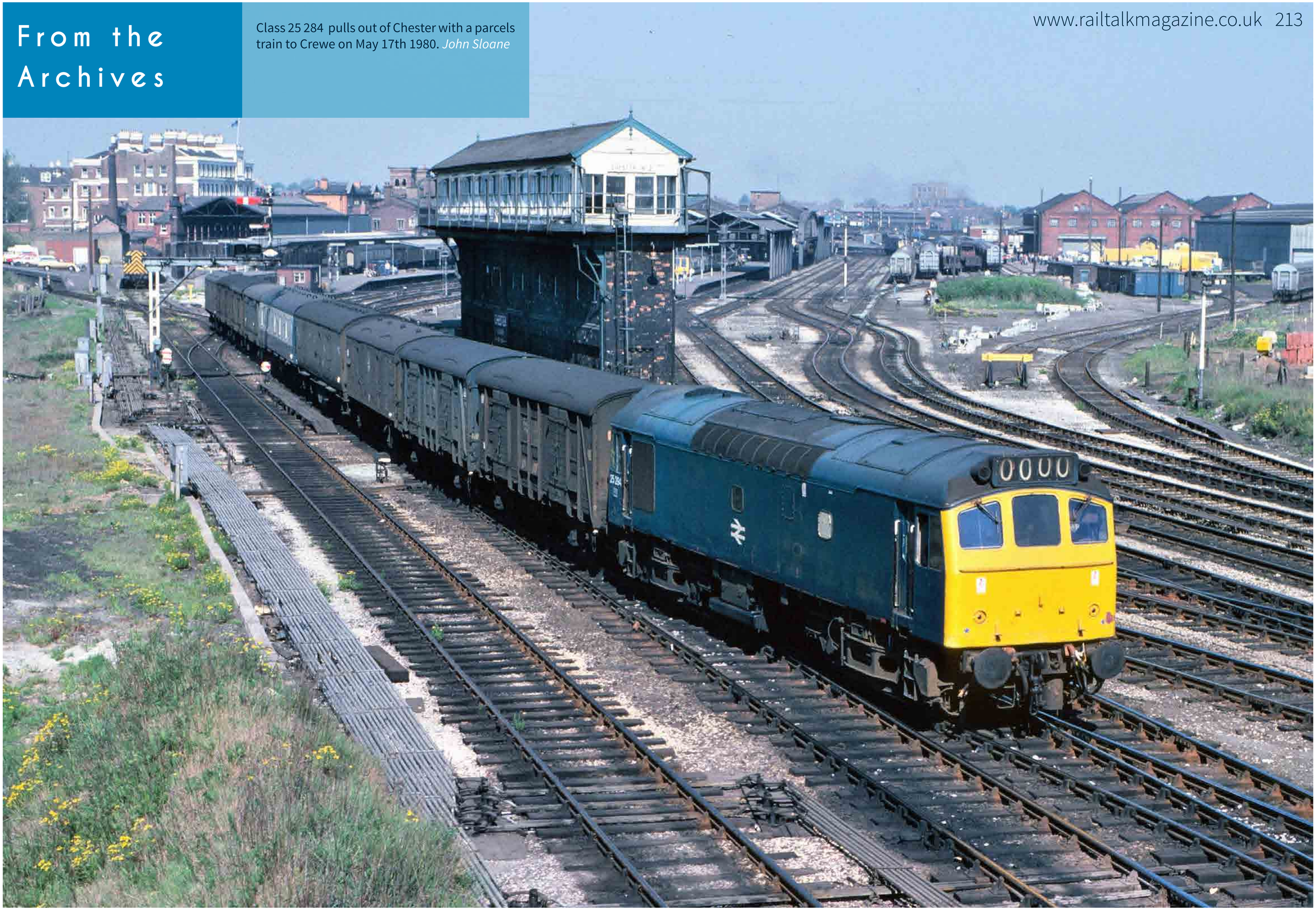
Northern's Class 142 048 is seen at Castleton, Greater Manchester, with a service from Manchester Victoria to Rochdale, on August 31st 2012. This junction is the mainline connection to the East Lancs Railway and has since been rationalised and resignalled. *Brian Dobbs*

NCB 'Respite' had recently been outshopped from Walkden Works when it was photographed at Bickershaw Colliery on the night of October 30th 1975. *John Sloane*

Made redundant by the arrival of Class 37/4s, ETHELs Nos. 97252, 97250 and 97251 ponder their fate outside Eastfield depot on August 15th 1986. *Jeff Nicholls*

From the Archives

Class 25 284 pulls out of Chester with a parcels train to Crewe on May 17th 1980. *John Sloane*



From the Archives

Liverpool and Manchester Railway's 'Lion' prepares for a test run from the site of the former Wigan L&Y shed on March 21st 1980. *John Sloane*

From the Archives

Andrew Barclay shunter Class 06 007 stands outside the diesel repair shop at Polmadie depot on March 14th 1977. *John Sloane*

From the Archives

On May 30th 1981, the ‘new’ shed at Stratford was deserted except for breakdown vehicles and Class 08 957. *John Sloane*

British Steel No. 70 is seen at work at Scunthorpe steelworks on May 23rd 1986. *John Sloane*