

Railtalk Magazine

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 107, and yet again another bumper month for excellent photos sent in to us, including even more sunshine, and that's very unusual...

Yet again, I start this editorial wondering "Where do I start?". Well it's slightly easier than usual. I've got to say a congratulations to James Palmer at Retro Railtours, along with Riviera and DRS for producing another excellent tour. Despite a few technical issues, everyone pulled together and credit is certainly due to all those involved.

Moving on, I'd also like to give my personal best wishes, to Stuart Hillis, who as you will all know has been a regular contributor to the magazine in the past few years. He is currently in hospital and I hope he makes a speedy recovery and is back to full strength again very soon.

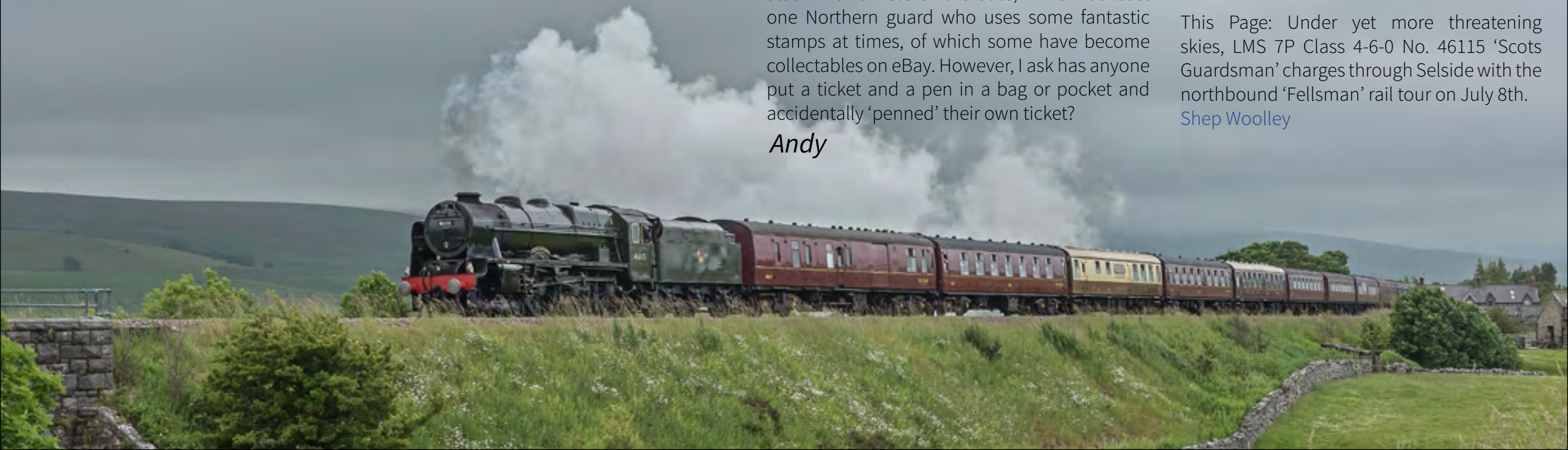
Finally one little rant, it's would be unusual for me not to! However am I wrong with thinking that Guards "penning" tickets, as been lazy and unprofessional? I think I may have mentioned it before, however, I'm starting to notice it more and more. What ever happened to stamping stock with a hole or the date, I know at least one Northern guard who uses some fantastic stamps at times, of which some have become collectables on eBay. However, I ask has anyone put a ticket and a pen in a bag or pocket and accidentally 'penned' their own ticket?

Andy

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: Michael J Alderdice, Steve Andrews, John Alsop, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Paul Beard, Sam Bilner, Matthew Bird, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, Keith Davies, Neil Davies, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Martin Hart, Brian Hewertson, Darrel Hendrie, Paul Hewertson, Stuart Hillis, Keith Hookham, Derek Hopkins, Colin Irwin, Jon Jebb, John Johnson, Richard Jones Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, James Passant, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Timm Richardson, Charlie Robbins, Neil Scarlett, Mike Sheridan, Stephen Simpson, Stewart Smith, Chris Stanley, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.

Front Cover: On June 21st, Class 56 078 and 56 113 double head the return engineers working, 6K25 Moy - Millerhill, passing through Birnam Wood south of Dunkeld. [Robert Duff](#)

This Page: Under yet more threatening skies, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' charges through Selside with the northbound 'Fellsman' rail tour on July 8th. [Shep Woolley](#)



Charter Scene:

Retro Railtours - The Retro Cumbrian Coaster

Class 37 604 and 37 612 are pictured ready to work the return charter from Carlisle to Chesterfield on July 11th. [Brian Battersby](#)



Retro Railtours - The Retro Cumbrian Coaster

Left: On July 11th, Class 37 612 leads 37 604 with the outward working from Chesterfield to Carlisle, seen here departing Stalybridge. [Brian Hewertson](#)

Main: Owing to an ETH fault on the northbound working, Class 57 301 'Goliath' was provided on the rear of the train for the return working. [Brian Battersby](#)

Below: Again at Stalybridge on July 11th, this is the return working to Chesterfield from Carlisle with Class 37 604 leading 37 612. [Brian Hewertson](#)



Torbay Express Ltd - The Torbay Express

A1 Class Pacific No. 60163 'Tornado' simmers at Bristol Temple Meads station during preparations to leave with the 'Torbay Express' on July 12th. [Gerald Nicholl](#)



Saltburn Railtours - The Saltburn Ciderman

Right: Class 57 314 top'n'tails 57 313 at Steel Heath with the 1Z22 09:10
Saltburn - Weston-Super-Mare charter on July 3rd. [Keith Davies](#)

Main: Class 57 313 leads the 1Z22 09:10 Saltburn - Weston-Super-Mare through
North Stafford Jct. on July 3rd. [Nick Clemson](#)

Below: Class 57 313 and 57 314 top'n'tail the return Cider Festival tour,
1Z25 Weston-Super-Mare - Saltburn through Burton on July 6th. [Stuart Hillis](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Stanier Pacific No. 46233 'Duchess Of Sutherland' crosses the River Ribble near
Helwith Bridge with the 'Cumbrian Mountain Express' on July 18th. [Gerald Nicholl](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Running three hours late after problems at Rugby, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' approaches Salterwath in fine form heading the 'Cumbrian Mountain Express' on July 11th. [Shep Woolley](#)



LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' approaches its water stop at Appleby on July 11th. [Shep Woolley](#)

Windy overcast skies greet LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' approaching Selside with the northbound 'Cumbrian Mountain Express' on July 18th. [Shep Woolley](#)



LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' speeds towards Heversham with the return leg of the 'Cumbrian Mountain Express' on July 18th. [Shep Woolley](#)

Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Stanier Pacific No. 46233 'Duchess Of Sutherland' blasts over the top of Hoghton Bank with the 'Cumbrian Mountain Express' on July 18th. [Gerald Nicholl](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Having been suitably fed and watered, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' makes a spirited departure from Appleby with the return leg of the 'Cumbrian Mountain Express' railtour on July 11th. [Shep Woolley](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' heads the return leg of 'The Cumbrian Mountain Express' approaching Greenholme on August 1st.
[Shep Woolley](#)



LMS "Princess Coronation" Class 4-6-2 No. 46233 'Duchess of Sutherland' is photographed from the farm occupation bridge as it approaches Pleasington with the outbound 'Cumbrian Mountain Express' on August 1st. [Ken Abram](#)



LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' is seen passing between Euxton Jct. and Balshaw Lane with the 1Z36 15:52 Carlisle - Crewe return working on August 1st. [John Balaam](#)



LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works through a chilly windswept Dent Station with the northbound 'Cumbrian Mountain Express' on August 1st. [Shep Woolley](#)

Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' passes Gregson Lane as it heads up the climb towards Hoghton with the first of the summer scheduled 'Cumbrian Mountain Expresses' on July 11th. [Ken Abram](#)



West Coast Railway Co. - The Dalesman

Overcast conditions on the S&C as LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' powers towards Selside with the northbound 'Dalesman' rail tour on July 7th. [Shep Woolley](#)



On July 9th, LMS 'Jubilee' Class 4-6-0 No 45690 'Leander' stands at Carlisle having arrived with the 1Z49 special from York. [Michael Lynam](#)



On July 21st, LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' passes Settle Jct. with the return working to York. [Colin Irwin](#)

West Coast Railway Co. - The Dalesman

Having been suitably refreshed, LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' accelerates away from Appleby with the return leg of 'The Dalesman' rail tour on July 7th. [Shep Woolley](#)



GBRf - The Angling Yeoman/The Second Serve

On July 12th, the tour arrives at Kirby Cross station and passing loop where Class 66 759 is seen leading the tour towards Walton On The Naze. [Tim Ward](#).



After a spin to Walton On The Naze, which is usually an EMU only area, the tour once again ran through Kirby Cross on its way back to Colchester watched by a healthy number of observers, most of whom are hidden from this view as they anticipated the train would go through the loop, nearest to the camera. [Tim Ward](#)



On July 12th, GB Railfreight ran their 'Second Serve' railtour from Ipswich to Eastleigh via various places in East Anglia not usually host to hauled sets or special trains. Here the train led by Class 66 759 passes through Bradfield, Essex, with the River Stour and the south Suffolk countryside in the distance. [Tim Ward](#)

UK Railtours - THE CLAN LINE FAREWELL

Right: On June 30th, Merchant Navy Class No. 35028 'Clan Line' approaches Crewe with the Chester to London Victoria return working of the tour. [Richard Hargreaves](#)

Main: No. 35028 'Clan Line' speeds past Slindon working the 1Z75 08:44 London Victoria - Chester 'The Clan Line Farewell' tour on June 30th. [Keith Davies](#)



Great UK Railtours - The Conway Valley Explorer

Right and Main: Class 47 832 and 47 237 top'n'tail the 1Z37 Blaenau Ffestiniog to Lincoln return charter through Waverton on July 3rd. [Brian Battersby](#)



Statesman Rail - Lakeland Coast Statesman

Class 57 314 arrives into a very wet Preston on July 11th working the 1Z59
Ravenglass to Cleethorpes return charter. [Brian Battersby](#)



Statesman Rail - The Fellsman

Right: Stanier 4-6-0 No. 46115 'Scots Guardsman' leans into the gradient at Hoghton Bank with the outbound 'Fellsman' on July 29th. [Gerald Nicholl](#)

Main: LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' passes Hellifield on July 22nd with the return working to Lancaster. [Colin Irwin](#)



Statesman Rail - The Fellsman

Right: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' speeds across Lunds Viaduct with the northbound 'Fellsman' on July 15th. [Shep Woolley](#)

Main: Approaching Low House, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' works the return leg on July 15th back to Lancaster. [Shep Woolley](#)



Statesman Rail - The Fellsman

A surprise splash of sunshine catches LMS 5MT Class 4-6-0 'The Sherwood Forester' as it works away from Crosby Garrett Viaduct with the return working of 'The Fellsman' on July 22nd. [Shep Woolley](#)



Statesman Rail - The Fellsman

Right: On July 15th, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' heads 'The Fellsman' from Lancaster to Carlisle via the S&C, seen here between Settle Junction and Settle. [Michael Lynam](#)

Main: On July 8th, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' just hides from the sunshine as it passes Lunds with the return working from Carlisle. [Colin Irwin](#)



Statesman Rail - The Fellsman

LMS 7P 'Royal Scot' Class 4-6-0 No 46115 'Scots Guardsman' crosses Whalley Viaduct with the return working of 'The Fellsman' on July 15th. [Colin Irwin](#)



Statesman Rail - The Fellsman

With nothing other than heat haze coming from the chimney, Stanier 4-6-0 No. 46115 'Scots Guardsman' dodges the shadows whilst cruising down Hoghton Bank with the return 'Fellsman' on July 15th. [Gerald Nicholl](#)



Statesman Rail - The Fellsman

Left: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' crosses Birkett Common on July 15th hauling 'The Fellsman' on the outward journey to Carlisle. [Colin Irwin](#)

Main: Stanier 4-6-0 No. 46115 'Scots Guardsman' heads a motley collection of carriages on the outbound 'Fellsman' across the Ribblehead viaduct on July 29th. [Gerald Nicholl](#)



Statesman Rail - The Fellsman

LMS Stanier Black 5 Class No. 45231 'The Sherwood Forester' approaches Langho station with the return leg of 1T53 Carlisle to Lancaster on July 22nd. [Dave Felton](#)



Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' tops Hoghton Bank with the return 'Fellsman' on July 22nd. [Gerald Nicholl](#)



On July 8th, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' running five minutes early, trundles through Ribbleshead Station with the return working. [Shep Woolley](#)

Statesman Rail - The Fellsman

Right: LMS Royal Scot Class No. 46115 'Scots Guardsman' passes through the Hoghton area of Blackburn hauling the 1T52 08:08 Lancaster to Carlisle with the outbound leg of Statesman Rail's 'The Fellsman' with West Coast's Class 47 760 attached the rear of the train on July 1st. [Dave Felton](#)

Main: On July 29th, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' approaches Langho with the weekly 1T52 Fellsman from Lancaster - Carlisle via the S&C. [Michael Lynam](#)



Railway Touring Company - THE WEST SOMERSET STEAM EXPRESS

After a delayed start from Paddington, BR Standard Class 7 No. 70000 'Britannia' romps down the Relief Line through Ruscombe towards Twyford only a few minutes late with the 'West Somerset Steam Express' to Minehead on July 25th.

[John Johnson](#)



Belmond British Pullman - Northern Belle

Class 57 305 'Northern Princess' (with 57 308 on the rear) heads past Walcote working the 1Z55 06:22 Manchester Victoria - Bletchley on July 3rd. [Keith Davies](#)



UK Railtours - The Castaway Crawler

Freshly painted Class 73 107 stands at Brighton having arrived with the Castaway Crawler railtour on July 25th. [Derek Elston](#)



Belmond British Pullman - Northern Belle

On July 4th, Class 57 305 and 57 304 top'n'tail the 1Z60 Coventry - York Northern Belle working, seen passing Nemesis Rail, Burton. [Stuart Hillis](#)



Class 73 201 'Broadlands' stands at Brighton upon arrival from Eastbourne. Photographed at the opposite end of the train to the above photo, it will now power the special to Newhaven Marine. [Derek Elston](#)



Class 57 306 and 57 305 top'n'tail a Bangor to York return working through Salybridge on July 24th. [Brian Hewertson](#)

Steam Dreams - The Cathedrals Express

On July 5th, LNER A4 Class 4-6-2 No. 60007 'Sir Nigel Gresley' heads north from York with this three day tour to Scotland. Whilst the tour originated at London Kings Cross, the A4 headed the York to Edinburgh section on day one. [Colin Irwin](#)



Steam Dreams - The Cathedrals Express

Day two, July 6th, and LNER A4 Class 4-6-2 No. 60007 'Sir Nigel Gresley' heads through Cowdenbeath working from Edinburgh Waverley - Dunfermline.

Richard Jones



Belmond - The Royal Scotsman

Right: Class 57 314 top'n'tails 47 854 through Kempsye, Shrewsbury with the 1Z67 17:46 Bangor (Gwynedd) - Gloucester four day charter on July 13th. [Keith Davies](#)

Main: Class 57 315 top'n'tails 47 854 working the 1Z64 'The Royal Scotsman' through Frodsham on July 12th heading from Dundee to Chester. [Brian Battersby](#)



ECS and Light Engine Moves

Right: West Coast's Class 47 851 and 47 804 approaching Pleasington station hauling the 5Z26 07:10 Carnforth Steamtown to Dereham on July 3rd. [Dave Felton](#)

Main: On July 27th, West Coast's Class 57 316 heads southbound through Church Brampton hauling three coaches from Carnforth Steamtown to Southall. [Geoff Barton](#)



ECS and Light Engine Moves

Class 68 004 'Rapid' passes Burgs Lane with the 5Z66 11:10 Crewe H.S - Pengam Sidings ECS working on July 17th. [Keith Davies](#)



Class 97 304 leads 47 854 through Belle Vue, Shrewsbury with the 5Z94 07:25 Carnforth Steamtown - Aberystwyth ECS working on June 19th. [Keith Davies](#)



Class 55 No. D9009 'Alycidon' passes Wilsons Farm Crossing working the 11:20 Bescot Holding Sidings to Wembley Eurofreight Ops Centre light engine move on July 7th. [Derek Elston](#)



Class 47 760 powers through Bayston Hill on July 25th working the 5Z78 07:00 Carnforth Steamtown - Bristol Kingsland Road ECS. [Keith Davies](#)

ECS and Light Engine Moves

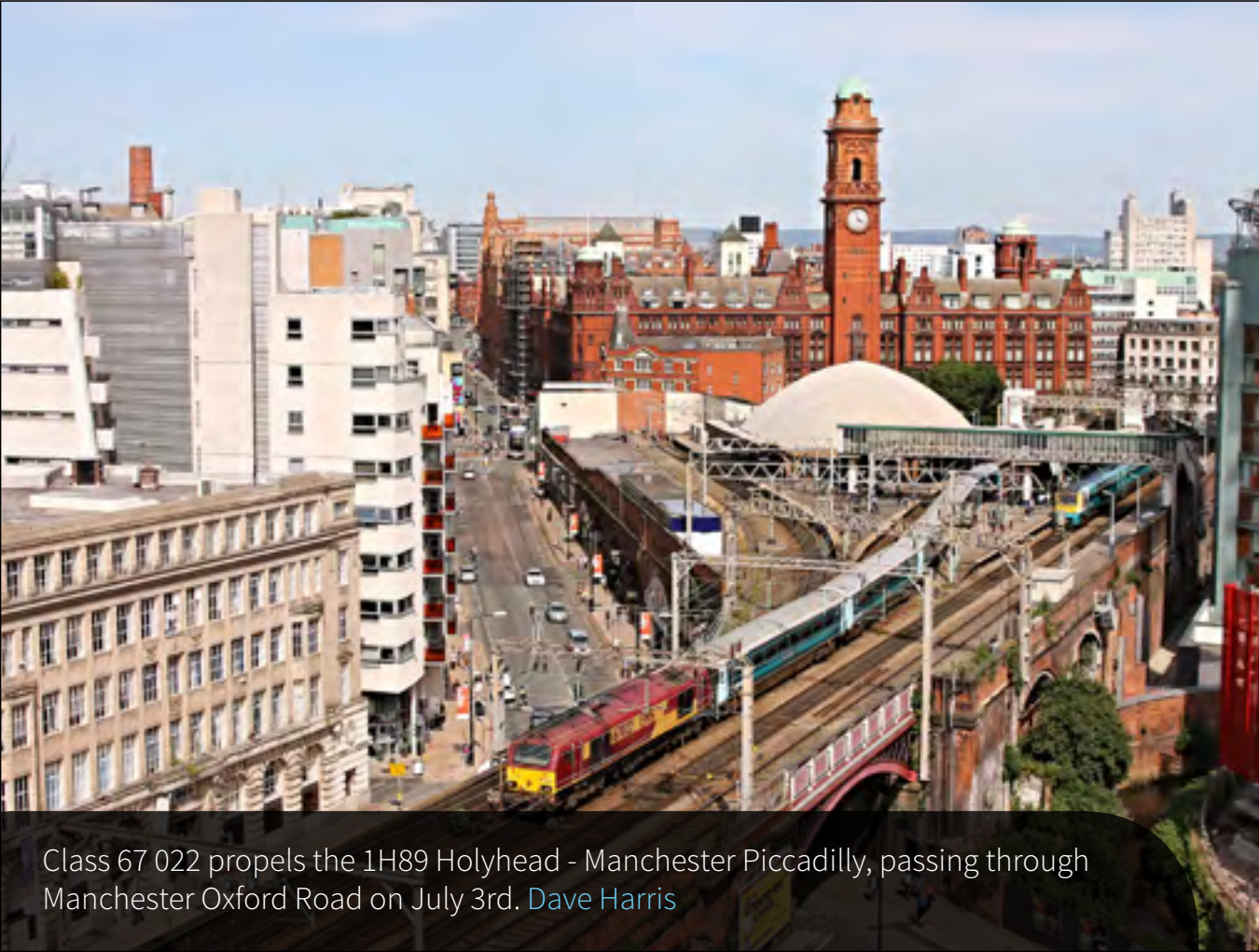
West Coast's Class 47 746 leads a Bridlington to Carnforth Steamtown ECS working through Beverley on June 17th. [Robert Bates](#)



Pictures:

Arriva Trains Wales

Class 67 002 crosses Cefn Mawr viaduct with the 1W96 Cardiff - Holyhead WAG service on July 22nd. [Phil Martin](#)



Class 67 022 propels the 1H89 Holyhead - Manchester Piccadilly, passing through Manchester Oxford Road on July 3rd. [Dave Harris](#)



Class 67 023 heads through Hencote near Shrewsbury working the 1W96 17:16 Cardiff - Holyhead 'WAG' on June 3rd. [Keith Davies](#)

Class 67 012 climbs Hencote Bank with the 1W96 17:16 Cardiff Central - Holyhead 'premier service' on June 11th. [Keith Davies](#)



On July 1st, Class 67 022 passes Daresbury with the 1D34 09:50 Manchester Piccadilly - Holyhead, whilst Fiddlers Ferry power station dominates the background. [Nick Clemson](#)

Chiltern Railways

Right: On July 30th, Class 68 014 passes Burton working the 6Z96 Crewe - Toton engineers. [Stuart Hillis](#)

Main: Back in June however, the same loco Class 68 014, is photographed heading a London Marylebone to Birmingham Moor Street service, seen just north of Kings Sutton on June 4th. [Robert Bates](#)



Caledonian Sleeper

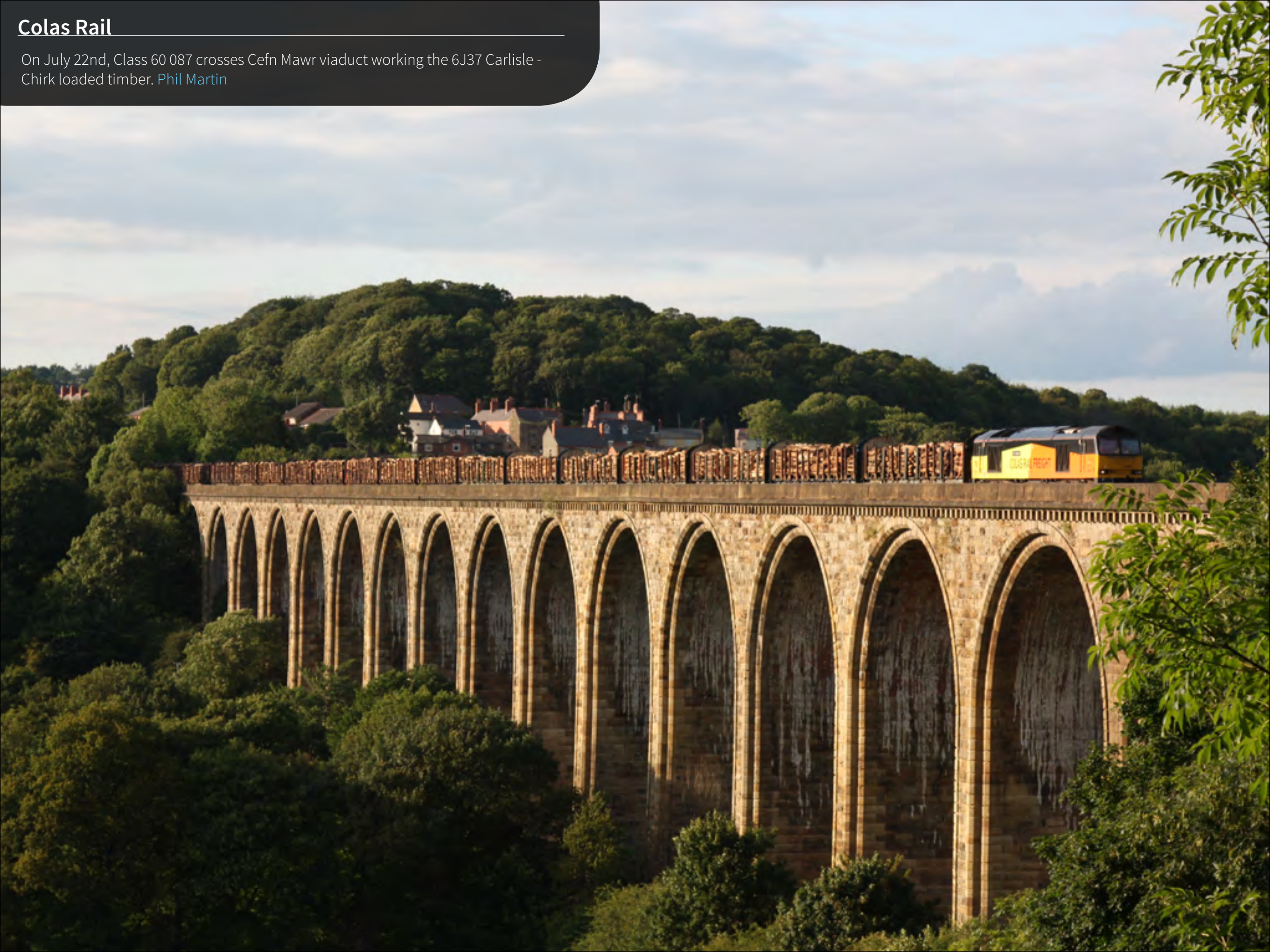
Class 56 018 stands alongside Caledonian liveried Class 73 966 at Brush Works, Loughborough on July 18th. [Derek Elston](#)



Class 92 038 stands at London Euston on July 25th having arrived with the overnight Edinburgh sleeper. [Brian Battersby](#)

Colas Rail

On July 22nd, Class 60 087 crosses Cefn Mawr viaduct working the 6J37 Carlisle - Chirk loaded timber. [Phil Martin](#)



Class 60 056, the latest Colas Class 60 refurbishment, is seen at Toton on July 11th. [Richard Hargreaves](#)



Class 60 021 heads through Doncaster on July 8th, running light engine from Immingham to Belmont Yard.



On July 9th, Class 60 047 passes Scunthorpe power box working the 6V70 Lindsey - Colnbrook tanks. [Steve Thompson](#)



Class 56 078 passes the JCB World Logistics Centre, Tunstall working the 6S96 13:17 Sinfin Siding - Grangemouth tanks on July 9th. [Nick Clemson](#)

On July 10th, Class 60 047 looks very smart as it hauls the Colnbrook to Lindsey empty oil tanks north through Harrowden Junction on the MML. [Geoff Barton](#)





Left: Class 60 087 approaches Goldborne Jct. with the 6J37 12:58 Carlisle Yard - Chirk loaded log train on July 9th. [Nick Clemson](#)

Main: On July 7th, Class 60 021 works the 6V70 Lindsey - Colnbrook, seen departing from the Outward Line at Scunthorpe. [Steve Thompson](#)

Below: On July 14th, Class 56 105 passes Kempsey, Shrewsbury heading the 6Z45 15:15 Donnington RFT - Cardiff Canton Sidings 'slinger' wagon move. [Keith Davies](#)



Right: Class 70 806 working the 6E38 Colnbrook to Lindsay oil refinery empties passes Kangaroo Spinney, Wellingborough on July 29th. [Derek Elston](#)

Main: Class 60 002 climbs Battlefield Bank with the 6M51 15:24 Baglan Bay - Chirk Kronospan loaded logs on June 23rd. [Keith Davies](#)



On July 14th, Class 60 076 and 70 802 top'n'tail the 6C53 Skellow - Trent Yard - Up Decoy, consisting of a Rail Vac and attendant ZCAs, seen here at Frodingham footbridge trundling along 'E' Line. [Steve Thompson](#)



Class 60 085 passes through the Hoghton area hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil refinery, July 1st. [Dave Felton](#)



Class 56 096 has returned to traffic with refurbished wheelsets, seen here working the 6E07 Washwood Heath - Boston Docks on July 14th. [Stuart Hillis](#)



On July 9th, Class 56 078 heads an empty oil train from Sinfyn to Grangemouth through Leyland. [Michael Lynam](#)

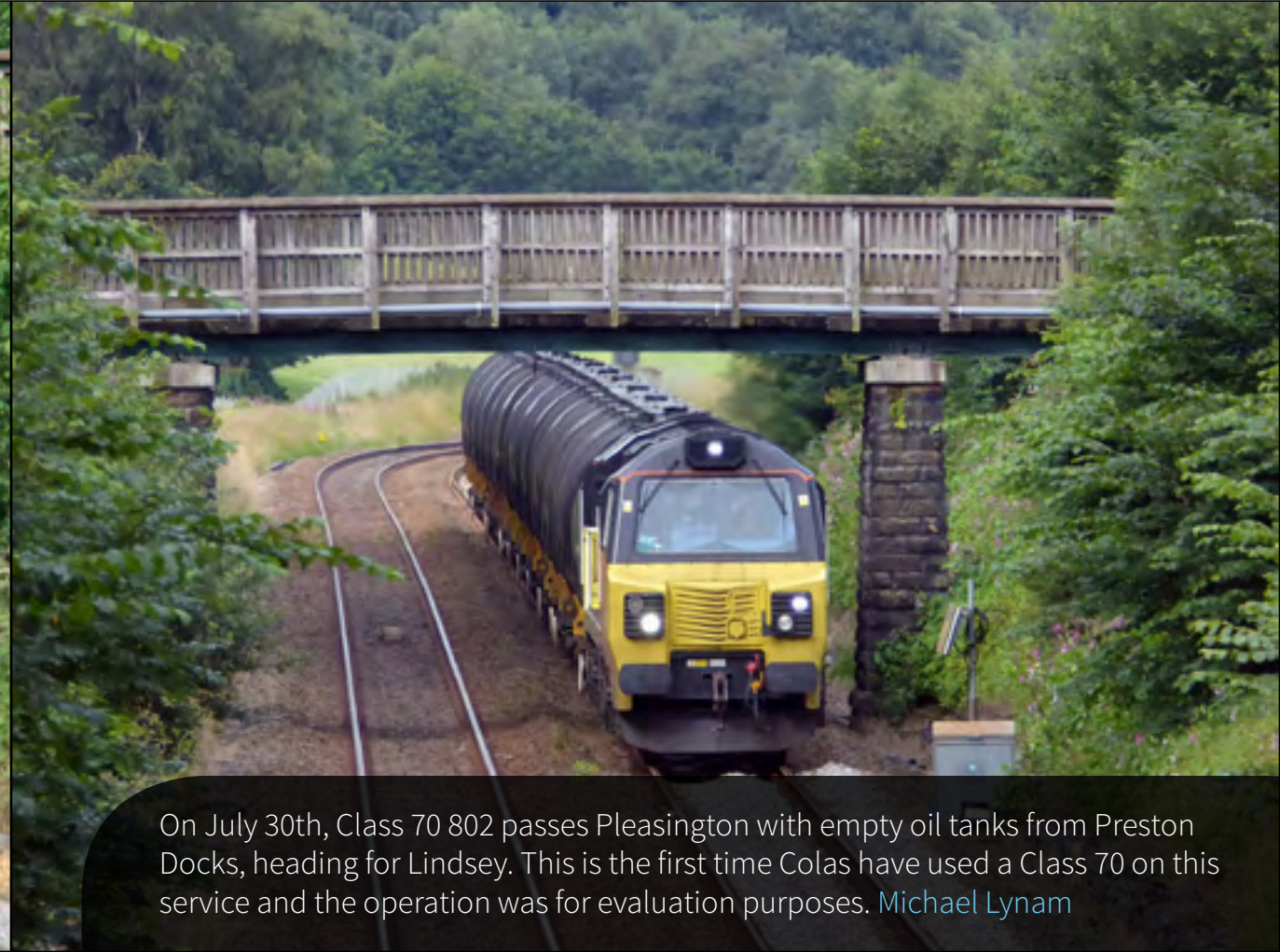
Class 60 076 passes Kempsey, Shrewsbury leading the 6Z54 15:00 Chirk Kronospan - Baglan Bay empty logs on June 21st. [Keith Davies](#)



Class 60 087 'CLIC Sergeant' starts the descent into Blackburn passing through the Brownhill area of the town hauling the 6J37 12:58 Carlisle Yard to Chirk loaded log train on July 15th. [Dave Felton](#)



Class 60 095 passes through the Pleasington area of Blackburn hauling the 6E32 Preston Docks to Lindsey on July 6th. [Dave Felton](#)



On July 30th, Class 70 802 passes Pleasington with empty oil tanks from Preston Docks, heading for Lindsey. This is the first time Colas have used a Class 70 on this service and the operation was for evaluation purposes. [Michael Lynam](#)

Class 60 085 passes through Sunny Scunny working the inevitable Preston - Lindsey bitumen tanks, June 29th. [Steve Thompson](#)



On July 30th, Class 60 096 hauls 66 109 and the 6D44 Bescot - Toton engineers through Burton on Trent. [Stuart Hillis](#)

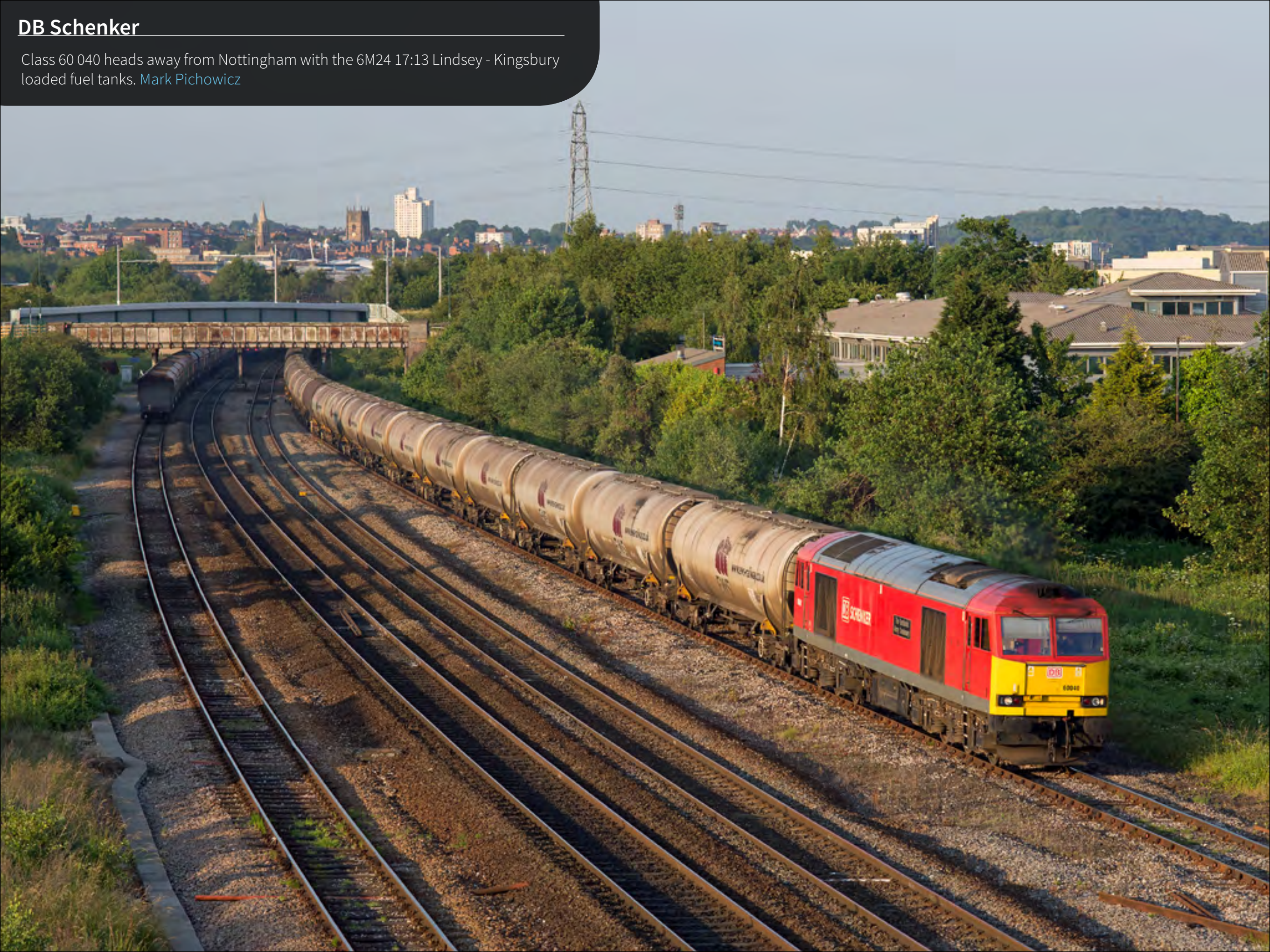


Class 66 848 heads through Teignmouth on July 15th working a route refresher run from Plymouth to Exeter Riverside. [Steve Andrews](#)



Class 70 802 passes through Rishton station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on July 20th. [Dave Felton](#)

Class 60 040 heads away from Nottingham with the 6M24 17:13 Lindsey - Kingsbury loaded fuel tanks. [Mark Pichowicz](#)



Class 90 018 drags Royal Mail Class 325 012 into Crewe on July 14th, en route to Crewe TMD (E). [Michael Lynam](#)



On July 25th, Class 66 194 approaches Pleasington station hauling the 6M90 05:00 Avonmouth Hansons Sidings to Clitheroe Castle Cement empty tanks. [Dave Felton](#)



Class 60 001 passes through Burton on July 9th working the 6E41 Westerleigh - Lindsey empty tanks. [Stuart Hillis](#)



A 6 loco convoy passes the Nemesis Rail depot at Burton on July 4th when the 0X98 Margam - Toton comprised of Class 66 230, 66 068, 66 050, 66 199, 66 084 and 66 131. [Stuart Hillis](#)

Right: On July 6th, Class 60 001 heads through Scunthorpe working the 6E41 Westerleigh - Lindsey oil refinery tanks. [Steve Thompson](#)

Main: Class 60 092 passes Meole Brace, Shrewsbury on July 11th working the 6V75 Dee Marsh - Margam steel empties. [Phil Martin](#)

Below: Class 66 232 leads the 09:55 Bletchley to Peak Forest empty stone through Harrowden Junction on July 22nd. [Derek Elston](#)



Right: Class 60 067 and 60 032 stand at the head of a long line of withdrawn Class 60s at Toton on July 11th. [Richard Hargreaves](#)

Main: Hanson Aggregates Class 59 101 'Village Of Whatley' is seen here running around the exchange sidings at Merehead Quarry on July 21st. [Dave Harris](#)

Below: On July 3rd, Class 66 194 powers the 09:57 Bletchley to Peak Forest empty stone train, seen here approaching Harrowden Junction. [Derek Elston](#)



Right: On July 17th, quite unexpectedly, DBS hired Colas Class 60 096 to work the iron ore. Unfortunately, while working 6T31 and again on 6T24, it stalled on Appleby Bank and had to creep up to the top at 1MPH. Here it is descending the aforementioned gradient on 6K24 back to Immingham bulk terminal. Not surprisingly, it was then taken off the diagram. [Steve Thompson](#)

Main: On June 11th, Class 60 001 passes Meole Brace working the 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)

Below: On July 19th, Class 66 098 heads an engineers train through Stalybridge heading from Diggle to Crewe. [Brian Hewertson](#)



Right: On June 30th, Class 90 037 is pictured on a test run as it approaches Crewe.
Richard Hargreaves

Main: Class 90 024 and 90 036 pass Millmeece on June 30th working the 4M25
06:06 Mossend Euroterminal - Daventry Int. Keith Davies

Below: Class 66 164 draws the Willesden to Daventry water train slowly through
Northampton on July 15th. Derek Elston



At just after 06:00 on July 16th, Class 60 092 approaches Dorrington with the 6M76 Margam - Dee Marsh loaded steel, the sun just rising. [Phil Martin](#)



Class 60 015 heads the 6M24 Lindsey - Kingsbury in an unexpected patch of weak sunlight at Scunthorpe on July 7th. [Steve Thompson](#)



Class 60 015 passes North Stafford Jct. with the 6E54 10:39 Kingsbury Oil Sidings - Humber oil refinery on July 3rd. [Nick Clemson](#)



The 09:36 Radlett to Mountsorrel empty stone train passes Harrowden Junction on July 3rd hauled by Class 66 198, with 66 184 on the rear. [Derek Elston](#)

Class 60 039 with empty BYAs on the 6E08 Wolverhampton Steel Terminal to Immingham Storage Sidings passes Scunthorpe on July 7th. [Steve Thompson](#)



Class 66 014 hauls the 4L56 Trafford Park to London Gateway liner through Northampton, running 30 minutes early, on July 6th. [Derek Elston](#)



Class 90 018 drags 92 016 through Northampton with a light engine move, the 14:47 from Daventry IRFT to Wembley Eurofreight Ops Centre on July 6th. [Derek Elston](#)



On August 3rd, Class 66 125 and 67 021 pass through Stalybridge working a Doncaster to Arpley sidings wagon move. [Brian Hewertson](#)

Right: Class 67 026 'Diamond Jubilee' eases through Northampton on July 6th, working as 0A06 from Crewe TMD to Wembley Eurofreight Ops Centre. [Derek Elston](#)

Main: On June 30th, the 6V04 bin train from Scunthorpe goods yard, to Southall yard, is seen here departing Scunthorpe behind Class 66 061. [Steve Thompson](#)

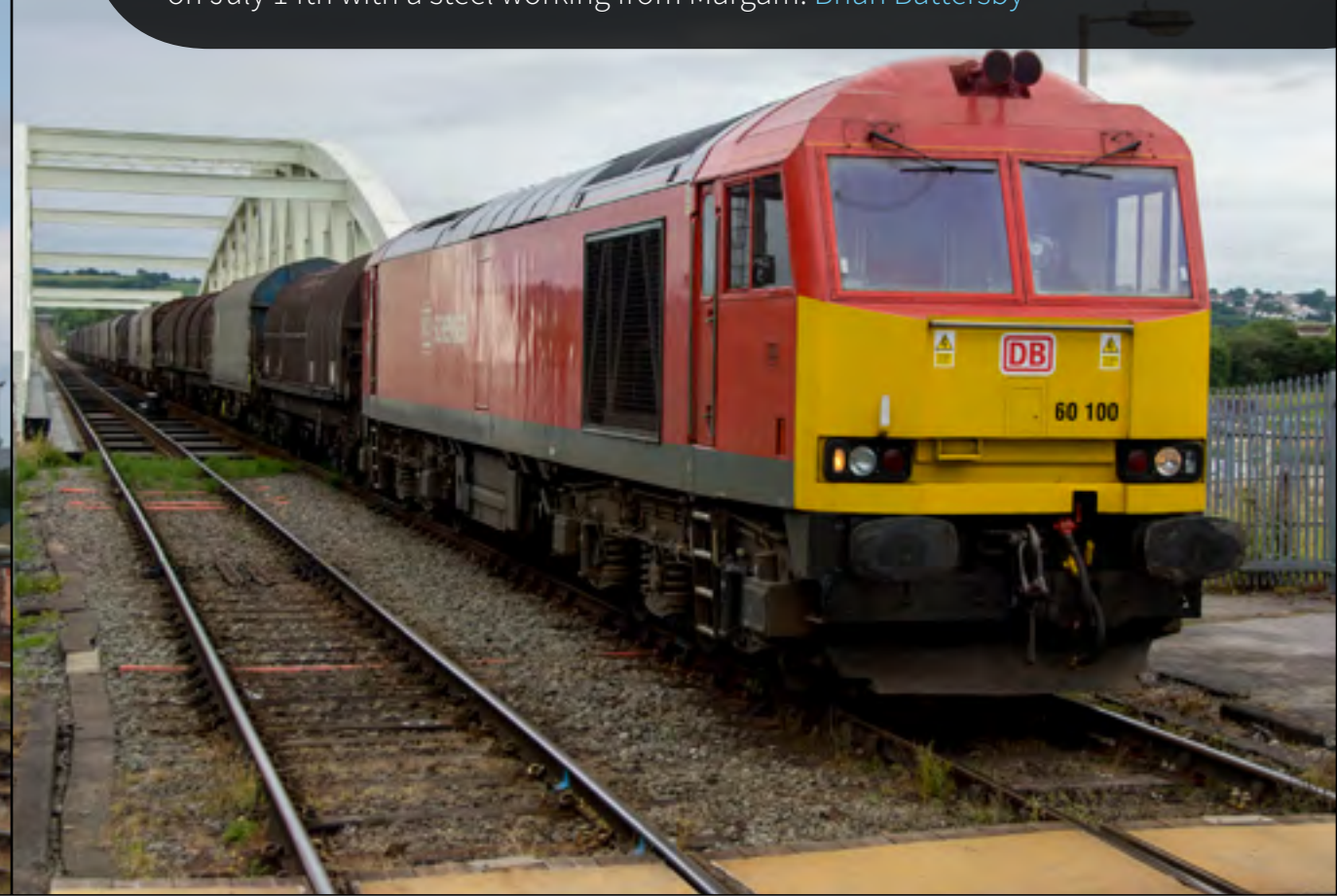
Below: Class 66 176 leads a ballast working through Stalybridge on July 19th working from Crewe to Diggle. [Brian Hewertson](#)



Class 67 003 sits in Didcot yard on June 6th awaiting its next duty. [Robert Bates](#)



Class 60 100 nears its destination of Shotton as it passes over Hawarden Bridge on July 14th with a steel working from Margam. [Brian Battersby](#)



Class 60 066 carrying the 'Powering tomorrow DRAX' livery heads the 6E14 Seaforth to Tinsley steel train past Culcheth on July 24th. [Tim Richardson](#)

Class 66 152 'Derek Holmes' is seen at Sutton Bridge Jct. working the 6V75 09:30
Dee Marsh - Margam steel empties on June 27th. [Keith Davies](#)



Class 90 028 leads 90 020 through Slindon working the 4M25 06:06 Mossend
Euroterminal - Daventry Int. Rft reception sidings on June 11th. [Keith Davies](#)



Class 66 065 approaches Settle Jct. on July 15th heading the 4M00 empty cement
tanks from Carlisle, heading for Clitheroe. [Michael Lynam](#)



On July 8th, Class 60 079 passes through Manchester Victoria with empty hoppers
from Pendleton to Tunstead sidings. [Michael Lynam](#)

On June 30th, Class 66 115 working the 6M24 Lindsey oil refinery - Kingsbury, takes the transfer line as it passes Scunthorpe power box. [Steve Thompson](#)



Class 90 024 and 90 036 'Driver Jack Mills' head south through Red Bank with the 4M25 Mossend - Daventry on July 3rd. [Dave Harris](#)

Class 60 024 'Clitheroe Castle' passes Sutton Bridge on July 17th working the 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)



Class 66 035 passes Slindon on June 30th working the 6M48 10:34 Southampton Eastern Docks - Halewood Jaguar Cars. [Keith Davies](#)



Class 66 092 waits south of Eastleigh station on June 9th with a Southampton Western Docks to Wakefield container train. [Robert Bates](#)



Class 92 016 and 92 030 pass through Northampton on July 29th running as 0A06 13:35 Crewe TMD to Wembley Eurofreight Ops Centre. [Derek Elston](#)

Class 66 168 passes through Carlisle on July 8th with a very short engineers from Carlisle - Tyne S.S. [Michael Lynam](#)



Class 66 176 works its way out of Manchester Oxford Road on July 14th with an intermodal from Trafford Park to Southampton. [Michael Lynam](#)



Class 66 192 working the 4072 Burton Maurice Hill Sidings - Southampton modal, is seen departing Burton on July 24th. [Stuart Hillis](#)



Class 66 083 working the 4M11 Washwood Heath - Peak Forest limestone empties, passes through Burton on July 15th. [Stuart Hillis](#)

Class 56 104 with the Railvac in tow, heads south at Harrowden Junction en route to Totton from Butterly MRC on July 9th. [Geoff Barton](#)



Right: Class 56 081 prepares to depart Stockton on Tees with the 6Z35 Stockton Thompsons - Cardiff Tidal on July 21st. [Michael J Alderdice](#)

Main: A few days earlier, Class 56 081 heads the 6Z34 Chaddesden to Cardiff Tidal Scrap at Northway near Ashchurch on July 18th. The loco was summoned from Derby to Washwood Heath after 56 303 had failed with the working and 56 081 worked the train forward to Cardiff. [Carl Grocott](#)



On July 23rd, Class 31 601 speeds through Acton Bridge hauling 50 007 'Hercules', 40 106 'Atlantic Conveyor' and 50 017 'Royal Oak' on the 0Z50 Washwood Heath Met. Cammel to Bo'ness for the lines forthcoming diesel gala. [Brian Battersby](#)



On July 13th, Class 31 601 leads 37 025, 20 020, 47 643 and 26 038 from Bury to Bo'ness after the East Lancs Summer Diesel Gala. Seen here approaching Astley Signal Box and crossing on the Chat Moss route. [Jeff Nicholls](#)



Class 56 103 is seen working the 6Z34 Cardiff Tidal - Tyne Dock scrap metal empties through Burton on July 6th. [Stuart Hillis](#)



Class 31 601 arrives into Crewe on July 14th, having run light from Bo'ness en route to Crewe Carriage sidings. [Michael Lynam](#)

Direct Rail Services

Class 20 305 leads 20 308 out of the shadows at Parton working the 6K74 08:49
Sellafield - Crewe nuclear flasks on August 1st. [Nick Clemson](#)



Right: Class 37 409 is seen at Carlisle on July 11th working a Carlisle to Lancaster service. [Brian Battersby](#)

Main: Class 66 432 and 66 433 head through Carlisle on July 18th working a Daventry to Mossend intermodal. [Brian Battersby](#)

Below: Class 37 601 and 37 259 are pictured at Slindon working the 6M63 11:58 Bridgewater F.D - Crewe Coal Sidings on June 11th. [Keith Davies](#)



Right: On July 15th, Class 47 818 propelled 'Caroline' through Scunthorpe's greenery working the 2Z02 York - Leeds, via Barnetby, seen here heading towards Doncaster. [Steve Thompson](#)

Main: On July 25th, Class 47 828 heads through sunny Stratford working a Wembley to Norwich stock move. [Brian Battersby](#)

Below: Class 66 421 leads the 4L48 Daventry to Tilbury through a miserable Northampton on July 27th. [Derek Elston](#)



Class 37 259, 37 607 and 20 305 are seen stabled at Sellafield on July 11th.
Brian Battersby



Class 37 218 is seen leaving Ulverston with 10:04 Preston - Barrow-in-Furness service on July 2nd. John Balaam



Class 37 409 (with 37 423 trailing) heads past Parton with the 2C40 08:42 Carlisle - Barrow service on August 1st. Nick Clemson

Right: Class 57 311 'Thunderbird' passes through Northampton light engine running as 0Z58 Wembley to Crewe Gresty Bridge on July 15th. [Derek Elston](#)

Main: Class 68 003 'Astute' passes Slindon with the 6U77 13:42 Mountsorrel - Crewe Basford Hall on June 11th. [Keith Davies](#)

Below: Class 66 432 passes through Carlisle on July 9th with the 6K05 engineers from Carlisle to Crewe Basford Hall via the S&C. [Michael Lynam](#)



Class 37 401 working the 2C48 11:56 Carlisle - Lancaster passes near St. Bees on August 1st. Nick Clemson



Class 57 308 'County of Staffordshire' is seen stabled at Crewe on July 2nd. Steve Stepney



Class 68 004 works the 6U77 Mountsorrel - Crewe ballast through Burton on Trent, July 6th. Stuart Hillis



Class 37 402 'Stephen Middlemore 23.12.1954 - 8.6.2013' and 37 423 'Spirit of the Lakes' cross at Barrow-in-Furness on July 28th whilst working Northern services. John Balaam

Class 37 401 brings up the rear of the 2C41 08:45 Barrow - Carlisle service at Lowca, with 37 603 leading on August 1st. [Nick Clemson](#)



Class 37 423 approaches Millom with the 2C47 17:32 Barrow - Carlisle service on August 1st. [Nick Clemson](#)



On June 11th, Class 57 306 passes Slindon working the 14:49 Bescot Up engineers siding - Crewe Basford Hall. [Keith Davies](#)



Class 66 302 starts the descent into Blackburn passing through the Brownhill area of the town hauling a shorter than usual 6K05 12:18 Carlisle N.Y. to Crewe Basford Hall on July 15th. [Dave Felton](#)

Class 37 409 waits to depart Carlisle on July 9th with a Northern service to Barrow. Class 37 218 was on the rear. [Michael Lynam](#)



Class 57 305 passes through Carlisle on July 9th running light engine from Kingmoor to Crewe Gresty Bridge. [Michael Lynam](#)



Class 57 301 'Goliath' heads the 6Z96 Crewe - Toton engineers through Burton on July 6th. [Stuart Hillis](#)



Class 66 427, working the 6U77 Mountsorrel - Crewe loaded ballast, snakes from the goods line to the fast line at Burton on July 21st. [Stuart Hillis](#)

East Coast

Right: Sporting a modified white cab roof, which allegedly keeps the cab cooler, Class 91 129 is seen departing Doncaster on July 18th. [Class47](#)

Main: Power car No. 43277 brings up the rear of the 'Highland Chieftain' as it crosses Jamestown Viaduct on July 6th (43238 was on the front). [Richard Jones](#)

Below: East Midlands Trains' power car No. 43048 arrives into Doncaster on July 8th at the head of a York to London Kings Cross service. [Brian Hewertson](#)



East Midlands Trains

Power car No. 43064 (with 43046 on the rear) leads the 1B33 Nottingham to St. Pancras International service past Harrowden Junction on July 3rd. [Derek Elston](#)



First Great Western

Right: Class 57 603 runs light engine through Harrowden Junction on July 24th, heading from Old Oak Common to Derby in the pouring rain. [Geoff Barton](#)

Main: Power car No. 43130 brings up the rear of 18:30 Paddington to Weston-Super-Mare at Bathford, between Box and Bathampton Jct. on June 25th. [Stewart Smith](#)



Right: Power car No. 43132 with the thought provoking name 'We Save The Children, Will You' slows for the junction at Uphill south of Weston-Super-Mare with the 1A24 09:24 Paignton - Paddington service on July 31st. [Dave Harris](#)

Main: Now carrying its new GWR Green livery, Class 57 605 stands at Long Rock, Penzance on July 28th. [Steve Andrews](#)

Below: Power Car No. 43042 arrives at Bath Spa working the 1L21 14:43 Bristol - London Paddington service on July 28th. [Dave Harris](#)



Freightliner

Class 66 615 leaves Stenson Jct. at the head of the 09:22
Hope Earles Sidings - Walsall freight terminal on July 10th.
[Nick Clemson](#)



Right: On June 30th, Class 66 534 hauls the 6L49 Lindsey - Ipswich through Scunthorpe with 7 TTAs, a wonderfully ridiculous little train. [Steve Thompson](#)

Main: Class 86 604 and 86 628 pass south through Acton Bridge on July 23rd working a Crewe bound liner. [Brian Battersby](#)

Below: Class 90 042 powers the 09:42 Felixtowe to Crewe Basford Hall through Northampton on July 22nd. [Derek Elston](#)



On July 17th, Class 90 044 eases the 08:21 Crewe Basford Hall to Felixtowe liner up to the signal at Caledonian Road & Barnsbury. [Derek Elston](#)



On June 30th, Class 90 042 passes Millmoece working the 4L90 12:30 Crewe Basford Hall - Felixstowe South Flt. [Keith Davies](#)



Class 70 001 'Powerhaul' heads past Slindon with the 4M61 12:54 Southampton MCT- Trafford Park FLT on June 30th. [Keith Davies](#)



Class 70 014 approaches Manchester Piccadilly on July 8th with a Trafford Park - Felixstowe liner passing 66 588 heading to Trafford Park. [Michael Lynam](#)

Right: Class 70 007 working a Leeds to Southampton container train, heads through Eastleigh station on June 9th. [Robert Bates](#)

Main: Class 90 043 leads a Felixtowe to Crewe liner through Stratford on July 25th. [Class47](#)

Below: Class 66 605 storms through Acton Bridge on July 23rd with the 'Bin' train heading to Runcorn Folly Lane. [Brian Battersby](#)





Left: Class 70 014 heads a Crewe to Southampton liner through Eastleigh on June 9th. [Robert Bates](#)

Main: Class 70 006 is seen heading northbound through Church Brampton on July 27th with a Felixstowe North to Crewe Basford Hall liner. [Geoff Barton](#)

Below: Powerhaul liveried Class 66 504 heads north through Acton Bridge on July 23rd with a Trafford Park bound liner. [Brian Battersby](#)



On July 14th, Class 70 007 heads the 4055 Leeds - Southampton modal through Burton on Trent. [Stuart Hillis](#)



Class 86 628 and 86 627 are seen at Northampton on July 15th working the 4M54 Tilbury to Crewe Basford Hall liner. [Derek Elston](#)



Class 66 526, 66 539 and 66 551 head north through Carlisle on July 18th, heading to Kingmoor yard for weekend engineering work. [Brian Battersby](#)



On July 17th, the 15:12 Ipswich to Crewe Basford Hall liner is seen passing through Stratford behind Class 90 048. [Derek Elston](#)

On July 30th, Class 66 419 is seen heading an engineers train at Goose House Lane Darwen in connection with the line improvements between Blackburn and Bolton. [Michael Lynam](#)



On July 25th, Class 66 413 heads past Kempseye Shrewsbury with the 6Y20 18:47 Crewe Basford Hall - Margam Moors Jct. engineers working. [Keith Davies](#)



On July 14th, Class 90 045 heads south through Stafford with a Crewe Basford Hall - Felixstowe working. [Michael Lynam](#)



On July 15th, Class 66 587 leads the 4055 Leeds - Southampton modal through a sunny Burton on Trent. [Stuart Hillis](#)

On July 16th, Class 66 557 working the 05:49 Hunterston High Level to Fiddlers Ferry power station, heads past Helwith Bridge.
Colin Irwin



On July 15th, Class 66 520 passes through Acton Bridge with a bin train from Runcorn Folly lane to Northenden. [Brian Hewertson](#)



Class 86 605 paired with 86 628 lead the 4M54 10:10 Tilbury RCT to Crewe Basford Hall S.S.M into Northampton on July 3rd. [Derek Elston](#)



Class 70 003 working the 4C09 17:05 Stoke Gifford to Portbury coal empties passes through Bristol Temple Meads on June 30th. [Stewart Smith](#)

Right: Class 66 623 approaches North Stafford Jct. with the 09:22 Hope Earles Sidings - Walsall freight terminal on July 3rd. [Nick Clemson](#)

Main: Class 90 016 eases through Stratford on July 25th with an Ipswich bound liner. [Brian Battersby](#)

Below: On August 1st, Class 70 019 instead of the normal Class 66, works the 6M64 Wentloog - Crewe past Battlefield. [Phil Martin](#)



Right: On June 9th, Class 66 419 passes Eastleigh in charge of a Hams Hall to Southampton MCT liner. [Robert Bates](#)

Main: A pair of Class 86s head the 14:01 Coatbridge F.L.T. to Crewe Basford Hall S.S.M. past Lowgill on July 16th. [Colin Irwin](#)

Below: Class 66 504 climbs Battlefield Bank with the 4M64 16:34 Wentloog FLT - Crewe Basford Hall liner on July 4th. [Keith Davies](#)



On July 31st, Class 66 605 passes Hasland working the 6L89 11:49 Tunstead - West Thurrock. [Nick Clemson](#)



On July 15th, Class 66 567 passes through Hellifield with a Fiddlers Ferry bound loaded coal working. [Michael Lynam](#)



On June 11th, Class 86 632 and 86 604 pass Slindon with a Tilbury RCT - Crewe Basford Hall SSN liner. [Keith Davies](#)



On July 19th, Class 66 623 'Bill Bolsover' passes Kempsey, Shrewsbury working the 6V82 13:54 Tunstead Sdgs - Westbury Lafarge cement. [Keith Davies](#)

Class 66 711 is seen at Ironbridge on July 18th with a Biomass working from Liverpool Bulk Terminal. [Jon Jebb](#)



Class 66 738 'Huddersfield Town' hauls 66 565 and just 2 wagons as the 6K50 Toton - Crewe engineers passes through Burton on July 14th. [Stuart Hillis](#)



Class 66 763 hauls 59 003 'Yeoman Highlander', 56 006 and 45 060 'Sherwood Forester' from Bishops Lydeard to Eastleigh Works through Eastleigh station on June 9th. [Robert Bates](#)



Class 66 756 passes through Northampton working the 4M23 Felixtowe to Hams Hall on July 3rd. [Derek Elston](#)



With Class 20 314 and 20 311 leading, 20 132 and 20 118 are seen on the rear of the 7X09 Old Dalby - West Ruislip at Moira West Jct. on July 20th. [Stuart Hillis](#)

Right: Class 66 772 and 66 765 work the 6K50 Toton - Crewe engineers through Burton on July 15th. [Stuart Hillis](#)

Main: Running a little late, Class 47 815 'Great Western' eases down platform 2 with the 5Z24 Northampton EMT to Doncaster Wabtec conveying Class 321 411, July 6th. [Derek Elston](#)

Below: Class 66 749 leads the 6M42 09:47 Neasden Charringtons to Bardon Hill empty stone, seen approaching Harrowden Junction on July 22nd. [Derek Elston](#)



Right: Class 66731 working the 6M01 Tinsley Yard - Bardon Hill Quarry empty
hoppers, passes through Burton on July 20th. [Stuart Hillis](#)

Main: Class 66 752 heads across Northwich Viaduct at Hunts Lock on the
Weaver Navigation with 4F50 10:58 Northwich TC - Liverpool bulk terminal
on July 5th. [Nick Clemson](#)



Right: On July 15th, Class 66 748 passes Walcot working the 6V09 10:51 Tinsley Yard
GBRf - Coton Hill TC GBRf. [Keith Davies](#)

Main: Class 66 747 heads through Nether Alderley working the 4M21 03:10
Felixstowe North - Trafford Park Euroterminal on July 4th. [Nick Clemson](#)

Below: Class 66 752 'The Hoosier State' stands at Ironbridge on July 18th with a
Liverpool Bulk to Ironbridge Biomass working. [Jon Jebb](#)



Right: Class 66 725 powers past Hasland with the 6M08 13:22 Tunstead - Small Heath on July 31st. [Nick Clemson](#)

Main: Class 66 711 'Sense' (a river near Bardon Hill) in Aggregate Industries livery, is seen here passing Winwick Jct. on July 9th with the 6G60 Liverpool Bulk Terminal - Ironbridge power station Biomass working. [Dave Harris](#)

Below: Class 66 702 heads north through Hellifield on July 15th with a Drax - New Biggin Gypsum working. [Michael Lynam](#)



Class 20 118 and 20 132 pass North Staffs Jct. working the 7X23 09:33 Derby
Litchurch Lane - Old Dalby 'S' stock move on July 3rd. [Nick Clemson](#)



Right: Class 66 760 passes through Shrewsbury working the 6Z32 10:51 Tinsley Yard - Coton Hill TC empty stone hoppers. [Keith Davies](#)

Main: Under threatening skies, Class 66 714 catches the last of the sun at Nether Alderley with the 4M21 03:10 Felixstowe - Trafford Park Euroterminal on July 25th. [Nick Clemson](#)

Below: Class 66 738 'Huddersfield Town' working the 6E89 Portbury - Hexthorpe empty gypsum wagons, passes Nemesis Rail, Burton on July 4th. [Stuart Hillis](#)



Right: Class 73 963 and 73961 head light engine northbound through Church Brampton on July 28th working Tonbridge West Yard to Crewe IEMD. [Geoff Barton](#)

Main: Class 66 744 'Crossrail' is seen at Hadnall working the 6G57 15:00 Liverpool Bulk Terminal - Ironbridge power station loaded Biomass. [Keith Davies](#)

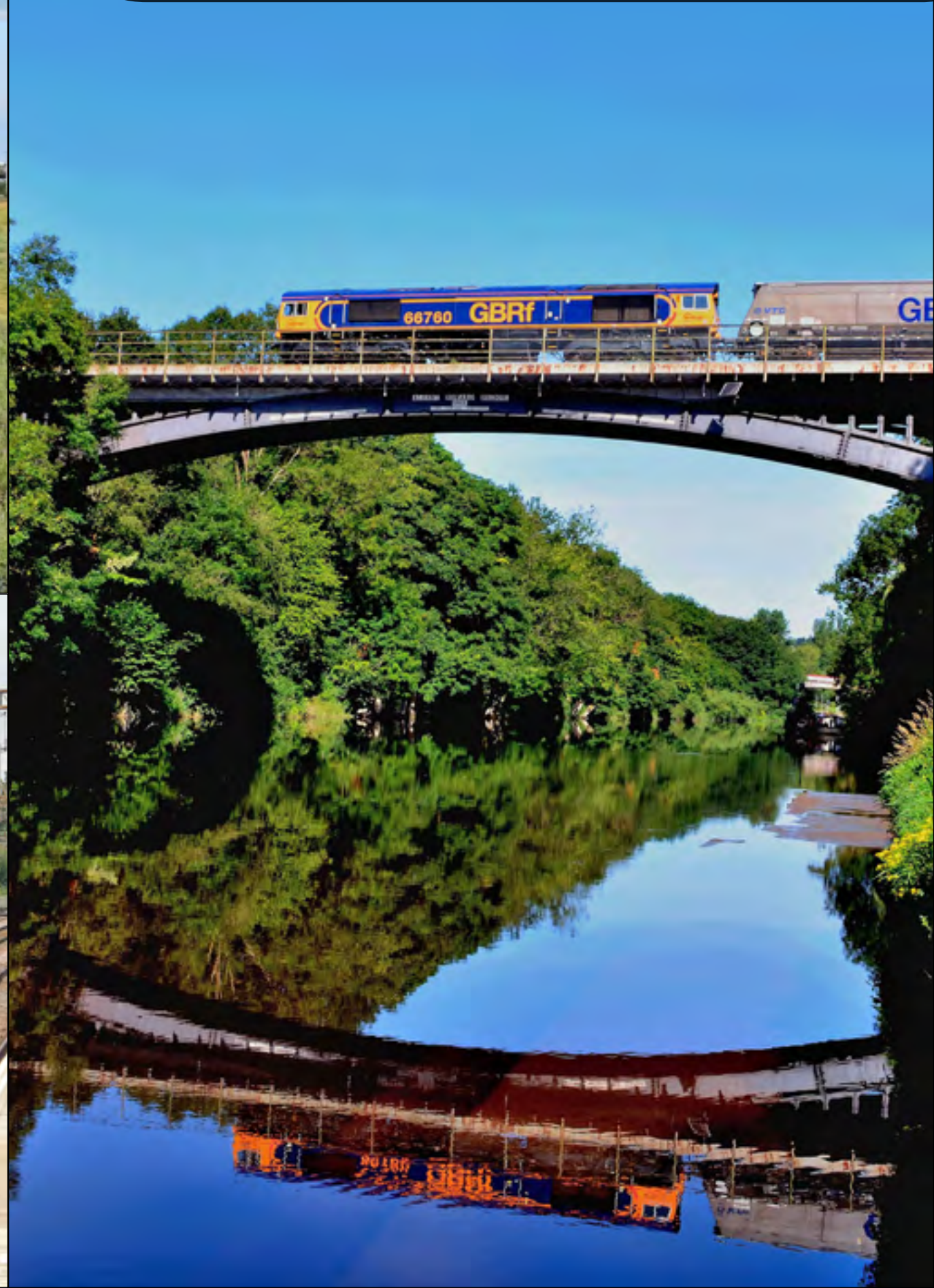
Below: Looking immaculate in its new livery, Class 66 711 passes Slindon with the 4F61 13:00 Ironbridge - Tuebrook Sidings on July 10th. [Nick Clemson](#)



Class 66 711 carrying Aggregate Industries livery, heads an Ironbridge power station to Liverpool Bulk Terminal through Winwick on July 18th. [Tim Richardson](#)



Class 66 760 crosses the Albert Edward bridge as it arrives into Ironbridge on July 31st working the 6G62 04:52 Liverpool Bulk - Ironbridge power station. [Keith Davies](#)



Class 66 762 with two container flats in tow passes through Northampton working 4Z66 Daventry GBRf to Peterborough GBRf on July 15th. [Derek Elston](#)

Class 73 961 (with 73962 on the rear) approaches Warrington Bank Quay on July 29th, working the 5Z73 09:53 Crewe DMD to Crewe DMD. The locomotives were on ETH testing duties utilising Riviera coaching stock. [Andy Parkinson](#)



Class 73 964, 73 961, 66 769 and 66 768 are seen approaching Harrowden Junction on July 3rd with the 10:54 Brush Works to Tonbridge West Yard. [Derek Elston](#)



Fresh from the paintshop, Class 66 711 passes March East Box hauling a Felxtowe to Doncaster Railport service on July 7th. [Charlie Robbins](#)



Class 66 730 working the 6G57 Liverpool - Ironbridge loaded Biomass passes Battlefield on August 2nd. [Phil Martin](#)



Class 66 714 heads through Manchester Oxford Road on July 24th working a Felxtowe to Trafford Park liner. [Brian Hewertson](#)

Abellio Greater Anglia

Right: Class 90 004 'City of Chelmsford' arrives at Stratford with the 16:36 service to London Liverpool Street, July 17th. [Derek Elston](#)

Main: Class 90 003 passes through Stratford on July 25th working a Norwich to London Liverpool St. service. [Brian Battersby](#)

Below: Class 90 013 stands at London Liverpool St. on July 25th awaiting departure time with a service to Norwich. [Brian Battersby](#)



Network Rail

On July 6th, Class 37 175 and 37 219 worked the 1Q06 track recorder from Doncaster West Yard on a tour of North Lincolnshire, seen here approaching Scunthorpe. [Steve Thompson](#)



Right: Class 67 023 is seen on the rear of a Network Rail train from Derby RTC, heading through Malvern Wells on June 17th, Class 67 008 was leading. [Neil Pugh](#)

Main: Class 37 601 leads a test train through Harrowden Junction on July 25th, heading from Hither Green to Derby. [Geoff Barton](#)

Below: Class 67 008 and 67 023 top'n'tail the 1Q15 Derby - Oxford - Worcester - Derby RTC test train through Burton on July 15th. [Stuart Hillis](#)



Right: Class 73 963 'Janice' and 73 962 'Dick Mabbut' lead the 5073 Derby RTC to Tonbridge West Yard through Bedford North Junction on July 1st. [Derek Elston](#)

Main: Class 97 303 and 97 302 climb Battlefield Bank hauling the 6W70 05:05 Barmouth - Crewe Basford Hall ballast working. [Keith Davies](#)

Below: On July 8th, Class 37 175 and 37 219 top'n'tail a Network Rail test train at Doncaster, seen here recessing into the West Yard. [Brian Hewertson](#)



On July 27th, Class 37 667 waits time at Northampton working a Derby RTC to Euston Downside test train. [Derek Elston](#)



Class 67 023 leads a Derby to Derby test train through Harrowden Junction on July 24th. [Geoff Barton](#)



Class 37 219 with DBSO No. 9714 on the rear, works the 3Z06 Eastleigh Arlington - Derby RTC through Burton on July 25th. [Stuart Hillis](#)



Class 67 023 and DVT No. 82145 are seen at Burton on July 14th working the 1Q28 Derby RTC - Willesden. [Stuart Hillis](#)

Class 37 688 heads south through Harrowden Junction on August 1st with a test train from Derby to Hither Green. [Geoff Barton](#)



Units: DMUs and EMUs

South West Trains' Class 158 014 working the 13:50 Waterloo to Salisbury passes Woking Up Yard on June 27th. [Stewart Smith](#)





Left: Virgin Trains' Class 390 002 stands at Crewe on July 2nd working a service to London Euston. [Steve Stepney](#)

Main: Arriva Trains Wales services pass at Manchester Piccadilly on July 8th as Class 175 109 arrives with a service to Llandudno, whilst DVT No. 82308 arrives from Holyhead with Class 67 022 supplying the power on the rear. [Michael Lynam](#)

Below: On July 16th, Arriva Trains Wales Class 153 367 passes Dorrington working a Craven Arms - Shrewsbury service. [Phil Martin](#)



Right: On July 25th, East Midlands Trains' Class 153 379 is seen at Nottingham with a terminating service from Lincoln. [Paul Godding](#)

Main: Southern's Class 377 327 is seen stabled on Brighton's, Lovers Walk depot, July 25th. [Derek Elston](#)

Below: On July 17th, Abellio Greater Anglia's Class 153 309 'Gerard Fiennes' arrives into Marks Tey working the Sudbury branch. Note the destination! [Derek Elston](#)



On July 1st, South West Trains' Class 456 020 working a Guildford service passes Thameslink's Class 319 372 on a service heading for Wimbledon whilst in the background can be seen the roof of a Desiro unit also heading for Wimbledon.
Charlie Robbins



Right: CrossCountry's Class 170 106 passes North Stafford Jct. with the 1G26 12:41 Nottingham - Birmingham service on July 3rd. [Nick Clemson](#)

Main: TFL Rail's Class 315 830 in plain white livery with TFL-Rail roundels applied, departs Stratford on July 17th heading for Shenfield. [Derek Elston](#)

Below: On July 24th, Northern's Class 319 368 calls at Manchester Oxford Road with a service to Liverpool whilst 319 367 heads to the airport. [Brian Hewertson](#)



On June 23rd, a busy Liverpool Lime St. as First TransPennine Express' Class 185 115 arrives with the 09:10 Newcastle – Liverpool and Northern's Class 319 364 recently arrived with 11:03 ex Wigan North Western, whilst TPE Class 185 150 prepares to depart with the 12:12 service to Newcastle. [Nick Clemson](#)



Right: On July 17th, Abellio Greater Anglia's Class 321 362 stands at Southminster awaiting it's 14.56 departure time to Wickford. [Derek Elston](#)

Main: Northern EMU Class 319 361 waits to depart Manchester Victoria on July 8th working a service to Liverpool Lime Street. [Michael Lynam](#)

Below: Northern's Class 156 420 and 156 480 call at Chorley with the 2H08 14:20 Preston - Hazel Grove service on August 3rd. [John Balaam](#)



Northern Rail's Class 158 849 approaches Preston on July 11th with a service to Blackpool North. [Brian Battersby](#)



London Overground's Class 378 216 arrives into Hampstead Heath on July 17th. [Derek Elston](#)



East Midlands Trains' Class 153 384 passes two track workers at Willington whilst working the 1K13 14:07 Crewe - Derby service on July 9th. [Nick Clemson](#)



Great Northern's Class 313 055 stands at London Kings Cross on July 25th with a service to Welwyn G. C. [Class47](#)

Right: London Overground's Class 378 227, still a 4 car set, approaches Hampstead Heath on July 17th with a service to Stratford. [Derek Elston](#)

Main: Northern Rail's Class 142 003 and 156 426 are seen crossing Whalley Viaduct with the 2J58 16:44 Clitheroe to Manchester Victoria on July 15th. [Dave Felton](#)

Below: London Midland's Class 323 EMUs are rarely seen at Northampton but on July 6th, Class 323 211 passes through heading to Wolverton. [Derek Elston](#)



Arriva Trains Wales Class 150 284 crosses Hawarden Bridge with a service to Bidston on July 14th. [Brian Battersby](#)



A driving car from South West Trains Class 458 022 is seen heading into the works at Doncaster on July 22nd, dragged by Class 08 724. [Michael Lynam](#)



Abellio's Class 170 273 arrives into Peterborough on July 25th, amazingly still carrying its Greater Anglia livery. [Class47](#)



Northern's Class 158 905 passes through the Hoghton area working the 1B13 08:11 service from Blackpool North to York on July 1st. [Dave Felton](#)

Right: SouthEastern's Class 375 615 is seen at London Bridge on July 25th with a service to Cannon Street. [Class47](#)

Main: An unidentified Southern Class 377 is seen in the rolling Sussex countryside as it approaching Southerham Junction on July 25th. [Derek Elston](#)



Right: Southern's Class 313 208 arrives into Brighton on July 25th with a Coastway service. [Derek Elston](#)

Main: First TransPennine Express' Class 350 404 stands at Carlisle on July 11th, along with another set, working a service to Manchester Airport. [Brian Battersby](#)

Below: On July 29th, Northern Rail's Class 142 053 arrives into Huncoat working a Blackpool South - Colne service. [Michael Lynam](#)



On June 22nd, First Great Western's Class 143 617 and 143 603 arrive into Dawlish with a Paignton to Exmouth working. [Eddie Emmott](#)



Merseyrail's Class 507 027 is seen departing Capenhurst on July 25th with a service to Liverpool Central. [Brian Battersby](#)



Northern Rail's Class 142 005 heads towards Bamber Bridge working the 2S17 08:23 service from Colne to Blackpool South on July 1st. [Dave Felton](#)



Abellio Greater Anglia's Class 170 270 arrives into platform 4 at Ipswich from a Peterborough working. These former GE mainline trains now see work on all AGAs branch lines but are in desperate need of refurbishment. This example is still in the "one" livery applied by National Express, the last but one franchise owner who is also one of those shortlisted to return for the new franchise in 2016. [Tim Ward](#)

Right: First Great Western's Class 158 959 passes through Malvern Wells on July 16th heading for Great Malvern to form the 12:51 service to Weymouth. [Neil Pugh](#)

Main: TFL Rail's Class 315 854 arrives into Romford on July 25th working a London Liverpool St. to Shenfield service. [Brian Battersby](#)

Below: Northern's Class 142 061 approaches Blackburn with the 2N14 08:20 service from Blackpool South to Colne on July 30th. [Dave Felton](#)



Abellio Greater Anglia's fleet of Class 156s are arguably their smartest, most uniformly presented sets. Here Class 156 416 arrives into platform 1 at Ipswich from a trip to Lowestoft on July 1st. [Tim Ward](#)



First Great Western's Class 150 101 approaches Great Malvern station on July 17th. [Neil Pugh](#)



On July 25th, Merseyrail's Class 508 103 stands at Chester having arrived with a service from Liverpool Central. [Brian Battersby](#)

News and Features:

Scotrail - life north of the border

On July 12th, Virgin Trains' Class 390 125 heads the 1S67 12:28 London Euston - Glasgow Central through Mount Florida station on the Cathcart Circle line, diverted due to engineering work at Cambuslang. [Jonathan McGurk](#)



Right: Class 314 201 works the 2P15 15:20 Larkhall - Glasgow Central High Level Via Queens Park as it arrives into Croftfoot on July 12th, diverted due to engineering work at Cambuslang. [Jonathan McGurk](#)

Main: Another diversion on July 12th due to the engineering work at Cambuslang, as Class 320 317 works the 2B69 15:20 Lanark - Glasgow Central High Level via Maxwell Park is seen passing through Kings Park. [Jonathan McGurk](#)



Right: Class 68 006 'Daring' heads into Edinburgh Waverley with the ECS from Motherwell for a service to Cardenden on June 29th. [Robert Bates](#)

Main: LNER A4 No. 60007 'Sir Nigel Gresley' working 'The Cathedrals Express' crosses Jamestown viaduct on July 6th. [Richard Jones](#)

Below: On the day the Forth Rail Bridge was given World Heritage Status by UNESCO in its 125th year, July 5th, A1 No. 60163 'Tornado' crosses the bridge working a morning SRPS Fife Circle Tour. [Richard Jones](#)



Right: Scotrail's Class 380 109 departs Greenock with a service to Glasgow Central. [Michael Lynam](#)

Main: Class 314 206, still carrying Strathclyde PTE colours, stands alongside Class 380 005 in Glasgow Central. [Michael Lynam](#)

Below: First Scotrail liveried Class 156 485 arrives at Oban with a service from Glasgow Queen Street. [Michael Lynam](#)



Nottingham Trams / NET

Right: Bombardier Incentro AT6/5 tram No. 207 in PayPoint livery, is seen heading into the city centre on July 25th. [Paul Godding](#)

Main: New Alstom Citadis 302 tram No. 237 arrives into Old Market Square on July 25th, working a service to the railway station. [Paul Godding](#)



Going Underground

Carrying the Night Tube livery, Piccadilly line unit No. 103 is seen heading through Stamford Brook on July 25th working a service to Arnos Grove. [Class47](#)



District line 'D' stock No. 7103 is seen departing Stamford Brook on July 25th as a Piccadilly line service to Heathrow Airport approaches. [Class47](#)



DRS Open Day, Carlisle Kingmoor

Class 66 302 is pictured heading through the loco wash at Kingmoor depot during the open day held on July 18th. [Brian Battersby](#)



Class 37 401 'Mary Queen of Scots' and 47 712 (ex Lady Diana Spencer) stand side by side at Carlisle Kingmoor on July 18th. [Andy Parkinson](#)



Northern Belle liveried Class 57 312 is pictured off its bogies and on jacks at the Carlisle depot. [Brian Battersby](#)



Awaiting repairs, Class 20 304 is seen inside the maintenance shed at Carlisle Kingmoor. [Brian Battersby](#)

Fares Advice *with RailUK*

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

Through tickets to the Isle of Wight

Q: I'm planning a day trip to the Isle of Wight at some point. Does a ticket from, say, Brighton to Shanklin include travel on a ferry crossing? If so, which ferry?

I've noticed that tickets from some SWT stations (e.g. Havant, Waterloo) to Shanklin have separately-priced tickets for Wightlink vs. Hovertravel, but something like Brighton-Shanklin just has "Any Permitted", so does that allow travel on either Wightlink or Hovertravel?

A: Unless otherwise stated in the "Route" field, through tickets to Island Line stations are only valid on Wightlink from Portsmouth to Ryde. For the other routes, you need to buy to the relevant terminal on the island (Cowes East for Red Funnel ferries, Cowes West for Red Jet, Ryde Hoverport or Yarmouth IOW) and then buy a separate ticket for Island Line

You must sit in your reserved seat!

Q: I travelled upon a certain open access operator in Yorkshire and encountered an issue i have not come across before. I was instructed by the guard that i MUST sit in my reserved seat or else! Is this the correct application of the conditions of carriage? When challenged the guard responded with:

1) We are an open access operator so have our own rules

2) Advance tickets reduce flexibility particularly

with regard to seating

3) The train is very busy followed by it will be later followed by

4) All the seats are reserved but for a very small number

5) Removing the ticket from an unoccupied seat and allowing someone else to sit there wasn't acceptable as "it doesn't work like that"

6) 50 walk up passengers are coming

A: *The guard was correct, you "must" sit in your booked seat. Rarely enforced of course. But the official wording is "Where applicable, you must travel in the Class and reserved seat(s) shown on the ticket(s)" However realistically you can occupy any seat that isn't already occupied or otherwise reserved as long as you are travelling on the booked service stated on your ticket, and subject to the appropriate class of accommodation you have paid for.*

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you.

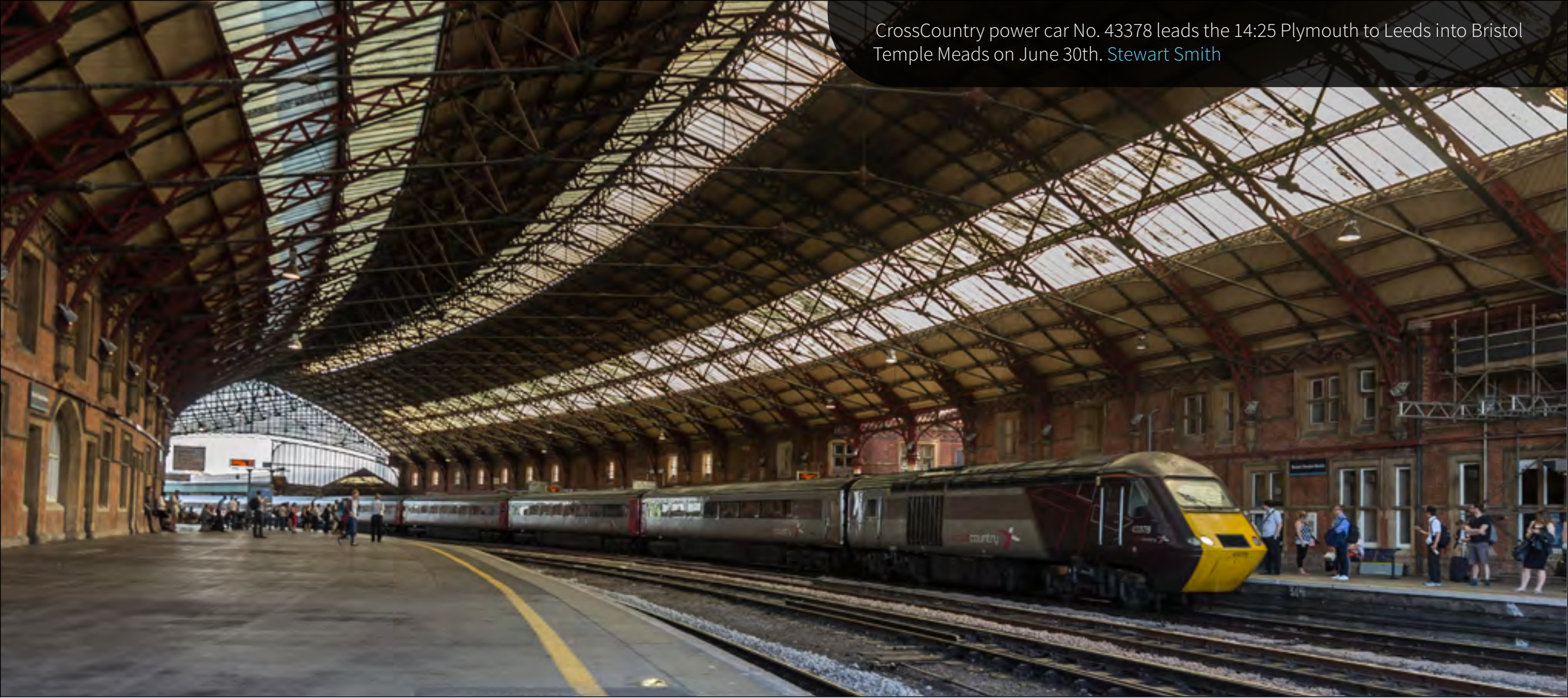
Never pay over the odds again, and ask us if you need help! See you there!

LMS Princess Coronation Class No. 46233 'Duchess Of Hamilton' and support coach work the 5Z23 Butterley MRC - Crewe Heritage Centre through Burton on July 15th. [Stuart Hillis](#)



Royal Mail's Class 325 012 heads south at Church Brampton on July 21st with a Crewe to Willesden working. [Geoff Barton](#)

CrossCountry power car No. 43378 leads the 14:25 Plymouth to Leeds into Bristol Temple Meads on June 30th. [Stewart Smith](#)



DB Schenker Rail UK runs first service to Barrington Quarry

DB Schenker Rail UK has run its first train into Barrington quarry in Cambridgeshire on behalf of building materials supplier, CEMEX UK. The service will transport inert materials from the London construction market to Barrington, where it will be used to restore and fill the quarry, which previously supplied chalk to the, now closed, Barrington cement works.

DB Schenker Rail UK will run one train per day from Willesden, North London to the site expanding the service to two trains during August in a two-year contract with CEMEX UK. Each train will be formed of 22 wagons and carry approximately 1,500 tonnes of material, the equivalent

of around 75 lorry loads. Using rail freight to collect the inert material rather than moving them to landfill sites by road will reduce road traffic in London and decrease CO2 emissions.

The Barrington Light Railway that links the quarry to the national network has recently been renovated by CEMEX to serve the site. This work included strengthening a bridge on the line to allow the passage of mainline locomotives for the first time. The Barrington line has served the London construction industry for over 90 years.

It was previously used to bring in fuel and raw materials into the cement plant and transport cement in bulk and bags from the plant to the capital for concrete production throughout the South East. The line will now provide an alternative to road for the removal of inert materials from the booming London

construction market.

David Fletcher, Head of Construction Sales for DB Schenker Rail UK, said: "We are honoured to run the first service to the quarry on the Barrington Light Railway. Our partnership with Cemex provides an efficient and eco-friendly way to transport and recycle construction materials from the capital. "We will be expanding our service to two trains in August and there is the potential for this to increase to three per day as the construction market in London continues to grow."

Mark Grimshaw-Smith Head of Rail Freight at CEMEX UK, said: "It is fantastic to have been able to reinstate the Barrington Light Railway and see it in use again on this project. The quarry can now be restored with minimal impact on the environment and to the local community."

All aboard for the Great British ‘Where’s Wally?’ Hunt

Virgin Trains has launched a nationwide “Where’s Wally? Hunt” to encourage families to get out and about this summer. One hundred replicas of the much-loved character were dispatched on July 20th ready for the challenge to begin.

Wally, who is known to appear in train stations in the famous books created by Martin Hanford, will follow suit in the real world with life size cut-outs and smaller transfers blending into real crowds, cityscapes, train stations and trains along the West Coast Main Line. Manchester, Liverpool and Edinburgh are among cities where replica Wallys can be spotted by the most eagle-eyed travellers.



The hunt runs for six weeks throughout the school holidays, and promises to keep families entertained during their summer travels. Families should head towards city landmarks and train stations to have the edge on spotting the bespectacled character. Knowing Wally likes to mix in with the crowd, however, Virgin Trains will also be helping out intrepid explorers by releasing a series of clues via its social media channels.

To enter, those joining the hunt need simply snap a picture of themselves with a Wally on the route. Once they’ve found as many as they can, they simply tweet the total number of Wallys they’ve found to @VirginTrains using the hashtag #FoundWally or enter via the Virgin Trains Facebook page by August 31. The family/family member to find the most Wallys will win a luxury Virgin Trains Escape Weekend in London, courtesy of SuperBreak.

Steve Tennant, Executive Director of Customer Service at Virgin Trains, said: “Every kid looks forward to the summer holidays and all the fun of six weeks off; we’re always focussed on helping parents and families make the most of every second – even when travelling. Bringing Where’s Wally? into the Virgin Trains crew will make for a summer to remember and we can’t wait to take him out of the books and into the nation’s cities. What’s more, we hope that adventurous families joining the hunt will take advantage of our new Family Ticket, which will help them travel for less this summer.”

To find out more about the Where’s Wally? hunt and Family Tickets, please visit Virgin Trains Facebook and Twitter pages and <http://www.virgintrains.co.uk/family-offer/>

Network Rail’s Stoneblower No. DR80205 arrives at Northampton from Woking Up Yard and heads into Castle Yard for stabling, July 6th. [Derek Elston](#)



On July 15th, West Coast’s Class 37 518 and 47 832 are seen at Hellifield working a Carnforth to Carnforth test run. [Michael Lynam](#)

Delivering great service bears fruit for DB Schenker customers

DB Schenker Rail UK has secured a contract with International Procurement and Logistics (IPL) to transport containers carrying produce on its weekly services from London Gateway to Wakefield Europort. The UK's leading rail freight operator will be providing two services a week for IPL as part of the contract. The first service delivered sixteen containers of bananas that had arrived from Costa Rica into London Gateway, the UK's newest container port.

IPL is the direct sourcing arm of Asda Walmart. Previously, the containers would have been moved to IPL's distribution centre at Ackton by road. The introduction of DB Schenker's rail freight service means that up to 25 round trips via road will be removed each week, also leading to a reduction in CO2 emissions.

Alfred van Wyk, Logistics Development Manager for DBSR UK, said: "The new contract shows that IPL has faith in our abilities to deliver in full and on time and they are delighted with the service that we have provided so far."

Wayne Olivier, Deep Sea and Inland Logistics Manager (UK) at IPL, added: "We are very pleased with the service and look forward to continuing this contract and our partnership with DBSR UK."



On July 7th, Class 55 No. D9009 'Alycidon' arrives into Doncaster working 'The White Rose' railtour from London Kings Cross to York. [Brian Hewertson](#)

GB Railfreight and Aggregate Industries celebrate extension of Bardon Hill Quarry with locomotive naming

On July 2nd, GB Railfreight and Aggregate Industries named locomotive number 66711 'Sence' at a ceremony at Aggregate Industries' Bardon Hill Quarry in Coalville, Leicestershire.

'Project Sence' is the project name given to the new extension to Bardon Hill Quarry because the source of the River Sence lies just to the north of the new quarry. This extension will secure the life of the quarry for the next 40 years, safeguarding onsite jobs and delivering construction materials for the UK.

Bardon Hill Quarry is an important rail-linked quarry. It produces on average 3 million tonnes of crushed rock each

year, with around one third distributed by rail. GB Railfreight runs five flows a day, five days a week from the quarry taking the stone to handling sites in Sheffield and London.

Proceedings commenced at 10:45 and saw speeches from GB Railfreight's Managing Director, John Smith, Aggregate Industries' Regional Director, Colin Parke, and Aggregate Industries' Director of Aggregates and Cementitious Materials Division, Philippe Frenay. This was followed by the plaque reveal itself, undertaken by school children from the local Belvoirdale Primary School.

Earlier this year, GBRf officially announced that it had signed a five-year deal with Aggregate Industries, to transport aggregates, such as sand and stone, from AI quarries to various depots and handling sites across the UK.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is honoured to rededicate one of our locomotives to celebrate 'Project Sence' and the important role the extension of Bardon Hill Quarry will play in sustaining the future of quarrying in Leicestershire. It signifies the close working relationship we have with

Aggregate Industries and is an important part of the growing aggregate operations we run across the UK."

Philippe Frenay, Director of Aggregates and Cementitious Materials Division at Aggregate Industries, said: "Last year we transported almost a million tonnes of aggregate from Bardon Hill by rail. That's around a third of our total production for the year. If we'd had to rely on trucks to deliver this stone, we'd have used in excess of 30,000 of them. Transporting by rail means that we can keep lorries off the roads, making our highways safer, cleaner, less congested and more environmentally friendly for the people of Britain. The dedication, professionalism and experience of John and the GB Railfreight team have proven invaluable and we look forward to many successful years working together."

Thameslink passengers catch glimpse of high-tech commuting future as new Siemens-built train arrives

The UK is now home to the first brand new Siemens-built Class 700 Desiro City train, which is set to transform passenger experience on the Thameslink rail routes when it rolls into action next year.

Designed to provide much-needed extra capacity on the South-East's busy commuter routes, the train arrived at the newly constructed Three Bridges traincare facility near Crawley, West Sussex in the early hours of 31 July 2015.

The trains feature intelligent air conditioning, wide doors and open through-carriages which contribute to a more accessible and comfortable passenger experience. The delivery of this first train is part of the Government-sponsored Thameslink Programme of infrastructure improvements and new rolling stock that will transform north-south travel through London, reduce crowding, increase capacity and improve reliability on one of the busiest routes in the UK.

Thousands of jobs are being created as a result of the Thameslink Programme, including up to 2,000 across the UK supply chain in component manufacturing, assembly, construction of new depots and subsequent maintenance. A considerable number of components for the new train are being manufactured by suppliers throughout the UK, further emphasising the UK rail industry's

ability to compete on a global scale.

Rail Minister Claire Perry said: "We are investing record amounts building a world-class railway that provides more capacity, more services and better journeys. The Class 700 trains will transform rail travel for customers and provide a massive jobs boost for Britain and a significant boost to our economy. The arrival of this first train is a huge step forward for the Government-sponsored Thameslink Programme, which is creating thousands of jobs across the country and is a vital part of our long-term economic plan. I am looking forward to these spacious new trains being introduced across London and the South East on schedule from Spring next year providing quicker, more reliable and more comfortable journeys for millions of customers."

Commenting on the arrival of the first Class 700 train, Iain Smith, Programme Director of the Thameslink Rolling Stock Project at Siemens, said: "The arrival of the first train into Three Bridges is a real milestone for Thameslink and is a hugely exciting moment for us at Siemens. It signifies major progress towards the transformation of the Thameslink services, a step change in the passenger experience and a real sense of the future. We will now be focused on testing and commissioning the train, while GTR trains drivers and maintenance staff to ensure that everything is ready for the start of service next year."

Class 26 007 is seen at Doncaster on July 22nd, having been removed from a convoy heading for the Wensleydale Railway with a hot box. [Michael Lynam](#)



DB Schenker Rail UK teams up with PD Ports for new intermodal service

DB Schenker Rail UK has collaborated with PD Ports in a completely new offering for the market, believed to be the first time that a rail freight company has partnered directly with a port to serve the Intermodal sector. From Monday 3rd August DB Schenker Rail UK will run a direct daily service (Monday to Friday) from the PD Ports owned Teesport in Middlesbrough to Mossend and Grangemouth in Scotland. The onward leg to Grangemouth from Mossend has been enabled through close collaboration with WH Malcolm's. The service will transport containerised traffic.

Les Morris, Head of Sales at DB Schenker Rail UK, said: "We are delighted to be working with PD Ports on this innovative and dynamic offering to the

Intermodal market. We have worked closely with PD Ports to bring this service to fruition, which will transport goods directly from Teesport to Scotland. This is an excellent example of how logistics companies can come together to provide bespoke solutions for our customers."

Geoff Lippitt, PD Ports' Business Development Director, said: "This new service operated by DB Schenker Rail UK will allow us to further develop Teesport's connections with Scotland and enhance the Port's transport infrastructure network to the benefit of shipping lines and intermodal customers. It will also provide daily links to European roll on-roll off (ro-ro) and load on-load off (lo-lo) services."

"The recent investment in a dedicated rail terminal at Teesport is part of PD Ports' wider growth strategy to position the Port as the Northern Gateway for containerised goods destined for the north of the UK. In the last three years we have seen the implementation of a new terminal operating system, the arrival of new RTG cranes and reach stackers as well as significant investment in yard infrastructure."

First brand new Gatwick Express carriage on test

The first carriage of the brand new Gatwick Express train, the Class 387/2, has been built and is undergoing static testing by Bombardier Transportation at its manufacturing plant in Derby.

Govia Thameslink Railway (GTR) announced in November that it had signed a £145.2 million order for 108 new custom-built train carriages. The new Gatwick Express trains are due to enter service in 2016, replacing the 1980s-built 442 trains which have been operating on the Gatwick Express service since 2008, and are part of a massive investment in new trains by GTR.

The 27 four-car Class 387/2s trains have been specially designed for the airport route with: easier boarding; better luggage space; two-by-two seating; power points at every seat; air-conditioning; Wi-Fi; the latest automated on-board service information; excellent facilities for people with disabilities

Angie Doll, the new Passenger Service Director for Gatwick Express, said: “This is a key milestone in the journey to brand new trains for Gatwick Express. The benefits our passengers will receive will also be felt by those travelling from Brighton, as in the off-peak some of these trains will be extended to this station.”

Alan Fravolini, Bombardier’s Project Director said: “These new trains for Gatwick Express demonstrate how our ELECTROSTAR product has the flexibility to meet wide-ranging requirements from train operators, including airport services. We’re delighted to be supplying these new trains, in support of GTR’s investment programme



Class 09 026 complete with ‘The Sussex Scot’ headboard is seen at Lovers Walk, Brighton on July 25th. [Derek Elston](#)

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



Pathfinder’s ‘The Norfolk Explorer’ from Bristol to Dearham on July 8th is seen approaching Nuneaton with Class 37 607 and 37 612 in charge. [John Alsop](#)

On July 4th, Class 55 No. D9009 heads through Nuneaton with a Pathfinder tour from Derby to Kingswear. [John Alsop](#)



New air-conditioned trains enter service on Thameslink

Rail passengers can now expect to travel on modern, air conditioned trains as Thameslink accepted the last of its Class 387 trains into service. The final two Class 387/1 trains have entered service between Bedford and Brighton, marking the completion of the 29 new, modern trains arriving on the Thameslink route.

The first trains entered service in December 2014 and replace 27-year-old Class 319 trains on the network. The majority of services that passengers now journey on are modern, air conditioned Class 387 or Class 377 trains.

Stuart Cheshire, Passenger Service Director for Thameslink said: “I’m thrilled that Thameslink passengers can enjoy one of the newest fleet of trains in the country, soon to be followed by the arrival of the Class 700s in spring next year. The air conditioning makes a big difference to our passengers’ comfort, particularly during the hot weather we are experiencing at the moment.”

The Bombardier-built Thameslink Class 387/1 fleet boast: two-by-two seating; air-conditioning; the latest automated on-board service information and excellent facilities for people with disabilities.

Since their introduction last year the fleet has run over 1.7m miles in passenger service, with the highest mileage unit already reaching 100,000 miles.

Historic beams to go Beamish



since 1863 when the bridge was first built, although it remains unclear why they were not removed when the second line closed.

Now, as part of strengthening work at the rural bridge, they have been carefully removed and donated to County Durham based museum.

Neil Gill, Senior Asset Engineer from Network Rail, said: “These

Two cast iron beams dating back to the 1860s have been donated to Beamish Museum. The parapets were removed from the railway bridge at Lodge Lane in Danby which carries the Esk Valley line between Middlesbrough and Whitby. The beams have effectively been redundant at the bridge since the second track was removed in the 1980s.

Engraved with the name of the manufacturer ‘Head Ashby and Co – Teesdale Iron Works’, it is thought that the beams have been in place

historic bridge beams provided support to an important part of the railway network for well over 150 years and I am delighted they will be preserved at Beamish Museum.”

Paul Jarman, Assistant Director Transport & Industry at Beamish said: “We are very grateful to Network Rail for donating these beams to us and to all involved in removing and moving them to the museum. We felt it was very important to save them and they will ultimately make an attractive and historic feature here.”



Colas Rail Tamping Machine No. DR73922 'John Snowdon' approaches Blackburn station with a movement from Hellifield to Crewe on June 4th. [Dave Felton](#)



Finishing touches applied at Nottingham station

Heritage terracotta cornices will be replaced at Nottingham station as the finishing touches are made to the station's £60 million upgrade. The bespoke mouldings in the porte-cochere of the Grade II* listed building will be made by a specialist Dutch firm which will see the 1904 building's facade returned to its former glory.



The vast majority of the improvements at the station were carried out over a two-year period before a grand reopening back in October 2014, with the huge investment seeing the creation of more shops, new platforms and a tram train bridge. Due to the limited number of suppliers with the skills to create such highly detailed terracotta mouldings, the work to the porte-cochere could not be completed before the official opening and will now begin later this month, with scaffolding to be constructed in the coming days.

It is expected that the complex operation, which involves carefully removing the existing mouldings, designing replacements and then hand crafting each new piece to go back in, will be completed by February 2017. Access to the station's platforms and shops will be maintained throughout, and the work will have no impact on train services.

Steve Hughes, area director for Network Rail, said: "The terracotta cornices at the front of Nottingham station need replacing and we have found a highly skilled supplier who is able to make them to the standard we expect for this wonderful, historic building. We are pleased to say that there will be no disruption to passengers using the station while the work is carried out and these finishing touches will be the jewel in the crown of the station."

August bank holiday signals second stage in Stafford rail development

Passengers are being advised to check before they travel this August bank holiday as long-term improvements to the railway near Stafford cause short-term changes to normal services. The vital work – which will improve performance, reliability and line speed in the Stafford area – will be carried out from the close of service on Friday 29 August until the first trains on Tuesday 1 September.

Trains will not be running through Stafford with Virgin Trains, CrossCountry and London Midland services being diverted. Buses will operate between Stoke-on-Trent and Stafford calling at Stone. London Midland trains between Liverpool and Birmingham will be running between Liverpool and Crewe only. Buses will be replacing trains between Crewe and Birmingham, calling at the intermediate stations normally served by these trains. The closure of the railway is necessary to complete the re-signalling of the Stafford area which will see 78 modern signals installed. The upgrade will boost the reliability of the equipment on this section of West Coast main line and will mean all platforms at Stafford station will be able to accommodate trains in either direction. This will help the overall reliability of the railway in Stafford.

Mark Killick, area director for Network Rail, said: "This is vital work will help to deliver regional and national benefits as the demand for passenger and freight services continues to increase on the West Coast main line. We have carefully planned the work to take place over the August bank holiday weekend when it is traditionally quieter. However we appreciate that it will still cause disruption to passengers and I thank them for their cooperation and patience. Working with London Midland, Virgin Trains and CrossCountry, we want to make sure that everyone who plans to travel over the bank holiday is prepared and has made the best choices to help them make their journey."

Gary Steele, train service planning manager at Virgin Trains, said: "The work at Stafford and Norton Bridge, which includes 78 new signals, improved track layouts and a new flyover, will increase capacity, reduce journey times and improve reliability. All of which adds up to a better experience for our customers. Customers who must travel in the Stafford area should be aware that their journeys will take longer and could be busy. Passengers are strongly recommended to seek advice from Virgin Trains staff or check for information on the Network Rail or Virgin Trains websites when planning their journey."

Steven Fisher, head of regional services at London Midland, said: "The works in August will affect a number of routes across our network and London Midland will be running rail-replacement bus services over the Bank Holiday weekend, so if you need to travel along the affected route during the closures, remember to allow plenty of time, plan ahead and check before you travel. There isn't an ideal time for improvement works to take place, but we have worked closely with Network Rail and other affected train operators to ensure that passengers are kept up to date and that disruption is kept to a minimum."

An immaculate Class 47 802 and 47 832 are seen at Carnforth on July 11th. Both locos were formerly DRS machines. [Brian Battersby](#)



‘Orange army’ on track to prepare Bath’s railway line for electrification

Network Rail’s ‘orange army’ has hit the first week milestone in the project to prepare Bath’s railway line for electrification, with all work currently on schedule. The £50m project started on Saturday 18 July and involves lowering 10km of track through Dundas Aqueduct, Box Tunnel, Middle Hill Tunnel and Sydney Gardens, as well as the installation of 11 new sets of points.

The purpose of lowering the track is to make room for the overhead line equipment that will be needed to power a new fleet of longer, faster, quieter and greener electric trains to run underneath. By lowering the track it also removes the need to make significant changes to Bath’s historic architecture.

By the end of July, the ‘orange army’ has completed track-lowering work under the A4 at Box Ashley and through Middle Hill Tunnel on the main line towards London Paddington.

Despite being on schedule, the work has not been without its challenges. These have included the discovery that some ‘catch pits’ – part of the railway’s drainage system - in the tunnels had deteriorated to a greater extent than expected. As a result the team has widened the scope of the electrification project to ensure those affected are replaced.

Andy Haynes, Network Rail’s project director for the west of England, said: “The first week of this complex project has gone well, with all our initial milestones completed on time despite some unexpected challenges.

“This section of track was last renewed in the 1970s, so we knew we could encounter extra work as we went along. We’ve made sure we give ourselves just enough contingency in our plans to deal with the unknowns which often crop up when working on ageing sections of the railway.”

To complete the work by 1 September there are timetable changes and in some cases replacement bus services running to and from Bath over the six-week duration of the project. Passengers are therefore advised to check rail websites for travel information if their journeys involve passing through this area.

Andy continued: “Bath remains open for business, albeit your journey may take longer than usual. “I apologise for any inconvenience this may cause, but please bear with us while we carry out this work to provide a better travelling experience for passengers in the future.”

Loco Fleet List 2015

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.

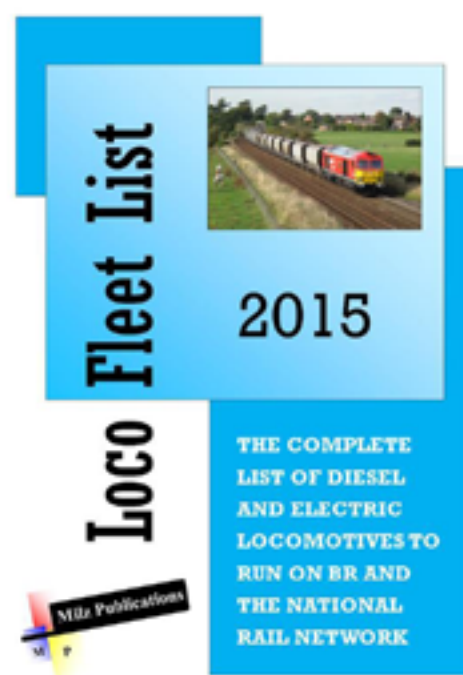
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

Loco Fleet List 2015 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 by using Paypal when visiting the Milz Publications website.

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



Colas Rail track machine No. DR73742 is seen stabled in sidings adjacent to Blackburn station on July 1st. [Dave Felton](#)



Work starts to reinstate rail link to Arcow and Dry Rigg quarries

Work has started on a £5million project to link two quarries near Horton in Ribblesdale with the Settle to Carlisle railway line, a move which will help remove up to 16,000 lorry journeys from the local road network. The project is being funded by Lafarge Tarmac which has for a number of years been in discussion with the Yorkshire Dales National Park Authority, Craven District Council, local parish councils and residents to examine the ways in which materials from its Arcow and Dryrigg quarries could be moved by rail.

Working with Network Rail, a solution was found through the reinstatement of a rail connection linking Arcow to the main Settle to Carlisle line, which was originally removed from operational use in the 1960s. Once reopened, the link will enable the transfer of materials by rail, removing thousands of lorry journeys from the Yorkshire Dales National Park each year.

Joelle Calderelli, Network Rail's scheme project manager, said: "This is a project which demonstrates the value of the railway to industry to move large amounts of material which is currently being transported by roads. Rail freight is better for the environment than road haulage and helps to remove thousands of vehicles from the road network. Work has already started and involves building a new railway embankment and installing all of the infrastructure to safely operate trains. Once completed, we will be connecting the new section to the mainline in late 2015."

Did you Know - Ken Mumford

First Great Western Rapport....

Lady: "Is this my train?"

Porter: "No, it belongs to First Great Western."

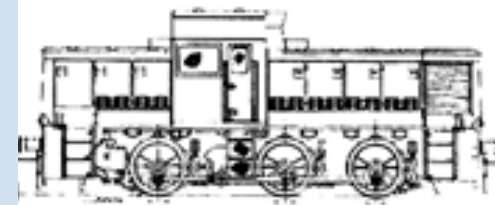
Lady: "Don't try to be funny. I mean to ask if I can take it to Newport?"

Porter: "No, madam, I'm afraid it's too heavy."



Teddys and Isettts

If you go down in the woods today - you won't find these teddy bears!!



With a cab [having a rounded top and curved windows] situated in the middle of the loco, when viewed from the front, these class 14 diesel-hydraulics were nicknamed 'Teddy Bears'. They were Swindon's last locos built for British Rail, and were actually a steam age diesel built with traditional loco tools and skills, proving that Swindon workers could build modern locos without the need for costly tooling up.

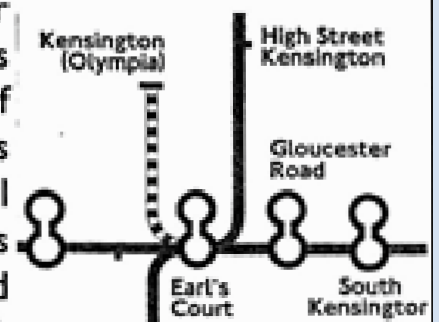
Did You Know?

Part of the Brighton Locomotive Works were used during 1957 for the construction of BMW Isetta Bubble Cars; completed ones were despatched by rail.



London Underground's 'Bumper Harris'

On October 4th 1911, Earl's Court Underground Station [known as the 'Crewe of the District line'] received the first public escalators, or 'Moving Stairs'. They linked the District Line platforms to the Piccadilly Line, but the public were very wary of them and a man with a wooden leg, who was known as 'Bumper' Harris, was employed to ride up and down all day demonstrating how safe it was. Some old ladies were not encouraged in the slightest, because they had a suspicion about how Mr. Harris had lost his other leg!



The Bridgnorth Castle Hill Railway is England's oldest and steepest inland Funicular Railway and opened in 1892. The current cars were constructed in 1955. [Michael Lynam](#)



Grand Central's power car No. 43484 speeds through Doncaster on July 22nd with a London Kings Cross - Sunderland service. [Michael Lynam](#)



Revamp of Paddington station will mean better facilities for passengers

Over the next 18 months Network Rail will be making significant changes to Paddington station to provide passengers with new and improved facilities and ultimately a better travelling experience. The Grade 1 listed structure is currently benefitting from a renovation of its roof and an upgrade to its lighting system above the platforms, but now Network Rail is starting a major programme of work to significantly improve the appearance of the station as a whole and provide growing numbers of passengers – 61 million forecast for this year - with a wider range of places to eat, drink and shop.

Details of this work are as follows: The area known as 'The Lawn' which houses the retail outlets at the back of the main station building is to be renovated to provide passengers with better retail choices and more food and drink outlets; Better waiting facilities, including more seating areas, will be installed; The glazing on the roof of the station will be replaced with new, clear windows to let in more natural daylight; The roof will be cleaned and the pillars, roof and steelwork repainted to improve the station's appearance.

In addition, First Great Western will be carrying out work to their ticket office to provide 12 ticket counters, install new state-of-the-art ticket machines and transform its appearance using a Brunel inspired design.

Natalie Holden, Network Rail's senior commercial scheme sponsor for the project, said: "Paddington is one of Britain's busiest stations and getting busier each year, so it's only right that passengers have the facilities to make their travelling experience better. We're working closely with English Heritage to preserve the heritage of this iconic building, making sure the changes we make are sensitive to the original structure and take account of its Grade 1 listed status."

During the 18-month duration of the project, train services will not be affected by the work but passengers will notice changes to the layout of the station and to some of the retail outlets.

Natalie continued: "Paddington will remain open for business while we work, trains services will continue to run and there will still be places where you can buy food and drink. We'd like to thank passengers in advance for bearing with us while we make their station a more pleasant place and provide them with a greater range of facilities."

While these improvements are carried out, Network Rail will also be continuing its work on the Crossrail programme, to better connect the South East with London and reduce journey times across the capital. In addition, work will be continuing as part of the company's £7.5b modernisation programme to electrify the Great Western Main Line in preparation for the arrival of a new fleet of longer, faster, quieter and greener electric trains and to re-signal the route to provide greater reliability and punctuality for passengers.

The Nosh Report

Welcome to a the “Nosh Report” your monthly dip into what’s available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

This month we some news regarding a new outlet at Knebworth where owner Annita Corriea has given the original unit a revamp, creating a modern, bright and colourful environment. She has introduced wooden stools crafted from pallets for passengers to sit and planterstobrightenupthetickethall. Annita home bakes all of her cakes and is famous with her regulars for her delicious rocky road! She



is a proud supporter of the local community and features artwork and handmade gift cards from local artists showcasing their talent. She already owns successful coffee shop Annita’s at Palmers Green station.

Great Northern’s Passenger Service Director Keith Jipps commented: “Annita has been serving fresh coffee to our passengers for many years. I’ve seen first-hand how beautifully she transformed another station outlet on our route, so I was delighted to learn she’d work her magic again at Knebworth station.”

Kiosk owner Annita added: “I love the day-to-day conversations with commuters and nothing makes me happier than seeing them enjoy one of my freshly baked cakes.”

If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.

Send your emails to:
nosh.report@railtalkmagazine.co.uk

Railway stations get caffeine kick thanks to coffee recycling deal

Buying a coffee in Britain’s biggest and busiest railway stations just got greener thanks to a new recycling project which is turning coffee waste into fuel and helping cut the cost of running the railway. Following a successful trial at London’s Victoria and Waterloo stations, Network Rail has signed an agreement with bio-bean – an award-winning green energy company that recycles waste coffee grounds and converts them to advanced biofuels – that will see six of the largest railway stations in Britain all committing their coffee waste to the project.

Between them, Network Rail’s six biggest stations (Euston, King’s Cross, Liverpool Street, Paddington, Victoria and Waterloo) generate nearly 700 tonnes of coffee waste each year. Rather than sending it to landfill, this waste will now go to the bio-bean factory to be converted into over 650 tonnes of carbon-neutral biofuels for heating homes, offices and factories, saving more than 5,000 tonnes of carbon dioxide from entering the atmosphere each year. Each tonne of waste coffee grounds creates over 5,700 kilowatt hours of energy, with the 700 tonnes enough to power 1000 homes for a year.

David Biggs, managing director of property at Network Rail, said: “Millions of cups of coffee are bought in our stations every year and that number is growing as passenger numbers continue to rise. This partnership will see the waste from those purchases put to good use, creating biofuels that can be used in vehicles and to heat homes and saving more than 5,000 tonnes of carbon dioxide from entering the atmosphere. It’s good news that our stations are cutting their carbon footprint while also saving passengers and taxpayers money. The new solution is cheaper than sending the waste to landfill, which means we can invest more in making the railway better for the four million people who travel by rail each day.”



Arthur Kay, CEO of bio-bean added: “The UK generates over 500,000 tonnes of waste coffee grounds each year, costing the coffee industry almost £80 million in waste disposal fees. bio-bean recycles waste coffee grounds into advanced biofuels at an industrial scale, creating local, sustainable green energy as an alternative to fossil fuels. We are delighted to provide a cost-effective disposal solution for waste coffee grounds from these major transport hubs.”



On July 22nd, SR Battle of Britain Class No. 34067 ‘Tangmere’ is seen arriving into Weymouth with ‘The Dorset Coast Express’. [Martin Hill](#)

A Different View

On June 30th, CrossCountry's Class 220 010 (with bicycle accompaniment) stands at Bristol Temple Meads with the 17:00 service to Manchester. [Stewart Smith](#)



A new form of a train spotter, a squirrel, stops to see a train passing by at Pleasington station on August 1st. [Dave Felton](#)



Northern Rail's Class 150 149 passes through a partially rebuilt Farnworth station working a Manchester Victoria - Blackpool North service. Currently the Manchester line through Farnworth Tunnel is being enlarged ready for electrification. [Michael Lynam](#)



TransPennine Express' Class 185 115 and Northern's Class 319 364 are seen reflected in a glass building on the platform at Liverpool Lime St. [Nick Clemson](#)



On June 28th a group of walkers pause on one of the many magnificent stone bridges near Teignmouth to watch First Great Western's Class 143 617 speed past with a Paignton service. [Eddie Emmott](#)

Preserved and Industrial Railways: Foxfield Railway

Dubs 0-4-0 crane tank built 1901, No. 4101 is seen lifting a colliery wagon at Foxfield Colliery on July 19th. [Brian Battersby](#)



Right: Bagnall 0-6-0 saddle tank built in 1954, No. 3059 'Florence No. 2' runs off its train at Dilhorne Park. [Richard Hargreaves](#)

Main: Beyer Peacock 0-4-0 No. 1827 leads Hudswell Clarke 0-6-0 saddle tank built 1938, No. 1700 'Wissington' up the bank. [Class47](#)

Below: Beyer Peacock 0-4-0 saddle tank (formerly with crane) built 1879, No. 1827 is seen at Caverswall Road. [Brian Battersby](#)



Bagnall 0-4-0 saddle tank built 1946, No. 2842 is seen at Dilhorne Park on July 19th. [Brian Battersby](#)



Haydock Foundry 0-6-0 well tank built 1874, 'Bellerophon' arrives at Dilhorne Park with the 'Knotty Train'. [Brian Battersby](#)

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!

Hudswell Clark built 0-6-0ST 'Wissington' approaches Caverswall Road on July 18th. [Richard Hargreaves](#)



Great Central North Railway

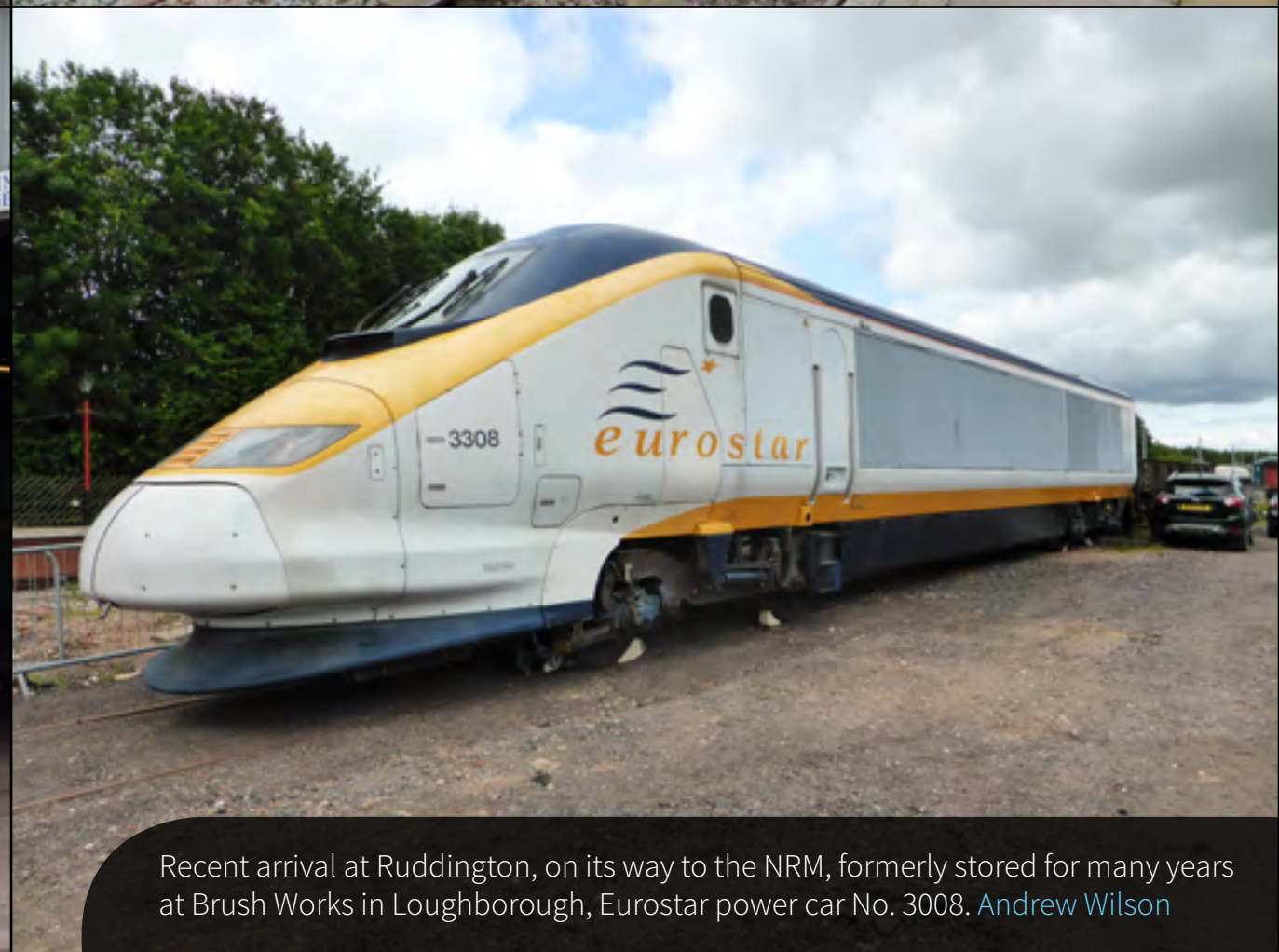
On July 11th, Class 73 No. E6016 prepares to work a departure from Ruddington, heading for Rushcliffe Halt. [Richard Hargreaves](#)



Class 56 097 stands at Ruddington on July 11th ready to work a service to Rushcliffe Halt. [Andrew Wilson](#)



Class 03 118 is seen on display at Ruddington. [Richard Hargreaves](#)



Recent arrival at Ruddington, on its way to the NRM, formerly stored for many years at Brush Works in Loughborough, Eurostar power car No. 3008. [Andrew Wilson](#)

Visiting the line for the gala on July 11th was GBRf's Class 66 765, seen here at Ruddington. [Andrew Wilson](#)



A well weathered Class 25 No. D7629 arrives into Ruddington with a service from Rushcliffe Halt. [Richard Hargreaves](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO TO JOIN SVR GOLDEN JUBILEE CELEBRATIONS

TORNADO'S TO JOIN THE SEVERN VALLEY RAILWAY'S GOLDEN JUBILEE CELEBRATIONS FROM 6TH – 27TH OCTOBER 2015

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, is returning to the Severn Valley Railway (SVR) for the first time in four years to help the railway to celebrate its Golden Anniversary in style. This year marks 50 years since the birth of the Severn Valley Railway on 6th July 1965 and coincidentally also the 50th anniversary of the last passenger run by an original Peppercorn class A1 on 31st December 1965.

Fresh from her intermediate overhaul and newly repainted into her glorious apple green livery, new Peppercorn class A1 No. 60163 Tornado, which was completed in 2008 and starred Top Gear's 'Race to the North', will arrive at the Severn Valley Railway on Tuesday 6th October 2015 and depart on Tuesday 27th October.

The following activities are planned:

- Wednesday 7th to Friday 9th October – possible photo charters (tbc).
- Saturday 10th and Sunday 11th October – Tornado in passenger service.
- Thursday 15th October – Tornado on LNER teak train for members of The 163 Pacifics Club for No. 60163 Tornado and members of The Founders Club and The Boiler Club for Gresley class P2 No. 2007 Prince of Wales.
- Friday 16th October – Tornado on LNER teak train for Covenantors of both No. 60163 Tornado and No. 2007 Prince of Wales.
- Friday 16th October – Tornado to haul dining train (details tbc).
- Saturday 17th and Sunday 18th October – Tornado in passenger service.
- Thursday 22nd and Friday 23rd October – Tornado operating driver experience courses.
- Saturday 24th and Sunday 25th October – Tornado in passenger service.
- Monday 26th October – Tornado hosting members of the Tornado Team.

Nick Rails, General Manager, Severn Valley Railway commented: "We are all looking forward to Tornado's return to the SVR because of its popularity, iconic status and of course it looks perfect hauling our LNER teak set of carriages through beautiful countryside!"

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "We are delighted to be returning to the SVR for the first time in several years. It's amazing to think that in the very year the Severn Valley Railway was formed the last Peppercorn class A1s were heading for the scrapyard. Fifty years later, still be fresh from her intermediate overhaul and newly repainted in her glorious apple green livery, new Peppercorn class A1 No. 60163 Tornado is the perfect companion for the Severn Valley Railway's LNER teak train."

BR Class 3F No. 30075 is seen stabled out of use in the yard at Ruddington on July 11th. [Andrew Wilson](#)



Former Freightliner loco, Class 47 292 stands at Ruddington ready to work its the next service to Rushcliffe Halt. [Andrew Wilson](#)



A THIRD COMPLETE IN LESS THAN TWO YEARS

New Gresley class P2 steam locomotive No. 2007 Prince of Wales is already over one-third (34%) complete by weight following the delivery of the engine's 12 tyres less than two years since the launch of the project in September 2013. This rapid construction has been fuelled by the project's successful fundraising campaigns which have seen pledges of 38% of the £5m required to complete Britain's most powerful steam locomotive by 2021. In only 17 months since the launch of the project's 'P2 for the price of a pint of beer a week' (£10 per month) regular donation - or covenant - scheme, funds either already donated or pledged by Standing Order have already reached £1.9m. 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 (a registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 670 people have already 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 a year ago. 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 80 people have pledged £2,000 each - target of 300 people) and Dedicated Donations (£120,000 from existing supporters sponsoring a variety of components). This means that the project has already received pledges of over £1.9m (including Gift Aid) of the £5m needed over the next seven years. The project's use of the latest Computer Aided Design (CAD) technology means that the weight of all of the components now in existence can easily be calculated. The weight of the engine parts now in existence stands at 37.2 tons (39% of an estimated completed empty weight of 96 ton) and the tender at 4.8 tons (17% of an estimated completed empty weight of 28.4 tons) giving a figure of 34% for the whole locomotive by weight.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity over £1.9m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight..With No. 60163 Tornado's overhaul now complete, our team at Darlington Locomotive Works is now ready to resume the erection of No. 2007 Prince of Wales's frames, fitting the frame stretchers, horn guides and other components manufactured by external contractors over the past few months. We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales next winter and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes."

On July 11th, Prototype HST power car No. 41001 approaches Ruddington hauling the 125 Group's recently purchased MK III coaches. [Richard Hargreaves](#)



On July 18th, LMS Stanier 8F No. 8274 is seen working the days passenger service nearing journeys end at Loughborough. [Derek Elston](#)



Wensleydale Railway

Right: Visiting loco for the lines diesel gala, Class 66 751 is seen on the rear of a Leeming Bar to Redmire service on July 18th. [Neil Scarlett](#)

Main: Class 37 674 and HNRC's Class 37 No. D6757 are seen heading through the North Yorkshire countryside working the 13:00 Leeming Bar to Redmire service on July 18th. [Neil Scarlett](#)



Telford Steam Railway

An industrial Ruston Hornsby shunter in the guise of No. D2971 is seen at the line on July 19th. [Michael Lynam](#)



Telford Town Tramway was originally built by Alan Keef Limited in 1977 for Telford Development Corporation and ran in Telford Town Park for approx. three years. [Michael Lynam](#)



Peckett & Sons 0-4-0ST No. 1990 'Ironbridge No. 3' was originally built for West Midlands Electricity Authority at Ironbridge power station. [Michael Lynam](#)



Peckett 0-4-0ST 'Rocket' propels Class 108 DMU Nos. 51960 and 52062 in GWR livery, pausing at the new station at Lawley Common. [Michael Lynam](#)

East Lancashire Railway

Visiting the line from Bo'ness, Class 37 025 'Inverness TMD' passes Little Burrs working the 2J64 Rawtenstall - Heywood on July 3rd. [Andy Parkinson](#)



Class 37 418 passes Little Burrs working the 2J69 Heywood - Rawtenstall service on July 3rd. [Andy Parkinson](#)



Class 26 038 'Tom Clift' approaches Summerseat with a service to Bury on July 4th. [Brian Hewertson](#)



Class 31 466 approaches Ramsbottom with the 2J70 Rawtenstall to Bury service. [Michael Lynam](#)

Class 26 038 'Tom Clift' passes Springside Farm on July 3rd working the 2J60 Rawtenstall - Heywood service. [Andy Parkinson](#)



Class 31 601 'The Devon Diesel Society' arrives into Ramsbottom with the 10:29 working from Rawtenstall to Bury on July 3rd. [Jeff Nicholls](#)



Class 40 No. 345 departs Ramsbottom with the 11:01 Heywood - Rawtenstall service on July 3rd. [Jeff Nicholls](#)



On July 3rd, Class 14 No. D9531 'Ernest' arrives into Ramsbottom with the 09:43 from Rawtenstall to Heywood. [Jeff Nicholls](#)

Class 14 No. D9537 arrives into Ramsbottom on July 4th working a service from Heywood. [Phil Martin](#)



Class 47 643 departs Summerseat for Bury with the 2J66 service from Rawtenstall. [Michael Lynam](#)



Class 37 025 leads 37 418 into Bury Bolton Street with a service from Rawtenstall on July 3rd. [Steve Stepney](#)



Class 20 020 and 73 001 are seen at Heywood, running round their train, having arrived with the 2J63 from Rawtenstall. [Michael Lynam](#)

Class 35 No. D7076 approaches Summerseat from Rawtenstall with the 2J68 service to Bury. [Michael Lynam](#)



A patch of sun as LMS Hughes/Fowler Crab 2-6-0 No. 13065 passes Chest Wheel Crossing on the ELR with the last northbound steam turn on the afternoon of July 31st. [Gerald Nicholl](#)



Class 33 109 and 26 038 depart Ramsbottom with the 3J67 service to Rawenstall. [Michael Lynam](#)

English Electric Class 37 109 rumbles into Summerseat in torrential rain working the 11:50 service from Bury on July 26th. [Gerald Nicholl](#)



'West Country' Class Pacific No. 34092 'Wells' is visiting the ELR through into August, seen here easing into Rawtenstall station on the afternoon of July 25th having pulled up short of the signal box. [Gerald Nicholl](#)



Class 122 'Bubble Car' No. W55001 arrives back at Bury with the last service of the day from Heywood on July 23rd. [Steve Stepney](#)

Gloucestershire Warwickshire Railway

Nearly Timeless: GWR 'Small Prairie' 2-6-2T No. 5542 pauses whilst running round its afternoon train at Toddington on July 14th. [Gerald Nicholl](#)



GWR 28XX Class 2-8-0 No. 2807 is seen taking water at Toddington.
Michael Lynam



Class 73 No. E6036 and former Freightliner loco Class 47 376 stand in the summer sunshine at Toddington. Michael Lynam



BR Class 04 No. 11230 and Class 26 No. D5343 are seen on the depot at Toddington.
Michael Lynam



GWR 7800 Class No. 7820 'Dinmore Manor' is pictured taking water Toddington. Michael Lynam

Class 117 DMU set headed by No. W51363 leaves Toddington with the 13:25 departure for Cheltenham on July 14th. [Gerald Nicholl](#)



Severn Valley Railway

On July 19th, Class 52 No. D1062 'Western Courier' is seen at Bridgnorth, ready to depart with an afternoon service to Kidderminster. [Michael Lynam](#)



Class 14 No. D9551 is seen under repair in the yard at Bridgnorth MPD on July 12th. [Richard Hargreaves](#)



10,000 happy drivers!

Great Central Railway welcomes 10,000th Driver Experience customer

The Great Central Railway is celebrating making ten thousand childhood dreams come true. Since the award winning Leicestershire heritage attraction launched the ever popular Drive A Train Experience package in the 1990s, people have travelled from all over the world to take part.

The 10,000th person to climb up onto the footplate and take charge of a train was at the railway on Friday August 7th.



“This is a huge milestone for us,” said Kate Tilley, Marketing Manager for the Great Central Railway. “It’s always wonderful to see the beaming faces of delighted drivers once they’ve completed their journey. Some will have grown up in the age of steam and always wanted to take control of a huge locomotive. Others fancy the challenge of managing what is essentially a living breathing machine! We have the perfect preserved double track Main Line to make those dreams come true. We have welcomed people from Japan and America - coming to the UK just to have a drive at the GCR.”

Drivers can choose the physical challenge of a steam engine or the raw power of a heritage diesel locomotive. Different packages are also available for people wanting just a taste, or those who would like to get serious mileage under their wheels.

Right: Great Western 28XX Class 2-8-0 No. 2857 pauses at Bewdley on July 17th whilst working a service to Bridgnorth. [Michael Lynam](#)

Main: GWR 2-6-2 'Small Prairie' No. 4566 approaches Bewdley with a service to Kidderminster, July 17th. [Michael Lynam](#)



LMS Ivatt Class 4 No. 43106 is seen on the disposal pit at Bewdley, July 11th.
[Derek Elston](#)



Class 20 spares donor, No. 20 177 is seen heavily stripped parked alongside the carriage shed at Kidderminster. [Derek Elston](#)



On July 19th, The SVR's DMU is seen ticking over in Bewdley Yard ready to work an evening land cruise service. [Michael Lynam](#)



West Country Pacific No. 34027 'Taw Valley' is seen arriving at Highley with the 12:40 Bridgnorth to Kidderminster service on July 11th. [Derek Elston](#)

Great Central Railway

On June 23rd, BR Standard Class 9F 2-10-0 No. 92178 (No. 92212) is seen with a Timeline Events photo charter freight at Swithland Sidings. [Robert Bates](#)



LMS Stanier Class 8F No. 48624 departs Quorn & Woodhouse with the GCR dining train, 'The Elizabethan', on July 18th. [Derek Elston](#)



Sulzer type 2 No. D5185 is seen stabled at Loughborough on July 18th. [Derek Elston](#)



BR Class 9F 2-10-0 No. 92214 is seen on shed at Loughborough, still wearing the lined green livery applied when it ran as No. 92220 'Evening Star'. [Derek Elston](#)



Class 20 No. D8098 is photographed as it enters the yard at Quorn & Woodhouse having run light engine from Loughborough. [Derek Elston](#)

Isle of Wight Railway

O2 Class 0-4-4T No. W24 'Calbourne' is seen departing Havenstreet on July 12th. [Martin Hill](#)



Ex-London Underground 1938 stock No. 004 is seen at Smallbrook Junction with a Shanklin service on July 15th. [Martin Hill](#)



A1X Terrier Class 0-6-0T No. W11 'Newport' is seen working a train of four-wheeled carriages at Havenstreet on July 15th. [Martin Hill](#)



Hunslet Austerity 0-6-0ST Army No. WD192 'Waggoner' works a service train at Havenstreet on July 15th. [Martin Hill](#)

Threlkeld Quarry Railway

Quarry Hunslet 0-4-0ST 'Sybil Mary' works No. 921 of 1906 is seen shunting tipper wagons at the head of the quarry. [Ken Abram](#)



Clag in abundance from Graham Lee's 1920 vintage Erie steam shovel, with his Avonside Engineering 0-4-0ST 'Marchlyn' works No. 2067 of 1933 on the tipper wagons. [Ken Abram](#)



Kerr Stuart 0-4-2ST 'Stanhope' works No. 2395 of 1917 is seen arriving at the head of the quarry with the rake of flat bed wagons. The flat beds were used to carry bags of coal to feed the Erie Steam shovel. [Ken Abram](#)



Quarry Hunslet 0-4-0ST 'Lilla' and Hudswell Clark 0-6-0WT head off towards the quarry, with Blencathra making a superb backdrop. [Ken Abram](#)

623 years is the combined age of the six visiting locos getting steam up around the workshop at Threlkeld Quarry's 2015 Steam Gala. On the left hand road are Kerr Stuart 0-4-2ST 'Stanhope' works No. 2395 of 1917, in front of it is Hudswell Clark 0-6-0WT works No. 1238 of 1916. In the centre are Quarry Hunslet 0-4-0ST 'Sybil Mary' works No. 921 of 1906, and the chimney of 'Hugh Napier' works No. 855 of 1904 can just be seen, whilst on the right are Avonside Engineering 0-4-0ST 'Marchlyn' works No. 2067 of 1933, and Quarry Hunslet 0-4-0ST 'Lilla' works No. 554 of 1891.

All bar No. 1238 are Penrhyn Quarry locos, 1238 was masquerading as its Penrhyn based class mate 'Bronllwyd'. [Ken Abram](#)



North Yorkshire Moors Railway

Right: Class 45 060 'Sherwood Forester' stands at Goathland with a Grosmont to Pickering service at the lines diesel gala on June 26th. [Robert Bates](#)

Main: Class 31 271 'Stratford 1840-2001' departs Grosmont station with a Grosmont to Goathland service at the NYMR's diesel gala on June 26th. [Robert Bates](#)



Class 37 264 departs Goathland at the head of a Grosmont to Pickering service at the diesel gala on June 26th. [Robert Bates](#)



Paignton and Dartmouth Railway

GWR 7800 Class No. 7820 'Dinmore Manor' leads No. 7827 'Lydham Manor' as the pair climb Goodrington Bank on July 18th with a service to Dartmouth.

Steve Andrews





Tanfield Railway

Left: Kitson 0-6-0PT No. 5, formerly of Consett Iron and Steel Company, works an Andrews House to Sunnyside service on June 20th. [Robert Bates](#)

Main: WD Austerity 0-6-0 ST No. 71515 heads an Andrews House to Sunnyside coal hopper train at the 'Legends of Industry' gala on June 20th. [Robert Bates](#)



Llangollen Railway

LMS Class 5MT Black 5 4-6-0 No. 45337 waits in the loop at Llangollen with its Members special coaches as GWR 5101 Class Large Prairie 2-6-2T passes with the first service train of the day to Corwen on The Patriot Project Members Day, June 27th (A big thank you to the guys on shed duty at Llangollen whose cooperation was invaluable in getting to the location for this photo). [Ken Abram](#)



Swanage Railway

BR Standard Class 4MT 2-6-6T No. 80104 heads north out of Corfe Castle with a Swanage to Norden service on June 13th. [Robert Bates](#)



From the Archives

Class 45 115 approaches Marsden with the 08:20 Newcastle - Llandudno service on May 8th 1987. [Nick Clemson](#)



Right: Class 37 401 passes Burgs Lane, Shrewsbury on March 27th 2002 working the 1Z42 Crewe - Cardiff 'Ruggex' [Carl Grocott](#)

Main: BR Class 81 020 and Class 86 Nos. 86 229 and 86 007 are seen stabled at Preston Dock Street sidings on May 8th 1985. [Dave Felton](#)

Below: An immaculate Class 47 300 is seen heading off the depot at Crewe in 1992. [Brian Battersby](#)



Right: Class 47 708 stands at Edinburgh Waverley on August 24th 1985 working a Glasgow Queen St. service. [Brian Hewertson](#)

Main: Class 86 417 and 86 426 head south passing Wigan Springs Branch depot on September 20th 1991 with a parcels train. [Michael Lynam](#)

Below: Class 31 229 leads a short freight through Warrington on October 3rd 1997, heading for Arpley yard. [Paul Godding](#)



Right: Regional Railways liveried Class 304 040 EMU stands at Crewe in 1992 working a local service to Liverpool Lime St. [Brian Battersby](#)

Main: British Rail Class 52 'Western' No. D1061 'Western Envoy' is seen stabled at Landore motive power depot on August 3rd 1969. [Dave Felton](#)

Below: Freightliner's Class 47 354 and 47 052 pass through Newport on June 21st 1999 with a liner from Wentloog. [Paul Godding](#)



Class 37 503 leads 37 415 past Sutton Bridge with the 6V75 Dee Marsh - Margam steel working on May 6th 2001. Keith Davies



Right: Class 25 265 passes Wem on July 23rd 1984 working the 6V67 Mossend to Severn Tunnel Junction 'Speedlink' service. [Keith Davies](#)

Main: British Rail Type 3 (Class 33) No. D6505 and Type HA (Class 71) No. E6108 are seen stabled at Eastleigh motive power depot on August 4th 1969. [Dave Felton](#)

Below: At Leeds on February 9th 1994, Res liveried Class 47 563 waits to depart with a parcels train. [Brian Hewertson](#)



Right: Class 50 002 'Superb' is seen at a rather wet Wolverhampton on August 11th 1987 after arriving with the 1M42 from London Paddington. [Tim Proudman](#)

Main: Class 56 097 heads a loaded steel train through Aldwarke on January 19th 1994. [Brian Hewertson](#)

Below: Class 47 974 approaches Bolton with a test train on October 1st 1991. [Michael Lynam](#)



The Back Page

On July 15th, LMS 7P 'Royal Scot' Class 4-6-0 No 46115 'Scots Guardsman' is pictured at Dent Head with the northbound Fellsman, heading to Carlisle. [Colin Irwin](#)

