

Railtalk Magazine

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 117 and your monthly roundup from across the UK.

Welcome to June, and for many it is the start of summer. May has been a great month though, as by the amount of photos we've received, proving that there still is plenty to see and enjoy in the UK.

Following on from our "From the UK" in our Xtra magazine, our cover photo just highlights what some TOCs are willing to do for rail enthusiasts in the UK. Great Western and others provided a fantastic event at St. Philips Marsh, enjoyed by many.

Looking forward to June. I can't help but need to mention the up-coming Retro Railtour from Leeds to Canterbury. As always, a favourite of mine (for obvious reasons) and many readers here. If you fancy a trip behind some "not so Retro" Class 68s, you will find information within this issue. - I've been assured the experience is still Retro though! However I must not be too bias and also mention that other tour operators have some excellent tours planned this month too!

So, let's hope that June is flavourful month for everyone and I'm personally looking forward to the end, as it will bring to a close something that seems to be splitting the country at the moment. Need no more be said!

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, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, 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: Heading back from the open day, power car No. 43300 leads 43013, 43423, 41001, 43048 and stock as 5Z43 St. Philips Marsh - Etches Park, passing Vigo on May 3rd.
[Carl Grocott](#)

This Page: GBRf's Class 66 737 passes Daresbury with 1Z31 04:50 Salisbury - Leeds, on May 14th. [Nick Clemson](#)



Charter Scene:

Statesman Rail - The Settle & Carlisle Statesman

Class 57 601 heads the 1Z66 05:05 Hereford - Appleby through Daresbury on May 14th. [Nick Clemson](#)



Pathfinder Tours - The Western Challenger

Class 52 No. D1015, running as D1058 'Western Nobleman', arrives at Plymouth on May 7th with the 1Z52 London Paddington - Plymouth. [Steve Andrews](#)



Pathfinder Tours - The Western Challenger

And just to confuse everyone, D1015 has a different number on the opposite side. Running as D1010 'Western Campaigner' the tour is seen departing Plymouth and heading to Okehampton, May 7th. [Steve Andrews](#)



UK Railtours - The Midland and Great Central

Power cars Nos. 43050 and 43059 working 1Z43 London St. Pancras - Cleethorpes via the Leicester to Burton freight branch, pass Moira West Junction signalbox on May 7th. [Stuart Hillis](#)



Steam Dreams - THE FLYING SCOTSMAN (Day 1 of 4)

On its first trip to Scotland after the recent overhaul, LNER A3 Pacific No. 60103 'Flying Scotsman' is seen heading north from York near Dalton on May 14th. The tour commenced at London Kings Cross with 'Scotsman' taking over at York.
Gerald Nicholl



Steam Dreams - THE CATHEDRALS EXPRESS

LNER A3 Pacific No. 60103 'Flying Scotsman' heads the steam leg of 'The Cathedrals Express' between York and Newcastle under the wires of the ECML near Shipton on May 10th. After the glorious weather of the last few days, it was a return to damp and dreary conditions. [Gerald Nicholl](#)



Pathfinder Tours - THE YNYS MON EXPRESS

LMS 'Royal Scot' Class 6P 4-6-0 No. 46100 'Royal Scot' speeds past Saltney Ferry on May 28th working this Swindon to Holyhead charter. [Brian Battersby](#)



Steam Dreams - THE CATHEDRALS EXPRESS

On May 21st, thousands of people turned out at every conceivable vantage point and waited in the rain for over an hour, sometimes just for a glimpse between bushes, with traffic gridlocked in the narrow lanes of Wiltshire and Hampshire. And this was what for - LNER A3 No. 60103 'Flying Scotsman' working from London Paddington to Salisbury, seen here passing through Dean. [Stewart Smith](#)



Steam Dreams - THE CATHEDRALS EXPRESS

Just a week later then the previous Scotsman tour and what had happened? Suddenly Scotsman is no longer news? Plenty of people around, but not in the same numbers as before. This is May 28th as the 15:02 Salisbury - Salisbury 'Hampshire Cream Tea' circular passes beside the River Itchen at Horseshoe Bridge, St. Denys, and arriving at Salisbury (photo right) behind Class 47 580 'County of Essex' after reversal at Laverstock North Jct. [Stewart Smith](#)



Steam Dreams - THE CATHEDRALS EXPRESS

LNER A3 Pacific No. 60103 'Flying Scotsman' approaches Royal Oak working the 1Z60 London Paddington to Salisbury on May 28th. [Derek Elston](#)



Electric trains
No access to
Platforms

Pathfinder Tours - The Yorkshire Dales Explorer

Left: GBRf's Class 66 737 'Lesia' working the 1Z31 Salisbury - Leeds stands at Keighley on May 14th, heading to Leeds. [Andrew Wilson](#)

Main: GBRf's Class 66 737 'Lesia' working the 1Z31 Salisbury - Leeds is seen here at Red Bank cutting on May 14th. [Dave Harris](#)



Pathfinder Tours - The Yorkshire Dales Explorer

Left and Main: On May 14th, Class 66 737 passes Battlefield (left) working the 1Z31 Salisbury - Leeds, and the 1Z32 Leeds - Westbury return working is seen passing Steel Heath (main). Carl Grocott



Railway Touring Company - THE PEAK FORESTER

Southern Region Battle of Britain Class loco No. 34052 'Lord Dowding' (actually No. 34067 'Tangmere') arrives into Derby on May 22nd working the 1Z67 'The Peak Forester' London Kings Cross - Matlock Peak Rail. [Stuart Hillis](#)



UK Railtours - The Pines Express

Class 87 002 'Royal Sovereign' is seen passing through platform 1 at Macclesfield working UK Railtours 'The Pines Express' 1Z94 07:10 London Euston to Manchester Piccadilly on April 30th. [Andy Parkinson](#)



UK Railtours - The Pines Express

GBRF's Class 66 747 is seen departing from platform 3 at Macclesfield after a short stop due to operational purposes working UK Railtours 'The Pines Express' 1095 11:00 Manchester Piccadilly to Eastleigh, April 30th. [Andy Parkinson](#)



Belmond - Northern Belle

On May 14th, Class 57 305 with the 06:45 Coventry - Grange-over-Sands, passes Daresbury with 57 306 on the rear. [Nick Clemson](#)



Belmond - Northern Belle

On April 23rd, Class 57 312 'Solway Princess' passes North Staffs Junction with a Coventry to Harrogate Northern Belle working. [Mark Pichowicz](#)



Belmond - Northern Belle

Right and Main: Class 57 305 'Northern Princess' and 57 306 'Her Majesty's Railway Inspectorate 175' (the former Jeff Tracy) pass Red Bank on May 14th working the 1Z22 Coventry to Grange Over Sands. [Dave Harris](#)



Footex

On May 15th, Class 87 002 passes Colton Junction with a Footex for Tottenham supporters travelling to Newcastle from London. [Robert Bates](#)



Railway Touring Company - THE GREAT BRITAIN IX

A freshly repaired LMS Class 5MT 4-6-0 No. 44871 heads 'The Great Britain IX' north through Winwick in pouring rain on April 28th. [Jeff Nicholls](#)



Railway Touring Company - THE GREAT BRITAIN IX

In lovely conditions, LMS 5XP Class 4-6-0 No. 45690 'Leander' takes charge of the final day of GBIX rail tour seen approaching Keerholme, May 4th. [Shep Woolley](#)



Railway Touring Company - THE GREAT BRITAIN IX

Right and Main: On May 4th, the final day of 'The Great Britain IX' tour, and seen arriving at Doncaster are Class 47 760 and 47 580 which came in from Carnforth to work the tour back to London Kings Cross. Shortly afterwards arrived LMS 5XP Class 4-6-0 No. 45690 'Leander' with the 1Z90 from Grange Over Sands, which stopped on the two-way goods line. [Steve Thompson](#)



Belmond - British Pullman

LNER A1 No. 60163 'Tornado' rolls through Wokingham under a dismal grey sky with a Belmond British Pullman working to Bristol Temple Meads on May 11th.
John Johnson



ECS and Light Engine Moves

GBRf's Class 66 738 heads out of Burton working the 5Z85 Burton Nemesis Rail - Ferme Park 'Footex' ECS on May 14th. [Stuart Hillis](#)



ECS and Light Engine Moves

On April 24th, LMS Class 5MT 4-6-0 No. 44871 passes the Chat Moss Hotel, Glazebury, with 5Z45, an engine and support coach move from the East Lancs Railway to Southall in preparation for working 'The Great Britain'. Note the pub sign of George Stephenson and his Rocket! Sadly, the loco didn't make it to Southall, failing with a broken radius rod near Stafford. Happily though, a swift repair was effected and the Black Five was able to pick up its train later in the week. The upper floor of the Chat Moss Hotel once served as a ticket office for Glazebury station on the Liverpool - Manchester Railway. [Jeff Nicholls](#)



ECS and Light Engine Moves

Class 90 035 and 67 029 top'n'tail a rake of former Anglia Trains stock through Northampton working as 1Z95 the 09:01 London Euston to Atherstone on May 7th.
Derek Elston



ECS and Light Engine Moves

Class 47 851 leads the 5V42 11:23 Carnforth Steamtown - Crewe Down Refuge Sidings, near Hartford Jct. on May 13th. [Nick Clemson](#)



ECS and Light Engine Moves

A sunny April 17th at Gilberdyke sees Class 47 580 and 47 760 top'n'tail the 5Z53 Bridlington - Carnforth ECS. [Steve Thompson](#)



ECS and Light Engine Moves

On May 4th, LMS 5XP Class 4-6-0 No. 45690 'Leander' with support coach comes off the curve to join the West Coast main line on a loco move from Doncaster - Carnforth. [Michael Lynam](#)



LMS Jubilee Class 4-6-0 No. 45690 'Leander' ambles between the disused platforms at Huncoat into a patch of afternoon sun with its support coach. The loco was on a positioning move back to base at Carnforth after working the morning's 'Great Britain IX' excursion from Grange to Doncaster on May 4th. [Gerald Nicholl](#)



West Coast's Class 57 313 is seen at Belle Vue, Shrewsbury on the rear of the 5Z59 12:00 Aberystwyth - Carnforth Steamtown ECS on May 22nd. [Keith Davies](#)



Class 68 017 'Hornet' (with 68 016 'Fearless' on the rear) leads the 5Z29 13:59 Acton Lane Reception Sidings to Crewe CS Northern Belle ECS past Gayton on May 22nd. [Derek Elston](#)

ECS and Light Engine Moves

GBRf's Class 66 741 is seen in charge of an empty coaching stock from Wembley - Burton as it passes through Water Orton on May 12th. [Michael Lynam](#)



	Outward (dep)	Return (arr)	The following fares are available:	
Leeds	05:55	23:00	Standard Class	(Adult) £79
Huddersfield	06:20	22:40	Standard Class	(Child) £59
Stalybridge	06:50	22:10		
Reddish South	07:05	21:55	First Class	(Adult) £119
Stockport	07:15	21:45	First Class	(Child) £99
Crewe	08:00	21:00		
Stafford	08:30	20:30	Premier Dining	(Adult) £199
Clapham Junction	11:15 arr	17:30 dep	Premier Dining	(Child) Call
Canterbury	12:45 arr	16:00 dep		

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!



RETRO RAILTOURS LTD

The Retro Canterbury Belle Saturday 9th July 2016

WE HAVE REQUESTED A DRS CLASS 68 LOCOMOTIVE TO HAUL THIS TOUR.

To book, you can visit our website www.retrorailtours.co.uk or alternatively postal booking can be sent to...
2 Brookfield Grove, Ashton-under-Lyne, Lancashire OL6 6TL - Enquiries Tel: 0161 330 9055 (answer phone out of hours)

Pictures:

Arriva Trains Wales

A glimpse of summer on May 9th as Class 67 002 passes through the rural landscape of Glazebury, on the western fringe of Chat Moss, with the 09:50 service from Manchester Piccadilly to Holyhead. [Jeff Nicholls](#)





Left: Class 67 022 climbs Hencote Bank with the 1W96 17:15 Cardiff Central - Holyhead service on May 31st. [Keith Davies](#)

Main: On May 16th, Class 67 022 passes Long Gardens working the 1W96 Cardiff Central - Holyhead. [Phil Martin](#)



Caledonian Sleeper

Class 90 043 ploughs south through a rainswept Stafford on May 10th with 0A91, a convoy of three Class 92s, Nos. 92 043, 92 038 and 92 018 en route from Crewe Electric Depot to Willesden. [Jeff Nicholls](#)



Chiltern Railways

Chiltern Mainline Class 68 010 prepares to propel the 1H17 09:10 Kidderminster to London Marylebone away from Stourbridge Junction on May 21st. [Derek Elston](#)



Colas Rail

On May 24th, Class 50 050 and 50 007 (No. D407) working the 4G50 Crewe Basford Hall to Donnington hauling 17 HHA wagons for storage, are seen passing Walcot. Carl Grocott



On May 20th, the first Class 70 on tanks this year through Scunthorpe, (there were some trials on the Preston tanks last summer) as Class 70 805 heads the 6E38 from Preston Docks. [Steve Thompson](#)



Class 37 025 passes through Upton on March 3rd whilst working the 6C25 Tavistock Jct. to Westbury with 6 flat rail wagons. [James Passant](#)



Class 47 739 working the 6S47 Eastleigh - Derby with 5 Colas branded wagons, heads past Burton on April 28th. [Stuart Hillis](#)

Class 70 804 with RailVac No. 99 709 515 004-8, the consist of the 11:00 Exmouth Junction - Westbury Down TC, passes near Berkley Marsh, May 3rd. [Nick Clemson](#)



Class 56 103 and 56 087, working light engine from Doncaster to Washwood Heath, pass Burton on May 3rd. [Stuart Hillis](#)



On May 9th, Class 70 806 runs light engine through Burton as 0Z67 Bescot Engineers Siding - Derby. [Stuart Hillis](#)



A late running Class 70 801 arrives into Chester on May 26th with a Chirk bound loaded log train. [Richard Hargreaves](#)



Class 60 026 runs through Helsby on May 27th working a Carlisle to Chirk loaded log train. [Brian Battersby](#)



Class 70 802 running as the 13:54 Hoo Junction Up Yard to Eastleigh East Yard heads light engine through Clapham Jct. on May 19th. [Derek Elston](#)



Class 70 801 is seen on Battlefield Bank hauling the 6M51 15:24 Baglan Bay - Chirk Kronospan on May 24th. [Keith Davies](#)



On May 26th, Class 70 805 trundles through Scunthorpe, running light engine to Doncaster. [Steve Thompson](#)

Class 56 302 approaches Water Orton on May 12th with a Washwood Heath Met Cammel - Boston Docks steel train. [Michael Lynam](#)



Class 60 047 approaches Blackburn station goods loop on May 16th working the 6E32 Preston Docks to Lindsey with discharged bitumen tanks. [Dave Felton](#)



Class 60 026 is assisted by 66 120 on May 24th working a Bescot to Toton engineers train, seen passing through Stenson Jct. [Robert Bates](#)



Class 70 808 and 70 801 pass through Water Orton on May 12th in charge of an engineers train from Westbury - Bescot Up Engineers Sidings. [Michael Lynam](#)



CrossCountry

Right: On May 2nd, power car No. 43301 stands at Birmingham New St. on the rear of a service to Edinburgh. [Richard Hargreaves](#)

Main: Power car No. 43207 leads (with 43321 on the rear) a CrossCountry working, passing a Class 170 unit on the approach to Water Orton, May 12th. [Michael Lynam](#)



DB Cargo

Class 60 019 passes Trowell Junction with the 6M57 11:06 Lindsey - Kingsbury loaded fuel tanks, April 17th. [Mark Pichowicz](#)



Class 66 075 passes Sutton Bridge Junction on May 12th with a late running 6V75
09:30 Dee Marsh - Margam steel. Keith Davies



Class 66 056 and 66 105 pass Burn on April 30th working a Lackenby - Ent C rake of
empty BAA/BBA's. Steve Thompson



Class 60 074 with the 6M57 Lindsey - Kingsbury loaded oils, heads past Burton
on April 27th. Stuart Hillis



On May 7th, Class 66 070 eases through Northampton with a long rake of
Cargowagons. Derek Elston

Class 66 070 and 66 066 are pictured stabled alongside Didcot station on May 28th.
Derek Elston



Class 66 069 passes Water Orton on May 12th with empty wagons from Washwood Heath, heading for Peak Forest. Michael Lynam



Class 66 105 takes a loaded rail train from Scunthorpe to Eastleigh through Stenson Junction on May 24th. Robert Bates



Class 66 002 heads a Felixstowe - Burton intermodal through Water Orton on May 12th. Michael Lynam



On May 4th, Class 60 100 approaches Lenton Junction with the 6E46 04:37
Kingsbury - Lindsey tanks. [Mark Pichowicz](#)

Class 59 002 hauling the 6L21 13:30 Whatley Quarry - Dagenham Dock, passes Berkley Marsh on May 3rd. [Nick Clemson](#)



Class 66 199 with the 6X01 Belmont Yard - Eastleigh rail carriers, passes Burton on May 23rd. [Stuart Hillis](#)



Class 66 250 heads past Leaton on May 12th working the 6M86 10:29 Margam - Dee Marsh steel. [Keith Davies](#)

Class 66 027 passes Golant on the Lostwithiel-Fowey branch with a loaded train from Parkandillack on May 16th. [Chris Morrison](#)



On May 16th, Class 66 005 passes Ashford Carbonel working the 6V75 Dee Marsh - Margam empty steel. [Phil Martin](#)



On May 22nd, Class 66 004 is seen in the Donnington Railfreight Terminal having arrived there earlier in the week from Dowlow. The loco had apparently been given the TOPS code STUK, but departed on May 25th. [Richard Hargreaves](#)



Not quite what was expected, instead of a pair of Class 90s, 66 082 heads towards Hartford Jct. with the 4M25 06:06 Mossend Euroterminal - Daventry Intl, on May 13th. [Nick Clemson](#)



On May 18th, Class 60 074 passes through Scunthorpe with the second run of the rejuvenated 6D43 Jarrow - Lindsey tanks. [Steve Thompson](#)



Class 60 020 hauling the 6E54 10:35 Kingsbury Oil Sidings - Humber Oil Refinery passes North Stafford Jct. on May 5th. [Nick Clemson](#)



Class 66 148 passes Plumley on May 16th hauling a Ripple Lane - Peak Forest empty stone train. [Michael Lynam](#)



Class 90 020 and 90 018 head a Mossend - Daventry intermodal through Acton Bridge on May 4th. [Michael Lynam](#)



Class 90 019 and 90 029 pass through a very wet Acton Bridge on May 26th working a Mossend - Daventry intermodal. [Michael Lynam](#)



Class 66 250 passes Long Gardens on May 22nd with a diverted 09:32 Margam TC - Middlesboro' Dawson Aynton steel. [Keith Davies](#)



Class 66 041 working the 13:05 Dowlow - Ashburys crosses Marple Viaduct, on May 6th. [Nick Clemson](#)



CrossCountry's 1E36 09:46 Southampton - Newcastle passes Class 66 061 working the 6X01 10:17 Scunthorpe Trent TC - Eastleigh East Yard at Stenson Jct. on May 5th. [Nick Clemson](#)



Class 60 066 passes Ashbury Crossing (near Shrivenham) on May 18th working the Theale - Robeston empty tanks. [Ken Mumford](#)



Class 66 182 passes Walcot on May 12th with the 6Z42 12:48 Donnington RFT - Dowlow Briggs Sidings. [Keith Davies](#)



Class 66 106 heads south through Acton Bridge on May 4th with a Halewood - Southampton Docks car train. [Michael Lynam](#)

Class 66 027 approaches St Blazey with an afternoon Parkandillack - Fowey Carne Point service on May 19th. [Chris Morrison](#)



A blast from the past? A Fiddlers Ferry - Liverpool Bulk Terminal empty coal working? Sadly not! Class 66 016 heads north along the bi-directionally signalled Up Slow line through Winwick Junction on an Arpley Sidings - Shap Quarry empty working not long after dawn on May 13th. [Jeff Nicholls](#)



On May 4th, Class 66 200 speeds through Acton Bridge in charge of a Dollands Moor - Garston Car Terminal car train. [Michael Lynam](#)



Class 67 014, travelling from Hereford to Bescot Up Engineers Siding, crosses Malvern Common on May 12th. [Neil Pugh](#)



A convoy consisting of Class 66 035, 66 095 and 90 035 from Warrington Arpley - Crewe TMD, runs through Acton Bridge on May 4th. [Michael Lynam](#)

On May 27th, the 6G45 Toton - Bescot evening engineers train sees Class 66 002 hauling Class 90 008 'The East Anglian' fresh from the paint shop in Abellio white livery as it passes Burton on Trent. [Stuart Hillis](#)



Direct Rail Services

Class 37 422 works the 5Z59 Crewe - Norwich past Heamies Farm on a sunny May 4th. Carl Grocott



On May 5th, Class 68 011 passes Bristol Barton Hill whilst working 2 flasks on 6M63 from Bridgwater to Crewe, with Class 57 003 on the rear. Believed to be the first time a Class 68 has worked this trip. [James Passant](#)



On May 9th, Class 37 409 passes the Askam Brickworks working the 2C38 17:15 Barrow - Carlisle service. [Nick Clemson](#)



On May 3rd, Class 68 019 and 68 018 pass Red Bank with the 4Z75 from Motherwell TMD to Derby Litchurch Lane consisting of just three wagons. [Jeff Nicholls](#)

Class 37 606 and 37 716 pass Daresbury on May 14th hauling the 6K74 08:49
Sellafield BNF - Crewe Coal Sidings nuclear flasks. [Nick Clemson](#)



Class 68 001 working the 6U77 Mountsorrel - Crewe passes Searchlight Lane Jct. on May 4th. [Carl Grocott](#)



On April 21st, Class 37 610 leads 37 059 past Westbury signal box whilst working a delayed 0Z36 from Crewe Gresty Bridge to Eastleigh. [James Passant](#)



Believed to be the first Class 68 working into Cornwall on May 27th, as Class 68 017 is seen passing St. Budeaux running as 0Z68 Exeter to Penzance. [Steve Andrews](#)



The last of current batch of Class 68s, No. 68 025 'Superb', is released from Carlisle to revenue earning duties. Working light engine as 0Z96 Bescot - Toton it is seen passing Burton on May 11th. [Stuart Hillis](#)

Class 37 409 is pictured near Lady Hall with the 2C49 11:38 Barrow - Carlisle service on May 9th. Nick Clemson



On May 24th, at Elstow, south of Bedford, Class 68 004 hauls 37 422 and 37 405 with saloon 'Caroline' working 5Z02 12:15 Derby RTC - Willesden Brent.
Lorenzo D'aniello



Class 37 423 approaches Grange-over-Sands with the 2C47 10:04 Preston - Barrow service on May 9th. Nick Clemson



Class 37 706 and 37 716 pass through Euxton Balshaw Lane on May 14th working the 6K75 Sellafield - Crewe flask train. Michael Lynam



With the tide ebbing fast, Class 37 423 crosses the bridge over the River Mite at Ravenglass with 2C41 14:37 Barrow - Carlisle, May 9th. Nick Clemson



Class 37 419 'Carl Haviland 1954-2012' drags 68 008 'Avenger' through Northampton working the 07:18 Crewe Gresty Bridge (DRS) to Wembley LMD on May 7th. Derek Elston

Class 68 018 and 68 021 (with 68 005 taking up the rear) depart Whitehaven hauling a Barrow Marine Terminal - Carlisle Kingmoor working on May 9th. [Charlie Robbins](#)



Class 68 001 working the 6U77 Mountsorrel - Crewe loaded ballast, passes Burton on April 29th. [Stuart Hillis](#)



Class 66 304 and 66 422 with the 4S43 Daventry - Mossend Intermodal is seen here at Red Bank on May 24th. [Dave Harris](#)



Class 68 018 leads 68 021 over the River Mite at Ravenglass with the 13:02 Barrow Marine - Carlisle Kingmoor with 68 005 bringing up the rear, May 9th. [Nick Clemson](#)

Virgin Trains East Coast

On April 30th, and under a bit of a threatening sky at Burn, power cars Nos. 43296 and 43319 work a heavily-delayed Inverness - Kings Cross service. [Steve Thompson](#)



On May 7th, power car No. 43208 stands at Doncaster on the rear of a working to Leeds. [Richard Hargreaves](#)



Class 91 111 'For The Fallen' departs Doncaster on May 7th, on the rear of a London Kings Cross bound service. [Richard Hargreaves](#)

'Flying Scotsman' DVT No. 82205 arrives into London Kings Cross working the 1E04 06:55 Edinburgh to London Kings Cross service. James Passant



Viewed across a field of bright yellow rape, Class 91 115 pushes the 1E21, 15:30
Edinburgh - London Kings Cross service, towards the level crossing at Goswick, just
south of Berwick-upon-Tweed on May 30th. [Jeff Nicholls](#)



First Great Western

Power car No. 43163 leading the 1A71 08:44 Penzance - London Paddington, passes Berkley Marsh near Frome on May 3rd. [Nick Clemson](#)

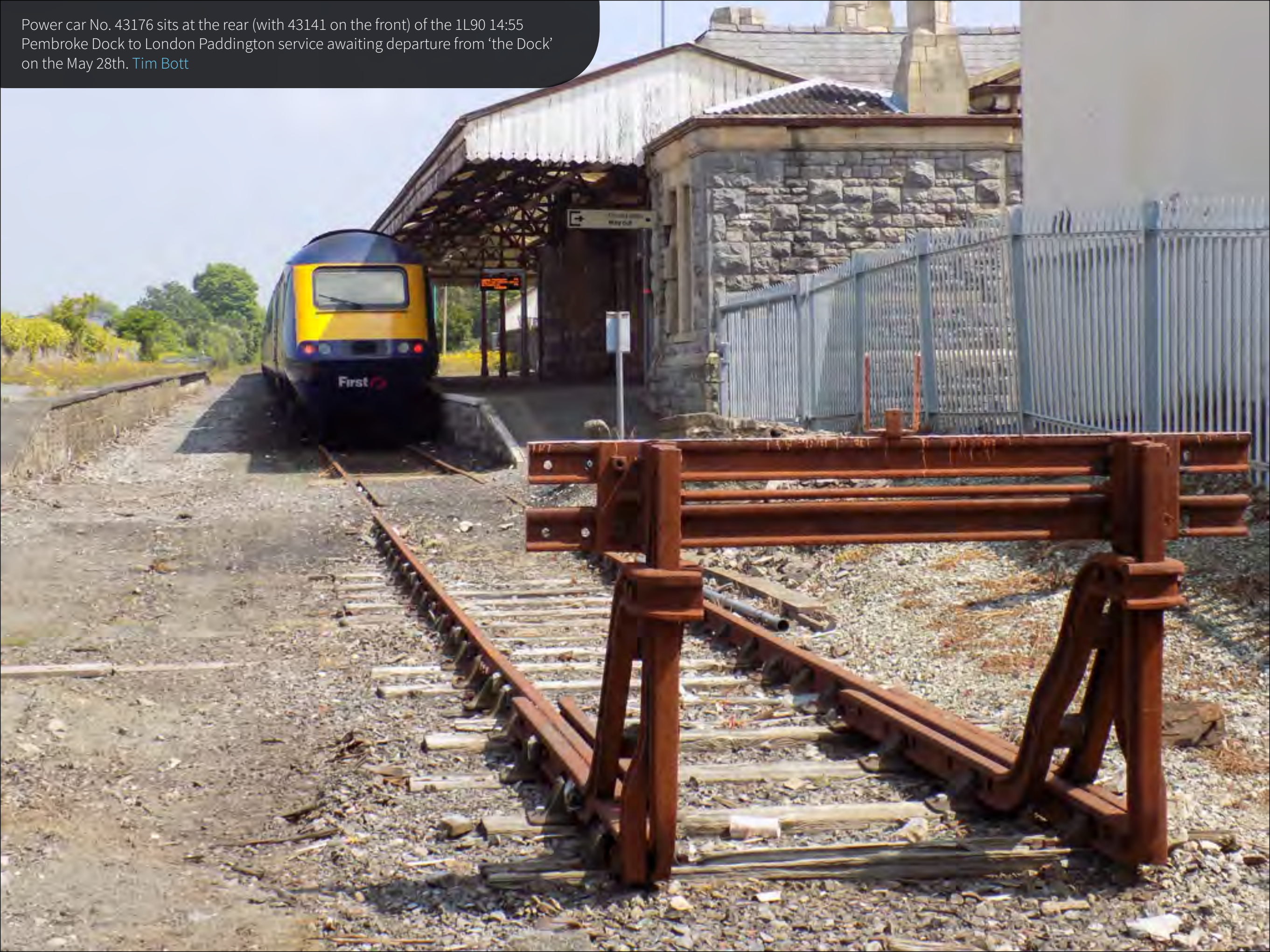


Right: Power car No. 43002 'Sir Kenneth Grange' in as delivered livery, is seen on the country end of the 1A19 13:01 Weston-super-Mare to London Paddington as it departs Didcot Parkway on May 28th. [Derek Elston](#)

Main: Power car No. 43168 is seen working a service from Hereford to London Paddington, crossing Malvern Common on May 9th. [Neil Pugh](#)



Power car No. 43176 sits at the rear (with 43141 on the front) of the 1L90 14:55 Pembroke Dock to London Paddington service awaiting departure from 'the Dock' on the May 28th. [Tim Bott](#)



Freightliner

Class 70 002 enters Red Bank cutting with its now familiar STP path on the Coatbridge - Daventry intermodal, May 12th.
Dave Harris



Right: Class 66 585 'The Drax Flyer' is seen at Battlefield hauling 6Y90 09:30 Stafford Doxey Jct. - Crewe Basford Hall on May 8th. [Keith Davies](#)

Main: Class 70 014 working the 4M61 Southampton - Trafford Park passes Searchlight Lane Jct. on May 4th. [Carl Grocott](#)



Class 86 638 and 86 622 working the 4M87 Felixstowe - Trafford Park, pass Searchlight Lane Jct. on May 9th. [Carl Grocott](#)



A driver determined to get his photo taken, as Class 66 610 with the 6G65 09:19 Hope Earles Sidings - Walsall Freight Terminal, passes Stenson Jct. on May 5th. [Nick Clemson](#)



Class 70 003 approaches Acton Bridge on May 4th with a Mossend - Daventry intermodal working. [Michael Lynam](#)



Class 66 509 awaits a path from Aberthaw power station sidings with empty coal wagons on May 28th. [Ken Mumford](#)

Right: Class 90 044 working the 4M88 Felixstowe - Crewe passes Searchlight Lane Jct. on May 4th. [Carl Grocott](#)

Main: On May 24th, Class 66 572 passes Bennerley with the 4090 06:12 Leeds - Southampton liner. [Mark Pichowicz](#)

Below: On May 5th, Class 66 603 speeds through Hyde Central working a Pendleton to Tunstead empty stone train. [Brian Hewertson](#)



The 07:23 Crewe Basford Hall SSM to Felixstowe North FLT passes through Northampton with Class 66 571 supplying the power on May 7th. [Derek Elston](#)



On May 4th, Class 66 547 passes through Acton Bridge with an empty bin train from Runcorn to Brindle Heath. [Michael Lynam](#)



On April 30th, Class 66 510 passes through Burn on a diverted Daventry - Coatbridge container train. [Steve Thompson](#)



Class 66 568 running light engine from Crewe Basford Hall to Brush Works Loughborough, passes Burton on April 27th. [Stuart Hillis](#)



On April 30th, Class 70 005 climbs Battlefeild Bank hauling the 6Y88 18:00 Stafford Doxey Jct. - Crewe Basford Hall ballast. Keith Davies



Class 90 043 leads 66 955 through Searchlight Lane Jct. on May 4th whilst working the 4M88 Felixstowe - Crewe. [Carl Grocott](#)



Pairs of Class 86s are rarely seen in daylight at Winwick, Class 86 622 and 86 638 were running over seven hours late with a Coatbridge - Crewe Basford Hall liner early on the morning of May 13th. [Jeff Nicholls](#)



On May 8th, Class 66 622 is pictured at Battlefield Bank with the 6Y90 09:00 Stafford Doxey Jct. - Crewe Basford Hall engineers train. [Keith Davies](#)



Class 66 588 is seen working the 4070 from Wentloog down to Southampton, passing through Bristol Parkway on April 1st. [James Passant](#)

On April 30th, Class 66 616 passes Langley Mill hauling the Willesden to Tunstead cement empties. [Mark Pichowicz](#)



On May 4th, Class 70 007 passes Bennerley hauling the 4090 06:12 Leeds - Southampton liner. Mark Pichowicz



Class 66 572 with the 4095 Leeds - Southampton modal, heads through Burton on May 11th. [Stuart Hillis](#)



Class 66 516 approaches Bristol Parkway whilst working 4051 Wentloog to Southampton on a glorious May 5th. [James Passant](#)



With a DB Class 66 shunting in the background, Class 66 564, 66 512 and another classmate wait to form 0C25 from Westbury to Stoke Gifford on May 2nd. [James Passant](#)



Class 66 547 passes through Plumley on May 16th with a Runcorn - Brindle Heath empty bin train. Michael Lynam



Class 66 507 passes Ashley with a bin train from Bredbury - Runcorn on May 14th. Michael Lynam



Class 70 007 heads south through Acton Bridge on May 26th with a Coatbridge - Daventry intermodal. Michael Lynam



Class 66 507 approaches Ashley on May 16th with a Runcorn - Northenden empty bin train. Michael Lynam

Class 66 704 passes Heaton Norris Jct. on May 4th with the 6E10 11:33 Liverpool Biomass Terminal - Drax AES. [Nick Clemson](#)



On May 19th, Class 66 702 speeds through Hyde Central working an Arcoe to Bredbury stone train. [Brian Hewertson](#)



Class 66 769 working the 6M83 Tinsley Yard - Bardon Hill Quarry stone hoppers, is pictured passing Moira on April 27th. [Stuart Hillis](#)



On May 19th, Class 66 713 'Forest City' leads the 4Y19 12:19 Mountfield Sidings (GBRf) to Southampton Western Docks approaching Clapham Jct. [Derek Elston](#)



Metrolink tram No. 3014 is passed by Class 66 704 hauling a Biomass train at Navigation Road on May 16th. [Michael Lynam](#)

After being involved in a shunting incident at the Bluebell Railway, Class 73 107 is seen stabled at Sheffield Park on May 14th. [Richard Hargreaves](#)



With the White Horse of Westbury visible above the loco, Class 66 738 passes Berkley Marsh with the 6V42 08:13 Wellingborough - Whatley Quarry on May 3rd. [Nick Clemson](#)



On May 4th, the colourful Class 66 720 passes through Scunthorpe working the 6R51 Redcar - Immingham loaded coal. [Steve Thompson](#)



MSC ship liveried Class 66 709 works the 6M83 Tinsley Yard - Bardon Hill quarry through Burton on May 23rd. [Stuart Hillis](#)

On May 3rd, Class 66 738 working the 16:42 Whatley Quarry to Wellingboro', is photographed from Bratton Camp (Westbury White Horse), at Heywood Road Junction and passing the now-closed Westbury Cement Works. [Stewart Smith](#)



On May 4th, Class 66 704 approaches Acton Bridge with a Liverpool Bulk Terminal - Drax power station Biomass train. [Michael Lynam](#)



Class 66 709 'Sorrento' passes Stenson Junction with a Tinsley to Bardon Hill empty stone train on May 24th. [Robert Bates](#)



On May 30th, fresh from the paint shop, Class 66 743 in Belmont Royal Scotsman maroon livery, passes Toton heading from Eastleigh to Doncaster. [Stuart Hillis](#)

On May 7th, Class 66 747 arrives into Doncaster working the regular Saturday South Eastern EMU drag to the Wabtec works. [Richard Hargreaves](#)



Class 66 775 working the 6K50 Toton - Crewe heads through Searchlight Lane Jct. on May 4th. [Carl Grocott](#)



With Class 20 132 and 20 096 leading (and 20 314 with 20 107 on the rear) the 7X23 Derby Litchurch Lane - Old Dalby passes Moira on April 29th. [Stuart Hillis](#)



On May 27th, the 7X23 Derby - Old Dalby, conveying 'S' class tube stock sets Nos. 559 and 560, pauses at Moira West signal box, hauled by Class 20 107 and 20 314 (with 20 096 and 20 132 'Barrow Hill Depot' on the rear). [Stuart Hillis](#)

Class 66 708 passes through Ribbleshead on May 12th, hauling the only freight on this Settle - Carlisle section (due to the landslip at Appleby), the Acrow Quarry to Bredbury Tilcon stone service. [Charlie Robbins](#)



Class 66 757 hauls Class 40 No. D213, Class 46 No. D182, 50 035 and Class 31 No. D5580 from Bristol (they had appeared at the St. Philip's Marsh Open Day to commemorate 40 years of HSTs) to Swanage for the Swanage Gala, passing Bourton (between Swindon and Shrivenham) on May 4th. [Ken Mumford](#)



Class 66 740 passes through Stratford whilst working a slightly delayed 4M23 from Felixstowe North to Hams Hall, April 6th. [James Passant](#)



Class 66 725 hauls off lease Class 47 812 and 47 815 through Stenson Jct. as 0Z71 09:44 Barrow Hill LIP - Wetmore Sidings, Burton on May 5th..... [Nick Clemson](#)



.....And after dropping off 47 815, Class 66 715 hauled 47 812 plus 47 848 back through Stenson Jct. as 0Z73 13:12 Wetmore Sidings - NRM York. [Stuart Hillis](#)

On May 12th, Class 66 770 heads through Water Orton with a ballast train from Cliffe Hill Stud Farm GBRf - Bescot Up Engineers Sidings. [Michael Lynam](#)



As Class 66 720 working 5Z70 Derby RVEL - Burton Nemesis with four newly painted coaches enters the yard at Burton Nemesis on May 26th, Class 66 065 passes with the 4M07 Felixtowe - Burton Maurice Hill siding intermodal. [Stuart Hillis](#)



Class 66 770 working the 6M83 Tinsley Yard - Bardon Hill Quarry stone hoppers, passes Moira on May 19th. [Stuart Hillis](#)



On May 12th, Class 66 735 passes through Water Orton hauling Class 55 No. D9002, 55 019 and 33 035 from Barrow Hill - Kidderminster. [Michael Lynam](#)

Network Rail

Class 73 962 'Dick Mabbutt' and 73 964 'Jeanette' working the 1Q69 Tonbridge Yard - Derby RTC test train are seen at Derby on May 22nd. [Stuart Hillis](#)



Class 97 302 leads Caroline and 37 425 past Coleham on May 17th running as 5Z02 Derby - Pwllheli. Carl Grocott



On May 27th, Class 31 233 stands at Northampton with the 1Q40 08:54 Derby RTC (Network Rail) to Derby RTC (Network Rail) consisting of 977 983 and DBSO No. 9714. [Derek Elston](#)



Class 31 233 passes Leaton on May 17th working the 3Q01 06:09 Derby RTC (Network Rail) - Shrewsbury Abbey Foregate CS. [Keith Davies](#)



Class 73 963 leads a Network Rail overnight test train from Crewe to Derby via most of Merseyside, south through Winwick on the morning of May 13th. Class 73 962 was on the rear. [Jeff Nicholls](#)



On April 30th, Class 37 025 'Inverness TMD' stands in Doncaster West Yard, with a test train working to Lincoln. [Robert Bates](#)



Class 31 233 (with DBSO No. 9701 on the rear) leads the 3Q01 Derby - Shrewsbury along Hencotte Bank on May 16th. [Carl Grocott](#)

Class 97 303 and 97 302 are seen stabled at Coleham Yard, May 3rd. [Keith Davies](#)



Class 73 952 'Janis Kong' and 73 951 'Malcolm Binded' pass through Burton on Trent on May 24th as 0Z01 Kidderminster SVR - Derby RTC. [Stuart Hillis](#)

Rail Operations Group

On May 19th, Class 37 884 arrives into Donnington RFT working 4Z37 from Crewe conveying 17 Freightliner Heavy Haul HHA hoppers for store. [Carl Grocott](#)



Class 323 216 passes Wilsons Crossing, Northampton working as the 09:25 Soho LMD to Wolverton Centre Sidings on May 27th. [Derek Elston](#)



Class 37 884 passes Preston Boats on May 19th with the 4Z37 09:40 Crewe Basford Hall - Donnington RFT, conveying coal hoppers for storage. [Keith Davies](#)



Rail Operations Group operated 12:01 Wolverton Centre Sidings to Soho LMD comprising of Class 323 212 and 323 216 (which had worked south earlier) passes through Northampton on May 27th. [Derek Elston](#)

Units: DMUs and EMUs

A London Midland service from Hereford to Birmingham New Street operated by Class 170 633 crosses Malvern Common on May 4th. Neil Pugh



An unusual visitor to Doncaster on May 7th was Abellio Greater Anglia's Class 156 412, arriving from Norwich for attention at the works. [Richard Hargreaves](#)



Exhorting people to 'Visit South Devon by train', Great Western's Class 153 333 is seen at Berkley Marsh with 2M10 14:04 Frome - Swindon on May 3rd. [Nick Clemson](#)



Gatwick Express' 1U61, the 11:30 Gatwick Airport to London Victoria approaches East Croydon on May 19th with Clas 442 417 leading. [Derek Elston](#)



On April 28th and in snow!, Transpennine Express Class 185 126 forms a Windermere - Oxenholme service seen between Staveley and Burnside. These workings were taken over by Northern from May. [Colin Kennington](#)

Right: The unique refurbished Class 144 012 is seen departing Doncaster on May 7th, working a service to Sheffield. [Richard Hargreaves](#)

Main: First Great Western's Class 166 207 crosses Malvern Common on May 4th working a service from Hereford to London Paddington. [Neil Pugh](#)

Below: South West Trains' 1L40, the 10:25 Exeter St. Davids to London Waterloo passes Clapham Junction formed of Class 159 013 and 159 006. [Derek Elston](#)



TransPennine Express' Class 185 119 pulls out of Grange-over-Sands with 1N25 08:15 Barrow - Manchester Airport on May 9th. Nick Clemson



On May 23rd, CrossCountry's Class 220 023 is seen departing Southampton Central. Paul Godding



Still in service with TransPennine on May 7th, Class 170 303 and 170 308 depart Doncaster working a Cleethorpes to Manchester Airport service. Richard Hargreaves



Great Western's Class 150 247 working from Plymouth to Gunnislake, calls at St. Budeaux on May 27th. Steve Andrews

Arriva Trains Wales' Class 142 010 leads a Class 143 working the 11:42 Bridgend to Cardiff service. [Ken Mumford](#)



London Midland's Class 172 219 arrives into Stourbridge Junction on May 21st working the 2D16 08:56 Worcester Foregate Street to Stratford-upon-Avon. [Derek Elston](#)



On April 28th, TransPennine Express' Class 185 126 approaches Staveley, where the manually worked level crossing which is protected by a semaphore signal. [Colin Kennington](#)



On May 1st, Virgin Trains' Class 390 104 passes Castlefield Jct. working a diverted Preston - London Euston service. [Brian Hewertson](#)



Reliveried TransPennine Express Class 185 108 arrives into Doncaster on May 7th working a service to Cleethorpes. [Richard Hargreaves](#)



Northern's Class 150 133 and 153 317 depart Blackburn working the 2N57 09:03 Manchester Victoria to Clitheroe service on June 16th. [Dave Felton](#)



London Midland's Class 172 219 works a Hereford to Birmingham New Street service, seen crossing Malvern Common on May 4th. [Neil Pugh](#)



South West Trains' Class 456 017 is seen arriving into Clapham Junction with the 1D31 12:54 London Waterloo to Dorking service on May 19th. [Derek Elston](#)



East Midlands Trains' Class 156 413 arrives into Duffield on May 14th working a Matlock to Nottingham service. [Brian Battersby](#)



On April 17th, TransPennine Express' Class 185 115 passes through Gilberdyke with the 1K08 Manchester Piccadilly - Hull service. [Steve Thompson](#)



First Great Western's Class 158 798 in Springboard livery, passes St. Denys on May 28th working the 14:23 Portsmouth to Bristol service. [Stewart Smith](#)



On May 15th, Northern's Class 158 792 and 158 853 pass at Meadowhall Interchange working Leeds to/from Nottingham services. [Michael Lynam](#)



On May 14th, Northern's Class 142 040 calls at Plumley working a Manchester Piccadilly - Chester service. [Michael Lynam](#)



First Great Western's Class 165 130 forms the 2P58, 14:07 Oxford to Reading, seen as it calls at Didcot Parkway on May 28th. [Derek Elston](#)



South West Trains' Class 458 516 is seen at Clapham Junction on May 19th, having just worked off the stabling point. [Derek Elston](#)



On May 23rd, South West Trains' Class 444 007 stands at Bournemouth working a service to London Waterloo. [Paul Godding](#)





First Great Western's Class 150 102 and 150 108 pass Porth Kidney sands with a St. Ives - St. Erth train on May 18th. [Chris Morrison](#)

London Midland's Class 323 221 has recently had its centre car reliveried, seen here at Smethwick Galton Bridge on a Walsall service, May 14th. [Richard Hargreaves](#)



South West Trains' Class 455 870 approaches Clapham Junction working the 13:03 London Waterloo to London Waterloo service via Strawberry Hill. [Derek Elston](#)



Brand new Gatwick Express' Class 387 225 leads 387 226 and 387 224 through Northampton working the 10:33 Wembley Euro Freight Operations Centre to Crewe, on May 27th. [Derek Elston](#)



Arriva Trains Wales Class 142 072 passes the junction with Aberthaw power station, working a service for Bridgend. Note the smoke shields hanging from the underneath of the bridge from when steam locomotives were used. [Ken Mumford](#)

A splendid display of Tulips at Telford Central on May 5th, as Arriva Trains Wales' Class 158 832 calls with a Birmingham bound service. [Richard Hargreaves](#)



Strengthened for the Grand National at Aintree, a pair of London Midland EMUs, Class 350 128 and 350 371 depart Acton Bridge working a Birmingham - Liverpool service. [Michael Lynam](#)



Merseyrail's Class 507 EMU No. 507 032 enters James Street Station, Liverpool with a service to Liverpool Central and then back to Chester on the Wirral Line. [Ken Abram](#)



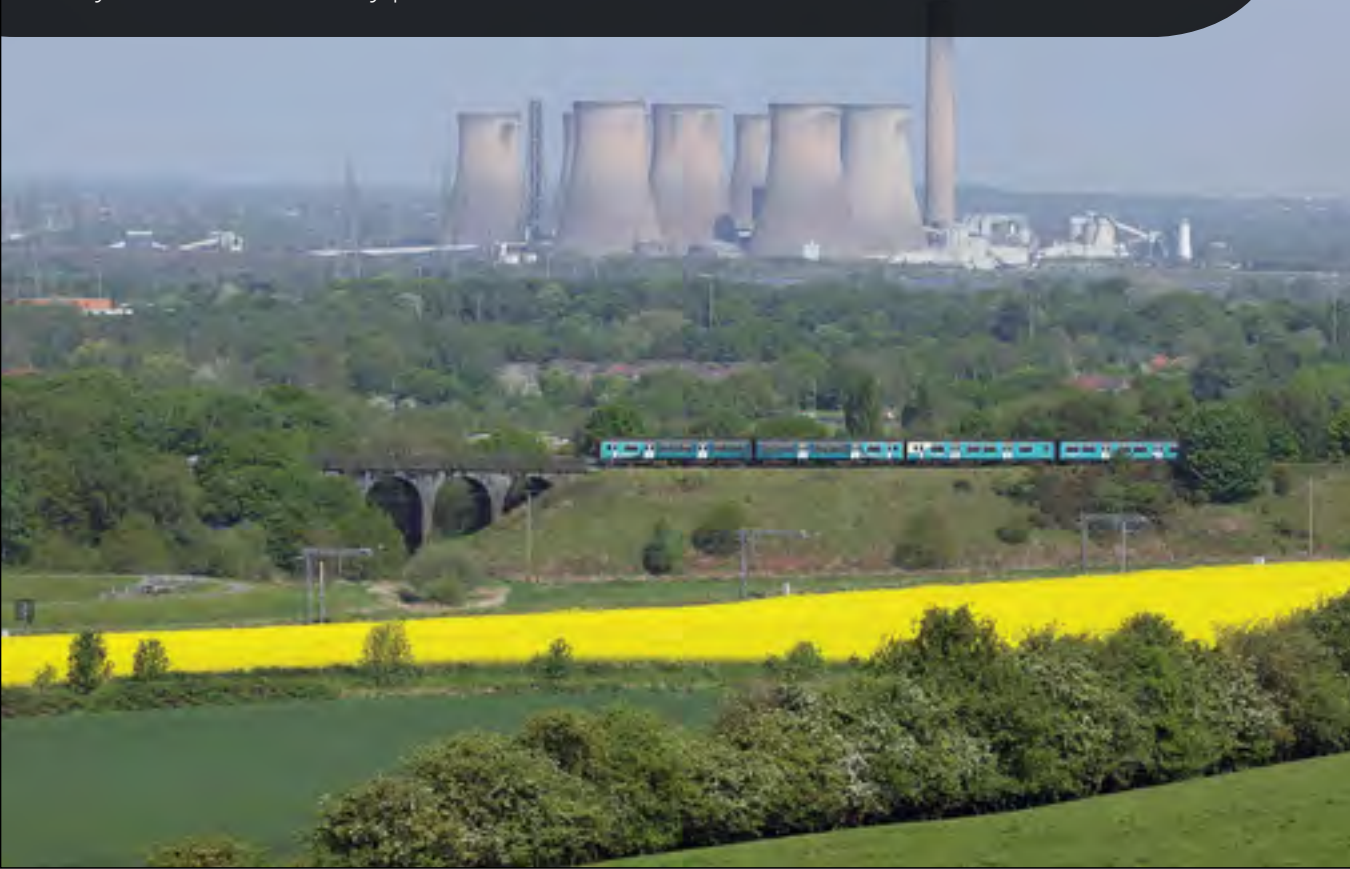
Merseyrail's Class 508 115 calls at Maghull on May 7th with the 2018 10:40 Liverpool Central - Ormskirk service. [John Balaam](#)



East Midlands Trains' Class 153 384 and 153 385 working the 1K12 Crewe - Derby service, passes Stenson on May 5th. [Stuart Hillis](#)



On May 12th, a pair of Arriva Trains Wales Class 150/2s, substituting for the loco hauled service, pass Daresbury working 1D34 09:50 Manchester Piccadilly - Holyhead. Fiddlers Ferry power station looms in the distance. [Nick Clemson](#)



Great Western Railway's Class 150 232, in the new green livery, stands at Par with a Plymouth - Penzance service on May 16th. [Chris Morrison](#)



Virgin Trains' Class 390 020 working the 9M50 09:17 Preston - London Euston passes Daresbury on May 14th. [Nick Clemson](#)

Northern DMUs Class 142 040 and 156 425 pass at Ashley on May 16th, both working services between Manchester Piccadilly and Chester. [Michael Lynam](#)



On May 15th, Northern's Class 142 016 departs Meadowhall Interchange with a service to Sheffield. [Michael Lynam](#)



Northern's Class 142 012 working a Manchester Piccadilly - Chester service rounds the curve at Skelton Junction to join what was the MJ&A, now the Metrolink. The line to the left linked with Glazebrook and Warrington. [Michael Lynam](#)



South West Trains' Class 159 102 is seen departing Salisbury on May 28th with the 17:48 service to London Waterloo. [Stewart Smith](#)



News and Features: Scotrail - life north of the border

Class 320 304 and Class 318 251 have just departed from platform 2 at Dalmarnock whilst working the 2C10 16:38 Milngavie - Cumbernauld via Glasgow Central Low Level, Motherwell and Coatbridge Central. [Jonathan McGurk](#)



On May 7th, at Anderston, Class 320 302 stands at platform 2, having just worked the 2F05 16:22 Cumbernauld - Anderston via Coatbridge Central, Motherwell and Glasgow Central Low Level. Jonathan McGurk



On May 5th, TransPennine Express' Class 350 409 stands at the buffers at Glasgow Central, having arrived from Manchester Airport. Michael Lynam



ScotRail's Class 380 019 and 380 010 are seen at Glasgow Central on May 5th. Michael Lynam



Class 318 267 is seen arriving into Hyndland on May 5th with a service for Airdrie. Michael Lynam



ScotRail's Class 380 001 stands at Paisley on May 5th with a service to Glasgow Central. Michael Lynam



On May 5th, Class 380 114 departs Paisley with a service heading for Ayr.
Michael Lynam



The distinct shadows under the lattice roof at Paisley, as Class 314 201 departs on May 5th with a service to Glasgow.
Michael Lynam



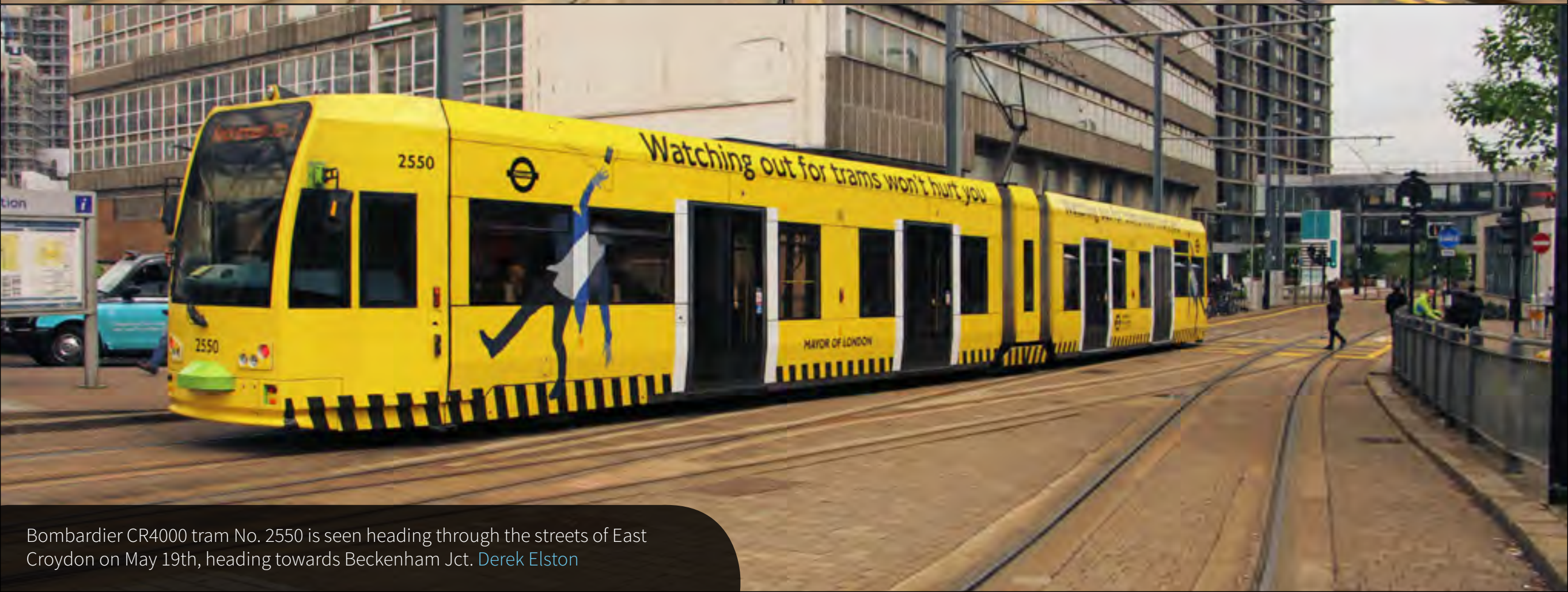
Former London Midland units, now transferred to ScotRail reformed as 3 car and renumbered Class 320 412 and 320 411, are seen approaching Hyndland on a service to Motherwell.
Michael Lynam

Tramlink

Tramlink's Stadler Variobahn No. 2562, working to Elmers End, passes Bombardier CR 4000 No. 2532 at East Croydon on May 19th. [Derek Elston](#)



One of several Stadler Rail Variobahn trams on the network, No. 2554 in an eye catching purple advertising livery, arrives into East Croydon on a line 4 service to Wimbledon. [Richard Hargreaves](#)



Bombardier CR4000 tram No. 2550 is seen heading through the streets of East Croydon on May 19th, heading towards Beckenham Jct. [Derek Elston](#)

Sheffield Supertram

Siemens-Duewag Supertram No. 120, in heritage Sheffield corporation livery, departs Cathedral for Malin Bridge. [Michael Lynam](#)



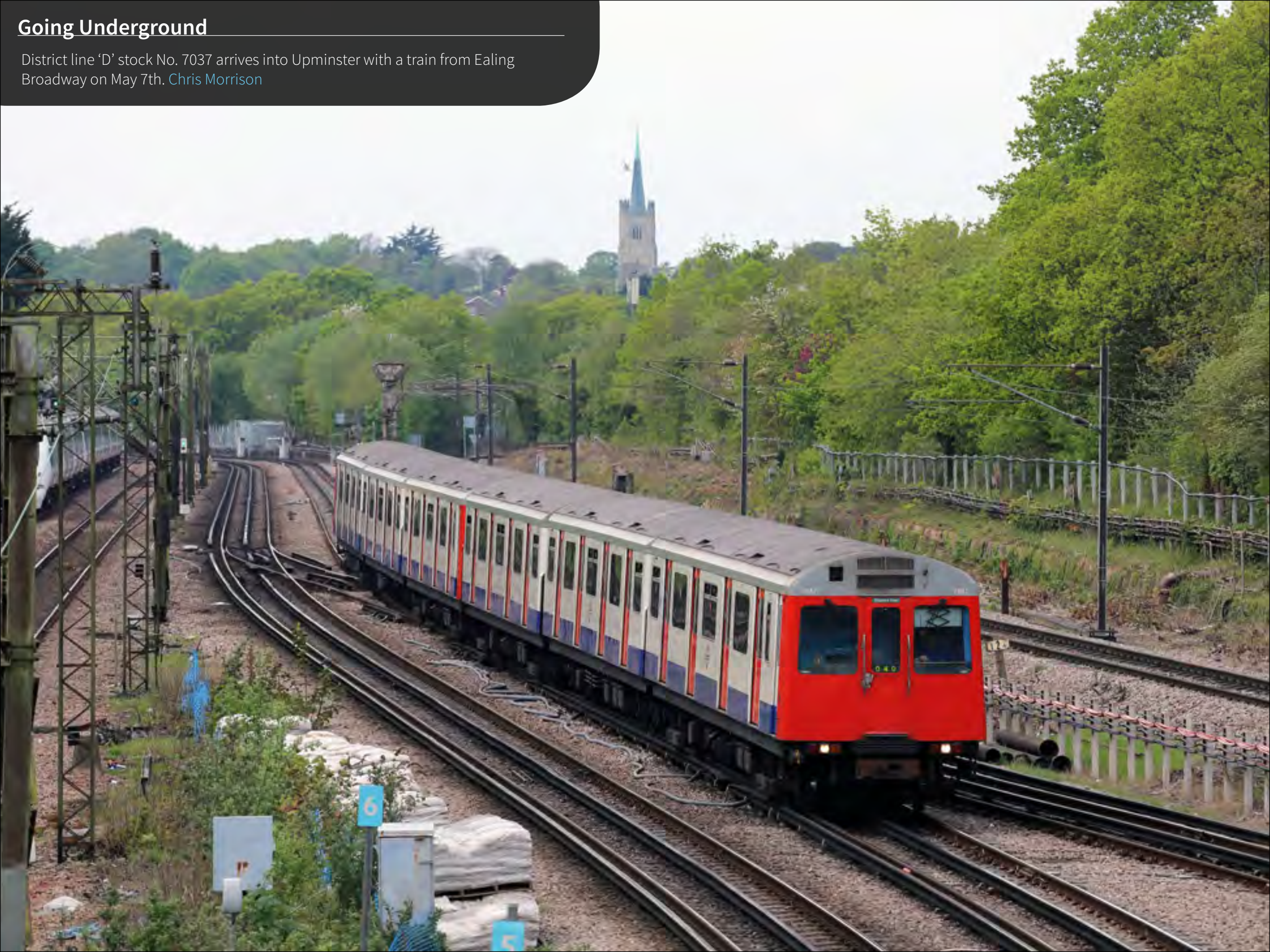
Siemens-Duewag Supertram No. 108 stands at the HalfWay terminus on May 16th, where it will work back into the city with a service to Cathedral. [Michael Lynam](#)



On May 19th, Siemens-Duewag Supertram No. 125 waits to depart Nunnery depot, heading empty to Meadowhall. [Michael Lynam](#)

Going Underground

District line 'D' stock No. 7037 arrives into Upminster with a train from Ealing Broadway on May 7th. [Chris Morrison](#)



'D' stock No. 7057 arrives at West Brompton on May 7th with a Wimbledon - Barking service. [Chris Morrison](#)



District line 'D' stock No. 7121 is seen departing westbound from West Kensington on April 30th. [Chris Morrison](#)



District line 'D' stock No. 7527 arrives at East Ham with a Richmond - Upminster service on May 7th. [Chris Morrison](#)

Midland Metro

On May 30th, CAF tram No. 24 has arrived at the Birmingham New St. terminus from Wolverhampton and is moving to the headshunt to cross to the opposite track. Chris Morrison



Blackpool Trams

Balloon car No. 715, now carrying an advert for 'Tram Sunday' stands at Pleasure Beach prior to working a service to Cabin on May 28th. [Class47](#)



Progress Twin Car Nos. 272 and T2 head along the promenade on May 28th.
Class47



Marlon tram No. 31 stands at Bispham station having arrived with a heritage service from Pleasure Beach, May 28th. Class47



Centenary Car No. 648 having arrived at Bispham, draws forward in order to cross over and head back to Pleasure Beach. Class47



Boat car No. 230 arrives at Pleasure Beach with a service from Bispham on May 28th. Class47



On a glorious May 28th, Boat Car No. 600 heads past North Pier, working a Pleasure Beach service. [Class47](#)

Fares Advice *with RailUK*

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

Northern afternoon peak restriction question

Q: I get confused with the whole idea of Northern afternoon peak restrictions as I usually travel with a Metro but not currently in work so don't have one at the moment. Anyway travelling from Castleford to Saltaire on Tuesday, if I depart Castleford on a service prior to the afternoon peak coming into effect am I then allowed to finish my journey on the off peak ticket even though I'll be travelling through the peak by that point?

A: Northern's FAQs on this subject state that if your journey begins before 16.01 you can complete journey on THAT train but ticket isn't valid on a connecting service that departs at 16.01 or later. So, to answer your question ... You can travel Castleford through to Saltaire on Off Peak only if your Leeds to Saltaire train departs Leeds before 16.01. If your train from Castleford train leaves before 16.01 but not early enough to catch a train on from Leeds before 16.01 you will need a Peak ticket from Leeds to Saltaire. You could buy a Peak single from Leeds ticket office, or conductor on Cas to Leeds train (if he/she is willing) but don't try to buy one on Leeds to Saltaire train, buy it a Leeds station. Easiest answers - buy Peak (Anytime) ticket (£8.10 against £6.30 Off Peak) in first place or come back earlier so your leaving Leeds before 16.01.

Southern Delay Replay declination

Q: Southern have just declined my delay repay claim. The basic facts are:

Journey: Polegate to Chichester, changing at Brighton.

Delay cause: the Polegate - Brighton leg was on time. However, my connecting train to Chichester, and the one after, were both cancelled. These were both Southern services. I therefore caught the first available train, which was the sporadic FGW to Bristol. My ticket was any permitted, so no problems with validity. I was delayed for just over one hour in total, all spent in Brighton station.

Reason for denial: To quote - "Our records indicate the delay was caused by a different TOC (FGW). We will forward details of your claim to them and write to you separately with their contact details."

My question is - this seems nonsense? I was delayed by the two Southern trains being cancelled, FGW ran their train to time? Or have I missed some obscure part of how delay attribution works?

A: Welcome to the club! Govia Thameslink Railway (who run the Southern brand) seem to be systematically refusing delay repay, even in the simplest of cases where a passenger is incontrovertibly entitled to compensation. For the avoidance of doubt, you are owed compensation. There are no grounds for your claim to be dismissed whatsoever. The delay to your journey is not GWR's fault.

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!

GBRf's Class 66 735 is seen hauling a loco convoy as 0Z75 York - Kidderminster via Barrow Hill, with Class 55's Nos. D9002 and 55 019 and Class 33 035 passing Burton, May 12th. [Stuart Hillis](#)



On April 29th, the convoy for the Bristol open day passes Burton with Class 66 757 hauling Class 46 No. D182, Class 40 No. D213 and Class 31 No. 5580. [Stuart Hillis](#)

Bridging the gap between train and tram at Edinburgh Gateway

Network Rail engineers have passed another milestone in the delivery of the new, £41m Edinburgh Gateway interchange after installing the link bridge between the train and tram stations.



The project team have completed the mainframe of both the rail and tram facilities and the connecting bridge between the structures has now been installed as the interchange continues to take shape. The link bridge was put in over two days using a 130 and a 500 tonne crane to lift the final main sections of the station structures and the 40 tonne main bridge section into position. In total 115 tonnes of the framework were lifted into place and connected using over 1700 bolts.

Edinburgh Gateway is part of the £742m, Scottish Government-funded Edinburgh Glasgow Improvement Programme (EGIP). EGIP is delivering a rolling programme of electrification across the central belt – reducing journey times and increasing capacity on routes by improving the infrastructure to enable faster, greener trains to run.

Engineers have been on site at Gogar since January 2015 working on the new interchange, which will serve passengers from Fife and the north accessing Edinburgh airport and transferring onto the tram network. The station is scheduled to open to the public in December this year.

Edinburgh Gateway will consist of two 265m, 10-car platforms and boast 1500m² of concourse and circulation space. A step-free access bridge will link the platforms within the station and connect to the tram stop via lifts and escalators. An underpass beneath the A8 will provide access from the nearby Gyle centre.

Power car No. 43300 'Craigentinny 100' is seen leading 43013 and 43423 'Valenta 1972-2010' through Platform 2 at Swinton (South Yorkshire) working 5Z44 13:39 Heaton T&RSMD to Etches Park Sidings, heading for the open day at Bristol.

[Andy Parkinson](#)



Southern Railway Rebuilt Merchant Navy Class 4-6-2 No. 35006 'Peninsular & Oriental S. N. Co.' entered service at the Gloucestershire and Warwickshire Railway in May, after a 32 year restoration project. [John Alsop](#)

Class 08 502 rests in the pouring rain at Garston Car Terminal on May 10th. In the distance a GBRf Class 66 can be seen waiting to leave with a loaded train.

Jeff Nicholls



MP visits site that will power the north's railway revolution

Jonathan Reynolds, MP for Stalybridge and Hyde, met with Network Rail and National Grid on May 27th to see the electricity substation that will power the electrification of the railway in the north of England. As part of Northern Programmes, a £1bn+ investment in the railway, Network Rail is upgrading key routes across the north to improve connectivity and pave the way for hundreds more trains and millions more passengers to travel each year.

The Network Rail and National Grid substation in Stalybridge, Greater Manchester, is a vital part of the transformation of the railway and will eventually power electric trains through central Manchester to Preston in the west and from Manchester to Leeds in the east. National Grid is installing new equipment at their existing substation which also provides power to a large area of Greater Manchester. The new equipment will convert the 275,000v electricity supply down to 27,500v which is needed to power electric trains. Network Rail is building its own substation adjacent to the railway which will connect to the National Grid site.

Sam Morris, sponsor from Network Rail said: "The new substation in Stalybridge forms a vital part of electrification plans in the north. This investment and upgrade, being delivered with National Grid, will pave the way for a better, faster, more reliable railway that will serve millions of passengers for many decades to come."

A spokesperson from National Grid said: "National Grid is pleased to play its part helping Network Rail deliver faster and more frequent trains, improving journeys for rail travellers here in the north of England."

Jonathan Reynolds, MP for Stalybridge and Hyde, said: "I am pleased improvements are being made locally, something that I have long campaigned for, and that will benefit users of Stalybridge and Mossley stations. I am very keen to see the line electrified between Stalybridge and Leeds, and that will be easier to do so thanks to projects like this."

A spokesperson on behalf of Transpennine Express and Northern, said: "We are delighted to see this first step towards the electrification of this key route. Investment in the railway infrastructure is vital to unlocking the north's economical potential; and will enable us to provide faster, more reliable trains and improved connectivity between our regions and the communities we serve."

An upgraded railway will provide passengers with more reliable and faster journeys. The Northern Programmes investment is part of Network Rail's Railway Upgrade Plan which is building a better railway to support the increasing demand placed on it by an ever-growing number of passengers. It also supports wider economic growth in the north of England.



At the Great Central Railway, GWR Modified Hall 4-6-0 No. 6990 'Witherslack Hall' is seen working a special charter service on May 14th for Harry Walker, who was in the dynamometer car on Mallard's epic run. [John Alsop](#)

Historic moment for the rail industry as GB Railfreight names last ever Class 66 “Evening Star”

On May 10th, during a ceremony at the National Railway Museum in York, GB Railfreight (GBRf) unveiled the name and livery of locomotive 66779, the last Class 66 to be built for the UK and European markets. GBRf has named locomotive 66779 “Evening Star” and it has been liveried in lined passenger express ‘brunswick green’, in commemoration of the last steam locomotive of the same name to have been built by Swindon Works for British Railways in 1960.

This is an historic moment for the industry. The Class 66s have made a major contribution to UK rail freight, transforming reliability since their introduction in 1998. In recognition of these achievements, GBRf has promised to donate 66779 to the National Railway Museum National Heritage Committee at the end of its working life, to be preserved for the benefit of the public.

The event was also a celebration of 15 years of operations for GBRf. Starting off with just two employees and an infrastructure contract with Railtrack in 2001, the freight operator now employs over 650 staff, operates over 1,000 train loads each week for clients across the energy, aggregates, intermodal and infrastructure markets, and generates annual turnover in excess of £130m.

The freight operator was joined by over 200 guests from across industry, government and the media for the ceremony. GBRf Managing Director John Smith and Progress Rail Services and Electro-Motive Diesel (EMD) CEO Billy Ainsworth delivered speeches before 66779 was unveiled.

66779 is the last of seven locomotives (66773 – 66779) that were procured from EMD and that arrived in the UK in February of this year. In addition to the 21 Class 66s that arrived in the UK last year, they bring the operator’s Class 66 fleet to 78 locomotives. Given their heavy freight capabilities, the locomotives will be used to support operations across various GBRf market portfolios.

John Smith, Managing Director of GB Railfreight, said: “This is a hugely historic moment for the rail industry. The Class 66 locomotive is probably the most successful design to ever run on Britain’s railways, and we have decided to honour their achievements by naming the last 66 to be built after British Rail’s classic 92220 ‘Evening Star’. As a life-long railway man, it makes me immensely proud that my company has the opportunity to own the last 66 off the production line for use on our operations across the country.

In recognition of the achievement of this locomotive, we will be donating 66779 to the national collection at the National Railway Museum at the end of

Network Rail’s MPV No. DR98962 passes Rainford Junction on May 3rd working an Arpley sidings to Arpley sidings weed killing run. [David Wood](#)



its working life, so it can join 92220 and be preserved for the enjoyment of everybody. Today also marks 15 years of operations at GBRf. It was not long ago that we started out on our first infrastructure contract with Railtrack and we’re now operating over 1,000 train loads a week. We could not have got here without the hard work of GB Railfreight employees, past and present, and I would like to take the opportunity on this special day to thank all of those that have given so much to GB Railfreight along the way.

Billy Ainsworth, President and CEO of Progress Rail Services, said: “We are honoured to be a part of this special occasion with our long-time partner, GBRf, and value the solid relationship we have forged over the years. Although today’s event signifies the close of a memorable chapter for our highly reliable EMD Class 66 locomotives, it opens another as we continue to lead the industry with the development

of other world-class diesel electric locomotives.”

Paul Kirkman, Director of the National Railway Museum, said: “We are proud to host this event marking this significant milestone in railway history. Our museum tells the story of how the railways shaped and continue to shape our world, and therefore is the perfect place to showcase the latest developments in the modern railway industry.”

Liverpool - Steam in the Dock

On May 7th at the 'Steam on the Dock' event in Liverpool, the Ffestiniog Railway's Hunslet Engine Company 'Lilla', (Built in 1891/Works No. 554) was seen in an unusual location. [John Balaam](#)



Great Western Electrification Programme hits two major milestones as main line announced as 'live' and Electrification Training Centre opens

Network Rail's work to electrify the Great Western Main Line has reached two important milestones as the company announces a section of the line is to be 'energised' for the first time and its flagship Electrification Training Centre in Swindon is officially opened.

As part of Network Rail's Railway Upgrade Plan to provide a bigger, better, more reliable railway for passengers, the company is electrifying the Great Western Main Line in preparation for the arrival of a new fleet of longer, faster, quieter and greener electric trains.

The section of the main line that runs between Reading and Didcot now has the majority of the overhead line equipment installed, including the wires that carry the high voltage electricity to power the electric trains. Once complete, this section of track will be used to test the new electric trains.

Reaching this important milestone means members of the public should treat all overhead line equipment, whether it looks complete or not, as electrified. To make sure everyone is prepared for this

change, Network Rail is carrying out a safety awareness programme that over the last few months has included extensive engagement activities at community events, schools and colleges.

Mark Langman, Network Rail's managing director for the Western route, said: "This marks a really important milestone in our work to upgrade Brunel's railway. For the first time a major section of the Great Western Main Line will soon have a fully functioning overhead power supply, enabling us to start testing the new electric trains.

"As safety is our highest priority, it's very important the public know how to keep themselves and others safe around this new equipment which is why we are carrying out an extensive awareness campaign."

The news came at the opening of the £10m state-of-the-art Electrification Training Centre in Swindon, which features the overhead line equipment, in every configuration, on a section of track not connected to the main line. This enables Network Rail's engineering 'orange army' to learn how to install and maintain the new system in a safe environment.

The opening of the centre coincides with Swindon celebrating its 175th anniversary as a railway town and it is anticipated it will become a regional centre of excellence, training large numbers of railway apprentices and technicians from across the Thames Valley, west, south west and Wales.

Mark continued: "Swindon has a proud railway heritage and so it seems very fitting that in celebrating its 175th anniversary as a railway town this state-of-the-art centre has opened. This centre will train our future railway engineers, ensuring

Class 66 420 passes through Manchester Piccadilly on May 17th working a Trafford Park to Southampton liner. [Brian Hewertson](#)



Swindon remains at the heart of the Great Western Railway for generations to come.

"The opening of the Electrification Training Centre, together with the completion of a major part of our electrification programme means communities in the Thames Valley, south west and west are a step closer to the benefits that electrification will bring. These include faster trains with more seats and more legroom, and less noise and cleaner air for those who live close to the railway."

Justin Tomlinson, MP for North Swindon, said: "I was very excited to attend the opening of the Electrification Training Centre. This opening will bring more jobs and will eventually mean greater connections to London and the south west. Swindon is a town on the up which continues to expand and attract more investment. This centre is a crucial part of our growth and what better way to mark 175 years of the Great Western Railway."

Robert Buckland QC, MP for South Swindon, said: "With its proud railway past, Swindon was the obvious choice for the headquarters of this huge scheme and I am delighted to have been at the opening of the Electrification Training Centre.

I worked hard to campaign for the electrification of the Great Western Main Line, which will transform the railway and provide Britain with a sustainable, world-class transport system.

The project to electrify the Great Western Main Line is one obvious example of increasing investment in Swindon. In effect, our town is the nerve centre of the project, and also houses all of the material and equipment. "

Historic find proves that Crossrail project really is building on the brilliance of Brunel

Network Rail has unearthed some important pieces of railway heritage whilst building new tracks for the Crossrail project. The remains of a very rare early turntable, which was steam-powered and built to accommodate Brunel's wide-gauge tracks*, and several important buildings thought to be Brunel's engineering workshops, were discovered at Paddington New Yard, where Network Rail was excavating the ground in preparation for new tracks to be laid. Previous Crossrail archaeological investigations to the north of the site had confirmed that the area had been used by Brunel, who is one of the most influential figures in the history of the railway. However much of the location of his workshops lay beneath what is now the railway line and it was not known whether they survived.

With time limited by the need to complete the trackwork so the railway could re-open on time, the remains were photographed and surveyed for future reference and are now preserved carefully beneath the new railway lines.

Tom Wilson, Crossrail programme archaeologist at Network Rail explained: "As Brunel finds had already been made at Paddington New Yard, a lot of work went into preparation ahead of the trackwork that needed to be carried out in the area. When the discoveries were made, we were ready to work quickly and efficiently in the 72 hours we had on site to record and preserve these historic finds before completing the upgrades to the railway."

Matthew Steele, Crossrail Programme Director at Network Rail, said: "Brunel's incredible vision and ambition transformed rail travel so it is a privilege to know that we are literally building on his brilliance by laying tracks for the Crossrail project where he once worked."

Isambard Kingdom Brunel was Chief Engineer for the Great Western Railway and his ground breaking designs and ingenious constructions revolutionised public transport and modern engineering.

With three quarters of the Crossrail route – which will be known as the Elizabeth line from 2018 – running above ground, Network Rail is carrying out a massive programme of works that will integrate the new Crossrail tunnels beneath London with the existing rail network, including the Great Western Main Line. It will allow people to travel from Reading and Heathrow right through the capital to Shenfield in Essex and Abbey Wood in southeast London without changing trains.

* Brunel's decision to use broad gauge for Great Western line was controversial in that almost all British railways to date had used standard gauge. Brunel said that his broader gauge was the optimum size for providing both higher speeds and a stable and comfortable ride to passengers. After Brunel's death in 1859 the decision was taken that standard gauge should be used for all railways in the country.

Riviera Trains' Class 47 847 is seen basking in the sun at the Nemesis Rail depot, Burton on May 3rd. [Stuart Hillis](#)



Now carrying 'Mainline' livery, Class 50 031 stands in the yard at Kidderminster on May 21st. [Andrew Wilson](#)

After working all the way from London Victoria on its own up front, Class 67 006 waits at Bristol Temple Meads for 67 005 to arrive from the rear of the train and lead the 1Z78 London Victoria to Truro Belmont British Pullman. [James Passant](#)



Lea Bridge station set to re-open after three decades of closure

Leyton's Lea Bridge Station has re-opened to passengers on 16 May after 31 years of closure. The station, which will be managed by Abellio Greater Anglia, will provide passengers with direct links to both Stratford and Tottenham Hale and journey times of five minutes apiece. Services will run on a half hourly basis, seven days a week.

Stratford is the nearest high-speed station to central London, connecting to services going to Europe, and Tottenham Hale provides easy and fast connections to Stansted Airport, meaning the new station will open the western part of Waltham Forest up to further commercial opportunities in London and beyond.

The scheme to re-open the station has been funded with a mixture of £5million from Waltham Forest Council capital funding, £1.1million from the Department for Transport's New Stations Fund and £5.5million from Section 106 contributions (managed by the Stratford Transport Implementation Group). The new station is expected to be used by 352,000 passengers a year by 2031. It has two new platforms, a new footbridge and lifts, station canopy, ticket vending machines, Oyster readers, waiting shelters and help points.

Jamie Burles, Managing Director, Abellio Greater Anglia, said: "We've looked forward to the opening of the new station at Lea Bridge. It makes our rail network more accessible and convenient to thousands of existing and potential rail passengers. The development of the station has been a great partnership project between the London Borough of Waltham Forest, Abellio Greater Anglia, Network Rail and the Department for Transport.

With half hourly services, seven days a week, in both directions to Stratford and Tottenham Hale, the new station enables local residents to have easy access to rail journeys into and across central London and beyond; up the West Anglia route to Stansted Airport and Cambridge; up the Great Eastern Main Line to Chelmsford, Colchester, Ipswich and Norwich; and of course to Stratford International Rail Station for Eurostar services to France and Belgium. We hope the station will prove to be a great success."

Chris Robbins, Leader of Waltham Forest Council said : "Lea Bridge Station will really help open Leyton up for growth, giving the area better and faster links to some of London's crucial transport hubs, and making it a more attractive prospect for developers, businesses and residents. For years it's been a project we have committed to making happen, and going forward it will form the centrepiece of wider plans to rejuvenate the area and create a new Leyton village, spurring even more regeneration and change."

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.

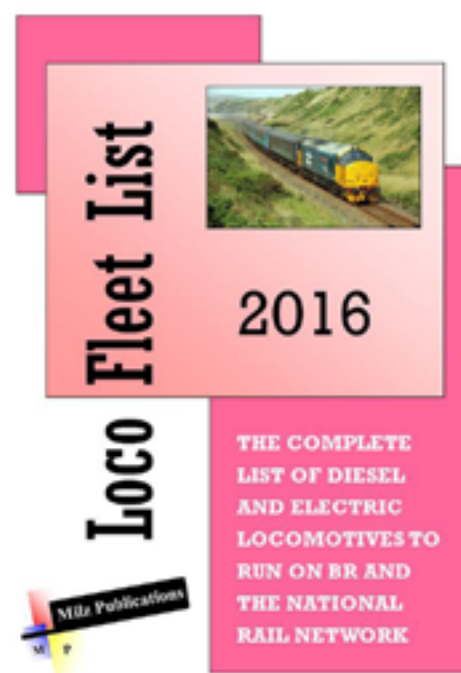
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

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



Class 08 511 in RSS livery, stands at the main entrance to Derby Litchurch Lane works on May 22nd. [Stuart Hillis](#)



DB Cargo UK names loco 90019 'Multimodal'

Students and apprentices from the UK's largest rail freight company, DB Cargo UK, have officially named one of its Class 90 electric locomotives at Multimodal.

The Class 90 loco was specifically chosen to be named 'Multimodal' in the ceremony because it is one of the locos serving DB Cargo UK's intermodal customers. From bananas to bottled water, clothing and electrical equipment, the company's intermodal fleet ensures goods are delivered on time and in full for families across the UK.

Geoff Spencer, CEO of DB Cargo UK, said: "We're delighted to be back at Multimodal this year and excited to not only be able to showcase one of our locomotives but also name it in honour of the event."

"It's no secret that the markets in which rail freight operates have changed drastically. Traditionally our industry served sectors such as coal, but now the growth markets are in automotive, construction and, of course, intermodal."

"Naming loco 90019 at Multimodal was a great opportunity for us to show how we're adapting to serve our future markets. It shows our innovation and agility to provide for specific customer needs in each sector. It also demonstrates how we're nurturing and encouraging the next generation of rail freight professionals and I'm delighted that some of our valued apprentices and student placements will be performing the official naming ceremony."

Robert Jervis, Director at Multimodal, said: "Multimodal is the UK's leading supply chain and logistics event and were delighted to be hosting this naming ceremony. We provide an important platform for our industry to meet, learn, and network, and of course to showcase and celebrate best in class. DB Cargo UK's loco 90019 is just that and we are incredibly proud that she will be named after Multimodal."



On April 30th, Virgin Trains power car No. 43300 leads the convoy through Sherburn in Elmet, heading for the open day at Bristol St. Philips Marsh. [Steve Thompson](#)

Class 08 417 is seen stabled at RVEL Derby on April 23rd. Brian Battersby



Network Rail uses latest technology to help secure future of historic Devon rail line

Network Rail's work to secure the future of the railway line between Exeter and Newton Abbot has reached the next important milestone, as the company employs the use of an Unmanned Aerial Vehicle (UAV), also known as a drone, to help inform the options for improving the area's resilience.

Following the extreme weather at the beginning of 2014 which caused part of the railway line at Dawlish to collapse into the sea, the team began working with residents on a study looking into the impact of coastal flooding, erosion and cliff instability on this vital part of the Great Western route and the options available to limit the effects of these in the future. As part of Network Rail's Railway Upgrade Plan to provide a bigger, better, more reliable railway for passengers, this study has identified two priority areas for resilience work – the cliffs at Teignmouth and the Dawlish sea wall.

To help inform the options available to improve resilience in these areas the team is making use of a UAV. This is the first time a UAV has been used on the rail network for this type of improvement work and the first time Network Rail has launched it from the sea. So far, it has proved to be vital in helping the team gain a greater understanding of the geography of the area and how it might change over the next 100 years. Using a UAV not only enables the team to gather close-up footage in a much quicker timescale than the traditional use of helicopters and people power would allow, but it is also a much safer option and has proved to be less intrusive for the local community.

To further inform the available options, the team has also started the process of taking soil and rock samples to establish the make-up of the cliffs. This will allow Network Rail to draw up detailed engineering designs tailored to each cliff area.

Joanna Grew, Network Rail's commercial scheme sponsor for the project, said: "Over the next few weeks residents are likely to see a lot of activity in the Dawlish and Teignmouth areas as we progress our plans to secure the future of this historic and important part of the Great Western route. Securing the future of this line is extremely important to us, which is why we are using the latest technology to build up the most accurate picture of the landscape, how it is likely to change, and what we can do to improve its resilience. I'd like to thank the local community in advance for their patience and understanding while we complete this vital work that will inform our study, and for the material they provided which proved to be invaluable in helping us gain a greater understanding of the area."

Network Rail's study outlining the options available to improve the resilience of this section of the Great Western route will be submitted to the Department for Transport for their consideration.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

A filthy Colas Rail's Class 66 846 slowly passes through Taunton station whilst working the 6X54 Paignton to Westbury which had Railvac 4 only in tow.

James Passant



Class 33 035 , 55 019 and D9002 are seen being hauled by Class 66 735 forming the 0Z75 12:35 Barrow Hill - Kidderminster SVR past Hasland, May 12th. Nick Clemson



Virgin Trains' new cross-border services prompt surge in bookings

Virgin Trains has seen a surge in cross-border travel bookings after announcing increased services between Edinburgh and London. A new timetable with 42 additional trains connecting the UK and Scottish capitals every week commenced in early May as part of a £140m investment programme in the east coast route. This will add 22,000 seats to the weekly capacity, and mean there is a near half-hourly service between the capitals. Virgin Trains has already seen bookings for journeys across the border in the first two months of the new timetable increase by 15% compared with the same period last year.

The uplift in journeys was welcomed by the Secretary of State for Scotland David Mundell, who launched the new timetable in Edinburgh. He said: "Good connectivity between London and Scotland is vital for our economic security, so this improved Virgin service is really good news. More trains between Edinburgh and London - and all the stops in between - will mean more choice and flexibility for rail travellers in Scotland. It will make it easier for Scottish businesses to reach customers and markets right across the UK. These new services will also bring more visitors to Scotland, helping to boost jobs and prosperity. The UK Government is investing more than £38 billion in the UK's rail network to improve services across the country. This is part of a long-term plan to improve our transport infrastructure and it is only possible because of the action we have taken to deliver a strong economy over the last six years."

Councillor Nick Forbes, Leader of Newcastle City Council, said: "This is great news for passengers and businesses in the region. It will improve connectivity to London and Edinburgh which gives more opportunities for how we spend our leisure time and businesses to seek new markets. I welcome Virgin's extra investment and I'm confident passengers will take advantage of it."

Ross Smith, Director of Policy at the North East Chamber of Commerce, added: "The greater frequency of service and improved connections to both London and Edinburgh are great news for the North East. These links are vital for our regional economy and Virgin's investment is very much welcome."

Virgin Trains has unveiled ambitious plans to persuade more people to switch from air to rail travel between the UK and Scottish capitals by investing in service and timetable improvements. It has launched free wifi for all customers who book on the virgintrainseastcoast.com website and a new First Class menu overseen by British chef and TV presenter James Martin. This will include a new range of specially created seasonal menus showcasing fresh, local flavours and championing producers on the train operator's route. New exciting food options will be rolled out for Standard customers in Autumn. These improvements follow a raft of recent investments, including an ongoing complete refurbishment of train interiors and a recently completed overhaul of First Class Lounges, including Edinburgh and London, to give them a stylish Virgin twist. The booking horizon has been extended from the industry standard of three months to six months, giving people more time to plan holidays and secure great deals. A programme to completely overhaul train interiors is underway and, from 2018, Virgin Trains will introduce a new fleet of greener, faster, more comfortable Azuma trains, allowing regular Edinburgh-London services to be accelerated to just four hours.

David Horne, Managing Director for Virgin Trains on the east coast route, said: "We're really pleased that our new services have proved so popular with the travelling public. We think the combination of service improvements and a half-hourly frequency is a winning combination, and that together with low fares we'll be able to persuade more people to switch from the inconvenience of air travel to the comfort of our trains." More than a million rail passengers travelled between London and Edinburgh last year. Virgin Trains has unveiled ambitious plans to capture half of this market from airlines by the end of its eight-year franchise on the east coast route in 2023.

Network Rail creates ‘virtual route’ to provide better service for freight and national passengers operators

A new ‘virtual route’ for rail freight and national passenger operators will become Network Rail’s ninth devolved operational route.

The change is part of the company’s strategy to become an increasingly customer-focused and route-led business and is consistent with the recommendations of the Shaw report, which proposed a number of actions for Network Rail to consider to protect and enhance the interests of all customers as accountability continues to be devolved.

The new route will be led by Paul McMahon,



who returns to Network Rail’s freight business in an expanded role as managing director, freight and national passenger operators. The new structure will enable the company to re-allocate focus and resources to deliver improvements in four key areas:

1. Extending customer representation: The new, nationally focused team will take on responsibility for CrossCountry, which runs services on seven of the current eight routes, enhancing support for customers who operate nationally

2. Delivery of safe operational performance: Additional resource will seek to improve safety both on- and off-network while continuing to out-perform regulatory performance targets

3. Business development: Regional business development managers will identify opportunities for growth and secure third party funding from end-users to boost delivery of freight schemes

4. Enhanced governance arrangements: Proposals for enhanced governance for CrossCountry and other national operators will be put forward following a review involving train operating companies, the freight sector and industry bodies

Phil Hufton, managing director, England & Wales, said: “Rail freight is absolutely vital to Britain’s economy and the changes we are putting in place will mean we are better able to represent the interests of our freight and national passenger service customers.

Freight operators’ satisfaction with the service they receive from Network Rail has improved significantly – but it’s important we continue to challenge ourselves to do more for all our customers, ensuring that their needs are balanced with those of train operating companies who wholly or predominantly operate on a single route.”



Now you see it.....now you don't! On May 26th, TransPennine Express Class 185 142 approaches Scunthorpe station working the 1B89 Cleethorpes - Manchester Airport, passing Northern's 142 090 awaiting it's turn in the bay. Looming in the background is the gas-holder at the recently-closed Dawes Lane Coke Ovens bearing the bold inscription 'Tata Steel'. Twenty four hours later, it's ta-ta to Tata as the name is painted out in readiness for the takeover of the business as Class 66 558 passes with the 6L49 Lindsey - Ipswich SS. [Steve Thompson](#)



Thameslink showcases future of commuting at London Blackfriars

Thameslink has recently showcased the future of commuting when it unveiled the spacious new Siemens Class 700 Thameslink train at London Blackfriars station. Fifty per cent longer than almost every train in the Thameslink fleet, the train put on show to media and stakeholders can carry up to 1,750 people seated and standing – the equivalent of 21 double-decker buses – and will be running on many routes to London from Sussex, Surrey, Kent, Hertfordshire, Bedfordshire and Cambridgeshire. The design is essential to meet the huge growth in passenger numbers that has soared 40% in the past decade.

Govia Thameslink Railway CEO Charles Horton said: “Not only will many of these trains be longer and more spacious, they’ll be cutting edge with real-time information from around the network and the Tube, and excellent facilities for people with disabilities. These trains have been designed to carry up to 1,750 people in climate-controlled comfort, which is essential to meet the huge growth in passenger numbers that have soared 40% in the past decade. And their wide doors, open interiors and state-of-the-art real-time passenger information systems will help us run a high frequency, high intensity service with over 80% more seats across the heart of London in 2018.”

Rail Minister Claire Perry said: “This is another significant milestone for the multi-billion pound Thameslink Programme. Projects like this show how our record £40 billion investment in the railways is delivering better journeys for passengers across the South

East and beyond. This impressive new fleet of hi-tech trains will make a real difference to commuters and leisure travellers, with more space and better information screens. I look forward to seeing the improvements to passengers’ journeys as these trains are introduced to the Thameslink network.”

Sabrina Soussan, CEO of Mainline Transport at Siemens, said: “We at Siemens are delighted to be showcasing the Class 700 train; it’s yet another example of our innovation and investment in the Thameslink Programme. This event gives commuters the first real insight as to what their future journeys will look like and we are excited at how our innovations in terms of technology and capacity will transform passenger journeys across the network. Passengers will benefit from easier access made possible through the wider doors and greater space – changes that will make a big difference to everyday travel.”

Andy Pitt, Executive Chairman of train owners Cross London Trains (XLT), said: “This showcase event marks another important milestone in the Thameslink Programme. Cross London Trains is delighted to have provided the finance for this new state-of-the-art Class 700 train fleet which will bring significant benefit for passengers. I am really looking forward to seeing the first of these trains in passenger service very soon.”

Nick Gray, Network Rail’s Thameslink Programme Sponsor, said: “Launching this new generation of trains at such an iconic station symbolises what the Thameslink Programme is doing to transform rail travel across London. We have worked closely with our colleagues at Thameslink and Siemens to get the infrastructure ready for these trains to create a more reliable, regular and modern service.”

Now: Class 40 106 is hauled past Culcheth Foot Crossing by West Coast’s 37 706 on its way from Steamtown Carnforth to the East Lancs Railway on May 20th.

Jeff Nicholls



Then: Passing the same spot, but in the opposite direction, Class 40 106 heads a Manchester - Bangor service past Culcheth Foot Crossing on February 13th 1981.

Jeff Nicholls

On May 28th, Northern Electric Class 319 366 stands at Manchester Piccadilly whilst working a Liverpool to Manchester Airport service. [Brian Hewertson](#)



Did you Know - Ken Mumford

Why trains are better than planes

A large, two-engined train was making its way across America. While crossing the Western mountains, one of the engines broke down. “No problem, we can make it to Denver and get a replacement engine there,” the engineer thought, and carried on at half power. Farther on down the line, the other engine broke down, and the train came to a standstill in the middle of nowhere. The engineer needed to inform the passengers about why the train had stopped, and always trying to look on the bright side of things, made the following announcement: “Ladies and Gentlemen, I have some good news and some bad news. The bad news is that both engines have failed, and we will be stuck here for some time until the additional engines arrive. The good news is that you didn’t take this trip in a plane!”

Isetta motor cars, made in Brighton

In 1957, Isetta of Great Britain began producing Isetta 300 models at their factory in the former Brighton railway works under licence from BMW. The factory had no access by road, therefore components were delivered by rail and finished cars being shipped out the same way. After the closure of the main works, part of the workshop was used for the building of Isetta microcars between 1957 and 1964

Southern snippets

35019 “French Line CGT” was the only member of the “Merchant Navy” class to have script lettering on its nameplate.

Winston Churchill’s request regarding his funeral was thus:-

“If De Gaulle dies before I do, I don’t care a damn where the train leaves from; otherwise it has to go from Waterloo.” Operationally, the Oxfordshire bound train would have suited the authorities better if it had gone from Paddington.

More Beeching madness

In the first few years of the 1960s line closures were happening at an alarming rate - the idea being to make BR pay its way. Thus many rail travellers (who used their cars to get to their nearest rail station) thought that they might as well use their cars for their entire journey, and so BR became the loser for the second time.



Class 37 706 passes Northampton on May 7th, working as 0M43 the 10:30 Southall Loco Services Ltd to Carnforth Steamtown. [Derek Elston](#)

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.

Well here’s something I never thought that I would see!

Virgin Trains’ sandwich is not just any sandwich; it’s Sandwich of the Year

This is not just any sarnie...



Virgin Trains has been recognised in

two categories at the British Sandwich Awards: *The Sammies 2016*.

Virgin Trains came top in ‘The New Sandwich Award’, which recognises the best pre-packed sandwich released in the last year. The judges were impressed with Virgin Trains’ Scottish smoked salmon and lemon mayonnaise sandwich on dark wholemeal bread, which is served in First Class on the west coast route and named it the best in the awards’ ‘Standard Category’.

The train operator was also recognised for its sandwiches available in the on board shop and First Class on the west coast franchise, being named joint runner-up for the ‘En-route Sandwich Retailer of the Year’, which champions the sandwich offerings along major travel routes and travel hubs.

Amanda Smit, Head of Catering at Virgin Trains on the west coast, said: “We’re passionate about the food we serve on board our trains and always strive to offer our customers great quality and value, as well as something different to what they’d expect on a journey along the West Coast Mainline travelling at 125mph. We believe our food is tasty and sometimes better than that of the high street and we’re thrilled to have been recognised at these prestigious awards.”

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

Model Railways - Carl Grocott

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

Bachmann Class 205 Thumper unit in Network South East

Here we have a Bachmann Class 205 Thumper Unit in Network South East Livery. The model is available now and costs £179.00 DC ready from <https://www.collettsmodelshop.co.uk>. Sound chips are available for this model.



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

Forthcoming Model Railway Exhibitions

Exeter Model Rail: The exhibition will be held at the Matford Centre 2nd and 3rd July and will see numerous exhibits and trade stands.
Opening Times: Saturday 2nd July 10:00 – 17:30 Sunday 3rd July 10:00 – 16:00
Ticket Prices: Adults: £6.50, Concessions £6, Children Free

Layout Review

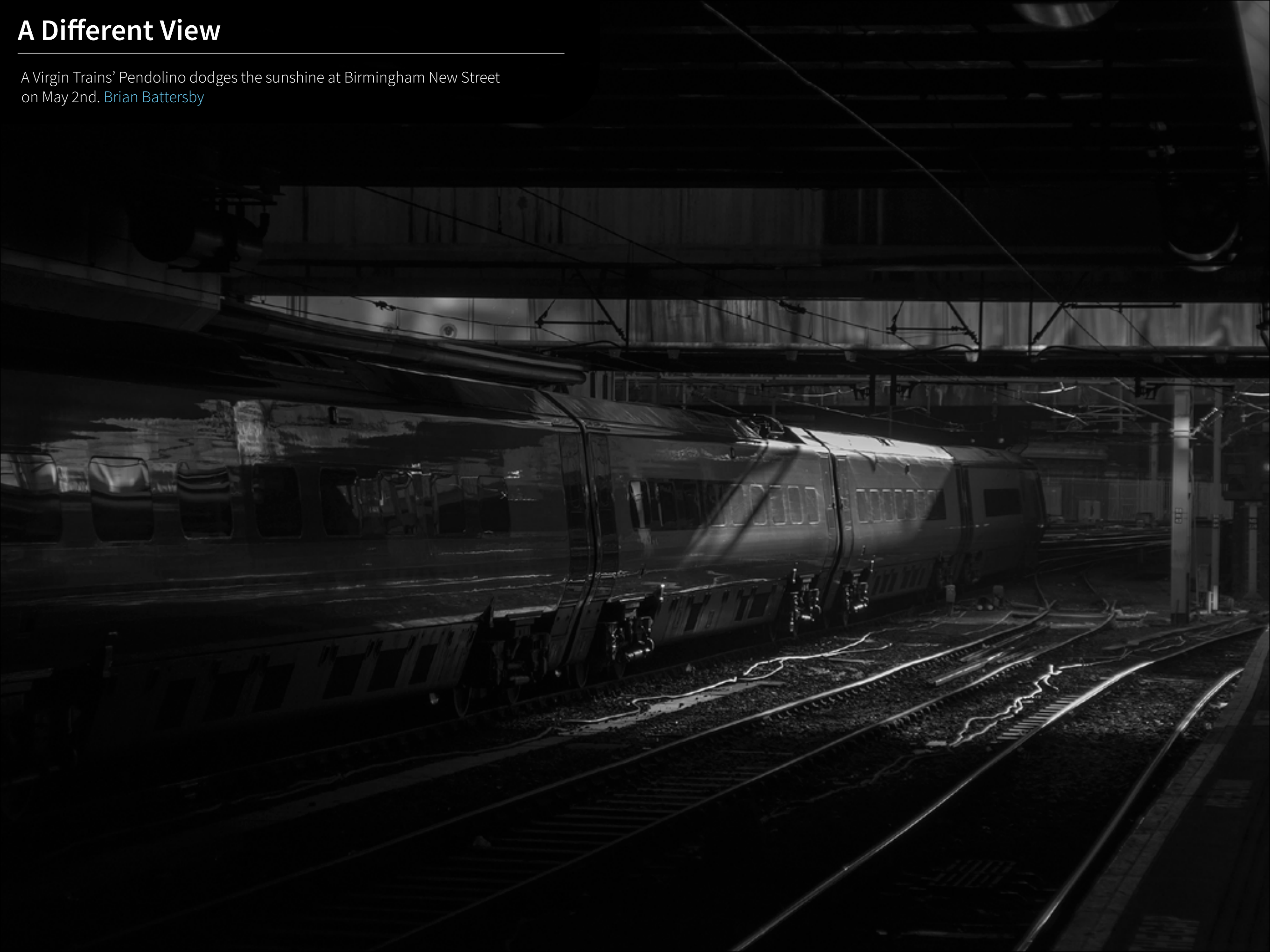
Trench Halt

On the right is a picture of a Bachmann Tamper unit. This model that has been weathered and fitted with DCC Sound. Unfortunately the models were built in HO scale so look rather small up against OO scale models.

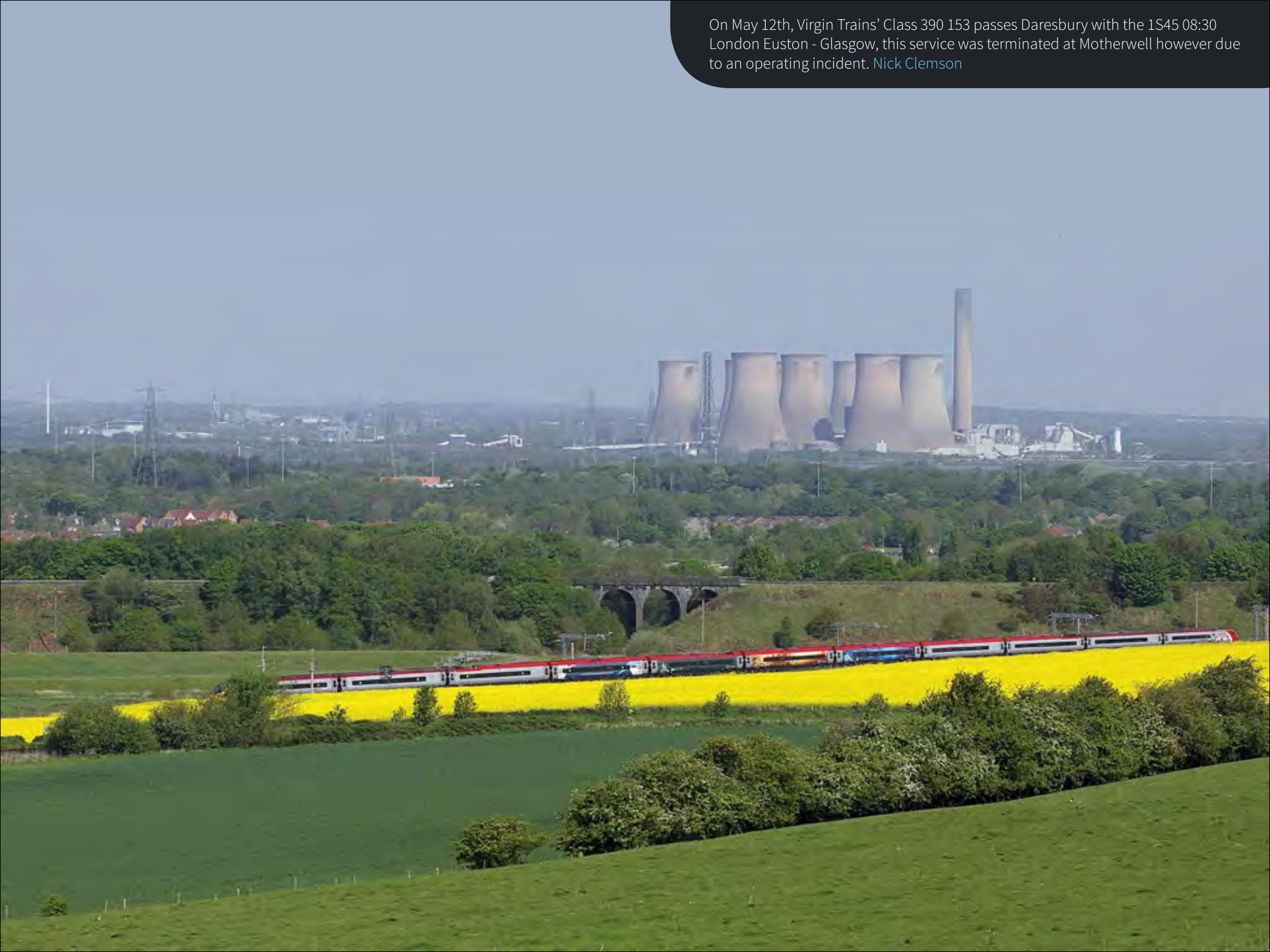


A Different View

A Virgin Trains' Pendolino dodges the sunshine at Birmingham New Street on May 2nd. [Brian Battersby](#)



On May 12th, Virgin Trains' Class 390 153 passes Daresbury with the 1S45 08:30 London Euston - Glasgow, this service was terminated at Motherwell however due to an operating incident. [Nick Clemson](#)



Surely the most unusual working of the month has to be that of Class 50 050 and D407 (50 007) working the 4Z50 Crewe to Telford on May 24th, hauling a rake of coal hoppers for storage. [Richard Hargreaves](#)



Preserved and Industrial Railways: Ecclesbourne Valley Railway

On May 14th, Class 33 103 stands in the yard at Wirksworth. [Brian Battersby](#)



Class 25 No. D7629 is seen at Wirksworth on May 14th. Brian Battersby



Class 108 No. 53599 and Class 119 No. 51073 stand at Idridgehay on May 14th, working a Duffield to Wirksworth service. Brian Battersby



Derby Lightweight Driving Motor Brake Second No. 79018 is seen on display at Wirksworth on May 14th. Brian Battersby



Rolls-Royce Steelman No. 10275 'L J Breeze' is seen at Shottle with an engineers train on May 14th. Brian Battersby

On May 24th, Class 33 103 'Swordfish' arrives into Shottle working the 10:05 train from Wirksworth to Duffield. Martin Hill



Class 101 DMU Nos. M51188 and E51505 head up the incline with a working to Ravenstor. Phil Martin

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Derby Lightweight DMU No. M79900 is seen on display at Duffield on May 14th.
Phil Martin



Class 101 Nos. 50253, 59303 and 50170 gleams in the sunshine at Wirksworth on May 14th. [Brian Battersby](#)



Midland Railway Centre

Metropolitan Railway 0-4-4T No. 1 departs Swanwick Junction on April 30th with a service to Butterley. [Robert Bates](#)



Severn Valley Railway

Visiting the line, DRS' Class 37 716 hauls the 4TC set past Foley Park on May 20th during the lines diesel gala, heading towards Kidderminster. [Brian Battersby](#)



Class 33 035 thrashes past Foley Park on May 20th, heading towards Kidderminster.
Brian Battersby



Yet another visitor for the gala was DCR's Class 31 452, seen here stabled at Kidderminster on May 20th. John Alsop



Class 20 205 and 20 142 running cab to cab, are seen arriving at Highley working the 16:06 Bridgnorth to Kidderminster on May 21st. Derek Elston



Class 31 No. 5580, is seen at Little Rock Cutting with 13:42 Bridgnorth - Kidderminster working on May 20th. Phil Martin

Class 55 019 'Royal Highland Fusilier' cruises past Chelmarsh with the 09:10
Kidderminster - Bridgnorth working on May 20th. [Keith Davies](#)



On May 20th, Class 55 019 'Royal Highland Fusilier' is seen stabled in Kidderminster station. [Richard Hargreaves](#)



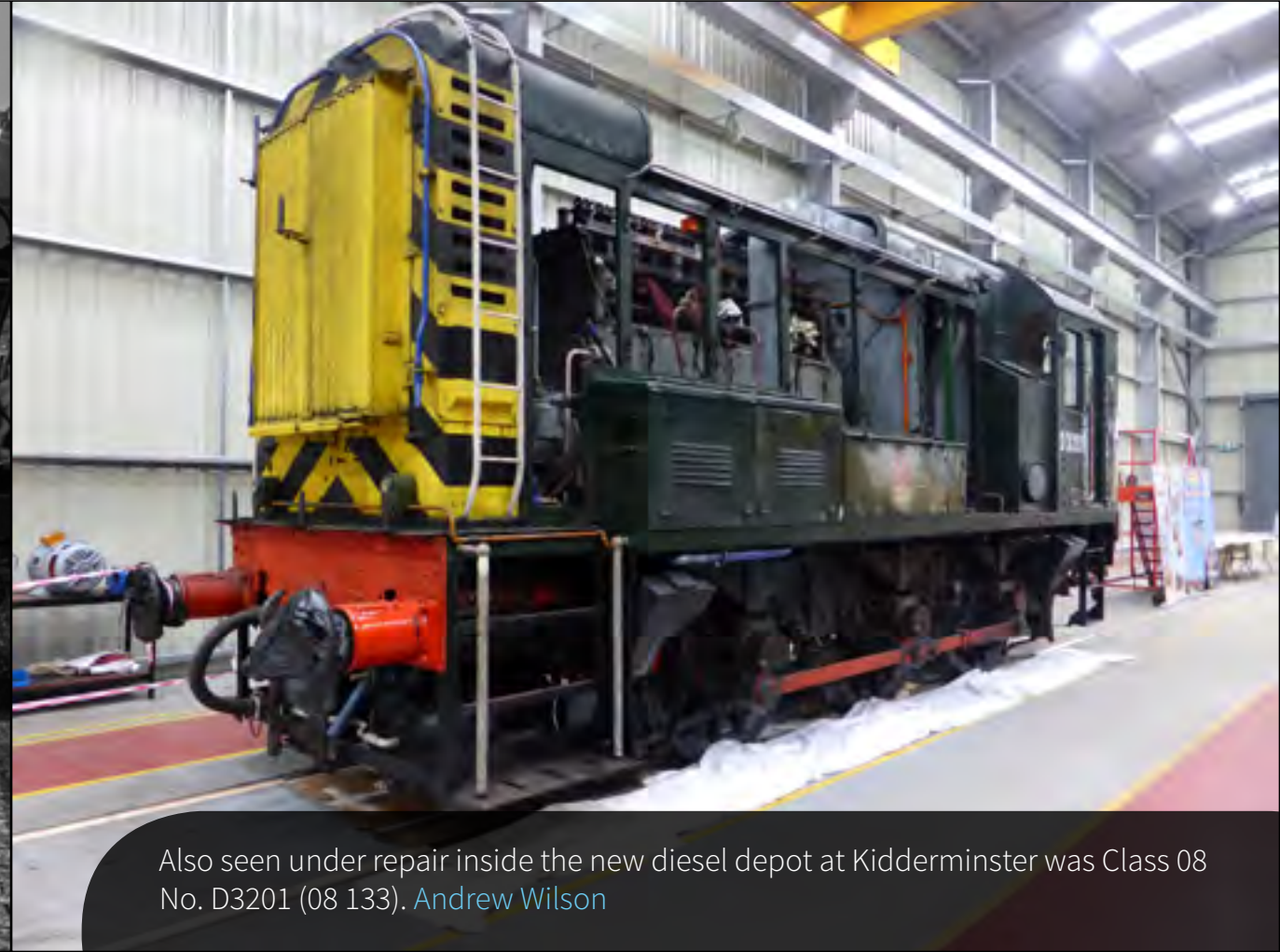
Seen under repair inside the new diesel depot at Kidderminster during the gala was Class 35 No. D7029 and Class 52 No. D1062. [Richard Hargreaves](#)



Class 50 008 stands at a wet Bewdley on May 20th, heading towards Kidderminster. [Richard Hargreaves](#)



Also seen under repair inside the new diesel depot at Kidderminster was Class 08 No. D3201 (08 133). [Andrew Wilson](#)



On May 20th, Class 46 No. D182, resplendent in its new chromatic blue livery, is seen at Little Rock Cutting with 14:30 Bridgnorth - Kidderminster. [Phil Martin](#)



Class 52 No. D1015, which was masquerading as D1058 'Western Nobleman' in this view, passes Chelmarsh heading towards Kidderminster on May 20th. [Phil Martin](#)



Rebuilt Class 73 951 and 73 952 are seen arriving into Kidderminster on May 20th. [John Alsop](#)



The NRM's Class 55 No. D9002 'The Kings Own Yorkshire Light Infantry' idles at Kidderminster prior to working the 10:40 service to Bridgnorth. [Derek Elston](#)



So many visiting engines for this years diesel gala, here is DRS' Class 68 025 'Superb' at Bewdley with a local terminating service. [Andrew Wilson](#)



Class 50 035 passes Chelmarsh on May 20th with the 16:11 Kidderminster - Bridgnorth service. Keith Davies



Class 33 025 leads a rake of ballast wagons out of Bridgnorth on May 21st. Phil Martin



Class 20 142 prepares to depart Bridgnorth on May 19th with a service to Kidderminster. Phil Martin

Class 20s Nos. D8188 and D8059 climb Eardington Bank heading towards
Bridgnorth on May 20th. [Brian Battersby](#)



Class 11 shunter No. 12099 stands with a single carriage at Kidderminster on May 21st. [Andrew Wilson](#)



Class 50 049 stands at Bridgnorth prior to working a service to Kidderminster on May 20th. [Brian Battersby](#)



GBRF's visiting loco, Class 66 763, heads past Foley Park hauling the 4TC set with a Kidderminster to Bewdley working. [Brian Battersby](#)



Class 08 No. D3022 and Class 09 No. D4100 layover at Kidderminster Town during the diesel gala on May 21st. [Andrew Wilson](#)

Class 50 044 'Exeter' stands in the yard at Kidderminster diesel depot on May 21st.
Derek Elston



Class 50 008 'Thunderer' runs light engine out of Kidderminster on May 21st.
Derek Elston



Ivatt 2-6-0 No. 43106 is seen stabled at Bewdley on May 21st. Derek Elston

London Underground's 4TC set with car No. 76297 leading makes an unusual sight at Kidderminster on May 21st. [Richard Hargreaves](#)



Great Central Railway

On April 17th, GWR Modified Hall 4-6-0 No. 6990 'Witherslack Hall' passes Woodthorpe with the 10:00 departure from Loughborough with matching BR chocolate and cream stock. [Mark Pichowicz](#)



On May 20th, Ivatt Class 2MT 2-6-0 No. 46521, in newly applied green livery, heads past Kinchley Lane with the Windcutters mineral train. [Robert Bates](#)





VOLUNTEERS WIN £75,000 GOVERNMENT GRANT TO HELP RETURN SWANAGE STEAM TRAINS TO THE MAIN LINE AT WAREHAM

The historic return of steam trains running from Swanage and Corfe Castle to the main line at Wareham – for the first time since 1966 – is a step closer with dedicated volunteers overhauling a 1920s steam locomotive winning a £75,000 Government grant. The money from the Department for Transport will pay for main line safety and communication equipment to be installed on Southern Railway ‘N’ class ‘Mogul’ steam locomotive No. 31874 and also pay for the overhaul of a rake of five carriages to main line standards.

Members of the Swanage Railway Trust’s Moguls Group are half way through a four-year £500,000 project to overhaul the 1925-built locomotive – designed by Richard Maunsell for passenger and freight work – to main line standards. Withdrawn for scrap by British Railways in 1964, it is hoped that No. 31874 will haul its first passenger train since 1998 during late 2016 or early 2017 – and be ready for main line running to Wareham in late 2017 or early 2018.

Swanage Railway Trust chairman Gavin Johns said: “It’s hoped that the return of steam trains between Swanage and Wareham – which is subject to track access agreements with Network Rail – will increase tourism and boost the Isle of Purbeck economy in a sustainable way.”

Members of the Swanage Railway Trust’s Swanage Moguls Fund won the prize money after pitching their proposal to judges in a ‘Dragon’s Den’-style event held in London as part of the Department of Transport’s Heritage and Community Rail Tourism Innovation Competition.

Rail Minister Claire Perry announced the news in the House of Commons saying: “We want to show the best of British to our visitors and heritage and community railways are part of that package.”

“I am delighted that the Swanage Railway is one of 17 national winners across Britain. I look forward to seeing the scheme develop, providing another great reason to visit Dorset,” she added.

Gavin Johns explained: “Regular steam trains from Swanage to the main line at Wareham – for the first time since 1966 – will increase the attractiveness of the Swanage Railway and encourage more people to make car-free journeys to the Isle of Purbeck.”

“Steam trains to the main line at Wareham will also increase the capacity of Swanage Railway

services and make them more robust, provide a service that our customers are seeking and also make for a great day out in the Isle of Purbeck by rail from London. I would like to thank Swanage



Railway Trustee Nick Coram, our General Manager Matt Green, our carriage and wagon manager James Cox and project development advisor Colin Morgan for their professionalism and hard work in putting together our winning bid – and for making such an effective presentation to the Department of Transport judges in London,” he added.

Southern Railway Maunsell-designed sister locomotive, ‘U’ class No. 31806 is one of the Swanage Railway’s stable of operational locomotives and hauls trains between Norden, Corfe Castle, Harman’s Cross, Herston and Swanage. The Southern Railway’s ‘N’ class and ‘U’ class steam locomotives were nicknamed ‘Moguls’ because of their 2-6-0 wheel arrangement.

The Department of Transport’s £75,000 grant to the Swanage Railway Trust is being matched by the Trust to the tune of £25,000 worth of labour.

No. 31874 was sent to the railway scrapyards in Barry, South Wales, during 1964 to be cut up. Luckily, the locomotive escaped the cutter’s torch and was saved for preservation in 1974 – returning to the rails in Hampshire in 1977.

A two-year trial diesel train service linking Swanage and Corfe Castle with the main line at Wareham is due to begin in June, 2017, thanks to a £1.8 million grant from the Government’s Coastal Communities Fund in 2014.

To help the Swanage Moguls Fund with its overhaul of Maunsell ‘Mogul’ No. 31874, visit www.swanagemoguls.com.

Photos: © Andrew P M Wright



GWR Didcot Railway Centre

Visitors for the diesel gala held on May 28th included Peak Class 46 No. D182 and Class 56 098, seen here at rest outside the shed. [Derek Elston](#)



Class 33 035 having completed its turn on the passenger line is seen returning to the shed at Didcot during the diesel gala on May 28th. [Derek Elston](#)



Visiting for the gala, DB Cargo's Class 66 118 stands alongside resident shunter Class 08 604 'Phantom' at Didcot. [Derek Elston](#)



A tatty looking RES liveried Class 08 742 is seen on display at Didcot during the diesel gala on May 28th. [Derek Elston](#)



A branch line scene at Didcot on May 28th, as the second man on GWR Railcar No. 22 passes over the token to the signalman. [Derek Elston](#)

Swanage Railway

On May 8th, during the lines diesel gala, Class 50 035 'Ark Royal' pulls out of Swanage with a train for Norden. [Derek Hopkins](#)



On May 7th, visiting the line for the diesel gala, Class 20 205 and 20 142 are seen running into Harmens Cross with a train to Swanage. [Derek Elston](#)



Class 33s Nos. D6515 and 33 111 bask in the sun at Swanage between duties. [Derek Hopkins](#)



On May 7th, Warship Class 42 No. D832 'Onslaught' is pictured near Harmans Cross with a train to Norden. [Derek Hopkins](#)



Having featured at many galas this year, Class 31 No. 5580 was certain to feature at Swanage, seen here passing Harmens Cross. [Derek Hopkins](#)

Class 40 No. D213 (40 013)'Andania', in absolutely fabulous condition, passes a farm crossing near Harmans Cross with a train heading to Norden. [Derek Hopkins](#)



Gloucestershire Warwickshire Railway

On May 28th, SR Merchant Navy Class No. 35006 'Peninsular & Oriental S. N. Co.' is seen at Toddington during the lines gala. [Richard Hargreaves](#)



Former CFR Class 20 No. 20 035 is seen in the yard at Toddington on May 28th.
Richard Hargreaves



GWR Manor Class 4-6-0 No. 7812 'Erlestoke Manor' and No. 7820 'Dinmore Manor' prepare to double head a service out of Toddington. Richard Hargreaves



BR Standard Class 9F 2-10-0 No. 92214 heads out of the station at Toddington.
Richard Hargreaves



LMS Class 2 2-6-0 No. 46521 in lovely lined green livery, simmers in the yard at Toddington. Richard Hargreaves

The Buckinghamshire Railway Centre

Beattie Well Tanks Nos. 30587 and 30585 are seen operating passenger shuttles at The Buckinghamshire Railway Centre's 'Beattie Bash' on May 30th. [Derek Elston](#)



Drewry 0-6-0 shunter No. D2298 is pictured stabled at the Buckinghamshire Railway Centre on May 30th. [Derek Elston](#)



Fowler 0-4-0DM No. 20067 'Osram' awaits its turn for a full restoration at Quainton Road. [Derek Elston](#)



Metropolitan Railway 'T' stock that ended its days in departmental service as Nos. ESL118 & ESL118A stands at Quainton Road. [Derek Elston](#)



Preserved Ruston & Hornsby No. 425477 'Arthur' in Blue Circle Cement livery is seen at The Buckinghamshire Railway Centre on May 30th. [Derek Elston](#)

NER H class No. 1310, visiting from the Middleton Railway in Leeds, is seen working a shuttle service at Quanton Road on May 30th. Behind it is Peckett 0-4-0ST No. 2087 with a freight working. [Derek Elston](#)



North Norfolk Railway

The NRM's 2 car Metro Cammell DMU Nos. 56352 and 51192, on long term loan at the NNR, is seen arriving into Weybourne with a service from Holt on May 24th.

Derek Elston



Class 08 No. D3940 is pictured stabled at the end of the platform at Sheringham, station on May 24th. [Derek Elston](#)



BR Brush Type 2 (Class 31) No. D5631 is seen stabled on shed at Weybourne on May 24th. [Derek Elston](#)



HARNESS THE POWER OF STEAM THIS FATHER'S DAY

As the project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales prepares for the wheeling of the engine in the autumn, only three years after its launch, a new batch of components has been released for sponsorship in time for Father's Day on Sunday 19th June 2016. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 750 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch two years ago. In addition, funds have been raised through The Founders Club (over 360 people donated £1,000 each – target 100 people), The Boiler Club (over 100 people have pledged £2,000 each - target of 300 people), The Mikado Club (just launched and 45 people have pledged £1,000 each – target 160 people) and Dedicated Donations (£170,000 from existing supporters sponsoring a variety of components). This means that the project has already received pledges of over £2m (including Gift Aid) of the £5m needed. Dedicated Donations are normally only available to existing supporters but are being made generally available in the run up to Father's Day. In addition to being able to sponsor one of the 18 spokes of the 6ft 2in driving wheels for £600 (or £25pm for 24 months), other components now available for sponsorship range from a 'Hornblock Driven Bolt & Nut' at £25, a 'Water Gauge Handle Casting' at £40, a 'Lubricator Heating valve Handwheel Casting' at £45, 'Handrail Knob' at £75, a 'Washout Door Escutcheon' at £75, a 'Footplate Section Over Cylinder' at £80, a 'Tender Water Isolation Valve' at £100 and a '6ft 2in Driving Wheel Casting and Proof Machining' at £12,000 (or £200pm for 60 months). People who subscribe to the scheme will have their names (or the name of the person the gift is for) inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the support the project to build Britain's most powerful steam locomotive has received since its launch three years ago, with over £2m of the required £5m pledged to-date. We are confident that we will have the engine on its wheels this autumn and remain on-track for completion in 2021. However, to maintain this progress we need to raise £700,000 per year. We are therefore taking the opportunity of Father's Day to give the Dedicated Donation scheme a boost. This initiative is a unique opportunity for supporters to have their father or grandfather's name associated with a component of No. 2007 and the funds raised will help to ensure that Prince of Wales will be completed on schedule. Just as with the similar scheme that helped to fund the construction of Tornado, supporters who subscribe to the scheme will have the satisfaction of pointing to the part of the locomotive they paid for when No. 2007 enters service. 2016 will see further major announcements as the construction of Prince of Wales gathers pace."

Please contact dedicated.donations@p2steam.com for further information. New components available for sponsorship will become available as construction progresses. Please note that monthly payment options are one of the benefits made available to existing supporters only.

Keighley and Worth Valley Railway

A very smart LMS Fowler Class 4F No. 43924 stands at Keighley on May 14th, working a service to Oxenhope. [Andrew Wilson](#)



Dean Forest Railway

GWR Prairie 2-6-2T No. 5541 is seen upon arrival at Parkend on May 29th with a service from Lydney. [Derek Elston](#)



Class 25 No. D7633 is seen sheeted over awaiting restoration at Lydney Junction on May 29th. [Derek Elston](#)



Previously in service at NCB Ashington, Class 14 No. D9521 now resides in the shed yard at Norchard. [Derek Elston](#)



In rather faded BR blue livery, Class 08 238 'Charlie' is seen stabled at Lydney Junction on May 29th. [Derek Elston](#)



English Electric 350hp shunter No. D3937 'Gladys' (Class 08 769) is seen stabled on Norchard Shed on May 29th. [Derek Elston](#)

West Somerset Railway

An immaculate LMS Fowler 7F 2-8-0 No. 53808 takes on water at Bishops Lydeard on April 23rd. Gerald Nicholl



East Lancashire Railway

On May 6th, with safety valves blowing and a cheery wave from the fireman to the photographer's grandson, Lancashire & Yorkshire 'A' Class 0-6-0 No. 12322 departs Irwell Vale station with the 11:05 Bury - Rawtenstall service. [Jeff Nicholls](#)





MORE THAN 4,000 PASSENGERS TRAVEL DURING RECORD-BREAKING DIESEL GALA AND BEER FESTIVAL

Elated Swanage Railway volunteers are celebrating after their Diesel Gala and Dorset Beer Festival carried more than 4,000 passengers across four days – an all-time record in the eleven year history of the popular annual event. Visitors delighted in the first visit of a classic early 1960s west of England Class 42 ‘Warship’ class express locomotive No. D832 and newly-restored late 1950s Class 40 locomotive No. D213 ‘Andania’ hauling its first passenger train since the mid-1970s.

The gala saw the first running of a public-carrying cream tea train, diesel locomotive driver experience trains and brake van trains on the Swanage Railway’s newly restored four-mile line from Norden to the River Frome – within sight of Wareham. It was also the first time that a Class 46 diesel locomotive – No. D182 – had run on the Swanage Railway’s relaid Purbeck Line.

Designed to replace steam locomotives, the 78-tonne ‘Warship’ Class 42 No. D832 ‘Onslaught’ was built by British Railways in 1961 at its Swindon locomotive works in Wiltshire for hauling trains between London and the West Country. The diesel gala and beer festival took place from Friday to Sunday, 6 to 8 May, 2016, with a preview day of diesel and steam trains on Thursday, 5 May, 2016.

During the annual event, 12 classic diesel locomotives hauled trains between Norden, Corfe Castle, Harman’s Cross, Herston and Swanage to an intensive passenger timetable. The diesel gala preview day on Thursday, 5 May, 2016, saw diesel trains from the Waterloo to Exeter main line re-created with locomotives carrying the west of England route’s distinctive ‘62’ headcode for semi-fast trains.

The preview day also saw a special ‘Sconex’ cream tea train run the nine miles between Swanage and the River Frome with Class 42 No. D832 ‘Onslaught’ and Class 33 No. D6515 on each end of the train.

It was the first time that No. D6515 had hauled a passenger train between Norden and the River Frome since the summer of 1966 when it headed a London to Swanage train during the days of British Rail.

Sunday, 8 May, 2016, saw the Swanage Railway’s resident pair of Class 08 shunters – No. 08 436 and No. D3591 – haul two brake vans of passengers from Norden westwards to the River Frome, within sight of Wareham.

Swanage Railway General Manager Matt Green said: “This year’s diesel gala was absolutely marvellous. The fleet of visiting locomotives was immaculate, the railway looked fantastic, the beer

festival at Corfe Castle station was a delight and the weather couldn’t have been better.



“Everyone worked so hard to put on a great show with a variety of classic 1950s and 1960s diesel locomotives and we were rewarded with a record-breaking number of visitors to our gala – just over 4,000 passengers during the event’s four days which is very gratifying. The feedback through social media was a delight too. The Swanage Railway was praised for being very friendly, visitors loved the first appearance of a ‘Warship’ locomotive, watching the newly-restored ‘Andania’ haul its first passenger train in more than 40 years was a real thrill and the gala was described as the ‘highlight of the year’ that

‘just gets better and better’.



“A lot of work goes into staging the event so I would like to thank everyone involved for their professionalism and commitment. After a short rest, we will be starting to plan next year’s diesel gala and beer festival,” added Matt.

The locomotives that appeared were Class 08s No. 08 436 and No. D3591; Class 20s No. 20 142 and No. 20 205; Class 31 No. 31 162; Class 33s – No. D6515, No. 33 111 and No. 33 201; Class 40 No. D213 ‘Andania’; Class 42 No. D832 ‘Onslaught’; Class 46 No. D182 and Class 50 No. 50 035.

Photos: © Andrew P M Wright



Churnet Valley Railway

On May 24th, Polish TKh49 No. 2944 works a service along the line towards Kingsley and Froghall. [Martin Hill](#)



Rudyard Lake Railway

The Rudyard Lake Railway is 10.25" gauge line running alongside Rudyard Lake, near Leek. It has recently acquired all the locos and rolling-stock from the Isle of Mull Railway in Scotland.. [Martin Hill](#)



North Yorkshire Moors Railway

LMS Class 5MT 4-6-0 No. 45428 (running as No. 45066) approaches Beckhole with a morning freight charter on May 14th. [Robert Bates](#)



BR Standard Class 4MT 2-6-4T No. 80072 (running as No. 80007) passes Moorgates with a train to Pickering on May 14th. [Robert Bates](#)



Bluebell Railway

British Railways Standard Class 5 4-6-0 No. 73082 arrives into Kingscote station on May 14th. [Richard Hargreaves](#)



From the Archives

On hire to GNER, Class 90 225 pushes out of Doncaster on April 28th 2001 with the 10:00 Glasgow - London Kings Cross service. [Nick Clemson](#)





Left: Northern Spirit liveried Class 156 471 crosses over the ECML at Doncaster with the 12:28 Cleethorpes - Manchester Airport service on April 28th 2001, watched by two observers who've seen it all before. [Nick Clemson](#)

Main: BR Class 76 Electric Locomotive No. 76 009 stands outside Reddish motive power depot on July 10th 1981. [Dave Felton](#)



Right: Class 31 113 sits in the parcel sidings at Bolton with an engineering train on April 15th 1992. [Michael Lynam](#)

Main: Mainline freight's Class 60 078 approaches Knabb's Bridge with the 14:47 Immingham - Doncaster Enterprise working on April 21st 2001. [Nick Clemson](#)

Below: LMS Ivatt 4MT No. 43029 is seen on freight duties at Accrington on July 8th, 1967. [Dave Felton](#)





Left: Class 60 055 is seen working the 6V78 15:26 Dee Marsh -Margam steel train through Cheney Longville on March 27th 2002. [Carl Grocott](#)

Main: Class 60 031 passes 37 715 at Aldwarke Junction on December 15th 1993. [Brian Hewertson](#)



BR Class 50 No. 436 passes through Carnforth station with a southbound passenger train, taken before the closure of the main line platform on September 23rd 1972. [Dave Felton](#)



Right: Class 47 327 is seen stabled on Exeter shed, March 20th 1989.
[Brian Hewertson](#)

Main: Freightliner's Class 47 258 and 47 361 pass through Eastleigh on June 18th 1999 with a Southampton to Crewe liner. [Paul Godding](#)

Below: BR Class 81 Electric Locomotive No. 81 009 speeds through Hincaster with a northbound passenger train on August 3rd 1981. [Dave Felton](#)



On May 10th 1965, one of the signal boxes at Clapham Junction partially collapsed because of rust in the steelwork. Recovery work is seen in this photo. [John Balaam](#)



Class 31 427 passes Ladybridge Lane Lostock, with a Manchester Victoria - Blackpool service on July 16th 1992. [Michael Lynam](#)



Class 101 DMU No. 53322 stands at Buxton on December 25th 1994. [Steve Stepney](#)



Silverlink's Class 313 106 calls at West Brompton on January 8th 2007, working a service from Clapham Jct. to Stratford. [Jonathan McGurk](#)

The Back Page

At the Swanage Railway's diesel gala on May 7th, Class 46 No. D182 passes a farm crossing near Harmans Cross with a train for Norden. [Derek Hopkins](#)

