





Welcome

Welcome to Issue 130 and your monthly roundup from across the UK.

We are now into the second half of 2017; scary I know! However more importantly, is the scary though that the “C” word is getting closer by the day and on that note whoever thought that Boots’ new TV advert was a good idea is either a marketing genius or just has had a little too much sun and dreaming about the cooler winter. If you haven’t seen/heard the advert yet have a scout around the World Wide Web, or just watch the TV for a few hours. Not to spoil it but I really didn’t think anyone could murder a Slade Christmas song anymore, other than well... Slade.

Moving swiftly onto the matter in hand. I’ve got to apologise for the slightly late Magazine this month. Mostly, I can blame this on the weather, it’s just been too nice! We have probably had the biggest submission flow since the birth of the magazine over 10 years ago. As always, thank you to everyone who has taken their time to submit photos or news items to us. As always, we can’t do it without you and it’s greatly appreciated. I hope everyone will agree there are some fantastic photos in this issue.

As I always mention, I love the UK rail scene for it’s varied traction and liveries and a quick spin through this issue highlights for me, what

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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 to the right or on the next page.

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

Class 68 026 (with 66 432 on the rear) works the 1Z48 Stafford to Preston and Ormskirk through Cocker Bar with the Branch Line Society tour on June 15th.

Alan Naylor

This Page

On June 17th, Pathfinder’s ‘The Welsh Central Liner’ from Burton-on-Trent to Shrewsbury sees Class 55 No. D9009 passing Knucklas.

Colin Irwin

Next Page

‘The East Lancs Enterprise, was certainly the most popular charter photographed in the last month as Class 40 No. 345 passes Daresbury on June 9th. *Mark Enderby*



a fantastic railway we do have in this country; when we look at heritage traction in particular. In the freight sector we have Class 86s and 73s, and within the railtour sector, looking aside from steam, we have Class 40s and 50s showing there is life in these old machines, even after 50 years of hard work.

On the subject of heritage traction, last month saw the Class 58 Locomotive Group hold their AGM. Some of you will know, I unfortunately "ruin" their group Magazine - yes I know, unlucky for them - however the main focal point with the AGM being held at Shackerstone, gave opportunity for members to visit the resident Class 58s on their site. The partnership between the Class 58 Locomotive Group and the guys working at Shackerstone has been bonded for a good while, however it is great to hear one of the class fire up. Without much trouble Class 58023 roared into life. Signs of the future, well hopefully very soon we will see a member of the class running in preservation and should anyone be interested in seeing a video of the startup and also photographs of the locomotives at Shackerstone then these can be found on the Class 58 Facebook page.

As always, I hope everyone has a fantastic month going forward. I know for my the highlight will be a quick trip down to Devon. A few days on the Dawlish Sea Wall, is a well deserved rest for any Rail Enthusiast.

Andy Patten
Editor

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

HAD-PRINT
Unit 6, France Ind. Complex
Vivars Way, Canal Road
Selby, North Yorkshire
YO8 8BE
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Railtalk Magazine



With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without:

Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson,

Stuart Hillis, Keith Hookham, David Hollowood, Derek Hopkins, Elle-May Ingham, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, David Lindsell, Ken Livermore, Michael Lovatt, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Stuart Parkes, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.



Charter Scene

C.F.P.S. The East Lancs Enterprise

On June 10th, Class 40 No. 345 speeds along the North Wales coast at Penmaenmawr with the return working from Holyhead. *Colin Irwin*

With the Welsh Air Sea Rescue hovering overhead, Class 40 No. 345 departs Llandudno. *Colin Irwin*

As the sun sets, the tour crosses the river at Frodsham. *Colin Irwin*







Charter Scene

C.F.P.S. The East Lancs Enterprise

▶ Class 40 145 (No. 345) works 1Z34 'The East Lancs Enterprise' through Wollascott with the 12:35 Carnforth - Bury Bolton Street on June 9th.

Keith Davies

▶ Class 40 145 (No. 345) passes Charnock Richard working a stock positioning charter from Carnforth to Shrewsbury and the East Lancs Railway on June 9th. *John Sloane*

▶ Class 37 516 'Loch Laidon' on the rear of 1Z34 'The East Lancs Enterprise' from Carnforth to Bury as it heads through Leyland station on June 9th. *Alan Naylor*



Charter Scene

C.F.P.S. The East Lancs Enterprise

▶ West Coast's Class 37 516 catches the best of the evening sunshine as the tour passes through Shotton, heading back to Bury from Holyhead on June 10th. *Derek Aldcroft*

▶ Class 40 No. 345 heads past Shotton with the return working from Holyhead to Bury Bolton St. on June 10th. *Derek Aldcroft*

▶ Class 40 No. 345 hurtles between Euxton Junction and Balshaw Lane with the 1Z34 12:35 Carnforth - Bury on June 9th. *John Balaam*







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Charter Scene

Railway Touring Co.
The Peak Forrester

LMS Coronation Class 8P 4-6-2 No 46233 'Duchess of Sutherland' is seen on the rear of the tour at Stenson Jct. on June 2nd after arriving with the tour from Ealing Broadway. West Coast's Class 57 314 would lead from here, heading northwards. *Stuart Hillis*







Railtalk Magazine

Charter Scene

Private Charter
The Saltburn Pilgrim

West Coast's Class 57 313 and 57 315 top'n'tail a 4 day private railtour 'The Saltburn Pilgrim', 1244 Saltburn - Plymouth at Burton on June 30th. A group of local Saltburn rail enthusiasts organise this, their 15th annual railtour. *Stuart Hillis*





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Charter Scene

West Coast Railway Co.
The Dalesman

LMS Stanier 8F 2-8-0 No. 48151 tackles the 1 in 100 gradient through the cutting at Anley Crag with the northbound 'Dalesman' railtour on June 19th. *Gerald Nicholl*



Charter Scene

West Coast Railway Co. The Dalesman

▶ LMS 7P Class No. 46115 'Scots Guardsman' works away from Lazonby and Kirkoswald with 'The Dalesman' from York to Carlisle on June 20th. *Shep Woolley*

▶ Working through Newbiggin, LMS 7P Class No. 46115 'Scots Guardsman' heads the return leg of 'The Dalesman' to York on June 20th. *Shep Woolley*

▶ Running 45 mins late, LMS 8F Class No. 48151 heads away from Garsdale with the return 'Dalesman' railtour to York on June 19th. *Shep Woolley*



Charter Scene

West Coast Railway Co. The Dalesman

Seen at Salt Lake Cottages, LMS 8F Class No. 48151 heads 'The Dalesman' from York to Carlisle on June 19th. *Shep Woolley*

West Coast's Class 37 669 and 37 516 'Loch Laidon' work 'The Dalesman' raitour from Chester to Carlisle through Balshaw Lane Jct. on May 30th. *John Sloane*

On June 13th, Class 47 760 and 47 245 work 1Z45 'The Dalesman' from Chester to Carlisle seen here approaching Leyland station. *Alan Naylor*















Charter Scene

Steam Dreams The Cathedrals Express



▶ On May 16th, 'Flying Scotsman' passes Winwick with another 'Cathedrals Express' working. This was from Edinburgh to Crewe, with the tour going on from there to London Euston. *David Wood*

▶ 'Flying Scotsman' working 1Z74 London Victoria - Chester passes through Lichfield Trent Valley station on June 13th. *Stuart Hillis*

▶ On June 13th, LNER A3 No. 60103 'Flying Scotsman' passes Hargrave, between Waverton and Shotton with this London Victoria to Chester charter. *Derek Aldcroft*







On June 10th, the Northern Belle worked one of its regular charity charters, from Grimsby Town to Chester and back. On a dismal wet morning, Class 57 309 lead the way with 57 307 on the rear, seen arriving and departing at Scunthorpe. *Steve Thompson*

Charter Scene

Belmond British Pullman The Northern Belle

▶ Class 68 025 passes Bradley with a Darlington - Crewe Northern Belle working. *John Sloane*

▶ Class 57 303 passes Balshaw Lane Jct. on June 24th with a Chester - Glasgow working. *John Sloane*

▶ Class 57 304 passes Balshaw Lane Jct. on the rear of the Chester - Glasgow working on June 24th. *John Sloane*





Railtalk Magazine Charter Scene

Pathfinder Tours
The Welsh Central Liner

On June 17th, 'Alycidon' races past Craven Arms hauling 'The Welsh Central Liner' from Burton on Trent to Shrewsbury.
Colin Irwin







Charter Scene

Private Charter The Lightning Express

Class 67 006 'Queens Messenger' passes Gobowen with 'The Lightning Express', a Kettering - Shrewsbury private charter, on June 24th.

Chris Morrison

Class 67 006 approaches Woolascott Crossing with the 1Z50 09:25 Kettering - Shrewsbury 'The Lightning Express' private charter on June 24th. *Keith Davies*





Class 66 177 heads 'The Liverpool Docker' on June 24th through the almost overgrown track in the Crosfields chemical complex, Warrington, on the freight only line from Ditton Junction to Arpley Junction. This line currently sees only a handful of light engine workings each day. *Jeff Nicholls*





Charter Scene

Branch Line Society

The Cat and Dock

▶ Class 66 432 (with Class 68 026 on the rear) works 1Z49 Ormskirk to Preston and Liverpool Lime Street, through Cocker Bar with the Branch Line Society tour on June 15th. *Alan Naylor*

▶ Class 68 026 crosses Strand Road with 14:40 Preston Docks - Liverpool Lime Street leg of the charter. *John Balaam*







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Charter Scene

Railway Touring Company
The Hadrian

Apart from the leaking inside cylinder drain-cock there's no obvious sign of exhaust but the height of the ash being thrown shows just how hard Stanier Pacific No. 46233 'Duchess Of Sutherland' is hammering up Stainforth Bank with 'The 'Hadrian' railtour.

Gerald Nicholl





Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

▶ Class 86 259 passes Standish with a 'Cumbrian Mountain Express' working on May 20th.
John Sloane

▶ Having taken over from the Class 86, LMS Royal Scot Class 7P 4-6-0 No. 46115 'Scots Guardsman' is captured at Hoghton, with the return working. *John Sloane*



Charter Scene

ECS and Light Engine Moves

▶ LNER A1 No. 60163 'Tornado' is seen passing Tavistock Jct. on June 10th, heading for London.
Steve Andrews

▶ Running as 5Z28, the 11:33 Norwich to Carnforth (Steamtown) West Coast Railways ECS formed of top and tailed Class 47s, speeds through Hirst Wood, near Saltaire (West Yorkshire) on June 4th. *Ben Bucki*

▶ LMS Class 8P No. 46233 'Duchess of Sutherland' works 5Z42 Carnforth to Hellifield Goods Loop through Bamber Bridge on May 27th.
Alan Naylor







Charter Scene

ECS and Light Engine Moves

LNER A3 Pacific No. 60103 'Flying Scotsman' passes Starrick's Farm heading for York NRM from Carnforth Steamtown on June 14th.
Gerald Nicholl

Superpower for one Statesman coach as West Coast's Class 47 760 double heads its sister 47 746 through Red Bank on June 20th on a Carnforth Steamtown - Crewe working.
Jeff Nicholls

West Coast's Class 47 237 passes Coppull Hall with a Southall - Carnforth ECS working.
John Sloane



Charter Scene

ECS and Light Engine Moves



▶ Class 66 057 (with 66 176 on the rear) arrives at Nemesis with an 10 coach ECS working from Barnwood Jct. from the previous day's 'Lancs & Yorks builder' railtour on June 11th. *Stuart Hillis*

▶ Class 57 309 passes Bradley on June 26th with a Polmadie to Kidderminster Northern Belle ECS. *John Sloane*

▶ Class 57 303 is seen on the rear of the Polmadie to Kidderminster Northern Belle ECS as it passes Bradley on June 26th. *John Sloane*



Charter Scene

ECS and Light Engine Moves

SR MN Class 4-6-2 No. 35018 'British India Line' wearing 'Bodmin' nameplates gallops passed Starricks Farm with the return working to Carnforth. *Shep Woolley*

West Coast's Class 37 517 and 47 245 pass Standish on May 31st returning from Crewe HS with one Statesman coach. *John Sloane*

On June 10th, LNER A1 No. 60163 'Tornado' with its support coach is noted passing Walworth footpath crossing, just east of Andover, whilst returning from Bodmin Parkway to Stewarts Lane. *David Lindell*





Charter Scene

ECS and Light Engine Moves

▶ On June 12th, Class 37 516 and 33 025 head through Charnock Richard on a Carnforth - Swanage stock move, prior to working shuttle services to Wareham. *John Sloane*

▶ On June 4th, Class 67 010 and 67 030 working 5Z51 London Paddington - Burton Nemesis Rail ECS, returning coaching stock from a tour, approaches its destination. *Stuart Hillis*

▶ Class 66 733 'EMD Roberts Road' hauls 45 041 and coaching stock (from SVR - Crewe) and here as 5Z42 Crewe - Butterley on June 5th. *Stuart Hillis*









Oxford upgrade

Chiltern Railways services running as normal 22 - 30 July 2017

As part of the railway upgrade plan, Network Rail will be carrying out work between Didcot, Oxford and Banbury in July and the line will be closed for 9 days from Saturday 22 to Sunday 30 July. Chiltern Railways is operating a train service for the duration of the works and is unaffected by the line closure. The works will affect trains services operated by CrossCountry and Great Western Railway only.

Advice for passengers:

If you normally travel with Chiltern Railways, don't worry, trains are still running but services are likely to be much busier than usual. From Saturday 22 to Friday 28 and Sunday 30 July the line will be closed between Didcot and Banbury which will affect CrossCountry and Great Western Railways customers

If you travel between Oxford and London you can:

- Board Chiltern Railways services from Oxford to London Marylebone (service as normal)
- Board Chiltern Railways services from Oxford Parkway* to London Marylebone (service as normal)
- Board replacement bus services from Oxford to

Didcot for Great Western Railway services to London Paddington

If you travel between Banbury and London you can:

- Board Chiltern Railways services from Banbury to London Marylebone (service as normal)
- Board the replacement bus service between Banbury and Didcot Parkway for Great Western Railway services from Didcot Parkway to London Paddington and for CrossCountry services to Southampton and Bournemouth

If you use CrossCountry or Great Western Railways to travel between Banbury and Oxford you can:

- Board replacement bus services from Banbury to Oxford station

If you travel between Didcot and Banbury you can:

- Board replacement bus services from Didcot to Banbury

On Saturday 29 July a different service will be provided as the line is closed between Didcot and Oxford:

If you normally travel with Chiltern Railways, don't worry, trains are still running but we do anticipate that services will be much busier than usual.

If you travel between Oxford and London you can:

- Board Chiltern Railways services from Oxford to London Marylebone (service as normal)
- Board Chiltern Railways services from Oxford Parkway* to London Marylebone (service as normal)
- Board replacement bus services from Oxford to Didcot for Great Western Railway services to London Paddington

If you use CrossCountry or Great Western Railways services between Didcot and Oxford you can:

- Board replacement bus services from Didcot to Oxford

*Oxford Parkway station is managed by Chiltern Railways. The station has over 800 parking spaces with a parking charge of £2 per day; it is ideally placed for those wishing to avoid the city centre and still travel to the capital by train.

Ticket acceptance

During the 9 day line closure Chiltern Railways will accept all CrossCountry and Great Western Railway tickets via any reasonable route except those which are for travel on CrossCountry or GWR trains only (such as Advance Tickets).

On June 17th, Class 68 012 departs Birmingham Moor St. with a service to London Marylebone.
Richard Hargreaves



Colas Rail



▶ Class 66 848 approaches Gospel Oak Junction with a Hoo Jct. - Whitmoor ballast working.
John Sloane



▶ 6E38, the 13:54 Colnbrook to Lindsey Oil Refinery empty tanks passes Irchester with Class 60 096 providing the traction on June 19th.
Derek Elston



▶ Class 60 002 works the 6J37 Carlisle N.Y. to Chirk Kronospan through Village Croft, Euxton on June 7th.
Alan Naylor



Colas Rail



▶ Colas 60 026 passes Cherry Tree on June 22nd with the 6J37 logs from Carlisle - Chirk.
Michael Lynam



▶ On June 29th, Class 70812 passes through Derby running light engine from Bescot - Barnetby.
Michael Lynam



▶ On June 15th, Class 70 807 arrives into Scunthorpe working the 6E32 Preston Docks - LOR discharged bitumen tanks.
Steve Thompson



Colas Rail



On June 13th, Class 60 026 hauls the Chirk bound loaded log train through Helsby.
Derek Aldcroft



Class 60 087 departs the up slow line at Balshaw Lane Jct. with a Carlisle - Chirk log train on May 24th.
John Sloane



Class 70 812 crosses onto the main at Harrowden Junction working 6E38, the 13:54 Colnbrook Colas Rail to Lindsey Oil Refinery Colas discharged tanks on June 30th.
Derek Elston



Colas Rail



▶ Class 70 812 passes Kempsey, Shrewsbury with the 6C48 Crewe Basford Hall - Bromfield on June 17th. *Keith Davies*



▶ The West Burton tanks are booked back via Brigg and on June 22nd Class 56 078 fairly stormed through with 6D34 to Lindsey. *Steve Thompson*



▶ Class 70807 runs light engine through Tamworth HL on June 14th, with the 12:31 Bescot Up Engineers Sidings to Barnetby loco move. *Derek Elston*

Colas Rail



▶ Class 47 739 hauls 37 607 and 37 612 through Acton Bridge on June 8th as 0M56 14:12 Carlisle - Barrow Hill. *Brian Battersby*



▶ On June 28th, Class 60 087 pilots 60 047 through Scunthorpe with the 6E32 Preston - LOR tanks, running around 3 hours late. The outward journey had evidently been in trouble at Calder Bridge. *Steve Thompson*



▶ Class 70 813 (with 70 803 on the rear) heads past Bayston Hill with the 6C49 09:31 Crewe Basford Hall - Bromfield on June 18th. *Keith Davies*



DB Cargo



▶ Class 66 092 and 66 161 approach Hartford Jct. with the 6K74 13:54 Arpley Sidings - Crewe TMD on May 23rd. *Nick Clemson*

▶ Class 60 054 working the 6M57 Lindsey - Kingsbury loaded oil tanks, passes Wetmore (Burton) on May 30th. *Stuart Hillis*

▶ A very clean Class 66 009 passes through Burton on June 1st heading a Burton West Yard (Maurice Hill sidings) - Felixstowe South. *Michael Lynam*





DB Cargo



▶ On June 16th, Class 59 203 passes Pot Lane Bridge, Barkly, near Frome working the 7V12 15:38 Woking to Merehead. *Stewart Smith*



▶ Class 60 067, 60 032, 60 060 and 60 086 are seen dumped at Toton along with 60 032 on June 3rd. *Derek Elston*

▶ Class 90 019 and 90 040 approach the former Boors Head Jct. working the 4M25 Mossend - Daventry on June 13th. *John Sloane*



DB Cargo



▶ DB liveried Class 66 044 passes Willesden Jct. with a stone train to Acton. *John Sloane*



▶ The 07:18 Lindsey Oil Refinery to Kingsbury Oil Sidings passes Tamworth HL with 60 100 providing the motive power on June 14th. *Derek Elston*



▶ Class 66 090 passes between 60 092 and 66 115 stabled on an engineering train, at Toton on June 3rd. *Derek Elston*





DB Cargo



▶ Class 66 170 passes through Tamworth HL working the 13:30 Washwood Heath R.M.C. to Peak Forest Cemex Sidings on June 14th.
Derek Elston

▶ Class 90 019 leads 90 040 south with an intermodal through Acton Bridge on June 8th.
Brian Battersby

▶ Class 90 040 and 90 019 head through Wigan North Western on June 9th hauling the 4S47 Daventry - Mossend. *John Sloane*

DB Cargo



▶ Class 90 019 'Multimodal' paired with 90 040 pass Tamworth LL working the 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd intermodal service on June 14th. *Derek Elston*

▶ Class 67 012 is seen at Crewe IETMD on May 27th. *John Sloane*

▶ Class 66 017 passes Rainford on June 20th working a Knowsley Freight Terminal - Wilton EFW 'Bin' train. *Alan Rigby*



DB Cargo



▶ Class 66 161 with the 6M90 05:09 Avonmouth (Hanson Sidings) - Clitheroe (Castle Cement), passes Daresbury on June 20th. *Nick Clemson*



▶ Class 66 101 leads 67 008 through Mill Meece on June 14th with the 6G78 14:05 Arpley Sidings - Bescot Down Side. *Keith Davies*



▶ With the power on and running a few minutes early, the 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks passes Tamworth LL behind Class 66 147 on June 14th. *Derek Elston*

DB Cargo



▶ On June 22nd, Class 60 001 and 67 013 top'n'tail the 6Z66 Doncaster Up Decoy - Killingholme autoballasters through New Barnetby. *Steve Thompson*



▶ Class 325 001 brings up the rear of 1A91 17:00 Warrington RMT - Willesden PRDC as it heads through Mill Meece on June 19th. *Nick Clemson*



▶ Class 59 204 is seen at Berkley Marsh with the 7040 13:35 Merehead Quarry - Eastleigh on May 26th. *Nick Clemson*



DB Cargo



On June 19th, Class 66 009 leads 60 063 through Scunthorpe working the 6N73 loaded slabs to Lackenby. *Steve Thompson*



Class 90 024 and 90 019 with the 4M25 06:06 Mossend Euroterminal - Daventry Intl Recep are captured on the Queensville Curve on June 19th. *Nick Clemson*

Class 66 101 climbs up Boars Head Bank out of Wigan with 4S49 Daventry - Grangemouth on June 10th. *John Sloane*



DB Cargo



On June 17th, Class 60 054 exits the loop at Beeston with the 14:22 Humber - Kingsbury fuel tanks. *Mark Pichowicz*



On May 23rd, Class 66 087 passes Scunthorpe hauling a rake of loaded YEAs, on 6X01 Ent C - Eastleigh. *Steve Thompson*



Class 66 013 with the 6M45 07:07 Dollands Moor Sidings - Daventry Intl is seen passing White Hills, Northampton on June 15th. *Nick Clemson*



DB Cargo



▶ Class 66 127 with the 09:10 Peak Forest Cemex Sidings - Hope Street Peakstone drops down the 1 in 106 gradient at Davenport on June 17th.
Nick Clemson



▶ On June 9th, Class 66 154 hauling the 6F07 Peak Forest - Dallam passes Weaver Jct.
Mark Enderby

DB Cargo



▶ On a blistering hot June 20th, Class 66 167 climbs the bank north of Winwick with the thrice weekly working from Avonmouth Docks to Castle Cement at Clitheroe. *Jeff Nicholls*

▶ Class 66 020 climbs to Scunthorpe Station with the late-running 6D75 LWR train from Ent C to Up Decoy on May 23rd. *Steve Thompson*

▶ Class 66 094 is seen stabled at a sunny Didcot on June 17th. *Richard Hargreaves*





DB Cargo

▶ Class 66 175 rolls through Totnes with a Burngallow - Exeter Riverside service on June 8th. *Jeff Nicholls*

▶ On June 13th, a rather pristine Class 66 017 enters Scunthorpe station on 6N73 Ent C - Lackenby loaded slabs. *Steve Thompson*

▶ A bit of a sunny evening on June 1st as Class 66 138 passes through Scunthorpe with 6V19 Immingham SS - Llanwern. *Steve Thompson*





DB Cargo



Class 66 143 hauling the 6M96 Margam - Corby coil steel, passes Nemesis Rail, Burton on June 15th. *Stuart Hillis*



EWS liveried Class 66 143 approaches Derby on June 1st with a Wolverhampton - Immingham steel train. *Michael Lynam*



On June 1st, Class 66 171 passes through Burton heading a Felixstowe - Burton West Yard (Maurice Hill sidings) intermodal. *Michael Lynam*

Direct Rail Services



▶ Class 68 023 'Achilles' and 68 001 'Evolution' work 6C53 Crewe C.S. to Sellafeld BNFL through Leyland station on June 13th. *Alan Naylor*



▶ 50 years of electric traction seen at Rugby on June 14th in the shape of Class 86 259 'Les Ross', built in 1966 and Class 88 002 'Prometheus', built in 2016. *Derek Elston*

▶ Making its maiden run on June 12th, Class 88 003 leads the 4S43 Daventry - Mossend 'TESCO' service through Leyland. *David Hollowood*

Direct Rail Services



▶ Brand new Class 88 004 is seen on a test run as it heads north through Leyland on June 8th.
David Hollowood



▶ Class 37 218 and 57 303 'Pride Of Carlisle' arrive at Burton Nemesis Rail depot from Crewe Gresty Bridge as 0Z24 to collect 3 coaches, May 30th.
Stuart Hillis



▶ The 09:45 Crewe T.M.D. (E) to Norwich Crown Point T&R.S.M.D. consisting of Class 37 218 and 68 024 pass through Northampton on June 7th. The Class 37 would detach at Willesden and head West. *Derek Elston*

Direct Rail Services



▶ Class 66 424 and 66 423 pass through Wigan North Western with the northbound 'Tesco Express'. *John Sloane*



▶ Class 68 027 (in plain livery) and 68 002 pass Bradley with the 6K73 Sellafield - Crewe nuclear flasks. *John Sloane*



▶ Class 68 017 and 68 024 work the 6K73 Sellafield BNFL to Crewe Coal Sidings through Leyland station on May 30th. *Alan Naylor*



Direct Rail Services



▶ Class 66 302 passes Bradley on May 26th working the 6K05 Carlisle - Crewe engineers.
John Sloane



▶ June 20th seen Class 88 008 'Ariadne' making its debut onto the rails on 0Z88 Carlisle to Crewe.
David Hollowood



▶ Class 88 004 'Pandora' works the 4S43 Daventry to Mossend 'Tesco' modal, seen here approaching Leyland station on June 13th.
Alan Naylor





Direct Rail Services



▶ On June 22nd, the 6K73 heads through Leyland with Class 68 030 leading 68 017, 68 029, and 68 031, with no wagons!. *David Hollowood*

▶ Class 88 003 'Genesis' hauls the 4S43 Daventry - Coatbridge 'LessCo2' intermodal for Tesco. Seen here working up Red Bank on the first day of Class 88 uses on this working, June 12th. *Dave Harris*





Direct Rail Services



▶ Class 37 059 leads 37 069 with the 6D95 Bescot - Toton engineers through Burton on May 31st. *Stuart Hillis*



▶ Class 66 425 in place of the usual Class 68 hauls the 6U77 Mountsorrel - Crewe loaded aggregates, seen near Wychnor Junction on June 13th. *Stuart Hillis*



▶ Single Class 88s took over the 'Tesco Express' from Monday June 12th. Seen here on June 14th, Class 88 003 powers (almost) silently through Winwick area. *John Balaam*



East Midlands Trains



Class 222 011 passes Irchester working the 1P59 16:16 Corby to London St. Pancras International service on June 19th. *Derek Elston*



Power cars Nos. 43076 leading and 43048 trailing pass Irchester working a late running 1B63 16:30 Nottingham to London St. Pancras International service on June 19th. *Derek Elston*



Class 222 023 passes Irchester working 1M51 16:01 London St. Pancras International to Corby service on June 19th. *Derek Elston*



Freightliner



▶ Class 90 047 passes Millmece on June 19th with the 4L90 11:17 Trafford Park - Felixstowe South FLT. *Keith Davies*



▶ On June 20th, Class 66 415, still in DRS blue, comes off the main line at Scunthorpe West Jct. in readiness for its pathing stop with 6E50 Ipswich SS - LOR, comprising its characteristic set of tank cars. *Steve Thompson*

▶ Class 66 516 powers through Tamworth HL working the 09:19 Hope (Earles Sidings) Fhh to Walsall Freight Terminal on June 14th. *Derek Elston*



Freightliner



Class 90 044 and 90 045 are seen at Coppull Hall working a Daventry - Coatbridge liner.

John Sloane



On June 19th, Class 66610 powers past Irchester working the 6M84 14:06 Dagenham Down Yard to Hope (Earles Sidings) Fhh, running 25 late on the slow.

Derek Elston



Class 66 537 hauls a well loaded liner through Acton Bridge on June 8th.

Brian Battersby

Freightliner



▶ Veterans, Class 86 604 and 86 607 haul a liner south through Acton Bridge on June 8th.
Brian Battersby



▶ On June 19th, Class 66 418 passes Millmeece with the 4L92 14:03 Ditton (O'Conner) - Felixstowe North FLT. *Keith Davies*



▶ Class 66 603 works the 6H51 Hardendale Quarry to Tunstead sidings through Village Croft, Euxton on May 31st. *Alan Naylor*

Freightliner



▶ On June 9th, Class 90 044 and 90 048 head through Wigan North Western with the 4S45 Daventry - Coatbridge liner. *John Sloane*



▶ Class 70 004 leads the 05:17 Trafford Park F.L.T. to Felixstowe North F.L.T. intermodal through Northampton on June 14th. *Derek Elston*



▶ Class 90 047 and 90 043 haul a Daventry to Coatbridge liner through Acton Bridge on June 8th. *Brian Battersby*





Freightliner



- ▶ On June 9th, Class 86 610 and 86 614 pass Wigan North Western with the 4M11 Coatbridge - Crewe liner. *John Sloane*
- ▶ Class 90 016 hauls a rake of empty container flats running as the 11:32 Crewe Basford Hall S.S.M. to Ipswich S.S. on June 14th. *Derek Elston*
- ▶ Class 66 601 'The Hope Valley' passes Euxton Junction with the 10:58 stone empties from Hardendale to Tunstead on June 9th. *John Balaam*



Freightliner

- ▶ Class 66 552 struggles past Bradley on May 31st with a late running 4M34 Coatbridge - Daventry liner. *John Sloane*
- ▶ Class 90049 and 90048 lead the 4M27 Coatbridge to Daventry through Leyland on June 12th. *David Hollowood*
- ▶ Class 70 017 heads past Slindon on June 14th working the 6M66 05:08 Southampton MCT - Garston (Speke) liner. *Keith Davies*





Freightliner



Class 90 045 and 90 043 with the 4S44 12:13 Daventry Intl - Coatbridge FLT are seen on the Queensville Curve, Stafford on June 19th. *Nick Clemson*



Class 86 604 and 86 638 pass Slindon with the 4M87 11:13 Felixstowe North FLT - Trafford Park FLT on June 19th. *Keith Davies*



Class 90 047 and 90 043 on the 12:13 Daventry - Coatbridge pass through Preston on June 8th. *John Balaam*



Freightliner



▶ Class 66 618 approaches Langley Mill on June 15th with the 13:18 West Thurrock - Tunstead cement empties. *Mark Pichowicz*



▶ On June 6th, Class 66 534 worked through Scunthorpe with the weekly 6E50 Ipswich SS - LOR fuel tank job, unusually pathed through the station due to late-running. *Steve Thompson*



▶ On May 4th, Class 66 589 heads through Stratford with the 4M93 13:34 Felixstowe North - Lawley St. liner. *Nick Clemson*





Freightliner

▶ Class 66 512 hauling an engineers train passes Craven Arms on June 17th. *Colin Irwin*

▶ On June 19th, Class 66 619 forges up to Scunthorpe Station on 4N84 Trent Yard - Redcar HL, conveying empty MWAs. Nice to see the bulled-up front end and the headboard. An enthusiastic driver, too!. *Steve Thompson*

▶ Class 90 049 and 90 016 pass Hartford Jct. on May 23rd with the 4S44 12:13 Daventry - Coatbridge. *Nick Clemson*



Freightliner



▶ Class 66 554 heads south on the slow through Burton on Trent with a cement train from Hope Sidings - Walsall, June 1st. *Michael Lynam*



▶ Class 66 506 works the 4M33 Crewe B.H. - Derby Litchurch Lane through Burton with 6 empty hopper wagons, being used at barrier vehicles for a new EMU delivery, June 1st. *Stuart Hillis*



▶ Class 70 019 hammers through Bletchley with the 4M93 13:34 Felixstowe North FLT - Lawley St. FLT on June 15th. *Nick Clemson*

Freightliner



▶ Class 90 044 and 90 047 bring the 4M27 05:25 Coatbridge - Daventry past Daresbury on June 20th. *Nick Clemson*

▶ On June 22nd, Class 66 619 worked the 4N84 empties from Ent C to Redcar HL, seen here at Scunthorpe. *Steve Thompson*

▶ On June 14th, and running some 25 hours late, 6E11 passes through Scunthorpe behind Class 66 550 en route to the CHP. Having left Onllwyn at 14:00 on Monday, the train suffered loco failure at Hereford and eventually arrived at Scunthorpe 4 hours late on Tuesday morning. Too late to be discharged, it stabled at Barnetby overnight and completed its journey on Wednesday. The final twist to the tale was the running of the train from Barnetby via the Brigg Line, Gainsborough and Doncaster, no doubt due to its length, hence its arrival as seen here. *Steve Thompson*



GBRf



Class 66 718 'Sir Peter Hendy CBE' is seen on the Kensal Green curve at Willesden with a Willesden - Foxton working. *John Sloane*



Class 66 715 with a Fiddlers Ferry to Ferrybridge working, approaches Acton Bridge on June 8th. *Brian Battersby*



Class 66 716 passes Millmeace with the 4L18 14:18 Trafford Park Euroterminal GBRf - Felistowe North GBRf on June 19th. *Keith Davies*



GBRf

GB Railfreight drives Queen to town

On Tuesday 13th June, GB Railfreight (GBRf) participated in a recreation of the first Royal Train journey, taken by Queen Victoria 175 years ago. This time, it was Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh who arrived back in Paddington, aboard one of Great Western Railway's (GWR) new, Hitachi-made Intercity Express trains, driven by traincrew from GBRf.

Once at Paddington Station, a naming ceremony where Her Majesty named the new train, 800003, the Queen Elizabeth II. Her Majesty was joined on the journey from Slough to London by descendants of the engineer Isambard Kingdom Brunel, who designed and built the Great Western Main Line.

John Smith, Managing Director, said: "It was a real honour to join Her Majesty The Queen in the naming of the new Intercity Express train on the occasion of the 175th anniversary of the first Royal Train journey by Queen Victoria. It was especially pleasing that GBRf could play a role in this memorable event by providing the crew for this

operation through our successful partnership with Hitachi to test the new trains that will be rolled out by GWR later this year.

This partnership represents a key part in the upgrade of the UK's rail infrastructure and is part of GBRf's commitment to diversifying and expanding its activities. I am proud that we have had the opportunity to work with GWR and Hitachi on this and that it showcases the work we do in a positive and forward-looking fashion."

▶ Class 92 032 and 66 740 pass Standish on a Dollands Moor - Irvine china clay train.
John Sloane

▶ The 6D28 08:30 Rylstone loaded quarry train from Grassington to Dewsbury, hauled by Class 66 755 crosses the bridge over the River Aire at Hirst Wood, near Saltaire, West Yorkshire on June 2nd.
Ben Bucki



- ▶ Class 59 003 passes Duncote Mill on June 1st working the 6V09 10:51 Tinsley Yard GBRf - Coton Hill Yard. *Keith Davies*
- ▶ On May 19th, Class 66 769 passes Settle with a loaded stone train from Arcow Quarry. *Stearnsounds*
- ▶ Class 66 763 passes Willesden Jct. hauling a Felixtowe - Hams Hall intermodal. *John Sloane*



GBRf



▶ Class 66 731 heads the Hull - Grassington quarry empties through Keighley station on June 6th.
Ben Bucki

▶ Running 54 minutes late, Class 66 712 'Peterborough Power Signalbox' powers the 6E45 12:49 Theale Puma Gbrf to Immingham Puma Gbrf past Irchester on June 19th.
Derek Elston

▶ Class 66 751 with the 6E10 11:23 Liverpool - Drax Biomass nears Hartford Jct. on May 23rd.
Nick Clemson



GBRf



▶ Class 66 760 heads towards Milford Tunnel with the 6M83 10:51 Tinsley Yard - Bardon Hill on May 11th. *Nick Clemson*



▶ On June 15th, Class 66 716 hauls the 4L18 14:18 Trafford Park Euroterminal - Felixstowe North through Bletchley. *Nick Clemson*



▶ Newly repainted Class 92 028, with 66 703 in tow, passes Bradley on a Carlisle - Crewe light engine move on May 26th. *John Sloane*



GBRf



GB Railfreight boosts freight business

GB Railfreight has announced that it has signed a 3-year contract to manage the movements and preparation of all trains running in and out of the DP World London Gateway Port.

GB Railfreight commenced operations at DP World London Gateway on the 17th March 2017 and under the contract has expanded its presence at the port, adding eight employees who were previously working at the Port for the former operator.

This contract is a significant development for GBRf and its ambition to support DP World to develop volume and a reliable, safe rail operation. GBRf welcomes the opportunity to continue

working with DP World and its customers to streamline processes and create a positive rail experience for all at the Port.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is delighted to announce that it will be supporting DP World in the smooth operations of its London Gateway facility. This is a fantastic opportunity to develop our services in London and ensure that the economy continues to function effectively. Additionally, that efforts to lower air pollution through the reduction of lorries on the capital's roads are successful. We hope to continue to build on this relationship and ensure that our customers receive the optimum service."



Class 92 032 'I Mech E Railway Division' and 66 729 'Derby County' make light work of the 6S94 Dollands Moor - Irvine china clay slurry tanks, seen here in Red Bank cutting on June 14th. *Dave Harris*

On June 1st, Class 66 752 passes Scunthorpe with the 6D15 Doncaster Down Decoy - Immingham East. *Steve Thompson*



GBRf



On June 1st, Class 59 003 passes through Burton on the slow with a rake of hoppers from Tinsley - Cotton Hill. *Michael Lynam*



Heading north through Winwick on June 13th, Class 86 401 hitches a ride from Crewe to Carlisle behind 92 028 and 92 023 which were on test. Later in the day the Class 86 continued to Polmadie whilst the 92s returned to Crewe. *Jeff Nicholls*

Class 66 703 working 6D81 Ent C - Hunslet Tilcon loaded stone, ambles along the Outward Line round the back of Scunthorpe Station past the erstwhile West Yard. The interesting thing about this working is the use of shortened HYA wagons, the centre sections have been removed to get the maximum tonnage in a shorter length, a cunning trick being tried out by DB as well. *Steve Thompson*

GBRf



▶ On June 23rd, the 7X09 Old Dalby - West Ruislip delivery of 'S' class tube stock sees Class 20 311 and 20 314 leading barrier wagons and 20 107 and 20 905 on the rear as they pass Castle Gresley. *Stuart Hillis*



▶ Class 66 756 hauls the 6M83 empty JGA Hoppers from Tinsley - Bardon Hill through Derby on June 29th. *Michael Lynam*



▶ On June 30th, Class 66 732 hauls a rake of empty box wagons through Pewsey, heading for Whatley Quarry. *Ken Mumford*



Great Western Railway



IEP's Nos. 80004 and 80003 stand at Plymouth on June 22nd with a test run to Penzance.

Steve Andrews



On June 17th, power car No. 43004 suffered a fire necessitating the fire brigade being summoned, seen here all hot and bothered at Swindon. *Colin Pidgeon*

GWR green liveried power car No. 43198 stands at the helm of a London Paddington bound working at Reading on June 17th.

Richard Hargreaves









Network Rail



On June 3rd, Class 37 116 passes Attenborough with a Doncaster - Derby working.

Mark Pichowicz



'Minions' Class 73 952 'Janis Kong' and 73 951 'Malcolm Brinded' working light from Northampton to Derby RTC, pass Burton on June 21st. *Stuart Hillis*



On June 22nd, a quick trip to Bigby Road Bridge, south of Wrawby Jct., captured Class 67 027 and 67 023 working Derby RTC - Cleethorpes test train. *Steve Thompson*





Network Rail



▶ Class 37 219 and 37 175 top'n'tail the 6C3718:12 Crewe Basford Hall - Llanwrtyd past Kempsey, Shrewsbury on June 9th. *Keith Davies*



▶ Class 97 304 passes Burton on May 31st running light engine as 0V01 Derby RTC - Coleham. *Stuart Hillis*



▶ On June 3rd, the regular visit of 1Q68 Doncaster - Scunthorpe - Derby Track Recorder is always worth looking out for, it's booked 12 minute layover for reversal in the station is treated as a photo stop by local enthusiasts. This time, traction was provided by Class 37 219, leading on arrival and 37 116 leading on departure. *Steve Thompson*



Network Rail

▶ Class 37 116 heads through Winwick Quay on May 9th with the 1Q18 Derby RTC - Carlisle test train. *Nick Clemson*

▶ Network Rail's Robel Mobile Maintenance Train passes Moira West signalbox on June 26th. *Stuart Hillis*

▶ On June 2nd, the 2Z02, comprising Saloon No. DB975025 "Caroline", hauled by Class 37 409, emerges from the depths of Kirton Tunnel and passes Kirton Lime Sidings Signalbox en route from York to Barnetby. *Steve Thompson*



Network Rail



Colas duo Class 37 175 and 37 254 are seen stabled at Doncaster on June 29th whilst on a test train working. *Michael Lynam*



Network Rail



▶ Class 37 611 and 37 608 top'n'tail a Derby RTC - Tyseley test train through Danzey on the North Warwickshire line on June 13th. *Chris Morrison*



▶ Europeonix liveried Class 37 611 'Pegasus' and 37 608 'Andromeda' with the 1Q32 Derby RTC - Tyseley, via East and West Midlands test train, passes Moira on June 13th. *Stuart Hillis*



▶ Class 950 001 passes Balshaw Lane Jct. on a Derby - Carlisle working. *John Sloane*

Rail Operations Group



▶ Class 47 812 hauling Northern's Class 319 431 passes through Acton Bridge on June 8th, heading for Allerton. *Brian Battersby*



▶ Class 37 800 with three Mk2 coaches approaches Burton on June 2nd running as 5R98 from Loram (Derby) to Nemesis Rail depot. *Stuart Hillis*



▶ Class 20 227 and 20 142 top'n'tail Class 44 No. D8 'Penyghent' as they depart Stamford running as 0Z45, the 08:45 Derby to Sheringham North Norfolk Railway on June 5th. *Derek Elston*





Units: DMUs and EMUs

▶ TFL Rail's Class 315 844 heads away from Stratford with the 15:40 London Liverpool St. - Brentwood service. *Nick Clemson*

▶ London Overground's Class 378 211 calls at Gospel Oak with 14:05 Stratford - Clapham Junction service. *Nick Clemson*

▶ London Midland's Class 150 105 departs Bletchley on June 15th with the 2S25 17:36 service to Bedford. *Nick Clemson*



Units: DMUs and EMUs



Great Northern's Class 365 502 passes Hornsey working 2T59 16:47 Cambridge North to London Kings Cross service on June 17th. *Derek Elston*



On June 1st, East Midland Trains' Class 153 383 'Ecclesbourne Valley Railway 150 years' waits to depart Derby with a service to Crewe. *Michael Lynam*



London Overground's Class 378 221 departs from Gospel Oak with 14:25 Stratford-Richmond service. *Nick Clemson*



Units: DMUs and EMUs

▶ Northern's Class 319 365, 319 379 and 319 364 all waiting their next turns along with Transpennine's Class 185 138, stand at Liverpool Lime St. on June 29th. *Alan Rigby*

▶ Greater Anglia's Class 321 357 calls at Stratford with the 15:38 London Liverpool St. - Colchester Town service. *Nick Clemson*

▶ Great Western's Class 387 155 paired with 387 154 pass through Wolverton on June 9th working the 5K55 10:33 Wembley Euro Freight Ops Centre to Crewe proving run. *Derek Elston*



Units: DMUs and EMUs



On May 25th, London Overground's Class 172 006 departs Barking with the 14:48 service to Gospel Oak. *Nick Clemson*



On June 22nd, Merseyrail's Class 508 136 arrives at Kirkdale working a service to Liverpool Central. *Michael Lynam*

Arriva Trains Wales' Class 175 004 working the 1H85 09:45 Llandudno to Manchester Airport, passes (slightly late) through Eccles station on June 27th. *Michael Lovatt*



Units: DMUs and EMUs



▶ Northern's Class 319 371 calls at St. Helens Central on June 15th whilst working a Wigan North Western - Liverpool Lime Street service. *Alan Rigby*

▶ Arriva Trains Wales' Class 158 832 and 158 836 call at Telford on June 9th working a service to Birmingham. *Richard Hargreaves*

▶ Southern's Class 377 208 passes South Kenton working a service to Milton Keynes. *John Sloane*



Units: DMUs and EMUs

The 2H88 12:49 Leeds to Carlisle Northern service formed of a Class 158 DMU heads slowly over the Ribbleshead viaduct on the Settle - Carlisle line, June 4th. *Ben Bucki*



Units: DMUs and EMUs



▶ On June 11th, Northern's Class 323 227 arrives into Manchester Piccadilly. *Paul Godding*

▶ East Midlands Trains' Class 158 774 and 156 410 arrives into Liverpool Lime Street with a service from Norwich. *Alan Rigby*

▶ Great Western Railway's Class 166 204 stands at Didcot on June 17th, working a service to London Paddington. *Richard Hargreaves*



Units: DMUs and EMUs

Great Northern's Class 365 528 approaches Alexandra Palace. *John Sloane*



The old order on Thameslink duties at London Blackfriars sees Class 377 523 forming the 2W49 15:24 Bedford to Three Bridges service on June 17th. *Derek Elston*

Thameslink's Class 700 038 forms the 2V87 15:44 Luton to Sutton (Surrey) at London Blackfriars on June 17th. *Derek Elston*

Units: DMUs and EMUs



▶ On June 15th, London Midland's Class 350 101 working the 1W12 11:33 Birmingham New St. - London Euston service is seen at White Hills, Northampton. *Nick Clemson*

▶ South West Trains' Class 458 504 is about to depart London Waterloo. *John Sloane*

▶ Chiltern's Class 168 324 and 168 321 depart Banbury on June 17th with a service to London Marylebone. *Richard Hargreaves*



Units: DMUs and EMUs



▶ Southern's Class 455 815 arrives into New Cross Gate with the 17:06 London Bridge - West Croydon service on May 25th. *Nick Clemson*



▶ Great Western's Class 158 957 arrives into Romsey on June 3rd working a Cardiff Central to Portsmouth Harbour service. *Stewart Smith*



▶ Merseyrail's Class 507 019 arrives into Southport on May 20th with a service from Liverpool. *John Sloane*

Units: DMUs and EMUs



Great Northern's Class 387 111 passes Alexandra Palace station with a London Kings Cross bound service. *John Sloane*



Great Western's Class 387 154 with the 5M87 17:50 Wembley - Bletchley TMD is seen at Bletchley on June 15th. *Nick Clemson*



Looking very smart in GWR colours, Class 153 373 departs Totnes with an afternoon Exeter - Plymouth stopping train on June 8th. *Jeff Nicholls*



Units: DMUs and EMUs



▶ Running as 2H89, the 11:51 Carlisle to Leeds train formed of a Northern Class 158/153 (and led by 153 304) combination heads away from Blea Moor tunnel towards Ribbleshead, on the Settle - Carlisle line, June 4th. *Ben Bucki*

▶ On June 15th, TransPennine Express Class 185 147 passes Frodingham Jct., Scunthorpe with a Manchester Airport - Cleethorpes service. *Steve Thompson*

▶ East Midlands Trains' Class 153 311 brings up the rear of the 10:47 Newark Castle - Matlock service, seen passing Chevinside. *Nick Clemson*



Units: DMUs and EMUs

▶ C2C's Class 375 201 departs Barking on May 25th working the 14:49 London Fenchurch St. - Shoeburyness service. *Nick Clemson*

▶ At Romsey on June 3rd, First Great Western's Class 153 372 awaits departure time working the 20:12 to Southampton Central service. *Stewart Smith*

▶ Northern's Class 158 753 works the 1B15 Blackpool North to York service through Bamber Bridge on May 27th. *Alan Naylor*





Units: DMUs and EMUs

▶ Northern Class 333 011 EMU draws slowly away from Frizinghall Station, on the way to Bradford Forster Square, on June 13th. *Ben Bucki*



▶ South West Trains' Class 707 003 and 707 007 are seen on the stabling point at Clapham Jct. *Nick Clemson*



Units: DMUs and EMUs

▶ Nearly a full house at West Croydon as Southern's Class 455 801 waits with the 18:06 service to London Bridge, whilst London Overground's Class 378 148 arrives with the stock for the 18:03 West Croydon - Highbury & Islington and 378 213 has just arrived with the terminating 17:12 service from there. *Nick Clemson*

▶ Class 319 361 works the 1F09 Preston to Liverpool Lime Street service through Village Croft, Euxton on May 30th. *Alan Naylor*

▶ On June 22nd, Merseyrail's Class 508 138 waits to depart the New Brighton terminus with a service to Liverpool. *Michael Lynam*



Units: DMUs and EMUs



▶ London Midland's Class 319 013 with the 2K91 17:05 London Euston - Milton Keynes Central service calls at Bletchley on June 15th.
Nick Clemson



▶ On June 29th, Northern's Class 322 482 waits to depart Doncaster with the local service to Leeds.
Michael Lynam



▶ Southern's Class 377 704 working the 2063 18:13 Milton Keynes Central - Selhurst service, departs Bletchley on June 15th.
Nick Clemson

Units: DMUs and EMUs



Greater Anglia's Class 321 328, still wearing the remnants of a previous livery, is seen on the rear of the 15:38 London Liverpool St. - Colchester Town service. *Nick Clemson*



Southern's Class 455 831 leads into New Cross Gate with the 16:02 Caterham - London Bridge service on May 25th. *Nick Clemson*

South West Trains' Class 456 024 pauses at Clapham Jct. with the 17:13 London Waterloo - London Waterloo via Twickenham service. *Nick Clemson*

Virgin Trains



Pendolino Class 390 152 'Virgin Knight' speeds northwards through Tamworth on June 14th.
Derek Elston

Virgin Trains' "steam team" lays new foundations at world's first commercial railway

Staff have taken time out from working on the transformation of Virgin Trains' east coast route to volunteer at the world's first commercial railway. As Virgin Trains prepares to revolutionise train travel with the introduction of its Azuma trains from next year, 29 volunteers from the company have helped to drive steam trains and worked as "navvies" at Middleton Railway in Leeds.

Middleton Railway Vice-President Ian Smith, who has been a volunteer at the heritage museum for 45 years, said: "Virgin Trains staff have assisted us by cleaning and, under supervision, driving the railway's steam locomotive 'Matthew Murray' which was built in 1903. They've also spent time working as railway 'navvies' and, under the direction of our chief engineer, helped to level the floor of our running shed, replace wooden timbers on the track and lay a new foot crossing, which saved us a few months' worth of work in just one day. Many of them are office-based so it was great to see them getting their hands dirty by shovelling coal onboard and grafting in the

rail shed or on the track!

Middleton was the very first railway to be authorised by an Act of Parliament and had the first commercially successful steam locomotive in 1812 when it helped to transport a cheap supply of coal, which gave a vital impetus to the growth of Leeds and its industries. There is a great connection between Middleton and Virgin Trains, two Yorkshire-based enterprises, which are and were world leaders in their day."

Virgin Trains will introduce 65 new Hitachi-built Azuma trains from 2018 which will create many extra services and faster and more comfortable journeys.

Virgin Trains' Major Projects Director Tim Hedley-Jones said: "While we're planning to launch the next exciting chapter of rail travel with our brand new Azuma trains from next year, our 'steam team' took time out from the day job to get back to basics with this fantastic and historically very significant railway.

It's important to Virgin Trains that we promote and protect the history and heritage of our east coast route – and the experience of acting as railway navvies and even driving a steam locomotive has been inspiring for our people."

Virgin Trains launched a new timetable last month which will see an additional 15 services on Saturdays between Leeds and Wakefield and London King's Cross. This has effectively created a half hourly service between Leeds and the capital six days per week. When combined with additional improvements in December 2016, the new timetable means there will be an extra 600,000 seats available compared to a year ago. Virgin Trains last month announced that 115,000 seats would be available for £16 for customers travelling between Leeds or Wakefield and London on the additional Saturday services.



Virgin Trains completes £2m refurbishment of Preston station to cater for record passenger numbers

A new entrance at Preston station is now open, marking the completion of Virgin Trains' £2m investment designed to enhance the experience for ever-growing customer numbers at Preston. Passengers travelling to or from Preston station can also now take advantage of free high-speed Wi-Fi on the concourse and platforms, as well as new retail outlets including Starbucks and West Cornwall Pasty Co.

The refurbishment, which has taken place over two years, is the result of a £2m investment by Virgin Trains. Over 1.2m passengers have travelled on Virgin services between London and Preston during the last two years meaning the station is welcoming record numbers of people as Virgin Trains celebrates twenty years of running trains on the West Coast Main Line.

Alongside station improvements designed to give customers more amenities, Network Rail have resurfaced platforms 3 and 4 to complement them. The heritage tiles on platforms 3 and 4 have also been restored.

The new station entrance on Butler Street features a retail unit, Customer Information Screens and additional Ticket Vending Machines, offering direct access between platform 7 and Butler Street, as well as the multi-storey car park.

In December 2016, the station's Bike Hub was officially opened, following £500,000 of investment to transform facilities for cyclists. With space for up to 200 cycles, it is the largest of its kind on the West Coast Main Line and features a specialist cycling shop, managed by Leisure Lakes Bikes - a local family-run business.

In addition to investing in new station facilities, Virgin Trains has introduced m-tickets across all routes along the west coast, an extended booking horizon to six months and launched its industry-first on-board entertainment portal, BEAM - all while making improvements to punctuality reaching a record 90.9% on the Anglo Scot route, which serves Preston.

Michael Stewart, newly appointed General Manager at Virgin Trains on the west coast for Anglo-Scottish services, said: "As we celebrate our twentieth year we continue to put our customers at the heart of everything we do. Our investment at Preston station is a great

example of this. Each phase of investment has been designed to enhance the experience for customers using the station and accommodate the growth we're seeing in passenger numbers. We're proud that the £2m investment has now been completed, and we'd like to thank Network Rail, Lancashire County Council and Preston City Council for their support. We hope customers using the station will benefit from these changes for many years to come."

County Councillor Michael Green, Cabinet Member for Economic Development and Planning, said: "Over two million passengers use Preston railway station each year, making it a critical transport asset and important gateway for Lancashire and for people further afield. These changes will undoubtedly improve the experience for passengers, enhancing the station's presence within the city centre and its relationship to a range of proposed commercial and residential developments including the £200m UCLan campus redevelopment, City Centre Living and the leisure-led transformation of the Harris Quarter. Key sectors of the Lancashire economy require better transport connections to continue prospering, including tourism, aerospace, the energy sector, and higher education; while other key industries rely on rail capacity for freight services.

We want Preston to have a modern, 21st century facility and Virgin Trains' investment in the station is welcome."

Virgin Trains

▶ On June 29th, DB's Class 90 026 powers a Leeds - London Kings Cross service out of Doncaster. *Michael Lynam*

▶ West Coast's Pendolino Class 390 122 working the 11:40 London Euston - Manchester service passes Heamies. *Nick Clemson*



Virgin Trains

It's time to change: Virgin Trains joins fight to encourage people to talk about mental health issues

Virgin Trains has signed the Time to Change pledge and named a train in a commitment to tackling the stigma around mental health. As a signatory, Virgin Trains on the east coast will invest over £700,000 a year to improve the physical and mental wellbeing of its people. As part of this investment, the train operator will commit to educate over 3,000 employees in recognising and taking on mental health issues in both colleagues and customers. Time to Change is an initiative from charities Mind and Rethink Mental Illness which look to encourage people to talk about mental health and improve public attitudes towards mental health problems through training and awareness-raising.

In addition, Virgin Trains has appointed two Mental Health Champions who are members of the firm's east coast board, to ensure that the issue is talked about at the highest levels of the organisation. Clare Bures, People Director and Suzanne Donnelly, Commercial Director will advocate for mental health issues in board meetings and develop policy to ensure continued buy-in among senior leaders to support the agenda within their own teams. With its Mental Health First aid courses, the firm will also be training all managers to equip them to better support employees with mental health issues in the workplace. It will also look to roll out this training to

all employees in the future.

Clare Bures, People Director and Executive Mental Health Champion at Virgin Trains on the east coast said: "We're very proud to be making a public pledge to improve mental health in our business. At Virgin Trains we take the wellbeing of our employees and the customers who travel with us very seriously. That's why, unlike many other train companies, we've created an entirely in-house Health and Wellbeing team, whose focus is on improving the mental wellbeing of our employees as well as their physical fitness for work. Our commitment to working with Time to Change underlines the importance of mental health not only for our own people but the rail industry as a whole – we're proud to be leading the way."

Sue Baker, Director of Time to Change, said: "We know it can be hard to talk about mental health, which is why we're supporting employers to open up; to talk and to listen. Too many people with mental health problems are made to feel isolated, ashamed and worthless, but with the right support, those of us with mental health problems can recover and have equal opportunities in all areas of life. Everyone's attitude makes a difference and it's fantastic to see organisations like Virgin Trains on the east coast

taking the lead. Many leading employers have found that making a strategic commitment to the mental wellbeing of their workforce not only benefits their staff but also their bottom-line, improving productivity and staff retention. With one in six British workers experiencing mental illness it's time for businesses to make a change and start creating more mentally healthy workplaces."

Time to Change aims to end mental health discrimination and encourage people to start conversations around mental health. Over 500 businesses have signed the pledge to demonstrate their commitment to implementing a mental health plan and create an environment where employees feel able to discuss mental health.

Time to Change is funded by the Department of Health, Comic Relief and the Big Lottery Fund. Set up to create a positive shift in public attitudes towards mental health problems, Time to Change supports communities, schools and workplaces to open up to mental health problems; to talk and to listen.

Power car No. 43300 roars past Alexandra Palace with a northbound service from London Kings Cross. *John Sloane*





Going Underground

On June 1st, Class 20 314 and 20 311 arrive into Derby station from Litchurch Lane works with London Underground Stock, and with Class 20 107 and 20 096 on the rear. *Michael Lynam*









Passengers warned to expect severe disruption during major Waterloo upgrade in August

From 5-28 August, platforms 1-10 will close while engineers extend platforms at the UK's busiest railway station. This will enable longer trains to run, providing more space and more comfortable journeys for passengers, but passengers are being warned to expect disruption to their journeys.

Becky Lumlock, Network Rail route managing director, said: "This £800m Waterloo and South West Upgrade is the largest investment for decades and will increase peak time capacity into Waterloo by 30%. That's room for an extra 45,000 people each morning and afternoon – equivalent to more than the capacity of the O2 arena and Oval Cricket ground combined. It will mean longer trains, more seats, more comfortable journeys for passengers and less traffic on Britain's congested roads.

"Doing major improvement work is always very disruptive. We know we couldn't completely close Waterloo - a station which has more passengers than Heathrow airport - to complete the work. But we do need to close platforms 1-10 for most of August – that's half the station. There will be a much-reduced timetable and there will be changes to services throughout the day."

While Network Rail and South West Trains have worked hard to provide as many services for passengers as possible, stations will be busier than normal and passengers may have to wait longer for

their trains as fewer services are able to run.

Research carried out by Transport Focus, the independent transport watchdog, shows that 84% of passengers are already aware of the Waterloo upgrade, and around half are planning to work from home, use another office or take annual leave during the part-closure.

Ms Lumlock continued: "August is a quieter time on the railway but passengers should still expect severe disruption and delays as well as long queues at stations and heavy crowding. We have developed plans with South West Trains to reduce the impact on passengers as much as possible but people should consider changing their normal journeys, working from home, or taking their summer holidays if they can.

"We are closing as few platforms as possible and are doing this work as quickly as we can, but these works will be highly disruptive and will make it uncomfortable for passengers. I want to thank them in advance for their patience. This three week upgrade will transform journeys for millions of people in the years ahead."

Fares Advice with RailUK

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

Virgin Trains giving poor advice in respect of a Glasgow-Leicester Delay Repay claim

I went onto trainsplit to buy a return from Leicester (7 July) to Glasgow return (8 July). And bought the tickets on their site.

For my return I was booked onto the 18:00 from Glasgow yesterday, Saturday 8th, via Birmingham. Which was cancelled.

Virgin then put me on the 18:40 to Birmingham. At Birmingham network rail office they arranged a taxi to Leicester.

I arrived in Leicester at approx 00:35 today - rather than the expected 23:18 yesterday.

The onboard Virgin train staff told me that I could claim a refund (presumably for the advance single from G to L for £22-10).

When I phoned Virgin they couldn't process a refund and said I must claim from who I bought it from, raileasy/trainsplit.

However, I just spent ages filling in an online claim form on the raileasy/trainsplit site and after submitting it the site failed and took me back to sq one! Aaargh.

Additionally, they want confirmation from Virgin that the train didn't run. And it seems that I should not have used any portion of the ticket?? (Because I travelled G to B does that make my claim invalid?). And I must post them the ticket.

All very complicated and doesn't seem remotely as easy as if I had bought the tickets myself direct from Virgin. Where they seem to have an easy refund system.

A few questions:

1. Would it be better to buy tickets directly from TOCs in future? Because it may be easier to deal with problems.
2. Am I eligible for a refund.
3. What is the best way to go about applying for a refund from raileasy/trainsplit
4. Is there any way that I can get Virgin to issue the refund

A: You are eligible for compensation but not a refund. Your tickets have been used so they cannot be refunded.

Compensation should be claimed from the company who caused your delay. In this case, this is Virgin Trains.

You can complete your claim online if you like, here: <https://www.virgintrains.co.uk/delayrepay>

For the purposes of compensation for delays, it matters not where your tickets were bought. All that matters is who caused the delay to your journey.

If you used the word 'refund' that may explain why they misunderstood. You do not want to claim a refund though, you want compensation under their Delay Repay scheme.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routing' 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!



Railtalk Magazine

National Rail



◀ A late running LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' stands at Swindon on June 6th. working Vintage Trains' 'THE WHISTLING GHOST V' railtour from Solihull to Bishops Cleeve. *Colin Pidgeon*



Liverpool to stay on the move during Lime Street upgrade this autumn

Transport partners have unveiled plans to keep Liverpool open for business while its main railway station undergoes a three-week transformation this autumn. Journeys through Lime Street will be affected for 23 days, from 30 September to 22 October, while Network Rail undertakes vital upgrades to enable the station to cater for a forecast doubling in passenger numbers during peak periods by 2043.

Part of a £340m railway investment programme by Network Rail and Liverpool City Region from now until 2019, the Lime Street station upgrade comes as the successful six-month renewal of the Wirral line concludes.

It is one of 10 major railway upgrades across the Liverpool City Region and sits within the wider Great North Rail Project to transform rail travel for customers in the North of England.

The transport plan will involve keeping people on the rail network wherever possible, diverting many mainline services to Liverpool South Parkway and getting people to and from the city on the Merseyrail network. Where rail replacement buses are offered, every attempt has been made to procure the best quality buses.

Martin Frobisher, Network Rail's London North Western route managing director, said: "Our Liverpool Lime Street work is the biggest upgrade of the station since the 19th century.

"It will enable faster, more frequent and reliable train services by 2019. As Liverpool's economy grows the railway is growing too.

"We are working with rail industry and the Liverpool City Region colleagues to keep the people of Merseyside on the move throughout the Lime Street closure.

"The short-term pain of re-routed commutes will be worth the long-term gain of transformed train travel in future."

Frank Rogers, chief executive at Merseytravel, said: "The Liverpool City Region is bold in its ambitions for transport and other major infrastructure improvements and with that inevitably comes some disruption.

"However, we're confident that we can keep people travelling to and from Liverpool for work, business or leisure in a way that may mean changes to their journeys, but one that remains a positive experience.

"This work to Lime Street is an important stepping stone towards long term improvements to the City Region's capacity and connectivity. We're making the case for full high-speed rail connections west-east, joining up north-south HS2 infrastructure with Northern Powerhouse Rail into Liverpool."

Chris Nutton, major projects director at TransPennine Express, said: "The six train companies who serve Liverpool have been working together for more than a year to develop a plan that will keep customers moving during Network Rail's important project.

"While there will be significant changes to regular services during this period, there will be alternative options available.

"Rest assured, we will be sharing this information in advance allowing customers to plan their journeys and consider any changes they may need to make."

Jan Chaudhry, managing director at Merseyrail, said: "Merseyrail will play a vital role in keeping the city region moving over these three weeks, with our trains being used to

carry passengers from further afield between Liverpool South Parkway and the city-centre.

Key transport projects like Lime Street, a gateway to the city region, will ultimately boost the local economy, and we are keen to get behind them."

During the Lime Street works this autumn engineers will be remodelling station platforms, increasing them in number and in length. Work will also take place to install overhead line equipment to power electric trains and upgrade track.

This is the first of two phases of work at Liverpool Lime Street, with a further station closure planned in 2018. Once work is complete passengers will be able to enjoy three new services per hour in and out of Lime Street station, including new direct services to Scotland, more reliable services and a re-modelled concourse.

Meanwhile the Wirral loop line reopens on Monday, June 19 after a successful upgrade to maintain the long-term reliability of this key rail network. Network Rail engineers have worked around the clock since January replacing 1.2km of concrete slab, repairing and realigning track and upgrading 1,100 yards of track below the river bed.

A co-ordinated City Region approach, which has seen passengers adapt well to changes to their journeys during each phase of the renewal, has been adopted in the preparations for the Lime Street works.

On June 13th, the sun shone on LNER A3 No. 60103 'Flying Scotsman' passing Culham with the Cathedrals Express working, just as it did in September 1973. The 1973 version (photo right) was an LCGB 'Cathedrals Express' special from Didcot to Tyseley and, apart from the LNER livery and the German smoke deflectors, very little seems to have changed in the last 44 years! *Ken Livermore*

When it comes to inspiring girls into engineering it seems there's no one quite like granddad

Network Rail's female employees thank their male relatives for inspiring them and countering the perception that "engineering is not for girls"

When it comes to being inspired, it seems there is no place like home according to Network Rail's female workers. A poll of the company's female employees has revealed that it was their closest male relations – their dads and granddads – that had most inspired and influenced their life choices.

Network Rail surveyed its female workers ahead of this year's International Women in Engineering Day to find out their key influences. Respondents cited a range of inspirational sources from impressive structures like the US Treasury building, to controversial public figures like Malcom X but overwhelmingly, it was their interaction with their close family members that had proved most influential. In fact more than half stated that it was either their father or granddad that had provided the inspiration and encouragement in their young lives that influenced their later choice of career.

Tina Cleland works as a senior programme engineer on the Thameslink project, part of the team that is undertaking the huge redevelopment on London Bridge station. She says: "As a young girl I always helped my dad fix things and as I got older my interest and curiosity in how things were made grew. I loved making things, the sense of creating something. Now I love seeing a design evolve into a space that people will use and enjoy. It's a real sense of pride that I've played a part in such a big infrastructure project."

This is echoed by many of her colleagues. Louise Bungay said: "My dad was a highways engineer and I

remember him saying as he drove us all along a road, 'I designed this.' I remember thinking how cool it was to have ownership of something which people use every day." Louise now works as an asset engineer in Cardiff looking after infrastructure which supports the railway line, such as bridges, walls and tunnels.

International Women in Engineering Day, organised by the Women's Engineering Society, is intended to raise the profile and achievements of females in the industry and was held on Friday 23 June 2017.

All over the country, Network Rail's female engineers are sharing their passion for the railway with girls and young women, and encouraging them to consider engineering as a career path, challenging the outdated perception that engineering is not a career choice for young women.

As Loraine Warner, a senior project engineer says: "My granddad taught me that you can be whatever you want to be regardless of religion, race or gender and showed me that you can still be strong whilst having the capacity for kindness and compassion."

Network Rail is committed to attracting a more diverse workforce and increasing the number of women in its workforce, especially in engineering roles. Rail is vital to the UK's economic growth and Network Rail is transforming and modernising the railway as part of its Railway Upgrade Plan, to make a bigger and better railway for passengers. There is a huge amount of work involved which provides a wealth of opportunities for women who want to embark on a career in engineering.

Bristol Temple Meads set for platform upgrades

Two platforms at Bristol Temple Meads will be extended this summer in preparation for a new fleet of diesel-electric Intercity Express Trains, which will provide more seats, better on-board facilities and more comfortable journeys for passengers.

Great Western Railway (GWR)'s new fleet of trains are longer than the existing High Speed Trains and will require additional platform length to allow passengers to get on and off the trains safely.

These new trains will begin to come into service this autumn.

This work will fit alongside other improvement work taking place at Temple Meads as part of Network Rail's Railway Upgrade Plan, including signalling renewals and the installation of new lighting.

To extend the platforms, the existing ramp will be demolished during the last week of June and the first week of July. This will take place overnight in order to minimise disruption for passengers.

Platform extension works will also take place overnight over a three-week period from the last weekend of July until mid-August.

Services will not run from platforms 13 and 15 on the four Sundays between 30 July and 20 August, so passengers are advised to check the departures boards at the station for updated platform information on arrival at Bristol Temple Meads.

Michelle Scogings, Senior Programme Development Manager for Network Rail, said: "I would like to thank passengers in advance for their patience as we undertake this work to accommodate the new fleet of Intercity Express Trains at Bristol Temple Meads as part of our Railway Upgrade Plan.

"We have worked closely with our colleagues at GWR to ensure that the impact on local residents and passengers from this work will be minimal.

"Passengers will see the benefits from this work in the autumn as the new trains come into service, providing a vital capacity boost, as well as more space for passengers and their luggage."



National Rail



Class 59101 'Village of Whatley' is photographed whilst stabled at Wembley Yard. *John Sloane*

On June 10th, London Midland and Scottish Railway (LMS) Jubilee Class No. 45690 'Leander' heads through Guide Bridge with a Liverpool to Scarborough charter. *Brian Hewertson*



Bolton station improvements means changes to services



National Rail

As work continues to provide a better railway between Manchester and Preston, Bolton passengers are being warned of changes to train services in August. For 16 days between Saturday 12 August and Sunday 27 August 2017, Network Rail's orange army will continue work to upgrade the station in time for electric trains to run. The upgrade forms part of the £1bn+ Great North Rail Project which will see faster, electric trains between Manchester and Preston.

As a result, the majority of train services will not run in or out of Bolton until the first service on Monday 28 August 2017. However, trains will still run from Bolton to Blackburn and Clitheroe during weekdays and bus replacements will also be in use. Passengers are being urged to plan their journey ahead and check before they travel on www.nationalrail.co.uk.

Mark Killick, chief operating officer for Network Rail, said: "These essential improvements will ensure the station is fit for use for many years to come as the demand on train services increase. The work will allow more trains to run between Manchester and Preston, enabling faster and more frequent journeys for passengers in Bolton.

"I understand the work will cause disruption for some people and I apologise but in the long term, the enhancement of the station will improve the passenger experience."

Liam Sumpter, regional director for Northern, comments: "Great improvements are coming for our customers in the north west, and particularly those travelling through Bolton, with quicker journeys, longer trains and more frequent services. Before we can deliver that, essential large scale engineering work has to take place and we thank our customers for their patience while this happens."

Work taking place includes: restoring an unused platform, modifying existing platforms and canopies as well as remodelling track, upgrading signalling, installing overhead line equipment and building a new footbridge.

On June 4th, the 13:47 Carlisle to Leeds (Balm Road) Freightliner loco move sees Class 66 548 leading a three-loco convoy. The train, running some 40 mins late, slowly crosses the River Aire at Hirst Wood, Saltaire, West Yorkshire.

Ben Bucki



National Rail



▶ An unidentified Class 90 propelling a Norwich service towards Stratford is seen from the ArcelorMittal Orbit viewing platform. *Stearnsounds*

▶ A tamper from the Colas Rail fleet, No. DR73922, speeds through Winsford Station on May 8th. *Michael Lovatt*

▶ Class 56 303 is seen stabled at Derby on June 17th. *John Balaam*

National Rail

After many years of inactivity, preparatory moves are finally underway with preparing for the long-promised extension of the Midland Metro tramway system to Dudley and beyond. Though not yet absolutely confirmed to start construction work, nevertheless the former trackbed of the Stourbridge - Walsall line has been cleared of the tracks abandoned in-situ since the line was controversially closed to freight in the 1990's (leaving only a stub from Stourbridge to Round Oak Steelworks open at one end). Despite a reason for closure by BR at the time being 'material reclamation' the trackwork stayed in place apart from lengths stolen in recent years by metal thieves.

The mostly-cleared trackbed of the line stretches away towards Dudley Port (low-level), where a useful interchange could be made with the existing High Level station served by a loop of the West Coast Main Line. For some time proposed as an independent route for Light Rail between Dudley and Dudley Port, the route should now hopefully pass to Midland Metro (and, as some rumours persist, some sort of heavy-rail link; indeed competition for the trackbed between Network Rail and the Metro has been a factor in it lying dormant for so long).

Photos: Ben Bucki



Govia Thameslink Railway reveals plans to improve services for passengers

Passengers across the South East will have faster, easier, more seamless journeys into and across central London, train firm Govia Thameslink Railway (GTR) revealed on June 28th.

Rail travellers from 80 more stations will have direct access to St Pancras International, Farringdon for Crossrail, City Thameslink and Blackfriars, speeding journeys and relieving congestion on the railway and London's Tube.

Simpler timetables will also mean more reliable services on its Southern, Gatwick Express, Thameslink and Great Northern routes.

GTR says expanding the cross-London Thameslink network and simplifying timetables throughout the South East in just under a year's time is central to its plans to modernise services. New trains, new rail routes and updated working practices will future-proof Southern, Gatwick Express, Thameslink and Great Northern where passenger numbers, in some places, have doubled in just 12 years.

Passengers are now being asked to comment on detailed timetables as GTR launches the second phase of a massive consultation exercise at transformingrail.com.

Highlights of the proposed changes introduced incrementally from May 2018:

- New expanded Thameslink network to give 140 stations (80 more than today) direct access to St Pancras International, Farringdon, City Thameslink and Blackfriars in central London, all via the new station at London Bridge, relieving the Piccadilly, Victoria and Northern Tube lines

- Interchange for all 140 stations with Crossrail (Elizabeth Line) at Farringdon

- 80% more peak time seats between London Blackfriars and St Pancras International across central London

- Massive increase in number of Thameslink trains at London Bridge

- New direct Thameslink routes through London

- Faster, seamless journeys: Cambridge to Gatwick Airport 20% faster; Greenwich to Luton Airport 37% faster; 10-15 minutes quicker to Canary Wharf and Paddington via Crossrail (Elizabeth Line) at Farringdon

- More spacious trains: 115 new Thameslink trains, many the size of 21 double decker buses.

GTR will also improve services for stations that won't be on the Thameslink network through the timetable change:

- Greater reliability planned for services across the GTR network, in particular in the congested south London metro area through simplification of services

- New trains and more frequent metro services for Great Northern

- Doubling length of trains between King's Lynn and Cambridge subject to Network Rail improvements

GTR's CEO Charles Horton said: "Our networks are some of the busiest and most complex in the world. Passenger journeys have doubled in recent years, the fastest growth in the UK. Sitting still is not an option.

"That's why we've been hard at work, delivering the transformation needed. By improving tracks and stations, introducing new trains and adding more destinations, we're making sure our passengers' railway is fit for the future. We are still in transition but the work is nearly complete.

"We started our consultation in the autumn – one of the biggest ever conducted – and we've listened and taken on board where possible passengers' views on the new routes and developed weekday timetables for final comment. They've been designed with reliability at their heart, offering new direct routes across London and more seamless journeys."



Join The Class 58 Locomotive Group and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise

C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

RSS liveried and owned Class 08 441 is seen at Bounds Green Depot. *John Sloane*



Electrification a step closer after successful rail upgrade in Wiltshire

Electrification on the Great Western mainline has moved a step closer after Network Rail successfully upgraded the railway in Swindon and Royal Wootton Bassett as part of their Railway Upgrade Plan.

Network Rail's Orange Army has been working in the Wiltshire towns over the weekend of June 10 and 11 so the track could be lowered beneath Hunts Mill Bridge in Royal Wootton Bassett and Roman Road Bridge in Swindon. This was to create space for the overhead line equipment necessary for electrification.

As well as lowering the track, the parapets (or sides) of both bridges were made higher to provide a safe distance between those using the bridge and the high-voltage electricity cables.



These crucial works pave the way for the arrival of a fleet of new, longer Intercity Express Trains later this year, bringing more seats per train and adding greater comfort for passengers. These trains will then run on electric through Swindon and Royal Wootton Bassett from December 2018.

Garry Fernand, Network Rail project manager, said: "The improvements carried out in Royal Wootton Bassett and Swindon as part of our Railway Upgrade Plan are extensive but essential in order to bring our railway into the 21st century and improve passengers' experience. We'd like to thank residents and motorists for their patience and understanding during this upgrade, which will pave the way for electrification and the benefits this will bring."

Class 50 007 'Hercules' leads 50 049 'Defiance' and Class 20s Nos D8059 and D8188 through Tamworth HL running as 0Z50 Bishops Lydeard to Butterley on June 14th. *Derek Elston*

Loco Fleet List 2017

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.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names



Loco Fleet List 2017 is available via mail order for just £7.99 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

Loco Fleet List



2017

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK





Woodhead Railway Heritage Group



Another project the group is looking into is the feasibility and sustainability of possibly reopening the site of the Former Dinting Railway Centre as an operational heritage railway museum.



Some recent news from the group:

The group was formed in June/July 2016 and is looking to promote and preserve what remains of the former Woodhead Railway route between Manchester and Sheffield. I must stress at this point it is not the intention of the group to promote the line being opened again! We are solely operating to celebrate the lines history and preserve some of its artefacts.

The Group has recently been given permission to take on the aforementioned building by Network Rail which was previously occupied by its maintenance staff but has been disused for a number of years and would have been demolished after 2019 if left unused. The Group is currently seeking funding to open a small heritage centre to display some Woodhead related items and is also looking at setting up a small community space within the same building. The group is being supported Northern Rail and ACORP.

The group has also had support from the Major of Tameside and Local MP Angela Rayner.

The Group is also working to help station adoption groups along the line at Guide Bridge, Hattersley, Glossop and Hadfield.



Contact us at : <http://www.wrhg.co.uk/> or on facebook at :

<https://www.facebook.com/groups/283539241978063/>



Robel maintenance train formed of Nos. DR97807, DR9607 and DR97507 eases through Northampton working the 10:10 West Ealing Plasser Sidings to Rugby D.E.D. on June 30th.
Derek Elston

Class 86 259 'Les Ross' and 92 032 are seen stabled at Willesden Depot. *John Sloane*

This first photo is of the building is the former Permanent Way Offices on platform 2 at Guide Bridge station which have been unused for a number of years, This is the building that the WRHG is currently working towards occupying and creating a small Heritage centre for the Woodhead Railway.

The second photo is a BR(E) clock N°. 9035. According to NRM records this clock was originally issued to Sheffield Victoria Parcels Office Circa 1951. It will hopefully go on display as part of the Woodhead Railway Heritage Centre display.



Did you Know - Ken Mumford

Some more of the nations oddities this month:

May 1855 - Swindon built its first "narrow gauge" locomotive - No. 57 (an 0-6-0 goods locomotive).

When the GWR took over the Shrewsbury & Birmingham Railway they 'inherited' the Wolverhampton (Stafford Road) locomotive works. For the next 17 years the GWR had the strange situation of having to convey its newly-built "narrow gauge" locomotives to Wolverhampton on special broad gauge wagons because the 4ft 8½in tracks didn't reach Swindon until 1872!

During the era of William Dean, Swindon Works workforce went from 4,500 men to over 12,000 men.

King 4-6-0s have been known to be called "Castles on steroids."

QUESTION: If the Great Western managed to re-gauge the entire length of its remaining broad gauge routes (some 177 miles) during the weekend of May 21/22 1892, how long would a similar task take in 2017?

September 1948 - East Coast Main Line was cut by flooding between Berwick and Dunbar. The FLYING SCOTSMAN was diverted via the Waverley Route and (sometimes) ran Edinburgh (Waverley) to London (Kings Cross) via St. Boswells and Tweedmouth making a record non-stop journey of 408½ miles.

January/February 1953 - Many railway lines in eastern England were under flood water.

June 1953 - British Railways ran 1,338 extra trains in 6 days for the Coronation of Queen Elizabeth II. "THE CAPITALS LIMITED" was renamed "THE ELIZABETHAN."

October 1956 - Hawkesworth designed 0-6-0PT No. 3409 (built at the Yorkshire Engine Company for the Western Region) was BR's final steam locomotive of pre-nationalisation design to enter service.

October 1957 - Final steam locomotive to be built at Doncaster Works was 76114 - a BR 4MT 2-6-0.



Railtalk Magazine

National Rail

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Deltic No. 9 'Alycidon' heads 'The Welsh Central Liner' past Uffington on June 17th. *Derek Aldcroft*





A Different View

London Overground's Class 378 144 departs from New Cross Gate with the 16:34 Highbury & Islington - Crystal Palace service.
Nick Clemson



A Different View



During the recent Long Marston rail trade show, held on June 21st, Eurostar power cars Nos. 3101 and 3102 were viewed in storage.

John Alsop

Also viewed at Long Marston were plenty of former London Underground 'D' stock coaches, for possible reuse in the Vivarail project.

John Alsop

Former Virgin West Coast DVT's Nos. 82141 and 82150 slowly rust away at the Long Marston site.

John Alsop





Preserved Railways

West Somerset Railway

▶ Class 20 059 and 20 188 arrive into Crowcombe on June 10th. *Andrew Wilson*

▶ Station shunter at Minehead on June 10th was Class 03 No. D2133. *Andrew Wilson*

▶ Class 26 No. D5343 (26 043) calls at Crowcombe on June 10th. *Andrew Wilson*







Preserved Railways

West Somerset Railway

Class 115 DMU Nos. 51859, 59678, 51880 stands at Minehead on June 10th. *Richard Hargreaves*

Class 35 'Hymek' No. D7017 arrives into Minehead on June 10th. *Richard Hargreaves*

Class 47 840 'North Star' is seen stabled at Minehead on June 10th. *Andrew Wilson*



Preserved Railways

Severn Valley Railway

▶ On June 18th, Class 52 No. D1062 'Western Courier' departs Bridgnorth with a service to Kidderminster. *Richard Hargreaves*

▶ Class 33 108 heads past Hayebridge on May 21st with a Bridgnorth bound service. *Phil Martin*

▶ On June 17th, Class 08896 and DRS's Class 57303 are seen on the diesel depot at Kidderminster. *Richard Hargreaves*





Preserved Railways

Severn Valley Railway

▶ A fine sight as Class 50 031 'Hood' with matching stock heads down Eardington on May 21st with a Kidderminster bound service. *Phil Martin*

▶ Unique sole surviving Class 17 No. D8568 passes Little Rock, heading for Kidderminster. *Phil Martin*

▶ GWR Pannier Tank No. 7714 leads Class 14 No. D9551 past Hayebridge. *Phil Martin*



Preserved Railways

M.O.S.I.



▶ Making a three-week visit to Manchester Museum of Science and Industry, the NRM's 143-year-old Beattie Well Tank No. 30587 is seen at the head of two replica Liverpool and Manchester railway coaches on June 22nd. *Jeff Nicholls*

▶ C E G B Bolton 0-4-0 English Electric Battery loco is seen outside on June 12th. *Steve Thompson*

▶ Nederlandse Spoorwegen (NS) Class 1500 No. 1505, formerly BR Class 77 EM2 No. 27005, built by Metropolitan-Vickers in 1953-1955. The class was originally built for British Railways for use on the Woodhead Route between Manchester and Sheffield. They were withdrawn by BR in 1969 and acquired by NS in 1969 following a locomotive shortage. *Steve Thompson*





Preserved Railways

Peak Rail / Heritage Shunter Trust



▶ Class 09 001 and 07 001 are seen giving Brake Van rides at Rowsley on June 3rd. *Andrew Wilson*



▶ Having arrived from Matlock, Class 44 No. D8 runs round it's train at Rowsley on June 3rd. *Andrew Wilson*



▶ Class 03 027 awaits restoration at Rowsley on June 3rd. *Andrew Wilson*

Preserved Railways

Peak Rail / Heritage Shunter Trust

▶ S. Fox & Co. Ltd. 0-6-0T No. 20 'Jennifer' built by Hudswell Clarke (works No. 1731) stands at Matlock after working the 12:14 from Rowsley on June 17th. *John Balaam*

▶ Class 04 No. D2284 smokes away on the Heritage Shunters Trust brake van shuttles during the gala at Rowsley on June 3rd. *Derek Elston*

▶ Class 50 029 'Renown' stands in Rowsley yard awaiting restoration. *Derek Elston*





Preserved Railways

Epping and Ongar Railway

▶ GWR 6400 Class 0-6-0 No. 6430 runs into North Weald with a service from Ongar to Epping Forest on June 17th. *Derek Elston*

▶ The lines 2 car DMU consisting of Nos. M51384 and W56287 stands at North Weald station with the 13:05 service to Epping Forest. *Derek Elston*

▶ Class 03 170 is captured stabled in the head shunt just West of North Weald station, on June 17th. *Derek Elston*



Preserved Railways

North Norfolk Railway



▶ War Department (WD) 'Austerity' 2-10-0 No. 90775 arrives into Weybourne with a service from Holt on June 21st. *John Sloane*



▶ BR Standard Class 4 2-6-0 No. 76084 rests at Weybourne on June 21st. *John Sloane*



▶ Class 101 DMU Nos. M51192 and M56352 is seen arriving into Weybourne. *John Sloane*





Preserved Railways

Nene Valley Railway



▶ Bulleid Battle of Britain Light Pacific No. 34081 '92 Squadron' is seen departing Wansford with the 14:40 service to Ferry Meadows during the lines 40th anniversary gala on June 4th.

Derek Elston

▶ Class 55 022 masquerades as 55 018 'Ballymoss' approaching Wansford on June 4th.

Derek Elston

▶ LMS Royal Scot Class No. 46100 'Royal Scot' working the 15:00 departure from Wansford crosses the river and heads towards Peterborough. *Derek Elston*







Preserved Railways

Great Central Railway

▶ Class 20 No. D8059 leads a Loughborough bound service past Woodthorpe on June 16th with Class 31 No. D5830 tagged on the rear.
Derek Elston

▶ With the destination blind showing Barrow Ship Yard, Metro-Cammell Class 101 DMU formed of Nos. 51427, 59575 and 50321 stands at Quorn & Woodhouse station.
Derek Elston

▶ Andrew Barclay 0-4-0DM shunter No. 28, 'Bardon' is seen in the yard at Rothley.
Derek Elston





Preserved Railways

Statfold Barn Railway

▶ Peckett 'Liassic' works No. 1632 of 1923 and Hunslet 'Jack Lane' works No. 3904 of 2005 haul a freight on June 10th. *Stuart Hillis*

▶ Hudswell Clarke CSR & Co. Ltd No. 11 'Fiji', works No. 972 of 1912 departs the station section and heads towards Oak Tree Halt. *Stuart Hillis*

▶ Fowler 'Saccharine' works No. 13355 of 1912 nears Oak Tree Halt from the station section. *Stuart Hillis*





Preserved Railways

Stafford Barn Railway



▶ Corpet 'Minas De Aller' works No. 439 of 1884 and Krauss 'Sragi No. 1' works No. 4045 of 1889 are seen with a passenger train near Oak Tree Halt. *Stuart Hillis*

▶ Hunslet 'Sybil Mary' works No. 921 of 1906, and Avonside 'Marchlyn' works No. 2067 of 1933 stand at the servicing area for the locos. *Stuart Hillis*

▶ Hudswell Clarke 'Alpha' works No. 1172 of 1922, is seen passing the signalbox between the trees, heading for the station. *Stuart Hillis*



Preserved Railways

Tyseley Railway Museum



Great Western Railway's No. 5043 'Earl of Mount Edgcombe', No. 7029 'Clun Castle', No. 5080 'Defiant', No. 4965 'Rood Aston Hall' and No. 6853 (6880) 'Bretton Grange' line up round the turntable during the Castle Weekend event at Tyseley on June 24th. *Derek Elston*

GWR Pannier No. 7760 undergoes restoration at Tyseley on June 24th. *Derek Elston*

Avonside Engine Co. 0-4-0T works No. 1977 is seen outside at Tyseley. *Derek Elston*





Preserved Railways

Tyseley Railway Museum

Outside at Tyseley, Class 50 033 looks in need of some paint. *John Alsop*



The frames for GWR 4900 Class No. 4936 'Kinlet Hall' are seen at Tyseley. The locomotive's boiler sustained damage when the firebox brick arch was found to be broken beyond repair. A full overhaul is now taking place. *John Alsop*

London Midland & Scottish Railway 5XP 'Jubilee' Class 4-6-0 No. 45596 'Bahamas' is seen undergoing overhaul to main line standards. *John Alsop*



Preserved Railways

Keighley and Worth Valley Railway

▶ The former Midland Railway 4F No. 43924 drifts towards Haworth with the first train of the day from Oxenhope to Keighley, June 26th.

Ben Bucki

▶ The line held another of their popular Diesel Ale Days in June, with the diesel diagram (running alongside the steam) in the hands of BR Class 25 059. Here the loco waits for departure time at Keighley with an afternoon train for Oxenhope.

Ben Bucki





WD No. 90733 departs from Keighley Station with an afternoon train to Oxenhope on June 5th. This was the first day of the regular steam-hauled weekday timetable; up to this point aside from holidays and a special wednesdays-only railbus service, the railway had been only running at weekends. *Elle-May Ingham*

Preserved Railways

Keighley and Worth Valley Railway

▶ Rostered for the weekdays service, the ex-Taff Vale tank loco No. 85 is seen arriving at Ingrow West Station with the first train of the day from Oxenhope on June 13th. *Ben Bucki*

▶ On June 24th, WD Austerity 2-8-0 No. 90733 awaits the right-away from Haworth with a train to Keighley Station on June 5th. *Elle-May Ingham*

▶ The lines Class 101 DMU was in charge of the first departure of the day on June 17th, seen here slowing to a halt at Ingrow Station, having started out from Oxenhope. *Ben Bucki*







Preserved Railways

East Lancashire Railway

▶ GWR Class 6959 No. 6990 'Witherslack Hall' bears a wreath in memory for the dead and injured at the Manchester MENA bombing, seen here arriving at Irwell Vale on May 24th.
Alan Naylor

▶ Class 09 024 approaches Burrs Country Park on a Bury - Ramsbottom 'local' service
Michael Lynam

▶ GWR 0-6-0ST No. 813, built in 1934 and visiting from the Port Talbot Railway, is seen at Irwell Vale on June 3rd. *Alan Naylor*





Preserved Railways

East Lancashire Railway

▶ GWR 0-6-0ST No. 813, visiting the line, departs Irwell Vale for Rawtenstall on June 3rd. *Michael Lynam*

▶ Class 14 No. D9537 departs Irwell Vale with a service to Rawtenstall. *Michael Lynam*

▶ Class 03 No. D2062 departs Summerseat with a service to Bury on June 3rd. *Michael Lynam*





POWERFUL MAIN LINE DIESEL LOCOMOTIVE NAMED 'ROYAL CORPS OF SIGNALS' TO MARK 33 YEAR ASSOCIATION WITH SWANAGE RAILWAY

A powerful main line diesel locomotive has been officially named 'Royal Corps of Signals' to mark a valued 33 year association with the Swanage Railway – during which 5,000 soldiers have installed telephone and communications equipment along the heritage line.

The naming of the 129-tonne Class 66 locomotive No. 66 756 – belonging to main line freight train operator GB Railfreight – at Swanage station came on national Armed Forces Day, Saturday, 24 June, 2017.

Performing the honours in front of guests, members of the military and the public were Major General John Crackett, of the Royal Corps of Signals – whose headquarters are at Blandford Forum in Dorset – and GB Railfreight managing director John Smith.

Since 1984, a total of 5,000 servicemen and women from the Royal Corps of Signals have taken part in 65 exercises on the Swanage Railway, as the heritage line has developed, with the

kindly allowing one of the company's locomotives to be named after the Royal Corps of Signals.

"I would also like to thank the Swanage Railway for allowing the naming to take place at Swanage station and for staging a special train – hauled by No. 66 756 – carrying dignitaries and guests. It was a memorable day and one that I won't forget for a very long time," added Mr Roberts who lives in Swanage.

The naming of the GB Railfreight diesel locomotive was the first time that present and past members of the Royal Corps of Signals had enjoyed a reunion in Swanage since 2005 when the Corps was given the freedom of the town of Swanage.

The Royal Corps of Signals carried out its first exercise on the Swanage Railway during 1984 when the fledgling heritage line had only been running trains for five years.

Then, its soldiers installed lineside telephone poles and cables between Swanage station and the one-mile mark at the newly-built Herston Halt which was then the limit of the Swanage Railway's steam train operations.

As the Swanage Railway has steadily extended its train operations – to the three mile point at Harman's Cross in 1988 and the five mile point to Corfe Castle and Norden in 1995 – so have members of the Royal Corps of Signals carried out exercises to install lineside telephone poles, phone lines and also telephone exchanges.

Present and past members of the Royal Corps of Signals have also helped the town of Swanage through the Mercury Group. The Group has assisted with the upkeep of the town's war memorial, helped the Swanage branch of the Royal British Legion as well as raising money for military and community charities and good causes.

Mark Woolley, a trustee with the Swanage Railway Trust and a director of the Swanage Railway Company, said: "Everyone on the Swanage Railway would like to thank the Royal Corps of Signals for its generous help and support over the past 33 years



which is very much appreciated – long may it continue.

"In addition to strengthening the relationship between the Swanage Railway and the Royal Signals, we were happy to support the naming of the Class 66 locomotive as it promoted our engagement with, and support for, the wider railway industry.

"The involvement of the Royal Corps of Signals is important to the Swanage Railway because of the technical and practical expertise in renewing and developing our communications infrastructure as well as the benefit that our volunteers and staff derive from working with members of the military.

"We were delighted to welcome past and present members of the Royal Signals to Swanage as well as John Smith, the managing director of GB Railfreight and some of his colleagues," added Mr Woolley, a dedicated Swanage Railway volunteer since a teenager in the mid-1980s.

The Swanage Railway always welcomes new volunteers so for a chat, contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email him at iwanttovolunteer@swanagerailway.co.uk.

Photos: ©Andrew PM Wright



troops also helping the wider community in Swanage.

Swanage Railway volunteer Frank Roberts – a serving member of the Royal Corps of Signals for 25 years – said: "It was a great day – the locomotive naming was a very proud moment for everyone in the Royal Corps of Signals, both past and present.

"It's wonderful to think that the Royal Corps of Signals will be seen countrywide as the locomotive hauls freight trains across the national railway network. I'm very grateful to John Smith, managing director of GB Railfreight, for



Preserved Railways

Black Country Museum

▶ At the Black Country Living Museum in Dudley, the sole railway exhibit is the Manning-Wardle saddle tank 'Winston Churchill'. This veteran locomotive worked on various industrial systems in the area, ending up on the internal system at the nearby Pensett Trading Estate where for many years the loco was plinthed. Moved to the museum a few years ago, the immaculate locomotive stands beside the main entrance. *Ben Bucki*

▶ The former Wolverhampton Corporation Tramways No. 49 heads slowly uphill towards the stop at the museum entrance, passing a pair of restored trolley buses which were parked on display. *Ben Bucki*





Preserved Railways

Amerton Farm Railway



▶ W. G. Bagnall No. 1491 'Isabel' was one of the earliest locomotives to be built to the design of E.E. Baguley, and one of hundreds of this type built between the 1890s and the 1950s. The loco was plinthed outside Stafford station for a number of years. *Richard Hargreaves*

▶ Hunslet 0-4-0ST No. 3905 'Jennie', is a new-build in 2005 to the Kerr Stuart 'Wren' design, seen here heading round the field. *Richard Hargreaves*

▶ Avonside Engine Company 0-4-0 tank works No. 2067/1933 stands outside the shed on June 24th. *Richard Hargreaves*



Preserved Railways

Amerton Farm Railway



▶ Peckett 0-6-0ST No. 1632 'Liassic' is seen on the shed at Amerton on June 24th.
Richard Hargreaves



▶ Hunslet No. 8561 'Gordon', this flameproofed underground loco arrived at Amerton on January 29th 1996 having been purchased from a scrap-yard in Fife.
Richard Hargreaves



▶ Kerr Stuart Sirdar Class No. 1158/1917 'Diana' heads towards the station with a freight working.
Richard Hargreaves



VOLUNTEERS CELEBRATE RETURNING A TRAIN SERVICE TO WAREHAM FROM SWANAGE & CORFE CASTLE FOR THE FIRST TIME IN 45 YEARS

Two generations of volunteers, going back to the Swanage Railway's birth in the mid-1970s, have been celebrating public transport history – returning a train service to Wareham from Swanage and Corfe Castle for the first time in 45 years.

The first train was the 10.23am departure from Swanage to Wareham on Tuesday, 13 June, 2017, with the four carriages having a diesel locomotive at each end for ease of operation. Swanage-based Class 33 locomotive No. D6515 was on the Wareham end of the train while West Coast Railways Class 37 No. 37 518 was on the Swanage end.

Sending off the first train, Purbeck Community Rail Partnership chairman Councillor Bill Trite blew a brass horn first used in May, 1885, to dispatch the first train from Swanage – 132 years before – after the ten-mile Victorian branch line to Wareham was opened. The last British Rail passenger train ran between Swanage and Wareham in January, 1972, with seven miles of railway line being demolished that summer from Swanage back to Furzebrook – three miles from Worgret Junction and the main line to Wareham.



Forty-five years later, Swanage Railway pioneers, volunteers and staff who have worked across two generations to rebuild – and re-connect the heritage line – had the honour of travelling on the first passenger service train from Swanage to Wareham. Early Swanage Railway volunteer Julian Hathaway flew in from his home in Scotland to ride on the first train. In 1979, he helped to drive the first passenger train at Swanage, an industrial diesel shunter and a carriage, over a few hundred yards of hand-laid track.

Julian said: "It was a day of high emotion and great excitement. It was truly memorable and surreal being in a whirlwind of emotion and a sea of smiling faces – and to think back to the first day of the Swanage Railway's rebuilding in 1976 and say: 'I was there. I had a small part in helping to start the ball moving, it's the later past and present people – who pushed the ball faster and kept on pushing it – who are the true heroes and heroines. A take my hat off to them,'" added Julian.

from Swanage to Wareham as a 16 year old in January, 1972. Malcolm said: "It was a wonderful day I will never forget and one I had waited so long to be a part of. There was a great feeling of belonging to something really special.

"It was like a great family celebration but I was mindful of those people who played a part in reaching this moment and are sadly no longer with us to take part. It was so good to see so many old faces, and the younger ones too, enjoying their part in what has been created from so much toil and devotion over the years," he added.

The achievement of returning trains from Swanage to Wareham has not just been the result of 40-plus years work by Swanage Railway volunteers but also the heritage line working in partnership with the Government's Coastal Communities Fund, Purbeck district and Dorset county councils, BP, Perenco, Network Rail and South West Trains. The first Swanage Railway train to Wareham on Tuesday, 13 June, 2017, marked the start of a two-year trial service using diesel trains with four trains a day in each direction between Swanage and Wareham.

The trial service runs on 60 selected days during the summer and 90 selected days during the summer of 2018 with the Swanage Railway contracting West Coast Railways to operate the service during the first year. Because of limited parking at Wareham station – especially on weekdays – passengers are advised to travel to Wareham by public transport for the train service to Corfe Castle and Swanage on Saturdays, Sundays, Tuesdays, Wednesdays and Thursdays.

Bob Richards also rode on the first train from Swanage to Wareham in 45 years. In January, 1972, he was the British Rail signalman at Corfe Castle who signalled the last train between Swanage and Wareham. Bob said: "I had a great day meeting many people who have worked so hard to make it possible. I thought back to the many happy days of working on the Swanage branch and the staff who were all such great characters."

Growing up in Corfe Castle, Peter Frost knew the branch line well as a child and rode on the last British Rail train in 1972. Four years later, as a 17 year old, he was one of the first group of Swanage Railway volunteers that begun restoration work at Swanage. Peter said: "It was a fantastic occasion – realising the aspirations of the Swanage Railway's pioneer members to re-instate a regular amenity train service to Wareham and re-connect Swanage to the national railway network.

We celebrated the culmination of the collective effort by so many who gave their all. I felt immensely proud of what the Swanage Railway has achieved," he added.

Neil Tatchell was also a teenager when he started as a Swanage Railway volunteer in 1976: "Riding on the first train to Wareham in 45 years was one of the happiest days of my life. We all looked very much older but we were all very proud of our collective success. Meeting old friends was fantastic and the years just melted away.



"I'd like to thank all the people who put in so much effort in the very early days when we had little chance of success. Sadly, after more than 40 years, many of those people are not alive to celebrate with us," added Neil.

A Swanage Railway volunteer since 1976 – when restoration work started at Swanage – Jeremy Weller said: "It was a great day. I felt overwhelmed and had a few quiet moments to take it all in. The goal has been achieved - wow what a journey. We should not forget those people from the early days who backed the Swanage Railway, many of whom are no longer with us. It was amazing to meet so many people from the Swanage Railway's early days, some I hadn't seen in 25 years," he added.

A dedicated Swanage Railway volunteer since a teenager in the 1980s, Mark Woolley said: "Returning trains to Wareham shows that great things can be achieved through community action, dedication, hard work, teamwork and partnership. It was wonderful to meet so many founding and early Swanage Railway volunteers – some of whom I had not seen for 30 years – a lot of which were understandably emotional. The realisation of a 45 year dream is something to be celebrated," added Mark who is the volunteer director of the Swanage Railway's Project Wareham.

Barry Thirlwall travelled on the last British Rail trains between Swanage and Wareham in January, 1972. Forty-five years later, he again travelled from Swanage to Wareham. Barry said: "It was a wonderful experience and almost surreal. I took my 1972 ticket with me which is now paired with my Swanage Railway Wareham souvenir ticket. In 1972, I got off the train at Swanage and went to a meeting in the Railway Hotel where preservationists were desperately trying to whip up support. I was sympathetic but I thought they had no chance – I am so glad to have been proved wrong," he added.

Wareham service tickets can be purchased from the Swanage Railway's website, from a booking office outside Wareham station – when trains are running – from Swanage Railway booking offices at Swanage, Corfe Castle and Norden or by calling the Swanage Railway's reservations office on 01929 425800.

Photos: ©Andrew PM Wright





Preserved Railways

Llangollen Railway

▶ Class 109 Driving Motor Brake Second No. 50416 and Driving Trailer Composite Lavatory No. 56171 pass Fishermans Crossing with a Carrog bound service. *Phil Martin*

▶ Derby Lightweight Driving Motor Brake Second No. 79900 stands at Carrog. *Phil Martin*

▶ Class 108 Driving Motor Brake Second No. 51907 and Driving Trailer Composite Lavatory No. 54490 await departure time at Glyndyfrdwy. *Phil Martin*





Preserved Railways

East Somerset Railway

▶ LMS Ivatt Class 2 2-6-0 No. 46447 awaits its next duty at Cranmore. *Ken Mumford*

▶ On June 24th, Ivatt Class 2 2-6-2T No. 41313 runs round its train at Cranmore. *Ken Mumford*

▶ Andrew Barclay Sons & Co. 0-4-0ST Sons & Co. 0-4-0ST No. 1719 'Lady Nan' is seen under overhaul inside the workshops at Cranmore. *Ken Mumford*





CRITICAL CRANK AXLE FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE COMPLETED

Record month raises almost £90,000 for No. 2007 Prince of Wales

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce the achievement of significant milestones both in construction and fundraising. The crank axle has now been assembled at South Devon Railway Engineering Ltd in Buckfastleigh, Devon and the P2 Project received almost £90,000 in donations and new pledges in May.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity, builders and operators of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The assembly of the crank axle is a critical milestone for the project being the culmination of a long and expensive process including Finite Element Analysis (FEA) carried out by the railway engineering consultants, Mott MacDonald at Derby to eliminate a weakness in the original design that resulted in fracturing of the crank axle. The assembly of the axle will be followed by final machining prior to fitting of wheels and tyres which will complete the wheelset. It is hoped the have the engine wheeled by before the end of 2017.

Other recent progress includes:

- Wheelsets: assembly of the crank axle has been completed by South Devon Railway Engineering (SDRE) and is in the process of finish machining by Unilathe of Stoke on Trent; the Cartazzi axle, wheels and tyres are with SDRE for assembly
- Smokebox: the smoke lifting screen beading is now fully fitted
- Sandboxes: the original class P2 locomotives were fitted with gravity sanders for the leading coupled wheels and steam operated forward sanders for the driving coupled wheels. No backward sanders were fitted. No. 2007 is likely to do significant work in reverse, mostly on heritage railways, but from time to time hauling substantial loads over significant gradients on the main line running tender first. The leading and forward driving sanders have been altered for air operation (as per Tornado) and new backward sandboxes and fillers have been designed. All six sandboxes and fillers have been assembled and fitted to the frames
- Fittings: the superheater header has arrived at Darlington Locomotive Works
- Brake & spring gear: orders have been placed with I D Howitt Ltd at Crofton for brake hangers and spring gear details
- Boiler Cladding: the boiler cladding has been modified from the original design to reflect minor changes in the specification of No. 2007, including reducing the overall height of the locomotive by one inch to comply with the "go anywhere" national network loading gauge. A skeleton frame is being manufactured to enable the cladding to be made prior to delivery of the boiler. This enables the Trust to put off ordering the boiler by six months and still maintain the anticipated completion date.

May has seen a record total given to the project by supporters, with almost £90,000 donated and pledged over the past month. In addition to the expected monthly income of almost £12,000, last month saw 24 new monthly covenantors coming on-board as well as one new member of The Boiler Club, 29 new members of The Mikado Club and over £5,000 donated in Dedicated Donations and general donations.

Well over 830 people have now signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have

donated £1,000 each – target 100 people, now closed), The Boiler Club (over 120 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 160 people have pledged £1,000 each – target now raised from 160 to 200 people and £200,000 to £250,000), Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of over 45% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Mark Allatt, P2 Project Director, The A1 Steam Locomotive Trust, added:

"The completion of the crank axle for No. 2007 Prince of Wales and our record breaking £90,000 donated and pledged in a single month mark two significant milestones in the project to build our new Gresley class P2 'Mikado'. We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since construction started only three years ago. Thanks to our supporters' continued generosity, well over £1m has been spent on construction, over £1.4m donated and over £2.4m pledged.

"We are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales in 2017 and remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. We would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or supporting one of our other fundraising initiatives. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales continues to gather pace."

Photo: A laser and surface blocks are used to check alignment of the webs. © A1SLT



Railtalk Magazine

Preserved
Railways



From the Archives



▶ An unidentified Class 105 diesel multiple unit stands in platform 3 at Blackburn station on 24th June 1981. *Dave Felton*



▶ Class 31 327 is seen stabled at Doncaster on February 15th 1981. *Brian Hewertson*



▶ A three car Class 150 DMU is seen departing Bolton on September 9th 1991, heading towards Manchester. *Michael Lynam*



From the Archives



On December 21st 2003, the end of an era, as Class 101 685, 101 693 and 101 676 call at Stockport with a Manchester Piccadilly to Buxton special. *Brian Hewertson*



Class 20 168 and 20 059 pass through Bolton on a railtour to Barrow on April 25th 1992. *Michael Lynam*



Virgin Trains' 'Thunderbird' Class 57 316, now in service with West Coast Railways, stands at Carlisle on December 28th 2007. *Jonathan McGurk*





From the Archives



▶ Class 26 diesel locomotive No. 5303 (26 003) stands outside St. Rollox Works in Glasgow on 30th August 1971. *Dave Felton*



▶ Class 37s Nos. 6989 (37 189) and 6929 (37 229) are photographed stabled at Cardiff Canton motive power depot on 9th October 1971. *Dave Felton*