

Railtalk Magazine

Issue 238
July 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 238

In the news this month, a report from the RIA rules out battery locos and calls for targeted electrification to benefit rail freight.....

The Railway Industry Association has published a report calling for a strategic programme of freight-focused electrification designed to maximise the potential for electric haulage and make better use of the existing wires to deliver benefits for freight customers, passengers and taxpayers.

Growing rail freight: the need for targeted electrification was published on July 8th by RIA in conjunction with the Rail Freight Group and the Railway Engineering Institution, drawing on research undertaken by the University of Birmingham. The report says electrification is a proven technology for high-volume passenger and freight transport. It enables freight trains to haul heavier loads and operate at speeds that minimise conflicts with passenger services, as well as lowering whole-life costs.

Recommendations
The report recommends that the future Great British Railways should:

incentivise the use of electric haulage and support the costs of new locomotives to ensure electric haulage is competitively priced relative to diesel;

improve existing power supplies to enable freight to operate wherever electrification is available;

undertake short infill electrification projects to create more end-to-end electrified routes;

ensure that the specification for new passenger-focused electrification schemes support freight on any route where it is likely to operate;

consider the needs of freight when locating gaps in discontinuous electrification and discrete charging facilities, with consideration of gradients and the long-term potential of battery hybrid operation;

work collaboratively to identify incremental additions to passenger electrification schemes which would fill gaps in freight electrification.

The report does not call for electrifying the entire network, as a previous RIA report found electrifying a further third of the network for passenger traffic would also electrify 95% of freight traffic.

Electric locos for the long-term
The report says electric locomotives are the best long-term option for future freight operations, with electro-diesel locomotives offering a practical interim solution. Research from the University of Birmingham concludes that battery-only locomotives have a role in shunting and very short trips, but are not a substitute for main line electrification. Electric-battery locomotives are not a direct replacement for a 'go-anywhere' diesel, but they could be viable on multimodal routes with short unelectrified sections. The report says their role is likely to grow as battery technology improves and more of the network is electrified.

'Research and modelling conclusively endorses the case for further electrification of freight routes', said RailEI CEO Stephen Barber. 'The report identifies viable solutions for replacing diesel powered locomotives on a range of haulage duties. It dispels the myth that battery-powered locomotives will remove the need for future electrification.'

'Immediate opportunities' for infill electrification
Barber said there were 'immediate opportunities' for infill electrification, and this should exploit RIA's Electrification Cost Challenge 2.0 which found that a rolling programme of electrification is likely to reduce costs by a third. RIA Senior Technical Advisor David Clarke said 'by maximising the use of electric freight, we can unlock additional capacity, improve reliability, reduce costs and deliver great economic benefits across the country'.

He said 'the government has set an ambitious target to grow rail freight by 75% by 2050. Achieving that target will require a strategic approach to freight electrification, focused on the key routes where electric traction can deliver the greatest benefits.'

Rail Freight Group Director General Maggie Simpson said 'electric rail freight offers many advantages for customers, and we need to use it wherever possible. The private sector freight operators are investing in new bi-mode locomotives which represent a step change in capability, and with the right frameworks can help maximise rail's environmental advantages. This report provides a pragmatic framework to help achieve this.'

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

Until next month, stay safe. **Andy**

This Page

Class 73 No. E6003 arrives at Norchard on June 13th. *David Lindsell*

Front Cover

Last light of the evening catches GBRf (on hire to DCR) Class 60 095 northbound at Winwick with 6F92, Chaddesden Sidings to Ravenhead Sidings loaded sand train on June 27th. *Brian Dobbs*



Class 66 743 with the 10:45 ‘Royal Scotsman’ from Boat Of Garten - Dundee passes Dalwhinnie on May 12th. *Thomas Niederl*

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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 Excursions by Rail

The High Speed Sonnet

Romic HST with ex GWR power cars Nos. 43122 and 43094 plus former CrossCountry carriages and a blue and grey buffet car approach Small Heath with the Bishop Auckland West to Stratford-upon-Avon 'HST Sonnet' on June 29th. *Chris Morrison*

Charter Scene Excursions by Rail

The High Speed Sonnet

Romic HST headed by power car No. 43094 passes Heney-in-Arden with the Return ‘HST Sonnet’ from Stratford-upon-Avon to Bishop Auckland West on June 20th. *Chris Morrison*

Vintage Trains

The Cathedrals Express

On June 12th, York played host to GWR 'Castle' Class No. 5043 'Earl of Mount Edgcumbe' while it was on a rare outing to the north-east. Working 1Z29 Birmingham New Street - Newcastle, it is pictured arriving and departing under the great station roof with Class 37 240 on the rear.
Steve Thompson







Charter Scene Vintage Trains

The Cathedrals Express

GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' stands in the evening sunshine at York on June 12th with the returning 'Cathedrals Express' which it worked throughout from Newcastle to Birmingham. *Lee Stanford*

Charter Scene Vintage Trains

The Cathedrals Express

It's not every day that you see a Great Western steam loco at Newcastle. On June 12th, 'Castle' Class No. 5043 'Earl of Mount Edgcumbe' has arrived working 1Z29 'The Cathedrals Express' 06:30 from Birmingham New Street. Class 37 240 was on the rear, ready to haul the train to Tyne Yard for servicing. *Barry Longson*

Charter Scene Northern Belle

Northern Belle

Class 57 313 ‘Scarborough Castle’ calls at Preston with 1Z70 06:11 Coventry - Edinburgh on June 20th. *John Balaam*

Charter Scene Northern Belle

Northern Belle

Class 57 313 ‘Scarborough Castle’ with 57 601 ‘Windsor Castle’ out of sight on the tail approach Northampton with 1Z68, the 07:25 Manchester Piccadilly to Bath Spa ‘Northern Belle’ on June 27th. *Derek Elston*



Charter Scene Northern Belle

Northern Belle

Class 57 313 top'n'tail with 57 601 passes Helwith Bridge on June 13th working the 'Northern Belle' returning from Carlisle - Manchester Victoria. *Michael Lynam*

Charter Scene Belmond

British Pullman

Class 67 024 leads the Belmond ‘British Pullman’ posh ex 1Z81 08:07 London Victoria to Stamford through Northampton with 67 021 on the tail on June 12th. *Derek Elston*



Charter Scene Hastings Diesels

The English Riviera Express

Hastings Thumper Class 201 001 ‘St. Leonards’ passes Langstone Rock leading the 1Z22 ‘The English Riviera Express’ Hastings to Paignton on June 20th. *Dave Harris*

Charter Scene Midland Pullman

Settle & Carlisle Pullman

The LSL Midland Pullman heads southbound at Winwick with 1Z36 Carlisle to Watford Junction on June 10th. *Brian Dobbs*

Charter Scene Midland Pullman

Settle & Carlisle Pullman

Power cars Nos. 43055 'Loch Morar' and 43055 top'n'tail 1Z35 'The Settle & Carlisle Pullman', 07:22 Watford Junction to Carlisle making its station call at Northampton on June 10th. *Derek Elston*



Charter Scene Railway Touring Company

The Cumbrian Coast Express

Something a little different on the 'Cumbrian Coast Express' on June 27th as SR BoB Class No. 34067 'Tangmere' works 1Z86 tender first towards Askam and onwards to Ravenglass.
Shep Woolley

Charter Scene Railway Touring Company

The Cumbrian Coast Express

SR BoB Class No. 34067 ‘Tangmere’ works the return ‘Cumbrian Coast Express’ 1Z87 away from Arnside Viaduct towards Carnforth on June 27th. *Shep Woolley*

Charter Scene Railway Touring Company

The Cumbrian Coast Express

Class 86 259 heads southbound in the early evening at Winwick with 1Z87, a returning RTC tour from Ravenglass to London Euston oon June 27th. *Brian Dobbs*

Charter Scene Saphos Trains

Settle & Carlisle Fellsman

Under threatening skies LNER Peppercorn A2 Class No. 60532 'Blue Peter' makes a fine sight and sound as it works the 'Fellsman' through Dent Station towards Garsdale and on to Carlisle on July 1st. *Shep Woolley*

Saphos Trains

Settle & Carlisle Fellsman

With the photographer sheltering under a handy tree in the pouring rain to watch, and with Class 57 302 bringing up the rear, ‘Blue Peter’ makes plenty of sound and smoke as it races north through Golborne on a ‘Settle and Carlisle Fellsman’ on June 3rd’. *Jeff Nicholls*

‘Blue Peter’ passes Golborne Junction at walking pace with Saphos Trains’ ‘Settle and Carlisle Fellsman’ on July 1st. An immaculate Class 47 No. D1645 brought up the rear of the train. *Jeff Nicholls*

LNER A2 No. 60532 working a Crewe to Carlisle ‘Fellsman’ passes Moore on July 1st.
Mark Enderby







Charter Scene Saphos Trains

Settle & Carlisle Fellsman

With the long awaited forecast of rain beginning to fall LNER Peppercorn A2 Class No. 60532 'Blue Peter' works the return leg of the 'Fellsman' through Kirkby Stephen station and into the climb to Aisgill summit and back to Crewe on July 1st. *Shep Woolley*



Charter Scene Saphos Trains

Settle & Carlisle Fellsman

‘Blue Peter’ passes through Cherry Tree working the ‘Fellsman’ from Crewe - Carlisle via Chester and the S&C with Class 57 302 on the rear on June 3rd. *Michael Lynam*



Charter Scene LSL Private Charter

Private Charter

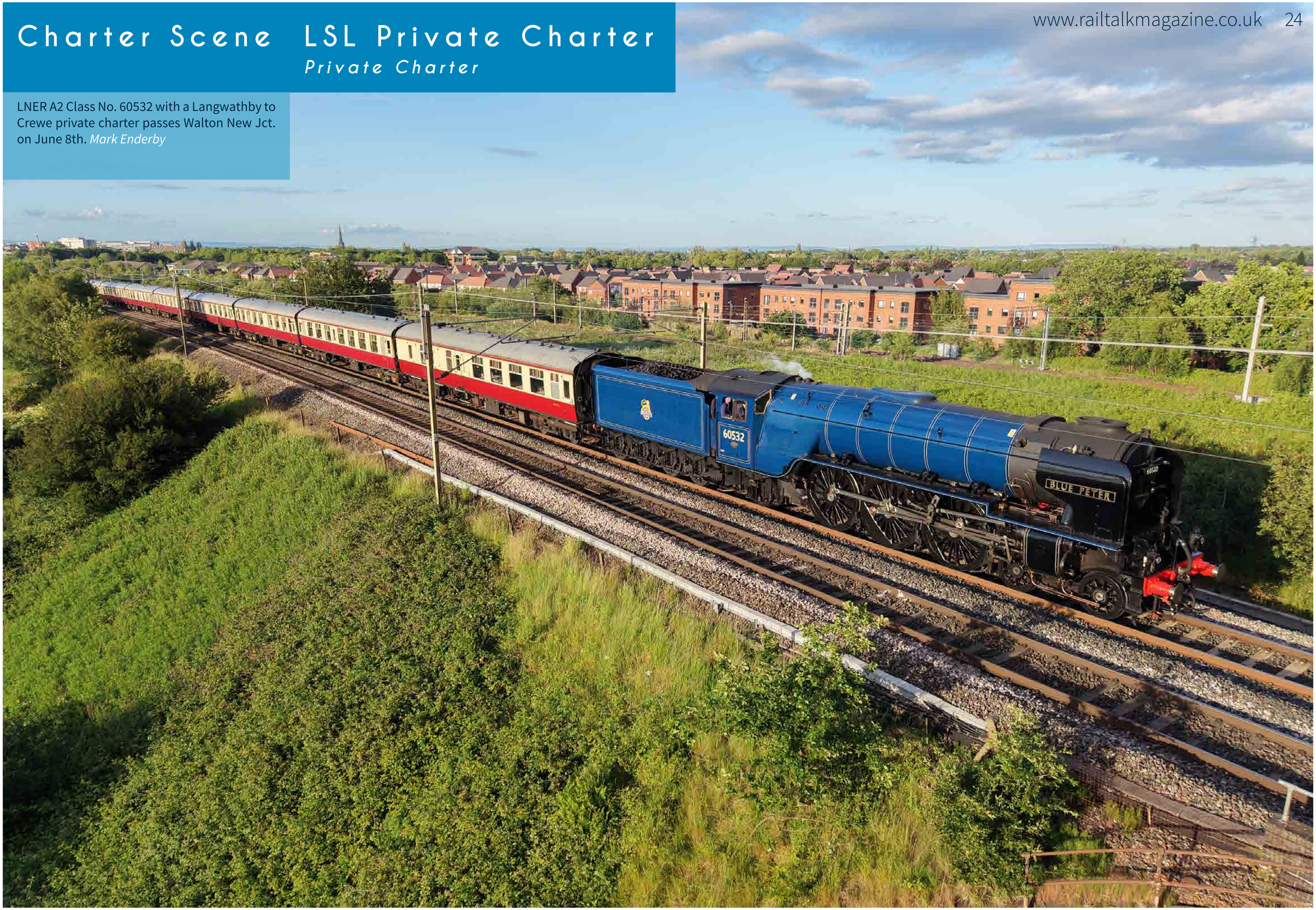
Passing through Winwick at a crawl due to a temporary speed restriction, the only breath of steam from ‘Blue Peter’ is from the safety valves. The loco was working a private charter from Langwathby to Crewe on June 8th.
Jeff Nicholls



Charter Scene LSL Private Charter

Private Charter

LNER A2 Class No. 60532 with a Langwathby to Crewe private charter passes Walton New Jct. on June 8th. *Mark Enderby*



Charter Scene LSL Private Charter

Private Charter

On June 8th, LNER Peppercorn A2 Class No. 60532 'Blue Peter' works a private charter 1Z33 through Greenholme towards Shap summit and on to Penrith. *Shep Woolley*

Charter Scene LSL Private Charter

Private Charter

No. 60532 ‘Blue Peter’ is seen working the return LSL private charter from Langwathby towards Aisgill summit and back to Crewe on June 8th. *Shep Woolley*

Charter Scene Locomotive Services Ltd.

The Chairman's Train

Southern Pacific No. 34046 'Braunton' and Class 50 050 'Fearless' storm through Standish on July 10th whilst working the first leg of a Chairmans' charter from Crewe to Hellifield.
John Sloane

Charter Scene Saphos Trains

The Welsh Marches Express

Class 47 712, with 20 132 and 20 118 on the rear, pass Kemps Eye working 1Z62 Shrewsbury - Paignton on June 24th. *Carl Grocott*



Charter Scene Saphos Trains

The Welsh Marches Express

Class 47 712, with 20 132 and 20 118 on the rear, pass Kemps Eye working 1Z62 Shrewsbury - Paignton on June 24th. *Keith Davies*

Charter Scene Statesman Rail

The Cornish Riviera & Mazey Day Statesman

Class 37 521 and 37 667 working the 1Z51 Derby - Penzance pass Besford on June 27th.
Carl Grocott

Charter Scene Railway Touring Company

The Mazey Day Cornishman

Class 37 669 and 37 668 with 47 832 on the rear pass Abbotswood on June 27th working 1Z36 Dorridge - Penzance. *Carl Grocott*



Charter Scene Railway Touring Company

The Cumbrian Mountain Express

Running an hour or so late on June 20th, SR BoB Class No. 34067 'Tangmere' speeds through Beckfoot with the northbound 'Cumbrian Mountain Express' toward Tebay and on to Carlisle with Mick Kelly driving and Matt Anderson on the shovel, the crew will also work the return over the S&C. *Shep Woolley*

Charter Scene Railway Touring Company

The Cumbrian Mountain Express

From under the Boar, SR BoB Class No. 34067 ‘Tangmere’ drifts away from the summit with the return leg of ‘The Cumbrian Mountain Express’ and down to Garsdale and onwards to Preston, eventually London Euston on June 20th. *Shep Woolley*

Charter Scene Railway Touring Company

The Coast to Coast Express

On June 6th, the 1Z32 Liverpool to Scarborough passes Guide Bridge with SR BoB Class No. 34067 ‘Tangmere’ in charge and Class 47 813 on the rear. *Russell Clarke*

Charter Scene Railway Touring Company

The Coast to Coast Express

With the injectors on, No. 34067 ‘Tangmere’ climbs steadily towards a very damp Chat Moss with the Liverpool - Scarborough ‘Coast to Coast Express’ on June 6th. Class 47 813 was on the rear. Possibly the first time ‘Tangmere’ has worked across Chat Moss? *Jeff Nicholls*



Charter Scene Railway Touring Company

The Aberystwyth Coastal Voyager

Class 97 303 and 97 302 working 1Z73 London Euston to Aberystwyth pass Oakengates on June 6th. *Richard Hargreaves*

Charter Scene Railway Touring Company

The Aberystwyth Coastal Voyager

Class 97 303 and 97 302 working 1Z73 London Euston - Aberystwyth pass Meole Brace on June 6th. *Carl Grocott*

Charter Scene Railway Touring Company

The Aberystwyth Coastal Voyager

Class 97 303 and 97 302 working 1Z74 16:21 Aberystwyth - London Euston pass Walcot on June 6th. *Keith Davies*



Charter Scene Belmond

The Britannic Explorer

Class 66 748 heads 'The Britannic Explorer' approaching Bentley Heath Crossing en-route from Appleby to Greenford on June 13th.
Chris Morrison



Belmond

The Britannic Explorer

The 10 coach Britannic Explorer set is seen arriving at Towyn June 24th behind Class 97 304 'The Talyllyn Railway' and 97 303 'Dave Berry' returning from stabling at Barmouth. *David Lindsell*

The 10 coach Britannic Explorer set is seen arriving at Machynlleth on June 23rd behind Class 97 304 'The Talyllyn Railway' and 97 303 'Dave Berry'. *David Lindsell*

Class 97 304 and 97 303 working 1Z66 Llandrindodd - Pwllheli pass Yockleton on June 23rd. *Carl Grocott*







Charter Scene Belmond

The Britannic Explorer

Class 97 304 and 97 303 working the 1Z66 Llandrindodd - Pwllheli pass Llanaber on June 23rd. *Carl Grocott*



Charter Scene

ECS and Light Engine Moves

Class 142 003 trundles through Standish on its way from Crewe to Hellifield to work a leg of a Chairmans' charter on July 10th. *John Sloane*

Class 37 240 is seen at the rear of the stock of the Cathedrals Express from Birmingham as it heads away from Winwick towards its afternoon stabling point at Warrington on July 11th. *John Sloane*

GWR Castle Class No. 7029 'Clun Castle' creeps past Winwick on July 11th as it approaches its stabling point of Warrington after arrival at Liverpool Lime St. on a Cathedrals Express from Birmingham and reversal at Lowton. *John Sloane*

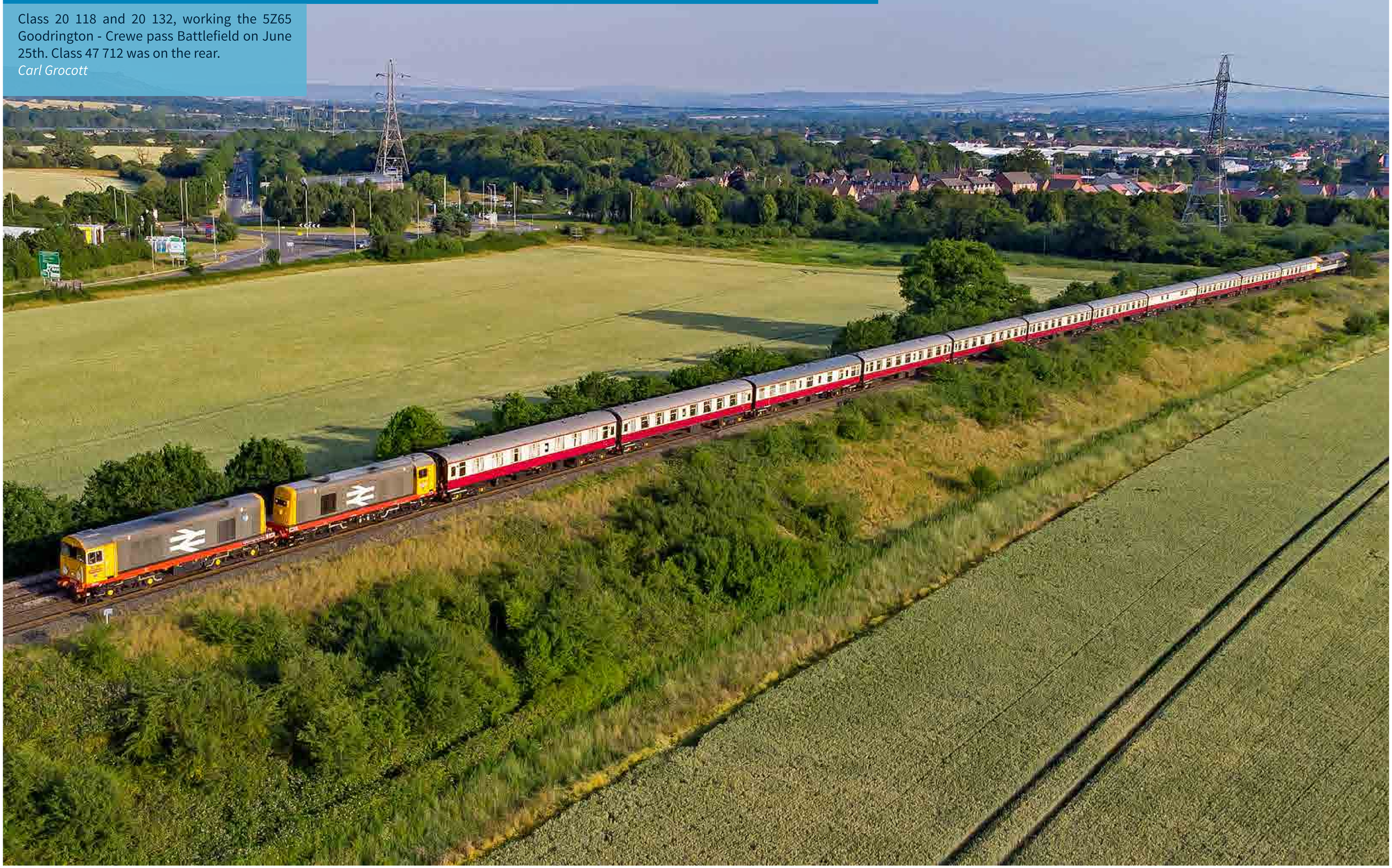






Charter Scene ECS and Light Engine Moves

Class 20 118 and 20 132, working the 5Z65 Goodrington - Crewe pass Battlefield on June 25th. Class 47 712 was on the rear.
Carl Grocott



Charter Scene

ECS and Light Engine Moves

Class 40 No. D345 leads a test working from Carnforth to Crewe into Charnock Richard on July 1st with Class 37 665 at the rear. *John Sloane*

‘Britannia’ and Class 20 118 and 20 132 with a Crewe to Carnforth test run pass Moore on June 17th. *Mark Enderby*







Charter Scene

ECS and Light Engine Moves

A test run for Class 89 001 ‘Avocet’ on June 17th, seen returning past Wigan N.W. with Class 90 001 ‘Royal Scot’. *Russell Clarke*

Wigan North Western was very busy on June 17th with No. 70000 ‘Britannia’ passing on 5Z41 Crewe to Carnforth with Class 20 118 and 20 132 on the rear. *Russell Clarke*

Wigan North Western was very busy on June 17th with No. 70000 ‘Britannia’ passing on 5Z41 Crewe to Carnforth with Class 20 118 and 20 132 on the rear. *Russell Clarke*







Charter Scene

ECS and Light Engine Moves

With a wisp of steam showing from the whistle, No. 70000 'Britannia' works hard through Winwick at the head of a mixed bag of rolling stock on June 17th. Accompanied by Class 20 118 and 20 132, the Pacific was on a test run from Crewe to Carnforth and return. *Jeff Nicholls*



'Britannia' and Class 20 118 and 20 132 pass Norton Crossing on June 17tth with a returning test run from Carnforth to Crewe. *Mark Enderby*



On another test run, this time from Crewe to Preston and return, Class 89 001 has 90 001 for company as the duo head north through Winwick on June 17th. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

LSL's Class 20s Nos. D8107 (20 107) and D8096 (20 096) speed past Wigan North Western on June 17th working 0Z50 Askam to Crewe. *Russell Clarke*

Class 45 118 returning to Crewe from Keighley passes Moore on June 17th. *Mark Enderby*

Class 90 001 leads 89 001 back from Preston to Crewe through a sunny Winwick on June 17th. *Jeff Nicholls*







Charter Scene ECS and Light Engine Moves

On June 17th, BR Standard Class 7 No. 70000 ‘Britannia’ heads 5Z41 on the approach to Carnforth during its test run from Crewe.
Shep Woolley



ECS and Light Engine Moves

Class 40 No. D345 rolls south through the cornfields of Winwick on a test run from Carnforth to Crewe on July 1st. Class 37 685 brought up the rear and led the ensemble back to Carnforth later the same afternoon. *Jeff Nicholls*



Southern ‘Pacific No. 34046 ‘Braunton’ and Class 50 No. D400 ‘Fearless’ run past Winwick whilst returning from Upperby to Crewe on July 11th. *John Sloane*



Charter Scene ECS and Light Engine Moves

On June 17th, Having been turned in Carnforth Yard BR Class 7 No. 70000 ‘Britannia’ begins its journey back to Crewe hopefully with a successful test run. *Shep Woolley*



Charter Scene

ECS and Light Engine Moves

On June 16th and under threatening skies its a big welcome back to the mainline for LMS 8F Class No. 48151 as it works 5M50 passed Starricks Farm to Hellifield and back to Carnforth. *Shep Woolley*



Class 57 302 passes Northampton on the tail of 5Z51, the 07:09 Crewe H.S. to Southall Loco Services Ltd. ECS move on June 12th.
Derek Elston



Class 37 667 ‘Flopsie’ working a single HST coach between 2 barrier coaches as 5O47, the 08:17 Crewe H.S. to Eastleigh Arlington (Zg) at Northampton on June 10th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

No. 70000 ‘Britannia’ sweeps past Standish with a test working from Crewe to Carnforth on June 17th with Class 20 132 and 20 118 ‘Saltburn by the Sea’ bringing up the rear. *John Sloane*

Class 20 118 and 20 132 pass Cheney Longville with 5Z65 Goodrington C.H.S - Crewe H.S. on June 25th. *Keith Davies*

Class 90 001 leads 89 001 as they pass Standish on June 17th whilst working a return test from Preston to Crewe. *John Sloane*







Charter Scene

ECS and Light Engine Moves

Class 20 132 leads 20 118 and 47 712 as 0Z62 Crewe - Coton Hill through Battlefield on June 24th. *Carl Grocott*

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

Class 57 012 and Black 5 No. 44871 hurry through Winwick on July 11th on their way from Carnforth to Crewe (before reportedly causing the major lineside fire near Winsford which resulted in huge delays and diversions???) *John Sloane*







Charter Scene

ECS and Light Engine Moves

On June 17th, Locomotive Services' Class 90 001 'Royal Scot' and 89 001 'Avocet' depart Preston for Crewe having undertaken a test run for 89 001. *Michael Lynam*

Locomotive Services' Peak Class 45 118 'The Royal Artilleryman' passes light engine through Leyland on June 17th working from Keighley (KWVR) - Crewe. *Michael Lynam*

Two Tone Green Class 47 No. D1924 'Crewe Diesel Depot' top'n'tail with 57 302 pass Northampton with 5Z51, the 07:09 Crewe H.S. to Southall Loco Services Ltd. ECS move on June 12th. *Derek Elston*







Charter Scene

ECS and Light Engine Moves



Class 37 240 creeps towards Winwick on July 11th whilst working the empty stock to Liverpool Lime St. of the ill fated return Cathedrals Express to Birmingham with GWR Castle Class No. 7029 'Clun Castle' on the rear. *John Sloane*

'Britannia' arrives at Preston on June 17th with a test run from Crewe. *Michael Lynam*

BR Standard Class 7 No. 70000 'Britannia', Class 20 132, 20 118 and support coaches pass through Leyland on June 17th returning to Crewe on a test train from Carnforth. *Michael Lynam*





Avanti West Coast



The Pride Pendolino, Class 390 119 flashes past Standish whilst working the 08:50 London Euston to Edinburgh service on June 17th. *John Sloane*

Beloved Avanti West Coast Train Manager in his 80s still welcomes customers onboard

If you are regular on the Avanti West Coast network, chances are you may have bumped into Train Manager Bob Carpenter with his friendly smile and warm welcome. But what you may not know is that spritely Bob is one of the oldest train managers in the UK at the age of 84.

Born in June 1942, the grandfather of six, grew up in South London, near to the Brighton Main Line, where he developed a love for the railways. Influenced by his father's passion for trains and a British Rail representative at a school careers evening, Bob applied to the industry and was offered a Fireman Cleaner role when he was 15-years-old. Teachers, however, did not approve the early release from his studies, and the job offer had expired by the time he had left school six months later.

After working two decades in clerical positions for Royal Mail, he decided to make his dream to work with trains a reality and joined British Railways in 1992 as Catering Staff. He soon trained his way up to Train Manager where, nearly 35 years later, he continues to work on part-time basis because he loves the industry and enjoys helping customers with their journeys.

For Bob, the railway is a family affair as his grandson, Nick, has followed in his footsteps by also joining the industry. Nick Carpenter, 37, began with the West Coast intercity operator straight after completing his A-Levels in 2006, tracing a similar path to his grandad by starting in catering and moving up to Train Manager.

Reflecting on his job, Bob said: "I've loved the railway since I was a kid. Growing up close the main line between London Bridge and Brighton, I was sort of born into the sounds of trains. I could have stopped work when I reached retirement age, but it gives me a reason to get up in the morning. I have many interests at home; however we've all got to have something which we love doing, and working in this job is what I love doing. Working for the railways is like working as part of a family, they're like an extended one. You care about these people as you're with them 12 hours a day, three times a week."

He continued: "Looking back, some of my fondest memories are of the Grand National Specials we used to run in the nineties with volunteer crews. From the moment I left Euston to the moment I got to Lime Street and back again, I just never stopped laughing. As a man of my age at the time, I don't know whether it's working with younger people, but it was the greatest fun I've had in years."

Working out of London Euston station, Bob travels all over the West Midlands and North West every week, providing a professional helping hand and welcoming manner to customers onboard his trains. He is beloved by his Avanti West Coast colleagues at the London hub for his friendly, always-smiling nature.

Speaking about following in his grandad's footsteps, Nick added: "It was inevitable, to be honest with my grandad being such a good role model. As a child I'd go to his house with my brothers and he'd turn up in his uniform at 9pm and tell us, 'I've been to Scotland and back in a day' - that for me that was magic.

"When I was 10, we were on holiday and took a trip on the Romney, Hythe and Dymchurch Railway, where he bought me a souvenir train whistle from the gift shop. It sat in my cupboard of keepsakes for years, and now, it is my whistle for work, and I never leave without it.

"When I finally joined the railway, I remember my first job that I had out on my own was actually working with him as my guard. We did a Glasgow train on a Sunday afternoon and it was really busy. He never stopped from the moment we left the platform at Euston until we got to Preston."

Kathryn O'Brien, Customer Experience Director at Avanti West Coast said: "Bob is a much-loved and highly respected part of our onboard team, who displays an incredible passion for the railway and his job every time he steps onto a train.

"We talk about being a railway family, and for Bob the railway has remained in his family with his grandson Nick inspired to also become a Train Manager. They are both such a joy amongst our Euston colleagues, and Bob truly is a fantastic role-model to highlight that you should never give up on achieving your dream job – no matter your age."

Avanti West Coast

Class 390 119 with a London Euston to Edinburgh service passes Moore on June 17th. *Mark Enderby*

On June 12th, Class 805 003 works a diverted 1A14, the 06:47 Holyhead to London Euston service through Northampton. *Derek Elston*

Class 390 130 passes through Northampton with a diverted north bound service on June 12th. *Derek Elston*







Avanti West Coast

West Coast's Class 57 314 hauls a failed Avanti 390 040 past Manchester Oxford Road on June 12th working 5Z55 Preston to Longsight depot. *Russell Clarke*

Avanti West Coast



Class 390 119 returns from Edinburgh - London Euston passing Norton Crossing on June 17th. *Mark Enderby*

Avanti West Coast Class 805 Evero fleet reaches major milestone

Avanti West Coast's Class 805 Evero fleet has reached a major milestone serving the West Coast Main Line by notching five million miles on the network.

Entering into passenger service in June 2024, the Class 805s make up half of the intercity operator's Evero fleet, which comprises of 13 bi-mode (Class 805) and 10 electric (Class 807) trains. The fleet was introduced as part of Avanti's commitment to increasing the number of services in its timetable and, for the Class 805s specifically, the operator's goal of reaching net zero by 2031.

Predominantly operating on Avanti's route between London and North Wales, the five million miles clocked up by the Class 805s – the equivalent distance to circling Earth 40 times – marks a major landmark in the fleet's progress since its launch last year.

These miles also contribute towards a greener way of travelling for customers due to the bi-mode functionality installed on the trains, which allows for almost two thirds of the journey between the capital and Holyhead to operate using electric power. The seamless transition between this and diesel happens after services depart from Crewe, where the remainder of the route along the North Wales coast isn't electrified.

Before the launch of the new fleet, the Class 221 model previously operated the route between London and North Wales, only running on diesel. In the year leading up to April 2026, the Class 805 fleet produced almost two-thirds less carbon per vehicle kilometre than its predecessor in the year before.

As well as serving Holyhead and other destinations in North Wales, the Class 805s operate some services between London and the West Midlands. In January and April this year, Avanti West Coast also utilised the diesel power functionality of the trains to allow for it to continue offering a rail service to customers via the historic Settle and Carlisle route, while essential upgrade work closed the West Coast Main Line between Preston and Carlisle. A total of 59,620 miles were completed along the diversionary route across the days of closure.

In addition, introducing the Class 805 fleet has allowed for Avanti West Coast to enhance its service between London and Chester, adding two additional services each weekday in September last year – increasing the service to hourly and boosting connectivity to destinations along the North Wales route.

The award-winning Class 805 fleet continues to offer customers a better travelling experience. Each five-carriage train offers 16 percent more seats than its predecessor, allowing for more customers to make journeys to popular destinations within North Wales. They offer more leg room, increased luggage space and industry-leading accessibility features – including Braille and large print labels on seats.

Owain Morgan, Senior Performance Manager at Avanti West Coast, said: "The achievement of five million miles by our Class 805 Evero fleet is a significant milestone and testament to both the performance of the fleet and our colleagues who work tirelessly to ensure their reliability each and every day.

"The introduction of a brand-new intercity fleet across our network has represented a real step change in both the service we offer and customer experience, particularly for communities across North Wales.

"Passengers are now benefiting from modern, comfortable trains designed around their needs. These enhancements, combined with improved accessibility, onboard technology and operational performance, are helping us provide a higher-quality journey and support our ambition to deliver the best possible experience for customers travelling across the West Coast."

Avanti West Coast

Class 390 152 arrives at Wigan North Western with 1M13 Preston to London Euston service on June 25th. *Paul Senior*

Class 390 008 works a diverted 1H08 08:53 London Euston to Manchester Piccadilly service through Northampton on June 12th. *Derek Elston*

Class 805 010 working a diverted 1D83, the 09:00 London Euston to Holyhead passes through Northampton on June 12th. *Derek Elston*







Avanti West Coast

Class 390 131 passes Charnock Richard on July 1st with a service from Glasgow to London Euston. *John Sloane*

Class 390 016 hurries past Standish on its way from Glasgow to London Euston on July 10th. *John Sloane*

At Liverpool Lime Street on June 17th, Avanti ‘Evero’ No. 807 004 awaits departure with the next service to London Euston. *Michael Lynam*







Avanti West Coast

Class 390 138 flashes past Winwick on July 11th with a service from London Euston to Glasgow. *John Sloane*

Class 390 042 passes Winwick on July 11th with a service from Edinburgh to London Euston. *John Sloane*

Class 390 122 sweeps through Standish with a London Euston to Glasgow service on July 10th. *John Sloane*







Caledonian Sleeper

Class 66 736 and 73 969 with the 21:15 London Euston - Inverness arrive at Kingussie on May 12th. *Thomas Niederl*

Caledonian Sleeper

Class 92 038 stands at Crewe waiting for the signal to clear before continuing light engine from Crewe IETD to Wembley on June 19th.
Lee Stanford

Chiltern Railways

Class 68 021 powers an Explorer set on a Stourbridge Junction - Bicester North training run out of Leamington Spa on June 9th. *Chris Morrison*



Chiltern Railways Joins Rail Safe Friendly Programme at Gold Level

Chiltern Railways has proudly joined the Rail Safe Friendly programme at Gold level, demonstrating its commitment to educating young people about railway safety and helping to prevent incidents of trespass and unsafe behaviour across the rail network.

The Rail Safe Friendly programme enables schools and the rail industry to work together towards a shared goal: equipping children and young people with the knowledge they need to stay safe around railways. Through free, engaging educational resources and direct collaboration with industry partners, the programme helps embed life-saving safety messages into schools and communities nationwide.

By joining the programme at Gold level, Chiltern Railways is supporting schools across its network to access vital rail safety education while encouraging long-term engagement with the initiative. Gold-level membership reflects a strong commitment to promoting rail safety awareness and supporting schools in achieving accreditation through active participation in the programme.

As part of its Gold-level partnership, Chiltern Railways will sponsor 150 schools, helping them gain access to the Rail Safe Friendly programme and its educational safety resources. Through its involvement in Rail Safe Friendly, Chiltern Railways is also creating long-term social value by supporting safer communities, empowering young people with life-saving education, and strengthening engagement between the railway industry, schools, and local communities across its network.

Rail Safe Friendly, delivered by Learn Live, continues to grow across the UK rail industry, helping schools access curriculum-linked rail safety content through live and on-demand broadcasts. Schools can work towards Bronze, Silver, or Gold accreditation by engaging with the content and championing rail safety within their communities.

Craig Kerr, Interim Head of HSSE at Chiltern Railways, said: “We are proud to join the Rail Safe Friendly programme at Gold level and support schools across our network in delivering important rail safety education to young people. Safety is at the heart of everything we do at Chiltern Railways, and this partnership will help more children understand how to stay safe around the railway. By sponsoring 150 schools through the programme, we are investing in safer communities and helping to ensure life-saving safety messages reach young people, parents and teachers across the regions we serve.”

Stuart Heaton, Managing Director of Learn Live and Rail Safe Friendly, said: “We are pleased to welcome Chiltern Railways as a Gold-level supporter of the Rail Safe Friendly programme. Their commitment demonstrates the proactive role the rail industry is taking to improve safety education for young people across the country. By working together with rail partners and schools, we can continue delivering impactful, life-saving messages directly into classrooms and communities.”

Chiltern Railways

Class 68 021 departs Eastleigh Depot on July 4th with 09:42 Eastleigh Depot - Banbury - Wembley empty stock working with Chiltern set CH09. In the background, Class 444 009 is seen passing as the rear unit of 08:35 London Waterloo - Weymouth service. *John Goodrich*

Chiltern Railways

Class 68 031 and a Mk5 set passes Tyseley with a Bicester North to Stourbridge Junction depot crew training run on July 3rd. *Chris Morrison*

Colas Rail

Class 70 805 passes Helwith Bridge on June 13th working a Carlisle N.Y. - Chirk log train.
Michael Lynam

Colas Rail

Class 70 802 runs through Winwick with a Carlisle to Chirk log train on July 11th.
John Sloane

Class 66 544 on hire to Colas top'n'tails with 70 806 on 6F27 Westbury Down TC to Patchway, seen heading through Swindon on June 6th.
Colin Pidgeon

On June 23rd, Class 70 802, in the guise of yard shunter, returns a rake of freshly-loaded autoballasters from the loading dock at Eastleigh to the yard, for later collection.
Ian Callander







Colas Rail

Class 70 805 passes Sutton Park on June 9th with 6C37 05:35 Chirk Kronospan - Carlisle Yard.
Keith Davies



Class 70 806 with 70 809 dit on 6M40 Westbury to Stud Farm pass Swindon on June 4th. Class 70 809 had failed at Wotton Bassett Junction and 70 806 ran as 1Z99 Westbury to Wootton Bassett to rescue the train which passed through Swindon 99 minutes late.
Colin Pidgeon



CrossCountry

Class 221 116 departs Penzance with 1S53 Penzance - Edinburgh service on June 29th. *Barry Beeston*

Refurbished Class 220 023 arrives into York on June 12th working the 06:35 Bristol Temple Meads to Newcastle service. *Barry Longson*



CrossCountry

Class 220 029 and 220 112 pass Heaton Norris on June 22nd, working the 09:45 Bournemouth to Manchester Piccadilly service. *Barry Longson*

Class 221 116 enters Penzance with 1C11 06:40 Bristol Temple Meads - Penzance service on June 29th. *Barry Beeston*

Class 170 618 stands at Leicester with 1L40 the 12:20 Birmingham New Street to Stansted Airport service on June 11th. *Derek Elston*







DB Cargo

Class 66 168 heads southbound at Winwick on June 24th with 6E16 Knowsley to Wilton loaded refuse train. *Brian Dobbs*

Class 66 109 passes Bayston Hill with 6Z45 16:00 Arpley Sidings - Cardiff Tidal T.C. on June 9th. *Keith Davies*

Class 66 074 with an Arpley to Tunstead working passes Moore on June 17th. *Mark Enderby*





DB Cargo

Class 66 099 with 'We Stand with Ukraine' livery departs Rainford with 6E28 Knowsley to Wilton loaded waste train on June 25th. *Brian Dobbs*

Class 66 093 with a Knowsley to Wilton working passes Stockport on June 18th. *Mark Enderby*

Running 60 minutes down, Class 66 025 barrels through Eastleigh at 'line speed' with the 4O39 Morris Cowley M.A.T to Southampton Eastern Docks Arbels on June 23rd. *Ian Callander*







DB Cargo

At Rainford Junction, the signalman waits to take the token from Class 66 099 ‘We Stand with Ukraine’ with 6E26 10:50 Knowsley to Wilton domestic and industrial waste train, on a warm June 24th.
Paul Senior

DB Cargo

Class 66 653 passes Kemps Eye with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. on June 18th. *Keith Davies*



Class 66 658 shunting 6V15 Boston Docks to Swindon Stores is seen at Swindon on June 4th. *Colin Pidgeon*



At Wigan Wallgate on June 17th, Class 66 099 'We Stand With Ukraine' passes through with the daily Wilton to Knowsley waste empties. *Russell Clarke*



DB Cargo

On June 25th, Class 66 659 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam T.C. *Keith Davies*

Class 66 023 passes Northampton working 6O71 14:59 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings empty water train on June 23rd. *Derek Elston*

Class 66 099 prepares to cross Heaton Norris Junction on June 22nd, working 6E26 the 10:52 Knowsley to Wilton loaded waste containers. *Barry Longson*







DB Cargo

Class 66 015 heads the 4M96 Southampton - Birch Coppice past the magnificent floral display at Leamington Spa on June 9th. *Chris Morrison*

Class 66 108 forges through Charnock Richard cutting on July 1st with the Seaforth to Mossend intermodal. *John Sloane*

Class 66 109 with Peel Ports decals, passes through Preston on June 30th working an intermodal train from Seaforth C.T. - Mossend. *Michael Lynam*







DB Cargo

Class 66 654 clatters it's way through Leicester working 6D32 09:39 Elstow Redland Siding to Mountsorrel Sidings empties on June 11th.
Derek Elston

Class 66 100 passes through Blackburn on June 30th with an engineers train from Crewe Basford Hall - Brewery Junction.
Michael Lynam

Class 66 186 'Antony Slater' works through Leicester on June 11th with 6V92, the 10:34 Corby B.S.C. to Margam T.C. empties.
Derek Elston







DB Cargo

Class 66 148 ‘Pride in Motion’ heads the 4M96 09:48 Southampton Birch Coppice at Tyseley on June 19th. West Midlands Railway’s Class 172 007 and 172 008 had just departed with the 13:22 Kidderminster - Whitlocks End service. *Chris Morrison*

Class 66 176 passes through Doncaster on June 30th working 6X07 York Engineers to Decoy with DR92478 in tow. *Russell Clarke*

Direct Rail Services

At the head of the delayed early morning Tesco train, on July 1st Class 88 006 eases onto the Down Slow line at Golborne to allow a northbound Pendolino to overtake.
Jeff Nicholls

Class 66 429 passes through Wigan North Western on June 17th running light engine as 0K05 from Carlisle - Crewe via the S&C.
Michael Lynam

On June 17th, Class 66 423 passes through Lancaster with an aggregates train from Shap Summit Quarry - Doncaster. *Michael Lynam*







Direct Rail Services

The regular 6K05 engineers train from Carlisle to Crewe headed by Class 66 429 approaches Hellifield on June 9th. *Lee Stanford*

Class 66 424 and 68 008 pass light engine through Preston on June 30th working from Crewe Gresty Bridge - Carlisle Kingmoor. *Michael Lynam*

Class 88 005 passes through Preston on June 10th working a Tesco intermodal from Daventry - Coatbridge. *Michael Lynam*







Direct Rail Services

Class 66 423 approaches Lancaster on June 17th with an aggregates train from Shap Summit Quarry - Doncaster. *Michael Lynam*



Class 66 431 powers through Winwick on July 11th at the head of the 4S44 service from Daventry to Coatbridge. *John Sloane*



East Midlands Railway

Class 222 007 runs in to Leicester a few behind schedule with 1B37, the 10:50 Nottingham to London St. Pancras International on June 11th. *Derek Elston*

Class 810 006 runs into a very wet Leicester with 1C38, the 10:35 Sheffield to London St. Pancras International on June 11th. *Derek Elston*

On June 11th, Class 810 003 working in multiple with 810 004 eases into Leicester where it will reverse with shakedown run 5Q30, the 10:26 from Old Dalby. *Derek Elston*







Freightliner

Class 90 039 in the 'Back Bone of the Economy' livery, with 90 021 in the 'Donald Malcolm' livery pause at Preston on June 6th whilst working 4M30 the 11:00 Coatbridge to Daventry liner which was being diverted via Bolton.
Paul Senior

Class 66 542 sneaks round the back at Leicester with 4L93, the 09:51 Lawley Street F.L.T. to Felixstowe North F.L.T. on June 11th.
Derek Elston

Class 66 533 leads 4L58, the 05:06 Trafford Park F.L.T. to London Gateway Freightliner through Northampton on June 12th. *Derek Elston*







Freightliner

Class 66 507 working 4L44, the 07:57 Basford Hall Yard (Fl) to London Gateway Freightliner passes through Northampton on June 27th. *Derek Elston*

On June 27th, running 50mins late, the 4M93 11:59 London Gateway Freightliner to Basford Hall Yard (Fl) trundles through Northampton behind Class 66 598 with 66 509 and 66 554 DIT. *Derek Elston*

Class 66 509 'Freightliner Retirement Association' passes Northampton with 4L58, the 05:06 Trafford Park F.L.T. to London Gateway Freightliner on June 10th. *Derek Elston*







Freightliner

Class 66 505 arrives at Eastleigh station with the 4M61 Southampton M.C.T to Trafford Park F.L.T service in tow on June 23rd before, having executed a crew change, continuing on its way north. *Ian Callander*

Class 66 504 yings its way south at Northampton with 4L60, the 07:20 Trafford Park F.L.T. to London Gateway Freightliner service on June 12th. *Derek Elston*

Class 90 014 ‘Over The Rainbow’ and 90 009 working 4M45, the 02:50 Felixstowe North F.L.T. to Garston F.L.T. heads through Northampton on June 10th. *Derek Elston*







Freightliner

On July 11th, the 4S49 service from Daventry to Grangemouth makes a fine sight as it sweeps past Winwick headed by Class 90 014 'Over the Rainbow' and 90 043. *John Sloane*

Class 90 006 leads 90 044, 90 039 and 90 004 past Norton Bridge on June 13th with a Coatbridge to Crewe working. *Mark Enderby*

GBRf

On June 22nd, Class 66 751 had charge of 4H61 11:17 Small Heath to Hindlow empty stone hoppers, seen at Heaton Norris, Stockport.
Barry Longson



Class 66 726 passes Walcot with 6M05 10:51 Tinsley Yard - Coton Hill T.C. on June 2nd.
Keith Davies



Re-geared and renumbered Class 66 671 passes Stockport on June 17th hauling the regular 08:50 Peak Forest to Salford Hope Street.
Lee Stanford



GBRf

Class 66 307 runs towards Cheadle Hulme on June 27th, working 6G93 the 15:46 Basford Hall to Stalybridge engineers train. *Barry Longson*

Class 66 744 ‘Heart of Wales’ running light engine as 0Z67, the 14:19 Wembley Loco Sidings P,Q,R to Bescot Up Engineers Sidings route learner passes Northampton on June 23rd. *Derek Elston*

Re-geared and renumbered Class 66 687 runs past Felling on the Newcastle Metro route, working 6N87 Lynemouth PS to Tyne Coal Terminal on June 12th.*Barry Longson*







GBRf

Class 66 755 ‘Tony Berkeley OBE’ with 6M53 Goonbarrow - Cliffe Vale loaded China Clay approaches Dawlish Warren on June 22nd. Also in the consist is 66 712 which had been stranded at Par with a coolant leak.
Dave Harris

Class 66 799 ‘Modern Railways Diamond Jubilee’ was found dead in consist of 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf with 99 006 working the train on June 23rd. *Derek Elston*

On June 3rd, dusk at Winwick and a high ISO sees less than half of one of the longest trains that pass through on a regular basis. Class 66 755 with the Dagenham Docks - Mossend train of Ford vehicles crawls towards a red signal to allow a pair of Freightliner 90s to overtake. This train runs as 6X77, due to its length.
Jeff Nicholls







GBRf

Class 66 719 ‘Michael Portillo’ heads the Hams Hall to Mossend intermodal through Charnock Richard cutting on July 1st. *John Sloane*

Class 99 006 with 66 799 ‘Modern Railways Diamond Jubilee’ dead in consist passes Northampton with 4M47, the 11:35 London Gateway GBRf to Hams Hall GBRf on June 23rd. *Derek Elston*

Class 66 771 with a Small Heath to Hindlow working passes Stockport on June 18th. *Mark Enderby*







GBRf

Class 99 008 runs towards Leicester LIP on June 19th working 0Z98 the 14:23 from Humberstone Road, light engine movement. *Barry Longson*



GB RAILFREIGHT MARKS NEXT KEY MILESTONE FOR CLASS 99 FLEET WITH INTERMODAL SERVICE TRIAL

GB Railfreight (GBRf), in collaboration with Maritime Transport and DP World, has marked a significant milestone in the introduction of its new Class 99 locomotive fleet, as testing progressed to the next stage on Wednesday June 17th, with an intermodal service successfully operating between DP World's London Gateway and Maritime's Hams Hall Rail Freight Terminal.

The successful operation represents one of the final stages in the testing and commissioning programme ahead of full commercial operations for the Class 99 fleet, which are due to commence in July.

The trial saw one of GBRf's new locomotives hauling a live intermodal service along a key strategic freight corridor, demonstrating the Class 99's capability in real operating conditions. The new fleet represents a major step forward for UK rail freight, combining electric and diesel capability to make the cleanest and safest way of moving goods around the country even cleaner and safer.

By successfully operating between London Gateway and Hams Hall Rail Freight Terminal, the trial underlines both the operational flexibility of the Class 99s and their role in supporting more sustainable, resilient, and productive intermodal logistics across the UK.

This trial comes in the same week that the newest member of the Class 99 fleet, locomotive 99010, arrived at Avonmouth, further strengthening the fleet ahead of entry into service.

John Smith, CEO of GB Railfreight, said: "This is one of the final milestones before the Class 99s enter full commercial service, and it is fantastic to see an intermodal train hauled by one of these new locomotives on the network. The Class 99 represents a real step change for our industry, building on rail's position as the cleanest and most productive way to move goods around the country.

"After a successful trial, we are ready to deliver a new era for rail freight in Britain."

John Bailey, Managing Director – Intermodal at Maritime Transport, said: "We are very pleased to be working closely with GBRf and DP World on this important trial, marking another positive step in the introduction of the Class 99 fleet.

"The successful operation into Hams Hall Rail Freight Terminal demonstrates the strength of collaboration across the rail freight sector, and the important role our rail terminal network continues to play in connecting the UK's major ports with inland markets, giving businesses greater access to efficient, low-carbon routes across the country."

GBRf

Class 69 010 passes Mount Pleasant Crossing, Southampton on a sunny June 15th with 14:48 Eastleigh - Westbury engineers train which on this occasion consisted of two wagons.
John Goodrich

Class 66 307 passes Walcot on June 23rd with 6M05 10:51 Tinsley Yard - Coton Hill Yard.
Keith Davies

On June 3rd, Class 99 006 and 66 749 race through a very wet Earlestown station on another Tuebrook - Drax trial working, this time via the Calder Valley route. The building on the left is part of the very historic station.
Jeff Nicholls







GBRf

Viewed from the Bishopstoke Road bridge, the yard at Eastleigh is fairly quiet on the afternoon of June 23rd. Locos in view are (l-r) Class 70 802, 66 716, 66 747, 69 014 and 66 551. *Ian Callander*

A chance meeting of two re-geared GBRf locos, neither in corporate livery, occurred at Hellifield on June 9th when grey Class 66 693 heading the 12:37 Horton to Brindle Heath loaded stone passed green 66 689 taking empty box wagons to Horton quarry for loading. *Lee Stanford*

Spending the day on yard shunting duties, Class 69 011 pauses to take in the hot sun at Eastleigh on June 23rd. *Ian Callander*





GBRf

Class 66 727 passes through St. Helens Junction station with 6E09, Liverpool FLT to Drax Biomass on June 24th. *Brian Dobbs*

Class 66 301 working the 6M05 Tinsley to Coton Hill passes Oakengates on June 16th. *Richard Hargreaves*

GBRf

Class 66 710 working the 3Z19 Cranmore to Doncaster Decoy Down Yard is seen at Swindon on June 4th, with 66 766 on the rear. *Colin Pidgeon*

Class 66 745 hauls classmates 66 726 and 66 723 through Guide Bridge on July 4th with 0M80 Doncaster to Crewe Basford Hall. *Russell Clarke*

Class 66 766 ‘Gail Richardson’ eases 4L24, the 05:36 East Midlands Gateway Terminal GBRf to London Gateway GBRf into platform 1 at Northampton on June 10th. *Derek Elston*







GBRf

Transpennine route upgrade sees engineering trains pass Castleton and on June 6th Class 66 750 working 6Z19 Crewe to Bradley Wood Jct. pulls out of Castleton goods loop with 66 735 on the rear. *Russell Clarke*

Class 69 007 with a Doncaster to Tuebrook light engine move is seen at Moore on June 28th. *Mark Enderby*

Running on electric power, Class 99 006 leads 66 749 with a Tuebrook - Drax Biomass train at Culcheth foot crossing. The Class 99 had been on trials on the Liverpool Docks - Tuebrook trains and was bound for Drax via Healey Mills. It only got as far as Bradley Junction where the train was cancelled because of a bridge strike, according to RTT, June 1st. *Jeff Nicholls*







Greater Anglia

On a dull evening of June 6th, Aventra units Class 720 140 and 720 144 stand in Clacton station awaiting their next duties.
Lee Stanford

Great Western Railway

Class 802 106 passes through Long Rock on the approach to Penzance with 1C01 06:00 London Paddington - Penzance on June 29th.
Barry Beeston

Great Western Railway

Class 802 108 passes through the Pool between Camborne and Redruth with 1A84 10:20 Penzance - London Paddington on July 3rd. *Barry Beeston*



On June 29th, Class 175 007 is seen sat in the sidings at Penzance after failing at St. Erth on a Plymouth bound service two days earlier. *Barry Beeston*



Class 165 102 on 5Q66 St. Phillips Marsh to Wolverton passes through a wet Swindon on June 6th. *Colin Pidgeon*



Great Western Railway

Class 802 009 leads 802 016 through the Pool between Camborne and Redruth with 1C72 08:03 London Paddington - Penzance on July 3rd. *Barry Beeston*

Class 802 001 departs Penzance with 2P13 11:50 Penzance - Plymouth service on June 29th. *Barry Beeston*

Class 175 115 heads through the Pool between Camborne and Redruth with 2C05 06:55 Exeter St. David's - Penzance service on July 3rd. *Barry Beeston*







Heavy Haul Rail

Class 70 008 storms through Guide Bridge working a late running 6H51 Dowlow to Ashburys stone train on July 2nd. *Russell Clarke*

Passing through Guide Bridge on July 4th was Class 66 951 on 6Y33 Crewe Basford Hall to Stalybridge ballast working for the TransPennine Route Upgrade. *Russell Clarke*

En route from Fareham, Hanson Aggregates with the 6V16 service to Whatley Quarry, Class 66 618 'Railways Illustrated Annual Photographic Awards / Alan Barnes' pauses at Eastleigh Station on June 23rd. *Ian Callander*







Heavy Haul Rail

Class 66 419 and 66 545 pass Kempseye with 6Y46 04:15 Ninian Park to Crewe Basford Hall Yard on June 18th. *Keith Davies*

Class 59 001 on 6C47 Appleford to Whatley heads through Swindon on June 6th. *Colin Pidgeon*

On a hot June 22nd, Class 59 204 brings its loaded rake of 16 assorted hopper wagons to a stand as the driver prepares to enter the Tolworth Day Aggregates facility, immediately after passing through the station. The run from Hanwell Bridge Loop has taken just under two hours. *Ian Callander*







Heavy Haul Rail

Class 66 622 on a diverted 6C52 West Drayton to East Usk Yard via Gloucester, due to engineering in the Severn Tunnel, is seen at Swindon on June 4th. *Colin Pidgeon*

Class 66 623 passes light engine through Sheffield on June 2nd, heading from Tunstead Sidings - Leeds Balm Road. *Michael Lynam*

Class 70 016 passes through Sheffield on June 2nd, with a rake of cement tanks from Dewsbury Blue Circle Cement - Hope (Earl Sidings). *Michael Lynam*







L.N.E.R.

Class 91 111 departs Leeds with a service to London King's Cross on June 10th.
Michael Lynam



L.N.E.R.

A Moving Legacy: LNER Unveils ‘Gresley 150’ Azuma Livery to Celebrate Life of Railway Pioneer



To mark the 150th anniversary of the birth of Sir Nigel Gresley, former Chief Mechanical Engineer of the original LNER, a special Azuma train livery has been unveiled at Doncaster railway station.

‘Gresley 150’ marks the work and influence of the railway pioneer, famous for designing iconic locomotives such as Mallard and Flying Scotsman, who was instrumental in changing the face of the railway industry in the 1900s.

In a special event at Doncaster station, guests including Sir Nigel Gresley’s grandson and great-granddaughter were amongst the first people to see the striking livery on the side of a modern LNER Azuma train (unit No. 801 228).

The design features original technical drawings of Gresley locomotives from the archives of the National Railway Museum, alongside artwork depicting the Mallard steam engine by John Park of Poster Creative, and a bust of Sir Nigel Gresley. Its Garter Blue colour is the same iconic colour that Gresley introduced for his streamlined A4 Pacific steam locomotives in 1937.

After being unveiled on Platform 8 at Doncaster station, invited guests then enjoyed a return trip to York on the train’s inaugural journey with its new livery. In the coming days, it will travel thousands of miles across the East Coast Main Line to destinations including Newcastle, Edinburgh, Leeds, and London.

David Horne, Managing Director of LNER, said: “This is a momentous day in the history of LNER as we recognise the significant impact that Sir Nigel Gresley had on the original LNER, as well as the wider rail industry.

“He was a pioneer, a true innovator, and is regarded as one of the all-time railway greats. It is fitting for us to mark the 150th anniversary of his birth with this special livery, which will be a moving legacy as we see this LNER Azuma travelling across the length of the East Coast Main Line, showcasing Gresley’s influence to thousands of customers each day.”

Ben Godfrey and Nina Britten, grandson and great-granddaughter of Sir Nigel Gresley, said: “We are incredibly proud of our grandfather and great-grandfather who did so much to positively change the railway. Alongside many steam locomotives and artefacts related to Sir Nigel Gresley that continue to be preserved, this new livery will tell a new generation of the impact felt by millions of people, both historically and in today’s world.”

L.N.E.R.

The double life of LNER driver Jamie Bond



Meet LNER train driver Bond, Jamie Bond.

Not only has Jamie got a licence to drive a LNER Azuma, he also spends time on His Majesty's service, mixing his railway role with travelling the world as an Army Reservist.

Jamie joined LNER in April 2025 as an apprentice train driver, qualifying in April this year. Before the railway, Jamie joined the Army at 18 and then moved to policing, spending ten years as a frontline response officer.

Throughout his policing career he continued his service as an Army Reserve, a commitment he has maintained up to the present day. He now serves in 165 Port & Maritime Regiment, Royal Logistic Corps as a Vehicle Specialist, a role which involves the coordination and mobilisation of some of the British Army's most essential vehicles to the frontline: from quad bikes to challenger tanks. It's a role that has taken him across the world, experiencing global operations and exercises, where his skills and leadership have earned him a recent promotion to Sergeant.

Speaking about his commitments Jamie said: "I do get questions about my 'double life' and how my two roles work together. There are a lot of transferable skills between the Armed Forces and railway, and my experience is that both jobs complement each other incredibly well. Leadership, decision-making, people skills are just a few of the many qualities that each roles requires, so one strengthens the other. I've also found that military and railway share the same core values and both have a love for an acronym!"

When asked if he'd recommend becoming an Army Reservist to others, Jamie said, "Absolutely. The sense of accomplishment and achievement I receive is fantastic; plus, the fact the skills and training are so complementary. I'd say the same to those in the military who may be considering a different path, the railway is a great industry to join, and you'll find it has the same sense of camaraderie and belonging as the Armed Forces."

The Reservist role involves a commitment to spend at least 27 days a year in the job, undergoing continuous training. Under the 'one Army' concept the role is integrated within the 'full-time' military and carries the same expectation of deployment to frontline areas.

James Downey, Finance Director and Executive Sponsor of LNER Armed Services Network Reveille, said: "The railway and the Armed Forces have a proud, long-standing connection, and at LNER we're committed to supporting those who serve. I'm proud to be the Executive Sponsor of Reveille, our Armed Forces staff network, which plays a key role in connecting, supporting, and championing colleagues from across the business who are involved in the military community. Our Reservist colleagues bring valuable skills, discipline and leadership, and we are dedicated to creating an environment where they can thrive in both their careers and their service."

Loram

Class 37 418 pass Upton Forge with 2Z34 09:17 Swansea - Derby on June 4th. *Keith Davies*

The 2Z01 Preston to Derby manager's special on July 2nd passes Guide Bridge with 'Caroline' being pushed by Class 37 418, taking the line across the Hope Valley. *Russell Clarke*

Class 37 418 and 'Caroline' heading from Preston to Derby pass Moore on July 1st. *Mark Enderby*







Loram

‘Caroline’ is propelled by Class 37 418 as they approach Charnock Richard on a Glasgow – Wigan – Preston working on July 1st. The onward intended working to Merseyside was cancelled. *John Sloane*



Lumo

Lumo 6 car unit Class 222 603 heads away through Standish on June 17th with a trial working from Stirling to London Euston. *John Sloane*

Becoming a common sight now on the WCML, but still a bit of a novelty, Class 222 603 passes the ripening corn at Winwick with the 08:50 Stirling - London Euston Lumo service on June 17th. *Jeff Nicholls*

Network Rail

Colas power cars Nos. 43274 and 43303 working 1Q55 Derby R.T.C. to Derby R.T.C. pass Oakengates on June 12th. *Richard Hargreaves*



Colas power cars Nos. 43274 and 43303 with a Slateford to Derby working pass Moore on June 17th. *Mark Enderby*



The 1Q23 Bristol Kingsland Road to Derby R.T.C - Network Rail exits Stratton loop on June 11th with power car No. 43303 leading.
Ken Mumford



Network Rail

On June 12th, power cars Nos. 43274 and 43303 are seen on Hencote Bank with 1Q55 11:44 Derby R.T.C. (Network Rail) - Derby R.T.C.(Network Rail). *Keith Davies*

Colas Rail power cars Nos. 43251 and 43272, both recently repainted, pass through Preston on June 30th with a Network Rail Track Inspection Train from Derby R.T.C. - Carlisle. *Michael Lynam*

Route learner 0Z50 operated by power cars Nos. 43277 ‘Safety Task Force’ and 43303 are boarded at Doncaster by its crew ready to depart on June 30th. *Russell Clarke*







Network Rail

Class 37 099 and 37 422 top'n'tail the Ultrasonic test train on June 12th as it passes Stoneyford Lane. *Mark Enderby*



Power cars Nos. 43303 and 43274 pass through Lancaster on June 17th working a Network Rail Inspection train as 1Q26 from Slateford Depot - Crewe. *Michael Lynam*





Rail Adventure

Power cars Nos. 43484 and 43468 with 0J25 Loughborough to Bury pass Diggle on June 10th. *Russell Clarke*

Rail Adventure move 5Z23 from Bury to Doncaster Wagon Shops reverses at Castleton on June 16th with No. 43468 leading 60103 ‘Flying Scotsman’ and 43484 on the rear. *Russell Clarke*

A returning Rail Adventure move with power cars Nos. 43468 and 43484 pass platform 1 at Rochdale with 5D26 Bury to Chaddesden Sidings empty stock move on June 10th. *Russell Clarke*







Rail Operations Group

Class 93 004 and 93 008 on a wagon move to Mossend for tests to Daventry, pass Moore on June 6th. *Mark Enderby*

Class 37 501 ‘Teesside Steelmaster’ passes Bayston Hill on June 10th 5Q78 11:45 Holyhead Carriage M.D. - Cardiff Canton Sidings. *Keith Davies*

Class 93 008 and 93 004 top’n’tail a Mossend to East Midlands Gateway working through Winwick on June 10th. *Mark Enderby*







Rail Operations Group

Class 93 004 heads a short test working of containers north through Leyland on June 8th. Heading from Crewe to Mossend, the combination returned south the following day.
Jeff Nicholls



Class 93 006 and 93 007 top and tail a pair of barrier coaches as they pass Winwick on June 11th on a working from Inverness to Crewe.
John Sloane



Rail Operations Group

Class 37 884 working the 5Q40 Cardiff-Holyhead passes Battlefield on June 24th. *Carl Grocott*



Class 93 008 is seen on the rear of a short test working of containers north through Leyland on June 8th led by Class 93 004. Heading from Crewe to Mossend, the combination returned south the following day. *Jeff Nicholls*



Working 5M58 Leeds Holbeck to Derby R.T.C. Class 37 512 'Thornaby Demon' and 37 510 'Orion' speed past Saddleworth on June 12th. *Russell Clarke*



TransPennine Express

On June 22nd, Class 185 108 and 185 123 run slow line at Heaton Norris Junction, working the 10:23 Cleethorpes to Liverpool Lime Street service. *Barry Longson*

On June 10th, Class 397 006 arrives at Preston working a service to Glasgow.
Michael Lynam

A pair of Class 185s on a service to Liverpool passed the remains of Fiddlers Ferry power station at Penketh on June 14th. *Mark Enderby*







TransPennine Express

Class 802 214 passes through St. Helens Junction station with 9E09 Liverpool Lime Street to Newcastle service. St. Helens Junction station was opened on 1833 as part of the Liverpool and Manchester Railway. The station originally had four platforms but only two survive, and the remaining Booking Office and Waiting Room are now Grade 2 listed. *Brian Dobbs*

Transport for Wales

Class 67 008 and DVT No. 82227 pass Bayston Hill with 1W50 16:30 Manchester Piccadilly - Cardiff Central on June 8th. *Keith Davies*

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

Class 153 909 and 153 367 are seen at Cheney Longville with 2M12 17:38 Llandrindod - Shrewsbury service on June 25th. *Keith Davies*







Transport for Wales

Class 67 015 and DVT No. 82216 climb Hencote Bank with 1W60 14:55 Swansea - Crewe service on June 21st. *Keith Davies*

The last Civity unit to enter service with Transport for Wales is Class 197 041 which on June 19th was at Crewe waiting to depart with 17:23 service to Wrexham General. *Lee Stanford*

Class 197 126 working a Manchester to Holyhead service passes Frodsham on June 8th. *Mark Enderby*





Transport for Wales

Class 67 017 is seen at Kemps Eye with 1V18 15:30 Manchester Piccadilly - Swansea service on June 14th. *Keith Davies*

DVT No. 82226 leads Class 67 022 at Kemps Eye with 1W39 10:30 Manchester Piccadilly - Cardiff Central on May 23rd. *Keith Davies*

On June 18th, Class 67 020 passes Kemps Eye with 1W55 09:08 Newport - Manchester Piccadilly. *Keith Davies*







Transport for Wales

Class 67 022 is seen on Hencote Bank with 1W97 17:22 Cardiff Central - Holyhead on June 23rd. *Keith Davies*

Class 67 025 and DVT No. 82226 climb Hencote Bank with 1W97 17:22 Cardiff Central - Holyhead on June 10th. *Keith Davies*

A pleasant change from the usual unbroken diet of 197s as Class 158 825 works an evening North Wales - Manchester Airport service through Winwick on June 3rd. *Jeff Nicholls*







Transport for Wales

DVT No. 82227 and Class 67 015 pass Kemps Eye with 1V39 10:30 Manchester Piccadilly - Cardiff Central on June 17th. *Keith Davies*

Class 197 116 cruises past Winwick with a Manchester Airport to Holyhead working on July 11th. *John Sloane*

Class 67 020 propels the 10:52 Cardiff Central to Manchester Piccadilly past Heaton Norris Junction on a sunny June 22nd. *Barry Longson*







Transport for Wales

Class 67 025 with a diverted 1V18 Manchester to Swansea service is seen at Warrington Bank Quay on June 28th. *Mark Enderby*

Class 67 015 with a Cardiff to Manchester Piccadilly service is seen at Stockport on June 18th. *Mark Enderby*

Class 197 024 returns to Machynlleth depot after a test trip to Aberystwyth and return on June 23rd. *David Lindsell*







Units: DMUs and EMUs

Northern Bi-mode Class 769 424 departs Parbold past the signal cabin with 2O70 the 16:03 Southport to Manchester Oxford Road service on May 26th. *Paul Senior*

Northern's three car Class 150 set No. 150 005 stands at York station having arrived earlier on a service from Hull on June 2nd.
Michael Lynam

Northern's Class 331 105 arrives at Deansgate on June 13th with a local service to Manchester Airport. To the right of the train can be seen a former Network North West station totem which was revealed following the removal of a large advertisement. *Lee Stanford*







Units: DMUs and EMUs

Great British Railways liveried Class 387 172 visited Southampton for the first time on June 15th, it is seen taking the line for Netley and beyond at Horseshoe Bridge, St. Denys with 15:20 Southampton - Brighton on that date. *John Goodrich*

On June 22nd, Northern's Class 156 460 had charge of the 12:56 Chester to Manchester Piccadilly service, seen running on the down slow at Heaton Norris. *Barry Longson*

Northern's Class 170 476 awaits to depart York with the 09:14 departure to Leeds on June 12th. *Barry Longson*







Units: DMUs and EMUs

Once a common sight at Winwick, Northern's Class 156 415 passes through with an Ellesmere Port - Liverpool Lime St. working on June 8th. Although in theory supposed to run daily, this rarely happens. *Jeff Nicholls*



Plenty of South Western Railway's Class 701s are seen stabled in Clapham Jct. yard on June 13th. *Derek Elston*



Swinging out from the Romsey line, and crabbing across to platform 2 at Eastleigh on June 23rd, South Western Railway's Class 158 887 forms the 2S39 Romsey to Salisbury service. *Ian Callander*



Units: DMUs and EMUs

Northern's Class 195 108 hurries through Charnock Richard cutting on July 1st with a Manchester Airport to Corkickle service. *John Sloane*

Northern's Class 158 871 waits to depart Morecambe on a service to Leeds via Lancaster on June 10th. *Michael Lynam*

Northern's Class 195 015 and 195 023 head under a rainbow at Winwick on June 8th. *Jeff Nicholls*







Units: DMUs and EMUs

West Mid's Class 196 107 passes Walcot with 1J54 13:52 Birmingham New Street - Shrewsbury on June 2nd. *Keith Davies*



Northern's Class 158 816 passes Helwith Bridge on June 13th working a Carlisle - Leeds service. *Michael Lynam*



Northern's Class 156 404 calls at Blackburn on June 30th working a Preston - Colne service. *Michael Lynam*



Units: DMUs and EMUs

On July 1st, Northern's Class 769 458 calls at Parbold with a Southport to Manchester Oxford Road service. *John Sloane*

Northern's Class 331 104 speeds through Charnock Richard cutting with a Liverpool to Blackpool train on July 1st. *John Sloane*

WestMid'sClass196112passesWalcotwith2J18 13:26 Birmingham New Street - Shrewsbury service on June 2nd. *Keith Davies*







Units: DMUs and EMUs

Northern's Class 323 237 calls at St. Helens Central with 2F54 Liverpool Lime Street to Wigan North Western service on May 30th. *Brian Dobbs*

Northern's Class 156 485 waits at Buxton to work 2B33 13:46 to Manchester Piccadilly on June 20th. *John Balaam*

Northern's Class 150 144 stands at Manchester Piccadilly to work 2B18 10:51 to Buxton on June 20th. *John Balaam*







ScotRail

Power cars Nos. 43149 and 43026 working the 12:48 Inverness - Edinburgh service pass Dalwhinnie on May 12th. *Thomas Niederl*



Tyne and Wear Metro

New Stadler Tyneside Metro unit Class 555 014 approaches Pelaw on June 12th bound for Newcastle Airport. *Lee Stanford*

Tyne and Wear Metro

Class 555 010 is seen ready to depart Pelaw with a service to South Hylton on June 12th.
Barry Longson

Isle of Man

Steam Railway No. 11 ‘Maitland’ working the 11:50 Douglas - Port Erin service passes Douglas. *Thomas Niederl*

Manx Electric Railway No. 21 with the 16:40 Laxey - Derby Castle passes Braeside. *Thomas Niederl*

Steam Railway No. 13 ‘Kissack’ working 13:50 Douglas - Port Erin service passes Ballasalla. *Thomas Niederl*





Isle of Man

Snaefell Mountain Railway No. 2 working the 11:20 Snaefell Summit - Laxey service is seen at Snaefell Summit. *Thomas Niederl*

Douglas Bay Horse Tramway ‘Harry’ and carriage No. 21 working the 09:05 Derby Castle - Villa Marina stands at Douglas Villa Marina. *Thomas Niederl*

Steam Railway No. 13 ‘Kissack’ working the 13:50 Douglas - Port Erin is seen at Castletown. *Thomas Niederl*







Isle of Man

Manx Electric Railway No. 1 is seen working a charter at Laxey. *Thomas Niederl*

Manx Electric Railway No. 2 with the 16:40 Laxey - Derby Castle service passes Dhoon Glen. *Thomas Niederl*

Manx Electric Railway No. 22 with the 15:40 Derby Castle - Laxey is seen at Dhoon Glen. *Thomas Niederl*







National Rail



Class 66 742 passes Standish at speed with the Hams Hall to Mossend intermodal on July 10th. *John Sloane*

Greater Anglia invests more than £1.4m in station repainting project

Greater Anglia has invested more than £1.4m in a major station repainting project across its network. The train operator has repainted 29 stations across Norfolk, Suffolk, Essex, Cambridgeshire and Hertfordshire, helping to make stations look brighter, cleaner and more welcoming for passengers and local communities.

Canopies, columns, window frames and signage have all been repainted as part of the project, with thousands of litres of paint used across the network. Stations including Norwich, Bury St Edmunds, Bishop's Stortford and Manningtree have all benefited from the work. The project began in September 2025 and was completed in April 2026.

Andrew Goodrum, Infrastructure & Major Projects Director, Greater Anglia, said: "Railway stations are gateways to their local communities, so it is important they are well maintained and feel welcoming for passengers. This investment has made a visible difference at stations across our network, helping them look brighter, cleaner and more pleasant for everyone using them. We know passengers care about the appearance of their local stations, and we have been really pleased with the feedback received following this project."

Painting took place at Bishop's Stortford, Brundall, Bury St Edmunds, Cantley, Dovercourt, Elmswell, Harwich International, Hoveton & Wroxham, Ingatestone, Manningtree, Melton, Needham Market, Norwich, Oulton Broad North, Oulton Broad South, Prittlewell, Rayleigh, Reedham, Salhouse, Shelford, Southminster, Thetford, Thurston, Walton-on-the-Naze, Ware, Wivenhoe, Woodbridge, Worstead and Wymondham.

The investment is part of Greater Anglia's ongoing work to improve stations and make rail travel more welcoming for customers. Across the wider railway in Anglia, c2c, Greater Anglia and Network Rail Anglia are also working more closely together as GBR Anglia, bringing track and train closer together to improve planning, strengthen day-to-day coordination and deliver a more joined-up railway for passengers.

Fares Advice with RailUK

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

Protocol for presenting split tickets for on-train inspection?

Q: The other day I travelled from Cardiff to Shrewsbury with tickets split at Cwmbran.

When the conductor was checking tickets after leaving Cardiff, I presented my Cardiff to Cwmbran ticket which he duly scanned.

The question is, should I have also presented my Cwmbran to Shrewsbury ticket at the same time? Or, as I did, waited until after leaving Cwmbran before offering it for inspection? In fact, I was not asked for it, the conductor presumably not having flagged me as boarding at Cwmbran.

Would your advice differ if it was a more complex journey with split tickets, perhaps involving change(es) of train and TOC en-route?

A: This is quite an interesting one.

Recently, I was travelling Avanti to Edinburgh in Standard Premium. A couple opposite were gripped by the TM after Stafford and their SP upgrades were only from Euston to Coventry, where their tickets were split (they were going to Oxenholme).

They weren't seasoned travellers, so had presented their ticket to the previous TM and requested an upgrade, so presumably they didn't notice it was unusually cheap or that it was only as far as Coventry.

Much consternation ensued when they were requested to upgrade again, with them claiming they had already upgraded. Also the two separate upgrades were significantly more expensive than the single upgrade for their whole journey would have been. In the end, it was agreed they would pay the difference, but as the machine couldn't cope with that, they were let off.

However, perhaps it's a lesson to always show all the tickets for the train you're on.....or maybe it's not.....! They saved about £30 each.....!

There's no hard and fast rules. I tend to show the ticket that's relevant at the present time and then mention "Oh I've got another one for later" if I'll be using it on the same service. In my experience it seems to be if the next ticket covers a bit of the journey they're working they'll scan it and if it doesn't they tend to just say "Show it to my colleague when they check tickets after x". That approach seems to work fairly reliably. Though I think its noticeable that some guards are clearly more familiar with splits than others. XC guards all seem to be very familiar with split ticketing so know exactly what's what. Northern guards are more prone to a certain amount of initial confusion if you mention you've got another ticket for later.

Been a very long time though since I've had any bother with a guard for using a split however. Just slight puzzlement is normally the worst that happens!

I think the last time I had any problems was upgrading to Weekend First on XC. I had split APs and whilst they sold the upgrade (which they shouldn't have done as XCs policy is no Weekend First on APs) they charged me individual upgrades for each leg. So I was issued something like a Birmingham - Derby, Derby - York and York - Darlington set of Weekend First upgrades. Didn't really feel all that able to complain however as despite costing me more the guard shouldn't have sold me anything in the first place and didn't want them to get in trouble or a briefing to go out reminding guards not to issue Weekend First in that scenario!

For there to be a "protocol" there would need to be a 'guiding mind' for 'the railway'; such currently doesn't exist, but optimistic people say GBR will provide one. We'll see.

Ticket Advice for All

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

National Rail



Class 20 007 and 20 205 top'n'tail two barrier vehicles as 5A18, the 07:45 Kings Norton On Track Plant Depot to Wembley Loco Sidings P,Q,R. through Northampton on June 12th. *Derek Elston*

Loco Fleet List Ten

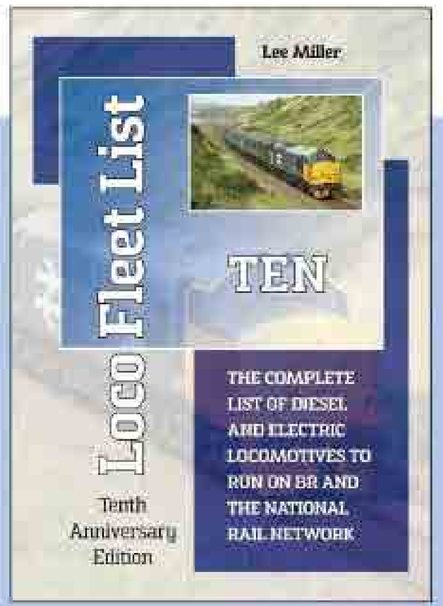
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Features:

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





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

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

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

Greater Anglia's Norwich depot opens its doors for first time in almost 40 years

Greater Anglia's Norwich Crown Point depot welcomed members of the public for its first open day in almost 40 years. The event, held on Saturday June 6th, saw more than 1200 railway enthusiasts and local visitors enjoy a rare behind-the-scenes glimpse inside a busy, working railway depot. On the day, a Greater Anglia Class 745 12-carriage electric train was on display, while a number of class 755 bi-mode electric and diesel trains were available for in-depth tours of the driver's cab and passenger saloons. Train wheelsets, traction motors, engines and other key train components were also laid out, along with information boards explaining their purpose and how they are maintained.

Cab tours of Class 37 and Class 56 diesel freight locomotives from Colas Rail Freight also proved popular, as did the Wissington steam engine from the North Norfolk Railway, and a Freightliner Class 90 locomotive, which used to be based at Crown Point and haul Norwich to London intercity trains, until the new intercity trains were introduced in 2020.

A Class 08 shunting engine, used to move trains at slow speed around the depot, was also on display, while a small steam-powered road train gave excited children and adults alike a fun journey around the site.

Local rail organisations including Bure Valley Railway, Mid-Norfolk Railway and the Bittern and Wherry Lines Community Rail Partnerships also had stands with information and products for visitors to view. Colleagues from British Transport Police showed visitors around one of their vehicles and explained their vital work in helping keep the railway safe. Norwich Model Railway Club were also on hand to display a number of layouts.

Helen Dickerson, Norwich Crown Point's Yard Operations Manager, said: "It was a brilliant day and a real pleasure to open the gates, welcome everyone in and show people how our depot works. The engines and locomotives on display came from near and far, but all with a strong East Anglian connection, which was further strengthened with local heritage railways, partner organisations and community rail partnerships all taking part.

There was a great buzz throughout the day, and Greater Anglia and Network Rail teams were only too happy to talk to visitors about their roles and provide tours of the train cabs, yard controller offices and signal box."

Steve Mitchell, Greater Anglia's Head of Engineering & Assurance, said: "We were proud to open Norwich Crown Point depot to the public for the first time in almost 40 years.

"It was a brilliant opportunity to show the skill, care and teamwork that goes into preparing trains for passenger service every day and deliver a very punctual and reliable service. We hope it inspired some visitors to consider a future career on the railway."

The depot opened on 27 October 1982, replacing Norwich engine shed and allowing InterCity trains that had previously been serviced at Great Yarmouth to move to a central location. It was electrified in 1986/87, as full electrification of the Great Eastern Main Line was completed.

As part of the privatisation of British Rail, the depot was taken over by Anglia Railways in 1997. It has since passed with the East Anglia franchise to One Railway, National Express East Anglia and now Greater Anglia, which is now back in the public sector since 12 October 2025.

The depot services up to 27 trains over a 24-hour period, including fuelling, cleaning and sanding.

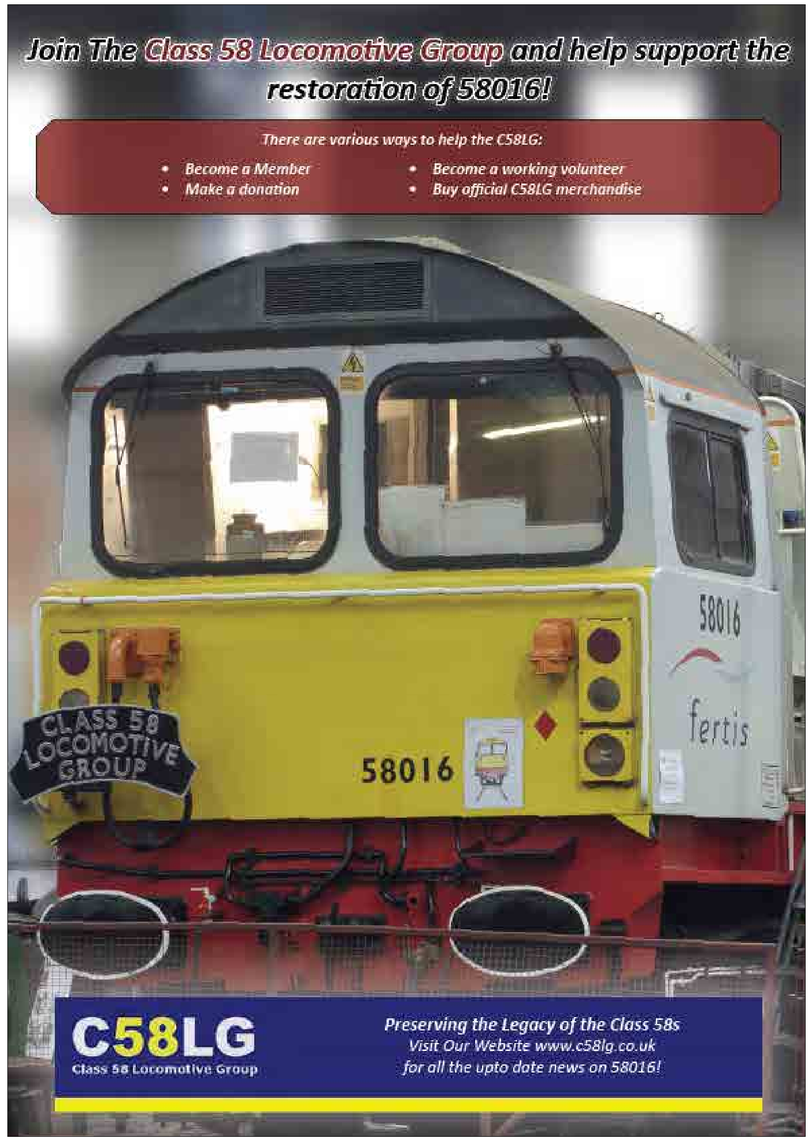
The open day also reflected the close working between railway colleagues across the region, bringing together Greater Anglia and Network Rail Anglia teams alongside heritage railways, community rail partnerships and industry partners.

It comes as c2c, Greater Anglia and Network Rail Anglia continue to come together as GBR Anglia, bringing track and train closer together to improve planning, strengthen day-to-day coordination and deliver a more joined-up railway for passengers across the region.

National Rail

Northern's Class 195 016 passes Winwick whilst working a service from Leeds to Chester on July 11th. *John Sloane*





Greater Anglia celebrates Safer Railway Scheme accreditation

Greater Anglia has achieved a score of 94% in the Safer Railway Scheme, demonstrating its commitment to creating a safe and secure railway for passengers and colleagues. The accreditation was announced as Rail Safety Week got underway. The industry-led initiative focuses on rail safety for all.

The Safer Railway Scheme sets national standards for rail organisations operating on the UK rail network to improve safety, security and safeguarding.

The scheme, launched by the Department for Transport and British Transport Police, assesses how rail organisations prevent crime, protect vulnerable people and support passengers and colleagues.

Greater Anglia was independently assessed by British Transport Police. To be accredited, organisations must meet a minimum standard, scoring at least 70% overall. The operator achieved 94%, with assessors commending the way Greater Anglia works with partners, supports vulnerable people and helps to keep passengers and colleagues safe.

Georgia Payne, Greater Anglia's Senior Safeguarding and Social Value Manager, said: "We are very pleased to have achieved such a strong score in the Safer Railway Scheme, which reflects the hard work and dedication of colleagues across Greater Anglia.

"Keeping passengers and colleagues safe is one of our highest priorities, and this accreditation recognises the work taking place across the business to prevent crime, protect vulnerable people and support those who need help. We are committed to maintaining this accreditation and continuing to improve over the coming years."

The accreditation comes as the government and rail industry continue to tackle sexual harassment on public transport through the Enough campaign.

The campaign makes clear that sexual harassment on trains and at stations will not be tolerated, and encourages passengers to report incidents to British Transport Police.

It challenges behaviours such as staring, intrusive questions and unwelcome comments, and signposts how to get help by texting British Transport Police on 61016, speaking to rail staff or reporting online.

Safety is a key priority for the railway in Anglia, with c2c also achieving a high score in its Safeguarding on Rail Scheme accreditation last summer.

Across the wider railway in Anglia, c2c, Greater Anglia and Network Rail Anglia are now working more closely together as GBR Anglia, bringing track and train closer together to improve planning, strengthen day-to-day coordination and deliver a safer, more joined-up railway for passengers and colleagues.

National Rail

On June 17th, former DRS's Class 33 030 is seen in the yard at West Coast Railways' Carnforth depot. *Michael Lynam*



On June 17th, West Coast's Class 57 008 is seen stabled with a rake of Mk1 coaches at Carnforth. *Michael Lynam*



West Coast's Class 47 768 (showing 47 555) 08 418, 47 787 and 57 011 are seen lined up at Carnforth. *Michael Lynam*



Stored Class 57 005 in Advenza Freight livery is seen in the yard at Carnforth on June 17th. *Michael Lynam*



National Rail



On June 12th, Tyne and Wear Metro Class 555 035 is seen at Pelaw, with a South Hylton service. *Barry Longson*

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

www.southerncountiesrailwaysociety.co.uk

Thameslink £3.6m refresh leaves trains gleaming

Passengers using Thameslink, which recently transferred to public ownership, are set to benefit from cleaner, fresher trains. A major makeover of its 115-strong fleet is under way, which will improve passenger experience on board.

£3.6m is being invested in polishing 46km of exteriors across 1,140 carriages to a gleaming white finish, as well as repainting toilets and applying smart new interior wall vinyls to deter graffiti and make it easier to clean after any attack. Every area onboard is also being deep steam-cleaned at the Sussex depot in Three Bridges. (See editor's notes.) The Class 700 polishing project and toilet refresh is funded by the Department for Transport and Greater Thameslink Railway and delivered in partnership with Siemens.

Rail Minister Lord Peter Hendy said: "These improvements show how passengers are being prioritised under public ownership and, as we move towards Great British Railways, making sure that travelling by train is a comfortable and positive experience. This refresh on Thameslink services is just the start. Under public ownership, passengers not shareholders will be prioritised to deliver a safer, cleaner and more reliable railway."

Greater Thameslink Railway Interim CEO John Whitehurst said: "Boosting customer satisfaction is a priority for us, so we're delighted to bring tangible improvements to our Thameslink train fleet which passengers will really appreciate. By making our trains more attractive, we will encourage more people to choose rail across the vast Thameslink network, connecting communities as far apart as Cambridge and Brighton."

Aglaja Schneider, Joint CEO at Siemens Mobility UKI, said: "This is what effective rail partnerships deliver – our teams are restoring 46km of train exteriors to a gleaming finish, while GTR's teams are deep-cleaning every carriage to the highest standard. Thameslink passengers deserve a quality experience on board, and together we're making that a reality across all 115 trains. It's part of our wider ambition to transform rail travel and transport for communities right across the UK."

The refresh is part of a passenger-driven improvement plan now firmly under way at the UK's largest train operating company after it joined the fast-growing family of publicly owned operators on May 31st.

It is just one of the improvements passengers will see ahead of the formal establishment of Great British Railways by the end of 2027.

GTR will deliver a range of initiatives to improve performance and passenger experience, such as doubling the number of services between Gatwick Airport and London Victoria every hour from December.

Other commitments are to:
Recruit more drivers to reduce delays: GTR's ongoing train crew recruitment will deliver an additional 75 drivers across Thameslink and Great Northern this year as drivers complete their training, with an uplift of 40 drivers at Southern and Gatwick Express this year too. The increase in drivers will help improve train crew availability and reduce cancellations.

Create safer services: 110 Travel Safe Officers are being trained to support revenue protection, improve security and combat anti-social behaviour. Upgrade signalling to reduce cancellations: Secondary signalling system between Farringdon and Blackfriars to reduce delays and boost resilience. Improvements expected to prevent over 1,000 cancellations a year.

Establish better customer communication: passengers will be able to get support when there is disruption from staff directly via a customer support WhatsApp channel. GTR is also adding more online payment options for customers.

The work on the Thameslink trains forms part of wider fleet refurbishment plans at GTR, in which 304 Southern Electrostar trains are steadily being overhauled at Selhurst Depot in South London. Trains on this 'C6' programme undergo a full inspection before receiving a repaint, new seat upholstery and carpet – along with buses to silence squeaky tables

National Rail

Exhibition train's historic tour ends with celebrations and major announcement

The unique touring exhibition train, Inspiration, celebrated the final day of its historic tour with train cab tours, an art exhibition and an exciting announcement about the new hosts of its carriages.

Over the past year Inspiration has been visited 104,000 times as its travelled 12,000 miles and made 65 stops from the Scottish Highlands to the Cornish coast.

The train tells the story of rail through interactive exhibits, historic artefacts and amazing stories. It aimed to spark appreciation for rail and inspire people to choose a career in the rail industry.

Many locations on its tour do not have easy access to the UK's national museums. Inspiration brought a fun, fascinating and free exhibition to their local station.

On 22 June the popular Railway 200 attraction opened its doors in Scarborough for the final time, after almost 250 event days at mainline stations, heritage railways, museums and a freight depot.

There was a carnival atmosphere at the TransPennine Express station, as those involved in designing, creating and touring the train gathered to say goodbye.

Artworks by Glynis Dray, who has painted the train in watercolours at 50 destinations, were on display and locals were given cab tours by GB RailFreight, whose locomotives have hauled Inspiration.

Emma Roberts, Programme Manager for Railway 200, the anniversary campaign behind the train, spoke movingly about the train's impact, as she announced the permanent hosts for the carriages:

The Wonderlab on Wheels carriage is heading to Locomotion! Its interactive engineering challenges, designed by the National Railway Museum, will be a popular destination for the thousands of weekly visitors to Locomotion railway museum in Shildon, County Durham. Located in the world's first railway town, Locomotion is a free museum that is home to the biggest undercover collection of historic rail vehicles in Europe, showcasing Britain's world-leading role in rail engineering.

The Your Railway Future carriage is being retained by Network Rail and will be housed at its Test Track facility in Melton. Positioned within this working innovation hub, the carriage will help visitors connect what they see on the railway today with the opportunities and careers that will shape its future.

Emma Roberts, Railway 200 Programme Manager, said: "Turning a train into a multimedia exhibition and touring it across one of the world's busiest rail networks was hugely ambitious – and there were many people who said it couldn't be done.

"Now, after over one hundred thousand visitors across 250 event days, this unique project stands as testament to the skill, creativity and sheer determination of hundreds of rail industry colleagues. To everyone who played their part: thank you. You have achieved something truly extraordinary – something that will shape the future of our railway."

George Thomas, Strategic Development & Stakeholder Director for TransPennine Express said: "We were delighted to welcome Railway 200's Inspiration Train to Scarborough for the final stop of its incredible nationwide tour, which has welcomed more than 100,000 visitors and celebrated the people, places and achievements that have shaped Britain's railway over the past 200 years.

"Scarborough was a fitting place to bring the journey to a close, reflecting the town's proud railway heritage and our own Railway 200 celebrations at TPE. It was fantastic to see so many people come aboard the exhibition and celebrate this important anniversary with us. As we reflect on the railway's remarkable past, we also hope the event has inspired visitors to look ahead with excitement to a more joined-up, reliable and customer-focused railway for the future."

Sarah Price, Head of Locomotion, said: "We're so excited to bring Wonderlab on Wheels back to Locomotion. It was incredibly popular when it visited last year, bringing engineering to life for visitors of all ages. We're also hoping to incorporate it into our school programme too, helping address the STEM gap and engaging children with experimentation and problem solving in a fun and creative way."



Inspiration in numbers:

Over 100,000 visitors
65 stops across England, Scotland and Wales
250 days open to the public
273 bespoke tours for 6,000 students from 188 schools, including 35 Special Educational Needs and Disability (SEND) Schools
12,000 miles travelled
Over 44,000 litres of recycled vegetable oil used to power the generator
Inspiration's tour was generously supported by a £250,000 grant from The National Lottery Heritage Fund and Porterbrook funded its eye-catching livery.

It's part of Railway 200, the national celebration marking two centuries of the modern railway. During 2025 the rail industry marked this occasion with a yearlong programme of events and activities. Some of its achievements are:

One million four hundred thousand people attended Railway 200 related events and activities

Over one hundred thousand young people engaged with careers and STEM based activities

Over forty thousand people attended the world's largest rail festival in Derby

The rail industry hosted seven family friendly open days raising thousands of pounds for charity

Community Rail delivered three hundred events attended by fifty thousand people, including 12,000 young people
Five agreements were signed between heritage and mainline railways making it easier for them to share materials, resources and training facilities

One million pounds was awarded in grants from The National Heritage Lottery fund to Railway 200 related projects

National Rail

Together We' public artwork installed at Cambridge's newest station



GBR Anglia, working with Commission Projects, have engaged Turner prize nominee (2006) Mark Titchner, to install a new public artwork at the soon to open Cambridge South station to celebrate its importance for the City of Cambridge.

Mark was appointed by GBR Anglia and the project steering group to undertake the public art commission for the new station in April 2024, following a rigorous selection process. He subsequently undertook research into the site and developed the concept and proposal for the artwork, entitled 'Together We'

The concept of the work focuses on the circulation and coming 'together' of people, with its origins in circulatory systems both medical and in transport. This draws on Mark's research into Cambridge physician William Harvey, the first known physician to describe the circulatory system in detail. Using words and language as a central part of his practice, Mark's previous work includes the permanent text-based installation 'Me, Here Now', created for London Bridge station in 2018.

The proposal for the new station for Cambridge included the installation of a significant piece of public artwork to help tie the station to its location, situated between the Cambridge Biomedical Campus, a globally important centre of medical & scientific excellence and Hobsons Park & the expanding nearby community of Trumpington.

The overall aim is to link and celebrate these places and achievements by providing an art programme that makes an exciting contribution to the new station, complements the architectural design, and creates a dynamic and thought-provoking experience for future passengers and the city of Cambridge.

Working with London Mural Company, and principal contractor Murphy, the public artwork has been installed on the balustrades of the station's sweeping, central stairways which have a prominent position above the two entrances.

Once open, passengers entering the station, will be able to experience and enjoy the artwork as they move through the ticket barriers and into the main space of each building, under the sweeping staircases.

The artwork will also extend beyond the station as a dynamic stand-alone animated piece. The digital artwork will also be free to download via QR code for passengers and the public to enjoy.

In collaboration with three local primary schools, Mark will be leading school-wide assemblies and some small-group workshops with pupils to help them develop and design individual letterforms which when combined, spell 'Together We', focusing on typography and positive messaging. This will lead to a whole-school poster activity, building a clear link to the commissioned artwork at the station and its themes of community and shared public space.

£900,000 upgrades planned for Pollokshaws Road railway bridge



Network Rail is investing £900,000 to upgrade the railway bridge at Pollokshaws Road in Glasgow, helping keep journeys safe and reliable for years to come.

From July 13th, engineers will repair and repaint the bridge, improve drainage, and clear vegetation to extend its lifespan.

The work is due to be completed by September 19th 2026.

To allow the work to be carried out safely, there will be some temporary changes in August, including two planned railway closures and the use of temporary traffic lights at the junction of Nithsdale Street and Allison Street.

Rail services will be affected on the weekends of August 8th to 9th and August 15th to 17th, when no trains will run between Glasgow Central and destinations including Cathcart, Maxwell Park, Neilston and Newton via the affected section of line.

Replacement bus services will be in place, and customers are advised to check before travelling and allow extra time for their journeys.

The investment is part of Network Rail's ongoing commitment to maintaining and improving Scotland's railway infrastructure, ensuring it remains safe, resilient and reliable for years to come.

Lesley Percy, scheme project manager at Network Rail Scotland, said: "This investment will help ensure Pollokshaws Road bridge remains safe and fit for the future, supporting reliable journeys for passengers and road users alike.

"We appreciate that some disruption is unavoidable, and we'd like to thank the community in advance for their patience while we carry out these essential improvements."

Mark Ilderton, ScotRail service delivery director, said: "We're encouraging customers travelling between Glasgow Central and Newton or Neilston to plan ahead on the weekends of August 8th/9th and 22nd/23rd, when Network Rail carries out this important bridge improvement work.

"Customers should check their journey before travelling and, where possible, use ScotRail services via Barrhead or East Kilbride. Local bus operators also provide alternative travel options.

"We understand these changes may mean some inconvenience for customers, and we thank them for their patience while this essential work is completed."

National Rail

On June 18th, the Rail Live trade event was held at Long Marston. Class 99 008 took the 'Inspriation Train' to its final call, seen here passing Nuneaton Abbey St. Here are a few photos from the event.
John Alsop









National Rail



Steam tram 'Kestrel' is seen in operation at the Whitfield Light Railway on June 14th. *Mark Enderby*



Class 20 007 and 20 205 top'n'tail two barrier vehicles as 5A18, the 07:45 Kings Norton On Track Plant Depot to Wembley Loco Sidings P,Q,R. through Northampton on June 12th. *Derek Elston*

Flagship sustainable maintenance hub opened at Barnetby

Network Rail has officially opened a flagship maintenance delivery unit (MDU) at Barnetby – marking an £8.8 million investment and strengthening support for the railway in North Lincolnshire.

The purpose of an MDU is to provide a physical base for maintaining the rail network.

The site, which entered into service on Monday June 1st, was officially opened on June 10th. It replaces outdated infrastructure more than 100 years old and brings together teams from Grimsby, Barnetby and Scunthorpe under one roof.

The two-storey, timber-frame building places sustainability at its core and was designed as flagship project under Network Rail's Greener Railway strategy, supporting the company's ambition to reach net zero by 2050.

Designers embedded sustainability into every aspect of the new building. The structure significantly reduces carbon emissions and incorporates air-source heat pumps, triple-glazed windows and rooftop solar panels, enabling Network Rail's first net zero operation MDU.

More than 100 maintenance staff are based at the building, which features a mess hall, changing and shower facilities, accessible toilets, meeting rooms and office space.

The 9,000 square metre site has parking for 50 vans and 66 staff vehicles, with 22 electric vehicle charging points.

A biodiversity net gain was achieved through landscaping, planting 11 trees and more than 400 plants, and installing bat boxes. Acoustic fencing has been installed to minimise noise for neighbours.

The facility has already received national recognition, having been shortlisted for the Rail Business Awards 2026 in the sustainability and environmental excellence category.

Network Rail views Barnetby MDU as a blueprint for future maintenance facilities. Its design has already influenced plans for a similar development under way in Sheffield, showing how this investment is helping to shape the future of railway infrastructure.

George Drum, Network Rail infrastructure director, said:"Our new maintenance delivery unit at Barnetby is a significant investment in our colleagues, our operations and the future of the railway. It provides our teams with modern, sustainable facilities while supporting a key route that underpins both freight and passenger services across the region.

"We're proud that the site is already being recognised nationally for its sustainability credentials, and that it is setting the standard for how we design and build maintenance hubs going forward."

The project also delivered significant benefits for the local community. As part of the project's social value commitment, planters were provided for the village and a defibrillator donated to Barnetby United FC. North Lincolnshire College students were given placements at the site with main contractor HBC Construction.



National Rail

World-first Severn Tunnel upgrade completed on vital rail link between South Wales and England

Train services are running through the Severn Tunnel once again after Network Rail completed a pioneering £23 million upgrade designed to improve reliability on one of Britain's most important cross-border rail routes.

Over 16 days, Network Rail and its contractor ARQ (AmcoGiffen, REL and QTS) have completed a pioneering upgrade to the overhead line equipment and power supply inside the Severn Tunnel, helping to improve reliability on one of the UK's most important cross-border rail routes.

The work marks the successful completion of a world-first engineering solution inside the 4.35-mile tunnel beneath the Severn Estuary, where a unique combination of saltwater, moisture and a highly corrosive atmosphere creates one of the most challenging environments on the UK rail network. Around 250 engineers worked around the clock, from May 23rd, to deliver this innovative transformation, with the railway reopening on Tuesday June 9th.

A world-first solution

The Severn Tunnel is one of the most challenging environments on the UK rail network. Since electrification, its unique combination of saltwater and moisture has accelerated wear on overhead line equipment through bi-metallic corrosion, where different metals react in wet, salty conditions and deteriorate more quickly.

To address this long-standing challenge, Network Rail developed an innovative new overhead line system specifically designed for the tunnel's harsh environment. Backed by a £23 million investment, the simplified design uses modified bridge arms and a continuous copper contact wire to create a more resilient and reliable railway while reducing future maintenance requirements.

Following a successful trial on the Cardiff-bound line in 2025, teams from Network Rail, and contractor ARQ, have now completed the installation on the Bristol-bound line, delivering the first large-scale deployment of the system anywhere in the world.

The project included:

Replacing 838 overhead line support arms
Installing 14,000 metres of new wiring
Installing more than 7km single copper contact wire supported by modified bridge arms
Removing and replacing 7,200 metres of ageing equipment throughout the tunnel
The pioneering upgrade will help improve reliability for passenger and freight services travelling through the tunnel, strengthening a vital rail link between South Wales and England for years to come.



Nick Millington, Route Director at Network Rail Wales and Borders, said: "The Severn Tunnel is one of the most challenging environments anywhere on the UK rail network, so completing this upgrade is a significant achievement for everyone involved.

"Following a successful trial last year, we've now delivered a world-first engineering solution at scale, designed specifically to withstand the uniquely harsh conditions inside the tunnel. This is the result of years of innovation, planning and collaboration between Network Rail and our industry partners to solve a long-standing challenge on a vital rail link between South Wales and England.

"Investing in innovative solutions like this helps us build a more resilient and reliable railway for the future. By reducing the impact of corrosion and the need for maintenance, this new system will help keep passengers and freight moving on a route that plays a crucial role in connecting communities, supporting businesses and driving economic growth on both sides of the border.

"I'm incredibly proud of the hundreds of colleagues and contractors who worked around the clock to deliver this complex upgrade safely and successfully. I'd also like to thank passengers, freight operators and local communities for their patience and understanding while we carried out this essential work."

Vinny O'Holloran, Operations Director for ARQ, said: "It's been great to see the level of effort and commitment of our 250 strong engineering and delivery team working tirelessly 24/7 for the past 16 days to deliver this vital overhead line renewal in the Severn Tunnel safely and efficiently.

"From working in the extreme heat, to overcoming the uniquely challenging conditions within the Severn Tunnel, our teams have shown outstanding resilience, skill and professionalism to successfully deliver this innovative, world-first Overhead Line system.

"These essential works will help to create a stronger, more resilient rail infrastructure between Wales and England reducing future disruption to passengers and freight."

GWR's Station Manager for Bristol Parkway and Swindon, Marcus Deegan, said: "We're pleased that trains are now running again between Bristol and South Wales, and we'd like to thank customers for their patience while this important work has been carried out.

"These improvement works help support the reliability of trains using the Severn Tunnel route for years to come, better supporting the local and national economy."

National Rail

Great Central Railway Pays Tribute to Beloved Station Cat, Onslaught

The Great Central Railway is saddened to announce the passing of its much-loved Traffic Department cat, Onslaught, who passed peacefully on Wednesday June 17th, surrounded by those who cared for her.

For the past 12 years, Onslaught has been a familiar and cherished presence at Loughborough Central station, where she spent much of her time around the Traffic Office. Whether greeting visitors, keeping staff company, finding opportunities to share in a packed lunch, or simply enjoying a sunny spot by the station, she became a well-known and much-loved member of the Great Central Railway family.

Named after HMS Onslaught, an Admiralty M-class destroyer vessel which served with the Royal Navy during the First World War, over the years, countless volunteers, staff, supporters and visitors came to know Onslaught and many made a point of looking out for her during their visits. She became a popular subject for photographs and fond conversations alike.

While she may have been a cat by name, to many across the railway she was far more than that. She was a colleague, a mascot, a source of comfort on difficult days and a familiar friend whose presence brought joy to so many people.

Heritage railways are built by people, but places like ours are also shaped by the characters who make them unique. Onslaught was undoubtedly one of those characters. Everyone at the Great Central Railway would like to thank Onslaught for the companionship, smiles and moments of happiness she brought over the years. The Traffic Office, and indeed the railway itself, will not quite be the same without her.

She will be greatly missed.



Historic Mackintosh design brought back to life at Glasgow Central



A new ceramic mural celebrating the work of Margaret MacDonald Mackintosh has been unveiled at Glasgow Central Station.

Created by Make It Glasgow and commissioned by Network Rail Scotland, Drooko now greets passengers in the stairwell at the Argyle Street exit on the lower level of the station.

The mural reimagines a rare 1890s advertising design by Margaret MacDonald Mackintosh and her sister Frances. The original survives only in fragmentary photographs held by The Hunterian at Glasgow University, with the new piece bringing it back to life in colour using ceramic decals and handmade tiles. In a contemporary twist, the surrounding tiles are made using a "smog-glaze", an art material created from dust collected at the station

With additional funding from the Railway Heritage Trust, the project has brought together teams from across Scotland's Railway, including ScotRail, alongside cultural partners: The Hunterian Art Gallery and Museum, University of Glasgow, Glasgow City Archives, Mitchell Library, Alasdair Gray Archive, and The Glasgow School of Art.

The installation also adds to the station's wider artistic story, linking to existing works including the concourse mosaics by Jude Burkhauser and the legacy of the Glasgow Girls.

Catherine Ospedale, director of communications at Network Rail Scotland, said: "This is a fantastic example of what can happen when people come together with a shared vision. The mural not only celebrates Glasgow's artistic heritage but also shows how our stations can be places of creativity and community."

Yvonne Blair, programme controls manager at Network Rail Scotland, said: "It's been incredibly rewarding to help bring this project to life, working with such a talented group of partners. The mural reflects both the rich heritage of Glasgow Central and the collaborative spirit of the railway today, creating something that passengers can enjoy for years to come."

Louise Nolan, co-director of Make It Glasgow, said: "It's been a privilege to reimagine Margaret MacDonald Mackintosh's work and bring it into such a busy public space. Using smog from the station in the tiles connects the past and present in a direct, human way."

Paul McKay, ScotRail communications director, said: "It's great to see this new mural on the Glasgow Central Low Level stairwell where thousands of people will be able to appreciate it every day.

"The artwork gives this part of the station a creative boost, and ScotRail is proud to be a part of this reimagining of the city's cultural heritage with its links to the famous Glasgow Girls."



At Stockport on June 9th, Romic Class 20 205 and 20 007 pass with a crane working 6Q87 Guide Bridge to Crewe Basford Hall Yard, *Russell Clarke*



At Stockport on June 9th, Romic Class 20 205 and 20 007 pass with a crane working 6Q87 Guide Bridge to Crewe Basford Hall Yard, *Russell Clarke*

Major investment planned for North Wales railway to deliver more reliable services and improved accessibility

Network Rail is planning a significant programme of investment across the North Wales Coast line, with extensive engineering works proposed between Chester and Holyhead in January 2027. The programme, which is being developed as part of the wider Network North Wales investment, will help improve railway reliability, capacity and accessibility across the region while supporting growing demand for sustainable travel and stronger community connections.

Current plans include a continuous closure of the railway for up to four weeks in January 2027, allowing teams to deliver a wide range of improvements safely and efficiently. The work is expected to include track renewals, drainage improvements, vegetation management and the installation of two new fully accessible footbridges at Prestatyn and Pensarn, providing safer ways for communities to cross the railway.

The investment builds on the successful introduction of the new North Wales timetable in May 2026, which delivered a 50 per cent increase in Transport for Wales services and represented the most significant timetable enhancement for North Wales in a generation.

Investing in the future of North Wales

The programme forms part of a wider package of improvements being delivered across North Wales, alongside new trains, new buses and fleet investment, helping create a better-connected transport network for residents, businesses and visitors. By carrying out the work during a continuous closure, Network Rail can complete the programme more quickly, safely and efficiently than would be possible through multiple weekend and overnight railway possessions spread over a longer period. This approach reduces the overall duration of disruption for passengers, lowers project costs and enables more improvements to be delivered for communities across North Wales. January has been selected because it is traditionally a quieter period for tourism, with many holiday parks and attractions closed for the season, helping minimise the impact on passengers, local businesses and the wider economy. Once completed, the investment will help improve railway reliability, support economic growth, enhance accessibility and create a more resilient railway for future generations.

Working with communities

Network Rail recognises the impact that any railway closure can have on passengers and communities and is committed to providing clear information and support throughout the programme. Rail replacement services will operate during the closure and detailed travel information will be shared well in advance. Network Rail has already begun engaging with local communities through a series of public drop-in events focused on the new accessible footbridges and will continue to work closely with Transport for Wales, Avanti West Coast, freight operators, local authorities, MPs, Members of the Senedd, businesses and community groups as plans develop.

Emma Osborn, Passenger Strategy Director for Network Rail Wales and Borders, said: “This is one of the most significant upgrades to the North Wales Coast line in many years and reflects our commitment to delivering the railway that passengers, freight operators, businesses and communities have told us they want and need. We know any closure of the railway will cause temporary disruption and we do not take that lightly. However, growth and improvement require investment, and investment on this scale inevitably means carrying out major engineering work. While there will be some short-term inconvenience, the long-term benefits for passengers, freight and the wider North Wales economy will far outweigh that disruption. By delivering this work through a continuous programme, we can complete it more quickly, safely and efficiently than would otherwise be possible, reducing the overall impact compared with prolonged weekend and overnight closures. This investment is about future-proofing a railway that so many people rely on every day. It will help improve reliability, resilience and accessibility, support the enhanced services introduced this year and create a stronger railway that can support economic growth, tourism and better connectivity across North Wales for decades to come. We have listened carefully to the aspirations of passengers, freight customers and stakeholders as plans have developed, and this programme represents a major step towards delivering the modern, reliable railway that North Wales deserves.”

National Rail

West Midlands railwayman celebrates 50 years of service

A Black Country man who has helped keep millions of people on the move during a 50 year career has celebrated a milestone anniversary at Birmingham New Street. Harjinder 'Paul' Dhami, from Tipton, has worked in public-facing and safety-critical jobs on the railway since he started in June 1976.

On June 15th, he was presented with a long-service award to mark his five decades of service - and at 70-years-young, he has no plans to stop just yet. Paul started his career on June 14th 1976 as a carriage cleaner in Tyseley, before working as a shunter driver in Nuneaton and at stations on routes between Lichfield and Redditch and Kidderminster and Stratford-upon-Avon. In 1990, he joined Birmingham New Street as 'chargeman', taking on responsibility for preparing trains for service. He was later promoted to platform supervisor and now, as a train dispatcher, he meets trains arriving at the station and makes sure they leave safely and on time, sending passengers on their journeys from the busiest station outside of London.

Paul now works part-time but in his safety-critical role over the years, he has safely sent hundreds of thousand of trains on their way to destinations all over Great Britain.

Commenting on his career, anniversary, and family, Paul, said: "I came over from India and I needed and wanted to get a job. The railway was advertising and I applied. It's the best decision I have ever made, it's given me and my family a life we couldn't have envisaged. My wife and I are so proud of our three daughters who all got to university. The railway has given us all that and I have always been grateful by working hard to ensure I do my job to the best of my ability every minute of every shift."

Fraser Pithie, station operations manager at Birmingham New Street, said: "Paul is a hugely respected member of the team and is known for his professionalism and strong presence on the platform. He makes sure trains are dispatched safely and on time, and has always been a strong advocate for safety and high standards. His dedication to the railway, to passengers and to his colleagues over 50 years, is a fantastic achievement. We're incredibly proud to celebrate this milestone with him."

Photo: Paul being presented with his long-service award by Fraser Pithie, station operations manager



The Nosh Report

Staffordshire beer hops onboard Avanti West Coast trains

Avanti West Coast and Titanic Brewery team up to serve local beer branded exclusively for First Class menu.

Indian Pale Ale branded exclusively for train operator's onboard menu

Partnership supports local businesses in Staffordshire

Avanti West Coast has partnered with a local brewery to serve a beer branded exclusively as part of its First Class menu. Working with Staffordshire-based, multi award-winning Titanic Brewery, the intercity operator has introduced an India Pale Ale (IPA) to its complimentary onboard food and beverage offering. The beer, which is described by the brewery as being 'a full-flavoured refreshing session IPA', is part of Titanic's flagship range. It has been named exclusively 'First Class IPA' and is available in a unique branded can, which features a train within the label design.

The collaboration supports Avanti West Coast's commitment to work with small and medium-sized enterprises (SMEs) local to its route. First Class IPA is brewed less than five miles from Stoke-on-Trent, supporting 50 jobs in region. The launch of the First Class IPA follows the train operator's work with Titanic Brewery in 2025 through its Guest Ale feature, which highlights brews from across the West Coast.

Titanic Brewery's Centenary Anniversary Ale was available onboard Avanti West Coast's services for a limited time from June 2025, marking 100 years since Stoke-on-Trent became a city.

Rob Taylor, Food and Beverage Development Manager at Avanti West Coast, said: "We're delighted to be working with Titanic Brewery to serve a local beer as part of our First Class menu. This collaboration supports our efforts to champion SMEs across our route and complements other exclusive produce onboard. Titanic Brewery's beers have been popular with our customers, so it's great to welcome a new brew which can be sipped while whizzing along the west coast at 125mph."

Keith Bott MBE, Director at Titanic Brewery, said: "We are absolutely thrilled to have our First Class IPA onboard Avanti's trains. Enjoying a beer as the countryside flashes past is incredibly exciting. We have been brewing beer, using only the finest ingredients, in Stoke-on-Trent for 40 years. Now for our beer to be available aboard the very trains that run through our city is wonderful. It's been especially rewarding to hear directly from passengers who've enjoyed one of our beers as part of their journey home — those moments really bring home the value of partnerships like this."



National Rail



Bee Line livered Northern's Class 323 329 waits to depart Wigan North Western with 2C16 the 13:21 service to Liverpool Lime Street on June 15th.
Paul Senior

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.



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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.

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HAD-PRINT

Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

SOUTH WALES PULLMAN COACHES			
First Class		Second Class	
Diamond	Chloria	No. 54	No. 171
Zena	Sappho	No. 55	No. 35
Aurelia	Philomena	No. 169	No. 249
Cecilia	Plato	No. 27	No. 61

Steam-hauled Pullman stock used during the steam period.

The three failed attempts by steam to reach 100 mph on 9th May 1964

	LOCO	LOCATION	REASON (S) FOR FAILURE
1	4079	Foot of 1 in 222 beyond Lavington	Ogilvie 1A coal produced too hot a fire for some firebars which were found to be porous
2	7029	Down Wellington Bank	Was it a rumour that the Chief Civil Engineer had lifted the 80 mph speed restriction through Wellington station *JUST FOR THIS TRAIN and that this information had NOT reached the crew of 7029?*
3	5054	In the vicinity of Little Somerford	Side wind + too many carriage windows opened by enthusiasts eager to hear the sound of 5054's exhaust

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

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

A Different View

Seen during a guided tour of Haworth sheds, Class 101 DMU No. Sc51803 basks in the baking heat of Midsummer's Day, June 21st.
Jeff Nicholls

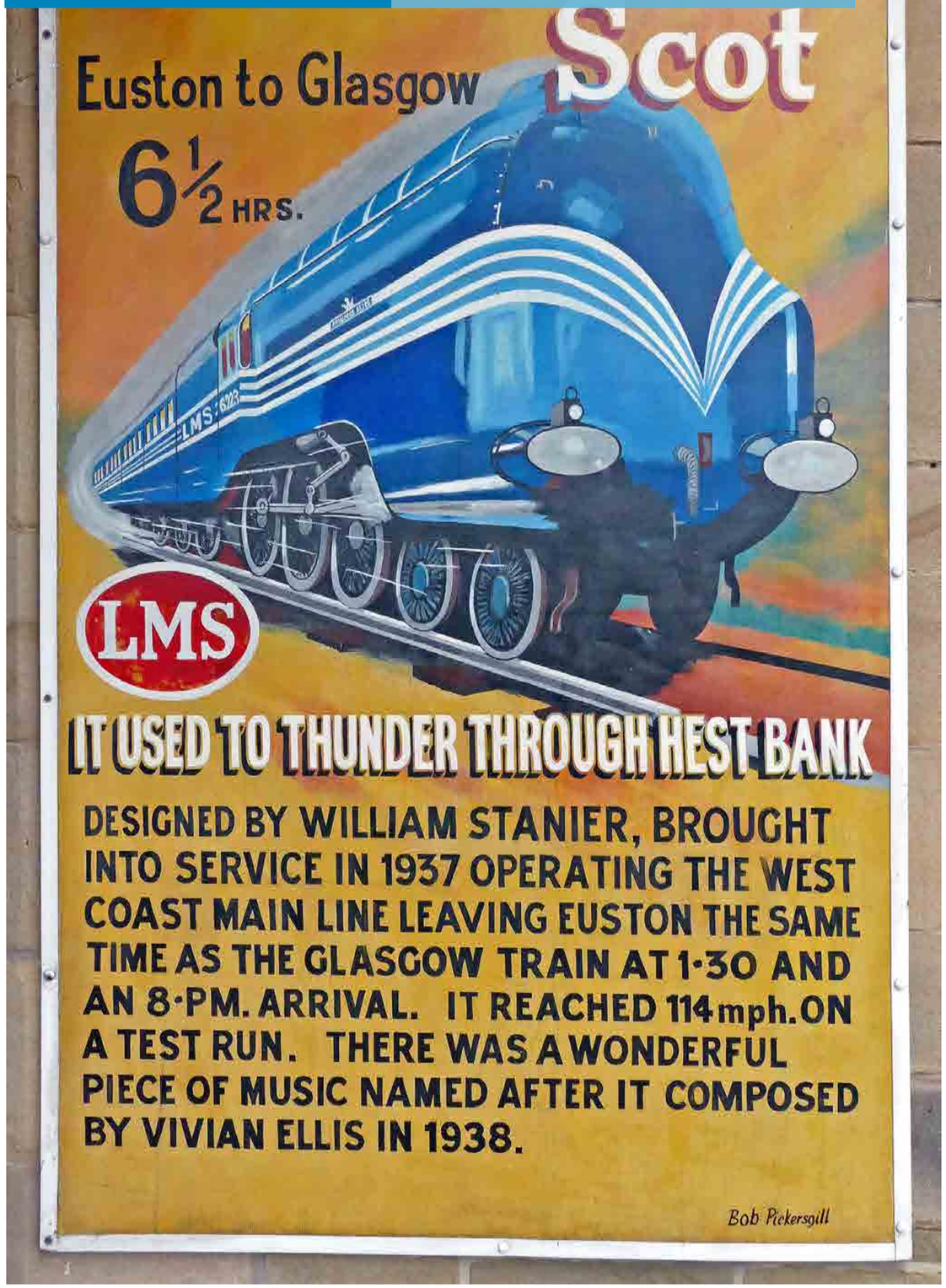
A Different View

On June 23rd, with a short rake of autoballasters pausing at Eastleigh station platform 3 (behind GBRf's 69 011) while the driver manually changes the points into the ballast dock for loading, Colas Rail's Class 70 802 trundles by in the background, engaged in yard shunting duties. *Ian Callander*

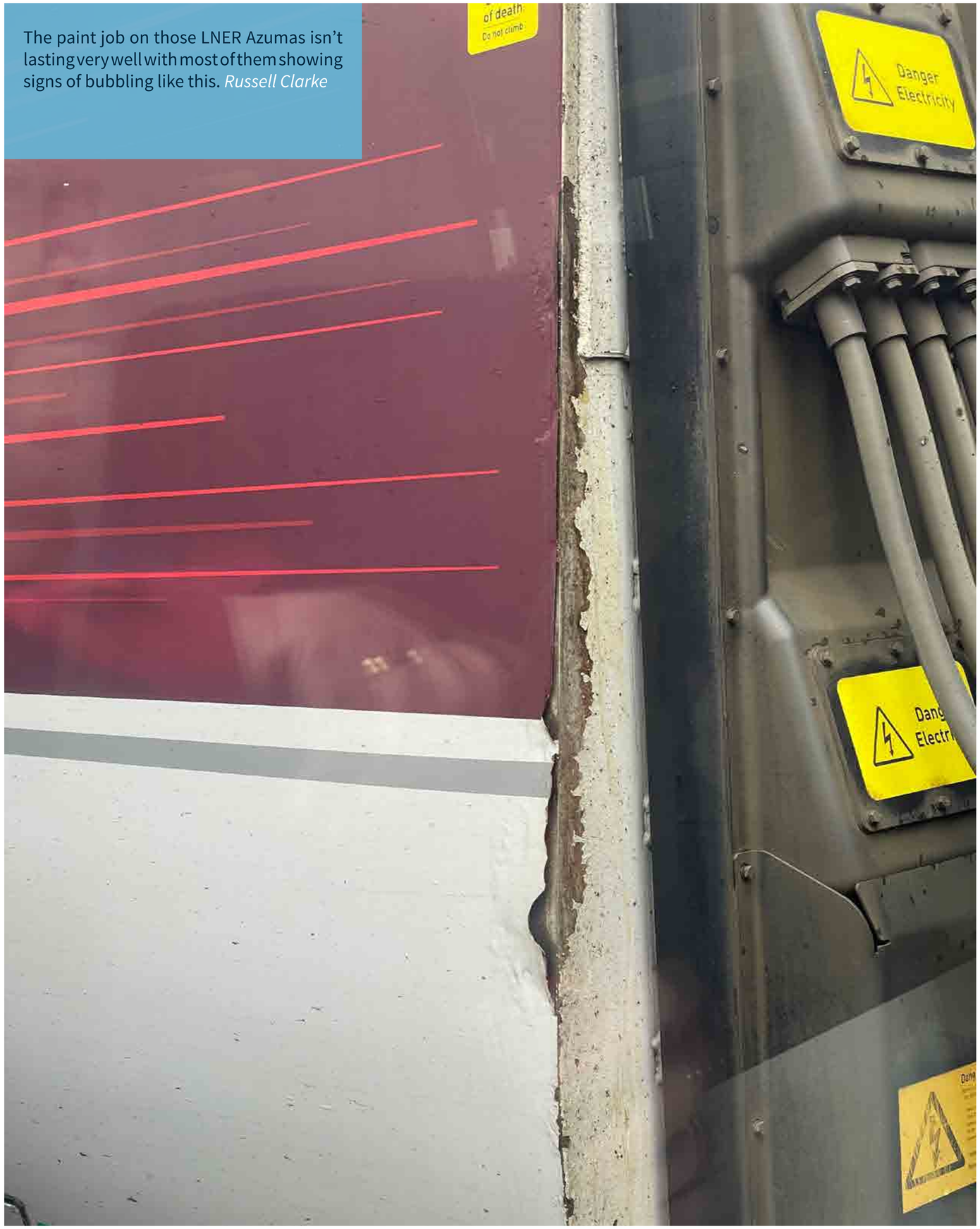


A Different View

And for something a little different, a poster advertising the Coronation Scot service on Carnforth station, June 17th. *Michael Lynam*



The paint job on those LNER Azumas isn't lasting very well with most of them showing signs of bubbling like this. *Russell Clarke*



Preserved Railways

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

The Gresley Society is delighted to confirm that every surviving and new-build Gresley-designed locomotive in operational condition, under overhaul, in build or on public display carried a specially commissioned ‘Gresley 150 Anniversary’ headboard on Friday June 19th 2026, the 150th anniversary of the birth of legendary railway engineer Sir Nigel Gresley.

The Gresley Society was founded in 1963 to honour the life and works of Sir Nigel Gresley CBE (June 19th 1876 – April 5th 1941), one of Britain’s greatest locomotive engineers and Chief Mechanical Engineer of the London & North Eastern Railway (LNER). Amongst his many achievements, he designed class A3 No. 4472/60103 Flying Scotsman (the world’s most famous steam locomotive) and No. 4468/60022 Mallard (holder of the world speed record for steam locomotives since 1938).

The following locomotives proudly displayed the headboards, faithfully replicating the elegant pre-World War II LNER style with Gill Sans lettering:

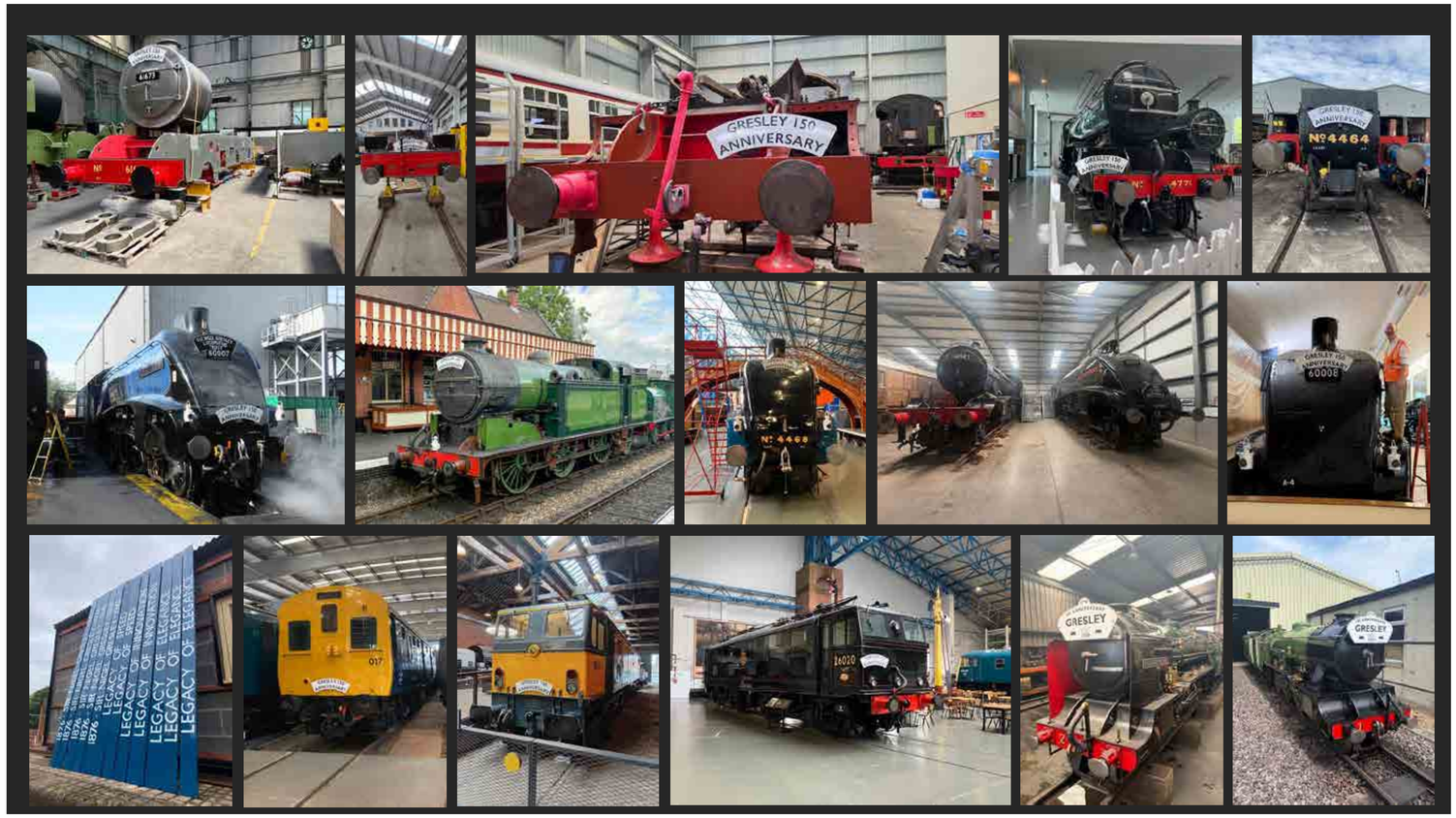
- LNER class A3 No. 4472/60103 Flying Scotsman (National Railway Museum, York)
- LNER class A4 No. 4498/60007 Sir Nigel Gresley (SNGLT, Crewe)
- LNER class A4 No. 4468/60022 Mallard (National Railway Museum, York)
- LNER class A4 No. 4464/60019 Bittern (Locomotive Services Ltd, Crewe)
- LNER class A4 No. 4488/60009 Union of South Africa (John Cameron, Balbuthie, Fife)
- LNER class A4 No. 4489/60010 Dominion of Canada (Exporail, Canadian Railway Museum, Quebec, Canada)
- LNER class A4 No. 4496/60008 Dwight D. Eisenhower (National Railroad Museum, Green Bay, Wisconsin, USA)
- LNER class D49 No. 246/62712 Morayshire (SRPS, Bo’ness and Kinneil Railway)
- LNER class K4 No. 3442/61994 The Great Marquess (John Cameron, Balbuthie, Fife)
- GNR/LNER class N2 No. 1744/4744/69523 (North Norfolk Railway – owned by the Gresley Society)
- LNER class V2 No. 4771/60800 Green Arrow (Danum Museum, Doncaster – owned by NRM)
- LNER class B17 No. 2873/61673 Spirit of Sandringham (B17SLT new-build project, Sheffield)
- LNER class P2 No. 2007 Prince of Wales (A1SLT new-build project, Darlington)
- BR class EM1 No. 26020/76020 (National Railway Museum, York)
- BR/NS class EM2 No. 27000/1502 Electra (EM2LS, Midland Railway Centre, Butterley)
- BR/NS class EM2 No. 27001/1505 Ariadne (Science and Industry Museum, Manchester)
- BR/NS class EM2 No. 27003/1501 Diana (Utrecht Railway Museum, Netherlands)
- BR class 306 No. 306017 (Locomotion, Shildon)

In addition, both No.1 Green Goddess and No.2 Northern Chief on the Romney, Hythe & Dymchurch Railway in Kent were wearing a smaller version of the ‘Gresley 150 Anniversary’ headboards. These 15in gauge locomotive are effectively one-third scale versions of Gresley class A1 ‘Pacifics’ and Sir Nigel Gresley visited the line on several occasions.

The Severn Valley Railway also joined the celebrations and produced 14 commemorative destination boards in Garter Blue with Gill Sans white letters for its seven Gresley-designed carriages which were in traffic on the anniversary, currently the longest set of LNER carriages in the country. These will remain on the vehicles for up to five years.

This truly international celebration highlights the global reach of Sir Nigel Gresley’s engineering legacy, with headboards being displayed not only across the United Kingdom but also on locomotives preserved in Canada (Dominion of Canada), the United States (Dwight D. Eisenhower), and the Netherlands (Diana).

Both No. 60007 Sir Nigel Gresley and No. 60103 Flying Scotsman are on display, wearing their commemorative ‘Gresley 150 Anniversary’ headboards, at the Doncaster Site Celebration Event organised by Wabtec UK and City of Doncaster Council at the Doncaster ‘Plant’ Works on Friday June 19th and Saturday June 20th.



Model versions of the headboard, produced to the same high standards by Fox Transfers, have also been produced in O, OO, TT120 and N scales and are available to purchase via the Gresley Society website (www.gresley.org). The Gresley Society encourages modellers across all scales to fit the headboards to their models and share photographs of Gresley locomotives on social media using the hashtag #Gresley150. Posts are invited on the Society’s official channels (@TheGresleySociety on Facebook, @gresleysociety on Instagram, and @GresleySociety on X) to create a national digital gallery celebrating the occasion.

Philip Benham MBE, Chairman of The Gresley Society, commented: “On Friday June 19th we marked 150 years since the birth of Sir Nigel Gresley. It is tremendously fitting that all the surviving and new-build Gresley locomotives carried these specially designed anniversary headboards in authentic LNER style. We look forward to seeing the photographs from custodians and operators, as well as the many wonderful images from modellers and enthusiasts using #Gresley150.”

There were wider celebrations to mark the anniversary, too. The modern-day LNER unveiled a newly named train, Gresley 150, dedicated to the life and influence of Sir Nigel Gresley which will travel the length of the East Coast Main Line, carrying thousands of customers a year. The 150th anniversary celebrations continue on Saturday 20 June 2026 with a symposium and 1930s-themed gala dinner at the Mansion House in Doncaster, forming a highlight of the year-long programme under the strapline “A Legacy of Innovation, Speed and Elegance”..

SWANAGE RAILWAY SECURES CHARITABLE STATUS IN LANDMARK 50th ANNIVERSARY YEAR



The Swanage Railway is delighted to announce that it has officially been granted charitable status by the Charity Commission - marking one of the most significant milestones in the heritage line's history and securing a stronger, more sustainable future for the organisation.
The announcement is made even more special as it comes during the Swanage Railway's 50th anniversary year.

As the Swanage Railway celebrates five decades since volunteers first came together to preserve and restore the branch line, achieving charitable status represents a fitting tribute to the vision, determination and dedication of everyone who has played a part in its remarkable story.

It not only honours the achievements of the past 50 years but also provides a secure foundation for the next 50 years of heritage, education and community benefit.
The decision follows many months of planning, consultation and hard work by trustees, directors, staff and volunteers who have worked together to create a new charitable structure that better reflects the Swanage Railway's educational, heritage and community objectives.

The move to charitable status recognises that the Swanage Railway is far more than a transport attraction. As one of the country's leading heritage railways, the Swanage Railway preserves and interprets nationally significant railway heritage, delivers educational programmes for schools and community groups, provides volunteering opportunities for hundreds of people and contributes significantly to the local economy across Purbeck and Dorset.

The new charity structure will help safeguard these activities for future generations while opening up greater opportunities to access grant funding and charitable support, enabling the Swanage Railway to invest further in its heritage assets, learning programmes and community engagement.

Abbie King, Chief Executive Officer of the Swanage Railway, said: "This is a truly historic day for the Swanage Railway. Achieving charitable status is the culmination of an enormous amount of work by so many people across the organisation and I would like to thank everyone who has supported us on this journey.

"To receive charitable status in our 50th anniversary year feels incredibly special. It's a wonderful tribute to the generations of volunteers, staff and supporters whose passion and commitment have rebuilt and sustained this railway over the last five decades. As we celebrate everything that has been achieved, we are also looking firmly to the future. This milestone gives us the opportunity to protect our heritage, expand our educational and community work and ensure that the Swanage Railway continues to inspire and benefit future generations for the next 50 years and beyond. Our volunteers, staff, members and supporters have always understood that the Swanage Railway is about much more than running trains. We preserve an important part of Britain's heritage, we educate and inspire people of all ages, we support our local communities and we provide a place where people can come together, learn new skills and create lifelong friendships. Becoming a charity ensures that these public benefits are recognised and protected, and it gives us the strongest possible foundation to build a sustainable future for the Railway for generations to come.

"I would also like to say a heartfelt thank you to everyone who has supported this process over the past months. Achieving charitable status has been a huge team effort involving an incredible amount of hard work, dedication and determination from so many people across the Railway. There have been challenges along the way but we have always been reminded what a special community the Swanage Railway is. To everyone who offered encouragement, kind words, advice and practical support thank you. And a special mention must go to those who kept the team going with the endless supplies of coffee, tea and biscuits when the days were long and the paperwork seemed never-ending. Those small acts of kindness meant more than you know and perfectly reflect the spirit that has carried the Railway through its first 50 years and will continue to carry it into the next 50."

Ben Ford, Chair of the Swanage Railway, explained: "This is a transformational moment for the Swanage Railway. Charitable status reflects what the Railway has become over the last 50 years – a heritage, education and community organisation with a national reputation and a deep commitment to preserving the past while serving the public today. We are excited about the opportunities this creates and look forward to continuing to work with our volunteers, members, partners and supporters as we begin this new chapter," added Ben.

The transition to charitable status follows overwhelming support from members for the creation of a single charitable organisation, bringing together the Swanage Railway's heritage, educational and operational activities under one clear charitable purpose. The Swanage Railway's vision remains "to be a leading heritage railway preserving history while offering memorable experiences that educate, inspire and contribute to the local economy."

Its mission is "to preserve and operate a heritage railway that educates, inspires and connects the local community, visitors and rail enthusiasts while fostering volunteer engagement, supporting sustainable growth and benefiting the Purbeck economy."

The Swanage Railway would like to thank everyone who has contributed to the process - including the many volunteers, trustees, directors, staff and professional advisers who have helped make this achievement possible. As the organisation moves into this exciting new era, its focus remains unchanged: preserving railway heritage, delivering outstanding visitor experiences, supporting learning and community engagement and ensuring that the Swanage Railway continues to thrive for the benefit of current and future generations.
As we celebrate our first 50 years, charitable status gives us the opportunity to look ahead with confidence to the next 50 - protecting our heritage, strengthening our communities and inspiring generations yet to come.

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

Photo: Swanage Railway Corfe Castle ©ANDREW PM WRIGHT

Preserved Railways

£25,000 APPEAL LAUNCHED TO HELP FUND CONVERSION OF TWO CARRIAGES TO ENABLE ACCESS FOR ALL

SWANAGE RAILWAY





The Swanage Railway has launched a £25,000 public appeal to help fund the overhaul and conversion of two former 1950s and 1960s British Railways Mark One carriages to enable access for all.

The heritage railway – located in the popular Isle of Purbeck area of south east Dorset – has also applied to the National Heritage Lottery Fund for a grant of £249,000 towards the important project.

The conversion work will see each of the carriages – one built in 1958 and the other in the early 1960s - have accessible toilets designed for wheelchair users, extra wide doors for wheelchairs and mobility scooters as well as spacious interiors to comfortably accommodate wheelchair users and their companions.

Swanage Railway Chief Executive Officer Abbie King said: “Our £249,000 National Heritage Lottery Fund application is a huge opportunity but we need to raise at least £25,000 towards the project to make it happen. “Every donation to the Swanage Railway Trust’s Access for Everyone initiative - no matter the size - brings us closer to a railway that is truly open to everyone, a railway where no-one feels like a second class visitor and a railway that reflects our values of respect, inclusion and community.

“Any donation will make a real difference because every pound gets us closer to creating a more inclusive railway for everyone to enjoy.

“If donors are able to add Gift Aid then that’s even better because Gift Aid costs donors nothing extra. If donors are UK taxpayers, it allows the Swanage Railway to claim an extra 25 pence for every £1 donated – making the support of donors go even further,” explained Abbie.

Both Mark One carriages were built by British Railways and classed as Tourist Second Open carriages with each vehicle having 64 seats.

One carriage, built in 1958, carries the number 4842 while the other carriage was built in the early 1960s and carries the number 4961.

British Rail withdrew both carriages from service on the national railway network in the early 1990s with the vehicles being purchased by the Swanage Railway for a new working life in the Isle of Purbeck – No. 4842 in the early 1990s and No. 4961 in the late 1990s.

Abbie King explained: “The Swanage Railway has always been about people. It’s about families making memories, volunteers giving their time and a community coming together to keep something special alive. But, right now, the truth is that not everyone can experience the Swanage Railway in the way they should be able to and that needs to change. This project is a major step forward and the conversion of the two 1950s former British Railways carriages will not be token adaptations.

They will be developed to the same high standard seen on leading heritage railways; allowing wheelchair users and those with additional needs to travel comfortably, safely and alongside their families. This is about dignity, it’s about inclusion and it’s about doing the right thing. “For too long, some of our visitors have had to travel in the guard’s carriage – where they are often separated from their families and with a much more limited experience due to the smaller windows. That is not the Swanage Railway we want to be,” explained Abbie.

Donations to the Swanage Railway Trust’s Access for Everyone initiative can be made via the Swanage Railway’s website at www.swanagerailway.co.uk/swanage-railway-access-for-all

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

Preserved Railways

Great Central Railway Launches New "Relaxed Running Days" to Improve Accessibility for All Visitors



Great Central Railway (GCR) is introducing a new programme of Relaxed Running Days, designed to provide a calmer, more accessible heritage railway experience for visitors with Special Educational Needs and Disabilities (SEND), sensory sensitivities, anxiety, and other additional needs.

Launching on Thursday June 18th, the initiative will take advantage of the railway's quieter midweek operating days to create a more predictable and supportive environment for visitors and their families.

Relaxed Running Days will feature reduced visitor numbers, a gentler pace throughout the day, dedicated quiet and relaxed carriages on steam services, and staff and volunteers who have received SEND awareness guidance to help ensure all visitors feel welcome and supported.

Visitors attending Relaxed Running Days will also be able to claim a free carer ticket per booking. To ensure the scheme is used appropriately, recognised proof of entitlement will be required when booking or travelling.

The programme forms part of the railway's ongoing commitment to improving accessibility and inclusion while recognising the unique characteristics of a working heritage railway.

Great Central Railway has also developed a comprehensive Sensory and Accessibility Guide which is featured on their website (gcrailway.co.uk) to help visitors understand what to expect during their visit, including information about sounds, sights, movement, station facilities and accessibility considerations.

Malcolm Holmes, General Manager of Great Central Railway said "We want everyone to feel able to enjoy the unique experience of travelling on Britain's only double-track main line heritage railway. Relaxed Running Days are designed to remove barriers wherever possible and create an environment where visitors with additional needs, together with their families and carers, can visit with confidence.

"While we cannot change the historic nature of our railway, we can make sure people have the information, support and understanding they need to enjoy a great day out."

The initiative has been developed to support a wide range of visitors, including people with autism, ADHD, sensory processing differences, learning disabilities, anxiety and hidden disabilities.

Following the launch on June 18th, further Relaxed Running Days are scheduled until the autumn. The railway hopes the programme will encourage more families, carers, schools and community groups to experience one of Leicestershire's leading heritage attractions in a way that suits their individual needs.

Photo: ©John Bagshaw

East Lancs Railway

A3 Pacific No. 60103 ‘Flying Scotsman’ made a welcome return to the East Lancashire Railway in June and on June 14th is seen passing over the recently renovated bridge at Little Burrs with a Rawtenstall bound service. *Lee Stanford*

East Lancs Railway

LNER Class A3 No. 60103 'Flying Scotsman' passes Burrs Country Park on June 13th with 17:00 Bury to Rawtenstall service.
Brian Dobbs

East Lancs Railway

Flying Scotsman's visit to the East Lancs Railway on June 5th sees the loco approaching Townsend Fold en route to Rawtenstall.
Michael Lynam

'Flying Scotsman' departs Irwell Vale with a service to Rawtenstall. *Michael Lynam*

BR Standard Class 4MT No. 80097 approaches Ewood Bridge en route to Rawtenstall.
Michael Lynam







Corris Railway

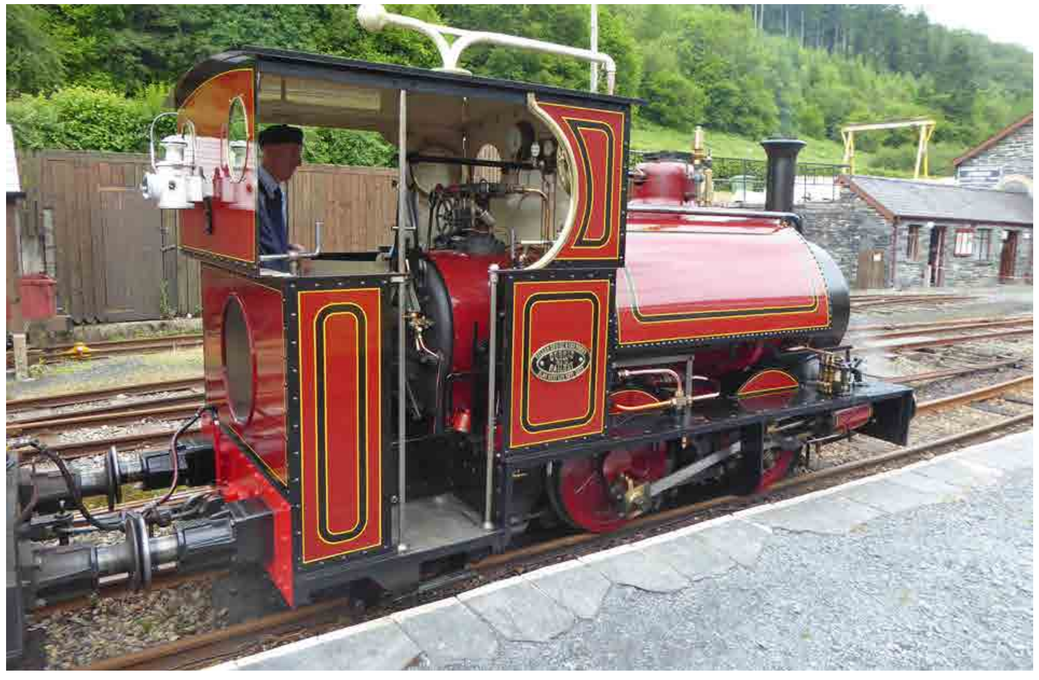
A visit to the Corris Railway which is situated near Machynlleth on June 20th saw services operated by No. 10 which was built in 2022 by Alan Keef. Seen here at Corris and at Maespoeth Junction. *David Lindsell*

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Forest of Dean Railway



GWR Pannier Tank loco No. 9681 departs Whitecroft on June 13th. *David Lindsell*

Class 73 No. E6003 is seen near Whitecroft on June 13th. *David Lindsell*

Class 73 No. E6003 arrives at Parkend on June 13th. *David Lindsell*





Mangapps Farm

Preserved Class 31 105 now named ‘Radio Caroline’ is seen at Mangapps Farm museum on June 7th. *Lee Stanford*

Drewry shunter No. D2325 was never assigned a TOPS number but is still in regular use at the Mangapps Farm museum where it operates along a section of track. On June 7th it is seen at the Mangapps station halt before departing with the next shuttle. *Lee Stanford*

Former Network Rail operated Class 31 233 has been saved for preservation and stands in the yard at Mangapps Farm on June 7th.
Lee Stanford







Northampton and Lamport

Class 31 289 ‘Phoenix’ is seen stabled out of use on the Northampton & Lamport Railway on June 21st. *Derek Elston*

Preserved William Bagnall 1943 built 0-4-0ST works No. 2846 in the livery of Kent Electric Power Ltd No. 2 is seen at Boughton station on June 21st. *Derek Elston*

DC Rail liveried Class 31 601 ‘Devon Diesel Society’ was found stabled at Boughton station on June 21st. *Derek Elston*







Vale of Rheidol

Vale of Rheidol Railway Nos. 9 and 7 are seen at Aberystwyth station on June 24th. No. 9 'Prince of Wales' departed with the 10:30 service train to the Falls, also present was diesel No. 10 which took the three coach 12:00 train out.
David Lindsell

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David Lindsell







Fairbourne Railway

‘Sherpa’ is seen entering Fairbourne station on June 24th with a late running service from Barmouth Ferry. *David Lindsell*

Talyllyn Railway

‘Dolgoch’ is seen waiting to depart with the 10:30 service on the Talyllyn Railway on June 24th. *David Lindsell*

Ffestiniog and Welsh Highland Railway

Garrett No. 87 is seen heading north at Pont Croesor with the 10:00 train from Porthmadog on June 23rd. *David Lindsell*

Garrett No. 143 is seen arriving and being serviced at Porthmadog station. *David Lindsell*

‘David Lloyd George’ is seen within the station limits at Porthmadog on June 23rd.
David Lindsell







Ffestiniog and Welsh Highland Railway

No. 134 and 'Castell Caernarfon' working a Porthmadog to Caernarfon service are seen at Rhyd Ddu on June 20th. *Mark Enderby*

'Lyd' and No. 143 with a Caernarfon to Porthmadog service are seen at Rhyd Ddu on June 20th. *Mark Enderby*

Fairlie 'David Lloyd George' with a Dinas to Porthmadog service passes Rhyd Ddu on June 20th. *Mark Enderby*







Keighley and Worth Valley Railway

At the lines diesel gala, resident Class 08 993 (one of the Burry Port cut-down-cab machines) is on the Keighley - Ingrow shuttle service, seen at Ingrow Station on June 19th. *Ben Bucki*

At the lines diesel gala, Class 31 108 (owned by A1A Locomotives Ltd.) brings the demonstration goods train through Damems on June 19th. *Ben Bucki*

On June 18th, resident Class 08 No. 08 266 ticks-over just outside Keighley Station. *Ben Bucki*







Keighley and Worth Valley Railway

At the diesel gala on June 19th, Class 31 210 (owned by Jason Hall) sits at the head of the suburban coaches used on the Keighley - Ingrow shuttle service at Keighley station. *Ben Bucki*

On June 18th, visiting Class 50 049 (from the Class 50 Alliance) heads through the woods near Haworth with an afternoon train for Oxenhope. *Ben Bucki*

On June 19th, visiting Class 47 715 (courtesy of Mike Vaughan and Rail Engineering Solutions) runs-round at Keighley. *Ben Bucki*







Keighley and Worth Valley Railway

At the diesel gala, Class 37 250 (visiting from the Wensleydale Railway) passes 37 218 (a Europhoenix machine) on the way into Keighley station, June 21st. *Ben Bucki*

On June 18th, visiting Class 37 250 (from the Wensleydale Railway) pilots 37 218 (a Europhoenix Rail loco) at Oakworth.
Ben Bucki

Class 37 218 (a Europhoenix Rail loco) ticks-over at Ingrow, with a service for Oxenhope on June 19th. *Ben Bucki*







Keighley and Worth Valley Railway

Deltic Class 55 009 (from the Deltic Preservation Society) cruises into Ingrow Station with a morning train from Oxenhope on June 21st. *Ben Bucki*

Class 55 009 blasts away from Mytholmes Tunnel, near Haworth, with a train from Keighley on June 18th. *Ben Bucki*

Class 37 250 (from the Wensleydale Railway) heads an Oxenhope-bound service through the woods near Haworth on June 18th. *Ben Bucki*







Keighley and Worth Valley Railway

There really is nothing quite like it! Class 55 009 opens up to leave Damems loop for Haworth and Oxenhope on the last day of the KWVR's diesel gala on June 21st. At this point, the Deltic was only running on one engine but both were in operation later in the day. *Jeff Nicholls*

Visiting from the Seven Valley Railway, Class 50 049 shatters the peace at Keighley on June 18th as it departs on its journey to Oxenhope. *Lee Stanford*

An opportunity to pair up two Railfreight grey locos occurred during the excellent Keighley and Worth Valley diesel gala where Class 31 210 and 31 108 are seen powering away from Damens loop on June 18th with a service for Oxenhope. *Lee Stanford*





Keighley and Worth Valley Railway

Class 55 009 ‘Alycidon’ passes Haworth Yard working a freight train from Keighley-Oxenhope on June 18th. *Michael Lynam*

Class 31 210 approaches Haworth with a freight train from Oxenhope - Keighley on June 18th. *Michael Lynam*

Class 47 715 and 50 049 are seen stabled in Haworth Yard on June 18th. *Michael Lynam*







Keighley and Worth Valley Railway

EWS liveried Class 37 250 departs Haworth with a service to Oxenhope on June 18th. *Michael Lynam*



Class 50 049 departs Haworth heading for Oxenhope on June 18th. *Michael Lynam*



Class 31 108 and 31 210 depart Haworth with a service to Oxenhope on June 18th. *Michael Lynam*



Keighley and Worth Valley Railway

EWS liveried Class 37 250 calls at Oakworth en route to Oxenhope on June 18th.
Michael Lynam

Deltic Class 55 009 departs Haworth with a service to Oxenhope on June 18th.
Michael Lynam

Europhoenix's Class 37 218 departs Oxenhope heading to Keighley on June 18th.
Michael Lynam







Keighley and Worth Valley Railway

Presumably running on chip fat (?), Class 37 218 ‘Carbon Redeemer’ has just left Haworth en route for Oxenhope on June 21st. *Jeff Nicholls*



Keighley and Worth Valley Railway

Deltic Class 55 009 heads through the woods near Oxenhope with an early morning train for Keighley on June 21st. *Ben Bucki*

On June 21st, Class 50 049 heads through the woods near Haworth with an early morning goods train for Oxenhope. *Ben Bucki*

Residents Class 14 'Teddy Bear' No. D9520 and Class 08 No. 08 266 stand outside Keighley station with the stock of the shuttle service on June 18th. *Ben Bucki*







From the Archives

Wirksworth Limestone Quarry on July 17th 1971 saw 'Uppingham' (P1257/12) simmering next to a cold, 98 year old Holwell No. 3 (Black Hawthorn 266/73). *John Sloane*

On January 27th 2008 a 'Darth Vader' Class 460 unit approaches Streatham Common with a Gatwick Express service. *John Sloane*

On December 18th 1987, the east end of Manchester Victoria saw Class 47 522 'Doncaster Enterprise' having arrived on a train from the Preston direction and a Class 31 acting as the Miles Platting banker loco. *John Sloane*







From the Archives

Class 40 033 unofficially named ‘Empress of England’ stands outside Crewe Traction Maintenance Depot on February 13th 1983.
John Sloane



Fastline Freight’s Class 56 301 approaches Water Orton at the head of a Birch Coppice to Grain intermodal on September 6th 2006.
John Sloane



Class 66 411 ‘Eddie the Engine’ powers past Standish on September 27th 2006 with the Tesco working from Daventry to Mossend.
John Sloane



From the Archives

The returning Inverness to Mossend ‘Tesco’ service sweeps off Culloden viaduct on May 24th 2010 headed by Class 66 099.
Lee Stanford

EE ‘Deltic’ No. D9009 passes St. Helens Central en-route to Liverpool Lime Street with Pathfinder Tours ‘Trans Pennine Deltic Lament’ on December 30th 2017. *Brian Dobbs*

Stagecoach liveried Class 222 009 heads past Tupton on a sunny February 20th 2013 with a Sheffield to London St. Pancras service.
Lee Stanford







From the Archives

The now withdrawn Isle of Wight 1938 stock was for a while painted in dinosaur livery and here unit No. 006 is seen crossing the pier at Ryde on September 4th 2008. *Lee Stanford*



Deltic Class 55 022, on short term hire to GBRf at the time, stands at Blyth on May 11th 2011 before departing with the Alumina trip working to Lynemouth. *Lee Stanford*



Not long after the Virgin 'Thunderbird' locos were equipped with couplings to enable them to haul Pendolinos, Class 57 306 is seen approaching Mauldeth Road with a diverted Liverpool to London Euston service on November 4th 2007. *Lee Stanford*



From the Archives

Class 60 092 departs Rainford with the 6E26 Knowsley to Wilton ‘Bin Liner’ on August 2nd 2019. *Brian Dobbs*



From the Archives

Class 37 170 runs through the centre road at York station whilst working a short freight on March 4th 1983. *John Sloane*



From the Archives

First Great Western HST Nos. 43142, with blue and yellow 43002 'Sir Kenneth Grange' and 43042 wait for departure from London Paddington on March 29th 2017. *Paul Senior*