Railtalk Magazine

Issue 116 | May 2016 | ISSN 1756 - 5030



Railtalk Magazine

Issue 116
May 2016
ISSN 1756 - 5030

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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 116 and your monthly roundup from across the UK.

What a quick but excellent month April has been! It seem only 5 minutes since I last wrote this feature, for Issue 115 and here I am again, with another action packed issue. I must say that we have been sent some excellent photos this month, there is even the appearance of some sunshine in a few of them!

Well Charter Scene is back up to full strength with West Coast back on the mainline, and there has been some excellent Galas this month, including the first of many Blackpool running weekends. When the new Flexity trams were ordered we all expected that Balloons, Boats and the like would disappear from the iconic seafront, but it seems we are wrong, as this year they return stronger than ever.

April for me included my first trip into mainland Europe this year, including a fantastic single day train journey from Prague back to the north of England. Not one for the faint hearted however, but if you don't mind long days then it's a trip to make, through 5 countries in one day, and something to impress the work colleagues with when you get back. - If you can keep awake long enough to tell them.

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: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, John Balaam, Geoff Barton, Robert Bates,Brian Battersby, Sam Bilner, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones,Colin Kennington, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Front Cover: Class 47 739 and 73 119 approach Horsted Keynes station working the 10:50 service to Sheffield Park during the Bluebell Railway's Spring Diesel Gala on April 17th. Charlie Robbins

This Page: Fiddlers Ferry power station towers over LMS No. 46100 'Royal Scot' as it heads the 'Scot Commemorative' railtour from Crewe to Carlisle through Red Bank, on April 16th. Jeff Nicholls



Charter Scene:

Railway Touring Company - The Scot Commemorative

With Blackcombe Fell dominating the background, LMS 7P Class 4-6-0 No. 46100 ‘Royal Scot’ works ‘The Scot Commemorative’ railtour round the Duddon Estuary on April 16th. Shep Woolley

Railway Touring Company - The Scot Commemorative

LMS 7P Class 4-6-0 No. 46100 ‘Royal Scot’ climbs Lindal Bank on April 16th with ‘The Scot Commemorative’ railtour from Crewe to Carlisle. Shep Woolley

Railway Touring Company - The Scot Commemorative

LMS 7P Class 4-6-0 No. 46100 ‘Royal Scot’ passes through Winwick on the approach to Red Bank, heading towards Carlisle on April 16th. Leuan Wood

Railway Touring Company - The Scot Commemorative

Right: Having crossed Kent Viaduct in the background (and complete with an elf on the lamp bracket), LMS 4-6-0 No. 46100 ‘Royal Scot’ hurries ‘The Scot Commemorative’ special along the seawall near Holme Island on April 16th.
Gerald Nicholl

Main: LMS 7P Class 4-6-0 No. 46100 ‘Royal Scot’ is pictured at speed on the WCML with the returning ‘Scot Commemorative’ excursion near Milnthorpe on April 16th.
Gerald Nicholl



Belmond - The Royal Scotsman

Left and Main: Having taken over from West Coast as traction provider, GBRf Class 66 746, in Royal Scotsman livery, awaits to go onto the Perth line at Ladybank on April 18th, with Class 66 736 attached to the rear. Richard Jones

West Coast Railway Co. - The Spirit of the Lakes

With Blackcombe Fell in the background, LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ speeds south with ‘The Spirit of the Lakes’ railtour, April 16th. Shep Woolley

West Coast Railway Co. - The Spirit of the Lakes

With clouds gathering over Morecambe Bay, Jubilee Class 4-6-0 No. 45699 ‘Galatea’ heads away from Grange-Over-Sands with the truncated steam leg of ‘The Sprirt of the Lakes’ special on April 16th. Gerald Nicholl

Pathfinder Tours - The Maybach Yorky

Left and Main: Class 52 No. D1015 ‘Western Champion’ with a motley collection of stock heads 1Z26 11:10 Derby - York near Sheffield Millhouses on April 10th, with Class 67 015 bringing up the rear. Nick Clemson

Pathfinder Tours - The Maybach Yorky

Class 52 No. D1015 ‘Western Champion’ is seen on the rear of the charter at York, as it reverses into Holgate sidings for stabling. Steve Thompson



Class 52 No. D1015 ‘Western Champion’ passes Ferrybridge power station with Pathfinder Tours ‘Maybach Yorky’ Derby to York charter on April 10th. Neil Scarlett





Class 52 No. D1015 ‘Western Champion’ is seen on the return trip from York to Derby with the ‘Maybach Yorkie’ charter on April 10th passing Tupton, Chesterfield. Stephen Simpson



Class 67 015 was on the rear of the charter all day, seen here at York before running round the train for the return working. Steve Thompson

Steam Dreams - The Cathedrals Express

LMS Jubilee Class 4-6-0 No. 45699 ‘Galatea’ heads the steam-hauled leg of ‘The Cathedrals Express’ on April 2nd from Crewe to Chester via Shrewsbury, seen here approaching its destination running about an hour late. Gerald Nicholl

Statesman Rail - The Winter West Highland Statesman

West Coast's Class 57 316 and 57 601 stand at Preston with the 1Z49 05:15 London Euston - Fort William on April 2nd. John Balaam

Statesman Rail - The Settle & Carlisle Statesman

Right and Main: West Coast's Class 57 313 and 57 316 top'n'tail the 1Z32 Newport to Carlisle as it calls at Warrington Bank Quay on April 9th. Brian Battersby



Statesman Rail - The Settle & Carlisle Statesman

On April 9th, Class 57 313 and 57 316 top'n'tail the 1Z32 Newport - Carlisle Statesman Rail charter through Dorrington. Carl Grocott

UK Railtours - The Pines Express

On April 30th, Class 87 002 ‘Royal Sovereign’ approaches Manchester Piccadilly with 1Z94 the Pines Express form London Euston where the tour will reverse and head south to Eastleigh behind Class 66 747. Derek Elston







Railway Touring Company - THE CUMBRIAN COAST EXPRESS

On April 9th, Class 86 259 ‘Les Ross/Peter Pan’ calls at Warrington Bank Quay working the London Euston to Carnforth leg of this tour to Carlisle. Brian Battersby

Railway Touring Company - THE CUMBRIAN COAST EXPRESS

LMS 7P Class 4-6-0 No. 46100 ‘Royal Scot’ speeds passed the site of the old Scout Green signal box with the northbound ‘Cumbrian Coast Express’ on April 9th.
Shep Woolley



UK Railtours - The Tarka Tourer

First Great Western power cars Nos. 43165 and 43128 worked 'The Tarka Tourer' railrour from London Paddington to Barnstaple on April 17th. Steve Andrews

Pathfinder Tours - The Spring West Highlander

Right: Class 37 610 and 37 059 pass Euxton with the Eastleigh to Fort William first leg of the four day 'Spring West Highlander' tour. Ken Abram

Main: Class 37 610 and 37 059 erupt through Red Bank, passing their Vulcan Foundry birthplace - now a housing estate - with 1Z36 Eastleigh - Carlisle leg of the four day 'Spring West Highlander' railtour, April 22nd. Jeff Nicholls

Below: Class 37 610 and 37 059 pass fields of flowering rapeseed with 1Z36 05:15 Eastleigh - Carlisle at Daresbury on April 22nd. Nick Clemson







Railway Touring Company - THE GREAT BRITAIN IX

LMS Class 5MT 4-6-0 No. 44871 working the 1Z45 'The Great Britain IX' to Grange-Over-Sands, passes Filton Abbey Wood on April 28th. Sam Bilner

Railway Touring Company - THE GREAT BRITAIN IX

Right: LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ is seen in charge of the GBIX Day 4 as it works passed Park South Signal Box en-route to Edinburgh, April 29th. Shep Woolley

Main: LMS Class 5MT 4-6-0 No. 44871 is seen passing Arnside outer home signal on Day 3 of GBIX, nearing the end of its journey to Grange-over-Sands, April 28th. Shep Woolley





Belmond - Northern Belle

Class 57 305 is seen on the rear of the Northern Belle as it passes through Derby on April 23rd, working 1Z56 Coventry - Harrogate. (Class 57 312 was on the front).
Richard Hargreaves

West Coast Railway Co. - THE SALOPIAN EXPRESS

Right: LMS 5XP Jubilee Class 4-6-0 No. 45690 ‘Leander’ drifts past a yellow signal at Village Croft, Euxton with ‘The Salopian Express’ on April 22nd. Ken Abram

Main: LMS 5XP Jubilee Class 4-6-0 No. 45690 ‘Leander’ heads south through Daresbury with 1Z94 07:15 Dumfries - Shrewsbury with Class 47 580 on the rear. Nick Clemson

Below: LMS Jubilee Class 4-6-0 No. 45690 ‘Leander’ passes Tilley Crossing with 1Z94 07:15 Dumfries - Shrewsbury ‘The Salopian Express’ charter on April 22nd. Keith Davies







Steam Dreams - THE CATHEDRALS EXPRESS

On April 21st, due to the unavailability of the original tour loco No. 46201 and the failure of its replacement No. 45699 ‘Galatea’, Class 47 760 heads this Windsor - Battersea - Windsor outing, seen here passing Class 73 141 and 66 148 at Woking.
Ken Livermore

Railway Touring Company -
THE CUMBRIAN MOUNTAIN EXPRESS

Running almost an hour late, LMS Pacific No. 46233 ‘Duchess Of Sutherland’ hurries the returning ‘Cumbrian Mountain Express’ from Carlisle to Crewe towards a sizeable gallery of photographers who were hoping for maybe a touch of setting sunshine near Winwick on April 2nd. No such luck! Gerald Nicholl

Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Having been looped at Grayrigg, LMS 8P Class 4-6-2 No. 46233 ‘Duchess of Sutherland’ accelerates through Beckfoot with ‘The Cumbrian Mountain Express’ under horrendous weather conditions on April 2nd. Shep Woolley



ECS and Light Engine Moves

A gleaming Class 37 518 approaches London Paddington on April 23rd with the ECS for the Cathedrals Express to Stratford upon Avon. Derek Elston

ECS and Light Engine Moves

LMS Jubilee Class 6P 4-6-0 No. 45699 ‘Galatea’ speeds through Wigan North Western on April 9th. Brian Battersby

ECS and Light Engine Moves

Class 47 580 ‘County of Essex’ leads West Country Pacific No. 34067 ‘Tangmere’, a support coach and Class 47 760 through Northampton working as 5Z67 Southall to Carnforth on April 14th. Derek Elston

ECS and Light Engine Moves

At Crewe on April 20th, Class 47 760 leads 37 706 and LMS Royal Scot Class No. 46100 ‘Royal Scot’ on a Crewe to Southall move. Steve Stepney

Seen at Brock, LMS 4-6-0 No. 46100 ‘Royal Scot’ is moving from Crewe to Carnforth on April 8th, in preparation for working ‘The Cumbrian Coast Express’ on the following day. Gerald Nicholl

West Coast’s Class 47 760 leads 37 706 and LMS Royal Scot Class No. 46100 ‘Royal Scot’ with support coach as 5V44 Carnforth - Southall at Tamworth on April 20th. Michael Lynam

ECS and Light Engine Moves

LMS Jubilee Class 4-6-0 No. 45699 ‘Galatea’ (running with its support coach) catches a patch of sun on Kents Viaduct on April 16th. Gerald Nicholl

ECS and Light Engine Moves

LMS 5XP Class 4-6-0 No. 45699 ‘Galatea’ works light engine from Carnforth to Sellafield on April 16th. Shep Woolley

ECS and Light Engine Moves

On April 23rd, SR West Country Class Pacific loco, No. 34046 ‘Braunton’, running as No. 34052 ‘Lord Dowding’, stands at Chester during a test run following overhaul at Crewe. Brian Battersby





On April 25th, another test run for No. 34052 ‘Lord Dowding’, again running from Crewe to Crewe via Chester and Shrewsbury. The loco is seen here at Telford Central. Carl Grocott

West Coast’s Class 47 760 and 37 706 are seen running light engine through Farrington Curve Jct. as 0V44 from Carnforth - Crewe, April 20th. Michael Lynam





On April 15th, West Coast’s Class 57 313 heads an empty stock move through Pleasington as 5Z39 Carnforth - Ely with 57 316 (pictured) on the rear. Michael Lynam

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	Outward (dep)	Return (arr)
Leeds	05:55	23:00
Huddersfield	06:20	22:40
Stalybridge	06:50	22:10
Reddish South	07:05	21:55
Stockport	07:15	21:45
Crewe	08:00	21:00
Stafford	08:30	20:30
Clapham Junction	11:15 arr	17:30 dep
Canterbury	12:45 arr	16:00 dep

The following fares are available:

Standard Class	(Adult)	£79
Standard Class	(Child)	£59
First Class	(Adult)	£119
First Class	(Child)	£99
Premier Dining	(Adult)	£199
Premier Dining	(Child)	Call

These timings are provisional and maybe be subject to change.

We are pleased to announce our first tour of 2016, The Retro Canterbury Belle from Leeds and stations in Yorkshire and Greater Manchester to the ancient city of Canterbury.

The specially chartered train will initially traverse the Standege route over the Pennines, before passing travelling south along the West Coast Mainline route towards London, passing the Trent valley, and The Grand Union Canal. The train will then enter the conurbation of London, skirting along the western suburbs, before crossing the Thames and calling at Clapham Junction (where you have the option to alight, for easy access to frequent trains to central London).

The train will then continue south, through the beautiful rolling Kentish countryside, famed for its fertile soils, perfect for the Hops savoured in many British ales.

We will arrive at the historic city of Canterbury just after lunchtime. You will have around 3 1/2 hours to explore the the city, a UNESCO heritage site, inhabited since before the Roman times, and today famous for its traditional streets and buildings, including the superb cathedral, which provided the backdrop to Chaucer's Canterbury Tales.

In addition to its rich cultural heritage, Canterbury also boasts a wide variety of independent shops, cafes and inns, where a Kentish ale or two can be enjoyed!



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Saturday 9th July 2016

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Pictures:
Arriva Trains Wales

On a sunny April 20th, Class 67 002 heads the 1D31 16:50 service from Manchester Piccadilly to Llandudno past Warrington Dallam Royal Mail Terminal, passing Class 60 059 ‘Swinden Dalesman’ which is reversing its load of stone, the 6F07 14:18 service from Peak Forest Cemex into Dallam Freight Depot. Jeff Nicholls





Left: Class 67 022 heads across Cefn Mawr viaduct on April 20th working the 1W96 Cardiff - Holyhead WAG service. Phil Martin

Main: On April 27th, Class 67 002 passes through Winwick Quay on the tail of 1H82 , the 07:38 Chester - Manchester Piccadilly service, on this occasion running a quarter of an hour late. There used to be an extensive goods yard and sidings behind the foliage on the right, now occupied by light industrial units. Jeff Nicholls

Below: Class 67 022 heads past Leaton on April 27th with the 1W92 17:15 Cardiff Central - Holyhead WAG service. Keith Davies



Caledonian Sleeper

On April 19th, Freightliner's Class 90 043 is seen at London Euston having brought in the ECS for the Fort William, Inverness and Aberdeen sleeper. Class47

Class 92 018 leads 86 401 through Winwick on April 6th running light engine from Carlisle to Crewe HS. Alan Rigby



Chiltern Railways

Left: Class 68 013 working the 1R25 11:10 London Marylebone - Birmingham Moor St. heads through Tyseley on April 9th. Nick Clemson

Main: Chiltern Mainline Class 68 014 heads the 1R33 London Marylebone to Birmingham Moor Street, seen here calling at Leamington Spa on April 18th. Dave Harris

Class 68 013 hauls the 6U77 Mountsorrel - Crewe loaded ballast through Wychnor Junction on April 20th. Stuart Hillis

Colas Rail

Class 60 096, formally ‘Ben Macdui’ hauls loaded timber through Red Bank as 6J37 Carlisle - Chirk on April 13th. Dave Harris



Class 60 096 crosses Cefn Mawr viaduct with the 6J37 Carlisle - Chirk loaded timber, reaching the end of its run on April 20th. Phil Martin



Class 60 095 passes Bell Lane, Shrewsbury with the 6C37 10:30 Chirk Kronospan - Carlisle Yard on April 3rd. Keith Davies





On April 19th, Class 60 002 passes Burton having been sent light from Toton as 1Z99 to rescue a failed Class 60 001 just south of Burton at Branston. Stuart Hillis

Class 60 056 and Ribble Rail's 'Enterprise' stand at Preston Dock on April 21st. John Balaam

Class 60 096 passes Preston Boats working the 6C37 10:30 Chirk Kronospan - Carlisle Yard empty timber wagons on April 17th. Keith Davies

On April 5th, Class 60 096 heads the Carlisle to Chirk log train through Helsby. Brian Battersby

DB Cargo

Class 60 091 ‘Barry Needham’ passes All Stretton with the 6V75 09:30 Dee Marsh - Margam steel on April 21st. Keith Davies

Class 66 007 running light engine from Daventry Int Rft Recep Rfd to Wembley Euro Freight Ops Centre, passes Northampton on April 14th. Derek Elston



Class 66 030 passes Burgs Lane, Bayston Hill with the 6V75 09:30 Dee Marsh - Margam steel on April 13th. Keith Davies





Class 60 039 ‘Dove Holes’ passes Wistanstow with the 6V75 09:30 Dee Marsh - Margam steel on April 20th. Keith Davies



On April 17th, Class 60 017 passes through the station at Scunthorpe with the 6E68 Kingsbury - Humber discharged tank cars. Steve Thompson

Class 90 018 and 90 029 head a Mossend - Daventry intermodal through Acton Bridge on April 7th. Michael Lynam

Class 66 176 passes an interesting collection of locomotives at Nemesis Burton on April 8th whilst working a Margam - Corby steel train. Michael Lynam

Class 66 101 with the 6D44 Bescot - Toton engineers, hauling loaded autoballasters, passes Burton on April 4th. Stuart Hillis

Class 66 130 working the 6E08 Wolverhampton - Immingham covered steel carriers, passes Burton on April 11th. Stuart Hillis

On March 28th, Class 67 018 'Keith Heller' arrives into Doncaster, where it will stable for East Coast thunderbird duties. Derek Elston

DB liveried Class 08 907 is seen stabled alongside the Bescot breakdown train on April 19th. Derek Elston

On April 9th, Class 60 092 hauls a rake of Murco tanks, the 6B33 Theale - Margam, through Cardiff Central. Paul Godding

Class 66 044 heads past Walcot on April 21st with an early running 6G51 07:46 Arpley - Donnington RFT. Keith Davies



The 11:31 Halewood (Jaguar Cars) to Southampton Eastern Docks passes through Stafford on April 19th with Class 66144 leading. Derek Elston





Class 60 019 is seen ascending Appleby Bank on April 9th working the 6T24 iron ore to Santon. Steve Thompson



Class 66 003 passes through Doncaster on April 14th with a Doncaster Decoy - Tyne Yard engineers. Michael Lynam

On April 9th, Class 66 041 passes through Stalybridge with a Hope Street to Doncaster Belmont Yard working. Brian Hewertson

On April 19th, Class 60 044 makes a not-too-common appearance for the class on the 6X01 LWR service to Eastleigh, seen here passing Scunthorpe. Steve Thompson

With the last tank car still well beyond Brigg Road Bridge, the 6M57 Lindsey - Kingsbury makes it's way along the Outward Line at Scunthorpe in the charge of Class 60 074, April 24th. Steve Thompson

Class 66 184 passes Pleasington on April 15th with a diverted 4M00 Carlisle - Clitheroe Cement empty tanks. Michael Lynam

Class 60 039 working the Theale - Robeston Murcos is seen at Kelston on April 30th. Sam Bilner



Class 60 100 climbs Appleby Bank working the 6T25 with loaded iron ore from Immingham Bulk Terminal to Santon FOT on April 19th. Steve Thompson



On April 20th, Class 66 114 leaves the WCML at Farrington Curve Jct. with the diverted 4M00 Carlisle - Clitheroe empties. Michael Lynam



Left: On April 13th, Class 66 077 works the 6F31 12:23 Stoke Marcroft Engineering - Arpley Sidings consisting of a couple newly converted ‘lobsters’.....

Main: ..... which are then transferred to Bescot via 6G78 14:13 Arpley Sidings - Bescot Down Side, hauled by Class 66 117. Nick Clemson



Class 60 039 working the 6V75 Dee Marsh - Margam, heads past a sunny Dorrington on April 20th. Carl Grocott

Class 60 017 approaches Hasland on April 10th with the diverted 6E54 10:12 Kingsbury oil sidings - Humber oil refinery. Nick Clemson



Class 90 024 and 90 029 lead the 4M25 06:06 Mossend Euroterminal to Daventry Int Rft Recep Rfd through Stafford on April 19th. Derek Elston





Class 67 014 heading from Bescot Up Engineers Siding to Hereford, crosses Malvern Common on April 26th. Neil Pugh



Class 66 079 drifts down Appleby Bank on April 19th, with the 4C75 coal empties from Scunthorpe CHP to Immingham Bulk Terminal. Steve Thompson

Class 66 092 heads uphill at Appleby Bank on April 19th working the 6H75 Biomass from Immingham to Drax. Steve Thompson



On April 9th, the regular Saturday convoy from Immingham Loco to Belmont, passes Appleby comprising Class 66 111, 66 137, 66 119 and 66 092. Steve Thompson





Class 66 131 passes through Stafford on April 21st with a Halewood - Southampton car train. Michael Lynam



Class 66 098 and 67 007 pass light engine through Stafford on April 21st, heading from Crewe TMD - Bescot. Michael Lynam

A relatively new occasional working is the 6F07 14:18 stone working from Peak Forest Cemex to Warrington Dallam Freight Depot (a grandiose name for a slab of concrete and a man with a mechanical grab!). Photographed on April 20th, Class 60 059 'Swinden Dalesman' is passing its destination on the bi-directionally signalled Up Slow line before reversing into the siding. The building on the right is on the site of the former 8B Warrington Dallam MPD. Jeff Nicholls



On April 22nd, Class 66 144 passes through Acton Bridge working the Runcorn Folly Lane to Warrington Arpley tanks. Brian Hewertson





Class 90 024 and 90 029 head southbound through Atherstone on April 20th, heading for Daventry. Phil Martin



Class 66 099 runs light engine past Wychnor Jct. on April 20th heading from Toton - Bescot. Stuart Hillis

Usually a Class 66 working but on April 19th, Class 60 044 ‘Downlow’ worked the 6X01 Scunthorpe - Eastleigh rail train, seen here at Burton on Trent. Stuart Hillis

Direct Rail Services

Class 66 429 leads 66 425 past a newly ploughed field at Red Bank with the daily Tesco Express, 4S43 from Daventry to Mossend. Fiddlers Ferry power station steams away in the distance. When this power station eventually closes it will leave a big hole in the landscape! Jeff Nicholls

DRS are becoming ever more regular visitors to Scunthorpe, transporting various bits of RDTs to and from York Works. In use on April 5th was Class 66 302 and here it is working 6Z50 into Scunthorpe, comprising a complete set plus an extra manipulator wagon. Steve Thompson



Class 57 307 'Lady Penelope' running as 0Z58 10:38 Rugby to London Euston driver training run, passes Northampton on April 28th. Derek Elston





Class 68 022 heads light engine through Coatbridge Central on April 20th working 0A13 Kingmoor - Grangemouth. Michael J Alderdice



Class 68 005 working a Crewe to Mountsorrel empty ballast, passes Syston on April 4th. Julian Churchill

On April 21st, Class 37 401 waits to depart Preston with a service to Barrow. Michael Lynam



On April 9th, Class 37 069 and 37 610 head the 6K73 flask train from Sellafield - Crewe Coal Sidings. Michael Lynam





Class 68 007 speeds through Acton Bridge on April 7th with a Carlisle to Crewe and return driver training run. Michael Lynam



Class 68 016 heads a Crewe Basford Hall - Bescot engineers through Stafford on April 21st. Michael Lynam

Class 68 001 working the Mountsorrel sidings to Crewe loaded ballast, passes Stenson Jct. on April 7th. Julian Churchill

Class 66 304 and 66 425 working the Daventry to Mossend 'Tesco' train, pass through Warrington Bank Quay on April 9th. Brian Battersby



Class 68 001 'Evolution' leads the 6U77 13:42 Mountsorrel Sidings to Crewe Basford Hall SSN as it approaches Rugeley Trent Valley on April 19th. Derek Elston





On April 11th, Class 37 423 departs Preston with a Cumbrian Coast service to Barrow. Michael Lynam



Class 57 003 and 57 306 plus two flasks pass through Stafford on April 21st running from Bridgewater - Crewe Coal Sidings. Michael Lynam

Class 37 401 approaches Grange-over-Sands with the 2C47 10:04 Preston - Barrow service on April 19th. Nick Clemson

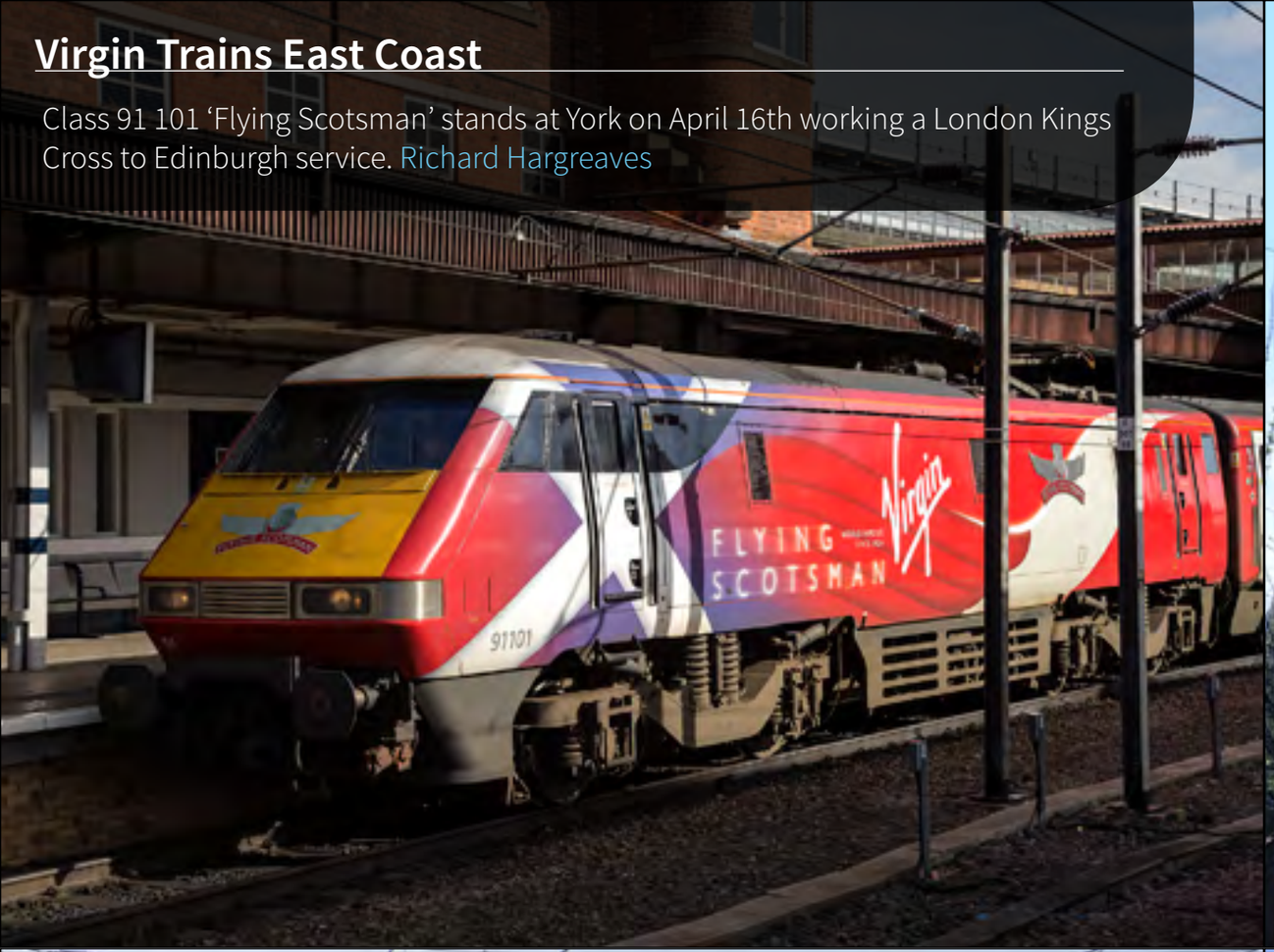
A double disappearing act at the south end of Carlisle station on April 20th: on the left Class 156 514 disappears with 1E76, the 12:12 Glasgow Central - Newcastle service whilst on the right Class 37 401 'Mary Queen of Scots' pushes 2C34, the 14:35 Carlisle - Barrow service. Jeff Nicholls

Class 68 007 is seen at Crewe on April 7th. Richard Hargreaves

Class 66 429 heads south with a light load of one ex Anglia coach, heading to Crewe as 5K70 from Carlisle, seen here passing Red Bank on April 22nd. Dave Harris

Virgin Trains East Coast

Class 91 101 ‘Flying Scotsman’ stands at York on April 16th working a London Kings Cross to Edinburgh service. Richard Hargreaves



The diverted 1E13 10:30 Edinburgh to Kings Cross approaches Brotherton Bridge, Ferrybridge, on April 10th. Neil Scarlett





EMT power cars Nos. 43058 and 43060, on hire to East Coast, arrive into Doncaster with a Leeds service and a very mixed rake of stock, April 14th. Michael Lynam



Power cars Nos. 43295 and 43313 work the diverted 1E09 09:30 Edinburgh to London Kings Cross service through Church Fenton on April 10th. Neil Scarlett

East Midlands Trains

Power car No. 43076 heads the 5B60 13:22 Neville Hill TRSMD - Nottingham ECS near Hasland on April 10th. Nick Clemson

First Great Western

Power cars Nos. 43131 and 43132 stand at London Paddington on April 9th working the 1C86 15:00 London Paddington - Penzance service. Jonathan McGurk

On April 20th, a Great Western HST passes Newton St. Loe as the sun begins to set.
Sam Bilner

Freightliner

Class 66 512 heads the 6Z69 Flyash PCA powder tanks from Longannet power station to Aberthaw Cement through Red Bank on April 13th. Dave Harris

Right: Class 90 042 (with a dead shed in tow) leads the 12:30 Crewe Basford Hall SSM to Felixstowe South FLT through Stafford on April 19th. Derek Elston

Main: Class 90 041 passes Nether Alderley with the 10:18 Trafford Park FLT - Felixstowe North FLT on April 8th. Nick Clemson

Below: Class 66 544 passes through Cherry Tree station hauling the 6Y53 09:59 Smithy Bridge to Crewe Basford Hall SSM on April 9th. Dave Felton







Class 86 627 and 86 628 working the 4S88 Felixstowe - Coatbridge FLT, pass through Coatbridge Central on April 20th. Michael J Alderdice



The 09:44 Bescot Up Engineers Sidings to Willesden Euroterminal crawls through Northampton on April 28th with Class 66 563, 66 951 and 66 508, leading a rake of JNA's. Derek Elston





On April 20th, Class 90 048 passes southbound through Atherstone, heading for Felixtowe. Phil Martin

Right: On April 29th, Class 90 046 and 90 047 pass through Northampton as 0Z95 10:05 Crewe Basford Hall SSM to Willesden TMD. Derek Elston

Main: Class 86 607 and 86 613 with the 11:46 Garston FLT - Crewe Basford Hall, nears Hartford Jct. on April 13th. Nick Clemson

Below: On March 31st, Class 66 507 and 66 552 pass through Stalybridge with a Guide Bridge to Hunslet rake of Cargowagons. Brian Hewertson







As mentioned previously, the time-keeping of this service leaves something to be desired, losing the best part of an hour in the Stafford area, Class 70 004 heads north through Hartford Jct. with the 4S44 12:13 Daventry Drift - Coatbridge FLT, running 57 mins late on April 13th. Nick Clemson



On April 19th, Class 66 505 dodges the shadows through Scunthorpe station with the 6L49 fuel tanks from Lindsey to Ipswich. Steve Thompson





Class 66 416 passes through Scunthorpe working the weekly fuel tank job from Lindsey refinery to Ipswich, even attracting a bit of sunshine. Steve Thompson



Class 66 416 running light engine from Crewe Basford Hall - Trafford Park is passed by Metrolink tram No. 3004 on a Altrincham service at Castlefield on April 13th. Michael Lynam

Class 86 609 and 86 605 pass Slindon on April 20th working the 4M87 Felixstowe - Trafford Park liner. Carl Grocott

Class 66 513 heads a Runcorn - Brindle Heath empty bin train through Acton Bridge on April 7th. Michael Lynam



Class 86 608 and 86 604 head through Acton Bridge on April 7th in charge of a Garston - Crewe Basford Hall working. Michael Lynam





Class 66 502 heads south through Doncaster on April 14th with a Leeds - Felixstowe intermodal. Michael Lynam



Class 66 544 heads north through Doncaster with an engineers train on April 14th. Michael Lynam

Right: Class 70 019 passes through Acton Bridge on April 7th, in charge of a Ditton - Felixstowe liner. Michael Lynam

Main: Class 90 049 works the 4L90 Trafford Park - Felixtowe through Tamworth on April 25th. Stuart Hillis

Below: On April 19th, Class 66 418 heads through Burton hauling the 4O95 Leeds - Southampton liner. Stuart Hillis







Class 86 628 and 86 627 work the 4M11 Coatbridge - Crewe Basford Hall through Coatbridge Central on April 18th. Michael J Alderdice

Class 70 004 arrives into Wigan North Western on April 9th heading a northbound intermodal. Brian Battersby

On April 7th, Class 86 627 and 86 628 head through Stafford with a Crewe bound working. Richard Hargreaves

Class 90 042 leads 90 041 past a sunny Slindon on April 20th working the 4M88 Felixstowe - Crewe liner. Carl Grocott

Class 90 016 heads a Felixstowe - Crewe liner through Stafford on April 21st. Michael Lynam



Class 70 011 passes through Warrington Bank Quay on April 9th working a southbound intermodal. Brian Battersby





Class 90 044 working the 4M63 Felixstowe - Ditton liner, passes Slindon on April 20th. Carl Grocott



Class 70 011 passes through Stafford on April 21st with a Coatbridge - Daventry intermodal. Michael Lynam

GBRf

Class 20 314, 20 096, 20 132 and 20 107 (with barrier tanks) work the 6M24 Melton Mowbray - Old Dalby on April 6th. Julian Churchill

Class 66 715 heads an empty coal train from Doncaster Decoy - Tyne Coal Terminal, through Doncaster on April 14th. Michael Lynam

Class 92 032 is seen at Acton Bridge on April 7th on route learning duties from Garston - Stafford and return. Michael Lynam

With the resumption of Biomass trains, Class 66 763 approaches Stockport with 4M51 10:00 Drax - Liverpool Bulk Terminal on April 20th. Nick Clemson

Class 66 765 working the North Walsham - Harwich refinery tanks passes Tunstead Crossing on April 21st. Alan Rigby

Class 66 751 working the 6K50 Toton - Crewe engineers, passes Slindon on April 20th. Carl Grocott



Class 66 738 'Huddersfield Town' passes Preston Boats on April 15th working the 6Z37 14:00 Coton Hill TC GBRf - Wellingborough Up TC GBRf. Keith Davies





Class 66 704 nears Mobberley with the 6E10 11:33 Liverpool Biomass Terminal - Drax working on April 22nd. Nick Clemson



A murky April 18th, saw GBRf visit Scunthorpe again for more long-welded rail, Class 66 722 providing the power for 6X10 Trent Yard - Wellingborough, pictured here slogging through the station. Steve Thompson

On April 11th, GBRf's long-welded rail train working as 6X10, comprising 10 loaded YEAs, from Trent Yard to Wellingborough, hauled by Class 66 714, passes Scunthorpe. Steve Thompson

Class 66 766 dodges the storm clouds as it hauls the 6M83 Tinsley Yard - Bardon Hill Quarry stone hoppers through Burton on April 4th. Stuart Hillis

Class 66 736 'Wolverhampton Wanderers' passes through Doncaster on March 28th with a rake of coal hoppers. Derek Elston

Class 20 107, 20 132, 20 096 and 20 314 haul 'S' tube stock as 7X09 11:47 Old Dalby - West Ruislip past Syston on April 6th. Julian Churchill

Caledonian Sleeper liveried Class 92 010 leads the 6X43 10:10 Dagenham Dock Recp Gbrf to Garston Car Terminal through Stafford on April 19th. Derek Elston

Class 92 032 heads through Stafford on April 7th with a Garston to Dagenham car train. Richard Hargreaves

Class 66 701 trundles through Manchester Oxford Road on April 9th heading for Trafford Park. Brian Battersby



Class 66 725 ‘Sunderland’ passes Moira on April 8th working the 6M83 Tinsley Yard - Bardon Hill Quarry stone hoppers. Stuart Hillis





Class 66 741 ‘Swanage Railway’ hauls ‘off lease’ Class 47 843 ‘Vulcan’ as 0Z48 Barrow Hill - Burton Nemesis Rail depot for storage, April 21st. Stuart Hillis



Aggregate Industries liveried Class 66 711 ‘Sence’ working the 6M83 Tinsley Yard - Bardon Hill empty stone hoppers, passes Burton on April 19th. Stuart Hillis

Class 66 701 crosses the arches at Castlefield on April 13th with an intermodal from Trafford Park - Felixstowe. Michael Lynam

Network Rail

Class 31 233 with DBSO No. 9714 stands at North Berwick with an early running 1Q47 14:23 Mossend - Mossend test train. Jonathan McGurk

Right and Main: Class 37 421 and 37 025 top'n'tail the 1Q28 Derby RTC - Newcastle - Derby RTC through a dull Seaton Carew on the Durham Coast, April 4th.
Michael J Alderdice



Class 37 601 working the Bristol High Level Siding - Tyseley test train, passes Newton St. Loe on April 20th, with a glorious sunset as a backdrop. Sam Bilner

Power car No. 43014 ‘The Railway Observer’ is seen at the head of the New Measurement Train on Malvern Wells down loop, April 17th. Neil Pugh

Class 37 601 works the 3Z18 Derby RTC - Bristol High Level Siding, seen passing Pixash Lane, near Keynsham as the sun sets on April 19th. Sam Bilner

Class 37 607 and 37 601 top’n’tail the 1Q41 13:13 Derby RTC - Crewe CS as is passes near Mobberley on April 11th. Nick Clemson

Class 950 001 crosses Marple Viaduct on April 11th with the 06:41 Derby RTC - Longsight. Marple Aqueduct carries the Peak Forest Canal 100 feet above the River Goyt. Nick Clemson



Power car No. 43014 'The Railway Observer' passes Northampton with the 06:38 Derby RTC(Network Rail) to Derby via Manchester and Birmingham on April 28th. Derek Elston





On April 27th, Class 31 233 hurries south through Winwick with the 5Z31 Carlisle High Wapping Sidings to Derby RTC with DBSO No. 9714 in tow. Jeff Nicholls



Class 37 609 and 37 612 with test train 1Q48 Derby RTC - Tyseley via the world, passes through Burton on April 19th. Stuart Hillis

Class 68 004 and 68 002 top'n'tail the 1Z20 Old Oak Common - Derby RTC (via Bristol) test train (with test coach 'Mentor' in the rake), April 1st. Stuart Hillis



Class 37 421 and 37 175 pass Tilley Crossing on April 22nd working the 1Q20 07:50 Crewe CS - Derby RTC test train. Keith Davies





On April 9th, and after being in the schedules since time began, 1Q68 Neville Hill - Derby RTC finally ran with Class 37 607 leading into Scunthorpe, where the train reversed for 37 601 to take over. Glorious morning, as you can see!
Steve Thompson



Class 97 301 arrives into Carlisle on April 11th with DBSO No. 9701 on the rear, working an inspection train from Derby - Mossend. Michael Lynam

The NMT with power cars Nos. 43062 ‘John Armitt’ and 43014 sits in the south bay at Carlisle on April 11th. Michael Lynam

Now sporting new ‘Digital Railway’ decals, Class 150 No. 950 001 passes through Stalybridge on April 11th with a Derby to Longsight working. Brian Hewertson

Class 37 175 and 37 421 pass Burton on April 19th working a Derby RTC - London Euston and return test train. Stuart Hillis

Rail Operations Group

Class 37 884 leads 37 510, 37 670 and 56 081 with a Barrow Hill - Leicester LIP move, seen storming through Syston on April 6th. Julian Churchill

Class 20 189 and 20 142 working the 0Z20 Leicester LIP to Bounds Green, pass Syston on April 4th. Julian Churchill



On April 16th, Class 37 884 passes Watford Junction working the 5Q58 03:09 Derby Litchurch Lane - Ramsgate returning 375 618 after overhaul. Derek Elston





On April 7th, Class 37 884 is seen stabled at Derby. Richard Hargreaves



On April 14th, Class 20 142 and 20 189 work the 10:26 Butterley MRC to Wolverton Centre Sidings is seen approaching Northampton. Derek Elston

On April 22nd, Class 20 227 is seen at Sheringham working a Butterley - Sheringham light engine move. Alan Rigby

Units: DMUs and EMUs

Great Northern's Class 365 511 and 365 507 stand at London Kings Cross on April 9th working the 1T36 15:44 London Kings Cross - Kings Lynn service.
Jonathan McGurk

Class 333 011 ‘Olicana Ilkley’s Roman Fort’ forms the 11:21 to Bradford Forster Square from Ilkley on April 9th. Derek Elston



Great Western Railway Green liveried Class 166 216 is seen departing Paddington on April 23rd. Derek Elston





Hull Trains services were diverted via Castleford, Normanton and Wakefield on April 10th. Here Class 180 110 works the 14:10 Hull to Kings Cross through Oakenshaw Jct., Wakefield, heading towards Doncaster. Neil Scarlett



Southern’s Class 377 701 arrives into Watford Junction on April 16th working a South Croydon to Milton Keynes service. Derek Elston

Right: Northern's Class 158 901 heads towards Preston passing through Cherry Tree, with the 1B14 08:18 York to Blackpool North service on April 10th. Dave Felton

Main: TransPennine Express Class 350 402 calls at Wigan North Western on April 9th with a service to Manchester Airport. Brian Battersby

Below: Arriva Trains Wales Class 143 607 arrives into Cardiff Central on April 9th working a service to Treherbert. Paul Godding







First Great Western's Class 150 243 crosses Malvern Common on April 27th, to form the 12:51 service to Weymouth. Neil Pugh



A pair of Northern Class 153s led by 153 328 depart Grange-over-Sands with the 2C52 10:09 Barrow - Lancaster service on April 19th. Nick Clemson





London Midland's Class 170 635 working a Hereford to Birmingham service crosses Malvern Common on April 27th, whilst 172 219 stands in the down loop. Neil Pugh



TransPennine Express Class 185 108 with the late-running, 1B72 Manchester Airport - Cleethorpes, departs Sunny Scunny! on April 8th. Steve Thompson

Arriva Trains Wales' Class 175 104 calls at Helsby on April 5th working a Manchester Piccadilly to Llandudno service. Brian Battersby

South West Trains Class 159 011 stands at London Waterloo on April 9th ready to work the 1L57 18:20 London Waterloo - Exeter St. Davids service. Jonathan McGurk

Abellio Greater Anglia's Class 379 002 and 379 026, working the 1B01 18:15 Stansted Airport - London Liverpool Street, are seen upon arrival at Liverpool St. on April 9th. Jonathan McGurk

Chiltern Railways Class 165 015 with the 2R25 12:34 Leamington Spa - Birmingham Moor St. approaches Tyseley on April 9th. Nick Clemson

First Great Western's Class 150 128 is seen at Cardiff Central on April 9th, departing empty to Canton depot for cleaning. Paul Godding



First Great Western Railway's Class 165 126 working the 1P47 12:06 Worcester Foregate Street - London Paddington is seen approaching London Paddington on April 9th. Jonathan McGurk





South West Trains' Class 458 507 works the 2R25 11:25 Clapham Junction - London Waterloo service on April 9th. Jonathan McGurk

Heathrow Express Class 332 003 stands in the company of First Great Western power cars Nos. 43187, 43181 and 43131 at London Paddington on April 9th. Jonathan McGurk



London Midland's Class 172 220 passes Tyseley on April 9th working the 2K27 12:09 Dorridge - Kidderminster service. Nick Clemson





London Midland's Class 170 635 works a Birmingham New Street to Hereford service across Malvern Common on April 17th. Neil Pugh



East Midlands Trains' Class 158 788 approaches Manchester Piccadilly on April 21st working a service to Liverpool Lime St. Richard Hargreaves

Northern's Class 323 239 heads off Stockport Viaduct with the 2K20 14:04 Manchester Piccadilly - Crewe service on April 20th. Nick Clemson



London Midland's Class 350 267 calls at Atherstone on April 20th, working a service to London Euston. Phil Martin





Unique reworked Class 144 012 leads 142 070 out of Scunthorpe with the 2P79 to Lincoln service, April 20th. Steve Thompson



TransPennine Express' Class 185 153 crosses the Bridgewater Canal at Castlefield on April 13th. Michael Lynam

Northern Electrics Class 319 366 stands at Wigan North Western on April 9th with a service to Liverpool Lime Street. Brian Battersby



Northern's Class 150 132 and 142 037 approach Cherry Tree station with the 2S11, 10:21 Colne to Blackpool South service on April 9th. Dave Felton





London Overground's Class 378 231 departs Clapham Jct. on April 9th working the 9M27 12:29 Clapham Junction - Dalston Junction service. Jonathan McGurk



Class 168 329 in Chiltern Mainline livery works the 1H33 12:55 Birmingham Moor St. - London Marylebone service through Tyseley on April 9th. This unit was previously TransPennine Express' Class 170 309. Nick Clemson

Arriva Trains Wales Class 150 258 departs Cardiff on April 9th with a service to Maesteg. Paul Godding



Northern's Class 150 141 nears New Mills Newtown on April 10th with the 2H94 08:56 Manchester Piccadilly - Buxton service. Nick Clemson





Northern's Class 158 753 arrives into Littleborough on April 9th working the 2U30 12:26 Leeds - Littleborough service, terminating here due to engineering work. John Balaam



On April 21st, Arriva Trains Wales Class 158 832 is seen stabled at Shrewsbury. Richard Hargreaves

Govia Thameslink's Class 319 434 working the 2B11 07:42 London Blackfriars - Sevenoaks, calls at Denmark Hill on April 9th. Jonathan McGurk

Virgin Train's Class 390 040 with the 1F15 11:07 London Euston - Liverpool Lime St. passes near Hartford Jct. on April 13th. Nick Clemson

Arriva Trains Wales Class 175 111 working a service to Manchester Piccadilly, arrives into Cardiff on April 9th. Paul Godding



East Midlands Trains' Class 222 011 arrives into Derby on April 7th, working a service to London St. Pancras International. Richard Hargreaves





Northern Electric Class 319 364 departs Manchester Piccadilly on April 21st, heading to Manchester Airport. Richard Hargreaves

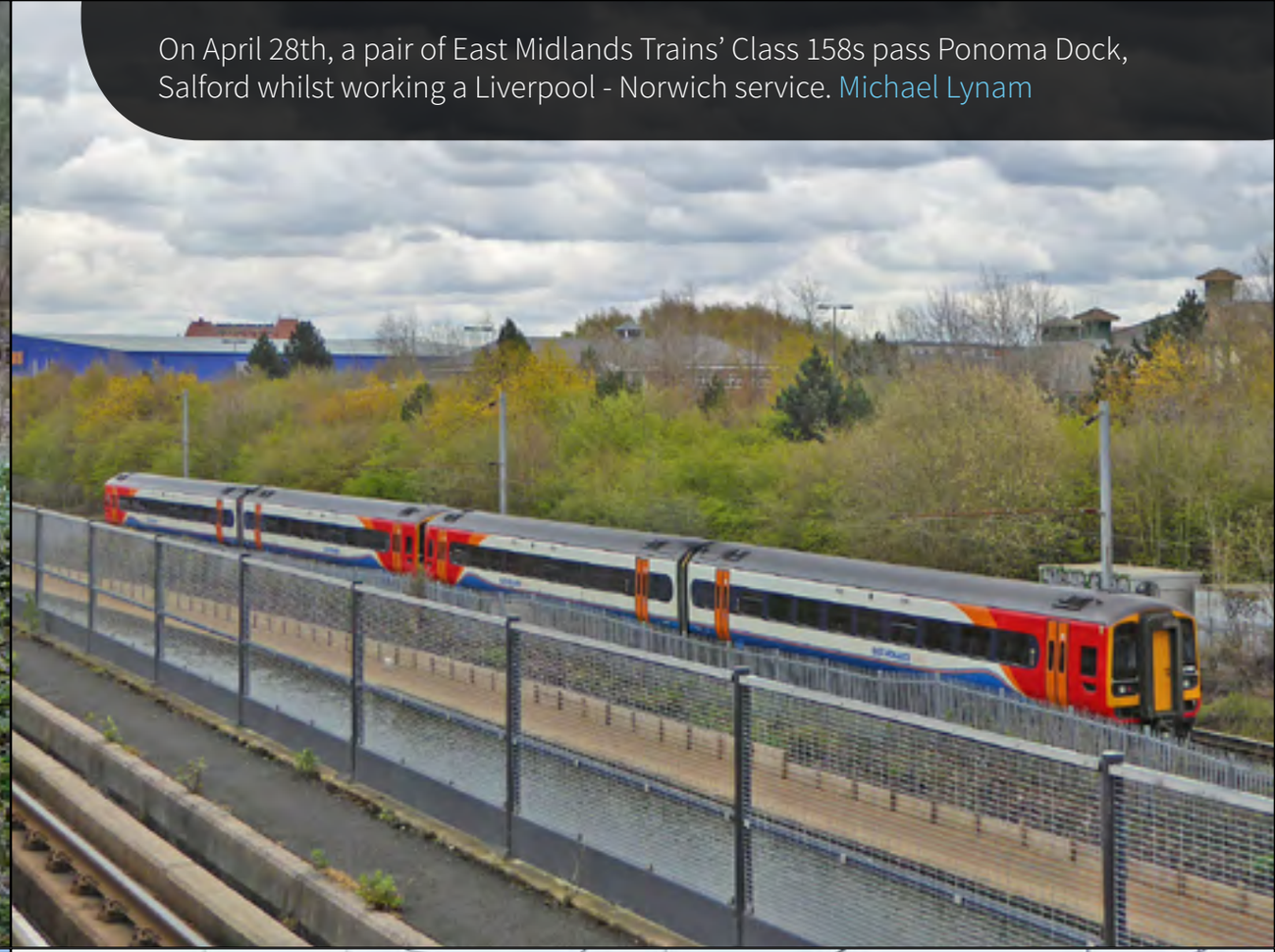


On April 10th, TransPennine Express Class 185 120 passes near Sheffield Millhouses with the 1B73 10:42 Doncaster - Manchester Airport. Nick Clemson

On April 15th, Northern's Class 150 103 calls at Pleasington working a Colne - Blackpool South service. Michael Lynam



On April 28th, a pair of East Midlands Trains' Class 158s pass Ponoma Dock, Salford whilst working a Liverpool - Norwich service. Michael Lynam





On April 21st, recently repainted Royal Mail Class 325 009 stands at Stafford whilst on a test run from Crewe. Michael Lynam



On April 21st, Northern's Class 158 759 arrives into Preston with a York - Blackpool North service. Michael Lynam

East Midlands Trains' Class 222 015 and 222 012 working the 1C53 13:43 Sheffield - London St. Pancras is seen near Hasland on April 10th. Nick Clemson

Northern's Class 150 135 stands at York on April 16th prior to departure with a service to Leeds via Harrogate. Richard Hargreaves

Virgin Trains' Class 390 040, newly named 'Virgin Radio Star', departs Crewe on April 8th working a service to Manchester Piccadilly. Richard Hargreaves

Merseyrail's Class 508 114 stands at Chester on April 23rd, working a service to Liverpool Central. Brian Battersby



Northern's Class 321 902 stands at Ilkley forming the 11:10 departure to Leeds on April 9th. Derek Elston





Northern's Class 158 904 arrives into Goole on April 23rd, working the 1J27 11:28 Scarborough - Sheffield service. John Balaam



Arriva Trains Wales' Class 175 102 passes Wistanstow on April 20th working the 1V38 09:30 Manchester Piccadilly - Carmarthen service. Keith Davies

Southeastern's Class 465 166 and 465 004 arrive into Denmark Hill on April 9th working the 2U16 07:39 London Victoria - Dartford. Jonathan McGurk



A Northern Class 142 is seen crossing Marple Viaduct on April 11th with the 2H54 12:34 Manchester Piccadilly - Marple Rose Hill. In the foreground is the Peak Forest Canal. Nick Clemson





Virgin Trains' Class 390 147 working the 9S54 08:43 London Euston to Edinburgh (via Birmingham) approaches Acton Bridge on April 14th. Dave Felton



On April 8th, Virgin Trains' Class 390 001 working a London Euston - Glasgow Central service passes 221 116 at Wigan North Western. Steve Stepney

Northern's Class 155 347 arrives into Hebden Bridge with the 2E51 14:42 Todmorden - Leeds service on April 9th. John Balaam



On April 18th, Northern's Class 323 233 calls at Guide Bridge whilst working a Manchester Piccadilly - Glossop service. Brian Hewertson





South West Trains Class 159 003 stands at London Waterloo on April 9th having arrived with the 1L58 16:47 Salisbury - London Waterloo service. Jonathan McGurk

News and Features:
Scotrail - life north of the border

Abellio ScotRail Class 320 316 and Class 318 266 arrive into Glasgow Central on April 7th working the 2B89 16:21 Lanark - Glasgow Central. Jonathan McGurk

Class 68 003 heading the 5K19 Edinburgh - Motherwell TMD, passes Coatbridge on April 21st. Michael J Alderdice

Virgin Trains power car No. 43315 leads 43316 over the Forth Bridge on an Aberdeen - London Kings Cross service on April 9th. Richard Jones

Class 68 018 leading the 4D47 Inverness - Mossend Up Yard, passes through Coatbridge Central on April 18th. Michael J Alderdice

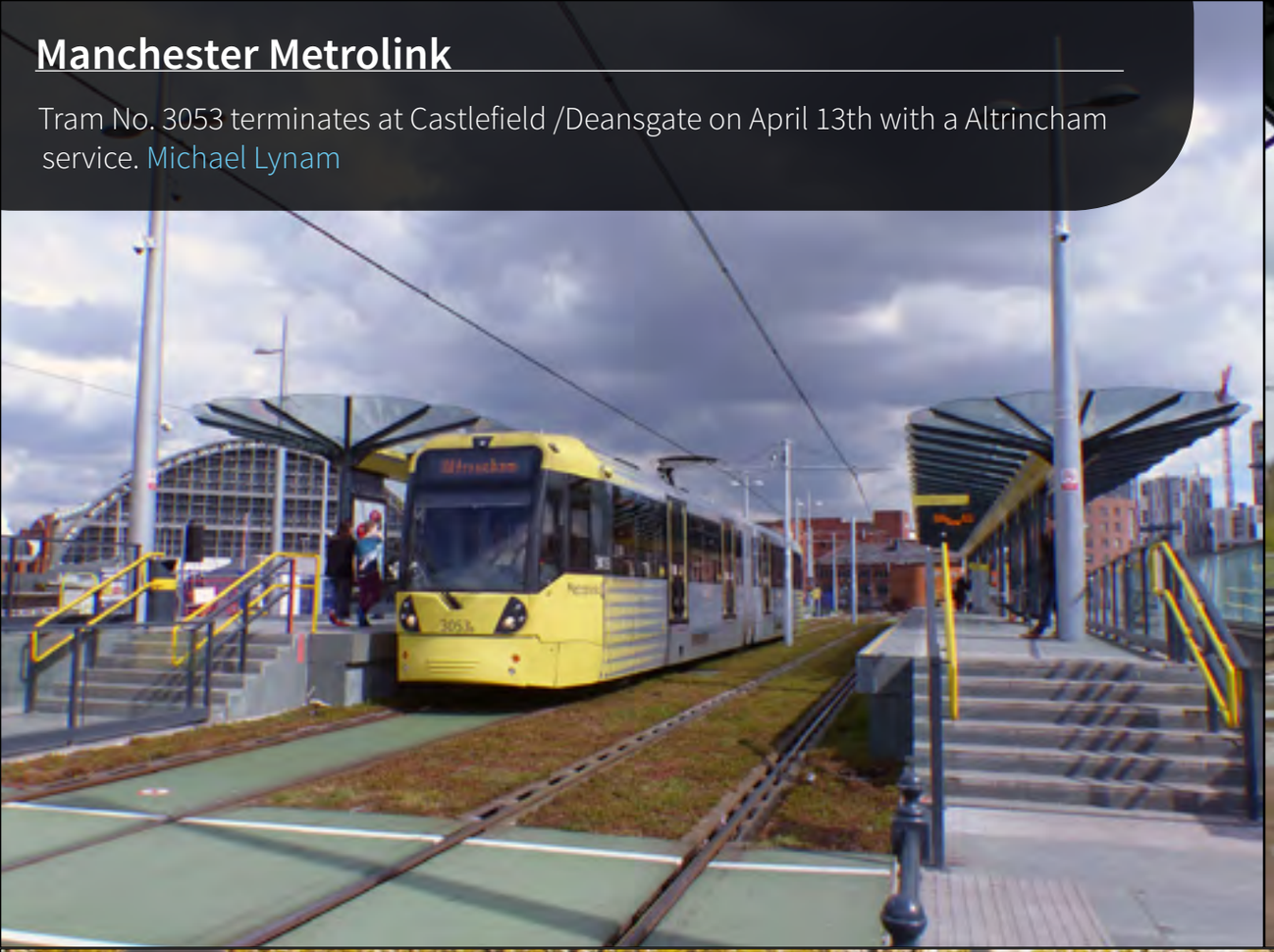
On April 21st, Class 170 414 passes Coatbridge working a diverted 1S57 Glasgow Central - Aberdeen service. Michael J Alderdice

Former London Midlands EMU Class 320 412 (ex 321 412) works a Cumbernauld - Anderston service through Coatbridge on April 21st. Michael J Alderdice

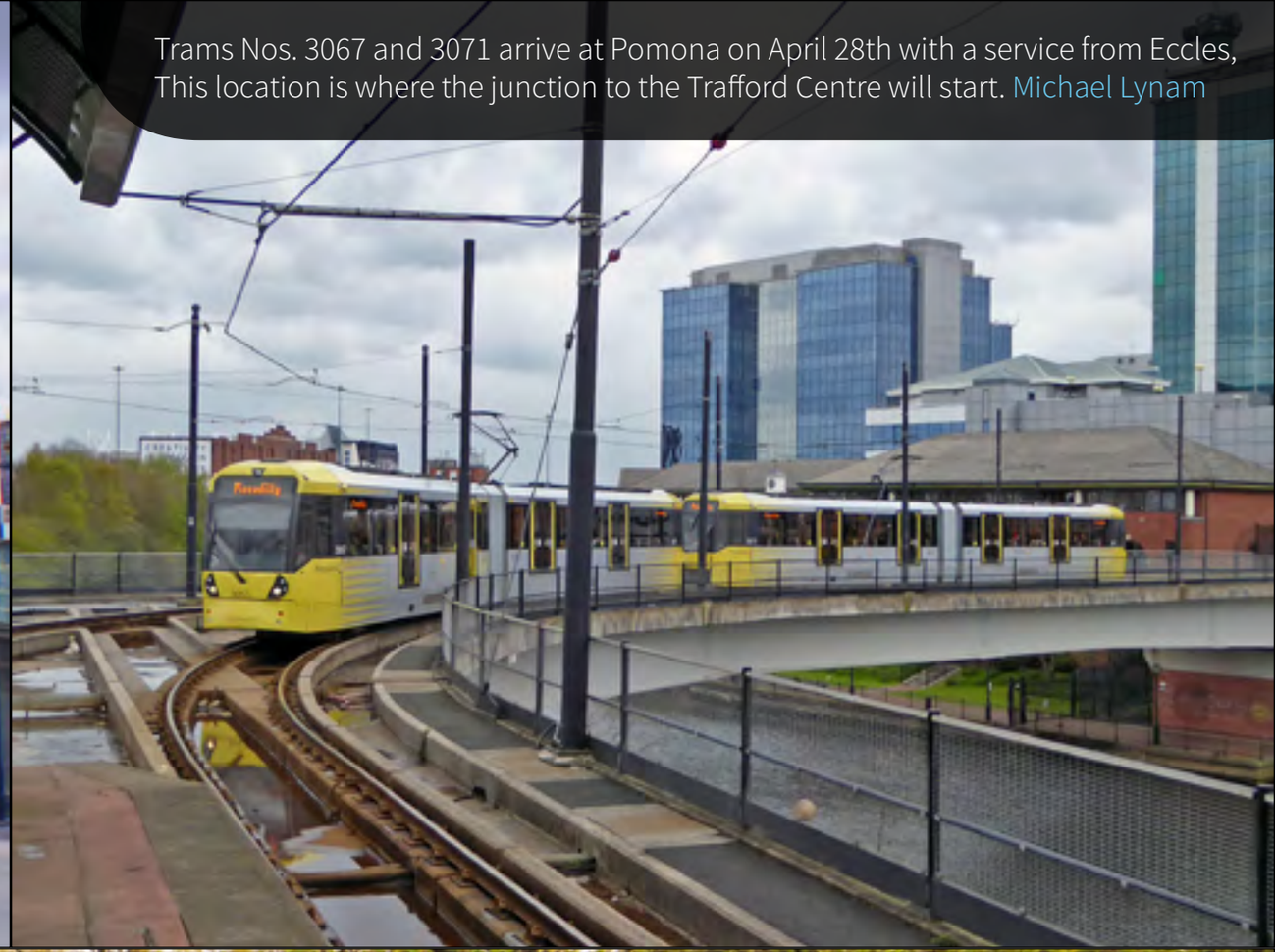
Class 68 019 working the 5K19 Edinburgh - Motherwell TMD, passes Heatherbell Crosssing, Coatbridge on April 20th. Michael J Alderdice

Manchester Metrolink

Tram No. 3053 terminates at Castlefield /Deansgate on April 13th with a Altrincham service. Michael Lynam



Trams Nos. 3067 and 3071 arrive at Pomona on April 28th with a service from Eccles, This location is where the junction to the Trafford Centre will start. Michael Lynam





Manchester Metrolink Flexity Swift No. 3058, carrying adverts for Sainsburys, is seen at Piccadilly Gardens on April 30th. Derek Elston

On April 28th, a pair of M5000s head down the slope to Exchange Quay.
Michael Lynam

Nottingham Trams

Bombardier Incentro tram No. 209 approaches Old Market Square working a service to Clifton South. Derek Elston

NET Alstom Citadis 402 tram No. 223 ‘Colin Slater MBE’ waits to depart Old Market Square on April 12th. Derek Elston

NET Bombardier Incentro tram No. 206 is seen departing Old Market Square on April 10th, heading to Phoenix Park. Derek Elston

Going Underground

Jubilee Line '1996' stock No. 96047 stands at Stratford on April 9th having arrived with a terminating service from Stanmore. Jonathan McGurk

Docklands Light Railway

Docklands Light Railway units Nos. 26 and 60 are seen departing Stratford, heading towards Woolwich Arsenal on April 9th. Jonathan McGurk

DLR units Nos. 91 and 83 call at Canary Wharf on April 9th with a service to Stratford. Jonathan McGurk

Blackpool Trams

Beamish resident, Marton Box Car No. 31, has arrived at Blackpool for the 2016 season and is seen here at Pleasure Beach on April 30th. Richard Hargreaves

Blackpool Railcoach No. 680 departs Pleasure Beach, heading for Cabin on April 30th. Richard Hargreaves



Box Car No. 40 prepares to depart Pleasure Beach on April 30th working a trip to Fleetwood. Richard Hargreaves





Having arrived at Bispham, Balloon train No. 701 crosses over to return to Pleasure Beach, whilst Bolton No. 66 awaits its departure time. Richard Hargreaves



A sunny shot at North Pier as Marton Box car No, 31, heading to Pleasure Beach, passes Boat car No. 227. Michael Lynam

Visiting for the 2016 season, Marton Box Tram No. 31 stands at North Pier on April 23rd. Michael Lynam

On April 23rd, Boat No. 227 prepares to traverse the crossover at North Pier and head back to Pleasure Beach. Michael Lynam

Tram No. 736, the Illuminated Frigate, had an unusual daytime outing on April 30th when it operated a ‘Wedding Special’ from North Pier. Richard Hargreaves

Fares Advice *with RailUK*

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

TfGM leaflet "Choosing the best value train ticket"

Q: Transport for Greater Manchester have issued a little guide "Choosing the best value train ticket. 2016."

Under the section heading "Save Money. Choose the time you travel." it states...

Quote:

"Train travel in Greater Manchester is more expensive on weekdays when you travel before 09:30 and between 16:01 and 18:29. These times are called peak times and tickets and travelcards that include travel at these times are called Anytime tickets.

Of course you can save money if you don't travel at these times. Travelcards and tickets that don't let you travel at these times are called off-peak tickets.

Before you choose an off-peak ticket or travelcard, make sure you won't be making any part of your journey during the peak times shown above."

Is this last piece of information correct?

I had previously understood, rightly or wrongly, that if a journey (wholly within Greater Manchester and without changing trains) started before 16:01 but ended at sometime between 16:01 and 18:29, was ok on an off-peak ticket.

A: ISTR that the mind-numbingly stupid way the restriction is worded means that boarding a train between those times (including when changing trains) is not permitted, but continuing on a train you are already on is fine.

Also, if you're not sure whether you'll be travelling in the afternoon peak, my understanding was that it was fine to buy the Off-Peak ticket and later excess it to an Anytime if you need to. The text above suggests you need to decide beforehand.

Your understanding is correct but this must be done before boarding if there is a ticket office at the station where you board. Obviously a TVM cannot excess so that would not be relevant.

Time restricted tickets can be changed on the train, except for Advance (and similar) tickets.

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!



Colas Rail's Plasser & Theurer 08-16/4x4C80-RT Tamper No. DR73922 passes Hartford Jct. with the 11:15 Crewe CS - Edge Hill on April 13th. Nick Clemson



GWR Modified Hall 4-6-0 No. 6990 'Witherslack Hall' eases into at Highley with a Bridgnorth to Kidderminster service on March 27th. Derek Elston

The changing face of rail freight

As the UK's steel and coal industries face unprecedented change, Les Morris, Head of Sales at DB Cargo UK, examines the knock-on effect to rail freight.

While all eyes focus on the crisis affecting the UK steel industry, it is important to remember the wider ramifications on the supply chain, and other industries and services which support the steel sector, writes Les Morris, Head of Sales at DB Cargo UK.

It has been a very challenging few years for many industries, including rail freight. The rapid decline in coal has been headline news for some time and in the last 12 months alone, we have seen the closure of a number of power stations. Indeed, the UK Government intends to close all unabated coal-fired power plants by 2025 and restrict their use by 2023.

The effect has been dramatic on a whole range of associated industries. Take our company, DB Cargo UK as an example. In January 2015, we ran 1,132 coal trains, compare that to February 2016 when we ran just 287 - a drop of 75 per cent. Another huge part of our traditional business is transporting steel and the major news over the last weeks has focussed on Tata Steel's decision to sell its UK operations. So, it remains a challenging time for traditional UK manufacturing industries and the services and suppliers that support it.

For rail freight, the future growth markets are in construction, intermodal and automotive. Over the past few years, DB Cargo UK has been building its offering to these markets.

When we started to transform our UK business in mid-2015, we took steps to begin to resize and reshape to make us fit for the future. Despite the financial difficulties and challenges we face with our traditional markets, DB Cargo UK has made good progress in areas such as production reliability and customer satisfaction levels to support market share growth.

We have secured contracts with the likes of Hope Construction, WH Malcolm and BMW MINI and in late 2015, we opened our multimodal London Eurohub for transporting finished vehicles in and out of Europe.

This is the only rail linked offering of its type in the UK. The 34 acre, site in Barking, East London, is strategically situated at the most western point of the European gauge network, with access to HS1 and the Channel Tunnel. It has the capacity to handle approximately 150,000 finished vehicles annually as well as being able to manage intermodal traffic both internationally and domestically.

We are steering our own destiny by focusing on current and future customer requirements to meet the needs of our growth sectors. However, as we have said previously, these sectors are not at the capacity to fully replace the void left by the dramatic and rapid decline of our traditional markets.

So, we are under no illusions, the rail freight industry faces some difficult times ahead. At DB Cargo UK we constantly review our strategies to position ourselves positively by continuing to adapt and evolve to meet the challenges of the markets.



Class 50 017 leads 50 007, 37 905, 41 001 and 50 050, passing Syston working from Dereham to Leicester on April 4th. The locos having featured in the Mid Norfolk diesel gala. Julian Churchill



Having returned from Derham on April 4th, the Class 50s were dispatched to Derby to collect Class 37 116, running as 0Z16 Derby Etches Park - Washwood Heath, Class 50 017, 50 007, 37 116 and 50 050 pass Burton in a downpour. Stuart Hillis



Waggon und Maschinenbau railbus No. 79990 stands at Preston Riverside on April 21st. John Balaam



At Wigan North Western on April 8th, LMS Royal Scot Class No. 46100 'Royal Scot' heading from Crewe - Carnforth, passes Northern Electric Class 319 362 on a Preston - Liverpool service. Steve Stepney

Borders Railway wins RICS infrastructure award

Borders Railway has been named the Royal Institution of Chartered Surveyors' Scottish infrastructure project of the year. The project was recognised on April 14th, during a ceremony in Edinburgh for its delivery of essential facilities, services and infrastructure.

The £294m Borders Railway re-established a passenger rail link for the first time in over 40 years from Edinburgh through Midlothian to Tweedbank in September last year.



The project included the installation of 30 miles of new railway and seven new stations as well as the upgrading and building of supporting infrastructure.
The new railway, the longest domestic line built in over a century, welcomed more than 500,000 passengers within the first five months of it's opening.
Chair of RICS Scotland judging panel, Colin Smith MRICS, said: "The new rail network addition is highly popular and the judges could not fail to consider the project's delivery time, quality and inherent sustainablity credentials."

Stewart MacPherson, Network Rail Infrastructure Projects route delivery director for Scotland, added: "With passenger figures exceeding expectations, the investment in the railway is really paying dividends and it's great to see the positive impact it's having socially and economically for the local communities along the route."

Borders Railway will join all category winners to represent Scotland in the RICS Awards Grand Final which will take place in London in October.



LMS Jubilee Class 6P 4-6-0 No. 45699 ‘Galatea’ passes Nantwich on April 2nd working the 1Z61 08:14 London Euston - Chester. John Balaam

Work continues to repair landslip between Carlisle and Newcastle

Residents and motorists have been thanked for their patience as work continues at the site of a landslip outside Hexham which caused the railway to be closed for several weeks. Unprecedented levels of rainfall caused a landslip back in January at Farnley Haugh, with over 35,000 tonnes of earth sliding down from nearby fields onto the West Line which carries trains between Carlisle and Newcastle. What followed was a 24/7 clean up job to firstly clear the railway of debris and then repair the damaged track below, with passenger services returning to normal on the morning of Monday 8 February.

While services have been running smoothly since then, work on the site has continued as engineers work to rebuild the bank side in a bid to prevent a repeat incident in the future. So far over 40,000 tonnes of earth and other materials has been moved from bank into nearby fields, with pitch stone protection being laid to strengthen the hillside above the tracks. A new three metre drain has also been fitted to help carry water away from the area more quickly in the future. The site compound, which has been situated in a field just off the A695 since January, has meant temporary traffic lights have been required to control traffic, but this week the lights were removed meaning less inconvenience for motorists.

Engineers from CML, who are carrying out the work on behalf of Network Rail, expect to be on site for three more months.

Rob McIntosh, route managing director for Network Rail said: “Our first priority was to get the railway open again for passengers which we achieved back in February. Since then we have been working hard to rebuild the embankment and make improvements to the drainage to prevent another incident in the future, all without causing any disruption to train services. I’d like to thank those who live near or travel past the site for their patience while we have been carrying out these repairs and we will continue to keep any disruption to a minimum for the remainder of the work.”

DB Cargo UK seals another win in construction

DB Cargo UK has signed a new contract with long-standing customer Tarmac. This development is testament to the rail freight operator’s excellent performance and growing services to the construction industry.

The contract will see DB Cargo UK continue to deliver aggregates by rail from Mountsorrel Quarry in Leicestershire, coming into force on 1st April 2016.

Using DB Cargo UK’s freight services supports Tarmac’s ambitions to increase its rail freight capacity to aid delivery of the UK’s infrastructure and road ambitions and reduce transport CO2 levels by 10 per cent per tonne by 2020.

The contract has been secured for five years and was signed aboard DB Cargo UK’s company train as it travelled from St. Pancras to Birmingham International, stopping at Mountsorrel Quarry on route.

In January 2016, DB Cargo UK began two other five year contracts with Tarmac to transport materials for Tarmac’s aggregates businesses in the West of England and London.

Mick Tinsley, Head of Building, Infrastructure and Construction at DB Cargo UK, said: “We are delighted to continue our long-standing relationship with Tarmac with this contract. With far greater collaboration than ever before, we are excited about the development of the services and the prospects for even more construction materials to be moved by rail in the future.”

Matthew Woodcock, Head of Group Supply Chain and Logistics at Tarmac, said: “An enhanced rail freight network supports our strategic growth plans, building on our current capacity to meet customers’ growing requirements for high quality construction materials for national and local infrastructure projects. This expansion will also support more efficient, sustainable transport and a lower carbon built environment.”

Cumbrian Coast line defences bolstered with 15,000 tonne ‘rock armour’ to protect railway

Network Rail has completed work to protect the railway on the Cumbrian Coast line at Parton with the installation of a 15,000 tonne ‘rock armour’ sea defence.

Working around the tidal patterns of the Irish Sea became the norm for a small team of Network Rail’s orange army who have been delivering emergency repairs to the sea wall since storms battered sea defences protecting the railway over Christmas and the New Year.

The team quickly repaired the breaches in the wall using cement as a temporary measure. But the need to get onto the beach to install a permanent layer of ‘rock armour’ – huge boulders at the base of the sea wall which absorb much of the energy from the waves – meant taking advantage of low tides was essential.
Some 15,000 tonnes of rock has been transported onto the beach next to the railway to create a barrier of protection from the force of the ocean.

John Owen, works delivery manager for Network Rail, said: “In total we’ve put around 15,000 tonnes of the rock armour into place which will help protect the railway for several decades to come.

The main challenges have been the weather and access and we had to carefully plan our work around low tides so we could safely and effectively install these defences.
The logistics were also challenging as we had to move the rock in from quarries, into a compound and then, during low tide, onto the beach. The result is a safer and more reliable railway for the people of Cumbria.”

Network Rail also took the opportunity to work with the local council to totally clean up the beach to help return it to its natural beauty, removing everything from fridges to mattresses.

Jamie Reed, MP for Copeland said: “I recently met with Network Rail to visit their sea defence work at Parton where I was struck by the scale of the challenge they faced in transporting 15,000 of rock armour onto the beach, especially when this had to be completed during low tide and when the railway was still in operation. I am grateful for their hard work in repairing the sea wall and ensuring that this well used railway line is further protected for decades to come. It is clear that Network Rail is playing its part in the ongoing flood recovery work.”

The work at Parton forms part of a multi-million pound scheme to protect high risk areas of the Cumbrian Coast line from erosion and protect the railway from future weather-related disruption.



Freightliner’s Class 47 830, on hire to Rail Operations Group, was utilised on a HST stock move from Plymouth Laira to Kilmarnock on April 10th. Steve Andrews



London Undergrounds 4TC unit passes Northampton with Class 66 770 supplying the traction en route to the Severn Valley Railway on April 21st. Derek Elston

London Kings Cross - Gresley Statue

Great Northern Railway N2 Class 0-6-2T No. 1744 with LNER Kitchen Composite coach No. 7960 stands at London Kings Cross during the unveiling of a statue of Sir Nigel Gresley on April 5th. John Alsop

Glasgow Queen Street tunnel works enter new phase

Engineers have begun to break-up and remove the track through Glasgow Queen Street tunnel as work on the £60m renovation project gathers pace.

Since the high level station closed to trains on March 20, engineers have been working around-the-clock to renew track and key junctions to the north of the tunnel near Cowlairs and to begin lengthening and rebuilding platforms and track layouts within the station.

With the 20-week scheme progressing to plan, the project team has begun the key task of breaking-up and removing over 10,000 tonnes of aging slab-track in the 918m-long tunnel.

When Queen Street high level reopens on Monday, August 8, the team will have worked over half-a-million hours to renew 1,800m of concrete slab track and install more than 4,000m of new rails.

The two lines of track through the tunnel will be broken up and replaced separately with special engineering trains being used to remove old material from the site and deliver the new slab-track sections.

The track will also be lowered to allow the installation of equipment to carry the overhead conductor bar system to electrify the railway through the tunnel ahead of the introduction of faster, greener trains from December 2016 as part of the Edinburgh Glasgow Improvement Programme (EGIP).

Phil Verster, managing director of the ScotRail Alliance, said: “The renewal of the track through Queen Street tunnel is a very complex and technically challenging project and our engineers are working around-the-clock to complete this vital work as quickly as possible for our passengers.

The work we are doing in the tunnel combined with the electrification of key routes and the wider redevelopment of Queen Street station will deliver significant and ongoing benefits for our customers for decades to come.



SB Rail tamper No. DR73110 ‘Peter White’ eases into Northampton working the 09:51 Lichfield Trent Valley C E Sidings to Bletchley C E Sidings on April 29th.
Derek Elston

While we understand the disruption this closure has caused to customers, we would also like to thank them for how quickly they have adapted to the new alterative arrangements being used to keep the vast majority of services running via the low level station.”



The tunnel renewal is being delivered by engineers working on the EGIP which will see the main Edinburgh-Glasgow, via Falkirk High, line electrified by the end of 2016.

As part of the project the new EGIP fleet of 70 Hitachi Class 385 electric trains will be rolled out by December 2018 on a number of routes – allowing ScotRail to run trains of up to eight carriages on the main Edinburgh-Glasgow line once the new Glasgow Queen Street station is complete.

Network Rail awards contracts worth £90m to increase capacity and improve reliability of railway between London and Reading

Network Rail has awarded a contract for the final stage of the signalling system that will control trains between Reading and Paddington to Alstom and a separate contract for resilient power supplies to Amey. The upgrades are crucial to the future operation of Elizabeth line services as well as the modernisation of the Great Western Main Line. Both contracts have been awarded under existing Network Rail framework agreements which allow suppliers to invest in the skills and resources needed to deliver large projects efficiently. A £79m contract with Alstom is for the final stage of the full re-signalling of the Great Western Main Line between Reading and Paddington in the west of London. The contract covers the design, manufacture, supply, installation, testing and commissioning of a state-of-the-art train control system. The signalling work, which is already well underway, will allow Transport for London's Elizabeth line trains to operate on that section of the railway along with other services on the Great Western Main Line.

The £11m contract awarded to Amey for signalling power works between Paddington and Hayes & Harlington includes replacement of obsolete power supplies and crucially, fully resilient new supplies for the signalling equipment. This enables the system to be automatically supplied from separate supplies in the event of a power failure anywhere between two points. This drastically reduces train delays whilst maximising reliability for trains on the approach to and from Paddington. The planned upgrade of the signalling on the Great Western Main Line is being carried out by Network Rail as part of the Railway Upgrade Plan and is also a key enhancement required by Crossrail. Network Rail is a key partner in delivering the Crossrail project and is responsible for the design, development and delivery of the parts of the route that are on the existing rail network.

Matthew Steele, Crossrail Programme Director at Network Rail, said: "This is a vital step in the delivery of a bigger, better, more reliable railway for London and the South East. By ensuring the new trains can run seamlessly amongst existing rail services and by building in resilience at the outset, we increase the capacity and reliability of the railway meaning that passengers benefit from quicker and easier journeys they can depend upon. To deliver this work in the safest and most efficient way possible, we need to make the most of the huge potential within our supply chain so we look forward to continuing our close collaboration with Alstom and Amey in the delivery of these crucial elements of the Great Western Main Line upgrade and our preparation for Elizabeth line services."

Crossrail will be known as the Elizabeth line from December 2018 when services start running through central London. The full route will open in 2019. Brand new trains will allow passengers in west London and Berkshire to travel right through central London and all the way out to Essex, reducing journey times and making it quicker and easier for people to get to a range of destinations across London and the South East.



On the Severn Valley Railway, Class 50 049 heads a service past Northwood Lane, April 16th. John Alsop

GB Railfreight announces Belmond Royal Scotsman contract as it runs its first train for the luxury passenger service

On April 18th, GB Railfreight (GBRf) ran its first journey for Belmond Royal Scotsman, as it announced the company has signed a five-year contract. Locomotive 66746, painted in special Belmond Royal Scotsman livery, started its three-day tour from Edinburgh at 13:44 and arrived in Kyle of Lochalsh on April 19th at 18.03. It then made its return journey to Edinburgh on 20 April, via Aviemore and Dundee, arriving at 09:48 on 21 April.
GBRf will be delivering train crew and traction and a special liveried Class 66 will deliver approximately 50 multi-day tours each year, during the Belmond Royal Scotsman's scheduled season between April and October, hauling the train's luxury sleeper carriages.

This is a significant moment for GBRf as it represents another step in the expansion of the freight operator's rail services business. It follows the operation of numerous football charter journeys across the UK, as well as the provision of train crew and traction for Scotland's iconic Caledonian Sleeper franchise.

John Smith, Managing Director of GB Railfreight, said: "Over the last two years, GB Railfreight has seen extensive growth in its rail services business as we help provide train crew and traction for important passenger services such as charter football trains and the iconic Caledonian Sleeper.
"We are delighted to be working with Belmond to support its luxury Belmond Royal Scotsman service and will ensure that we use our extensive experience to ensure that its passengers continue to receive a level of service that befits its prestigious reputation."
Commenting on the new partnership, Gary Franklin, Managing Director, Trains and Cruises at Belmond, commented: "GB Railfreight has an excellent reputation within the rail industry and we are pleased to be working with the team over the next five years to haul the luxury sleeper carriages of Belmond Royal Scotsman."

Sheffield tram No. 123 arrives into Sheffield Station with a service to Herdings Park on April 23rd. John Balaam



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Nine day closure on our line announced as part of £76 million railway upgrade in Banbury area



The railway between Leamington Spa, Banbury and Bicester North will be closed for nine days this summer as part of a £76m upgrade.

The investment by Network Rail will help improve the punctuality and reliability of train services on the Chiltern main line, providing Chiltern Railways passengers with a better railway between Birmingham and London.

From Saturday 30 July until the line reopens on Monday 8 August, engineers will replace the signalling through the Banbury area upgrading it to a more reliable and modern system which will be controlled from the West Midlands Signalling Centre in Birmingham.

A significant amount of work has already taken place during 2015 during planned closures on Sundays. Work was also undertaken on Christmas Day and Boxing Day when the line was closed and available for upgrade work to take place.

As well as a new track layout through Banbury station and the modern signalling being installed, the investment is also providing the necessary infrastructure for a new depot south of Banbury which is currently being built. This will provide essential maintenance provision for the growing Chiltern Railways train fleet. Parts of this depot will open later this year.

For more information about this project, please visit www.chilternrailways.co.uk/banbury-upgrade

On April 22nd, Class 66 704 approaches Acton Bridge working a Liverpool to Drax Biomass. Brian Hewertson



Class 14 No. D9551 is seen on test at Kidderminster, Severn Valley Railway on April 30th. John Alsop



Time for change: Thameslink station partnership revitalises Cricklewood

A stylish station clock, flowerbeds and children's art display are just some of the improvements the Cricklewood Town Team has in store for Cricklewood station, which it has just adopted in association with train operator Thameslink.

Cricklewood is Thameslink's first Station Partnership north of London and members of the local town team, Thameslink, Network Rail and other partners came together to officially mark the agreement.

The partnership has already started to transform the area outside the station: with the help of Thameslink's station manager, James Gillett, and Network Rail, the previously overgrown and littered area is being turned into a new garden.

And other locals have been involved in the work, including local business Brookpace Lascelles, which has donated a brand new station clock.

Marie Hancock, member of the Cricklewood Town Team, said: "As local residents and voluntary members of the Cricklewood Town Team, we are delighted to be involved in adopting our station with the help of James. Our first challenge is clearing the site and removing the graffiti. We are planning to smarten up the entrance to the station with planting, bespoke signs and a new station clock, as well as putting up a display on the railings for art from local schoolchildren. We've had such wonderful support from everyone so far and the work is already starting to turn some heads."

Station manager James Gillett said:"I am amazed by the work we've been able to do together so far. The section of land next to the station had been a real eyesore. Already we can see the difference the group is making; their ideas and the addition of the clock, are wonderful."



Station Partnerships are agreements between the rail operator and community groups to build on-going relationships to develop stations together, in ways tailored to the individual area. Through work with Community Rail Partnerships and other groups, Thameslink, Southern and Great Northern now have almost 50 station partnerships, ranging from maintaining gardens and planters at stations to showcasing art produced by local schools.

Thameslink is keen to establish more station partnerships and is able to offer small funds to support setting these up.

Photo: Clock this: Representatives from Thameslink, the Cricklewood Town Team, The King's Parade, Cricklewood Patrons, Brookpace Lascelles, Network Rail and the Child's Hill Safer Neighbourhood Team (Barnet) celebrate the new Cricklewood Station Partnership



At the Lynton and Barnstaple railway on April 14th, Kerr Stuart & Co. Ltd No. 2451 'Axe' is seen working a service at Woody Bay. Martin Hill



EMT HST power car No. 43047 stands at London St. Pancras International on April 5th, having arrived with a service from Sheffield. John Alsop

State-of-the-art machinery delivers £29million railway upgrade between Basingstoke and Eastleigh in record time

As part of its £40bn Railway Upgrade Plan, Network Rail has completed a £29million upgrade to the track and foundation of the railway between Basingstoke and Eastleigh in half the usual time by using state-of-the-art track renewal and ballast cleaning machines.

The renewal project has replaced 25km of track and over 64,000 tonnes of ballast, the stone foundation to the railway, requiring a total of nearly 38,000 new railway sleepers. The High Output Ballast Cleaner, which replaces the ballast beneath the track to improve the drainage, has been working five nights a week since the end of September 2015, while the two pieces of kit have been used together overnight for the first time since January.

This is also the first time the High Output Ballast Cleaner has been used on a railway powered by a 'third rail', whereby the electrical current to power the trains is on the floor (as opposed to overhead as it is on many other lines). The Alliance between Network Rail and South West Trains also meant more work could be carried out in the available time, as the two organisations worked together to get engineers the access to the railway needed while keeping passengers and freight moving.

John Halsall, Route Managing Director at Network Rail, said: "We're delighted to deliver this fantastic upgrade, not only in record time but with minimal disruption to passengers. The machinery that we have used represents superb value, both in the cost of completing the works and the speed at which we can work, particularly the fact that we can operate overnight rather than closing the line at weekends.

"The number of passengers using the railway is now at its highest point ever and continues to grow. This stretch of railway is also intensively used for freight movements in and out of Southampton docks, so it is vital that we keep upgrading the infrastructure in the most efficient way possible. I'd like to thank our lineside neighbours for bearing with us during this vital work."

The two renewal systems are operated by teams of around 40 of Network Rail's 'orange army', five nights a week. The teams were able to renew twice as much track and ballast as would have been possible in the same time using traditional methods.

Christian Roth, Managing Director for South West Trains, said: "This part of our railway is one of the busiest and most intensively used in the country and therefore carrying out regular maintenance is vital to ensuring safe and reliable journeys for millions of passengers every year.

"This is also a first for the railway as it is the first time this equipment has been used on a 'third rail' railway, whereby the electrical current to power the trains is on the floor. As a result it has taken a tremendous amount of teamwork to show the equipment can work here and we're delighted with the end result."

The work is carried out by two machines, one designed to renew the track and one designed to replace the ballast foundations. The ballast cleaner alone stretches for approximately half a mile, weighs around 3,000 tonnes, and is able to renew around 400 yards of ballast every night, approximately twice the distance that conventional methods would achieve.

The two machines will now be taken in for scheduled maintenance before moving around the country to continue the national track upgrade scheme.

Virgin Trains sets the pace with cash compensation for delayed customers

Virgin Trains has made significant improvements to the way it offers compensation for delayed journeys.

From April 6th, all Virgin Trains customers across both its east and west coast routes who apply for compensation after experiencing delays of at least 30 minutes will be offered a cash payment (in the form of a cheque) as the default option. Customers can still opt for rail vouchers if they prefer.



Virgin Trains was the first train operator to make automatic bank payments to eligible delayed customers who use the west coast route and buy their ticket on the VirginTrains.co.uk web-site. These customers don't need to fill out any forms or notify the company – their money will automatically arrive back in their bank accounts within 3 working days.

The company is also working on ways to offer compensation payments directly into the bank accounts of even more passengers.

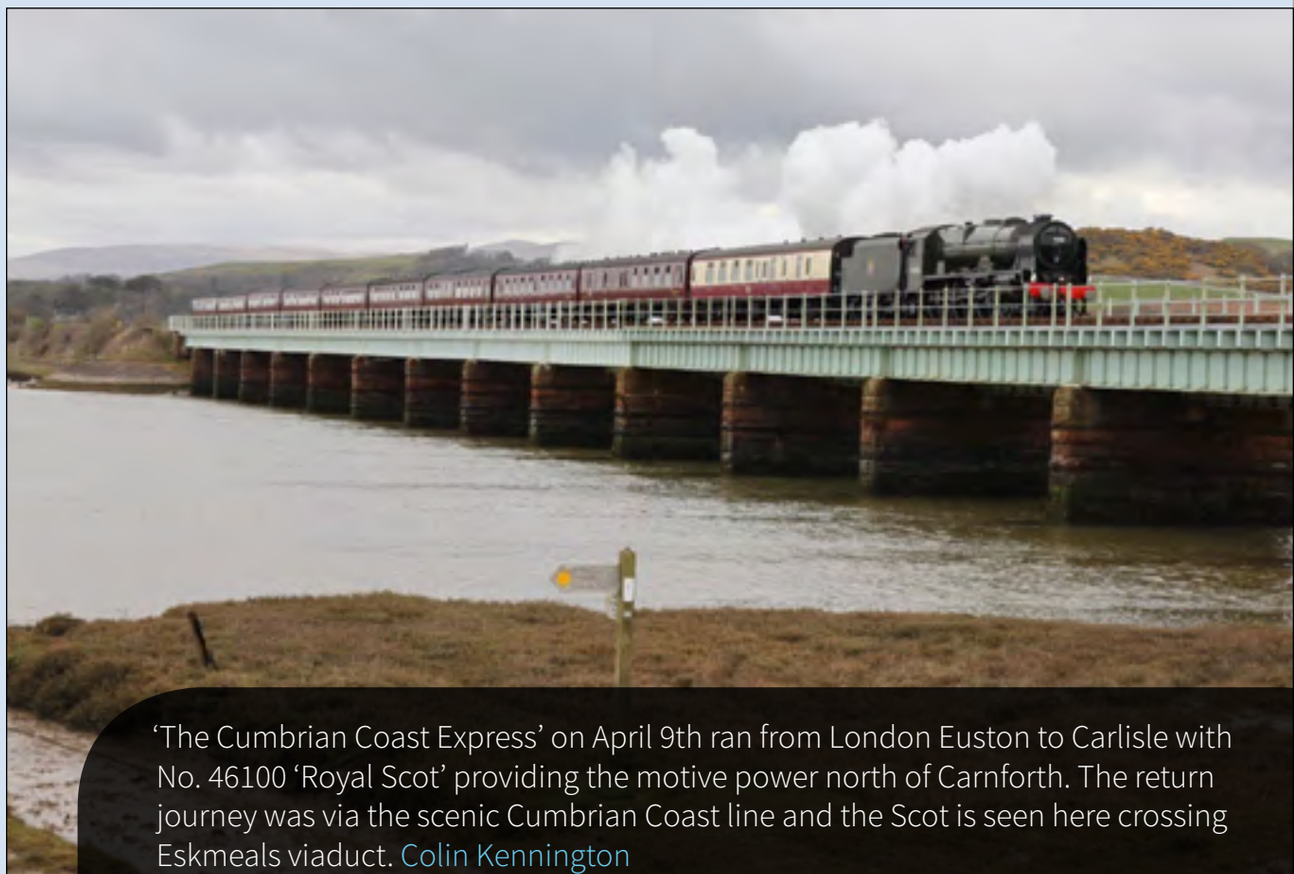
Which? Executive Director Richard Lloyd, said: "Passengers are rightly frustrated by the significant barriers that exist when claiming compensation for train delays and cancellations, so it is good to see Virgin Trains setting the pace by offering cash as the default option for compensation. We would urge all train operating companies to act quickly to implement this, and further changes, to improve the process for their customers."

Graham Leech, Group Commercial Director at Virgin Trains said: "We always want to be on the side of passengers. That's why we wholly support the move to offer cash compensation as a first option to customers and why we were the first operator to introduce Automatic Delay Repay. We're committed to making claiming compensation simpler and clearer for customers. We never want passengers to suffer delays or disruption but when things do go wrong we want to put it right.

Automatic Delay Repay means eligible customers have the compensation automatically paid into their bank account. We are looking at introducing this on our east coast route too."



GBRf Class 66 757 hauls the SVR/Butterley to Bristol St. Philips Marsh convoy with exhibits for the open day. Seen here departing Kidderminster with Class 31 162, Class 40 No. D213, 46 045 and 50 035. John Alsop



'The Cumbrian Coast Express' on April 9th ran from London Euston to Carlisle with No. 46100 'Royal Scot' providing the motive power north of Carnforth. The return journey was via the scenic Cumbrian Coast line and the Scot is seen here crossing Eskmeals viaduct. Colin Kennington

Against wall-to-wall blue skies, two members of West Coast Railway's large diesel fleet are seen at Carnforth on April 20th. On the left is Class 57 313, whilst on the right 57 315. Jeff Nicholls



Loco Fleet List 2016

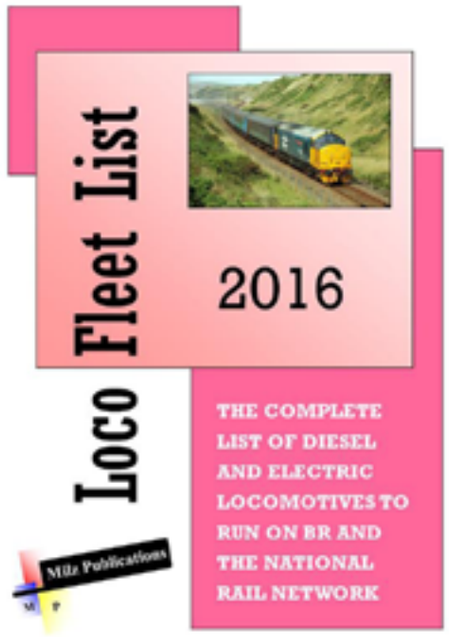
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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 2016 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

James Martin joins Virgin Trains as Executive Chef

Virgin Trains is set to partner with British chef and TV presenter, James Martin, as part of the train operator's continued transformation of the East Coast services. From May, a new range of specially created seasonal menus will be served to First Class customers, before exciting changes are rolled out to standard class customers in autumn.

The new seasonal menus will showcase fresh, local flavours and champion producers on the train operator's route. Breakfast, casual dining and, on selected services, evening meals are all set to be reinvigorated by James' distinctive flair. For breakfast, James has created an exclusive range of jams produced by Yorkshire based The Fruity Kitchen. In addition, he has introduced a premium Black Pudding which will be served alongside sausages, bacon and eggs, while casual dining features the chef's signature golden sultana sauce as an accompaniment to sausage rolls. Evening diners will be able to feast on sumptuous lemon and herb roasted chicken, as well as a new chicken curry dish created in the chef's development kitchen.

James, whose roots hail back to Virgin Trains' York managed station, said: "Virgin Trains came to me with a genuine vision and passion for improving the experience they deliver to their customers and – as a frequent Virgin Trains traveller – I shared their belief that the food on offer could have a real impact on customers' experience as a whole.

"I see this partnership as a real opportunity to open people's eyes to the great food they could enjoy as they speed up the iconic East Coast line – and I feel the new menus we're cooking up together will make it a truly enjoyable experience."

Alison Watson, Customer Experience Director at Virgin Trains on the East Coast, added: "This is another step in Virgin Trains' journey of improving every element of our customers' experience when they travel with us. Our new First Class carriages are rolling out on a weekly basis now, we are upgrading our First Class lounges for customers, and we have a totally new fleet of trains in the pipeline, too.

"However, we are also focusing on getting the experience right for our customers today, and a revitalised menu is another important element of that. We're confident the menu James is designing with our team will be the finest dining any UK train operator can boast and will be another step in making our customers' journeys even better."



Network Rail's No. DR98008 heads through Guide Bridge on April 18th with a working to Blackpool. Brian Hewertson



Class 87 002 arrives into Manchester Piccadilly on April 30th working 'The Pines Express' from London Euston.
Brian Hewertson

Did you Know - Ken Mumford

The Great Central main line was built to approximately the Berne loading gauge, intended ultimately to connect Manchester and London to Paris via a Channel Tunnel - in 1900!!

Kings Cross shed never found any LNER tank to outclass the N2 on the difficult task of battling with the gradient past Kings Cross Goods with the empties of an overnight sleeper, which was a perennial worry to the local operators, especially in winter; the shed eventually concluded that the ideal horse for the job would have been one of the Western's eight-coupled tanks, but it never got its hands on any - and if it had there would probably have been clearance snags.

On July 15th 1967 D1072 'Western Glory' working the 09:05 Plymouth to Liverpool came to a stand three quarters of the way up Hemerdon Bank. After a delay of 45/50 minutes a 'Warship' locomotive arrived from Plymouth (Laira) depot and banked the train over the top. The train was approximately 270 tons under the maximum load for a 'Western;' type locomotive. D1072 was reported 50 minutes late at Bristol (Temple Meads).

Mules were used to haul trams up the hills of Denver, Colorado. As an incentive they were allowed to ride on the rear platform for the downhill runs.
A farmer who bought one of ploughing work found whenever they reached the crest of a hilly field, the mule tried to jump aboard the plough.

If you can get past Milepost 19, you've made it!

This was what the older steam men of 6G (Llandudno Junction) shed said about the Conway Valley line which linked Blaenau Ffestiniog and Llandudno Junction.

Conservative v Labour perhaps?

Two men took an interest in our engine. Each had a bottle of brown ale in their hand. Rules were not so strict regards drinking on duty in those days and the beer would have washed our sandwiches down nicely.

However, as I climbed back onto the footplate I realised that the two men were not at all happy. It appeared that they did not approve of the choice of engine which was 34051 *Winston Churchill* - we had not say in the matter, of course. My driver was reading the special notices to see which stops we had to make on the way home when the penny dropped. He realised that we had just worked the Bristol Labour Party's annual day excursion to Brighton and some bright spark at Salisbury had allocated 34051 to do the job. We never did get our bottle of brown ale!

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, our esteemed editor himself has a recommendation for us, apparently he has visited this place several times in recent weeks. Located in Selby, just a short walk from the train station:

Rancho Brazilian Grill
73 Brook Street,
Selby
YO8 4AT

Opening Hours: Wed-Sun: 17:30 - 22:00



described as:

Rancho Brazilian Grill offers a unique and interactive dining experience.

Choose from our hot or cold tables where you will find freshly prepared mouth-watering dishes made right here by our talented chefs. From crispy salads and vegetables, lovingly well-seasoned rice and meats to that delightful Brazilian Feijoada, We have it all.



Pick your drinks while nibbling on our traditional entry snacks and dips then get up and feast on the best we have to offer.

Our talented chefs are not just Brazilian food experts; they will also surprise your taste buds with foods from around the globe including Mexico, Japan, China, Italy and many more Rancho Brazilian Grill is an all you can eat Restaurant Offering the best of Brazilian and international Cuisine

I have to say it sounds excellent and I can’t wait for the invite, as I’m sure its Andy’s turn to pay, which usually means that I will have to wait a very long time!

That’s all for this month, but please send your suggestions to: nosh.report@railtalkmagazine.co.uk for future issues.



On April 16th, Peckett 0-4-0ST ‘Teddy’ and Andrew Barclay 2261/1949 No. 6 are seen working a service on the Ribble Steam Railway. Steve Stepney



Statesman Rail’s Newport - Carlisle excursion is seen between Silverdale and Arnside topped and tailed by West Coast Railway’s Class 57 313 and 57 316 on 9th April. Colin Kennington

Model Railways - Carl Grocott

Welcome to March's edition of the Model Railways page. This month we feature two new models, a look at forthcoming Model Rail Exhibitions, and a look at my own layout, Trench Halt.

Latest Modelling News

Hornby East Coast Virgin HST

Here we have a Hornby TTS (DCC sound) ECML Virgin HST power car set. The model is due for release June 2016 and the price will be £223.00 from https://www.collettsmodelshop.co.uk



Photograph courtesy of:
https://www.collettsmodelshop.co.uk

Forthcoming Model Railway Exhibitions

A DEMU Showcase – Burton Upon Trent: DEMU Showcase is the premier exhibition featuring diesel and electric modelling. The show will be held at Burton Town Hall on 4th and 5th June and will see exhibitors and 22 trade stands.
Opening Times: Saturday 4th June 10:00 – 17:00; Sunday 5th June 10:00 – 16:00
Ticket Prices: Adults: £8, DEMU Members/Children under 16: £5, Families (2 adults and unlimited children): £20

Manchester: A model railway exhibition will be held at the Museum of Transport in Manchester on 21st and 22nd May. Over 20 layouts DCC and DC, full trade support, refreshments, includes Museum entrance and free bus service from Manchester Victoria Station.
Opening Times: Saturday and Sunday 10am to 5pm
Ticket Prices: Adults: £7, Concession: £6, Accompanied Children under 16: Free

Layout Review

Trench Halt

Rather than use a Bachmann 37 body and bogies, I decided to buy a Lima Class 37 for this idea where a locomotive is under going heavy maintenance. Illustrated below the 37 is no. 37688 in BR Railfreight Construction Livery. The body is suspended from its bogies on Bachmann lifting jacks.



A Different View

London Overground's Class 378 256 working the 2N74 20:20 Richmond - Stratford, stands at Stratford on April 9th. Jonathan McGurk

A nocturnal view of the engineering works at Keynsham station taken on April 4th as the line was completely shut between Bath and Bristol for just over a week.
Sam Bilner

A pair of Great Western Class 158s are seen in the sunset passing Keynsham on April 19th. Sam Bilner

Preserved and Industrial Railways:
East Lancashire Railway

An immaculate Class 08 721 ‘Longsight TMD’ stands at Bury on April 17th.
Michael Lynam



Still carrying its Mainline freight livery, Class 09 024 heads a departure from Heywood on April 16th. Andrew Wilson



Class 03s Nos. D2062 and D2084 wait in platform 4 at Bury for their next run up the line. Steve Stepney





Class 73 001 arrives into Bury Bolton St. on April 16th hauling a service from Heywood. Andrew Wilson

On April 21st, Class 35 ‘Hymek’ No. D7076 departs Bury with a service to Heywood. Steve Thompson

Lancashire and Yorkshire Railway Class 27 0-6-0 No. 12322 is seen being watered at Rawtenstall on April 21st. Steve Thompson

On April 17th, Class 14 No. D9531 ‘Ernest’ departs Summerseat with a service to Bury. Michael Lynam

Running mid-week without ‘Golden Arrow’ regalia, ‘West Country’ Class Pacific No. 34092 ‘City of Wells’ heads the first train of the day for Rawtenstall through Irwell Vale on April 13th. Gerald Nicholl

Spa Valley Railway

Class 207 DEMU No. 1317 (Comprising DMBSO No. S60142 and DTSO No. S60916) awaits departure time at Eridge on April 2nd. Richard Hargreaves

Class 33 063 ‘R. J. Mitchell’ runs round its train at Tunbridge Wells West on April 2nd. Richard Hargreaves



Class 10 shunter No. D3489 ‘Colonel Tomline’ prepares to depart Eridge, hauling the lines Class 207 DEMU. Richard Hargreaves





Class 33 202 arrives into Eridge with a service from Tunbridge Wells West. Richard Hargreaves



RSH No. 62 ‘Ugly’ is seen under repair in the shed at Tunbridge Wells West on April 2nd. Richard Hargreaves

N.R.M. York

LNER A3 No. 60103 ‘Flying Scotsman’ is seen in the main hall on display, taking a break from recent activities, April 16th. Richard Hargreaves

DPS Deltic No. D9009 ‘Alycidon’ is seen in the yard at the NRM on April 10th. This loco has recently been repainted from two tone green to BR blue. Steve Thompson



Royal Class 47 798 ‘Prince William’ is seen outside the main hall on April 10th. Steve Thompson





And just to confuse everyone, whilst Deltic No. 9 went from green to BR blue, the NRM’s Class 55 No. D9002 has had a repaint from blue to green! Steve Thompson



Former West Coast Intercity loco, Class 87 001 ‘Royal Scot’ is seen on display inside the museum. Steve Thompson



The A1 Steam Locomotive Trust
New Steam for the Main Line

FAMOUS NEW STEAM LOCOMOTIVE TORNADO HEADS TO CRICH AND CHATSWORTH HOUSE WITH ‘THE ROBIN HOOD’

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, is delighted to announce the recreation of ‘The Robin Hood’ and Tornado’s first visit to Chesterfield on a revenue earning train. This main line steam railtour will run from London King’s Cross to Alfreton (for the National Tramway Museum at Crich) and Chesterfield (for Chatsworth House) and back, picking up passengers at Potters Bar (for M25) and Stevenage. This tour will feature new build Peppercorn class A1 No. 60163 Tornado, completed in 2008, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. Tornado first visited Chesterfield and Barrow Hill Roundhouse with her second main line test run from York on 6th November 2008. The original train named ‘The Robin Hood’ ran from London’s magnificent St Pancras station to Nottingham Midland station in British Railways days from 1959 to 1962, undoubtedly inspired by the legends of Robin Hood and his Merry Men in Nottinghamshire and the surrounding counties.

On Saturday 13th August 2016, The A1 Steam Locomotive Trust will re-create ‘The Robin Hood’ and the magic of travelling by steam through the English countryside with new ex-LNER Peppercorn Pacific No. 60163 Tornado. Our destination is Chesterfield, a town with strong links to Britain’s proud railway heritage. George Stephenson, who brought steam hauled railways to the world, lived on the outskirts of the town and a tombstone marks his resting place in Holy Trinity Church. His statue stands in the station forecourt. A visit to Chesterfield gives so many options, from climbing the tower of the Crooked Spire to browsing the market, from taking a walk alongside the Canal and enjoying a pint in one of the local pubs.

Our outward route takes us from the newly restored King’s Cross station along the East Coast Main Line to Peterborough where we diverge left on to the former Midland Railway, passing through the ancient county of Rutland and into Leicestershire. From Syston ‘The Robin Hood’ heads north again, through Loughborough and past the vast expanse of Toton Yard. After a pause at Alfreton we reach Chesterfield where we take a break of around four hours.

For added interest, our return route is via Nottingham and Grantham, descending the famous Stoke Bank before re-joining our outward route just north of Peterborough. The entire route off the East Coast Main Line is new for Tornado with a revenue earning train.

Passengers travelling on ‘The Robin Hood’ also have two optional add-on tours, bookable in advance only. Alight from the train at Alfreton and join coaches for the short hop to the National Tramway Museum, containing over 60 trams and set within Crich Tramway Village, a period village containing a pub, cafe, old-style sweetshop and tram depots. This is the date of the museum’s 1940s event, with a frequent service operating and lots more to see besides. Alternatively, coaches meet the train at Chesterfield for the scenic drive to Chatsworth House, where passengers will have around two and a half hours to explore this truly magnificent stately home set in the rolling Derbyshire hills. World-renowned landscape gardener Lancelot ‘Capability’ Brown transformed the gardens at Chatsworth in 1760. This year is the 300th anniversary of his birth.

Provisional Timings for ‘The Robin Hood’ on Saturday 13th August 2016 are as follows:

STATION	OUTWARD	RETURN
London King’s Cross	08:15hrs	21:30hrs
Potters Bar (for M25)	08:45hrs	21:00hrs
Stevenage	09:00hrs	20:45hrs
Alfreton (for Crich)	12:45hrs	17:45hrs
Chesterfield (for Chatsworth House)	13:15hrs	17:15hrs

Fares on ‘The Robin Hood’ are as follows: TICKET FARE First Class Dining £225.00; First Class Non-Dining £145.00; Standard Class £99.00 Terms and conditions are available on request. Guaranteed ‘tables for two’ in First Class Dining and First Class Non-Dining are available for a supplement of £25.00 per person. All profits from this tour go towards keeping Tornado on the main line in future years. First Class Dining: Seats at a table for two* or four in a First Class carriage. Includes a silver service full English breakfast on the outward journey and a four course dinner on the return leg from York. First Class Non-Dining: Seats at a table for two* or four in a First Class carriage. Includes complimentary teas and coffees. An on-board buffet serving snacks will also be available. Standard Class: Seats at a table for four in a heritage carriage. An on-board buffet serving snacks and hot & cold beverages will be available. Online and telephone bookings are handled by our booking agents UK Railtours. Please visit www.ukrailtours.com to make an online booking, or call 01438 715050 to book over the phone. In the event of cancellation or haulage problems please see our full terms and conditions of carriage.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:“What better way to spend a summer Saturday, than being pampered in an historic railway carriage with traditional silver service and fine wines as you pass through the English countryside hauled by Britain’s newest main line steam locomotive. ‘The Robin Hood’ will be Tornado’s first visit to Chesterfield on a revenue earning train and this main line steam railtour offers magnificent sights and sounds that will accompany a fast, express passenger steam locomotive working hard… an experience not to be missed!” The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.



Photo: © David Chandler/ A1SLT: No. 60163 Tornado heads for London past Crown Lakes Country Park, not far south of Peterborough with ‘The White Rose’ on 7th July 2015.

Electric Railway Museum

Class 309 616 BDTC No. 75642 (977 962) was converted to cab-signalling test unit No. 960 101 and reduced to 3 cars, it is preserved however as 309 616 in ‘Jaffa Cake’ livery. Nick Clemson

Former Great Eastern Class 307 DTBSO No. 75023 is seen in BR blue livery. Nick Clemson



Class 501 DMBS No. 61183 during its final years in service formed part of the MerseyRail Sandite unit No. 936 003. Nick Clemson





Class 402 2-HAP EMU No. 4311 (DMBS No. 61287 and DTC No. 75407), is just one of two preserved out of a total of 203 produced from 1956 and 1963. Nick Clemson



Former Great Eastern Class 308 136 BDTCoL No. 75881, believed to be the last vehicle of its class in existence. Nick Clemson

South Devon Railway

GWR Pannier Tank No. 1369 is pictured in the process of running round its train at Buckfastleigh on April 5th. Jeff Nicholls

Llangollen Railway

GWR 6400 Class Pannier Tank No. 6430 climbs through the woods towards Berwyn Tunnel with the 11:15 mixed train from Llangollen to Carrog during the railway's 'Along Cambrian Lines' gala on April 10th. Jeff Nicholls

On April 9th, GWR 2-6-2 Small Prairie No. 4566 stands at Glyndyfrdwy with the 14:00 Carrog - Llangollen working. Phil Martin



Great Western 2-6-2 Prairie Tank No. 5199 leads GWR 7800 Class No. 7822 ‘Foxcote Manor’ into Glyndyfrdwy with the 16:10 Llangollen - Corwen, April 9th. Phil Martin





GWR 7800 Class No. 7820 ‘Dinmore Manor’ stands at Glyndyfrdwy with the 21:45 service to Llangollen on April 9th. Phil Martin



Great Western Railway 6400 Class 0-6-0 Pannier Tank No. 6430 approaches Glyndyfrdwy on April 10th with a mixed train working. Phil Martin

GWR ‘Large Prairie’ No. 5199 blasts uphill through the woods at Berwyn with the 12:30 stopping train from Llangollen to Corwen East on April 10th. Jeff Nicholls

West Somerset Railway

There's not even a hint of steam as GWR 4-6-0 No. 4936 'Kinlet Hall' eases into Bishops Lydeard in the afternoon sun on April 23rd. Gerald Nicholl

FIRST MAIN LINE TRAIN RUNS ON RESTORED & UPGRADED EXTENSION – A STEP TOWARDS RETURNING TRAINS TO WAREHAM

A special main line train has made history after being the first to run on the Swanage Railway's newly completed three-mile extension towards Wareham – a further step towards running trains to the Purbeck town. It has taken 18 months of extensive work to restore and upgrade the former Network Rail line between half a mile east of Furzebrook and a quarter of a mile short of Worgret Junction on the London to Weymouth main line. Almost 2,000 wooden sleepers have been replaced, half-a-mile of new track laid, a quarter-mile long railway embankment upgraded and six miles of embankments, culverts and ditches cleared and lineside fences upgraded.

The comprehensive restoration, upgrade and improvement work has resulted in train speeds on the new extension being increased to 25mph – with the Project Wareham supporters train being the first to run at the new speed. Carrying civic guests, community representatives, Purbeck Community Rail Partnership members – and Swanage Railway's Project Wareham volunteers and staff – the two-carriage South West Trains Class 158 diesel unit No. 158 881 made two return trips between Wareham, Corfe Castle and Swanage.

Guests included the High Sheriff of Dorset, Sir Philip Williams, Swanage Railway Trust patron Sir William McAlpine, local government representatives and a member of the Government's Department for Transport in London. A delighted Swanage Railway Company chairman Trevor Parsons said: "The two trains represented a huge achievement by everyone involved in Project Wareham and our guests were very impressed with the results. "The restoration and upgrade of our new three-mile extension to within a quarter of a mile of the main London to Weymouth line takes the Swanage Railway a further step towards Wareham.

"The running of the first passenger train on our newly completed extension at 25mph was a great day and very proud one too. It represented a lot of work. Project Wareham shows what can be achieved by working with partners and stakeholders. I would like to thank everyone for their professionalism, commitment and sheer hard work over the past 18 months," he added.

So passenger trains can again run from Swanage and Corfe Castle to the main line at Wareham – for the first time since 1972 – a £500,000 state of the art level crossing has been installed west of Norden station.

And to enable that safety improvement, a new road-rail interchange – for bringing in locomotives, carriages and other rail-borne items by road – has been built next to the new Norden Gates level crossing.

Swanage Railway Trust chairman Gavin Johns said: "There was great expectation and excitement on the train. Our guests were very impressed with what has been achieved, the quality of the track and the views from the train. I would like to say a big thank you for the commitment, professionalism and hard work shown by our Project Wareham volunteers and staff – particularly our track and signalling teams – as well as our contractors,"On behalf of the Purbeck Community Rail Partnership (PCRP), Purbeck Council chief executive Steve Mackenzie said: "We were privileged to be part of this historic occasion and are grateful for the hours of hard work, much of which was voluntary, that made it happen.

"The completion of the three-mile track upgrade, the new Norden level crossing and the increase in line speed are a major step towards a trial passenger service between Swanage and Wareham," he added.

The PCRP is composed of the Purbeck, Dorset and Poole councils, the Swanage Railway, South West Trains, Network Rail and Perenco.

The South West Trains Project Wareham stakeholder train ran on Wednesday, 20 April, 2016. A two-year trial passenger train service between Wareham, Corfe Castle and Swanage is set to start in the summer of 2017.

Photo: © Andrew P M Wright

Keighley and Worth Valley Railway

BR Standard 4 4-6-0 No. 75078 is seen running round its train at Oxenhope station on March 26th. Alan Rigby





On April 10th, during a special event at the Worth Valley Railway, with brake van rides, model railways and plenty more for visitors to enjoy, Ingrow West was a focus of activities. In charge of the shuttle services with the GNR 6-wheel carriage and brake van was resident steam loco No. 1704 ‘Nunlow’. Ben Bucki

First passenger train to Wareham since 1972

History has been made during the Swanage Railway’s Spring Steam Gala when the first timetabled passenger train ran over four miles of newly restored line towards Wareham – for the first time in 44 years. And a Cornish centenarian steam locomotive played a starring role on all three days of the popular event as it helped to haul the special four-trains-a-day service between Norden, Furzebrook, Creech Bottom, East Holme and the River Frome. Starting from Swanage, four passenger trains each day ran beyond Norden station, over the newly-installed Norden Gates level crossing and on past Motala, Furzebrook, Creech Bottom and East Holme before stopping at the River Frome – within sight of the town of Wareham. Passengers were not able to board or alight the steam trains running over the four-mile extension beyond Norden station and the trains operating between Norden and the River Frome had a steam locomotive at each end. The first train between Norden and the Frome River departed Swanage at 9.45am on Friday, 8 April, 2016, with Southern Railway late 1920s ‘U’ class locomotive No. 31806 on the front – a locomotive that used to visit Swanage in the 1950s. At Norden, Spring Steam Gala’s centenarian guest locomotive – Great Western Railway 1916-built tank No. 4247 from the Bodmin and Wenford Railway in Cornwall – was put on the rear of the train for the historic four-mile journey to the Frome River. Swanage Railway Project Wareham director, Mark Woolley, said: “It was wonderful and very exciting to see the first timetabled passenger train run between Norden to within sight of Wareham at the River Frome for the first time since January, 1972, when the last British Rail passenger train ran from Swanage to Wareham.

“Our dedicated teams have worked very hard over the past 18 months restoring and upgrading the former Network Rail line. Half a mile of new track has been laid, almost 2,000 wooden track sleepers replaced, a quarter-mile long embankment upgraded and six miles of lineside embankments cut back, fences repaired and drains cleared. “There was an air of expectation and delight among the passengers on board the special train as it crossed Norden Gates level crossing, ran past Motala and then on to Furzebrook before running down the bank through Creech Bottom and East Holme to the River Frome,” explained Mr Woolley.



General Manager Matt Green said: “I would like to say a very big thank you to everyone on the Swanage Railway who has made the train service to the River Frome, within sight of Wareham, and the Spring Steam Gala possible. There has been a lot of preparation as well as a lot of hard work during the Spring Steam Gala to make sure that everything runs smoothly for what is a very historic event.“It has been a great team effort and there has been a real buzz around the railway about the first passenger trains using our new state of the art level crossing at Norden Gates,” added Mr Green. Photo: © Andrew P M Wright.

BR Standard Class 4MT No. 75078 crosses the River Worth on the way out of Ingrow, with a train for Oxenhope on April 10th. Ben Bucki

On April 10th, out of ticket Hudswell Clarke & Co. 0-4-0ST Saddle Tank 'Lord Mayor' is seen in use for cab visits, to the delight of the many youngsters in particular who climbed up onto the footplate. Ben Bucki

Severn Valley Railway

GWR 28XX Class 2-8-0 No. 2857, now ninety eight years old, is photographed on the long curve at the Devil's Spittleful Nature Reserve, on the morning freight run from Bridgnorth to Kidderminster. It is standing in for 64XX Class No 6430, which was failed with a broken firebar. Ken Abram

Hawksworth 0-6-0 PT No. 1501 waits for it's passengers at Kidderminster Town, before working 'The Severn Valley Limited' dining train on March 27th. Derek Elston



GWR 78XX Manor Class 4-6-0 No. 7812 'Erlestoke Manor', dating from 1939, approaches Bewdley Tunnel with a service to Kidderminster. Ken Abram





GWR 64XX Class 0-6-0PT No, 6412, a guest from The South Devon Railway, with the two autocoaches, heads towards Bewdley with the 09:20 Kidderminster to Highley local service. Ken Abram



SR 'West Country' Class 4-6-2 No. 34027 'Taw Valley' departs Highley with the 11:50 Bridgnorth to Kidderminster service. Ken Abram

Welsh Highland Railway

Welsh Highland Railway Garratt locomotive No. 87 climbs towards Beddgelert station on April 4th. Ben Bucki



One of the Garratt locomotives of the Welsh Highland Railway, No. 138, heads into the Glaslyn Pass with a train for Porthmadog on April 4th. Ben Bucki



Nene Valley Railway

On April 8th, Class 60 066 sits in the sunshine at Wansford, ready for the lines diesel gala the following day. Julian Churchill

Great Central Railway

One of the newest arrivals at the line, Class 37 714 was seen shunting stock at Loughborough on April 23rd. Richard Hargreaves

LMS Class 3F (Jinty) 0-6-0T No. 47406 and Class 45 No. D123 are pictured out of service on Loughborough shed. Richard Hargreaves

Class 33 No. D6535, Class 27 No. D5401 and Class 31 No. D5830 are seen stabled at Loughborough on April 23rd. Richard Hargreaves

‘Peak’ Class 45 041 runs round its train at Leicester North on April 23rd, prior to heading back to Loughborough. Richard Hargreaves

North Norfolk Railway

Hunslet 0-6-0 Saddle Tank ‘Ring Haw’ is seen operating a service along the line on April 22nd. Alan Rigby

Statfold Barn

Corpet Louvet 0-6-0PT (Works No. 439 of 1884) ‘Minas de Aller’ and Avonside Engineering 0-4-0T (Works No. 2067 of 1933) ‘Marchlyn’ enter the balloon loop at the bottom of the field. Ken Abram

O&K 0-6-0WT (Works No. 10750 of 1923) No. 14 ‘Max’ and Krauss 0-4-2T (Works No. 4045 of 1899) Sragi No. 1 are seen working round the balloon loop. Both locomotives were built in Germany for the Sragi Sugar Company in Java where they were still in use into the 21st century. Ken Abram



CSR & Co. Ltd. No. 11 ‘Fiji’ (Hudswell Clarke Works No. 972 of 1912) takes a break between duties on April 9th. Stuart Hillis





Hudswell Clark 0-6-0PT (Works No. 1172 of 1924) ‘Alpha’ passes Hudswell Clark 0-6-0 (Works No. 972 of 1912) ‘Fiji’ as it enters Oak Tree Halt on April 9th. Ken Abram



‘Marchlyn’ (Avonside Works No. 2067 of 1933) and Minas De Aller (L.Corpet Works No. 439 of 1884) nears Oak Tree Halt from the field balloon loop. Stuart Hillis

On April 9th, Hudswell Clark 0-6-0 (Works No. 972 of 1912) 'Fiji' is pictured bringing a passenger train down the steep incline after leaving Oak Tree Halt. Ken Abram

Ryam Sugar Co. No. 1 (Davenport Works No. 1586 of 1917) and ‘Sybil Mary’ (Hunslet Works No. 921 of 1906) arrive at Oak Tree Halt. Stuart Hillis

‘Alpha’ (Hudswell Clarke No. 1172 of 1922) heads out of the field section back to the station. Stuart Hillis





Fowler built ‘Saccharine’ (Works No. 13353 of 1914) passes Oak Tree Halt at speed. Stuart Hillis

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*



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Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
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Dartmoor Railway

Class 08 No. D4167 along with Lab 11 and 4-CEP driving trailer No. 61743 are seen at Meldon and Okehampton on April 16th. Martin Hill





Avon Valley Railway

BR Class 107 diesel multiple unit set comprising Nos. SC52025 and SC52006 waits at Bitton station on April 24th. Gerald Nicholl



Bodmin and Wenford Railway

London and South Western Railway T9 4-4-0 No. 30120 climbs from Boscarne Junction, heading to Bodmin on April 16th. Steve Andrews

Lakeside and Haverthwaite Railway

Bagnall 0-6-0ST No. 2682 ‘Princess’ is in charge of the mid-morning service on April 16th, heading towards Newby Bridge. Gerald Nicholl

From the Archives

1500v DC electric locos, Class 76 028 and 76 025 arrive into Manchester Piccadilly station with a ‘North Country Continental’ enthusiasts special on September 16th 1978. Dave Felton





Left: Isle of Wight Electric Multiple Units Class 486 034 and 485 043 stand in Ryde Esplanade station on June 2nd 1978. Dave Felton

Main: Class 56 118 passes through Clay Cross with a Ratcliffe power station - Hatfield MGR empties working, on May 1st 2001. Nick Clemson

Right: Class 31 465 calls at Wigan North Western on September 1st 1993 working a Blackpool to Liverpool service. Brian Hewertson

Main: Merseyrail EMU Class 508 125 arrives at Port Sunlight with a service to Hooton on April 22nd 1992. Michael Lynam

Below: Class 108 DMU Nos. 51938 and 53944 pause at Stockport whilst operating a Chester - Manchester Piccadilly service, March 28th 1992. Michael Lynam









Left: BR Class 81 001, 81 012 and Class 82 006 are pictured stabled at Preston North Union Yard in July 1980. Dave Felton

Main: Loadhaul liveried Class 60 059 passes Coedkernow with the 09:51 Margam - Llanwern steel coil working on May 7th 2001. Nick Clemson

Type HA (Class 71) No. E5005 stands at Ashford station stabling point along with a fellow unidentified class member on August 5th 1969. Dave Felton

Right: In the days of loco hauled Trans Pennine services via the former CLC route, ‘Skinhead’ Class 31 444 slows for its Birchwood (Warrington) stop on August 2nd 1986. Jeff Nicholls

Main: Class 40 015 stands at Stalybridge with a York bound working on December 17th 1981. Brian Hewertson

Below: Class 304 030 stands at Warwick Road with a Altrincham - Alderley Edge service on November 19th 1991, prior to becoming part of the Metrolink system. Michael Lynam





Class 33 029 running as 0Z33 11:17 Carlisle - Fort William, arrives into Helensburgh Upper railway station on May 24th 2007. Jonathan McGurk



Class 37 032 is pictured stabled at Tinsley depot on October 29th 1993. Derek Hopkins





Class 25 230 stands at Haymarket on April 11th 1981. Steve Stepney



First Great Eastern's Class 315 801 calls at Romford on July 4th 1998 working a service to Shenfield. Paul Godding

The Back Page

Freightliner's Class 47 830, on hire to Rail Operations Group, powers through Warrington Bank Quay on April 9th with a Kilmarnock to Laira HST stock move.
Brian Battersby

