



Railtalk Magazine

Issue 141 | June 2018 | ISSN 1756 - 5030



Welcome

Welcome to Issue 141 and your monthly roundup from across the UK.

Wow, another fantastic month for the weather and as a result the inbox has been bursting at the seams. It's a first, however I have to apologies to a number of contributors for not including all of their fantastic submissions. We have packed as much into the issue as possible, with some fantastic Railtours, Galas and Unusual Freight workings (or hire-ins) it's been a great month for the Rail Enthusiast. - At least the UK Rail Network has brought happiness and splendor to some people.

Onto what can only be a shock to many, was the announcement that Stagecoach operating as Virgin Trains East Coast (VTEC) would "hand back the keys" of the East Coast Mainline (ECML) on June 24th. Without wanting to go to political, I have to say it's a real shame to see yet another private operator not fulfil the full length of the franchise agreement on the ECML. However it does ask a lot of questions about the workings of franchises and also the DFT. Is the DFT asking too much, are TOCs over bidding or is there a change in how people choose to commute and travel that our railways need to adapt to. I'm sure these questions will be asked and answered by people far more qualified than myself. But its something to think about. However lets see how a state run LNER shapes up for the next two years.

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Submissions & Contributions

Railtalk Magazine, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

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

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Front Cover

Class 88 006 and 88 005 pass Acklington on the ECML with a diverted 6M83 Torness power station to Sellafield B.N.F. flasks. These working's are normally routed via the WCML, but on May 10th ran via the ECML. *Alan Sinclair*

This Page

On May 16th, a heritage diesel triple header passes Culham as Class 50 049 heads towards Oxford with 45 041 and 50 031 in tow. *Ken Livermore*

Next Page

Sunshine and a fantastic line up of locos at the Severn Valley Railway's diesel gala in May. Here a pair of 'Warships' Nos. D821 and D832 head towards Kidderminster at Foley Park. *Brian Battersby*



It would be amiss of me to not mention the current “issues” surrounding the recent timetable change. I again could comment on what I think should happen, will happen and might happen. However I suspect embarrassment enough has been proven to a number of Railway Executives over the past few weeks. My only comment would be if you call a train company “Express”, why have it stop at every lamppost over the Pennines. On the subject of company names. I couldn’t help myself being puzzled a few weeks ago with the New West Midlands Railways branding. “West Midlands Railways operated by West Midlands Trains”. if that ones not to confuse a few people and I’m not sure why. Yes many will say well West Midlands Trains operate both West Midlands Railways and London North Western Railways, however then have a completely different name as the company name. However we now have LNER, LNWR, GWR and Southern names recreated, how long before LMS returns, and back to 1948?.

As always, I hope you’ve enjoyed the month and here’s to a fantastic (and sunny) June. With some interesting railtours and galas on the horizon. Please don’t forgot to charge those camera batteries.

All the best.

Andy Patten
Editor

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

HAD-PRINT
Unit 6, France Ind. Complex
Vivars Way, Canal Road
Selby, North Yorkshire
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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn’t be possible without:
Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Steve Donald, Robert Duff, Jamie Dunn, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Jim Haywood, Brian Hewertson, Paul Hewertson,

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



Charter Scene

Retro Railtours The Retro Salisbury Cathedral Belle

▶ Class 68 025 is seen departing Shrewsbury on May 26th on the rear of the return charter to Huddersfield. *Richard Hargreaves*

▶ On May 26th, Class 37 069 and 37 259 depart Salisbury, having arrived with the charter from Huddersfield. Class 68 025 was on the rear, having taken over from 57 305 at Crewe. *Richard Hargreaves*

▶ Journeys end and Class 37 069 and 37 259 stand at Huddersfield with the return working from Salisbury which would then go forward to Neville Hill for stabling and return to Burton the following day. *Andy*





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Charter Scene

Retro Raitours
The Retro Salisbury Cathedral Belle

Class 37 069 and 37 259 working the 1Z54 Salisbury - Huddersfield return charter pass Cheney Longville on May 26th. *Carl Grocott*







Charter Scene

Railway Touring Co. The Cumbrian Mountain Express

SR Merchant Navy Class 4-6-2 No. 35018 'British India Line' works the return leg of 'The Cumbrian Mountain Express' through Waitby Common towards Kirkby Stephen. *Shep Woolley*

SR Merchant Navy Class 4-6-2 No. 35018 'British India Line' is seen near Pleasington on May 12th with 1Z87 14:25 Carlisle - London Euston. *John Balaam*





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Charter Scene

Steam Dreams
The Cathedrals Express

LNER A3 Pacific No. 60103 'Flying Scotsman' cruises past Settle towards Hellifield with the Edinburgh to Preston steam leg of 'The Cathedrals Express' on May 22nd. *Gerald Nicholl*



Charter Scene

Steam Dreams The Cathedrals Express

▶ On May 22nd, Class 86 259 'Les Ross' rounds Farrington Curve Junction with the Preston – London Euston leg of the charter from Edinburgh. *John Sloane*

▶ LNER A3 No. 60103 'Flying Scotsman' nears Pleasington with the Edinburgh – Preston leg of the charter on May 22nd. *John Sloane*

▶ 'Flying Scotsman' steams between Lostock Hall and Farrington Curve Jct. with 1Z65 Carlisle - Preston on May 22nd. *John Balaam*







Railtalk Magazine Charter Scene

NENTA Train Tours
The Lakes, Shap & Cumbrian Coast

Class 68023 is seen heading south through Red Bank (near Winwick Junction), with 68 001 on the rear, working 1Z89 14:13 Carlisle to Norwich on April 21st. *Andy Parkinson*







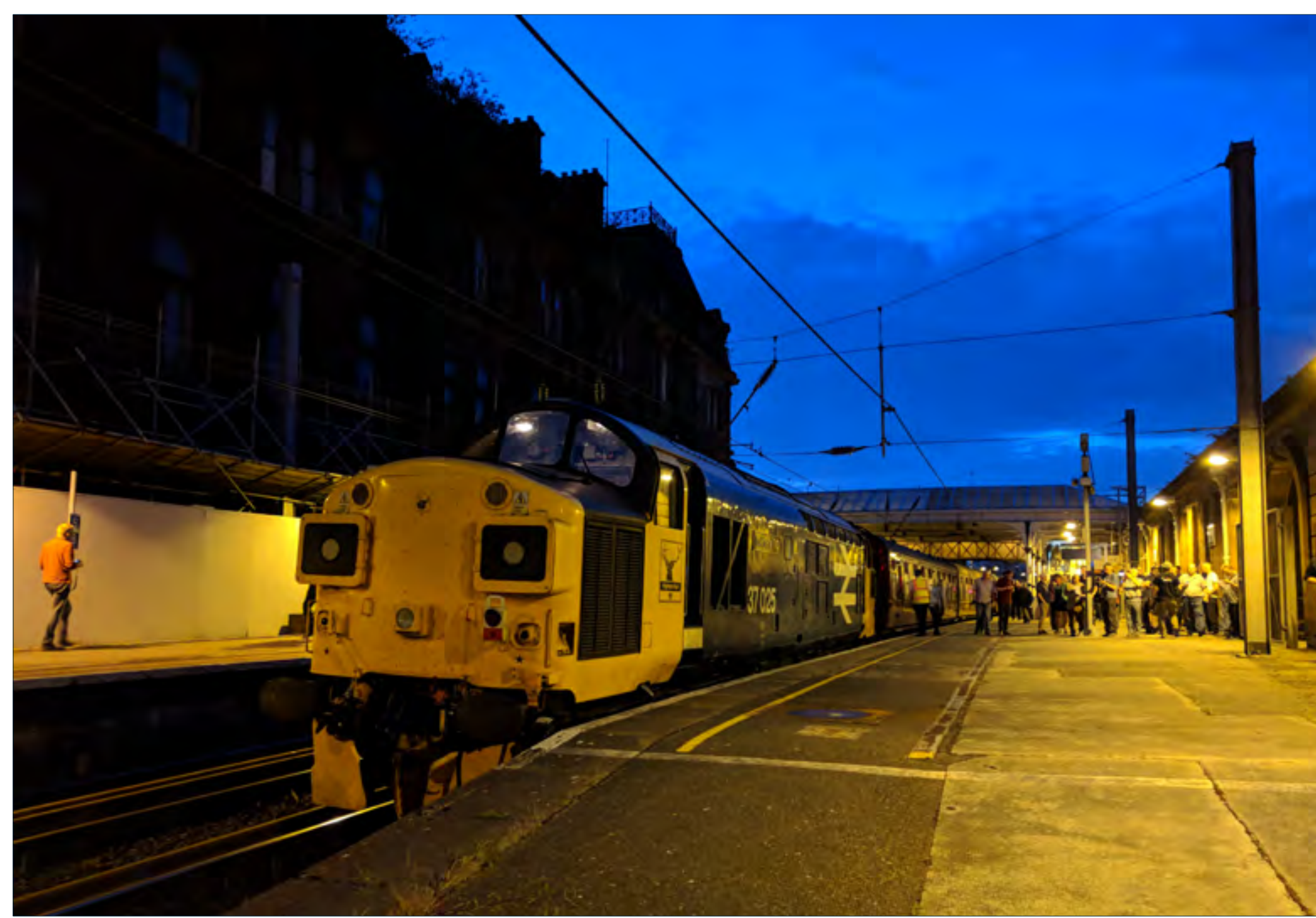
Charter Scene

SRPS Railtours Overnight Routes & Branches/Neilston or Bust

▶ Class 37 025 prepares to depart the incline at Glasgow Queen St with the SRPS railtour on June 1st, a Class 380 also can be seen to prevent confusion with the 1980s! *Kevin McCormick*

▶ Class 37 025 stands at Ayr on June 1st, having arrived with the charter from Glasgow Queen Street. *Kevin McCormick*

▶ Class 86 401 stands at Glasgow Queen St. after a spirited run across the E&G from Edinburgh Waverley on June 1st. *Kevin McCormick*







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Charter Scene

Railway Touring Co.
The Hadrian

Typically a cloud covers the sun as 'Galatea' comes into view on the approach to Helwith Bridge with 'The Hadrian' railtour to Carlisle, May 26th. *Shep Woolley*







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Charter Scene

Pathfinder Tours
The Diamond Twenties

Class 73 141 and 73 963 dash through Paddock Wood heading for Dungeness with 'The Diamond Twenties' raitour on May 5th.
Chris Morrison





Class 47 580 (With 47 746 at the rear) passes Boars Head with a Slough – Ulverston excursion on May 2nd. Inset: Class 47 746 leads the return working through Coppull. *John Sloane*









Charter Scene

West Coast Railway Co. The Dalesman

▶ On May 8th, with rain starting to fall 'British India Line' is seen going well at Newbiggin after a late start from Carlisle. *Shep Woolley*

▶ Seen from behind gates of the footpath crossing to the north of Skipton, West Coast Railway's Class 47 804 brings up the rear of 'The Dalesman' on May 22nd. *Ben Bucki*

▶ Seen from behind gates of the footpath crossing to the north of Skipton, West Coast Railway's Class 37 669 hauls the diesel-hauled section of the regular Tuesday York to Carlisle excursion (before handing over to steam at Hellifield), May 22nd. *Ben Bucki*

Charter Scene

West Coast Railway Co. The Dalesman

▶ On May 2nd, approaching Aisgill summit, LMS 8F Class 2-8-0 No. 48151 heads the inaugural 2018 'Dalesman' from Chester to Carlisle.
Shep Woolley

▶ Making a fine sight and superb sound, SR MN Class 4-6-2 No. 35018 'British India Line' works 'The Dalesman' through Helwith Bridge.
Shep Woolley

▶ Overcast conditions with rain starting to fall as 8F No. 48151 heads the return leg of 'The Dalesman' through Ribbleshead Station to Hellifield. *Shep Woolley*







Railtalk Magazine Charter Scene

West Coast Railway Co.
The Dalesman

With temperatures in the low 20s, there's not much steam around as LMS 8F 2-8-0 No. 48151 heads over Dent Head Viaduct - towards Dent Station in the distance - with the northbound 'Dalesman' on May 15th. *Gerald Nicholl*



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Charter Scene

Statesman Rail
The Fellsman

Looking and sounding superb 'Galatea' works north through Langcliffe with the inaugural 'The Fellsman' of 2018. *Shep Woolley*













Heading to the Severn Valley Railway for their diesel gala, Class 20 205 leads 20 189 and 73 136 with the 5220 Ferme Park - Kidderminster on May 14th, approaching its destination.
Carl Grocott



Charter Scene

ECS and Light Engine Moves

▶ In beautiful weather, LNE K1 Class 2-6-0 No. 62005 passing Starricks Farm during its test run to Hellifield and back. *Shep Woolley*

▶ GBRf Class 66 788 pauses at Leamington Spa for a crew change with the 10:00 Tyseley - Eastleigh ECS on May 6th. *Chris Morrison*

▶ On May 30th, looking and sounding great, 'British India Line' works across Capernwray Viaduct during its move to York for 'Scarborough Spa Express' duties. *Shep Woolley*







Arriva Trains Wales



▶ Class 67 020 is seen on the rear of the 1W96 Cardiff Central - Holyhead as it pushes its train over Cefn Viaduct on May 14th. *Phil Martin*

▶ The hay has recently been cut as Class 67 022 climbs Vulcan Bank towards Earlestown with the 07:38 from Chester to Manchester Piccadilly on May 30th. *Jeff Nicholls*

▶ A different view of Class 67 008 with 1D34 09:50 Manchester Piccadilly - Holyhead heading for Runcorn East seen from the WCML at Daresbury, May 8th. *Nick Clemson*



Caledonian Sleeper



▶ Having both now been fitted with Delner couplings for use on the new stock, Class 73 970 and 92 014 head past Little Hayward on May 19th running as 0Z28 Brush Loughborough - Crewe. *Paul Godding*

▶ Class 73 970 hauls 92 018 through Burton on May 24th running as 0Z82 from Crewe to Loughborough Brush. *Stuart Hillis*

▶ Now fitted with Delner equipment, Class 92 014 heads north through Acton Bridge on May 29th. *Brian Battersby*



Caledonian Sleeper



▶ Heading for Scotland and sleeper ECS duties, Class 47 727 and 86 101 are seen passing Stobswood on the ECML with a OS20 Barrow Hill to Craigentenny move on April 26th.
Alan Sinclair



▶ Class 86 401 'Mons Meg' is seen stabled at Willesden TMD on May 8th. *John Sloane*



Innovative “ticket free travel” trial on Chiltern Railways route extended

Even more Chiltern Railways customers are set to travel ‘ticket free’ as part of a market-leading trial of ‘post-pay’ technology which is being extended following a successful initial pilot. Chiltern Railways and their technology partner, SilverRail, have confirmed the trial of post-pay technology will be extended to two additional Chiltern stations and be extended until August of this year.

Passengers taking part in the trial use a smartphone app, “ninja”, developed by SilverRail and designed to support seamless travel and an improved customer experience. Passengers simply turn up at the station, board a train and travel without purchasing a ticket first. At the end of each day the customer is billed the best value, on-the-day fare for the journeys they have made through the ninja app. Currently, customers on Chiltern’s new Oxford Parkway to London have been able to use ninja for travel between London Marylebone, Oxford Parkway, Islip, Bicester North, Bicester Village station. Now, customers travelling from Haddenham & Thame Parkway and Princes Risborough stations can also participate in the trial.

To use the ninja app, customers first set up an account and add a payment card, then simply present their smartphone to Bluetooth Low Energy (BLE)-enabled gates, developed by Cubic Transportation Systems when they start and end their journey at gated stations. The gates automatically detect ninja-enabled mobile devices, identify customers on approach and securely interact with the smartphone app to grant seamless passage through the gate. The system also works at ungated locations, allowing customers to indicate their intent to travel by tapping the ‘start’ button within the app.

The app has been developed through a partnership between Arriva UK Trains company, Chiltern Railways and SilverRail and the project is supported by the RSSB through its Future Railway competition. Cubic Transportation Systems developed and implement the Bluetooth Low Energy (BLE) enabled gates. Personalised, real-time travel updates and real-time train

departures are also offered through the app, as well as a history log of completed journeys and prices. Subject to the results of the trial, Chiltern Railways will consider rolling the technology out across its network.

Dave Penney, Managing Director of Chiltern Railways commented: “This project could set the standard for future ticketing. Customers want to travel easily with assurance that they have paid the best price; this concept eliminates the need to purchase a ticket, and instead relies on new technologies to understand where customers get on and off their trains. As part of the rail industry’s plan to improve journeys, this provides an innovative ticketing solution that allows us to continue to deliver a 21st century customer experience.”

Carmel Roche, Head of Mobile at SilverRail said: “We are delighted to work with Chiltern Railways and developing products that improve the travel experience for their customers. We are focused on the interoperability of our products, making them work seamlessly with new and existing rail infrastructure, as well as incorporating emerging standards and technologies, such as ITSO, barcodes or smart card readers. The aim is to enable our partners to create a truly seamless travel experience across the entire UK rail network. We are particularly excited to see how the resulting data and insight from use of the app can be used to further improve the customer experience for rail travellers.”

John Pickworth at Cubic Transportation Systems said: “Adding Bluetooth capability to station gates will be a big step towards a true hands-free ticketing solution. Not only will it improve customer experience for the ever-increasing number of commuters travelling in-and-out of stations, but it will boost the efficiency of the current infrastructure and maximise revenue opportunities for operators.”

▶ Class 68 010 ‘Oxford Flyer’ calls at High Wycombe on May 3rd with the 1R33 13:10 London Marylebone - Birmingham Moor Street service. *John Balaam*



Colas Rail



▶ Class 70 811 leads the 0F77 Hinksey Sidings to Tavistock Junction, waiting for a path westwards at Swindon on May 14th, with a HST in platform 4. *Ken Mumford*



▶ Class 60 085 is seen heading south through Red Bank working 6J37 12:58 Carlisle Yard Colas Rail to Chirk Kronospan Colas Rail on May 4th. *Andy Parkinson*



▶ Class 60 085 rolls through Carlisle station with the daily 'Twigex' from Carlisle to Chirk on May 8th. *Jeff Nicholls*

Colas Rail



▶ A pair of Class 70s led by 70 813 and a pair of Class 66s are seen stabled at Westbury on May 26th. *Andy*



▶ Class 60 002 is seen at Balshaw Lane Junction with the Carlisle – Chirk log train on May 23rd. *John Sloane*



▶ Class 60 085 hauls the 6C87 Carlisle to Chirk through Bolton Le Sands on April 29th. *David Hollowood*





Colas Rail



▶ On May 10th, Class 60 085 is seen here passing Goosmere Heights with loaded timber IWA wagons on 6J37 Carlisle - Chirk. *Dave Harris*



▶ Class 56 302 and 56 113 wait in the pouring rain to depart Preston Docks with the 08:55 discharged tanks to Lindsey Oil Refinery on May 2nd. *Jeff Nicholls*

▶ Class 66 847 leads a ballast train out of Westbury on May 26th. *Andy*



Colas Rail



On May 14th, Class 60 085 is seen here crossing Cefn viaduct with the 6J37 Carlisle - Chirk loaded timber. *Phil Martin*

Class 70 804 passes Uffington with the 6M84 Neath Abbey Wharf - Washwood Heath RMC on April 18th. *Keith Davies*

Class 60 087 with the 6E32 08:55 Preston Docks - Lindsey OR passes Eastwood on May 10th. *Nick Clemson*



Colas Rail



Class 60095 working the 6L4421:20 Oxwell mains Lafarge Colas to West Thurrock Sidings Fhh passes Wymington, Beds on May 22nd.

Derek Elston

Class 56 087 on a Crewe - Carlisle light engine move, is forced to wait at signals at Winwick Junction for 66 705 to cross in front of it with a Seaforth - Drax loaded Biomass train, June 1st.

Jeff Nicholls

On May 20th, Class 56 096 passes Trowell Junction with 6C80 Dore Station Junction to Toton North Yard.

Mark Pichowicz





Colas Rail



▶ Class 60 086 breasts the 1 in 36 out of the docks and passes Preston station with the discharged bitumen tanks for Lindsey on May 1st.

John Sloane

▶ Class 60 085 heads through the cutting at Red Bank with loaded timber on 6J37 Carlisle - Chirk, May 14th. *Dave Harris*

▶ After the near-monopolisation of the Preston Tanks by Class 56s recently, on May 14th, there was a comparatively rare visit by a Class 70. On a dismal day, Class 70 805 works through Scunthorpe station on 6E32 Preston Docks - LOR. *Steve Thompson*



Colas Rail



▶ On May 20th, Class 56 105 and 56 302 climb Battlefield Bank with an engineers train heading for Crewe. *Phil Martin*



▶ On May 4th, crossing Gunhouse Viaduct, much of it embanked nowadays, are Class 56 096 and 60 002 working 0Z56 Barnetby Down Sidings - Doncaster CHS. *Steve Thompson*

▶ Class 60 087 descends from Copy Pit with 6E32 08:55 Preston Docks - Lindsey OR discharged tanks on May 15th. *Nick Clemson*



Colas Rail



▶ Class 70 817 working 4V49 Leeds Stourton - Briton Ferry empty sand hoppers passes Burton on May 24th. *Stuart Hillis*



▶ On June 2nd, Class 56 096 works through Scunthorpe in the evening with 6C77 loaded RDT from Up Decoy to West Holmes, Lincoln, via Barnetby. *Steve Thompson*



▶ Class 56 078 working as 0Z56 from Nottingham Eastcroft to Kidderminster SVR heads through Burton on May 16th. *Stuart Hillis*

DB Cargo



▶ Class 66 055 'Alain Thauvette' works the 6M90 empty cement tanks from Avonmouth to Clitheroe cement works through Pleasington on May 1st. *Alan Naylor*



▶ Class 66 130 heads through Hirst Wood, near Saltaire, with the 10:44 New Biggin British Gypsum to Hull Coal Terminal freight on May 1st. *Ben Bucki*



▶ Class 66 165 heads the 6E26 10:50 Knowsley Freight Terminal - Wilton EFW Terminal through Acton Bridge on May 11th. *Nick Clemson*



DB Cargo



▶ Class 60 020 with the 6E54 10:34 Kingsbury Oil Sidings - Humber Oil Refinery, passes Barrow-on-Trent on May 22nd. *Nick Clemson*



▶ Class 90 028 and 90 037 working the 4M25 Mossend - Daventry, pass Gorstage on May 22nd. *Mark Enderby*



DB Cargo



Class 90 018 and 90 040 pass Bradley with the Mossend – Daventry on May 31st. *John Sloane*



On May 3rd, Class 66 113 passes Ashley with a Knowsley - Wilton bin train. *Michael Lynam*



The Killingholmes spoils is still running and on May 21st, Class 66 054 tops the bank at Scunthorpe with 6E53 from Kellingley with 66 115 on the rear. *Steve Thompson*



DB Cargo



▶ A mere 134 mins late as Class 90 040 and 90 018 with 4M25 06:06 Mossend Euroterminal - Daventry head along the WCML near Heamies on May 14th. *Nick Clemson*



▶ On May 11th, Class 66 017 heads past Heamies with 6M66 05:07 Southampton Western Docks - Garston TC. *Nick Clemson*



▶ Complete with trailing dust cloud, Class 66 119 approaches Heamies with 6L11 10:00 Dowlow Briggs Sidings - Wembley on May 14th. *Nick Clemson*



DB Cargo



▶ Class 66 015 crosses the River Nene on the approach to Northampton working a short rake of wagons on an unidentified working on May 14th. *Derek Elston*



▶ On May 12th, Class 60 001 passes through Tamworth working the Lindsey - Kingsbury tanks. *Paul Godding*



▶ Class 66 149 and 67 006 head south through Acton Bridge on May 15th. *Brian Battersby*





DB Cargo



Class 60 039 passes Sandiacre on May 20th with 6M57 11:04 Lindsey Oil Refinery - Kingsbury.
Mark Pichowicz



Class 66 199 heads down Vulcan Bank with the diverted 6M88 Middleton Towers - Warrington Arpley loaded sand on May 25th.
Dave Harris



Having lost Class 90 028, its 'other half,' at Mossend, 90 037 was forced to work the Mossend - Daventry all on its own on May 23rd, seen here passing Winwick an hour late.
Jeff Nicholls

DB Cargo



Class 66 124 is seen at Westbury on May 26th.
Andy



Class 66 055 heads through Crewe on May 7th
hauling a rake of tanks. *Richard Hargreaves*



Class 66 198 storms through Acton Bridge on
May 15th, heading north. *Brian Battersby*

DB Cargo



▶ On May 4th, Class 60 007 passes Frodingham Jct. working the 6D68 Trent Yard - Belmont, with the wagons off the previous day's Roxby. More than half the train was still loaded.
Steve Thompson

▶ Class 60 063 working the 6E08 Wolverhampton - Immingham covered steel carriers, heads through Burton on May 9th. *Stuart Hillis*

▶ Class 66 162 with an interesting consist on 6D95 11:09 Bescot Up Engineers Sidings - Toton North Yard, passes Barrow-on-Trent on May 22nd.
Nick Clemson





DB Cargo



▶ On May 3rd, Class 66 055 is seen heading north past Wigan Boars Head G.F. working 6M90 05:45 Avonmouth Hanson's Siding to Clitheroe Castle Cement. *Andy Parkinson*

▶ Class 66 004 with the 6H20 Whatley to Churchward Sidings heads through Swindon on May 14th. *Ken Mumford*

▶ Class 90 040 and 90 018 haul a Daventry bound intermodal through Acton Bridge on May 15th. *Brian Battersby*



DB Cargo



▶ Class 66 113 passes Red Bank on May 5th hauling the 6E16 Knowsley - Tees Yard (Wilton) FEA refuse containers. *Dave Harris*

▶ On a roasting hot June 1st, Class 60 054 trudges slowly up Vulcan Bank towards Earlestown and the Chat Moss route with the Fridays-only Seaforth - Tinsley empty steel train. This now works from Seaforth to Arpley Yard and recesses there for several hours before resuming its journey. *Jeff Nicholls*



DB Cargo



On May 6th, Class 66 150 passes Claypole with 4E32 12:09 Dollands Moor - Scunthorpe.
Mark Pichowicz



Class 66 090 exits UpHolland tunnel with the Wilton - Knowsley on May 1st. *John Sloane*



Class 67 028 sits in Wembley Yard on May 8th.
John Sloane

DB Cargo



▶ On May 19th, Class 66 175 heads past Little Hayward with a Daventry - Grangemouth intermodal. *Paul Godding*

▶ Class 66 075 waits for the road at Oxford on May 3rd working the 11:55 Oxford Banbury Road - Whatley Quarry. *John Balaam*

▶ Class 66 061 leads the 10:34 Southampton Eastern Docks to Halewood (Jaguar Cars) empties home for reloading with more exports, on May 15th. *Derek Elston*





DB Cargo



Former Lickey Banker, Class 66 055 powers the 6M90 Avonmouth to Clitheroe empty cement passed Pleasington Golf Club on May 5th.

David Hollowood

Class 60 020 'The Willows' working Lindsey - Kingsbury loaded oil tanks, passes Burton on May 27th.

Stuart Hillis

Fresh from the paintshop, Class 66 027 leads a rake of empty container flats as the 13:17 Trafford Park Euro Terminal to London Gateway DB Cargo heads through Stafford on May 15th.

Derek Elston





DB Cargo



▶ On May 20th, the regular Sunday spectacular of 6M57 LOR - Kingsbury via Scunthorpe sees Class 60 039 pulling up the bank from its booked stop at Frodingham Jct. heading towards the station. *Steve Thompson*

▶ Class 66 168 is scarcely troubled by its short consist as it accelerates through Winwick with an MOD train from Longtown to Fenny Compton on May 30th. *Jeff Nicholls*

▶ The 06:06 Mossend Euroterminal to Daventry International Railfreight Reception Rfd intermodal eases through Stafford with Class 90 040 and 90 018 'The Pride of Bellshill' in charge on May 15th. *Derek Elston*



Direct Rail Services



▶ Class 88 002 with the first electric hauled engineers train on 6S31 Doncaster Down Decoy to Millerhill S.S. which ran on April 30th and is seen here passing Stobswood on the ECML in rural Northumberland. *Alan Sinclair*

▶ Class 57 312 'Solway Princess' working the 13:56 York Thrall Europa to Doncaster Up Decoy passes through Doncaster on May 3rd. *Derek Elston*

▶ Class 37 423 leads 57 305 and 68 014 through Tamworth on May 12th with a Crewe to Wembley light engine move. *Paul Godding*





Direct Rail Services



▶ Class 68 031 and 68 022 work the TPE training run through Acton Bridge on May 15th. *Brian Battersby*



▶ Class 66 431 heading the 09:39 Mountsorrel Sidings - Carlisle NY approaches Acton Bridge on May 15th. *Nick Clemson*



▶ Class 66 303 works the 6K05 Carlisle N.Y. to Crewe Basford Hall through Pleasington on May 16th. *Alan Naylor*

Direct Rail Services



On May 5th, Class 68 026 and 68 002 haul three FNA's with 6K73 Sellafield - Crewe, pass Red Bank. *Dave Harris*



On May 19th, Class 68 009 and 68 013 pass Little Hayward running light engine from Wembley to Crewe. *Paul Godding*

Class 68 018 'Vigilant' and 68 016 'Fearless' ease into platform 6 at Stafford with the 6M56 13:41 Berkeley C.E.G.B. to Crewe Coal Sidings (DRS) on May 15th. *Derek Elston*



Direct Rail Services

▶ Going like a rocket, Class 68 003 departs platform 6 at Preston in a cloud of smoke at the head of the 10:03 service to Barrow on May 2nd, with 68 004 on the rear. *Jeff Nicholls*

▶ Class 66 431 heads through Selside Shaw with loaded MRA side tipping ballast wagons on 6C89 Mountsorrel - Carlisle, May 10th. *Dave Harris*

▶ On May 16th, Class 66 431 heads the 6C89 Mountsorrel Sidings to Carlisle through Pleasington. *Alan Naylor*





Direct Rail Services



Class 66 303 with the 13:18 Mountsorrel Sidings - Crewe Basford Hall passes Barrow-on-Trent on May 22nd. *Nick Clemson*



On April 20th, Inspection saloon 'Caroline' is pictured passing Widdrington Station on the ECML being propelled by Class 37 425 and 37 422, working 2Z03 Edinburgh to Derby RTC. *Alan Sinclair*



Class 68 032 tops the 5F22 09:03 Crewe CS - Warrington Bank Quay, TPE driver training run through Daresbury on May 8th. *Nick Clemson*

Direct Rail Services



On May 24th, Class 88 001 waits in Doncaster station with the 13:27 Doncaster Down Decoy - Millerhill engineers. *Nick Clemson*



Problems with the stock force the TPE training runs to be just light engine movements on May 10th as Class 68 031 forms 0F26 13:21 Crewe - Wavertree Jct. as it passes Acton Bridge. *Nick Clemson*



Class 68 002 passes Lower Heamies on May 17th with the 6G94 12:22 Crewe Basford Hall - Bescot Up Engineers Sidings. *Nick Clemson*



Direct Rail Services



▶ Class 37 402 arrives at Grange-over-Sands with the 10:04 Preston - Barrow on May 10th. Loco powered trains on the Cumbrian Coast ceased south of Barrow on May 19th. *Chris Morrison*



▶ Class 88 007 heads through Preston on May 1st with the Daventry - Mossend 'Tesco' train. *John Sloane*

▶ Class 37 402 'Stephen Middlemore 23.12.1954-8.6.2013' departs Cark with the 11:56 Carlisle - Lancaster on May 12th. *Chris Morrison*





Direct Rail Services

- ▶ Class 88 003 charges through Wigan North Western on May 8th with the northbound 'Tesco' working. *John Sloane*
- ▶ Class 68 028 and 68 032 pass Moore working the 5K23 Warrington Bank Quay - Crewe TPE crew training run. *Mark Enderby*
- ▶ On May 31st, Class 57 303, 37 407 and 37 423 on a move from Bounds Green - Crewe Gresty Bridge pass through Stafford. *Michael Lynam*



Direct Rail Services

- ▶ On May 22nd, Class 37 425 was working a 07:56 York to York Inspection train via Leeds, Huddersfield, Wakefield and Bradford as it makes a somewhat dramatic restart from a brief pause at the platform at Leeds. *Ben Buckle*
- ▶ Class 88 010 and 66 423 head through Acton Bridge with the 10:55 Mossend Euroterminal - Daventry (Tesco Express) on May 28th. *Nick Clemson*
- ▶ Class 68027 leads the 5K27 1414 Wavertree Jct. - Crewe CS through Acton Bridge on May 28th. *Nick Clemson*



Direct Rail Services

▶ Class 68 034 heads through Burton on May 9th with the 6D95 Bescot - Toton engineers.
Stuart Hillis

▶ On May 7th, Class 68 022 and 68 027 head north through Crewe with a TPE training run.
Richard Hargreaves

▶ Inspection saloon No. 975 025 'Caroline' being propelled by Class 37 425 'Sir Robert McAlpine/Concrete Bob' as 0Z02 from Derby RTC to Cardiff Canton, passes through Burton on May 16th.
Stuart Hillis





Direct Rail Services

▶ Class 37 059 is seen at Charnock Richard on May 1st with a Crewe – Carlisle move. *John Sloane*

▶ On May 1st, Class 37 403 waits to depart Preston for Barrow, working a service for Northern. This loco hauled service was withdrawn from the new timetable. *Michael Lynam*

▶ Class 66 432 passes Coppull on May 2nd with the 6K05 Carlisle – Crewe engineer's. *John Sloane*



East Midlands Trains



▶ Former Grand Central HST Nos. 43467 leads 43468 passing Wymington working the 1C92 07:31 Derby to London St. Pancras International on May 22nd. *Derek Elston*

▶ Power cars Nos. 43047 and 43060 pass Wymington, Beds on May 22nd working 1C22 07:46 Sheffield to London St. Pancras International service. *Derek Elston*

▶ The 1B16 07:11 Nottingham to London St. Pancras International service hammers through the Bedfordshire countryside on May 22nd. *Derek Elston*

Freightliner



▶ Class 90045 and 90046 head past Lower Heamies with the 4S44 12:13 Daventry - Coatbridge FLT on May 17th. *Nick Clemson*



▶ Class 86 627 and 86 639 pass Mill Meece on May 17th with the 4M87 11:13 Felixstowe North - Trafford Park FLT. *Nick Clemson*



▶ On May 28th, Class 66 546 and 66 957 pass Moore whilst working the 4M27 Coatbridge - Daventry. *Mark Enderby*

Freightliner



On May 12th, Class 86 627 and 86 639 pass Little Hayward with a Felixtowe to Crewe Basford Hall liner. *Paul Godding*



Class 47 830 'Beechings Legacy' hurries through Stafford working the 08:00 Crewe Basford Hall S.S.N. to Crewe Basford Hall S.S.M. on May 15th. *Derek Elston*



On May 16th, Class 66 519 and 66 539 haul a short engineers train through Swindon. *Ken Mumford*



Freightliner



▶ Class 66 601 'The Hope Valley' crawls through Parkside Curve with an Infrastructure train including empty BDAs behind the loco, 6Y57 Oxenholme - Crewe Basford Hall on May 6th. *Dave Harris*



▶ Class 66 543 leads the 09:25 Southampton M.C.T. to Crewe Basford Hall S.S.N. intermodal through Stafford on May 15th. *Derek Elston*



▶ Class 66 528 hauls a bin train through Acton Bridge on May 15th. *Brian Battersby*





Freightliner



▶ On May 1st, Class 66 602 passes through Hale station with the 11:41 Lostock Works - Tunstead.
Nick Clemson

▶ Class 66 055 on the Avonmouth - Clitheroe cement tanks waits for Class 90 041 and 90 046 on the Coatbridge - Daventry at Moore.
Mark Enderby

▶ Class 66 561 working the 09:32 Felixstowe North F.L.T. to Trafford Park F.L.T. passes the northern outskirts of Northampton on May 14th.
Derek Elston

Freightliner



▶ Class 66 613 heads south past the neatly ploughed field at Winwick with the 10:58 from Hardendale Quarry to Tunstead on May 16th. *Jeff Nicholls*



▶ Class 70 008 hammers through Stafford on May 15th with the 15:18 Trafford Park F.L.T. to Southampton M.C.T. *Derek Elston*

▶ Class 86 612 and 86 609 head south through Acton Bridge on May 15th with a lightly loaded liner. *Brian Battersby*

Freightliner



On May 5th, Class 66 413 (still in DRS livery), passes through Eastleigh working a Hams Hall - Southampton liner. *Michael Lynam*

On a sunny May 5th, Class 66 529 creeps through Stafford heading northwards towards Crewe. *Richard Hargreaves*

Class 66 532 approaches Hale with the 6F33 09:16 Bredbury RTS - Runcorn Folly Lane on May 1st. *Nick Clemson*





Freightliner



Steel, Stone and Ridges as Class 66 951 passes Baystan Hill with the 6V75 Dee Marsh - Margam empty steel on May 19th. *Phil Martin*



Class 86 607 and 86 627 head the 4K64 11:46 Garston FLT - Crewe Basford Hall through Acton Bridge on May 11th. *Nick Clemson*



Class 66 553 heads south through Acton Bridge on May 29th with a bin train. *Brian Battersby*



Freightliner



On April 18th, Class 66 605 approaches Langley Mill with 6M92 13:18 West Thurrock to Tunstead cement empties. *Mark Pichowicz*



Class 66 570 approaches Stafford on May 12th working a Garston - Southampton liner. *Paul Godding*



Class 66 569 passes Bayston Hill on April 21st, with the 6V75 09:30 Dee Marsh - Margam steel. *Keith Davies*



Freightliner



▶ Class 66 620 with the 6H03 09:29 Lostock Works - Tunstead Sidings passes Knutsford Road, Mobberley on May 11th. Reputedly DB Cargo are taking over the working from June.

Nick Clemson

▶ Class 66 562 hauls a few freightliner wagons through Acton Bridge on May 29th, heading to Crewe Basford Hall. *Brian Battersby*



Freightliner



▶ Class 90 043 and 90 041 head past Heamies Farm with the 4M27 05:25 Coatbridge FLT - Daventry on May 14th. *Nick Clemson*

▶ Class 90 045 and 90 046 pass Little Hayward on May 19th hauling a Daventry - Coatbridge liner. *Paul Godding*

▶ Class 66 603 passes Ashley with empty hoppers working from Lostock - Tunstead. *Michael Lynam*







Freightliner



▶ On May 27th, Class 66 503 passes Bennerley Viaduct with 6Y37 08:50 Thrumpton West Junction to Toton North Yard engineers working.
Mark Pichowicz



▶ On May 7th, Class 66 587 working the 10.30 6M86 Margam - Dee Marsh passes Leaton.
Phil Martin



▶ Class 86 607 and 86 612 working the 4K88 Garston - Crewe passes through Acton Bridge on May 21st.
Mark Enderby



Freightliner



▶ Class 66 532 passes Gorstage with a Folley Lane – Northenden binliner on May 21st. *John Sloane*



▶ Class 86 607 and 86 612 pass Gorstage with a Garston – Crewe liner on May 21st. *John Sloane*



▶ Class 66 523 is seen at Heaton Lodge Junction on May 16th with the 6M17 Redcar to Fiddlers Ferry coal. *Steve Chapman*



Freightliner



On May 22nd, Class 66 520 passes North Stafford Junction with 6G65 09:19 Hope (Earles Sidings) - Walsall Freight Terminal. *Nick Clemson*



Class 66 616 leads 66 602, 66 515, 66 543, 66 613, 66 538 and 66619 through Acton Bridge with 12:01 Carlisle New Yard - Crewe Basford Hall on May 28th. *Nick Clemson*



Class 66 518 heads through Wichnor with 4V:18 Doncaster Wood Yard - Fairwater Yard on May 22nd. *Nick Clemson*



GBRf



▶ Class 66 770 working the 4M23 10:46 Felixstowe North GBRf to Hams Hall GBRf crosses the River Nene at Kingsthorpe on May 14th. *Derek Elston*



▶ Class 66 739, in a pretty grubby state, passes through Altrincham with 6E09 07:35 Liverpool Biomass Terminal - Drax power station on May 1st. *Nick Clemson*



▶ After almost 3 years, trains have started to work into Lynemouth power station again in Northumberland. The power station has been closed for modification to enable it to burn Biomass products, and has started to accept the new Nacco Biomass wagons for unloading. On April 14th, Class 66 725 is seen passing North Seaton S.B. on the Blyth and Tyne branch, working the new wagons; 6N90 Tyne Coal Terminal to Lynemouth power station. *Alan Sinclair*





GBRf



▶ Class 66 709 creeps into Nuneaton on May 12th working the 4M23 Felixstowe - Hams Hall.
Paul Godding

▶ Class 66 705 hauls a Liverpool Bulk - Drax Biomass working through Acton Bridge on May 15th.
Brian Battersby

▶ Class 66 705 with the 6E10 11:23 Liverpool Biomass Terminal - Drax power station is pictured between Mobberley and Ashley on May 7th.
Nick Clemson

GBRf



▶ Class 66 779 'Evening Star' passes Sytch Lane, Mill Meece, on May 17th with the 6K50 15:13 Toton North Yard - Crewe Basford Hall. *Nick Clemson*



▶ Class 66 713 leads the 6E09 07:35 Liverpool Biomass Terminal - Drax power station through Daresbury on May 8th. *Nick Clemson*



▶ Class 66 786 with the 6K50 15:13 Toton North Yard - Crewe Basford Hall passes through Clay Mills on May 22nd. *Nick Clemson*



GBRf



▶ Class 20 096 and 20 107 lead the 7X08 15:55 Derby Litchurch Lane - Banbury 'S' stock move at Clay Mills on May 22nd. *Nick Clemson*

▶ Class 92 014 with the 6X41 Dagenham - Garston passes Gorstage on May 22nd. *Mark Enderby*

▶ Class 66 713 passes Eastwood on May 10th with 4Z08 09:00 Drax power station - Liverpool Biomass Terminal. *Nick Clemson*



GBRf



▶ Class 66 750 with the 6M35 12:05 Gloucester NY - Clitheroe (Castle Cement) approaches Acton Bridge on May 28th. *Nick Clemson*



▶ Class 66 727 'Maritime One' heads past Blea Moor with 6E69 Arcow Quarry - Hunslet loaded stone on May 10th. *Dave Harris*



▶ Class 66 714 'Cromer Lifeboat' works the 6M91 Bescot Down Side to Clitheroe Castle Cement through Pleasington on May 16th. *Alan Naylor*



GBRf

▶ Class 66 772 and 66 726 head the 6L48 1628 Garston Car Terminal - Dagenham Dock through Acton Bridge on May 28th. *Nick Clemson*

▶ A new freight flow for GBRf as Class 66 750 works the Clitheroe - Avonmouth tanks past Gorstage on May 22nd. *Mark Enderby*

▶ Class 66 750 passes Charnock Richard with a Gloucester - Clitheroe empty cement tanks working on May 28th. *John Sloane*



GBRf



With GBRf having taken over the Clitheroe cement workings, Class 66 714 heads north on May 16th through the lush vegetation at Winwick with the 12:48 Bescot Down Side - Clitheroe empty four wheeled tank wagons. *Jeff Nicholls*



On May 19th, Class 66 760 passes through Lincoln Central with the 4Z81 Masborough - Parkeston container train. *Steve Thompson*



Class 20 314 and 20 311 are seen on the rear of 7X08 15:55 Derby Litchurch Lane - Banbury at Clay Mills on May 22nd. Class 20 096 and 20 107 were leading. *Nick Clemson*

GBRf



▶ Class 66 772 heads past Coppull on May 2nd with 6S94 Wembley – Irvine china clay train.
John Sloane



▶ Former DB/EWS Class 66 132 is seen being prepared for a repaint and renumbered to 66785 at Eastleigh Works on May 5th.
Michael Lynam

▶ On May 5th, Biffa the Shed, Class 66 783 is seen stabled at Eastleigh. *Michael Lynam*



GBRf



Class 66 773 working 6M83 Tinsley - Bardon Hill Quarry, with empty stone hoppers, passes Burton on May 24th. *Stuart Hillis*



Class 66 741 is pictured at Heaton Lodge Junction on May 16th with 6E09 Liverpool to Drax Biomass. *Steve Chapman*



Class 66 749 heads through Doncaster with 4D09 14:20 Drax Aes - Doncaster Down Decoy on May 24th. *Nick Clemson*





Great Western Railway



▶ Power car No. 43002, in original Inter-City 125 livery, heads a London Paddington to Hereford service approaching Malvern Wells signal box on May 3rd. *Neil Pugh*

▶ Power car No. 43002 leads a London Paddington bound service through Swindon on May 14th. *Ken Mumford*

▶ One of the recently introduced Class 800 dual bi-mode units, No. 800 017 passed Patchway on the 17:15 London Paddington to Carmarthen service on May 1st. The overhead is now being erected in North Bristol for the South Wales services but there are infrastructure obstacles in the way such as this footbridge seen here which should have been demolished by the time this edition comes on line. *David Mead*



Network Rail

▶ Class 73 951 top'n'tails 73 952 on the 13:13 Derby RTC - Crewe CS passing Broad Oak Farm, Moberley on May 7th. *Nick Clemson*

▶ Class 73 965 sits on one end of a Network Rail test train at Neville Hill depot. Photographed from a passing TPE unit on May 9th. *Jeff Nicholls*

▶ At the opposite end of the test train at Neville Hill was Class 73 961. *Jeff Nicholls*





Network Rail



▶ Class 67 027 and 67 023 pass Woolascott on April 20th working the 1Q55 14:56 Tyseley LMD - Derby RTC. *Keith Davies*

▶ Class 67 023 'Stella' and 67 027 'Charlotte' work 1Q48 Derby RTC - Tyseley test train via the Midlands, at Castle Gresley on May 22nd. *Stuart Hillis*

▶ The NMT on a Craigentenny - Derby move passes Moore on May 23rd. *Mark Enderby*





Rail Operations Group



▶ Class 37 800 'Cassiopeia' stands at Northampton working as 5Q94 09:30 Northampton to Long Marston conveying Class 350 265 for repairs, May 12th. *Derek Elston*

▶ On May 3rd, Class 37 608 eases back onto Leicester Depot during a shunt move. *Derek Elston*

▶ ROG liveried Class 47 813 waits in Doncaster West Yard for access into works with 08:53 Chaddesden Sidings - Doncaster Works to pick up a XC coach for onward travel to Craigentenny, May 24th. *Nick Clemson*



Rail Operations Group



▶ On a distinctly dull May 25th, Class 37 884 and 37 611 pass Nether Alderley with 5Q43 09:00 Portbury Automotive Terminal - Manchester International Depot, in the consist are a set of CAF Mark 5 coaches. *Nick Clemson*

▶ Class 37 800 with 345 037 on 09:48 Old Dalby - Crewe CS drag, passes North Stafford Junction on May 22nd. *Nick Clemson*

▶ Class 37 601 hauls 345 034 forming 12:00 Crewe CS - Old Oak Depot through Heamies on May 14th. *Nick Clemson*



Units: DMUs and EMUs



▶ East Midlands Trains' Class 222 014 passes Wymington on May 22nd working the 1D09 07:35 London St. Pancras International to Nottingham service. *Derek Elston*

▶ Class 350373, wearing the brand livery of London Northwestern Railway, part of West Midlands Trains franchise, heads toward Heamies with 1L83 15:34 Liverpool Lime Street - Birmingham New Street on May 14th. *Nick Clemson*

▶ Arriva Trains Wales' Class 175 011 with the diverted 1H85 14:36 Chester - Manchester service approaches Ashley on May 7th. *Nick Clemson*



Units: DMUs and EMUs

▶ Northern liveried Class 150 144 passes Ashley working the 2D46 09:17 Manchester - Chester service on May 7th. *Nick Clemson*



▶ One man and his dog! And a Northern Rail train that isn't cancelled...(the one before was!) An unidentified Class 319 drifts towards Winwick Junction with the 15:00 service from Liverpool Lime St. to Warrington Bank Quay on June 1st. *Jeff Nicholls*



▶ Recently repainted from the original Anglia livery to the new Greater Anglia colour scheme, Class 170 271 heads towards Heamies with 14:10 Crewe CS - Norwich Crown Point on May 14th. *Nick Clemson*





Units: DMUs and EMUs



▶ Northern's Class 319 368 passes Little Hayward on May 19th running ECS from Wolverton to Allerton depot. *Paul Godding*

▶ Elizabeth Line Class 345 028 calls at Stafford on May 15th with the 15:40 Crewe C.S. (L&NWR site) to Rugby Udt Signal Rn4184 commissioning run. *Derek Elston*

▶ Seen from behind gates of the footpath crossing to the north of Skipton, Northern Rail's Class 144 018 heads away with service 2H09, the 10:18 from Leeds to Morecambe on May 23rd. *Ben Bucki*



Units: DMUs and EMUs



- ▶ On a bright and sunny Bank Holiday Monday May 7th, two Northern Class 150 units, the second of which is a debranded GWR set, leave Chat Moss and head for the burning sands of Southport with the 08:20 from Manchester Piccadilly. *Jeff Nicholls*
- ▶ Working train 2578 from Bradford to Skipton, Northern's Class 333 027 heads through Utley, just north of Keighley, on May 20th. *Ben Bucki*
- ▶ Northern's Class 150 139 stands at Buxton on May 8th working a service to Manchester Piccadilly. *Brian Battersby*



Units: DMUs and EMUs

▶ Northern's Class 142 040 speeds towards Leeds with the 2Y55 from Morecambe, seen from behind the gates of the footpath crossing at Hirst Wood, near Saltaire on May 1st. *Ben Bucki*

▶ Northern's Class 150 130 stands at Manchester Piccadilly on May 8th working a service to Hazel Grove whilst 150 134 arrives with a terminating service. *Brian Battersby*

▶ An unusual sight at Winwick on May 16th as an unidentified Class 319 and 319 450 form the 13:51 service from Warrington Bank Quay to Liverpool Lime Street. The reason for this rare 'double-headed' combination was an earlier service being cancelled due to the lack of a Guard. *Jeff Nicholls*



Units: DMUs and EMUs



▶ Northern's Class 150 122, still in Great Western livery, working 2E07 10:38 Manchester Oxford Road - Leeds, passes Eastwood on May 10th.
Nick Clemson

▶ Class 70 805 waits at Heaton Lodge Junction with 6E32 Preston to Lindsey discharged tanks whilst a TransPennine Express Class 185 passes underneath with the 10:22 Liverpool to Scarborough service on May 16th.
Steve Chapman

▶ Bank Holiday Weekend on the Cambrian Coast in West Wales, and Arriva Trains Wales Class 158 833 is seen at Criccieth with service 2G28, the only train of the day from Pwllheli to Birmingham- a somewhat unhelpfully sparse timetable for a sunny bank holiday weekend.
Ben Bucki



Units: DMUs and EMUs

▶ Great Western Railway's Class 165 120 passes Malvern Wells on May 3rd. Having reversed at Malvern Wells the train is heading to Great Malvern station to form a London Paddington service. *Neil Pugh*

▶ Northern's Class 158 756 with the 2M06 10:18 Leeds - Manchester Victoria, passes Eastwood on May 10th. *Nick Clemson*

▶ The 09:46 Doncaster West Yard to Ilford E.M.U.D. formed of Greater Anglia's Class 321 310 after overhaul passes through Doncaster station en route to it's home depot on May 3rd. *Derek Elston*





Units: DMUs and EMUs



▶ Northern's Class 150 101, still sporting the remnants of First Great Western railway livery, is seen here passing through Parkside Curve with the diverted 2D44 Southport - Chester service on May 6th. *Dave Harris*



▶ Arriva Trains Wales Class 175 101 with a Manchester - Milford Haven service, passes Baystan Hill on May 19th. *Phil Martin*



▶ Not usually seen on the WCML, but on May 11th Northern's Class 323 227 heads through Acton Bridge with 5Z02 12:24 Crewe - Allerton Depot. *Nick Clemson*

Units: DMUs and EMUs



East Midlands Trains' Class 158 777 brings up the rear of 1L16 17:52 Liverpool Lime St. - Norwich as it departs Stockport on May 19th. *Nick Clemson*



Northern's Class 144 005 slowly crosses the viaduct at Clapham, North Yorkshire, with service 2H09 from Leeds to Morecambe on May 31st. *Ben Bucki*



South Western Railway's Class 158 886 stands at Westbury on May 26th working a service to Bristol Temple Meads. *Andy*



Units: DMUs and EMUs

▶ Scotrail's Class 156 507 working the 2N16 Carlisle - Nuthorpe, passes through Hartlepool on May 31st. This a regular Scotrail working.
Michael J Alderdice

▶ A Northern Class 333 crosses the Leeds - Liverpool canal, on the outskirts of Shipley, West Yorkshire, with a train from Ilkley to Bradford Forster Square on May 1st. *Ben Bucki*

▶ Northern's Class 142 079 working the 2P69 Scunthorpe to Lincoln Central service, stands at Doncaster on May 2nd. *Alan Naylor*



Units: DMUs and EMUs



▶ Great Western's Class 158 950 waits departure time at Westbury on May 26th working a service to Portsmouth Harbour. *Andy*

▶ East Midlands Trains' Class 222 104 leads the 1B21 07:05 Lincoln Central to London St. Pancras International service past Wymington, Beds on May 22nd. *Derek Elston*

▶ Northern's Class 150 274 working a Blackpool South to Colne service, heads through Pleasington on May 16th. *Alan Naylor*



Units: DMUs and EMUs



On May 1st, TransPennine Express Class 185 133 and Northern's 158 907 sit at the revised Blackpool North. *Michael Lynam*



Northern Rail's Class 322 482 pulls away from Frizinghall Station with a mid-morning service from Bradford to Leeds on May 14th. *Ben Bucki*

On May 12th, East Midlands Trains' Class 156 414 stands at Beeston whilst working a Leicester to Nottingham service. *Richard Hargreaves*



Units: DMUs and EMUs

Merseyrail's Class 507 033 departs Birkdale on May 5th. *John Sloane*

Northern's Class 158 850 departs Hebdon Bridge on May 1st with a service to York. *Michael Lynam*

Busy time at Doncaster on May 24th, as TransPennine Express Class 185 101 calls with 1B75 14:26 Cleethorpes - Manchester Airport, as 185121 heads in the opposite direction with VTEC power car No. 43305 passing through on the rear of 1E15 09:52 Aberdeen - London Kings Cross. *Nick Clemson*



Units: DMUs and EMUs

The South Western Railway's Class 444s remain the principle units on the Weymouth - London Waterloo main line. Although the vinyl company signage has been changed, they still remain in the former Stagecoach livery. Due to the high use of these units there is a reluctance to take any out of service for cosmetic alterations. In a proposed shake up of services this December many of the intermediate stations through the New Forest will see regular off peak through London services withdrawn including here at Ashurst New Forest where Class 444 033 is seen arriving on the 07:50 Poole to London Waterloo on May 6th. *David Mead*



Units: DMUs and EMUs

Two TransPennine Express Class 185s pass each other at Heaton Lodge Junction on May 16th with the 11:32 Manchester Airport to Middlesbrough and the 10:32 Newcastle to Manchester Airport services respectively.

Steve Chapman

Northern's Class 322 484 stands at Doncaster station on May 2nd, working a service to Leeds.

Alan Naylor

Northern's Class 150 206 and 158 757 are caught stabled at Huddersfield on May 26th. *Andy*





Units: DMUs and EMUs

▶ On May 14th, Class 50 050 'Fearless' and 50 017 'Royal Oak' working 0Z50 route learner from Nottingham Eastcroft - Stoke On Trent and return are seen at Stenson Junction passing East Midlands Trains' Class 222 102 on a route learner to Derby. *Stuart Hillis*

▶ IEP Class 800 103 returns from its loop round Knottingley and heads for its depot working 5X21 13:22 London Kings Cross - Doncaster Carr, May 24th. *Nick Clemson*

▶ Freshly repainted Northern's Class 150 138 passes Heaton Lodge Junction with a working from Doncaster West Yard to Newton Heath on May 16th. *Steve Chapman*



Units: DMUs and EMUs



South Western Railway's Class 158 890 is seen stabled at Salisbury on May 26th.
Richard Hargreaves



Elizabeth Line Class 345 028 stands in the sunshine in the LNWR yard at Crewe on May 8th.
John Johnson



Units: DMUs and EMUs

▶ Southern's Class 313 215 calls at Chichester, working a Southampton - Brighton service on May 18th. *John Balaam*

▶ Royal Mail's Class 325 015 leads two other sets through Acton Bridge with 5J00 13:00 Crewe TMD - Warrington Royal Mail Terminal on May 28th. *Nick Clemson*

▶ Arriva Trains Wales Class 175 003 approaches Crewe on May 7th with a service from Manchester Piccadilly to Cardiff Central. *Richard Hargreaves*





Units: DMUs and EMUs

▶ South Western Railway's Class 450 543 and 450 019 call at Eastleigh on May 5th with a service to London Victoria. *Michael Lynam*



▶ Northern's Class 150 150 stands at Preston on May 1st with a Hazel Grove service. *John Sloane*

▶ Northern's Class 319 376 stands at Manchester Piccadilly on May 3rd. *John Sloane*

Units: DMUs and EMUs



▶ A Northern Class 142 approaches Houghton foot crossing on May 29th with a service from Colne.
John Sloane



▶ West Midland's Trains' Class 172 239, in the new livery, departs Smethwick Galton Bridge on May 18th with a service to Whitlocks End.
Michael Lynam



▶ Northern's Class 142 053 departs Ashley on May 3rd with a service to Chester. *Michael Lynam*



Units: DMUs and EMUs

On May 26th, recent migrant Class 153 373, still in GWR green, was pressed into service on the Barton line after the 'normal' unit was attacked and damaged by vandals at New Clee. It is seen here crossing the bridge at Barrow Haven working 2F89 Cleethorpes - Barton On Humber.
Steve Thompson

Northern's Class 156 438 passes Charnock Richard leading a diverted Blackpool North - Manchester Airport service on May 7th.
John Sloane

May 19th was the last day of the Scunthorpe - Lincoln Northern 'stoppers'. At Scunthorpe station Northern's Class 142 093 prepares to depart with the 2P65 to Lincoln service.
Steve Thompson





Virgin Trains



Virgin Trains unveils its Summer of Pride

#RideWithPride train to visit all Pride events on Virgin Trains route on the West Coast this summer

Virgin Trains people join Birmingham Pride celebrations

Rainbow route map released celebrating Pride events on Virgin Trains' west coast route

Virgin Trains has unveiled, their first 'Pride Train' at Birmingham New Street station, marking the start of their Summer of Pride celebrations. The #RideWithPride train, which boldly displays the Pride colours, highlights Virgin Trains' passion for celebrating diversity and ensuring people can be themselves. The train will travel up and down the UK over the summer. It will also carry customers to the Pride events along the Virgin Trains route on the west coast making sure that supporters feel part of the festivities as soon as they step on board.

On May 26th, the train made its first journey to a Pride event, carrying customers and Virgin Trains own people to Birmingham Pride in style in a joyful celebration of the LGBTQ+ community. There was a true party atmosphere on board the train where everyone got involved in applying colourful face paint, sampling delicious rainbow cakes and waving #RideWithPride flags. Virgin Trains staff have been prominent participants in Birmingham Pride for the past two years, enjoying

the parade that passes near their Head Offices in Victoria Square. To celebrate their Summer of Pride, Virgin Trains has created an easy to read map highlighting the dates for Pride events along the west coast route.

Executive Director sponsor for Virgin Trains west coast's pride, Sarah Copley, said: "We're really proud of the diversity of our people. It's part of what makes Virgin Trains amazing! The #RideWithPride train looks great and I have loved being here at Birmingham Pride today with so many colleagues and customers enjoying the celebrations at the UK's biggest two-day Pride festival." More information about which services will be on the #RideWithPride train are available on @VirginTrains Facebook and Twitter handles.



Pendolino Class 390 006 speeds through Acton Bridge on May 15th working a Liverpool Lime St. - London Euston service. *Brian Battersby*

Virgin Trains



▶ Class 390 104 passes Little Hayward on May 19th working the 1S48 London Euston to Glasgow Central. *Paul Godding*

▶ Class 91 122 speeds past Hougham with 1D23 17:05 London Kings Cross - Leeds service on May 6th. *Mark Pichowicz*

▶ An 11 coach Class 390 Pendolino forming the 17:40 Glasgow - London Euston arrives at Oxenholme on May 19th. *Chris Morrison*





Virgin Trains



▶ Class 390 040 sweeps past Heamies on May 14th with 9S77 13:43 London Euston - Glasgow Central. *Nick Clemson*



▶ On hire to run passenger services on the East Coast Main Line, DB Cargo Class 90 039 sits at the buffers in Leeds alongside Northern's Class 322 483 on May 23rd. *Ben Bucki*



▶ On June 1st, Class 91 111 'For the Fallen' passes Colton Jct. working 1E06 Glasgow - London Kings Cross. *davempics*

Virgin Trains



Virgin's Pendolino train named Blackpool Belle to celebrate launch of services

Virgin Trains has named one of its Pendolinos Blackpool Belle to celebrate the launch of its first electric services to and from the resort on May 21st. Pendolino Class 390 013 carries the name made famous by the resort's first illuminated tram and an excursion train which took people across Lancashire for a Saturday night of dancing through the 1930s to 1960s. Blackpool Belle, which has also been remembered in a song by Lancashire folk band The Houghton Weavers, was suggested by readers of the Blackpool Gazette.

The illuminated tram was based on a Mississippi paddle steamer and was in operation from 1959 until the end of the 1978 season. The launch of electric Pendolinos on the Blackpool route follows Virgin Trains' reintroduction of direct services to London in 2014.

The new services will strengthen connections to and from the capital six days a week, providing eight direct services each weekday, five services on a Saturday and generating an additional 16,900 seats a week*. A direct service from Birmingham on Saturdays will offer the West Midlands a direct service to Blackpool for the first time in 15 years – helping to spread opportunity along the West Coast Main Line. Pendolino 390013 was unveiled by Virgin Trains driver and avid rail supporter Martin Gurr, General Manager of Heritage Operations at Blackpool Transport. When he's not driving Virgin services, Martin heads up a team of 60 volunteers that operate and crew Blackpool's heritage trams that run along the Promenade.

The introduction of electric services follows the completion of Network Rail's work to electrify the line between Blackpool and Preston and lengthen platforms at Blackpool North station to allow the longer Pendolino trains to travel to and from the seaside resort.

Michael Stewart, General Manager at Virgin Trains on the west coast, said: "At Virgin Trains we're really pleased to welcome Blackpool Belle to our Pendolino fleet, as we introduce our iconic Pendolino trains to the Blackpool route for the first time. We have been proud to serve Blackpool for the last three years and are excited to reach this milestone, as we strengthen our

links to and from the resort with our Pendolino trains, which have helped to transform our west coast route. The name 'Blackpool Belle' is pertinent to Blackpool - it provided opportunities and firsts for the resort - which is what we hope our investment to deliver additional services will bring to local communities along the route. We're sure our new services will help bring more visitors to the seaside resort to explore what it has to offer - just as the Blackpool Belle did over 50 years ago - and we look forward to welcoming more people on-board."

Cllr Gillian Campbell, Deputy Leader of Blackpool Council, said: "This is a truly historic day for the resort in that it represents the culmination of the biggest investment in our rail services for a century. The additional direct services to London, Birmingham and other towns and cities give visitors the perfect opportunity to jump on a train and sample for themselves the joys of our beaches, attractions and world-class events."

Bryan Lindop, Head of Heritage and Chair of Blackpool Heritage Trust, said: "This is a fabulous example of teamwork and joined up thinking which supports a world class transport experience. With the completion of our tramway extension to North Station in the not too distant future and these wonderful new Pendolino electric train services, Blackpool is firmly back on the map and very easily accessible. 'Blackpool Belle' is a wonderful reminder that as well as cutting edge technology, Blackpool is steeped in rich history and with engaging heritage experiences for all ages."

Paul Maynard, MP for Blackpool North and Cleveleys, said: "This is an exciting day for passengers in Blackpool, with the first direct Pendolino services to London Euston. I am delighted that Virgin Trains has shown confidence in the Fylde coast and is providing such a huge number of additional seats every week. Even better to see is that a train will be carrying Blackpool's name up and down the West Coast Main Line."

Class 221 113 speeds past Little Hayward working the 1A30 Chester - London Euston service on May 19th. *Paul Godding*

Virgin Trains



High above the city streets, Class 91 130 accelerates away from the Durham stop with the 12:25 VTEC service from Newcastle to London Kings Cross on May 11th. *Jeff Nicholls*

Class 90 039 passes Hougham on May 6th with 1D24 17:35 London Kings Cross - Leeds. *Mark Pichowicz*

Power car No. 43300 'Craigentenny' stands at Doncaster on May 3rd working the 1Y84 12:02 York to London Kings Cross service. *Derek Elston*



Virgin Trains



▶ Class 390 008 re-named 'Charles Rennie Mackintosh' complete with charity moustache stands at Crewe station in April 21st, working a Manchester Piccadilly service. *Alan Naylor*



▶ Pendolino Class 390 020 in Virgin's new livery with 1A40 13:47 Liverpool Lime St. - London Euston speeds through Acton Bridge on May 10th. *Nick Clemson*



▶ Virgin IEP Class 800 101 passes through Doncaster after a test run to London Kings Cross running as 5X21, the 12:11 London Kings Cross to Doncaster Carr IEP Depot on May 3rd. *Derek Elston*



ScotRail



On April 21st, Class 156 495 stands at Glasgow Central. *Paul Godding*



Class 314 209 waits departure time at Glasgow Central on April 20th with a service to Neilston. *Paul Godding*



Class 156 456 stands at Kilmarnock on April 21st. *Paul Godding*



ScotRail



▶ The 1G05 11:55 Glasgow Central to Gourock formed of Class 314 209 stands at Paisley Gilmour Street on May 9th. *Derek Elston*



▶ Class 380 011 stands at Glasgow Central forming the 2G65 11:36 service to Gourock. *Derek Elston*



▶ On May 9th, Class 314 215 exits the headshunt at Nielston to form the 2N13 13:58 Neilston to Glasgow Central. *Derek Elston*



Blackpool Trams



▶ Balloon Tram No. 711 heads past the Tower.
Phil Martin



▶ Standard No. 147 on its way to Little Bispham is passed by Balloon No. 715, en route to Pleasure Beach at North Pier on May 5th.
Phil Martin

▶ Balloon Tram No. 701 in its attractive red and white livery heads past the Tower on its way to Pleasure Beach.
Phil Martin

Blackpool Trams



Centenary Car No. 648 and Brush Car No. 621 stand at Pleasure Beach on May 5th. *Phil Martin*



Standard No. 147 built by the Hurst, Nelson & Co. and Car No. 66 which was built in 1901 for Bolton Corporation by Electric Railway and Tramway Carriage Works of Preston stand at Pleasure Beach on May 5th. *Phil Martin*

Blackpool and Fleetwood Tramroad Box Car No. 40 was built in 1914 by United Electric Car Co of Preston, just 104 years old then! *Phil Martin*



Isle of Wight



With Ryde station in the background, Class 483 008 heads along the pier to Ryde Pier Head on May 26th. *Derek Elston*



Class 483 004 approaches Smallbrook Junction and will depart as the 16:53 to Ryde Pier Head. *Derek Elston*

South Western Railway's former London Transport 1938 stock Class 483 008 arrives at Smallbrook Junction on May 26th. *Derek Elston*

Manchester Metrolink



Trams Nos. 3043 and 3039 head into the Metrolink terminus at Altrincham with the 08:48 from Bury on May 1st. *Nick Clemson*



Tram No. 3014, with a Bury service, arrives at St. Peter's Square on May 4th. *John Sloane*

Metrolink advertising tram No. 3085 is seen at St. Peter's Square Manchester on May 4th. *John Sloane*

Greater Anglia cuts fares by over 30%* on travel between London and Cambridge

Greater Anglia has announced that they have cut the cost of rail travel between London Liverpool Street and Cambridge by up to 33%*.

Passengers can now travel between the capital and the centre of Cambridge from as little as £13 for a Weekend Day Return, which is a saving of 24.9%. The new fares makes Greater Anglia the cheapest way to travel between the two cities, with the new lower fares available across many ticket types, including Weekday Anytime Return or Singles, Weekly Travelcard Season tickets and all Off-Peak tickets.

These new fares allow both Cambridge commuters to London and leisure travellers from Cambridge and London to travel between the two cities with ease at the lowest cost available. Greater Anglia now offers the cheapest option for Cambridge commuters to get in to the capital at peak times, with singles from just £22.50 and returns from £36.80, a saving of 7.8% and 8.8% respectively.

The fare cuts are part of Greater Anglia's commitment to its passengers, ensuring they can travel easily and at good value between two of the UK's most popular cities.

"There's some great opportunities for travellers across the region to save money," said Martin Moran, Greater Anglia Commercial Director. "With these new

low cost fares, we are making it easier and cheaper for both leisure and business passengers to travel between two of the UK's greatest cities".

For more information on ticket fares and timetables visit www.greateranglia.co.uk.

*The fares changes took place on 20th May this year. Passengers can save 33.9% on the cost of a Weekend Super Off-Peak Single between London Liverpool Street and Cambridge North. All savings are in comparison to previous Greater Anglia fares. These low prices are available on tickets between Cambridge and London Liverpool Street only.



Fares Advice with RailUK

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

GTR Delay Repay Anomalies

Q: I've submitted lots of delay repay claims to GTR over the last few weeks. I've not had any rejected (yet) but something strange is going on. For example:

Ticket price £22.00

Ticket price on initial confirmation email £22.00

icket price on payment confirmation email £21.60

The same thing has happened on 6 different claims. The amount is tiny (10p per claim) so hardly worth worrying about but it's the principle that counts (and it could be significant if a long journey was involved). Has anyone else had this problem. GTR have told me they've got a problem with their system.

A: Apparently GTR have a system that supposedly "modified parts of the claim", and that it sometimes happens to ticket cost (lol!). They have stated this elsewhere, but I'm not sure I trust them after their previous endeavours. If I were you, I would ensure the full cost is claimed back, probably makes them a lot of money if they do this for everyone. However there are also reports of GTR overpaying by a few pence so it seems the 'Glitch' can work both ways

Northern creates new Advance tickets; WMT deletes all walk-up tickets for travel on the same trains

From 20th May 2018 Northern have introduced the much reported (and unbelievably unreliable) new service between Crewe and Liverpool Lime Street via Manchester Airport. A number of journeys now have AP Northern Only tickets available for those travelling on these stopping services. These include:

Crewe to Liverpool Lime Street

Crewe to Wavertree Technology Park
Crewe to Huyton

However, presumably out of spite against Northern customers, WMT decided to reroute all of the previously 'Any Permitted' tickets for these journeys to 'Not Via Manchester'. It is truly bizarre that someone who wants to travel on a through train from Crewe to Huyton is given the choice between an Advance ticket and nothing. Nice, simple, customer-friendly approach.

A similar issue affects customers travelling from Sandbach, Holmes Chapel and Goostrey to Liverpool Lime Street and many Merseyside stations. There is no fare available for the use of the new through service. While it may be slightly quicker to make a change at Crewe (and then a further change if travelling to a station like Wavertree Technology Park or Huyton), the new service allows a train with no changes. Despite this the previously valid fares are no longer available. Presumably this is all in line with railway industry policy to offer very restrictive tickets and to force customers to purchase more than one ticket - or, rather more likely, to make their journey in their car instead when they see 'no results' on the website.

If anyone is local to the ticket office at Holmes Chapel or Sandbach, it might be interesting to ask for a ticket to Huyton or Liverpool on the through train and see what the company suggests. Indeed the reverse at Huyton or Wavertree Technology Park, asking for a ticket to Crewe and out of London and there are no other restrictions on the tickets.

Ticket Advice for All

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



Railtalk Magazine

National Rail

Running as 0S43 10:15 Etches Park Sidings to Heaton North Junction, and former of East Midlands Trains' power cars Nos. 43467 and 43468 pass Doncaster on May 3rd. Derek Elston

Polos, starting from £14.00 each, minimal order of 3.



10+ Price: **£11.75** EACH

Heavy weight Hoodies starting from £27.50 each, minimal order of 2.



10+ Price: **£26.50** EACH

Budget Hoodies **£18.10** EACH For 5 plus. (Not shown)

Softshell, from £27.00 each, minimal order of 2.



10+ Price: **£25.50** EACH

Morf's (neckwear), starting from £9.00 each, minimal order of 3.



15+ Price: **£8.35** EACH

Gymsacs, starting from £5.00 each, minimal order of 3.



10+ Price: **£12.75** EACH

We have a broad range of bags, from shoppers, courier bags to messenger bags.



Promotional print T-shirt, £10.50 each minimal order of 2.



10+ Price: **£7.25** EACH

Hi-Vis, starting from £7.50 each, minimal order of 2



10+ Price: **£6.25** EACH

Umbrellas, starting from £14.00 each, minimal order of 3.



10+ Price: **£12.75** EACH

Branded merchandise, Draw bags, mouse mats, coasters.



Branded T-shirts starting from £8.70 each, minimal order of 5.



10+ Price: **£7.60** EACH

If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing, Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

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S160 No. 5197 is seen working at the Gloucestershire and Warwickshire railway on May 26th, during their steam gala. *John Alsop*

Great Western Railway (GWR) 6400 Class No. 6430 is seen at Toddington on May 26th. *John Alsop*



GTR announces 400 new daily train services in UK's biggest-ever timetable change

On May 16th, Govia Thameslink Railway announced a significant boost to services as part of its RailPlan 20/20 programme with almost 400 or 13% more trains running every day when its new timetable is introduced. GTR, Britain's biggest rail operator, will start to run around 3,600 trains – one every 24 seconds – across its network in a step forward for its programme to boost capacity across the region. Departures and arrivals will be re-set across the entire GTR network of Southern Railway, Gatwick Express, Thameslink and Great Northern, which together account for almost a quarter of all UK rail journeys. Many passengers can expect their trains to start and terminate at different stations, for example many King's Cross services will instead call at the adjacent St Pancras International. Passengers will see huge benefits as a result of the changes with space into London for an extra 50,000 passengers in the morning peak.

Due to the expansion, 80 more stations will have direct services to central London stations such as Farringdon, City Thameslink and Blackfriars by next year. Rail passengers will benefit from enhanced frequency, reliability and connectivity across the network, with significant uplift at key commuter stations such as Brighton, Bedford, Luton and East Croydon. Some disruption to services is expected during a major re-deployment of trains and crews over the coming weeks.

Charles Horton, GTR Chief Executive, said: "We are introducing the biggest ever change to a rail timetables to significantly boost capacity on the UK's most congested network. We don't want passengers to get caught out and so we strongly advise them to look up the times of their trains as they will find that from 20 May each and every one of them has changed. Due to the sheer scale of the changes, we will have to redeploy a large number of trains and crews and services may not run at normal times during the introductory phase, although the impact on peak time services during the transition will be minimal. Introduction of the new timetables is a major milestone in the delivery of RailPlan 20/20, our programme to modernise rail services, taking advantage of the new infrastructure and trains provided by the Government's £7bn Thameslink Programme."

As part of the decade-long upgrade project, London Bridge has undergone a £1bn rebuild and, in Britain's biggest fleet order, some 115 new self-drive Siemens trains are being introduced.

Passengers have been asked for their input to the new timetable with 28,000 responses received over 18 months in the biggest consultation of its kind.

 Class 56 081 clags away at Leicester during a shunt movement on Leicester Depot, May 3rd.
Derek Elston

Loco Fleet List 2017

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

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

Contents

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



Loco Fleet List 2017 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk



Rail companies to introduce temporary timetables to give customers more certainty

The rail industry has pledged to work together to get services back on track as quickly as possible, giving customers the greater certainty they need over what trains will run, following disruption resulting from the biggest timetable change in a generation to accommodate more and faster trains. Northern has published a temporary timetable which will enable it to start to stabilise service levels over the next few weeks and, importantly, start to reduce the number of last-minute cancellations. GTR will also be introducing a temporary timetable on Great Northern and Thameslink as soon as possible. GTR has plans to provide a more consistent level of service to allow passengers to plan their journeys with greater confidence. The biggest timetable change in a generation took place on 20 May. This was part of delivering the rail industry's plan to add 6,400 extra services a week and 7,000 new carriages by 2021, using new and upgraded track across the country to give customers a better service, better connect communities and secure £85bn of additional economic benefits. While nationwide, more than eight out of 10 services have arrived as planned since the new timetable was introduced, customers in some parts of the country have experienced unacceptable levels of disruption. Northern and GTR are taking decisive action to give greater certainty to passengers as quickly as possible. To accommodate the extra services being introduced, six out of 10 services nationwide had to be retimed. The time of all GTR and most Northern services had to be changed. All of these new journeys needed to be individually approved by Network Rail to ensure the national rail network runs safely and smoothly. As a result of the sheer number of changes required and the late running of some engineering improvements, the process took longer than anticipated, approvals for service changes were delayed and some timetable requests were changed. This meant that train companies had much less time to prepare for the new timetable meaning specialist training required could not be completed in time for drivers to learn all the new routes, or operate different trains

for operators to address all the logistical challenges. While it will be some weeks before customers in the areas affected have the service improvements they were expecting in May, rail companies plan to run more services compared to before the change on 20th May. They will also be continuing to train drivers on new routes and timetables so that, in time, the full benefits for customers of the new timetable can be realised. Passengers are advised to continue to check before they travel and, if they are delayed, to check with their operator to see whether they are due compensation.

Robert Nisbet, Regional Director of the Rail Delivery Group, said: "We understand that rail customers quite rightly want a service they can rely on and in some parts of the country that has not been the case and we are sorry for that. The companies involved have plans to get services back on track as quickly as possible and while things will improve in the coming days, giving passengers greater certainty, it will be some time before the full benefits of the timetable are felt. The industry is determined to deliver its plan to change and improve Britain's railway for customers, communities and the economy and will learn the lessons to ensure that as we transform the network, people continue to get the level of service they deserve."

The industry has also committed to learn the lessons from what went wrong with introducing the new timetable to ensure future changes do not cause such disruption. Rail timetables are normally confirmed 12 weeks ahead of time but this was not the case for the May timetable change and the Rail Delivery Group, which represents Network Rail and train operators, has begun a review into why this happened.

Charles Horton, CEO, GTR, said: "May's new timetable was part of the biggest change to services for decades introducing 400 extra services and providing longer trains to address the doubling of passengers on our network in just 16 years. We

always said that it would be challenging – but we are very sorry for the significant disruption being experienced by passengers and apologise sincerely. Delayed approval of the timetable led to an unexpected need to substantially adjust our plans and resources in an unexpectedly short time-frame. We fully understand that passengers want more certainty and this week will make changes to bring greater consistency services with fewer unplanned cancellations, allowing passengers to arrange their journeys with greater confidence. We are also working with industry colleagues to introduce further changes that will progressively deliver improvement."

David Brown, Managing Director, Northern, said: "I'd like to apologise for this unacceptable situation and for the disruption and inconvenience many passengers have faced. We're truly sorry for this and we're working hard with the Network Rail team to fix this. To deliver a more robust and stable service we are introducing an interim train timetable, effective from Monday 4 June until the end of July. This interim timetable will enable us to start to stabilise service levels over the next few weeks and, importantly, start to reduce the number of last-minute train cancellations."

Mark Carne, Network Rail's chief executive said: "There is no doubt that the May timetable was finalised significantly later than normal for reasons that were both within and without our control. The consequences of that have been particularly hard for both Northern and GTR to absorb. The industry has let down its passengers by failing to deliver the new services offered by the new timetable; a timetable that ultimately will deliver thousands of new services for the benefit of passengers, both far and wide. It has not been good enough and we know it. That is why we are working together across the industry to build a recovery plan that people can rely on and then more gradually introduce the benefits and new services everyone needs."

On May 14th, Class 59 102 heads through Swindon working the 7B12 Merehead to (Royal) Wootton Bassett - heading just to the east of the station to run round its train, before heading west for the final part of its journey. *Ken Mumford*

Prior to its recent 'bump' Class 56 303 is seen at Sudbury Junction, Wembley Yard on May 8th. *John Sloane*

Historic navigation bell restored to celebrate iconic viaduct's 150th birthday

A historic bell located at the top of Runcorn's iconic Britannia railway bridge has been removed by helicopter ahead of a full restoration by Network Rail.

The navigation bell, which used to sound when there was fog to warn approaching ships on the Manchester Ship Canal of the viaduct's location, was removed on Sunday as part of the £6m restoration of the viaduct.

It is being restored to mark the bridge's 150th anniversary in October this year, and the bridge itself is being repaired and restored as part of the Great North Rail Project which is providing a better, more reliable railway across the north of England.

Because of the height and location of the bell, 100ft above the river, a helicopter was the only option to safely remove the iconic piece of history.

Helena Williams, scheme project manager at Network Rail said: "Given the bell was situated 100ft above the river, we used a helicopter to remove it so it could be safely whisked away for restoration.

"As the bell is no longer in use, it will be restored and the put on display in the Brindley Theatre to be mark the vital role it played in helping ships safely navigate across the Manchester Ship Canal.

"The ongoing restoration of the Britannia railway bridge, as part of the Great North Rail Project, will help keep it safe and in use for decades to come."

Derek Twigg, MP for Halton said: "It's great to see to see that Network Rail is undertaking this vitally important work on one of the Mersey's and Halton's most iconic structures the Britannia Railway Bridge, I look forward to visiting the bridge in a few weeks' time to see the work for myself. I am also delighted that the historic bell is going to be fully restored and put on display in the Brindley Theatre."

Since October 2017, Network Rail's Team Orange have been strengthening, waterproofing and refurbishing the bridge's timber, steel and brick structures. This essential work forms part of the Great North Rail Project and will help make this busy railway bridge, that is well used by freight and passenger services, more reliable and safe.

The bell will be donated to the Brindley Theatre in the town to celebrate the bridge's 150th birthday on 10 October.



▶ Romney Hythe and Dimchurch railway's No. 9 'Winston Churchill' waits at Dungeness to work the 12:40 service to Hythe on May 17th.

John Balaam

▶ Freightliner's Class 66 518 with the 6J34 10:58 Runcorn Folly Lane - Brindle Heath RTS approaches Altrincham on May 1st.

Nick Clemson



National Rail



▶ Class 50 049 'Defiance' hauls 45 041 and 55 019 'Royal Highland Fusilier' as 0Z51 Barrow Hill - Kidderminster SVR through Burton on May 7th. *Stuart Hillis*



▶ Class 50 007 runs light engine working as 0M50 Kidderminster SVR - Derby through Burton on May 4th. *Stuart Hillis*

▶ Recently reinstated plain blue Class 37 612 working light engine as 0Z37 Cardiff Canton - Derby RTC heads through Burton on May 4th. *Stuart Hillis*

Network Rail completes two key milestones ahead of new InterCity Express services

Network Rail has completed two major infrastructure milestones on the East Coast Main Line (ECML) ready for the introduction of new InterCity Express Passenger (IEP) trains later this year.

The first is the completion of a gauge clearance project. The work means that the ECML and its diversionary routes spanning England and Scotland have been checked to make sure that the new trains have enough clearance to all lineside structures such as bridges and platforms, can pass other trains safely and that there is enough space for railway workers to stand beside the tracks when trains pass by.

As IEP trains are longer and have a different cross section to those currently in use, the gauge clearance was needed across over 1,700 miles of the route, including 3000 sets of switches and crossings, and 800 bridges and structures. These encompass London King's Cross to Inverness, Aberdeen, Leeds, Hull, Harrogate, Skipton and Glasgow as well as diversionary routes such as London to Peterborough via Ely and Newcastle to Glasgow via Carlisle.

In addition, the project had to make over 40 separate modifications on the route. These ranged enormously in scale from simple relocation of pieces of lineside equipment like ground signals and speed signs which took a few hours, to much bigger modifications taking several months, such as demolition and reconstruction of platforms and bridges.

The second key milestone is the removal of a number of electrical boosters, which are incompatible with the new trains.

Critical to the safe running and overhead line compatibility of the new trains, the project saw 35 overlap booster transformers, which channel traction return current into the return conductor, removed from 12 locations, ranging from Finsbury Park in London to Berwick-Upon-Tweed in Northumberland. An added benefit of the project is the recycling of the booster transformers north of Newcastle. The large booster transformers in Northumberland alone resulted in 1.5 tonnes of copper turned into a £3k return.

Paul McKeown, Investment Director at Network Rail, said: "These two milestones show the sheer scale of work Network Rail is doing behind the scenes in readiness for the introduction of the IEP trains onto the ECML later this year.



"We're making excellent progress on our IEP readiness programme, which is testament to the hard work of our teams out on the ground and we're all excited to see the new trains introduced as they will really benefit passengers by providing thousands of extra seats."



On May 5th, Heritage Class 117 and 121 DMUs are seen under overhaul at Eastleigh Works.
Michael Lynam

On May 25th, Class 37 611 and 37 884 head through Crewe, towards Manchester with a brand new rake of stock for TransPennine Express.
Brian Battersby

New retail openings at London Bridge station are a recipe for success

Customers at one of the country's busiest railway stations will soon be able to enjoy a greater choice of dining and on-the-go shopping brands – with a range of exciting restaurants and stores to open at London Bridge in the coming months.

Independent retailer Bob's Lobster was one of the first to open its doors in late May. The seafood specialists made London Bridge its first permanent home in May having built up a successful business serving food from an adapted VW Camper Van. It will join other smaller retailers, such as South African food and drink store The Savanna, which is already trading in St Thomas Street.

The station's bustling dining offer will be further complemented by restaurant Comptoir Libanais who will open in the autumn.

London Bridge also saw the recent opening of a brand new retail concept in Urban Express, which offers products from premium UK brands, including wine, ready meals, books and much more. The Book Shop and high street favourite Greggs will join the station in May and July respectively, and further cater for the increased consumer appetite for on-the-go shopping.

The announcement comes hot on the heels of the station's official opening by His Royal Highness Prince William last week. It also follows a previous string of recent retail openings and announcements. In February, Network Rail confirmed the addition of a number of high street brands including Ted Baker, Rituals, Cath Kidston, Hamleys, and the Body Shop – with four of the five already trading on site.

Hamish Kiernan, Commercial Director of Retail for Network Rail Property, said:

Network Rail we work in partnership to create modern railway stations that are also destinations in their own right - places for people to shop, eat, socialise and travel. At London Bridge we've taken this ethos and our expertise to produce a great station environment and we are working to match that with a retail offer that exceeds people's expectations. Retail and dining forms an important part of this experience, and we're proud that these exciting brands will be coming to the station. We always aim for our stations to include a diverse and eclectic mix of retailers, food and beverage outlets that our customers want."

The £1bn redevelopment of London Bridge station, part of the Thameslink Programme, includes a range of improvements including a huge new concourse, modern facilities, two new entrances on Tooley Street, and 15 fully accessible platforms. It will also see 92,000 sq ft of new retail space and more than 70 retail units – the most ever in a Network Rail station. With customer satisfaction rising up to 81.5% between Autumn 2016 and Autumn 2017, London Bridge's regeneration is delivering value from its investment and improving the customer experience. The aim is to further improve the overall station experience. Network Rail will continue to release more details about its exciting retail offer at London Bridge station as brands come on board, with announcements still to be made on major food and beverage brands, and further high-profile retailers. All profit Network Rail makes from retail activity is invested back into the railway to reduce public subsidy.



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

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

At Grosmont on the North Yorks Moors Railway, LNER A1No. 60163 'Tornado' departs with the 12:30 service to Pickering on March 11th.
Jamie Dunn



Iconic Northamptonshire landmark preserved for decades to come

A historic Grade II listed landmark on the West Coast main line near Rugby is being preserved for decades to come, thanks to Network Rail. Repair and maintenance work has been carried out inside the impressive Victorian Great Northern Shaft which was originally built to provide light and ventilation inside the 1.5 mile long Kilsby Tunnel.

A huge scaffolding structure has been installed around the inside of the shaft, directly above the railway, so the work can be carried out while nearly 400 trains continue to travel at 110mph on the West Coast main line below every day. The £3.5m refurbishment project, part of Network Rail's Railway Upgrade Plan, has taken nine months and has included soot removal, brickwork repointing and repairs.

Hasan Shah, scheme project manager at Network Rail said: "This stretch of the West Coast main line is vitally important to local, regional and national rail travel. We've carefully planned the repairs to allow trains to run while we completed this essential work. Not impacting passengers and freight was vital and the huge, complex scaffolding structure has allowed us to do this with around 400 trains a day travelling up to 40 metres below us. The result will be a Victorian local landmark preserved for decades to come."

Great Northern Shaft repair facts:

- Kilsby Tunnel is around 1.5 miles long and is situated on the West Coast main line in Northamptonshire
- The tunnel was built in the 1830s using an estimated 30 million bricks
- Kilsby Tunnel has two 'Great Shafts' and 12 ventilation shafts

- Around one million bricks were used to build the Great Northern Shaft which weighs over 4000 tonnes

- A unique scaffolding structure was built from the bottom of the shaft to the top to allow the work to take place

- A protection deck, around 8m above the track, has allowed the team to complete brickwork repairs while working above over 25,000v overhead lines

- Around 400 trains per day run underneath the worksite on one of Europe's busiest mixed use (passenger and freight trains) stretches of railway



The important work will make the rail network safer and more reliable for millions of passengers travelling on the West Coast main line every year. It will also preserve an iconic Victorian local landmark for future generations.

Photo: © Great Northern Shaft Network Rail/G Bickerdike

On May 16th, Southern Railway rebuilt Merchant Navy 4-6-2 Class No. 35028 'CLAN LINE' pulls away from Swindon with its VSOE Pullman special for Bath and Bristol. *Ken Mumford*

On April 23rd, Northern's Class 323 235 is seen heading north through Wigan Boars Head G.F. on driver training, working 5Z52 11:35 St Helens Central to Preston. *Andy Parkinson*

Wemyss Bay marks heritage award win

A new plaque has been unveiled at Wemyss Bay to mark the station winning a top rail industry award.

The iconic, A-listed Inverclyde station was named best entry at the 2017 National Railway Heritage Awards.

The award was won for a two-year, £5m renovation of the Edwardian station by owners Network Rail.

Begun in 2014 and completed in 2016 the repair programme has restored the station's canopies and glazed roof, repainted and improved the station buildings and repaired the seawall.

The station remained in operation during the work with special scaffolding being installed to allow trains to run while engineers worked above the platforms.

The plaque was unveiled by Donald Stevenson, senior programme manager for Network Rail Infrastructure Projects, National Railway Heritage Awards trustee Andy Savage and ScotRail contracts manager Jacqueline Rae.

Network Rail's Donald Stevenson said: "No visitor could ever get bored of marvelling at this wonderful station and its architecture. It's a fantastic legacy for

today's modern railway to have inherited from the Edwardian builders and we are delighted to have been able to restore Wemyss Bay to its original glory.

"Our engineers and contractors had a difficult job to refurbish the station while keeping trains running – and combatting the worst of Scotland's weather – and this award is a fitting tribute to their dedication and skill."



Did you Know - Ken Mumford

Some more of the nations oddities this month:

The Bargoed Colliery Signal Mystery



The NCB locomotive shed at Bargoed Colliery. The tunnel takes the NCB line to sidings shared between the B & M and the R.R. under the B & M as it goes between Aberbargoed Junction and Bargoed South Junction. But what about the signal to the left of the loco shed? I find it hard to imagine what purpose it could have served as it is some distance from any railway line. It even occurs to me that it might served some non-railway purpose, although I can't think what. Does anyone have any suggestions?

That signal's an odd beast-I wonder if it was to do with something do with warning of blasting at a quarry or similar, instead of the more common red flag? I have seen something similar used elsewhere for this purpose, though I can't remember where. Was the signal there to show if the shed 'thunderbox' was occupied or empty? I do wonder if the signal had any association with the B&M (New Tredegar branch) over on that side of the valley?. I had a look on the 1:2500 plan on Old Maps: the B&M New Tredegar branch ran just behind the overgrown tip on which the signal stands, so that the signal is probably about equidistant from the B&M and the NCB lines at the front.

On the 1920 1:2500 OS maps there is a siding heading up the embankment towards the connecting line above the tunnel. By that date it's truncated close to where the later loco shed was built but looks as if it could once have carried on -perhaps it became redundant and the later stretch was tipped on substantially changing the geography? It isn't on earlier maps but have a look on Old Maps online and you can just make it out. The signal could have been connected with that? Just an idea and possibly totally wrong!



SOUTHERN COUNTIES RAILWAY SOCIETY

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







A Different View

West Coast's Class 37 685 plays Tail End Charlie on the rear of the 'Coast to Coast Express' from Liverpool to Scarborough on the edge of Chat Moss just after 6 a.m. Photo taken from public crossing on May 19th. There was great disappointment on the diesel hauled return leg which turned up behind 47 804 rather than the expected 37. *Jeff Nicholls*

BRITISH RAILWAYS

EASTERN REGION



THE QUEEN OF SCOTS

PULLMAN-EACH WEEKDAY

(KINGS CROSS) LONDON and GLASGOW (QUEEN STREET)

calling in each direction at

LEEDS HARROGATE DARLINGTON NEWCASTLE EDINBURGH

BRITISH RAILWAYS



A Different View

▶ Spotted near Darlington station and still in daily use by Network Rail. *Jeff Nicholls*

▶ Boston crossing signal box in Lincolnshire, still in use. *John Alsop*

▶ Railway poster at Loughborough, Great Central Railway. *Richard Hargreaves*





Preserved Railways

Foxfield Railway

▶ Triple headed down the bank to the colliery on May 5th as Bagnall 0-4-0DH built in 1961, No. 3207 'Leys' leads Thomas Hill 4wDM No. 111C and W.G. Bagnall 0-6-0DM No. 3150 'Wolstanton'
Richard Hargreaves

▶ Thomas Hill 4wDM No. 111C leads Bagnall 0-4-0DH built in 1961, No. 3207 'Leys' into Dilhorne Park with a working from Foxfield Colliery.
Colin Kennington

▶ 'Ludstone', a Y.E.C Janus locomotive is seen at Caverswall Road awaiting a return to traffic.
Brian Battersby







Preserved Railways

Severn Valley Railway

▶ Visiting locos, Class 56 078 and 73 136 cross Victoria Bridge with the 09:55 Bridgnorth - Kidderminster service on May 17th. *Phil Martin*

▶ Class 33 108 arrives at Highley on May 17th, the first day of the Severn Valley Diesel Gala, with the 15:23 from Kidderminster to Bridgnorth. *Jeff Nicholls*

▶ Scotrail liveried Class 47 712 with a Bridgnorth - Kidderminster service passes Foley Park on May 17th. *Carl Grocott*



Preserved Railways

Severn Valley Railway

GBRF's Class 66 726 arrives into Bewdley on May 18th working a service to Kidderminster.
Paul Godding

Class 50 031 'Hood' crosses Victoria Bridge over the River Severn on May 18th heading to Bridgnorth.
Neil Pugh

Western Class 52 No. D1062 is seen high in the air undergoing bogie repairs.
Richard Hargreaves



Preserved Railways

Severn Valley Railway

▶ On May 20th, Class 20 007 and 20 142 await departure time at Bridgnorth with a service to Kidderminster. *Richard Hargreaves*

▶ Class 50 035 'Ark Royal' approaches Highley on May 18th working a service to Bridgnorth. *Paul Godding*

▶ Deltic Class 55 019 'Royal Highland Fusilier' speeds towards Kidderminster, past Foley Park on May 19th. *Brian Battersby*





Preserved Railways

Severn Valley Railway



▶ Class 37 688 and 66 726 with the 4TC set, work a Bridgnorth - Kidderminster service past Foley Park on May 17th. *Carl Grocott*

▶ A very strange pairing as Class 88 010 leads 20 189 into Highley station at the head of the 14:35 from Kidderminster to Bridgnorth on May 17th. *Jeff Nicholls*

▶ Class 45 041 approaches Arley with a Kidderminster bound service on the evening of May 19th. *Richard Hargreaves*



Preserved Railways

Severn Valley Railway

▶ Class 14 No. D9551 blasts past Foley Park on May 19th, with a Kidderminster bound service. *Brian Battersby*

▶ On May 19th, Class 50 007 'Hercules' climbs Eardington on its way to Bridgnorth with the 13:47 from Kidderminster. *Phil Martin*

▶ Ruston and Hornsby 0-4-0 shunter masquerading as D2961 shunts a short train at Highley during the SVR's Diesel Gala, before taking up duties giving SVR brake van rides. This loco never saw BR service but worked at Patent Shaft Steelworks in Wednesbury. *Jeff Nicholls*





Preserved Railways

Severn Valley Railway



▶ On May 13th, GWR 6000 Class No. 6023 'King Edward II' stands at Bridgnorth TMD.
Richard Hargreaves

▶ Class 52 No. D1015 'Western Champion' prepares to depart Arley on May 18th, heading to Kidderminster. *Neil Pugh*

▶ The 82045 Steam Locomotive Trust is in the process of building the next member of the extinct Riddles 3MT 2-6-2 82000 tank class loco, No. 82045, seen here at Bridgnorth on May 13th.
Richard Hargreaves



Preserved Railways

Severn Valley Railway



▶ Class 20 007 and 20 142 depart Kidderminster on May 14th. *Carl Grocott*



▶ Class 50 049 passes through Little Rock cutting on May 18th, heading along the line towards Bridgnorth. *Phil Martin*



▶ Warships Class 42 Nos. D821 and D832 cross Victoria Bridge on May 17th, with the 14:30 Bridgnorth - Kidderminster. *Phil Martin*

Preserved Railways

Great Central Railway

▶ GWR Modified Hall 4-6-0 No. 6990 'Witherslack Hall' storms towards Quorn and Woodhouse on May 12th with a Leicester North service. *Richard Hargreaves*

▶ British Railways Standard Class 5 No. 73156 stands at Loughborough on May 12th awaiting its next duty. *Richard Hargreaves*

▶ Class 20 No. D8098 departs Quorn with a mixed goods working on May 12th. *Richard Hargreaves*





Preserved Railways

Great Central Railway

▶ Class 25 No. D5185 working the 13:45 Loughborough to Rothley Brook mixed goods passes Kinchley Lane during the Goods Galore Gala on May 13th. *Derek Elston*

▶ BR Jinty Fowler Class 3F 0-6-0T tank engine No. 47406 approaches Quorn and Woodhouse on May 12th during the 'Goods Galore' gala. *Richard Hargreaves*

▶ GWR 'Hall' Class No. 6990 'Witherslack Hall', working the 12:15 to Rothley Brook, ascends Woodthorpe Bank on May 13th. *Derek Elston*







Preserved Railways

Great Central Railway



▶ BR Standard Class 7 No. 70013 'Oliver Cromwell' heads past Kinchley Lane working the GCR breakdown train during the Goods Galore gala on May 13th. *Derek Elston*



▶ Stanier 8F No. 48624 climbs Woodthorpe Bank with a mixed goods train during the Goods Galore Gala at the line on May 13th. *Derek Elston*



▶ LMS Ivatt Class 2 2-6-0 No. 46521 wheezes its way toward Rothley Brook during the GCR Goods Galore Gala with a P Way train. *Derek Elston*



Preserved Railways



Great Central Railway

Recently returned to traffic after overhaul, Class 47 No. 1705 passes Woodthorpe during the lines diesel gala on April 14th. *Mark Pichowicz*

Freshly repainted Class 45 No. D123 passes Charnwood Water with the 11:15 from Loughborough on April 14th. *Mark Pichowicz*







A Swanage Railway Diesel Gala and Beer Festival preview day has made history with a Class 33 locomotive hauling its first London to Swanage train since 1966 and two Class 73 locomotives hauling – and pushing – a ‘4TC’ carriage set to Corfe Castle and Swanage for the first time since 1968.

For the first time, a Swanage Railway Corfe Castle to Wareham train service on all three days of the diesel gala and beer festival meant that visitors could travel to the popular annual event by train from the main line at Wareham.



A special four-carriage ‘Purbeck Explorer’ Swanage Railway charter train ran from the Capital to the coast on Thursday, 10 May, 2018, hauled by 1960-built former British Railways Class 33 diesel-electric locomotive No. D6515 ‘Lt Jenny Lewis RN’.

The last time that No. D6515 hauled a train from London to Corfe Castle and Swanage was during the summer of 1966.



Now owned by the Class 71A Group, No. D6515 made a sad piece of Dorset railway history in May, 1977, when it was the last locomotive to run from Poole to Wimborne after the line closed to freight.

The London to Swanage special arrived in the Dorset seaside town during a diesel gala preview day staged the day before the start of the Swanage Railway’s popular annual three-day Diesel Gala and Beer Festival on Friday, 11 May, 2018.

Starting at London’s Ealing Broadway station, the ‘Purbeck Explorer’ arrived in Swanage just before 4pm with the special train returning to London on the afternoon of Sunday, 13 May, 2018.

The ‘Purbeck Explorer’s four carriages were made up of a former British Rail Southern Region ‘4TC’ carriage set converted in York during 1966 for the Bournemouth to Weymouth line from the end of steam traction in 1967 to the electrification of the line in 1988. The ‘4TC’ set has been restored by the London Transport Museum.

After the ‘Purbeck Explorer’ arrived in Swanage, its ‘4TC’ stock was used for two return passenger trains from Swanage to Corfe Castle and Norden. The locomotives for the working were Class 73 electro-diesels No. 73 107 and No. 73 133.

It was the first time since 1968 that Class 73 electro-diesels had hauled – and propelled – a ‘4TC’ carriage set to Corfe Castle and Swanage. During 1967 and 1968, the Class 73’s and ‘4TC’ sets formed through trains from London to Corfe Castle and Swanage. Swanage Railway Company chairman Trevor Parsons said: “The ‘Purbeck Explorer’ revived the excitement and expectation of travelling from the Capital to the coast in a 4TC carriage set hauled by a British Rail Southern Region Class 33 diesel locomotive.

“It was great to see the two Class 73 electro-diesels haul – and propel – a ‘4TC’ carriage set to Corfe Castle and Swanage for the first time since 1968, a year before British Rail stopped direct trains from London down to Corfe Castle and Swanage.

“This year’s diesel gala and beer festival was the first time that visitors could arrive at the event by train from Wareham during all three days of the event – a real bonus and a development that proved to be very popular with our visitors.

“The diesel gala and beer festival was a success and I would like to thank everyone who worked so hard to plan, and stage, the event which is a highlight of the Swanage Railway calendar,” explained Mr Parsons who is a volunteer signaller and train guard on the Swanage Railway.

This year’s diesel gala and beer festival saw heritage diesel locomotives operate an intensive passenger train service between Swanage, Harman’s Cross, Corfe Castle and Norden



on the Friday, Saturday and Sunday – with eight trains a day also operating from Corfe Castle to Wareham. The beer festival was based at Corfe Castle station.

The guest locomotives during the three-day Diesel Gala were Class 20s No. 20 007 and 20 142 ‘Sir John Betjeman’ courtesy of the Class Twenty Loco Society, Class 35 ‘Hymek’ No. D7017 courtesy of the Diesel & Electric Preservation Group, Class 45 No. 45 041 ‘Royal Tank Regiment’ courtesy of the Peak Locomotive Society, Class 50s No. 50 049 ‘Defiance’ and 50 031 ‘Hood’ as well as Class 66 No. 66 783 ‘The Flying Dustman’ courtesy of GB Railfreight and two Class 73 electro-diesels – No. 73 107 courtesy of GB Railfreight and No. 73 133 courtesy of Transmart Trains.

Nine visiting heritage diesel locomotives were joined by two Swanage-based diesel locomotives – D6515 ‘Lt Jenny Lewis RN’ and ‘push-pull’ fitted Class 33 No. 33 111 which hauled the last British Rail ‘4TC’ carriage set to Swanage on an enthusiasts’ rail tour in September, 1971, just three months before the Purbeck branch line closed.

Photos: © Andrew PM Wright





Preserved Railways

Keighley and Worth Valley Railway

▶ During the Haworth 1940's weekend, the line ran an intensive service to cater for the very large numbers of visitors. On the Saturday, United States Army Transportation Corps S160 No.5820 'Big Jim', is seen beside the River Worth between Ingrow and Damems with an afternoon train from Keighley. *Ben Bucki*

▶ The United States Transportation Corps S160 No.5820 'Big Jim', is seen working hard on the climb out of Keighley with an early morning train to Oxenhope on May 19th. *Ben Bucki*

▶ Replacing the usual DMU on the morning diesel services on May 19th was Class 25 059, seen in the woods between Ingrow and Keighley with a train from Oxenhope. *Ben Bucki*





Preserved Railways

Peak Rail/Heritage Shunter Trust



Ruston 0-6-0 Class 07 001 is seen giving Brake Van rides at Rowsley on May 13th. *Andrew Wilson*



Class 08 016 gives Brake Van rides at Rowsley on May 13th. *Andrew Wilson*



Yorkshire Engine Company Class 02 No. D2854 and Andrew Barclay 0-4-0 Class 01 shunter No. D2953 are seen in the yard at Rowsley on May 13th. *Andrew Wilson*



COME ON, COME ON, DO THE LOCO-MOTION WITH ME - ALL HEAVY MOTION FORGINGS ORDERED

£210,000 appeal to manufacture the motion for new Gresley Class P2 steam locomotive No. 2007 Prince of Wales passes 25% in under two months

The project to build Britain's most powerful express passenger steam locomotive has announced that it had placed a £220,000 order with Stephenson Engineering Ltd of Atherton, Manchester for the heavy motion for new Gresley class P2 No. 2007 Prince of Wales. The order includes the forging, machining and heat treatment of the nine heavy motion rods - intermediate coupling rod LH/RH, trailing coupling rod LH/RH, leading couple rod LH/RH, outside connecting rod LH/RH and the inside connecting rod assembly (including strap, gluts and strap nuts and washers) - and the combined piston and rod. The motion is expected to be delivered in batches between December 2018 and December 2019. In April 2018, The A1 Steam Locomotive Trust launched a new appeal to raise the funds to manufacture the motion for new Gresley class P2 No. 2007 Prince of Wales. The Motion Club was established with the aim of raising £210,000 from 175 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. In just seven weeks the appeal had already reached over a quarter of its £210,000 target.

The Gresley class P2 2-8-2 'Mikados' were the most powerful express passenger locomotives to operate in the UK. They were designed by Sir Nigel Gresley in the 1930s to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly class A2/2 4-6-2 'Pacifics' in 1943/4, and scrapped by 1961. The A1 Steam Locomotive Trust (A1SLT - registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class at its Darlington Locomotive Works (DLW) over seven years, at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network. If the project is to remain on schedule to complete No. 2007 by 2021, the Trust needed to order the motion in 2018. Following the success of The Founders Club (to get the project to the point of cutting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive), The Cylinder Club (to make the cylinder block), the Trust decided to establish The Motion Club to raise an estimated £210,000 required to manufacture No. 2007's motion.

In return for supporting this appeal, special benefits for members of The Motion Club include:

- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Motion Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Motion Club day with Tornado
- Special limited-edition version (signed/numbered) of Stuart Black's drawing of No. 2007 Prince of Wales

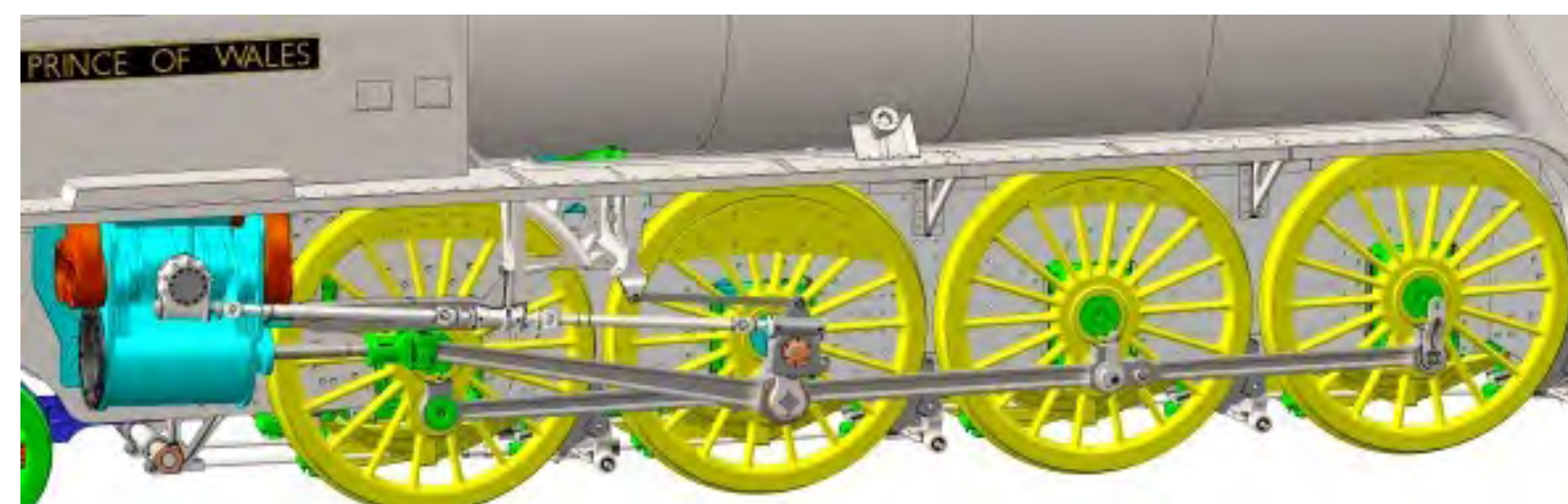
The work involved in designing and manufacturing the motion includes:

- Redesign of coupling and connecting rods to use modern material (pre-war nickel chrome steel alloy proved prone to fracture)
- Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes
- Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER 'Pacifics' to big-end failure
- Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap

- CNC machining of all rods

- Manufacture of oil box lids, coupling rod knuckle pins, nuts and washers and bearing bush keys

- Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes
- Machining and white metalling of bearing bushes
- Fitting oil box tops
- Assembly of bearing bushes to rods
- Polishing rods.



Progress building Britain's most powerful steam locomotive continues at Darlington Locomotive Works and includes:

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered, approximately 800 now fitted to the frames
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles (including crank axle), tyres and crank pins delivered, tender axles, tyres ordered and first wheelset complete
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector steam and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab erected and cab side window frames fitted; engine footplating and splasher kits delivered and permanently fitted to frames
- Smokebox door pressed details made and door completed, door frame manufactured, smokebox delivered and erected; chimney cast and fitted
- Crosshead castings received
- Boiler cladding assembly jog built, cladding crinolines and hoops rolled and fitted to jig, cladding sheets procured, rolled and being fitted to the jig
- Tender frame construction under way, axlebox and other tender castings ordered from William Cook Cast Products
- Nameplates and chime whistle delivered
- Over £1.7m spent, £2m raised and £3m pledged of the required £5m.

Mark Allatt, P2 Project Director and Trustee, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3m has now been donated or pledged. Recently we have been focused on preparing to wheel No. 2007. We now want to turn our attention to the motion which is our next major design and manufacturing challenge. Raising 27% of our £210,000 target for The Motion Club in just seven weeks has given us the confidence to place the order for the nine heavy motion components whilst we work hard to raise the remaining £150,000. This means that we remain on-track for completion of the new locomotive in 2021.

Photo: ©3D CAD Model - Motion - David Elliott



Preserved Railways

Battlefield Line

Class 33 No. D6508 'Eastleigh' is seen in the yard at Shackerstone on May 7th. *Derek Elston*



Ruston & Hornsby 88DS 0-4-0 No. 2 'Nancy' is seen alongside Peckett 0-6-0ST 'Sir Gomer' on shed at Shackerstone. *Derek Elston*



BR Class 02 No. D2867 stands on shed at Shackerstone, May 7th. *Derek Elston*



Preserved Railways

Battlefield Line

Former Brush Loughborough interneer Class 56 201 looks in a sorry state, stabled in the sidings at Shackerstone. *Derek Elston*

Class 58 048, still in EWS livery, is seen at Shackerstone on awaiting it's turn for reactivation. *Derek Elston*

Andrew Barclay 0-6-0 shunter No. AB594 is just one of the shunters stored at Market Bosworth on the line. *Derek Elston*



Preserved Railways

Gloucestershire Warwickshire Railway



▶ On May 22nd, USA S160 2-8-0 No. 5197 is seen in action at the line, approaching Cheltenham Racecourse. *Ken Livermore*

▶ GWR Manor Class 4-6-0 No. 7820 'Dimnore Manor' arrives at Toddington with 12:05 Cheltenham Racecourse - Broadway service on May 19th. *John Balaam*

▶ Great Western Railway's 2800 Class 2-8-0 No. 2807 stands at Toddington with the 13:20 Broadway - Cheltenham Racecourse service on May 19th. *John Balaam*









New trains to Corfe Castle from across Dorset, Somerset and Wiltshire this summer

A brand new partnership between local train operator South Western Railway (SWR) and the Swanage Railway (SR) will connect the region to Corfe Castle with 6 new trains each Saturday during the summer (26th May to 8th September inclusive)

Direct trains will run to Corfe Castle from Weymouth, Dorchester, Moreton and Wool (£5 day return) and from Salisbury, Tisbury, Gillingham, Templecombe, Sherborne, Yeovil and Maiden Newton (£10 day return).

First regular timetabled service from Corfe Castle to London Waterloo since 1969

Corfe Castle will be fully connected to the national rail network with new simple fares.

Poole, Branksome, Parkstone and Bournemouth passengers can connect with a simple change at Wareham to spend a day out in Corfe Castle

Swanage Railway to offer discounted steam train fares too for just £10 for SWR passengers

at Swanage is now accessible by train from across the region.

SWR will be operating direct train services every Saturday during the summer from Salisbury, Tisbury, Gillingham, Templecombe, Sherborne, Yeovil, Maiden Newton, Weymouth, Dorchester, Moreton and Wool and Wareham to Corfe Castle.



With more than 1,100 seats each Saturday on these new services, a £5 'special' return fare to Corfe Castle from South Dorset will help make the partnership a success along with £10 day return fares from South Wiltshire, North Dorset and South Somerset. First Class upgrades are also available at £10. All child fares are half price.

The Swanage Railway will also have a discounted return steam train ticket at just £10 for all passengers travelling into Corfe Castle on one of the new SWR trains and wishing to travel to

Swanage. The child return fare will be £5.

Chris Loder, Head of Service Strategy at South Western Railway, said: "This partnership will help to encourage visitors from all over the UK to visit Corfe Castle and Swanage, whilst at the same time offer local residents a useful and regular rail connection".

Trevor Parsons, Chairman of Swanage Railway Company,

said: "We are delighted that this partnership with South Western Railway will enable a regular train service on summer Saturdays to Corfe Castle. This will give everyone the opportunity of visiting the historic Corfe Castle and join us on board our iconic steam trains to the Victorian seaside town of Swanage".

Richard Drax, MP for South Dorset, added: "This train service will really help connect the community, as well as offering transport to Wareham, Poole and Bournemouth that will be faster than being stuck in traffic. This is a really good initiative and I hope it is a great success".

Cllr Bill Trite, Dorset County and Purbeck District Councillor and Chairman of the Purbeck Community Rail Partnership (PCRP) said: "The PCRP is all about promoting a regular rail link between Swanage, Corfe Castle and the main line railway network, so this enterprising arrangement for the summer is a great step towards that objective, building on the hard work of many people to get us to this point".

To book tickets or for more information pop in to one of our station ticket offices, or book online at: www.southwesternrailway.com or visit www.swanagerailway.co.uk/summersaturdays

Photos: © All Andrew PM Wright





Preserved Railways

Llangollen Railway

▶ The crew of Class 110 DMU Nos. 51842 and 51813 rests at Carrog on June 2nd, before heading back to Llangollen. *Richard Hargreaves*

▶ Class 104 set N669, formed of Nos. 50454 and 50528, departs Carrog with a service to Llangollen. *Richard Hargreaves*

▶ Class 127 DMBS No. 51618 and Class 108 DTCL No. 56223 approach Berwyn with a service to Corwen on June 2nd. *Richard Hargreaves*







Preserved Railways

Isle of Wight Steam Railway

▶ LMS Ivatt No. 41298 passes No. 46447 after arriving at Wootton from Smallbrook Junction the tender loco being too big to run round in the head shunt during the Three Island Ivatts event. *Derek Elston*

▶ Ivatt 2-6-2-T No. 41313 runs round at Smallbrook Junction during the Three Island Ivatts event carrying the shed plate of its final BR allocation before withdrawal of 71A, Eastleigh. *Derek Elston*

▶ LMS Ivatt Class No. 41298 has just departed Haven Street with a Smallbrook Junction service during the Three Island Ivatts event on May 26th. *Derek Elston*



Preserved Railways

Mid Hants Railway

▶ LMS Black 5 No. 45379 is seen on shed at Ropley on May 25th being prepared ready for an evening Real Ale Train. Behind it is Class 50 027 'Lion' and Class 08 No. D3358.

Derek Elston

▶ Future restoration projects are seen in the siding just north of Ropley, including Class 08 032 and WC Pacific No. 34007 'Wadebridge'.

Derek Elston

▶ Visiting from Mangapps Railway, Class 03 197 and the lines resident Class 11 No. 12049 are seen stabled against the carriage repair shed at Ropley on May 4th.

Michael Lynam



Preserved Railways

Bluebell Railway

▶ At the Branch Line gala on May 19th, P class 0-6-0T No. 323 'Bluebell' runs light through Sheffield Park station. *Derek Elston*

▶ B4 0-4-0T 'Normandy' awaits restoration at Horstead Keynes, seen during the lines Branch Line Gala on May 19th. *Derek Elston*

▶ A forlorn looking North London Railway 0-6-0T No. 58850 is seen at Horstead Keynes station on May 19th. *Derek Elston*





Preserved Railways

Bluebell Railway



GWR 0-6-0ST No. 813, visiting for Branch Line Gala from the Severn Valley Railway, arrives at Horstead Keynes on May 19th. *Derek Elston*



Thomas Hill rebuilt Sentinel 4W DH No. 10241 stands outside the Bluebell Railway's Carriage Works. *Derek Elston*



SECR 01 0-6-0 No. 65 stands at Horstead Keynes working the 10:25 to East Grinstead. *Derek Elston*

Preserved Railways

Kent and East Sussex Railway

▶ The first train of the day is seen being worked by Class 14 No. D9504. *David Lindsell*

▶ USA tank No. 30070 disguised as WD300 in Longmoor Military Railway blue livery. *David Lindsell*

▶ Norwegian State Railway 21C Class 2-6-0 tender locomotive No. 19 is seen working the 'Wealden Pullman'. *David Lindsell*





PHOTO REPORT – NEW SUMMER SATURDAYS TRAIN SERVICE LINKS CORFE CASTLE WITH WEST & NORTH DORSET, WILTSHIRE & SOMERSET

An innovative new partnership between the Swanage Railway and South Western Railway is linking west and north Dorset, Somerset and Wiltshire with Corfe Castle – thanks to a new summer Saturdays train service. Using a three-carriage Class 159 diesel train – and featuring South Western Railway and Swanage Railway promotional fares – the new South Western Railway service for day-trippers started on Saturday, 26 May, 2018 and runs on Saturdays until Saturday, 8 September, 2018, inclusive. Such has been the level of public interest about the new service in social media that the Swanage Railway recorded a ten-fold increase in traffic on its Facebook page and a five-fold increase in traffic on Twitter over a 24-hour period.

Starting at Salisbury, the weekly train calls at Tisbury, Gillingham, Templecombe, Sherborne, Yeovil, Maiden Newton, Weymouth, Dorchester South, Moreton, Wool and Wareham before running to Corfe Castle and returning to Wareham.

The train then makes two further return trips to Corfe Castle before departing Wareham just after 4pm for the return trip

“After the investment in the future grant contributions from the Purbeck and Dorset councils – and the Government’s Coastal Communities Fund – in helping us upgrade the link between the Swanage Railway and the national railway network, we are keen to see the four-mile line between Norden station and Worgret Junction – a mile west of Wareham – used as much as possible,” added the volunteer signalman and train guard.

South Western Railway’s head of service strategy, Chris Loder, said the new train service was thanks to a “new ground-breaking partnership” with the Swanage Railway and that the aim was to encourage new rail journeys and boost the Isle of Purbeck’s tourist economy through “great promotional fares”.

“It was astonishing to see so many people coming to Corfe Castle by train from across the region – more than 100 people on the first train alone. Our new partnership with the Swanage Railway will make this innovation a great success. We’ll be gathering feedback to improve the service as much as we can over the summer,” he added.

To book tickets – or for more information about the new South Western Railway train service – visit www.swanagerailway.co.uk/summersaturdays or www.southwesternrailway.com/summersaturdays.

Photos: © Andrew PM Wright



With the new service from Salisbury to Corfe Castle terminating at London Waterloo in the evening, it is the first time since October, 1969 – when British Rail axed through trains from London to Swanage – that Corfe Castle has been linked with the Capital thanks to a main line service. Purbeck Community Rail Partnership chairman Bill Trite praised the new partnership between the Swanage Railway and the South Western Railway’s – describing the new service to Corfe Castle as an “enterprising arrangement” and “a great step forward”.

Swanage Railway Project Wareham director Mark Woolley said: “We look forward to continuing to work closely with South Western Railway in bringing

more people to the Swanage Railway and welcoming trains from the national railway network. In addition to running our heritage steam train services between Swanage, Corfe Castle and Norden, we remain committed to operating a 90-day trial diesel train service to Wareham during 2019,” added the long-time Swanage Railway volunteer.

The new summer Saturdays South Western Railway train service departs Wareham for Corfe Castle at 11.17am, 12.40pm and 2.40pm with the train leaving Corfe Castle for Wareham at 12.10pm, 2.10pm and 3.45pm.

Passengers on the new South Western Railway service can also purchase a Corfe Castle to Swanage return ticket for the steam or diesel heritage train, depending on the timetable in use, at a discounted price of £10 for an adult and £5 for a child.











HARNESS THE POWER OF STEAM THIS FATHER'S DAY

Sponsor a component and help to build Britain's most powerful steam locomotive

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 summer, only four years after its launch, a new batch of components has been released for sponsorship in time for Father's Day on Sunday 17th June 2018.

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

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and well over 860 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 three 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 150 people have pledged £2,000 each - target of 300 people), The Motion Club (just launched and over 40 people have pledged £1,000 each – target 175 people), The Mikado Club and The Cylinder Club (both now fully subscribed raising over £375,000 combined) and Dedicated Donations (over £225,000 from existing supporters sponsoring a variety of components). This means that the project has already received pledges of over £3m (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 each, a 'Washout door escutcheons' at £70 each, 'Firebox cladding sheets' at £500 each (or £20 per month for 25 months), 'Spring casing for right-hand buffer casing' at £1,200 (or £50 per month for 24 months), the 'Pony truck axle' at £4,440 (or £70 per month for 60 months), to 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, Trustee and P2 Project Director, 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 four years ago, with over £3m of the required £5m pledged to-date. We are confident that we will have the engine on its wheels this summer 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 Donations 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 now world-famous 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. 2018 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 regular supporters only.

Photo: ©A1SLT/R Hughes



Railtalk Magazine

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From the Archives



Class 40 No. 203 is seen outside Springs Branch No. 1 shed building on July 7th 1973.

John Sloane



Class 31 421 approaches Bolton with a Manchester Victoria - Blackpool service on August 18th 1992. *Michael Lynam*

Class 47 256 stands on Crewe Diesel Depot during an open day on October 12th 1991.

Michael Lynam







From the Archives



Class 37 130 is seen on the rear of a tank train at Harpendale on May 18th 1983. *Dave Felton*

Class 37 422 stands at Manchester Victoria on December 24th 1993 with a Southport bound service. *Brian Hewertson*

Class 25 287 and Class 47 434 undergo maintenance at Springs Branch depot in Wigan on March 21st 1980. *Dave Felton*

