

# Railtalk Magazine

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# Railtalk Magazine

Welcome to Issue 69 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Well May turned out to be a cracking month, the great weather (as you can see below) and some big events. We have seen most of the preserved lines really kick off their summer timetable with a number of exciting and interesting galas, have a look in our preserved section. One of the biggest galas this month was at the Keighley and Worth Valley, and coverage from there is in the Xtra magazine.

Along with the galas there has been a good number of railtours across the country this month. One of the most notable ones, for myself anyway was the Retro Railtours "Glasgow Avoider/A Stirling Effort" depending on who you asked. James, David and the team performed faultlessly and it was a brilliant trip, even with the late destination change. I know that everyone on the Railtalk team has nothing but praise for this recent tour.

## Andy Patten

*This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Yorkie, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Chris Smetham, Gerald Nicholl, Gray, Paul Montague, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner and the guys at RailUK.*

Front Cover: DRS's Class 66 430 is seen here working the Russell's northbound intermodal through Greenholme on May 30th. [David Hollowood](#)  
This Page: On May 12th, a Greater Anglia Class 90 crosses the River at Manningtree with the 1200 Norwich - Liverpool St. [Chris Morrison](#)

## Contact Us

**Editor: Andy Patten**  
editor@railtalkmagazine.co.uk

**Co Editor: David**  
david@railtalkmagazine.co.uk

**Charter Scene**  
charter.scene@railtalkmagazine.co.uk

**Steve Roberts (The Nosh Report)**  
steve.roberts@railtalkmagazine.co.uk

**View from the Outside**  
megan.thomason@railtalkmagazine.co.uk

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## Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

**entries@railtalk.net**

Please include a detailed description and credits.

## Railtalk Magazine

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## Retro Railtours - The Glasgow Avoider

On May 19th, Class 37 606 and 37 604 are seen at Crewe with Retro Railtour's tour to Stirling. [Richard Hargreaves](#)





### Retro Railtours - The Glasgow AVOIDER

Above: For the return working Class 37 604 leads 37 606, seen here arriving into Motherwell, May 19th. [Richard Hargreaves](#)

Below: Retro's 1266 Crewe to Stirling Charter with Class 37 606 and 37 604 seen storming through Pleasington on May 19th. [Chris Stanley](#)



### Railway Touring Company - The Royal Dutchy

Above: On May 5th, Class 47 500 powers through Hungerford working 1227 London Paddington - Penzance "The Royal Dutchy" railtour. [Daniel Stanbridge](#)

Below: On the return un-rebuilt Battle of Britain Class No. 34067 "Tangmere" and BR Standard Class 7 No. 70013 "Oliver Cromwell" worked the tour from Penzance as far as Bristol, seen here passing through Camborne. [Steve Andrews](#)



**Statesman Rail - The Settle and Carlisle Statesman**  
On May 26th, Class 47 851 leads the Settle & Carlisle Statesman through  
Greenholme heading for Carlisle from Bristol Temple Meads with 47 826 on the rear.  
*Colin Irwin*



**PMR Tours - The Welsh Dragon**

LMS Princess Coronation Class 8P 4-6-2 No. 46233 "Duchess Of Sutherland" draws into Bangor operating the return leg of the Welsh Dragon from Holyhead to Bristol, which was steam hauled as far as Crewe. [CJ Sutcliffe](#)





### Compass Tours - The Sussex Coast Express

Above: On May 23rd and with some sunshine at last, Class 47 760 leads Compass Raitour's Sussex Coast Express along the Dartford loop line at Old Bexley, running as 1Z95 Hooton - Brighton. [Wayne Radford](#)

Below: Class 47 760 leads 1Z95 Hooton - Brighton via the Medway Valley line. seen here at Little Preston, Aylesford on May 23rd. [Robert Barton](#)



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The

latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.





### Compass Tours - The Sussex Coast Express

Above: Class 47 760 leads 1295, The Sussex Coast Express, Hooton to Chester charter through Northampton on May 23rd. [Derek Elston](#)

### Steam Dreams - The Cathedrals Express

Below: Class 90 026 leads 1260 The Cathedrals Express into Northampton on May 31st. The Class 90 will work as far as Crewe where Tornado will take over for the run to Carlisle. [Derek Elston](#)



### Northern Belle

Above: Class 47 832 "Solway Princess" leads the Northern Belle at Chapel Brampton bound for Kensington Olympia on May 25th. [Derek Elston](#)

### Tyseley Steam Trust - Princess Elizabeth test run

Below: On May 17th, No. 6201 "Princess Elizabeth" had a loaded test run seen here passing Burton on Trent with its support coach and Class 67 026 "Diamond Jubilee" and 67 006 "Royal Sovereign" on the rear adding weight. [Stuart Hillis](#)







### Pathfinder Tours - The Hampshire Hopscotch

Above: On May 5th, Pathfinder Railtours ran a charter from Crewe to Eastleigh Works and Southampton Eastern/Western docks. Locos featured were DRS Class 20 312, 20 308 and 37 409. Here the tour is sighted at St. Denys with 20 312 leading 20 308 and with 37 409 on the rear, running as 1Z63 Southampton Western Docks - Crewe. [Fred Gray-North](#)

Below: Without disturbing the horse in the adjacent field, DRS Class 20 312 and 20 308 roll along the Great Western main line as they approach the Circourt Bridge near Denchworth, Oxfordshire with the 1Z61 Crewe - Eastleigh Works "Hampshire Hopscotch" railtour May 5th. Class 37 409 was at the other end of the train. [Gary S. Smith](#)



### Cruise Saver Travel - The Cruise Saver Express

Above: DRS Class 37 608 and 37 601 head the 1Z76 Cruise Saver Express Southampton - Edinburgh with Class 47 810 "Peter Bath MBE" on the rear passing through Burton on Trent, May 5th. [Stuart Hillis](#)

Below: Class 47 805 and 47 818 open up the power heading the 1Z78 Cruise Saver Express, Southampton Docks - Edinburgh with 47 802 "Pride of Cumbria" on the rear, passing Burton on Trent, May 18th. [Stuart Hillis](#)



Cruise Saver Travel - The Cruise Saver Express  
DRS Class 37 608 leads 37 601 on the 1276 Southampton Docks -  
Edinburgh Waverley cruise charter through the Culham station,  
Oxfordshire on May 5th. [Gary S. Smith](#)





**UK Railtours - The Shambles**

The Shambles Railtour is seen departing Shenfield with Class 317 661 and 317 672 in Greater Anglia red door livery heading for York on May 26th.

*Charlie Robbins*

**PMR Tours - The Citadel Express**

Main: On May 26th, LMS Coronation Class 4-6-2 No 46233 "Duchess of Sutherland" heads north through Greenholme with this Lincoln - Carlisle charter. [Colin Irwin](#) Inset: Class 8P No. 46233 "Duchess of Sutherland" heads north through Scout Green, May 26th. [Alan Naylor](#)





### The Royal Train

Above: The Royal train heading for Burnley on May 16th passes through Cherry Tree Junction with Class 67 026 at the head.  
[David Hollowood](#)

### Railway Touring Company - THE HEART of WALES

Below: Black 5's Nos. 45407 and 44871 are seen powering through the rain at Bridgend working 1277 Leicester - Pengam on May 7th. [Lewis Mitchell](#)



### Rail Tourer - Edinburgh and the Settle - Carlisle

Above: On May 5th, Class 47 826 and 47 854 top'n'tail the return charter 1285 1615 Edinburgh - St. Neots, seen here passing Bolton Percy. [Class47](#)

Below: Class 47 854 is seen upon arrival into Edinburgh. [Steve Thompson](#)



### Vintage Trains - Castle to Scotland

On Day one of this three day tour, GWR Castle Class 4-6-0 No. 5043 Earl of Mount Edgcumbe heads along the West Coast main line at Greenholme. Just along the main line from here the loco set fire to Greenholme cutting, just outside Westmorland Motorway Services, causing a couple of hours delay to services.

*Colin Irwin*



## Vintage Trains - Castle to Scotland

Top Right: GWR Collett Castle Class 4-6-0 No. 5043 "EARL OF MOUNT EDGCUMBE" heads through Cowdenbeath on May 27th, day two of this three day tour taking a Great Western Castle to Scotland. [Richard Jones](#)

Bottom Right: GWR No. 5043 "Earl of Mount Edgcumbe" heads north through at Greenholme on May 26th. [Alan Naylor](#)

## Vintage Trains - THE LLANDUDNO VICTORIAN FAYRE

Below: GWR Hall Class 4-6-0 No. 4965 "Rood Ashton Hall" and GWR Castle Class 4-6-0 No. 5043 "Earl Of Mount Edgcumbe" run through Abergele & Pensarn working 1Z33 "The Llandudno Victorian Festival Special" from Tyseley Warwick Road to Llandudno on May 5th. [CJ Sutcliffe](#)



**Steam Dreams - The Cathedrals Express**  
On May 12th, A1 No. 60163 "Tornado" is seen near Stokeshay Castle  
with the London Paddington - Shrewsbury Cathedrals Express.  
*Phil Martin*





## Railway Touring Company - The Central Wales Explorer

Top Right: LMS Stanier Black 5s Nos 45407 and 44871 are seen blasting away from Craven Arms towards Cheney Longville with the London Paddington - Llandrindod Wells tour on May 12th. [Phil Martin](#)

Bottom Right: Class 47 786 is seen on the front of the return charter passing Baystan Hill having taken over from the steam locos at Shrewsbury. [Phil Martin](#)

Below: West Coast's Class 47 500 and 47 786 head towards Shrewsbury on May 12th ready to work the return charter to London Paddington. [Phil Martin](#)





**NETA - The North Wales Extravaganza**

Above: Class 47 580 leads the Nenta Railtours Norwich - Holyhead along the North Wales coast at Abergele in some shock sunshine on May 5th. [Wayne Radford](#)

Below: Class 47 580 with 47 851 on the rear, heads the return 1236 Holyhead - Norwich through Rhosneigr on May 5th. [Carl Grocott](#)



**NETA - The North Wales Extravaganza**

Above: West Coast's Class 47 851 leads Nenta Railtours "North Wales Extravaganza" from Holyhead to Norwich into Llandudno Junction on May 5th. [CJ Sutcliffe](#)

**Statesman Rail - THE LLANDUDNO VICTORIAN STATESMAN**

Below: Class 57 601 and 47 804 top n tail the 1244 Swindon - Llandudno through Rhyl on May 5th. [Carl Grocott](#)





#### ECS and light engine moves

Above: LMS Class 5MT 4-6-0 Nos. 44871 and 45407 head back to Grosmont, NYMR from Crewe seen here passing through Moston, Manchester. [Colin Irwin](#)

Top Right: Class 47 760 arrives into Crewe on April 30th working 5Z47 0945 Southall - Carnforth. [Richard Hargreaves](#)

Bottom Right: Class 47 854 and 47 851 (on the rear) are seen working 5Z93 Carnforth - Bristol Temple Meads through Long Garden on May 25th. [Carl Grocott](#)

Below: West Coast's Class 47 760 is leading and with 47 245 on rear of the 5Z80 Derby - Southall ECS southbound through Burton on Trent on May 8th, after a bank holiday excursion. [Stuart Hillis](#)





### ECS and light engine moves

Above: On May 25th, Class 57 601 leads a southbound ECS over Dawson Wood Viaduct, Bradford working 5232 1030 Carnforth - Lincoln Terrace. [Colin Irwin](#)

Top Right: Riviera Trains Class 47 769 "Resolve" shunts the stock at Crewe on May 23rd. [Derek Elston](#)

Bottom Right: Class 47 851 passes Haston north of Shrewsbury on a ECS from Bristol - Carnforth, May 27th. [Phil Martin](#)

Below: On May 9th Class 33 012 (D6515) runs light through Burton as 0240 Swanage - Barrow Hill to collect locos for the Swanage gala. However soon after this shot the loco developed a hot box and returned to Burton. [Stuart Hillis](#)





**ECS and light engine moves**  
Class 47 851 and 47 854 top n tail the 5296 Bristol Temple Meads - Carnforth ECS  
through Onibury on May 27th. [Carl Grocott](#)



#### PMR Tours - The Citadel Express

Above: On May 26th, LMS Coronation Class 4-6-2 No 46233 "Duchess of Sutherland" heads south through Acton Bridge with the return Carlisle - Lincoln charter. [Brian Battersby](#)

#### Steam Dreams - The Cathedrals Express

Top Right: A1 No. 60163 "Tornado" is seen working the Cathedrals Express approaching Lostock Hall, May 31st. The tour originated in London and was steam hauled from Crewe to Carlisle and back to Preston. [Alan Naylor](#)

#### ECS and light engine moves

Bottom Right: On June 1st, Class 47 500 and 47 245 work a 5Z77 Southall - Derby ECS for a tour the following day from Leicester. [Stuart Hillis](#)

Below: Gala over, the returning convoy 0Z35 Keighley - Washwood Heath with Class 57 003, 31 466, 37 308 (collected en-route), 50 026 "Indomitable" and 33 103 "Swordfish" are seen passing Clay Mills level crossing on May 29th. [Stuart Hillis](#)



**Steam Dreams - The Cathedrals Explorer**  
On May 18th, BR No. 70000 "Britannia" is seen arriving at Guildford working the initial leg of the tour on day one, 1Z10 Staines - London Victoria. [Wayne Radford](#)



## Steam Dreams - The Cathedrals Explorer

Top Right: LNER A4 No. 4464 "Bittern" is seen at Cowdenbeath on May 23rd with the Edinburgh - Stirling section of this eight day railtour. [Richard Jones](#)

Bottom Right: A1 No. 60163 "Tornado" is seen crossing the Tay Bridge at Wormit on May 22nd, day five from Inverness - Aberdeen - Dundee - Edinburgh. [Richard Jones](#)

Below: On day two of the tour, May 19th, the tour ran from Durham - Inverness, having just taken over from "Bittern" A1 No. 60163 "Tornado" is seen here departing Perth. [Richard Jones](#)





**Steam Dreams - The Cathedrals Explorer**  
LNER A4 No. 4464 "Bittern" is seen crossing the Forth Bridge on May 23rd  
with the Edinburgh - Stirling section of this eight day railtour. [Richard Jones](#)



## Steam Dreams - The Cathedrals Explorer

Top Left: May 25th, day eight and LMS Princess Royal Class 4-6-2 No. 6201 "Princess Elizabeth" heads through Skipton with the Helifield - London Victoria section of the final day. [Colin Irwin](#)

Bottom Left: Back to day one of the tour and A1 No. 60163 "Tornado" is seen speeding through Doncaster with the London Victoria - Durham section of the tour. [Steve Thompson](#)

Below: LMS Princess Royal Class 4-6-2 No. 6201 "Princess Elizabeth" heads through Cononley on the Airedale Line, heading via the MML and a loop around London to access Victoria Station which is south facing only. [CJ Sutcliffe](#)





**Railway Touring Company - The Great Britain V**

Above: Un-rebuilt Battle of Britain Class No. 34067 "Tangmere" and BR Standard Class 7 No. 70013 "Oliver Cromwell" double head in style on day 8 of the Great Britain , the 1227 Bristol TM - Penzance along the sea wall at Dawlish, April 28th. [Wayne Radford](#)

**Railway Touring Company - The Cornishman**

Left: BR Standard Class 7 No. 70013 "Oliver Cromwell" heads the outbound Cornishman through Lostwithiel on May 19th. [Gerald Nicholl](#)

**Steam Dreams - The Cathedrals Express**

Below: Merchant Navy Class Locomotive No. 35028 "Clan Line " heads through Tiverton Parkway on May 3rd with the return working of this London Victoria - Exeter tour. [Steve Andrews](#)



Greater Anglia Class 90 009 "Diamond Jubilee" crosses the Stour at Manningtree with the 1600 Norwich - London Liverpool St. on May 12th. [Chris Morrison](#)



# Chiltern Class 67

On April 30th, Class 67 013 stands at Birmingham Moor Street with a Chiltern service to London Marylebone.

*Richard Hargreaves*





## Another month of Grid Action

Above: Class 33 012 (D6515) is seen in the yard at Nemesis Rail and through the open door can be seen Class 56 101 in Floyd livery, being prepared for export to Bulgaria, whilst Class 56 302 is on the left. [Stuart Hillis](#)

Top Right: DCR Class 56 311 with the Frizinghall scrap train heads over Dawson Wood Viaduct, Bradford with the 6Z56 Shipley - Cardiff, May 25th. [Colin Irwin](#)

Bottom Right: Freshley painted into Colas livery Class 56 094 is seen on a circular test trip with Class 47 739 "Robin Of Templecombe" running as 0Z56 Washwood Heath - Crewe - Derby - Washwood Heath, seen passing Burton on Trent on May 23rd. [Stuart Hillis](#)

Below: Colas Rail's Class 56 094 and 47 739 "Robin Of Templecombe" are seen working the 6E07 Washwood Heath - Boston docks with empty steel carriers passing Burton-On-Trent, June 1st. [Stuart Hillis](#)





# Network Rail wanderings

Above: Class 31 465 propels 5Z08 Cricklewood to Derby RTC through Cossington on May 28th. [Derek Elston](#)

Top Right: Class 97 303 approaches Madeley Junction with a Bescot - Machynlleth ballast working on April 24th. [Phil Martin](#)

Bottom Right: DBSO No. 9703 lead Class 97 302 on a test train returning to Derby, seen at Clay Mills level crossing on May 29th. [Stuart Hillis](#)

Below: The NMT with power cars 43013 leading and 43062 "John Armit" on the rear head south through Stafford on May 23rd. [Derek Elston](#)



Class 97 301 and 31 233 are seen approaching Gravesend with the 1Q14 test train heading for the Grain branch and then onwards to the Sheerness branch, May 24th. [Charlie Robbins](#)





Class 73 201 leads the 1Q26 Hither Green - Hither Green via Sheerness-on-Sea through Swale on the approach to the Kingsferry Bridge, May 21st. [Robert Barton](#)





## Arriva Class 67s on the WAG

Above: Class 67 001 heads past Stapleton, near Dorrington on the evening Cardiff - Holyhead WAG service on May 23rd. [Phil Martin](#)

Top Right: On May 23rd, Class 67 001 is seen arriving into Shrewsbury with the evening WAG, Cardiff - Holyhead service. [Richard Hargreaves](#)

Bottom Right: Class 67 001 was in charge of the 1W91 Cardiff - Holyhead WAG service on May 8th, seen here arriving into Crewe. [Dave Harris](#)

Below: On May 28th, Class 67 002 passes Battlefield north of Shrewsbury on the WAG heading towards Holyhead. [Phil Martin](#)



# Pendo' drag

Still carrying the Arriva branding, although not now used by Arriva since the Class 67s have taken over the WAG, Class 57 314 is seen heading the 1D83 Euston - Holyhead through Rhyl on May 5th.

*Carl Grocott*



# Diverted Virgin Trains

Virgin's Class 57 308 and 57 315 were used with the Virgin Trains' WB64 rake of Mk III stock in 'top-and-tail' formation on a series of trains between Euston and the West Midlands routed via Princes Risborough on Sunday May 6th. With 57 315 attached at the rear, 57 308 rushes the 1Z14 Coventry - Euston through Princes Risborough, Buckinghamshire. [Gary S. Smith](#)



# Freightliner's GE locos

Top Right: Class 70 013 stands at Rugby whilst working 0276 Crewe to Crewe via Northampton on May 23rd.

*Derek Elston*

Bottom Right: Class 70 010 heads through Bayston Hill with the 6M55 Portbury - Rugeley loaded coal on May 12th. *Phil Martin*

Below: On May 23rd, as Class 70 019 is seen passing Burton on Trent working 0220 Crewe Basford Hall - Brush Works. *Stuart Hillis*



On May 12th, Class 70 011 is seen from near Stokesay Castle heading north with loaded coal from Portbury.

*Phil Martin*



# Recent Class 60 workings

Top Left: Ex works Class 60 015 runs light engine from Toton TMD to Eastleigh TRSD passing Cossington on May 28th. [Derek Elston](#)

Bottom Left: Class 60 079, now in the red DB Shenker livery, passes Farleaze, near Hullavington, Wiltshire with the regular 6B33 Theale - Margam empty oil tank wagon train on April 28th. [Gary S. Smith](#)

Below: On May 16th, Class 60 079 passes through Scunthorpe with the 6D80 Neville Hill - Lindsay Oil Refinery fuel train. [Steve Thompson](#)



On May 28th, Class 60 079 is seen passing Llangewydd with the 6B67 Margam - Llanwern loaded coils. [Lewis Mitchell](#)







Above: DB Schenker liveried Class 60 054 is seen working 6E54 Kingsbury - Humber empty bogie tanks through Burton on Trent, May 2nd. [Stuart Hillis](#)

Top Left: On May 11th, Class 60 099 is seen descending Appleby Bank with 6T23 Immingham - Santon iron ore. [Steve Thompson](#)

Bottom Left: On May 18th, Class 60 011 is working 6M82 Walsall - Tunstead with empty cement tanks passing Burton on Trent. [Stuart Hillis](#)

Below: Class 60 007 "Spirit Of Tom Kendal" is seen passing Burton on Trent working 6E41 Westerleigh - Lindsey with empty bogie tanks on May 29th. [Stuart Hillis](#)



On May 7th, Class 60 079 is seen working the 6D07 from Redbourne Sidings to Doncaster Belmont, for onward transit to Dollands Moor and through the tunnel to France, seen here pulling out of Trent Yard, approaching Frodingham Jct. [Steve Thompson](#)



On May 24th, Class 60 015 passes Hartops Bridge, Oakley working the 6F93 11:03 St. Pancras - Ketton. [Lorenzo D'aniello](#)



# Direct Rail Services

Top Right: Class 37 608 stands at Crewe with a couple of DRS coaches used to support the nuclear flask workings and Class 57 003 on the rear on May 24th. [CJ Sutcliffe](#)

Bottom Right: Class 37 259 leads 37 604 with a Network Rail survey train seen departing Plymouth on May 3rd. [Steve Andrews](#)

Below: Class 37 603 and 37 038 top'n'tail a single coach as they approach Leigh On Sea with a test train from Shoeburyness to London Fenchurch Street and then onwards back to Leigh via the Tilbury Loop and East Ham, May 30th. [Charlie Robbins](#)



# Colas Rail

Top Right: On May 5th, Colas Rail's Class 66 849 "Wylam Dilly" heads north along the East Coast main line near Colton with a Wolsingham bound coal train. [Class47](#)

Bottom Right: Freshly painted Colas Class 66 846 is seen in charge of 6J37 Carlisle - Chirk passing Winwick with loaded timber on the evening of May 14th. [Dave Harris](#)

Below: A new log flow started on May 21st operated by Colas Rail, with Class 66 850 working 6Z50 Gloucester - Baglan Bay, seen here at Bridgend, passing under the recently erected Footbridge which incorporates the use of a lift. This train will be loaded with logs while the loco works back to Cardiff Canton as 0Z50. Eventually the loaded train will work north to Chirk as do the other log contracts that are held by Colas. [Lewis Mitchell](#)





Above: Class 47 739 "Robin Of Templecombe" heads through Winwick on May 16th with the 5208 Birkenhead North TMD - Kilmarnock Barclay's Class 508 unit move. [Dave Harris](#)

Left: Class 66 846 heads 6J37 Carlisle to Chirk loaded log train over Dent Head and into Blea Moor Tunnel on May 16th. [David Hollowood](#)

Below: Class 47 739 "Robin of Templecombe" passes Barrow on Trent with 6E07 Washwood Heath to Boston Docks empty steel carriers, May 24th. [Derek Elston](#)





Above: Class 66 846 passes Llangwydd on May 28th with the 6Z50 Chirk - Baglan Bay empty logs. [Lewis Mitchell](#)



Top Right: Class 66 848 slows through Northampton about to be looped working 6X39 Dollands Moor to Longsight with new Pendolino coaches, May 31st. [Derek Elston](#)

Bottom Right: Class 66 849 heads empty HHAs through Scunthorpe with the 4N42 Scunthorpe CHP - Wolsingham, via a run round at Barnetby. [Steve Thompson](#)

Below: Class 66 846 passes through Battlefield heading out of Shrewsbury on the Crewe line with a Chirk - Carlisle empty log train, May 26th. [Phil Martin](#)



Class 47 739 heads the 5Z08 Birkenhead - Kilmarnock through Neston  
on May 16th. [Carl Grocott](#)





# DB Schenker's Sheds and 90s

Top Left: On April 30th, Class 66 126 hauls a rake of China Clay wagons south through Stafford. [Richard Hargreaves](#)

Bottom Left: Class 66 059 heads through Peterborough on May 4th with the 6E88 Middleton to Goole.  
[John Martin](#)

Below: Class 66 099 and 66 041 pass at Ulceby Chase with iron ore workings between Immingham and Santon (Scunthorpe), May 24th. [Mark Pichowicz](#)





Above: Class 66 088 and 66 039 pass Barrow on Trent working 6D44 Bescot to Toton engineers train on May 24th. [Derek Elston](#)



Top Right: On May 12th, Scotrail liveried Class 90 021 is seen running light through Crewe heading for Crewe Electric Depot. [Richard Hargreaves](#)

Bottom Right: Class 66 188 works a loaded train of aggregates through Kensington Olympia on May 16th. [Derek Elston](#)

Below: Class 66 005 passes through Burton on Trent on May 24th working 6X01 Scunthorpe - Eastleigh loaded rail train. [Stuart Hillis](#)





In between the rain and a hailstorm, there was just time for a bit of sun as Class 66 092 and 66 106 heads the 6D44 Bescot - Toton departmental service including some point carriers on May 15th. [Stuart Hillis](#)



Above: Class 66 004 works the 6M57 Lindsey - Kingsbury loaded bogie tanks through Burton on Trent, May 2nd. [Stuart Hillis](#)



Top Right: DB Schenker liveried Class 66 097 heads the 7T53 returning engineers train from Brocklesby to Doncaster Up Decoy after a night's engineering work, May 7th. [Steve Thompson](#)

Bottom Right: Class 66 011 instead of the usual Class 60 is seen with 6E54 Kingsbury - Humber empty bogie fuel tanks through Burton on May 14th. [Stuart Hillis](#)

Below: Class 66 132 leads the 4E05 Felixstowe to Wakefield Europort down through Doncaster on April 23rd. [John Martin](#)



Class 66 113 powers the 6S00 Clitheroe to Mossend cement, through Helwith Bridge on May 16th. [David Hollowood](#)





Above: Class 66 089 heads the 6N07 Thoresby Colliery to Butterwell through Doncaster on April 23rd. [John Martin](#)



Top Right: Class 66 126 leaves the Patchway Tunnel at Over, Avon with the 6M60 Burngullow - Alexandra Dock Junction clay tank wagon train on April 28th. This train used to normally work earlier on a Saturday, and to Bescot via the North & West line. [Gary S. Smith](#)

Bottom Right: Class 66019 passes through Doncaster on April 23rd with the 6D75 Scunthorpe to Doncaster Decoy engineers. [John Martin](#)

Below: On May 24th, Class 66 041 passes Barnetby with an Immingham - Scunthorpe loaded iron ore train. [Mark Pichowicz](#)



On May 12th, Class 66 058 passes New Barnetby with coal empties to Immingham.

*Mark Pichowicz*





Above: On a sunny May 22nd, Class 66 041 passes New Barnetby with an iron ore train from Immingham to Santon (Scunthorpe). [Mark Pichowicz](#)



Top Right: Class 66 125 passes Ulceby Chase with a loaded coal train from Immingham, May 24th. [Mark Pichowicz](#)

Bottom Right: Class 66 107 is seen working the Dee Marsh - Margam empty steel on May 7th. [Phil Martin](#)

Below: Under a threatening sky, Class 66 058 works the 6C80 Immingham Bulk Terminal - CHP, May 12th. [Steve Thompson](#)







Class 66 021 is seen with the 6K05 load 23, climbing Hoghton Bank between Blackburn and Preston on its way to the WCML on May 21st. [David Hollowood](#)



## GBRf workings

Above: Class 66 744 heads a coal working through Doncaster on April 11th. [John Martin](#)

Top Left: On May 28th, Class 20 189 and 20 227 lead the late running 6M21 at Cossington with classmates 20 901 & 20 905 on the rear. [Derek Elston](#)

Bottom Left: Class 66 730 and 66 728 arrive into Doncaster with the 4D07 Drax power station to Doncaster on April 23rd. This will then form the 4V94 to Portbury. [John Martin](#)

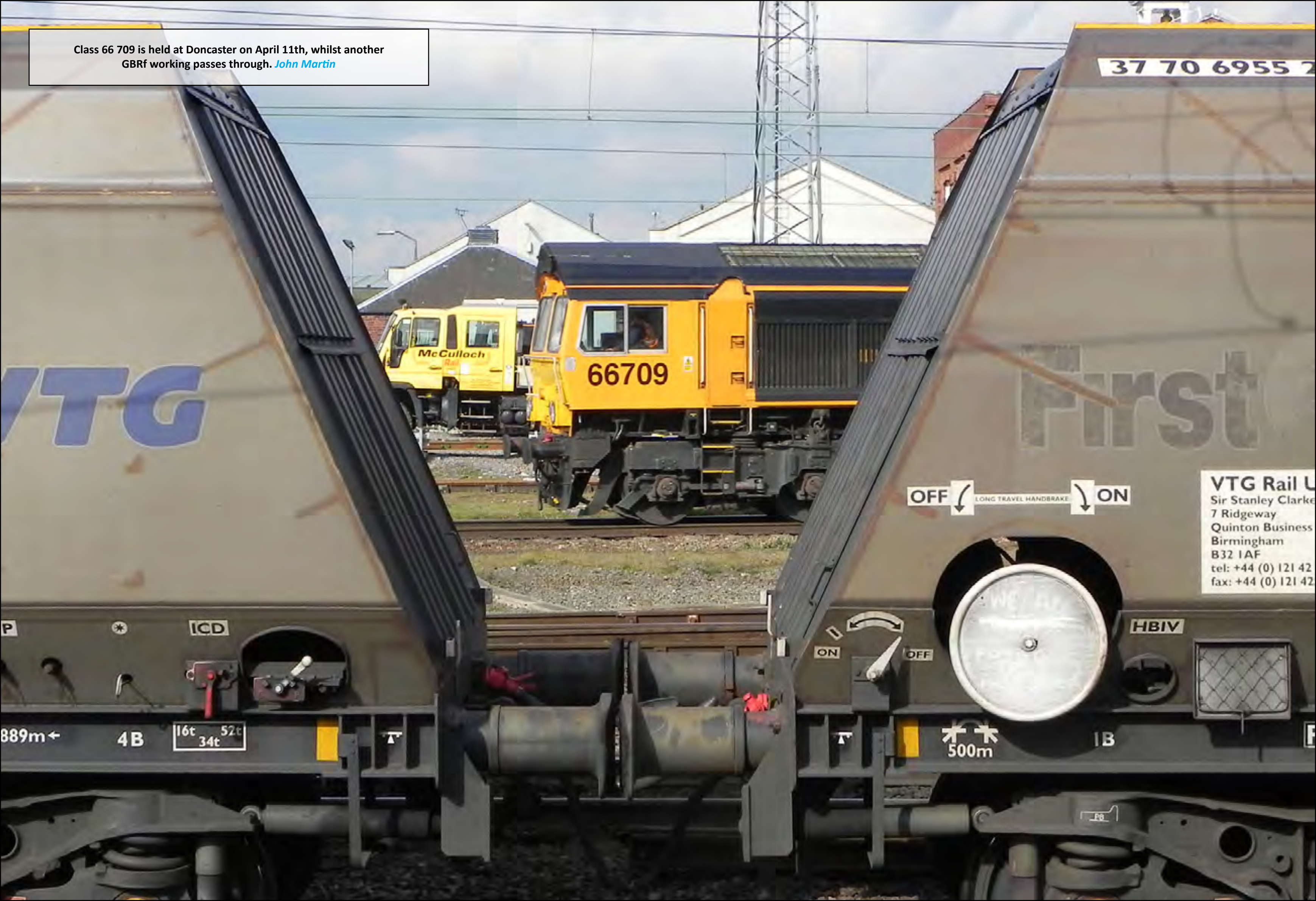
Below: On May 16th, Class 66 724 heads through Scunthorpe with the 6R52 Hatfield- Immingham LL7, loaded JNAs for blending. [Steve Thompson](#)



Class 20 189 and 20 227 lead the 7X09 Old Dolby to Amersam at Castle Gresley with  
20 901 & 20 905 on the rear, May 28th. [Derek Elston](#)



Class 66 709 is held at Doncaster on April 11th, whilst another GBRf working passes through. [John Martin](#)



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McCulloch Rail

OFF LONG TRAVEL HANDBRAKE ON

**VTG Rail U**  
Sir Stanley Clarke  
7 Ridgeway  
Quinton Business  
Birmingham  
B32 1AF  
tel: +44 (0) 121 42  
fax: +44 (0) 121 42

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Above: On April 30th, Class 66 730 is seen hauling 6 discharged TEAs from Lindsey Oil Refinery to Roberts Road, running as 6Z20. [Steve Thompson](#)

Top Right: Class 66 720 heads 2 TDAs running as 6C01 Doncaster Down Decoy - Lindsay Oil Refinery on April 30th. [Steve Thompson](#)

Bottom Right: On May 14th, on hire to Colas, GBRf Class 66 714 "Cromer Lifeboat" with 6E07 Washwood Heath - Boston docks empty steel containers, passes north through Burton on Trent. [Stuart Hillis](#)

Below: GBRf Class 66 745 still in Colas livery and 66 732 "GBRf The First Decade 1999-2009" work the 4v94 Doncaster Roberts Road - Portbury empty biomass hoppers, through Burton on Trent, May 14th. [Stuart Hillis](#)





Above: Class 66 713 "Forest City" is seen working 4020 West Burton - Mountfield approaching Kensington Olympia on May 16th. [Derek Elston](#)

Top Right: Class 20 227 and 20 142 pass through Burton on Trent on May 21st on route learning duties. [Stuart Hillis](#)

Bottom Right: Class 66 736 leads the 6R45 Maltby Colliery to Immingham through Doncaster on April 11th. [John Martin](#)

Below: Class 20 901 and 20 905 leading barriers and new "S" class tubestock, set Nos. 103 and 104, along with 20 142 and 20 227 on the rear of 7X09 Old Dalby - Amersham pass Swains Park on the Coalville freight branch, May 2nd. [Stuart Hillis](#)



# Freightliner's workings

Top Left: On April 30th, Class 66 589 heads a southbound liner through Stafford. [Richard Hargreaves](#)

Bottom Left: On May 13th, Class 66 515 ships another load of former Oldham Loop sleepers south through Moston Station, Manchester. [Colin Irwin](#)

Below: On April 30th, Class 90 044 heads south through Stafford with a Felixtowe bound liner. [Richard Hargreaves](#)





Above: Class 66 554 on 6M49 Barrow Hill - Rugeley PS loaded coal hoppers passes through Burton On Trent on May 18th. [Stuart Hillis](#)



Top Right: Class 66 589 makes a rare visit to Toton on May 28th, seen in the company of DBS Class 66 016. [Phil Martin](#)

Bottom Right: Freightliner's Class 66 953 heads a train of empty MGR wagons through Bayston Hill on May 12th. [Phil Martin](#)

Below: Class 66 416 wearing DRS livery but now in use with Freightliner heads a northbound intermodal through Northampton on May 31st. [Derek Elston](#)







Above: DRS liveried Class 66 419 is working 6273 Mantle Lane - Mountsorrel empty stone hoppers, seen passing over Coalville High Street level crossing on May 22nd. [Stuart Hillis](#)



Top Right: Freightliner's Class 66 527 "Don Raider" hauls 6M11 Killoch to Fiddlers Ferry loaded coal through Nappa, on May 16th. [David Hollowood](#)

Bottom Right: On May 30th, Class 66 563 passes through Watford Junction with 4088 Lawley Street to Grain intermodal service. [Derek Elston](#)

Below: Class 66 507 passes Wistanstow on May 7th with a Portbury - Rugeley MGR working. [Phil Martin](#)





Above: Freightliner's Class 66 538 is pictured working the fully loaded 4055 Leeds - Southampton intermodal service on May 17th. [Stuart Hillis](#)



Top Right: Class 90 044 leads a north bound Freightliner working down the bank from Hunsbury Tunnel into Northampton on May 30th. [Derek Elston](#)

Bottom Right: Class 66 530 working from Toton to Washwood Heath passes Cossington on May 28th. [Derek Elston](#)

Below: Class 66 623 "Bill Bolsover" in Bardonia Aggregates blue livery with a diverted Bardonia Hill Quarry - Toton with loaded ballast through Burton on Trent, May 23rd. [Stuart Hillis](#)





Above: Class 66 953 is seen on a diverted 6231 Bardon Hill - Toton Sandiacre with loaded ballast boxes through Burton on Trent, May 2nd. [Stuart Hillis](#)

Top Left: Freightliner's Class 90 045 passes through Northampton working a liner on May 20th. The driver obviously has improvised on the sun visor for the cab side window. [Derek Elston](#)

Bottom Left: Class 66 616 is seen at Preston Farm, near Shrewsbury working 6M55 Portbury - Rugeley coal on May 5th. [Phil Martin](#)

Below: On May 12th, Class 66 623, in Bardon blue, works 6R16 HIT - Ferrybridge. [Steve Thompson](#)



Freightliner's Class 66 952 on 4S42 Fiddlers Ferry to Hunterston  
hammers through the switchbacks at Greenholme, May 30th.

*David Hollowood*





## Class 92 highlights

Above: Class 92 041 slows for the signal at Kensington Olympia working 4E32 Dollands Moor to Scunthorpe on May 16th. [Derek Elston](#)

Right: Class 92 011 "Handel" moves through Crewe with a light engine move south from Crewe IEMD on May 24th. [CJ Sutcliffe](#)

Below: A working not often associated with a loco move is the 4M63 Mossend - Ham's Hall, but on April 30th it was headed by Class 92 011 and also had 66 156 in the consist, seen here passing Red Bank. [Dave Harris](#)





# HSTs

Above: CrossCountry HST power cars Nos. 43384 and 43381 speed through Burton on Trent on May 21st, heading for the South West. [Stuart Hillis](#)



Top Right: East Midlands Trains HST power cars 43061 and 43044 are well off the beaten track as they head through Newton Le Willows on May 5th, bound for Liverpool Lime St. This is the 5Z41 ECS for the FA Cup final Footex to St. Pancras. [Dave Harris](#)

Bottom Right: Grand Central's HST power cars Nos. 43468 and 43467 head the 09:25 1N90 Kings Cross to Sunderland through Doncaster on April 11th, whilst GBRf Class 66 701 passes through with MBAs. [John Martin](#)

Below: FGW HST power car No. 43186 in its new Jubilee livery is seen at Plymouth on May 3rd. [Steve Andrews](#)



On March 27th, a First Great Western's HST with a London Paddington - Plymouth service heads along the sea wall at Dawlish.

*Barry Beeston*





## Units, Units, Units

Above: First Great Western's 3-car Class 150 127 heads along the sea wall with a Paignton - Cardiff service, March 27th. [Barry Beeston](#)

Left: Bangor station is situated on a hill above the town, with two platforms and a former goods yard at the back of platform 2 complete with severed lines. Seen here emerging from the west tunnel is Class 175 006 forming a service to Cardiff Central via Chester on May 19th. [CJ Sutcliffe](#)

Below: A 9 car Pendolino tears through Scout Green with a Glasgow Central Service on May 30th. [David Hollowood](#)







Above: Arriva Trains Wales operate a fleet of Class 158s on the North Wales Coast line, seen here at Bangor with Class 158 831 forming a service to Birmingham International via Chester and Shrewsbury. [CJ Sutcliffe](#)



Top Right: One of the few remaining Class 158s in the silver Alphasine livery, 158 819 arrives into Wellington on May 30th. [Paul Godding](#)

Bottom Right: First Great Western's Class 150 239 and 150 265 pass Porth Kidney Sands near Carbis Bay with the 1533 St. Ives - St. Erth service on May 25th. [Chris Morrison](#)

Below: When engineering work takes place elsewhere on the northern sections of the Transpennine Express network, services are often diverted away from the Manchester - Huddersfield - Dewsbury - Leeds line, and instead use the Calder Valley route through Rochdale, Todmorden and Brighouse. This is Class 185 117 working a diverted Newcastle service through Moston on May 13th. [Colin Irwin](#)





Above: On March 27th, First Great Western Class 150 122 heads round the curve at Langstone Rock with a Plymouth - Exeter service. [Barry Beeston](#)

Left: Still wearing its Centro livery, but now in Northern Rail service, a Class 150 Sprinter heads a Leeds - Morcambe service over the River Aire at Hirst Wood, near Bingley on May 25th. [Ben Bucki](#)

Below: A Class 333 EMU speeds towards Skipton, over the River Aire at Hirst Wood, near Bingley on May 25th, reflected in the surface of the river. [Ben Bucki](#)





Above: Class 378 211 approaches Kensington Olympia working the 13.30 departure from Willesden Junction to Clapham Junction, May 16th. [Derek Elston](#)

Top Left: Class 321 361 heads out of Doncaster in April 23rd with the 5L21 Doncaster West Yard to Ilford EMU depot. [John Martin](#)

Bottom Left: First Hull Trains Class 180 113 arrives into Doncaster with the 09:06 1H01 Kings Cross to Hull on April 11th. [John Martin](#)

Below: Class 158 794 approaches Skipton on May 25th with a Carlisle - Leeds service. [Colin Irwin](#)





Above: First Great Western DMU Class 165 105 pulls into a damp Ash station in Surrey with a service from Reading to Redhill, April 13th. [Steve Dennison](#)

Top Left: On May 23rd, Class 158 818 and 158 835 head past Sutton Bridge with a Birmingham - Aberystwyth service. [Phil Martin](#)

Bottom Left: Under threatening skies an East Midlands Trains Meridian Class 222 003 passes Mill Hill Broadway with a service from St. Pancras International to Sheffield. Passing in the opposite direction is an HST with 43082 at the rear, April 12th. [Steve Dennison](#)

Below: EMT Class 153 302 departs Crewe on May 12th with a service to Derby. [Paul Godding](#)





Above: A South West Trains "Juniper" EMU Class 458 014 slows over the level crossing to stop at Ash station in Surrey with a service from Guildford to Ascot, April 13th. [Steve Dennison](#)



Top Right: Class 185 101 is seen departing Scunthorpe with a service to Manchester Airport, whilst Class 170 304 and 170 307 work a Manchester - Cleethorpes, May 7th. [Steve Thompson](#)

Bottom Right: On April 30th, Class 172 337 arrives into Smethwick Galton Bridge with a service for Birmingham Snow Hill. [Richard Hargreaves](#)

Below: London Midland's Class 153 364 departs Sandwell and Dudley on May 23rd. [Paul Godding](#)





Above: On May 30th, London Midland's Class 170 517 passes Wellington. [Paul Godding](#)

Top Right: Virgin Trains and Network Rail have recently invested heavily in their stations and infrastructure to accommodate their new fleet of 11 car Pendolinos, involving platform lengthening and small resignalling work at various stations along the WCML. Crewe however was in no need of any such changes, as the platforms were of adequate length already. Demonstrating that fact, Class 390 156 on the left calls with a service to Manchester Piccadilly, whilst a 9 car classmate calls heading south from Manchester Piccadilly to London Euston. Due to temporary speed restrictions on the route, 390 156 was already 30 mins behind time at Crewe. [CJ Sutcliffe](#)



Bottom Right: Arriva Trains Wales Class 175 112 passes through Abergele & Pensarn working a semi fast service from Holyhead to Chester. Much of the North Wales Coast line, despite being a main link to the port at Holyhead, is still mechanically signalled, with semaphore in abundance across the route from Chester to Holyhead. [CJ Sutcliffe](#)

Below: First Capital Connect Class 365 535 is seen at Peterborough on May 4th working the 12:46 1P71 Peterborough to London Kings Cross. [John Martin](#)





Above: Class 323 209 is seen at Walsall on May 16th with a service from Birmingham New St. [Paul Godding](#)

Top Right: Northern Rail's Class 142 011 is seen at Wilmslow working one of the regular Manchester - Crewe Class 323 diagrams on May 12th. [Richard Hargreaves](#)



Bottom Right: First Great Western's Class 143 621 is seen heading towards Dawlish on March 27th with a local stopping service to Paignton. [Barry Beeston](#)

Below: On May 25th, a Northern Rail Class 333 heads south through Connolly. [CJ Sutcliffe](#)



A duet of Arriva Class 175s are seen at Llandudno Junction, one forming a service to Chester from Holyhead, and the other will form the short working to Llandudno from the bay platform, and then return as a service to Manchester, May 5th. [CJ Sutcliffe](#)







London Midland Class 321 412 departs Garston working the 10.31 Watford Junction to St. Albans Abbey service on May 30th.  
*Derek Elston*



## Odds and Sods

Above: Docklands B07 stock No. 107 paired with 101 & 103 is seen departing Shadwell on May 16th. [Derek Elston](#)

Top Right: On May 16th, Class 59 001 "Village of Whatley" approaches Kensington Olympia with a loaded service bound for the Southern region. [Derek Elston](#)

Bottom Right: East Coast's Class 91 104 is seen arriving into Peterborough on May 4th with the 13:16 1N17 London Kings Cross to Newcastle. [John Martin](#)

Below: Docklands B90 stock with No. 43 on the rear departs Shadwell, May 16th. [Derek Elston](#)



# Scot-Rail - life north of the border

An East Coast HST crosses the Forth Bridge on February 2nd.

*Richard Jones*

## News and Features





## Scot-Rail - life north of the border continued...

Above: On May 5th, Class 170 450 arrives into Edinburgh with a service from Glasgow Queen St. [Steve Thompson](#)

Top Right: Class 156 510 is seen at Edinburgh Waverley with a working from Glasgow Central, May 5th. [Steve Thompson](#)

Bottom Right: Class 380 109 and 380 016 pause between duties at Glasgow Central on May 19th. [Richard Hargreaves](#)

Below: Class 320 312 and 320 320 are seen approaching Motherwell on May 19th. [Richard Hargreaves](#)





## Scot-Rail - life north of the border continued...

Above: On May 19th, Class 156 504 is seen departing Glasgow Central. [Richard Hargreaves](#)

Right: First Scotrail's Class 158 721 is seen at Edinburgh Waverley having arrived with a service from Inverurie on May 5th. [Steve Thompson](#)

Below: Class 170 430 departs Edinburgh for Dundee whilst 158 702 arrives from Dunblane, May 5th. [Steve Thompson](#)



# Scot-Rail - life north of the border continued...

Class 66 434 is seen coming across the Tay Viaduct at Perth on the evening of May 20th with an Aberdeen to Grangemouth return working. [Richard Jones](#)



# Going Underground

Metropolitan Line rolling stock is currently undergoing a transition from older 1960's Cravens built "A60/A62" Stock to Bombardier Movia family "S" Stock, which will also be introduced onto the Circle and District lines in time to standardise rolling stock on the sub surface lines of the London Underground. Here driving motor car No. 5107 passes over the fast lines at West Hampstead working a service to Aldgate on April 6th. [CJ Sutcliffe](#)





## Going Underground continued...

Above: "A" series Stock No. 5094 arrives at Northwick Park with a service for Rickmansworth on April 6th. [CJ Sutcliffe](#)

Top Right: London Underground "C" stock unit No. 5550 is seen at Hammersmith on February 18th. [Brian Battersby](#)

Bottom Right: Circle Line "C" stock unit No. 5587 arrives into Baker Street on April 21st. [Chris Morrison](#)

Below: Metropolitan Line "A60" Stock No. 5109 is seen at Kings Cross on April 24th. [Chris Morrison](#)







## Going Underground continued...

Above: "A60" Stock DM No. 5100 leads a service away from Preston Road bound for Uxbridge. [CJ Sutcliffe](#)

Right: In contrast to the "A", "C" and "D" Stock, the future of the older tube stock for now seems secure. Recently the Victoria Line was upgraded to operate new 2009 Stock, and saw the original 1967 Stock carriages replaced by the new fleet. Almost all of the carriages were scrapped, although many were sent for component recovery and serviceable parts returned to London Underground for further use on the 1972 Stock in service on the Bakerloo Line. Here a train of 1972 Stock is seen approaching South Kenton with a southbound service from Harrow and Wealdstone to Elephant and Castle. [CJ Sutcliffe](#)

Below: Scrap '83 stock is seen in sidings at South Harrow. [Brian Battersby](#)





Metropolitan line  
Platform 2

BAKER ST 5103

411

lots of  
flowers

Help Point

- Emergency
- Information

**Going Underground** continued...

"A60" No. 5103 arrives at Watford terminus on March 26th. The station is proposed for closure in 2016 when the new Croxley Link is built and Metropolitan Line trains are diverted to serve Watford High St. and Watford Junction. [Chris Morrison](#)

# Manchester Metrolink

Ian Riley's double team Nos. 45407 and 44871 pass Dean Lane depot en route to Crewe whilst Metrolink Tram No. 3022 passes on test for the Oldham loop, May 5th. [Colin Irwin](#)



# Fares Advice with RailUK

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

## Reading - Paddington Gold Card ticket validity query

Q: I have a Reading stations to London terminals gold card season ticket. I don't think the underground is included. I recently was a little worse for wear and absent mindedly used my ticket to travel between Baker Street tube and Paddington - my ticket worked in both barriers no problem at all. I then checked yesterday morning and it worked again.

Is there some reason why my ticket worked? Does it allow me access to Paddington AND all other London terminals and then the underground between those stations? Or is it a fault?

I have no wish to get in trouble but, equally, if my ticket is valid on the tube I have no wish to throw my money away for years! Don't have particular faith I would get an informed answer at a ticket office really, I'd assume they would be busy and just take the path of least resistance.....

A: *It's not valid.*

*Some tickets to London Terminals are valid via Baker Street (as this is a designated 'inter-available' route), and the barriers may not be able to differentiate between your ticket and a valid ticket. As for Paddington, if you use the platforms within the train shed at Paddington then there are no separate barriers for the Underground.*

*If caught, you could be asked some questions, if found to be a genuine mistake you'd be charged the Penalty Fare (plus the fare due), but if they believed you knew it was not valid they could prosecute. Therefore, I advise against using your ticket for this journey in future.*

*I would recommend you purchase an Oyster card and load your Gold Card discount on to it (if you haven't already).*

## A Few Questions About Advance Tickets To York

Q: I have purchased Advance 1st Singles for our trip to York next month from Portsmouth Harbour to York. The purchase was based on South West Trains 07:45 Portsmouth Harbour to Waterloo plus East Coast 10:30 London Kings Cross to York.

My queries are:

1) Although it says 'Booked Trains Only' only the East Coast section has the departure time as I had to book a seat. Can I leave Portsmouth Harbour earlier?

2) I assume only the East Coast section allows me to sit in First Class? It's our 29th wedding anniversary and we've never ever gone First Class on any journey!

3) If South West Trains mess up my connection - ie. No train/delays etc. Is it tough luck and buy a new same day ticket at Kings Cross?

4) I had assumed we would need our Oyster Cards for the cross London connection but there is a + icon on our ticket - does this enable us to use the ticket on the Underground?

A: 1) Yes. The Portsmouth - London train is non-reservable. Quote: *Can passengers on an advance ticket travel on earlier connecting trains? Yes if it is non-reservable, no if it is reservable.*

2) No. You have a First Class ticket for the whole journey.

3) No. You may catch the next East Coast train. Quote: *Can a passenger travel on any other service than the one on which they are reserved, without changing the booking? The following principles apply. ... Once the journey has begun. If the passenger is delayed and the train company or its partners [are] at fault, which should be check by [staff] control office, change to a train of the same company is allowed to get them to their destination with the least delay. This is irrespective of the combination of rail tickets held.*

4) Yes, it does.

## 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.

## Glasgow gains thousands of extra train seats to cope with demand on London route

Thousands of extra seats will be available this summer to cope with a huge increase in demand for travel on Virgin Pendolino trains between Glasgow Central and London Euston.

Three extra trains with at least 439 seats per train will operate every weekday in each direction between the cities on key dates in July, August and September in addition to the normal 13 each way.

The first of the extra weekday services will be introduced on 2 July with the maximum number operating between 27 July and 10 August and from 29 August to 7 September. There are also some additional Saturday services between London and Scotland through Birmingham between 7 July and 8 September.

"Many more people are travelling on our trains thanks to the quality of the service at value-for-money fares and the frequency of departures with fast journey times," said Karen Hattie, the Virgin Trains General Manager for Scotland and North England.

"We expect to be even busier during the Olympics and Paralympics, with people travelling to major sporting events in London and Glasgow. The extra trains will offer at least one departure an hour on the busiest dates and this will be welcome for the growing number of travellers."

The first of the new daily Pendolino trains will leave Glasgow Central at 0923 on Monday 2 July, helping spread demand between the highly popular 0840 and 0940 departures. From the same date a 1030 train from London Euston will close what would otherwise be a two-hour gap between the 0930 and 1130 departures to Glasgow.

Trains to Glasgow will also leave London on key dates at 1230 and 1430 with additional trains from Glasgow to London at 1540 and 1730.

Four new Pendolino trains with 589 seats instead of the normal 439 have already been introduced for Virgin Trains customers on the West Coast Main Line. The delivery of extra vehicles for 31 of the existing Pendolinos is continuing, adding 150 seats to a growing number of services.

Dr Lesley Sawers, Chief Executive, Scottish Council for Development & Industry (SCDI), said: "We warmly welcome this hourly service during the Olympics and Paralympics as

not only enabling Scots to enjoy them, but enabling more Londoners and overseas spectators to visit Scotland while they are taking place."

Scott Taylor, Chief Executive of Glasgow City Marketing Bureau, said: "The introduction of additional daily Virgin Trains services between London and Glasgow is fantastic news and will provide a significant boost to the city's tourism sector and our local economy.

"An increased frequency of journeys will make Glasgow even more accessible for leisure and business travellers, up and down the West Coast Main Line, during a period when the city will host a number of major conferences and events, including the Olympic Football Tournament, Merchant City Festival, Piping Live and the World Pipe Band Championships."

Stuart Patrick, Chief Executive of Glasgow Chamber of Commerce, said: "We welcome this extension of the West Coast Main Line service over the summer months, including the Olympic Games period. We also welcome the additional carriages as we all know that the growth in demand is challenging the capacity of current services at peak times.

"What all this does is offer more choice to those travelling to and from Scotland's cities to do business, and that must be good news. We need to be competitive with other cities in the UK and Europe as a business location and as a visitor destination.

"More trains and longer trains on the West Coast Main Line mean that we are becoming increasingly equipped for the needs of 21st century business travel."

When Virgin Trains started operating the West Coast franchise in 1997, there were eight northbound and seven southbound trains each weekday between Glasgow Central and London Euston. Now there are 13 each way, rising to 16 in both directions on peak dates this summer.

Typical scheduled time from Glasgow Central to London Euston is 4 hours 32 minutes.

Advance single fares are available for travel this summer from £20 or £28.50 Standard and £49 or £72.50 First Class, depending on the time and date chosen. See Best Fare Finder on the Virgin Trains website, [www.virgintrains.com](http://www.virgintrains.com)

## NEW STREET'S NEW ENTRANCE TAKES SHAPE

Passengers using New Street station will soon be able to get a glimpse of the future shape of their station as construction of a brand new entrance progresses rapidly over the coming weeks.

Situated on the corner of Stephenson Street and Navigation Street, the new entrance will improve links between the city's business district and New Street by allowing passengers access to the first half of the new station direct from Stephenson Street.

It is expected that the new entrance and the first half of the new station concourse will open in April 2013 when work will switch to the redevelopment of the existing station.

Chris Montgomery, project director for Network Rail said: "The area on the north west side of the station will be the first area to see dramatic changes as part of our plans to transform New Street and the Pallasades. Work is underway to install the first sections of the stainless steel façade above Stephenson Street and over the coming months passengers will be able to see one of the most important entrances into the new station start to take shape.

"Despite the large amount of work now taking place on site, passengers can be assured that the station will remain open throughout construction so they can continue to catch their train as normal. Passengers will notice the first major changes when we effectively switch the station over and open the first half of the new concourse in April next year."

In addition to the work to construct the new station entrance, other activity on site at the moment includes:

- South side/John Lewis: A second tower crane on the south side of the station has now been erected and construction of the new John Lewis department store gets underway next month.

- New concourse: work continues to construct the first half of the new station concourse which will open to passengers in April 2013 when the existing station closes for redevelopment.

- East/Bullring side: construction of the Moor St link pedestrian walkway continues. This walkway will improve the connection between Stephenson Street, New Street and Moor St stations and will open in April 2013. Work is also underway to create the new public square on the east side of the station.

- Pallasades: development work in the Pallasades continues apace with large areas of the centre now behind hoardings as work continues to create the space for the new atrium. The Pallasades car park has also closed for demolition and rebuilding.

- Lamp Block: work to complete the new train crew accommodation above platform 1 on the west side of the station is almost complete.

Sir Albert Bore, leader of Birmingham City Council added: "The redevelopment of New Street station will deliver a station that Birmingham can be proud of when it completes in 2015 and it will also benefit local people by contributing to economic growth in the city and creating new jobs. It's very exciting to see the changes taking place around the station and the opening of this new entrance next year is the first step towards improving links into the station and across the city."

Geoff Inskip, chief executive of Centro, the region's transport authority, said: "Work to transform New Street Station into a stunning 21st century gateway is really gathering pace now.

"I believe this first glimpse of the new exterior will fire the public's imagination and build further excitement over the prospect of finally having a station that Birmingham and the West Midlands as a whole can be proud of."



## LAUNCH OF SLOUGH RAILWAY STATION'S MULTI MILLION POUND UPGRADE



Slough Borough Council, First Great Western and Network Rail joined Jeanette Chippington, gold medal winning Paralympian, at the recent launch of Slough Railway Station's multimillion pound upgrade. The improvements to the Grade II listed railway station include a major programme of investment which has helped turn it into a brighter, more spacious and easily accessible transport hub in time for the 2012 Olympic Games. The upgrade work includes three main elements:

- station forecourt improvements delivered as part of the local infrastructure improvements – delivered by Slough Borough Council, as part of the £450 million Heart of Slough regeneration project
- a new footbridge and lifts to provide step-free access to all platforms – delivered by Network Rail
- major improvements to the station building including new customer information point, upgraded ticket hall, waiting rooms and toilets - delivered by First Great Western.

Work to upgrade the station forecourt was carried out in five phases starting in January 2012 and ending in early May. The forecourt now includes a new taxi waiting/pick up area, a new passenger drop off section and newly paved entrance to the station with trees and forecourt furniture. The high quality upgrade provides a pedestrian friendly environment for all those coming in and out of Slough.

As part of the Department for Transport's Access for All programme, Network Rail has installed three new lifts and a new footbridge, providing step-free access between the station entrances and all six platforms for the first time. The £4m project started at the end of August 2011 and finished in May 2012.

First Great Western has invested £0.9million to improve the station with a new ticket office, new toilets, new customer information point, and new staff accommodation.

Transport Minister Norman Baker said: "With the Olympics only two months away, I'm pleased these major access improvements at Slough Station are being unveiled today.

"The Coalition Government wants everyone to enjoy the Olympics while providing a legacy of better transport for generations to come. This local scheme will remove barriers to work and leisure travel for disabled passengers. Nationally, we've invested £6.5bn upgrading transport links for the Games to improve services and boost economic development.

"This is also a great example of key organisations - including Slough Borough Council, First Great Western, Network Rail and my department - working together effectively locally to improve facilities and meet community needs."

Councillor James Swindlehurst, commissioner for neighbourhoods and renewal said: "The improvements to the station forecourt are part of the council's work to upgrade gateways to the town, and forms part of the public realm improvements of the Heart of Slough regeneration scheme.

"We want Slough to be an attractive destination for travellers, and arriving here to be pleasant and easy; with clear signage, directions and straightforward transfers to other transport. New trees and lighting have improved the station forecourt, drop off and taxi arrangements have better-planned dedicated zones, and new paving marks out clear routes to the bus station and town centre.

"Given that Slough Railway Station is a major transport hub for the Olympic rowing events at Eton Dorney, we hope the improvements to the station will offer an enhanced travelling experience to the thousands of spectators and athletes expected to visit the area."

Patrick Hallgate, Network Rail's route managing director, said: "Thousands of people living and working in Slough rely on the railway every day. The improvements we're making to the station will make life easier for everyone to use the train, especially those with reduced mobility or with young children, and is part of a wider effort to stimulate the local economy through better transport links.

"We know the 2012 Olympics will be an important time for Slough as spectators will be travelling to Eton Dorney as it is the venue for the Rowing, Paralympic Rowing and Canoe Sprint events. The improvements at Slough are an example of the real legacy and investment that London 2012 is bringing beyond the capital."

Mark Hopwood, First Great Western managing director, said: "This is a great example of how we can work together with the local authority and industry partners to really deliver for customers.

"As a key Olympic Games transport hub, residents of Slough can be proud that this revitalised station will be the very first thing visitors to the town will see."



## BUMPER BRIDGE DELIVERY FOR ESK VALLEY



Passengers on the Esk Valley line are travelling over four new bridges after Network Rail completed major improvement works over the half-term holiday.

The work had seen engineers working around the clock to replace Danby, Duck, Thorneywaite and Carr End bridges on the line between Middlesbrough and Whitby.

Phil Verster, route managing director for Network Rail, said: "This route is vital for hundreds of children who use the train to travel to school each day. After considerable discussion with Northern Rail it was clear these essential improvements needed to be scheduled for the school holidays in order to minimise disruption.

"This decision to schedule the works during the jubilee weekend was not taken lightly. These bridges are nearing the end of their life and need to be replaced. Network Rail has already given an undertaking that substantial engineering works of this kind will not be scheduled during the Olympics. The autumn and winter school holidays are not suitable as large cranes are required to lift the bridges which cannot operate in bad weather.

"We are doing everything possible to complete the works in a timely way to keep disruption to an absolute minimum."

Northern Rail trains on the Middlesbrough to Whitby line will be disrupted for nine days from Saturday 2nd June. All other works are being completed while trains are running.

Richard Allan, area director for Northern Rail, said: "We hope that our passengers on the Esk Valley line will appreciate the work Network Rail is undertaking in June. The route is a crucial link for the local community and the work being done will ensure it will continue to provide not only a safe rail service between Whitby and Middlesbrough but also a reliable one, for years to come."

## BLACKBURN RAIL VIADUCT GETS 20-YEAR FACELIFT

A vital rail viaduct to the north east of Blackburn is being given a facelift by Network Rail to keep it in good order for the next 20 years.

Originally built in 1850, Cobwall viaduct carries the Blackburn to Clitheroe railway over two roads and a river in the Daisyfield area of the city. It is of national importance as it provides a link to the Settle to Carlisle railway line, is used as a diversionary route if the west coast main line is closed and it sees both freight and charter trains in addition to the regular passenger services.

Ray Chan, Network Rail's Scheme project manager, said: "This is a key viaduct on the national rail network. It has stood the test of time for the last 172 years and the work we are doing will keep it going for at least another 20 years."

The work will be carried out over the a six week period and Beechwood Road will be

closed for 24 hrs from midday Saturday each weekend. Pedestrian access will be maintained at all times but there are two diversionary routes for road users. Local traffic will be diverted via Goldhey Street, Pelham Street, Florence Street and Whalley Old Road, and vice versa.

The diversion route for HGV traffic will be via Harwood Street, Philips Road, Blakewater Road, Greenbank Road, Gorse Street, Stanley Street, Appleby Street, Eden Street, Eanam, Barbara Castle Way, Larkhill and Whalley Old Road, and vice versa. Both routes will be fully signed.

The eight-span viaduct has brick masonry arches with stone piers and is topped with safety railings for the protection of rail workers walking along the track above.

It has previously been strengthened with tie bars topped off with pattress plates, the large metal squares that appear to be bolted to the surface of the viaduct.

A number of the tie bars will be tightened as part of the project, which will include stitching, grouting, pointing and replacing the brickwork as necessary, removing any vegetation on the viaduct and painting the plates and handrails





## RAIL FUTURE IN YORK ASSURED

Important plans which cement York's future as a railway city have been given the go ahead by the city council. Network Rail will develop a new rail operating centre and workforce development centre on land close to York station.

Phil Verster, Route Managing Director for Network Rail's London North Eastern (LNE) route, said: "This decision is great news for York and the railway. These operating and training facilities will allow us to deliver a modern, efficient railway while at the same time maintaining York's position as a proud rail city. The centres will retain jobs in the city and, over time, see all of our rail operations for the LNE route consolidated on this site. "The operating centre is the largest of just 14 proposed centres across Britain and will bring the expertise and technology we need to operate the route into a single location. Meanwhile the investment in modern training facilities will make sure our rail employees remain among the best in the world.

"As well as bringing future employment benefits which are vital for economic growth and prosperity in York we hope that the location of these new facilities on the edge of the York Central development site could act as a catalyst for further investment in the area."

CLLr James Alexander, Labour leader of City of York Council, said: "This is the second significant planning application to be approved by the council in a matter of weeks, and is another big step forward for York.

"The city has a strong railway heritage and the new Rail Operating Centre is going to help secure existing jobs and expertise in our city, as well as generating opportunities for further growth. I've supported these plans from the start, which further underlines Network Rail's continuing commitment to York and we're looking forward working closely with Network Rail to support their work in the city."

The intention is that the rail operating centre (ROC) will eventually control all rail operations on the east coast. The workforce development centre will consolidate training services already provided to rail employees at a number of locations around the route into a single, purpose-built facility. Around 500 jobs will be spread over the two facilities when fully operational.



## CROSSRAIL AND NETWORK RAIL OFFER RAPID TRANSPORT FOR WILDLIFE



Whether it is wild orchids, reptiles or giant eels, all have been given new homes thanks to Network Rail following the start of its works on behalf of Crossrail in the Stockley Junction area in West London.

Before work began on the Stockley Interchange in late March, which will allow Crossrail services to operate to and from Heathrow Airport, ecological surveys had identified locations of protected and invasive fauna. An initial relocation of reptiles and amphibians took place in advance of the construction works to avoid delays to the project.

Then, as construction began, the rescue operation really kicked into gear as Network Rail, together with contractor Carillion, aquatic consultants and the Environment Agency, cleared and lowered nearby Anderson Pond. It was then electro-fished, a technique which temporarily stuns fish, allowing them to be surveyed and returned to the water unharmed. A total of 599 fish were safely caught and relocated to a new home. Species found included tench, roach, rudd and bream, all of which were held in an aerated tank to recover before their relocation to Pondwood Fisheries near Maidenhead.

The real catch of the day, however, was a European eel, which is a critically endangered species. It weighed an exceptional 5lbs and came in at 3ft long. It takes about 10 years for an eel to put on a pound so this one could be 50 years old.

### Wild orchids

Meanwhile, 30 wild orchids were saved and relocated to similar habitat at Maple Lodge Nature Reserve.

Courtesy of the Maple Lodge Conservation Society, Network Rail moved the plants to their new home in Hertfordshire where they can be protected but also enjoyed by the public.

All this good work was preceded by relocating 46 protected slow-worms, 593 newts and five frogs from the Stockley area to new homes in August last year, following consultation with the London Borough of Hillingdon.

Michaela Payne, environment specialist at Network Rail, said: "Our Network Rail Crossrail Programme has set a target of no net loss for biodiversity. To this end the work we have done at Stockley will ensure that the biodiversity in the local area is protected and enhanced for the community. Delivering these works will have a lasting legacy of both improvements to the railway infrastructure and enhancements to the natural environment.

"This underlines the commitment that the project team has made to the delivery of sustainable development."

## MORE SPACE FOR WATERLOO COMMUTERS AS FIRST STAGE OF REDEVELOPMENT COMPLETES

Hundreds of thousands of commuters can now benefit from reduced congestion at Britain's busiest railway station as the first stage of a £10m improvement project at Waterloo nears completion. From the end of May, commuters passing between Waterloo and Waterloo East stations have been able to use four new escalators connected to a 220-metre balcony which runs almost the full width of the station. This new access route between the two busy stations, which are used by a combined 300,000 passengers a day, removes the previous bottleneck and forms part of a wider plan to provide more space for passengers at concourse level.

The scheme is also creating 20,000 sq ft of new retail space at first floor level, accessed by the balcony. When complete, passengers will benefit from a wider choice of places to eat and shop. Ten new brands including Carluccio's, Corney & Barrow and Thomas Pink will be opening in July, in time for the Olympic and Paralympic Games.

The work at the station, which started in April 2011, has already seen the removal of a number of retail units from the main concourse, further helping to relieve congestion for people using the station. The balcony is part of Network Rail's on-going programme of investment at stations to boost capacity, improve passenger flow and providing better customer information by installing a new announcing system.



Tim Shoveller, managing director of the Network Rail and South West Trains alliance, said: "Waterloo is the busiest station in Britain with more than 90m passengers a year. As the number of people using the station continues to rise, we need a radical solution to provide the space and facilities that passengers need. The new balcony will help ease congestion and improve the journeys of millions of people each year."

David Biggs, director of property at Network Rail, said: "Following the successful launch of the new western concourse at King's Cross earlier this year, we are continuing to invest in our stations to improve the facilities, layout and retail environment for passengers.

The Waterloo balcony project is part of Network Rail's wider retail strategy to create destination stations for both rail passengers and non-travelling customers, providing a sustainable source of income which can be re-invested directly into the rail network."

Waterloo station is a major transport hub for the UK connecting London to popular destinations such as Bournemouth, Poole, Southampton, Portsmouth, Reading and Windsor.

A team of 150 specialist builders are working round the clock to complete the project on schedule.

It's the first step in the expansion of Waterloo to improve station capacity with future aspirations to integrate the former Eurostar platforms in order to utilise all existing space available at the station.

The station – parts of which are grade two listed – opened in 1848 and this represents the first major investment at Waterloo in almost a century.

# View from the Outside

I came up with an idea of a spin off called Airtalk. I am bored of trains now so I am going to broaden your horizons and tell you about my month of aeroplanes!

Firstly I was scared of the plane crashing, everytime I know I am going to go on an aeroplane I get scared I will die so I say goodbye to my mum, stepdad and cats and house.... but again I didn't die. We went to Spain and came back and we survived, despite the bad turbulence on the way back in which had us literally jumping up out of our seats, which I now realise why they make us use our seatbelts!

Anyway after flying I was bored one Sunday and asked Andy to take me to watch some planes taking off and we found a nice spot near Leeds Bradford airport and Andy used his radio to listen in to the pilots and air traffic control and he took photos and I watched the planes land and take off. It made me realise just how safe they are and that nothing bad happens!

The only thing that annoys me is being treated like farm cattle at Leeds Bradford immigration on your inbound flight. They have strict passport checks because they don't

think other countries do a good enough job! It's not like we have a life or anything we will just wait in this extremely long queue after our flight even though it's late at night and we wish to get home to our beds.

At least with trains we don't have that nonsense. Even on Eurostar it's not that bad. I sometimes think why are flights so cheap though? It costs more to get to London than it does to Barcelona!

Something to think about next time you pay your train fare....

Until next month I bid you farewell.

If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk

# GBRf moves first Crossrail train

GBRf has transported the first trainload of excavated material from Crossrail's tunnels in west London to Northfleet in Kent.

The train, comprising 13 wagons, carried 492 tonnes of earth to the Lafarge site at Northfleet. It is the first laden train to operate between the two sites for nearly two decades and was made possible after Lafarge reinstated a 2.25km disused rail freight link from the North Kent Main Line.

Over the next month or so, two trains per week will run a return journey between the Crossrail tunnel entrance near Paddington and Northfleet. Later in the summer, the trains will double in size and run three times a day.

At the peak of tunnelling up to five freight trains per day will operate, carrying a total of 7,000 tonnes of earth and – in conjunction with boat-based removals – removing at least 50,000 lorry journeys from central London.



# WHAT THE DICKENS? FARRINGDON EXHIBITION GIVES COMMUTERS A TASTE OF THE PAST AS STATION REDEVELOPMENT NEARS END

A free public exhibition has opened at Farringdon station looking at the historic station's past, present and future, as Network Rail's project to rebuild it draws to a close.

Charles Dickens and one of his most famous literary creations, Fagin, were on hand to recount tales of Farringdon nearly 150 years ago, when the author used this part of London as inspiration for Fagin's lair in Oliver Twist.

Farringdon station was the terminus of the world's first underground railway. The historic station is being given a massive upgrade to preserve its heritage and provide space for new Thameslink and Crossrail services that will make it one of London's newest transport hubs.



Speaking at the opening of the exhibition, Richard Hodder from Spectrum Drama and Theatre Projects said: "Passengers

travelling through Farringdon today may be surprised to know that in the 1800s this area had one of the highest murder rates in the capital, and Turnmill Street – widely regarded as its centre – was nicknamed by locals as 'Little Hell!'"

Farringdon today combines its heritage and history with vibrant business and arts communities. The transformation of Farringdon station will continue to make the area a destination in its own right. For the past four and half years Network Rail has been redeveloping Farringdon station as part of the north-south Thameslink Programme. From 2018 Farringdon station will be the only station where Thameslink, Crossrail and Underground services meet. From Farringdon passengers will have the choice to travel north-south, east-west or around London. With 160 trains an hour in the peak it will become the capital's newest transport hub.

Mike Brown, Network Rail's Senior Project Manager, said: "Farringdon has a wonderful history, as the station where Underground rail travel in London began. Equipping the Victorian station for the 21st Century has been an incredible challenge, especially as we've kept Underground and Thameslink passengers moving through the station throughout the project.

It's incredible to think that when it opened in 1863, Farringdon Street station (as it was then called) was only served by one steam train every ten minutes during the morning peak. From 2018, once work on Thameslink, Crossrail and the Underground is complete, Farringdon will be served by 160 trains an hour during the busiest hours of the day."

The Farringdon Crossrail station will comprise two underground platforms, each the length of two football pitches, linking two new ticket halls. The western ticket hall will be shared with Thameslink services, and will have an entrance on Cowcross Street, opposite Farringdon Underground station. The eastern ticket hall will have entrances at the Long Lane end of the station, on Lindsey Street and Hayne Street. It will link directly with the existing London Underground platforms at Barbican.

The Farringdon heritage exhibition will be open weekdays, from 8am – 8pm until Friday 29 June (excluding bank holidays). Lunchtime talks will also be given by heritage and project experts, every Thursday from 1pm -1:30pm.

# The Nosh Report

Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

Wow, once again this month I am deeply indebted to CJ Sutcliffe for a very thorough review this month. So much so that we're on a full page! Well Done to CJ and his associate Colin Irwin who took the shot of the Baked Bean toastie.

This is his review:

**Vicars Cafe/Bistro**  
79, Victoria Road  
Saltaire  
West Yorkshire  
BD18 3JS

01274 597818

*In the middle of railtour country almost, on the main link route from Leeds to Skipton and onwards to the Settle and Carlisle line, is the picturesque and beautifully kept community of Saltaire, built out of workers houses for the neighbouring salts mill. Today the mill is a museum, and the surrounding community is a residential neighbourhood on the main commuter route into nearby Bradford.*



*Located just a stones throw from the station, and ideally placed for anyone visiting Saltaire by rail or visiting the station for a passing tour or one of the many freight services that use the line, is a small cafe and tea room named Vicars Cafe/Bistro. It's a small affair, built in the shop unit once occupied by a small post office, and the cafe also doubles up as a community centre for the local residents, and is popular with tourists to the local area too. So not only is the standard cafe food and drink available, but also crucial/interesting information about the surrounding area too.*

*The cafe opens on Mondays and Wednesday to Saturday from 10am until 5pm. A breakfast menu is available and lunch is served from 12:00 until 14:30. A variety of light bites and light meals such as jacket potatoes and doorstep sandwiches are available. A word of warning however, if you do order a doorstep sandwich, you will need a hinged jaw to eat it like a sandwich, when they say doorstep bread they mean it, they are huge.*

*On my visit I sampled a jacket potato with cheese and beans, the classic filling for such a morsel, and*



*it doesn't disappoint, the potato holds its heat very well within the skin, which isn't too crispy nor too soft, and on the side is served ready salted ridged crisps, thickly sliced tomatoes, cucumber slices and lettuce with a dressing that adds a certain kick to the whole salad side. For dessert I sampled the lemon drizzle cake, which was also a pleasure to eat, not too dry nor too wet, the right consistency and the right sweet to sour ratio, tangy but with sweet undertones. Accompanied with a latte, it'd make for a great afternoon coffee, or an afternoon tea accompanied by a cup of earl grey, which is also on the menu.*

*On Friday and Saturday nights, the cafe opens in the evening from 17:30 – 21:30 as a bistro, where customers can sit upon long tables and enjoy a three course meal for £16.60 per person. A full evening meal menu is available, however due to a lack of a vendors licence the cafe does not sell alcoholic beverages, however customers to the bistro are welcome to bring their own wine, with a full selection of soft drinks as well as tea and coffee available all through the evening.*

*The cafe may be small, but has enough staff and equipment to cope with even the larger of footfalls, service is speedy and with a smile, and the staff also have an excellent knowledge of the menu and the pricing of certain things and can answer any queries regarding the menu. They also have good local area knowledge, and will be more than happy to answer your queries about the surroundings you're in. Even queries related to the railway can be answered, if you know who to talk to that is.*

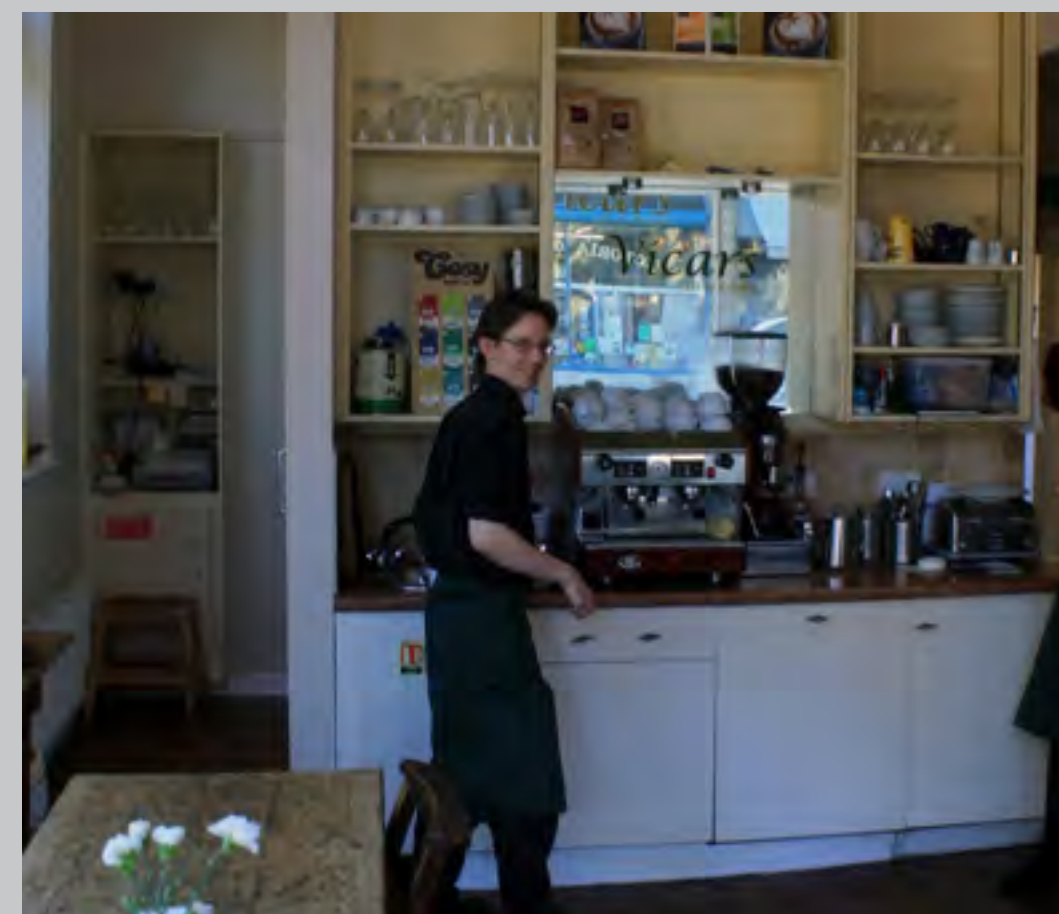
*Yet again it has been proven, that when it comes to looking for the best places to go for the best prices, the smaller it is, the better it often turns out to be. Vicars Cafe/Bistro is yet another example of this fact, friendly staff and excellent food all rolled into one. Definitely not one to be missed.*

After that all I can say is, damn that's one really good review!

If you want to get involved and review somewhere yourself then please let me know, alternatively suggest some places and I will try to visit myself.

Until next month,

steve.roberts@railtalkmagazine.co.uk  
Stephen W Roberts



# A Different View

Balfour Beatty tamper DR73926 heads east at East Goscote on May 28th. [Derek Elston](#)



Top Right: A close up of the boiler pressure gauge on GWR Hall Class 4-6-0 No. 4965 "Rood Ashton Hall". [CJ Sutcliffe](#)

Bottom Right: Following a fire at Greenholme cutting, just outside Westmorland Motorway Services, caused by GWR Kettle No. 5043, Class 67 030 and 67 006 "Royal Sovereign" were sent to assist (with tackling the fire, not the kettle).

Quite how I just don't know! [Colin Irwin](#)

Below: Class 57 311 "Parker" hauls 390 040 "Virgin Pathfinder", emerges from the tunnel at Bangor working a service to London Euston on 19th May 2012. [CJ Sutcliffe](#)



An oddity for a rail magazine, yes, however this vehicle was built by Foden in the 1960s for British Railways, and originally served as a small mobile crane for loading goods at London Paddington Goods Yard. 6 vehicles were built in all, but they didn't last too long either, and all were withdrawn before 1970. Despite this, 3 were bought and preserved, and here YUV 681 is seen on display at the Llandudno Transport Extravaganza, still midway through it's restoration back into original crane condition. Even complete with Western Region "W" akin to carriages and D numbers akin to diesels of the same period. [CJ Sutcliffe](#)



# Embassy and Bolton Abbey

Class 31 119 stands at Embassy with the parcels train on May 5th, the lines  
"Branchline Weekend". [Richard Hargreaves](#)

Preserved Railways



# Embassy & Bolton Abbey *continued...*

Top Right: GWR/BR 6600 Class 0-6-2T tank engine No. 6619 is seen at Embassy with the vintage carriage rake, May 5th. [Richard Hargreaves](#)

Bottom Right: Hunslet Austerity Tank engine "Norman", built in 1943 to Works No. 7086, runs round at Bolton Abbey. [Andy](#)

Below: Vulcan Drewry Class 04 0-6-0 No D2203 is seen on the shed at Embassy, May 5th. [Richard Hargreaves](#)





# Embassy continued...

Ex-GWR 0-6-2T No. 6619 heads towards Embsay from Bolton Abbey on  
May 17th. [Ben Bucki](#)



# AFRPS Scunthorpe

Top Right: Class 02 No. D2853 prepares to depart with the recently repainted DMU. [Class47](#)

Bottom Right: "Arnold Machin" an 0-6-0DE diesel electric locomotive built by the Yorkshire Engine Company (works number 2661) in 1958, awaits its next duty. [Class47](#)

Below: Ruston 0-6-0 Class 07 012 is seen with the Brake Van tour. [Class47](#)



# AFRPS Scunthorpe

continued...

Top Right: "Janus" No 1, restored to it's original United Steel Company green livery, is seen departing from the Frodingham Platform on a brake van tour. [Steve Thompson](#)

Bottom Right: Corus liveried High Line No. 3 is seen hauling the former LoadHaul inspection saloon, in grey undercoat, and the more usual two DMU coaches. [Steve Thompson](#)

Below: North Lincoln resident Class 08 737 double- heads with Class 02 No. D2853. [Steve Thompson](#)



# Swanage Railway

For the Swanage's diesel gala in May no one could have forecast such a run of bad luck. Visiting locos were being towed by Class 33 012 which developed an axle problem and replacement loco Class 47 375 then had a main generator flashover as it headed south. The convoy was eventually rescued by a Severn Valley Class 50 and headed for Kidderminster. Fortunately several locos did manage to attend and the line has to be commended for running such a varied service. This is Class 27 No. D5401 powering hard away from Corfe Castle and past Castle View, Corfe working the 2N22 Swanage - Norden service on May 11th.

*Daniel Stanbridge*





## Swanage Railway continued...

Above: Class 50 026 makes light work of 2S03 1000 Norden - Swanage departing Harmans Cross. [Daniel Stanbridge](#)

Top Right: Network Rail's Class 57 312 and Class 33 111 power passed Castle View Crossing, Corfe working the 2N20 Swanage - Norden service on May 11th. The Class 57 was using the 33 as a brake translator for the stock. [Daniel Stanbridge](#)

Bottom Right: With thanks to GBRf, Class 73 136 arrived just in time for 2S21 Norden - Swanage service on May 11th, seen here leading 33 111 over Castle View Crossing, Corfe. The Class 73 was a late addition to the gala after the failure of both Class 33 012 and 47 375 the day before with a convoy of locos heading for the event. [Daniel Stanbridge](#)

Below: Sporting "D" numbers and helping out for the weekend was Standard 4 Tank loco No. 80104, seen here running as No. D80104 passing Castle View, Corfe working the 2H11 Norden - Swanage service. [Daniel Stanbridge](#)



# Swanage Railway continued...

Below: L&SWR Class M7 0-4-4T No. 53 and GWR 0-6-0 tank engine No. 6695 are seen on the turntable at Swanage.  
*Lewis Mitchell*

Bottom: Network Rail's Class 57 312 heads past Corfe Castle with Class 73 136. *Lewis Mitchell*



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

There are various ways to help the C58LG:

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



**C58LG**  
Class 58 Locomotive Group

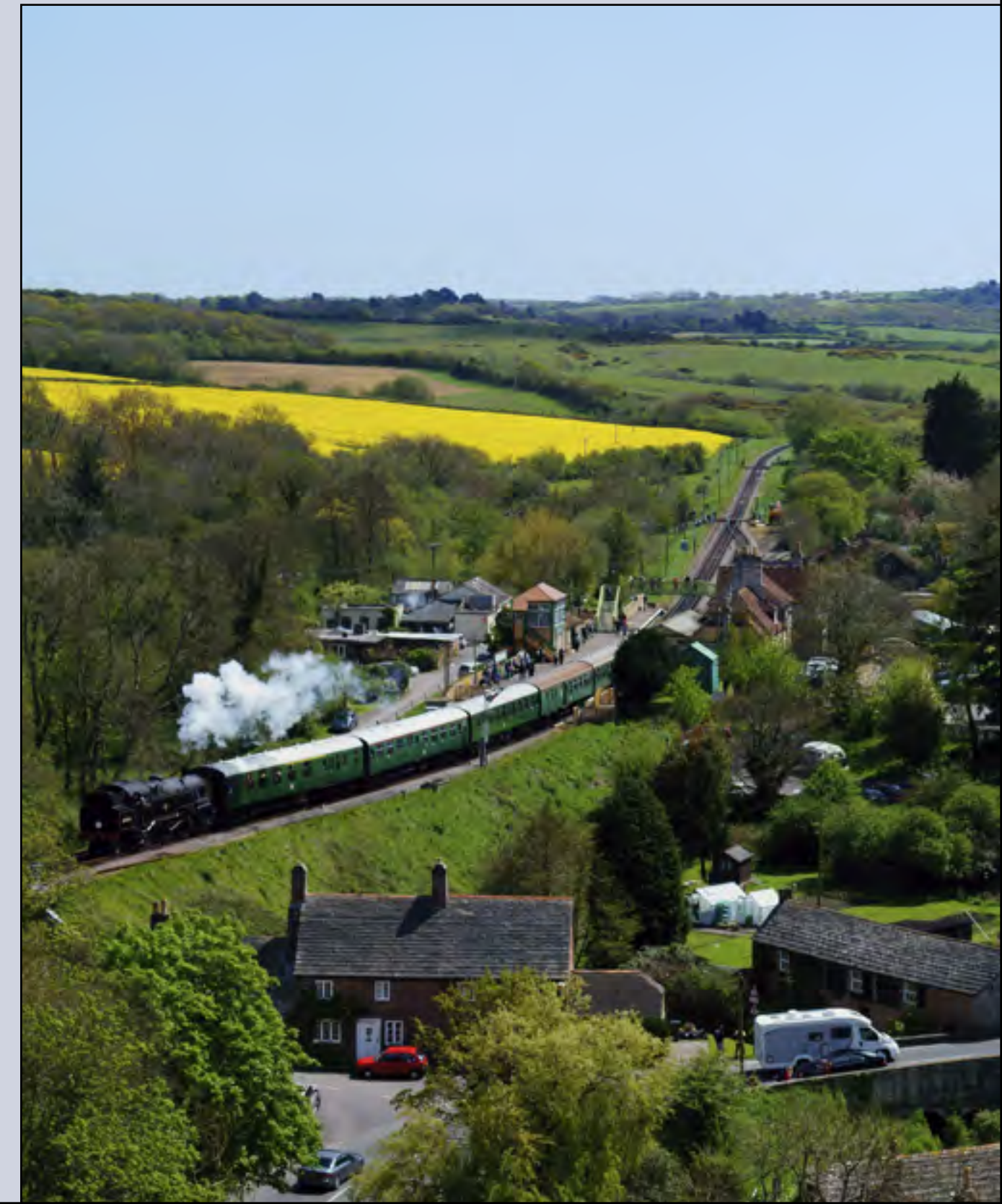
Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!

# Swanage Railway continued...

Top Left: On May 8th, prior to the diesel gala, Class 50 026 "Indomitable" ran for the first time in 18 years, seen here on test. [Martin Hill](#)

Bottom Left: Class 08 Shunters Nos. D3591 and 08 436 are seen with a solitary brake van passing Corfe Common on May 12th. [Lewis Mitchell](#)

Below: Standard 4 Tank loco No. 80104, seen here running as No. D80104 passes Corfe Castle on May 12th. [Lewis Mitchell](#)



# Avon Valley Railway

On May 5th, the Avon Valley Railway's latest recruit Class 31 130 is seen on the first day that it was used on passenger services. [Sam Bilner](#)





# Kent and East Sussex Railway

Class 33 052 is seen at Rolvenden in the south siding during a shunting move on May 21st.

*Robert Barton*



# Severn Valley Railway

Below: Inside the shed at Bridgnorth, recent arrival, Bulleid Battle of Britain Rebuilt Pacific No. 34053 "Sir Keith Park" is prepared for a return to traffic after a lengthy rebuild from scrap condition. [Richard Hargreaves](#)

Bottom: Another shot of the Bulleid, this time outside at Bridgnorth. [Derek Elston](#)



## FAREWELL TO THE O4

Great Central Railway announces plans to salute O4 No 63601 as its boiler ticket runs out 23rd and 24th June 2012

For a centenarian it's still clocking up the miles, but all good things come to an end. Great Central Railway O4 No. 63601 reaches the end of its boiler ticket in June and is set to retire from operating life. The Leicestershire heritage line has planned a weekend of celebrations to pay tribute to the locomotive, which will include a chance to ride on the footplate.

Kate Tilley, Marketing Manager of the Great Central Railway said, "It has been a tremendous privilege to have the O4 running on the GCR. As part of the national collection, and the sole surviving original GCR freight locomotive remaining in the UK, it has always

looked at home here, never more so when hauling our set of mineral wagons. On the 23rd and 24th of June it will haul its last passenger train before going into retirement. This is your last opportunity to ride behind her for the foreseeable future." Built in 1912 for the Great Central Railway, it was once part of a fleet of freight engines which hauled coal trains across the Pennines and along the line to London. The design was considered so successful, in 1918, the government ordered many more to help with the war effort. Number 63601 was eventually preserved as part of the national collection, but a deal to return it to steam was not done until 1997. The work was completed at Loughborough in 2000 and the O4 has been in service ever since, mainly on the modern day GCR, but also visiting a number of lines around the country. On Saturday 23rd and Sunday 24th of June the O4 will haul its last trains between Loughborough and Leicester North on the preserved GCR. Each day, its trains are scheduled to depart from Loughborough at 10am, 12midday, 2pm and 4pm. A strictly limited number of footplate passes will be on sale each day, allowing enthusiasts the chance to travel with the driver and the fireman for a single journey between Loughborough and Leicester or vice versa. The footplate passes cost £100 each and include an all day breakfast and a ticket to travel on the remaining services that day. On Sunday 24th of June, there will be a further additional departure at 5.30pm. The O4 will couple up to the Great Central Railway's Pullman Bar Cars for one last trip along the line. Passengers may join this train (providing they hold an all day runabout ticket) upon payment of a £5 supplement. Real ale will be served at the bar and travellers on this last historic run will be presented with a souvenir ticket and booklet (while stocks last). "We'll be working closely with the National Railway Museum to determine the future for the O4" continued Kate. This will be the last chance for some considerable time to ride behind it and we hope enthusiasts will join us, to celebrate its part in railway history."





## Severn Valley Railway continued...

Above: Class 108 DMU with vehicle No. M51941 leading is seen at Bewdley on May 26th. [Derek Elston](#)

Top Right: LMS 2-6-0 Stanier Mogul No. 42968 passes the engine house at Highley with a working to Kidderminster on May 13th. [Martin Hill](#)

Bottom Right: Warship No. D821 "Greyhound" eases to a stand at Highley, May 26th. [Derek Elston](#)

Below: GWR 2-6-2T 5101 Class No. 5164 leads a passenger service into Highley on May 13th. [Martin Hill](#)





The A1 Steam Locomotive Trust  
New Steam for the Main Line

## MAJOR MILESTONE AS NEW STEAM LOCOMOTIVE TORNADO REACHES 50,000 MILES

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is proud to announce that the locomotive has achieved yet another milestone during her visit to the 'Steel, Steam & Stars III' gala at the Llangollen Railway between 20th and 29th April 2012. Whilst operating trains on Sunday 22nd April Tornado clocked up her 50,000th mile since completion in 2008, reaching this whilst working her first train of the day between Glyndyfrdwy and Carrog (outward journey). During a highly successful visit to the Betton Grange 'Steel, Steam & Stars' Gala, Tornado worked a number of services including the 'Berwyn Belle' dining train as well as timetabled operations during the week.

'Steel, Steam & Stars III' also happily coincided with the completion of the first half of the Llangollen Railway's 2½-mile Corwen extension, on a track-bed that has been closed and derelict for 48 years. On Friday 20th April the 11 o'clock train from Llangollen, hauled by Tornado, was the first passenger train west of Carrog since January 1964, reaching the tiny hamlet of Bonwm. And the fireman on Tornado was the multi-millionaire pop music entrepreneur Pete Waterman.

### The Elizabethan

On Wednesday 25th July 2012, Deltic D9009 Alycidon will set out from London King's Cross station and head north to Edinburgh, pausing to collect passengers at Peterborough, York and Darlington. After a break in the Scottish Capital, Tornado will head the train south covering the 393 miles to London - the reverse of her famous BBC Top Gear 'Race to the North' with Jeremy Clarkson on-board - setting down as outward. This will be the first time a Brunswick Green liveried Peppercorn class A1 will have departed Edinburgh Waverley station since the 1960s and we are pleased to confirm that the carriages will be in the historic carmine and cream livery. Passengers in premier dining will receive a traditional silver service throughout the journey.

Provisional Timings for 'The Elizabethan' express on Wednesday 25th July 2012 are as follows:

Station	Depart	Return
London Kings Cross	0700	2300
Peterborough	0800	2115
York	0915	1915
Darlington	1000	1830
Edinburgh	1230	1430

Terms and conditions are available on request.

Tickets for 'The Elizabethan' are priced at standard class (adult £99.00, junior £49.00), first class (adult £149.00, junior £119.00) and premier dining (adult £225.00, junior £195.00) with all profits going to The A1 Steam Locomotive Trust. Tables for two in first class and premier dining are available for a supplement of £25.00. Tickets are selling fast so please book early to avoid disappointment. Bookings by debit or credit card are via our ticket agents Pathfinder Tours on 01453 835414/834477 or through [www.a1steam.com](http://www.a1steam.com).

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented:

"We are delighted to be able to join in the celebration of HM The Queen's Diamond Jubilee with the re-creation of 'The Elizabethan' express. This iconic train of the 1950s was British Railways' response to the optimism prevalent at the dawn of the new Elizabethan era. With both Tornado and Alycidon on the route they were designed for, this unique railtour will be a day out to remember for all of those lucky enough to be on-board."

### Establishing a Legacy

With Tornado now complete and settled into successful main line service, the Trust wants to secure the locomotive for future generations to enjoy. Legacy Giving is leaving a final donation for Tornado and The A1 Steam Locomotive Trust. Such donations can be of any amount, big or small; they can be dedicated to Tornado or to the Trust's activities in general; they can be anonymous or public. The choices are entirely down to the donors.

These decisions are very personal and so the Trust guarantees confidentiality throughout the process and has appointed a dedicated legacy manager who knows how to handle such confidential matters. For those who would like their legacy to be public after it is pledged, the Trust has established 'The Guild', a register of supporters who have decided to establish a legacy, and special events are organised for them.

For further information on establishing a legacy in support of the Trust, simply go to the legacy page on [www.a1steam.com](http://www.a1steam.com) or contact our legacy manager Roger Dye at [roger.dye@a1steam.com](mailto:roger.dye@a1steam.com) or The A1 Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ.

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### Following Tornado on Twitter and Facebook

Tornado is now on Twitter @60163\_Tornado and has almost 800 followers. The frequent tweets are provided by the Trust's chairman Mark Allatt. The A1 Steam Locomotive's Trust's official presence on Facebook now has over 1,300 members and is managed by long-time Trust volunteer Graham Langer who also edits the Trust's website.



Photo: Tony Watson and Graham Langer admire their handywork cleaning Tornado at Llangollen. © John Wilkinson/A1SLT

# Ecclesbourne Railway

Top Right: Derby Lightweight Class 108 DMBS No. E50599 and Pressed Steel Class 117 DMBS No. W51360 are seen at Duffield station on May 12th. [Martin Hill](#)

Bottom Right: A general view of the station and yard at Wirksworth, in the background can be seen the lines Class 31, the Class 33 and a collection of DMUs. [Martin Hill](#)

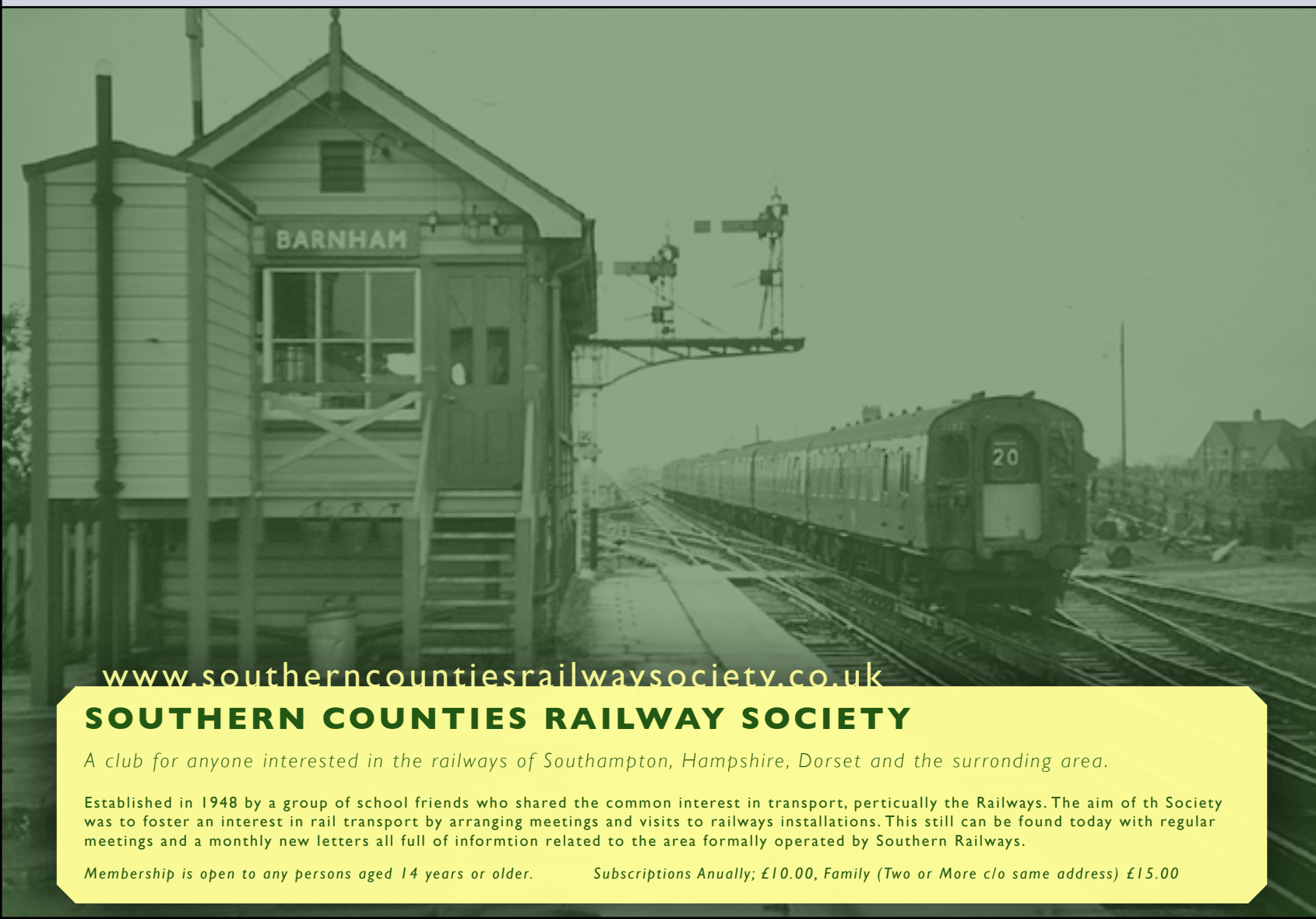
Below: Derby Lightweight Single Car DMBS No. M79900 "Iris" is seen at Ravenstor on May 12th. [Martin Hill](#)



# Dean Forest Railway

Left: EWS liveried Class 31 466 heads a freight working at Lydney on the Dean Forest Railway, May 19th. [Lewis Mitchell](#)

Below: Class 14 No. D9521 heads a mineral working through Norchard on May 19th. [Lewis Mitchell](#)



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)

## SOUTHERN COUNTIES RAILWAY SOCIETY

*A club for anyone interested in the railways of Southampton, Hampshire, Dorset and the surrounding area.*

Established in 1948 by a group of school friends who shared the common interest in transport, particularly the Railways. The aim of the Society was to foster an interest in rail transport by arranging meetings and visits to railway installations. This still can be found today with regular meetings and a monthly new letters all full of information related to the area formerly operated by Southern Railways.

*Membership is open to any persons aged 14 years or older.*

*Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00*

# Nene Valley Railway

Left: Class 56 312 "Railfest 2012" is seen stabled on shed at Wansford, Nene Valley Railway during the Spring diesel gala, May 20th. [Robert Barton](#)

Below: The convoy of visiting locos for the Nene Valley diesel gala is seen about to depart Burton on Trent on May 17th. Running as 0X31 Burton Wetmore - Nene Valley Railway and comprising of Class 56 312, 55 019 "Royal Highland Fusiler", 47 812, 31 601 and 31 602. [Stuart Hillis](#)



# Barry Tourist Railway

On May 6th, Class 26 038 worked its first train in preservation at the Barry Tourist Railway, seen here heading out of Barry Island with 73 118 to The Waterfront & Morrison's Halt.

*Lewis Mitchell*





# Barry Tourist Railway *continued...*

Class 73 118 and Class 26 038 top and tail a working at the Barry Tourist Railway, seen here upon departure from the Morrison's Halt on May 6th. [Lewis Mitchell](#)



# Bodmin and Wenford Railway

Visiting the Bodmin & Wenford Railway for the Bodmin Branch 125 Anniversary Gala, BR Class 4MT 2-6-4  
No. 80104 is seen leaving Bodmin Parkway on May 25th. [Gerald Nicholl](#)



# Leighton Buzzard Narrow Gauge Railway

Top Right: Baldwin 4-6-0T is seen arriving at Pages Park on the Leighton Buzzard Narrow Gauge Railway, May 6th. [Derek Elston](#)

Bottom Right: No. 3 "Rishra" is seen receiving attention at Pages Park depot on the Leighton Buzzard Narrow Gauge Railway, May 6th. [Derek Elston](#)

Below: No. 778 approaches the passing loop near the Hockliffe Road with the 15.40 Pages Park to Stonehenge service, May 6th. [Derek Elston](#)



# Romney, Hythe & Dymchurch Railway

Top Left: Visiting from the Kirklees Light Railway, 2-6-2T "Fox" leads Romney locos Nos. 4 "The Bug", 6 "Samson", 8 "Hurricane" and 2 "Northern Chief" through the Lydd area whilst working a Hythe to Dungeness service on May 27th. [Craig Stretten](#)

Bottom Left: Nos. 10 "Doctor Syn", 1 "Green Goddess", 5 "Hercules" and 14 "Captain Howey" head past Dungeness Road Level Crossing whilst working a Hythe to Dungeness service on May 27th. [Craig Stretten](#)

Below: On May 27th, the 1644 service from Dungeness featured 8 locos at the head of the train. These being KLR "Fox" and RH&DR Nos. 4 "The Bug", 6 "Samson", 8 "Hurricane", 2 "Northern Chief", 10 "Doctor Syn", 1 "Green Goddess", and 5 "Hercules", seen here passing Greatstone whilst heading for New Romney. [Craig Stretten](#)



# Welshpool and Llanfair Light Railway

Top Right: No. 822 "The Earl" is seen at Welshpool Raven Square on May 12th. [Derek Elston](#)

Bottom Right: On May 12th, the Welshpool & Llanfair Railway's No. 9150 arrives at Welshpool having been sent out from Llanfair due to a fallen tree across the line causing a delay to the days services. [Derek Elston](#)

Below: "Joan", a 1929 built Kerr Stewart 0-6-2T loco that was repatriated from Antigua is seen working a driver experience train passing Castle Caereinion. [Derek Elston](#)



Class 55 010 "The King's Own Scottish Borderer" and 55 014 "The Duke of Wellington's Regiment" are seen on the blocks at London Kings Cross in December 1978. [Chris Morrison](#)



# From the Archives

continued...

Right: Class 40 020 enters York with the Saturday afternoon Manchester Red Bank parcels train, May 1978. [Chris Morrison](#)

Bottom Left: Class 37 047 heads a rake of mineral wagons through Tamworth on September 28th 2000. [Paul Godding](#)

Bottom Right: On Saturday 19th March 1966, the Locomotive Club of Great Britain operated The New Forester Raitour – double headed by USA Tanks Nos. 30073 and 30064. Part of the journey was on the Totton, Marchwood, Hythe and Fawley branch line. Here I photographed it approaching one of the many ungated level crossings on the line at Pooksgreen. The branch line referred to as one of Britain's newest branch lines – not opened until 20th July 1925 but remained a "light railway" with a speed limit of 25mph until the road crossings were given barriers in the 1970s. Now a viability study for the re-introduction of services to Hythe has been approved by Hampshire County Council. An initial study has been completed, which established a business case for using the line. The council will undertake a technical study to identify the infrastructure that would be needed, calculate passenger demand and assess how it could be funded. It is not anticipated that the service would go beyond Hythe. The original reason for the line was to serve the oil refinery opened in 1923 by Anglo Gulf West Indies Corporation. Passenger trains were withdrawn on 14th February 1966. [David Mead](#)



# From the Archives continued...

Left: Class 50 015 heads off the sea wall at Dawlish Warren with this passenger working on August 12th 1987. [Richard Hargreaves](#)

Bottom Left: "Peak" Class 45 052 is seen in the evening sunlight at Manchester Victoria on November 29th 1986 with a rake of parcels vans. [Richard Hargreaves](#)

Bottom Right: Scotrail liveried Class 158 734 and 158 727 are seen at Inverness, date unknown. [Derek Elston](#)





# From the Archives

continued...

Right: Class 73 141 and another unidentified class member are seen stabled on Hither Green depot, date unknown. [Derek Elston](#)

Bottom Left: British Railways Riddles 'Standard' 4MT 2-6-4T locomotive No. 80080 has a starring role in a film being made partly at St. Pancras station. [Derek Elston](#)

Bottom Right: Trainload Coal liveried Class 37 799 is seen stabled at Hither Green on April 19th 1995. [Paul Godding](#)



# From the Archives continued...

Left: Class 60 077 is seen heading through Newport with a steel train on November 6th 1999. [Paul Godding](#)

Bottom Left: Class 40 155 is seen stabled on Garston Depot, January 20th 1985. [Derek Hopkins](#)

Bottom Right: Class 56 044 is seen stabled on Bristol Bath Road depot in 1982. [Derek Elston](#)



# From the Archives continued...

Class 24 133 and 24 082 stand at Liverpool Lime Street with the Class 24 farewell tour on January 14th 1978. [Derek Elston](#)





DBS Class 60 065 "Spirit Of Jaguar" with 6F78 Fidders Ferry - Liverpool Bulk Terminal coal empties is seen here at Crossfield Signalbox, Warrington on May 22nd. [Dave Harris](#)