Railtalk Magazine

Issue 72 | September 2012 | ISSN 1756 - 5030



Railtalk Magazine

Welcome to Issue 72 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

An interesting month in the railway world can only mean a few things for us at Railtalk, later nights and a bumper edition of pictures! If you have some how managed to miss August for any reason, just been too busy at work, then we are here to help. We only have to compare the magazine now to a few years ago and the reason why the magazine is like it is today is obvious, and as we celebrate another birthday and move into our seventh year a big thanks to all of our contributors. Without you and our readers of course we would not have grown to such a size.
I couldn't write this editorial without mentioning the excellent Crewe Basford Hall, Charity Open Day last month. The day was an opportunity for enthusiasts to get a look around a working depot, and get up close to the locos, a brilliant event with everyone seemingly enjoying themselves. The only let down, as always, was that the sun only appeared 5 to 10 minutes before kicking out time, isn't that always the case.

I suppose the last thing to say, and it's scary to think, but at the end of this month the RHTT season starts, with (hopefully) Class 20s working in Yorkshire once again. Its definitely one reason to look forward to the future.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, 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, Mike Byrne, 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, Paul Montague, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson and the guys at RailUK.

Front Cover: Class 20 314 leads 20 311 working the 5Z20 Kilmarnock - Laira through Penkridge on August 22nd. *Carl Grocott*
This Page: Class 97 302 ambles across Barmouth Bridge heading for Pwllheli on July 31st. *Phil Martin*



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

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 33 - Pictures
Pg 86 - News and Features
Pg 86 - Scot-Rail
Pg 94 - Fares Advice
Pg 99 - View from the Outside
Pg 100 - The Nosh Report
Pg 101 - Different View
Pg 104 - Preserved Railways
Pg 125 - From the Archives

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

Railtalk Magazine is published monthly by Railtalk Group.

© Railtalk 2012

Steam Dreams - The Cathedrals Express

On August 19th, A1 Pacific No. 60163 'Tornado' passes Colton Junction with the return leg of the Cathedrals Express from Durham to London Kings Cross. ***Mark Pichowicz***



Compass Tours - The Mersey Moorlander

Above: On a grey overcast Monday morning, Stanier Class 5 4-6-0 No. 45305 climbs away from Settle with the northbound Mersey Moorlander, August 6th. ***Gerald Nicholl***

Below: The same loco, 5MT No. 45305, and the same dreary weather as the train approaches Pleasington with the Mersey Moorlander on August 6th. ***Alan Naylor***





Compass Tours - The Mersey Moorlander

Above: LMS Black Five 4-6-0 No. 45305 'Alderman A. Draper' passes Long Preston operating the Mersey Moorlander on July 30th. ***CJ Sutcliffe***

Below: A week earlier and LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' reaches Dent station on route to Carlisle, July 23rd. ***Colin Irwin***





Railway Touring Company - The North Wales Coast Express

Above: On August 5th, owing to A4 No. 60009 failing before departure, the North Wales Coast Express was diesel hauled, seen here crossing Frodsham Viaduct with Class 47 580 and 47 798. ***Brian Battersby***

Below: Class 47 580 speeds through Mickle Trafford on August 5th, deputising for a failed A4 No. 60009 'Union of South Africa' as it heads towards Manchester with the return working from Holyhead. ***Brian Battersby***





Railway Touring Company - The North Wales Coast Express

Above: LNER A4 Class 4-6-2 No 60009 'Union of South Africa' passes Penmaenmawr with 'The North Wales Coast Express' bound for Holyhead, July 22nd. ***Colin Irwin***

Below: And on its return, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' passes Penmaenmawr once again with the return leg bound for Liverpool, July 22nd. ***Colin Irwin***



Railway Touring Company - The North Wales Coast Express

LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' stops play on the Bowling Green as she emerges from Conwy's Brunel Bridge with 'The North Wales Coast Express' on July 22nd. ***Colin Irwin***

Railway Touring Company - The North Wales Coast Express

LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' departs Frodsham with 'The North Wales Coast Express' over Frodsham viaduct after taking water on the return leg, July 22nd. ***Colin Irwin***

Pathfinder Tours - The York and Weardale Explorer

In typical English bank holiday weather, DRS Class 20 308 leads sister Class 20 312 away from the tunnel at Milford, Derbyshire with the 1Z24 Shrewsbury - Wolsingham CHP charter train on August 27th. The headcode for this railtour was changed from 1Z42 when it was found another railtour with that headcode was also running through York that day. ***Gary S. Smith***

Pathfinder Tours - The York and Weardale Explorer

On August 28th, Pathfinder's York and Weardale Explorer from Shrewsbury to Wolsingham heads past Washwood Heath with Class 20 308 and 20 312. ***Wayne Radford***



Pathfinder Tours - The York and Weardale Explorer

Above: Class 20 308 and 20 312 depart Burton on Trent, heading north to Stanhope with Pathfinder's York & Weardale Explorer on August 28th. ***Stuart Hillis***

Hastings Diesel Ltd. - The Channel Two

Below: On July 7th, Hastings Unit No. 1001 departs Bristol Temple Meads in appalling weather, on its return working to Hastings. ***Sam Bilner***



Rockness - The Rockness Express

Class 47 805 leads 47 802 through Perth working 1Z46 Inverness to Euston 'The Rockness Express' on June 11th. ***Richard Jones***





Torbay Express Ltd - The Torbay Express

Above: Great Western 4900 Class No. 4936 'Kinlet Hall' is seen as standby loco at Paignton on August 19th. ***Steve Andrews***

Below: Great Western Railway 7800 Class No. 7827 'Lydham Manor' is seen going to aid A4 No. 4464 and Class 25 No. D7535 having stalled on the bank whilst working the Torbay Express on August 19th. ***Steve Andrews***





Torbay Express Ltd - The Torbay Express

Above: LNER A4 No. 4464 'Bittern' is seen climbing Goodrington Bank on August 19th with the outward Torbay Express to Kingswear. ***Steve Andrews***

Railway Touring Company - The Royal Duchy

Below: BR Standard Class 7 No. 70013 'Oliver Cromwell' dodges the waves as it passes along the sea wall at Dawlish on August 5th, heading for Par. ***Steve Thompson***



Railway Touring Company - The Royal Duchy

BR Standard Class 7 No. 70013 'Oliver Cromwell' arrives into a grey Dawlish Warren on August 5th with this Bristol - Par tour. ***Steve Andrews***



Railway Touring Company - The Cumbrian Mountain Express

Above: Stanier Pacific No. 46233 'Duchess Of Sutherland' receives attention to a hot axlebox before being removed from the northbound 'Cumbrian Mountain Express' at Hellifield on August 11th. ***Gerald Nicholl***

Below: A4 Pacific No. 60009 'Union Of South Africa' barely breaks a sweat when easing up the gradient near Langcliffe with the northbound 'Cumbrian Mountain Express' on August 4th. ***Gerald Nicholl***



Railway Touring Company - The Cumbrian Mountain Express

Above: LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' roars through Blackrod with 'The Cumbrian Mountain Express' on July 21st. ***Colin Irwin***

Below: LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' attacks Houghton Bank with 'The Cumbrian Mountain Express' on July 21st. ***Colin Irwin***







Railway Touring Company - The Cumbrian Mountain Express

Above: LNER A4 Class No. 60009 'Union of South Africa' passes Charnock Richard on August 18th working this Liverpool - Carlisle tour. ***Alan Naylor***

Below: A4 Pacific No. 60009 'Union Of South Africa' heads up the gradient near Stainforth with the northbound Cumbrian Mountain Express on August 18th. ***Gerald Nicholl***



Railway Touring Company - The Cumbrian Mountain Express

LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' emerges from Gisburn tunnel with 'The Cumbrian Mountain Express' bound for Hellifield on July 28th. ***Colin Irwin***



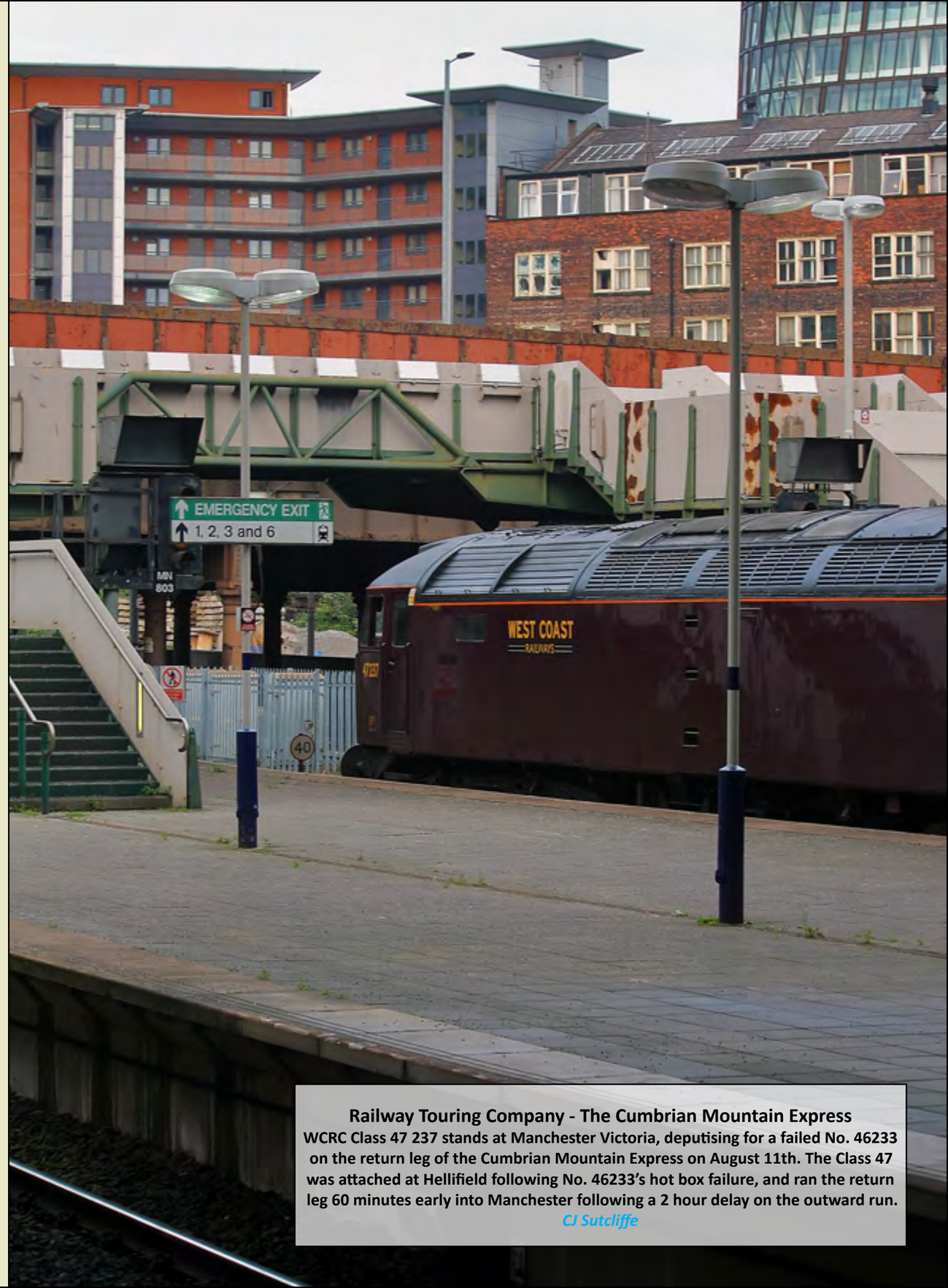


Railway Touring Company - The North Wales Coast Express

Above: In place of LNER A4 No. 60009 'Union Of South Africa' owing to the loco failing a fitness to run exam that morning, Class 47 580 "County Of Essex" wearing a Union Flag for Queen Elizabeth II's diamond jubilee carries the North Wales Coast Express into platform 14 at Manchester Piccadilly on August 5th. ***CJ Sutcliffe***

Below: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' pulls into Manchester Piccadilly with the North Wales Coast Express on August 12th, one week after a failure of a fitness to run exam saw her sidelined from the tour on August 5th. ***Colin Irwin***





Railway Touring Company - The Cumbrian Mountain Express

WCRC Class 47 237 stands at Manchester Victoria, deputising for a failed No. 46233 on the return leg of the Cumbrian Mountain Express on August 11th. The Class 47 was attached at Hellifield following No. 46233's hot box failure, and ran the return leg 60 minutes early into Manchester following a 2 hour delay on the outward run. ***CJ Sutcliffe***



Statesman Rail - The Fellsman

Above: LMS Stanier Class 5MT No. 45305 is seen working the return Fellsman at Pleasington on August 22nd. ***Alan Naylor***

Below: LMS Stanier Class 5MT 4-6-0 No. 45305 'Alderman A. Draper' is seen passing Settle Junction and starting the climb up the S&C operating the northbound leg of the Fellsman from Lancaster to Carlisle via Blackburn and Settle on August 22nd. ***CJ Sutcliffe***





Statesman Rail - The Fellsman

Above: K4 Class No. 61994 'The Great Marquess' passes Bamber Bridge with the returning Fellsman railtour on August 15th. ***Alan Naylor***

Below: Gresley K4 2-6-0 No. 61994 'The Great Marquess' is seen with the outbound Fellsman near Haber Farm on the approach to Hellifield, August 15th. ***Gerald Nicholl***



Statesman Rail - The Fellsman

With Pen-y-ghent almost covered in cloud, Stanier Class 5 4-6-0 No. 45305 crosses the River Ribble near Helwith Bridge with the outbound Fellsman on August 22nd. ***Gerald Nicholl***

Statesman Rail - The Fellsman
Gresley K4 2-6-0 No. 61994 'The Great Marquess' heads the outbound Fellsman at Pleasington on August 8th. *Gerald Nicholl*



Statesman Rail - The Fellsman
On August 1st, Gresley K4 2-6-0 No. 61994 'The Great Marquess' stands at Hellifield for a scheduled water stop. *John Alsop*



DELTIC NIGHT SHOOT

Photographic evening featuring 55 002, D9009, D9016, 55 019 and 55 022 at the East Lancashire Railway on Friday 21st September 2012 from 7:00pm until 9:00pm. Tickets are only £20.00 per person and are strictly limited to 50 places. To book for this event pre-booking is essential, please send your cheque payable to the East Lancashire Railway for £20.00 to East Lancashire Railway, Bolton Street, Bury, BL9 0EY including a stamped addressed envelope. Please clearly mark your payment as "DELTIC NIGHT SHOOT".



For further details please email: elrnumber1@gmail.com
Photo Thanks to Martin Jones

EAST LANCASHIRE RAILWAY
22 DELTIC
16 DELTIC
THE DELTIC PRESERVATION SOCIETY LIMITED
ELR:DGE EAST LANCASHIRE RAILWAY DIESEL GROUP
NRM NATIONAL RAILWAY MUSEUM

Railway Touring Company - THE WELSH MOUNTAINEER

LNER K4 Class 6MT 2-6-0 No. 61994 'The Great Marquess' crosses Mill Cut Bridge at Frodsham Junction on August 21st, operating 1Z90 'The Welsh Mountaineer' from Preston to Blaenau Ffestiniog. ***CJ Sutcliffe***

Railway Touring Company - THE WELSH MOUNTAINEER

LNER K4 Class 6MT 2-6-0 No. 61994 'The Great Marquess' is seen passing through Colwyn Bay from Old Colwyn Hill, working 1Z92 "The Welsh Mountaineer" from Blaenau Ffestiniog to Preston on August 21st. ***CJ Sutcliffe***



Railway Touring Company - THE WELSH MOUNTAINEER

Above: LNER K4 Class 6MT 2-6-0 No. 61994 'The Great Marquess' arrives into Blaenau Ffestiniog on August 21st, operating 1Z90 "The Welsh Mountaineer" from Preston. ***John Alsop***

Below: LNER K4 Class 6MT 2-6-0 No. 61994 'The Great Marquess' approaches Blaenau Ffestiniog passing through the slate quarries in the area on August 21st. ***CJ Sutcliffe***



Railway Touring Company - The Scarborough Flyer

LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' flies through Littleborough along the Rochdale canal with 'The Scarborough Flyer' bound for York and Scarborough on July 27th. ***Colin Irwin***



Railway Touring Company - The Scarborough Flyer

LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland' is seen departing from York with the outward leg of the Scarborough Flyer on August 24th. ***CJ Sutcliffe***



Railway Touring Company - The Scarborough Flyer

Above: LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' hits every red light out of Denton as she crawls into Moston Station with 'The Scarborough Flyer' on August 17th. ***Colin Irwin***

Below: In the last embers of the setting sun, LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' returns to Crewe through Smithy Bridge, July 27th. ***Colin Irwin***





West Coast Railways - The Scarborough Spa Express

Above: LMS Royal Scot Class No. 46115 'Scots Guardsman' leaves York heading south over Colton Junction towards Wakefield, July 25th. ***Colin Irwin***

Below: LMS Black Five No. 44932 is seen ready to depart York on August 8th, heading for Scarborough. ***John Alsop***



West Coast Railways - The Scarborough Spa Express

LMS Black Five 5MT 4-6-0 No. 44932 passes Copmanthorpe crossing working 1Z43 "The Scarborough Spa Express" from Scarborough to York, Wakefield, Castleford and back to York on August 22nd. ***CJ Sutcliffe***

West Coast Railways - The Scarborough Spa Express

LMS Black Five No. 44932 is seen departing Scarborough on August 14th, with the return working of the SSE to York. ***Andy***

Railway Touring Company - The Waverley

LMS Stanier Class 5MT 4-6-0 No. 44932 passes over Crosby Garrett viaduct working 1Z73 'The Waverley' from Carlisle to York on August 26th. ***CJ Sutcliffe***

Railway Touring Company - The Waverley
LMS Stanier Class 5MT 4-6-0 No. 44932 passes Helwith Bridge on the S&C working 1Z70 'The Waverley' from York to Carlisle, August 26th. ***CJ Sutcliffe***





Railway Touring Company - The Waverley

Above: LMS Black 5 No. 44932 works hard as it lifts its train past the signal box and towards the tunnel under Blea Moor on the Settle - Carlisle railway, with 'The Waverley' tour from York to Carlisle on August 26th. ***Ben Bucki***

Below: LMS Stanier Class 5MT 4-6-0 No. 44932 passes northbound through Cononley on the Leeds - Skipton line working 1Z70 'The Waverley' from York to Carlisle on August 26th. ***CJ Sutcliffe***





Railway Touring Company - The Waverley

Above: Stanier Class 5 4-6-0 No. 44932 climbs towards Horton-in-Ribblesdale with the northbound Waverley from York on August 26th. ***Gerald Nicholl***

Vintage Trains - Bank Holiday Panniers

Below: Great Western Pannier Tanks Nos. 7752 and 9600 are seen heading over Harringworth Viaduct working a Tyseley - Melton Mobray - Corby special on August 28th. ***John Alsop***





Vintage Trains - Bank Holiday Panniers

Above: Great Western Pannier Tanks Nos. 7752 (as L94) and 9600 pass through Washwood Heath with the Tyseley - Melton Mowbray working on August 28th. ***Wayne Radford***

Vintage Trains - The Welsh Dragon

Below: GWR Castle Class 4-6-0 No. 5043 'Earl Of Mount Edgcumbe' passes through Chester working 1Z66 'The Welsh Dragon' from Tyseley to Blaenau Ffestiniog on August 18th. ***CJ Sutcliffe***





Northern Belle

Above: On August 18th, Class 47 790 stands at Crewe whilst working the 1Z50 07:10 London Euston - Edinburgh. ***Richard Hargreaves***

Below: Class 47 832 has had Class 57 style radiator grills fitted during its recent stay at Eastleigh. The loco is seen here at Crewe on August 18th partnering Class 47 790 to Edinburgh. ***Richard Hargreaves***





Cruise Saver Travel - The Cruise Saver Express

Above: On August 3rd, 1Z82 The Cruise Saver Express from Southampton Docks to Edinburgh speeds through Burton on Trent with Class 47 853 and 47 841. ***Stuart Hillis***

Vintage Trains - The Welsh Dragon

Below: GWR Castle Class 4-6-0 No. 5043 'Earl Of Mount Edgcumbe' is seen departing Crewe on August 18th, heading for Blaenau Ffestiniog. ***Phil Martin***





Compass Tours - The Kent & Canterbury Explorer

Above: On August 24th, Class 47 826 and 47 854 top'n'tail the 1Z47 05:40 Warrington Bank Quay - Canterbury East seen here passing Old Linslade. ***Lorenzo D'aniello***

Railway Touring Company - The Weymouth Seaside Express

Below: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' is seen working the last 'Weymouth Seaside Express' of 2012 nearby Pixash Lane, Keynsham on August 26th. ***Sam Bilner***





Statesman Rail - The Lakeland Statesman

Above: On August 4th, Class 47 826, recently given a fresh coat of WCRC maroon, pauses at Stafford working the return Statesman charter from Ravenglass to Milton Keynes. ***Brian Battersby***

Below: Heading in the opposite direction that same morning, Class 57 601 head the train towards Ravenglass, seen here arriving into Crewe. ***Brian Battersby***



ECS and light engine moves

Class 47 826 is seen working the 5Z39 09:40 Carnforth - Acton Lane through Long Buckby on August 3rd. ***Steve Madden***



ECS and light engine moves

Above: Class 47 270 sits at Crewe on July 21st. The loco would work 1Z93 09:35 Crewe - Holyhead the following day. ***Brian Battersby***

Below: Class 33 207 is seen working a York NRM to Neville Hill stock cleaning move through Bolton Percy. ***Andy***





ECS and light engine moves

On July 18th, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' is seen on the second pass of her loaded test run heading through Preston.

Colin Irwin

With a return to traffic of the majority of Freightliner's Class 70s, the class has returned to its regular stomping ground of the Great Western main line. This is Class 70 007 working 4O49 Crewe Basford Hall - Southampton Maritime passing Cholsey Manor on July 19th. *Daniel Stanbridge*

GW Class 57 problems again

A rare sight of the Great Western sleeper in daylight through Hungerford Common as Class 57 605 hauls a dead 57 603 (which had suffered a major mechanical fault) and the empty sleeper coaching stock working 5C99 Long Rock TMD - Old Oak Common HSTD on August 7th. ***Daniel Stanbridge***

Inset: Earlier in the day the train is seen heading through Plymouth in pouring rain. ***Steve Andrews***



Class 90s on passenger

Top Right: Freightliner's Class 90 043 was utilised on the Virgin Trains WB64 mark III coach set on August 4th. Avoiding the town the station serves, the Class 90, still in the Freightliner two-tone grey livery, leads the 1T20 Euston - Manchester Piccadilly through the Rugeley Trent Valley station. Twenty five years before, in the days of British Rail when the locomotive was new, the passenger train would have used the adjacent down track. After the two Rugeley power stations (in the background) had been built and were still taking coal from the coalfields in the East Midlands, the line the class 90 is on became the down slow, used by empty coal trains reversing out of the railway station, then waiting patiently for southbound trains to pass before moving over to the up slow line to return to the East Midlands or Coventry. Such manoeuvres are no longer possible here *Gary S. Smith*



Bottom Right: Class 90 009 'Diamond Jubilee' is seen at Norwich on August 4th, being prepared for its return working to London Liverpool St. *Derek Elston*

Below: Class 90 010 'Sir John Betjeman' is seen on the rear of a Greater Anglia service from London Liverpool St. to Norwich, July 21st. *Brian Battersby*







Network Rail wanderings

Above: Power car No. 43062 'John Armitt' leads Network Rail's measurement train along the Northampton loop at Wilsons Crossing on August 9th. *Derek Elston*

Top Right: Power car No. 43014 leads the NMT through Althorp on July 12th. *Steve Madden*

Bottom Right: Class 97 302 is seen at Welshpool on July 30th heading for Aberystwyth & Machynlleth. *Phil Martin*

Below: The 3Q36 Derby RTC - Derby RTC is seen at Moira West on the freight only Leicester - Burton branch with Class 31 285 leading and DBSO No. 9702 on rear, August 7th. *Stuart Hillis*







Class 97302 works the 6Z97 Shrewsbury - Porthmadog through Abbey Foregate on July 22nd. *Carl Grocott*

On August 23rd, a test train in the form of 1Q58 Hither Green - Hither Green via Sevington Loop [KENT] with two tone grey Class 73 107 and BR blue 73 201 in Top and Tail mode is seen passing Otford Junction. *Daniel Stanbridge*

Class 67s out and about

On August 4th, Class 67 013 heads a Chiltern Mainline service from Birmingham Snow Hill to London Marylebone. *Richard Hargreaves*

Freightliner's GE locos

Top Right: Class 70 009 working the 4O27 Garston - Southampton Maritime passes Cholsey Manor on July 19th. ***Daniel Stanbridge***

Bottom Right: Class 70 015 passes Glendon bang on time with 4L87 Earles Sidings to West Thurrock loaded cement, August 10th. ***Derek Elston***

Below: Freightliner's Class 70 005 is pictured working the 6U77 Mountsorrel - Crewe Basford Hall with loaded ballast boxes passing Burton on Trent, August 8th. ***Stuart Hillis***











Above: Class 70 020 is seen in Crewe Basford Hall yard on August 18th. ***Stuart Hillis***

Top Left: This is the 6L87 Earles - West Thurrock loaded Cement tanks in the capable hands of Powerhaul Class 70 015 as it passes Mill Hill Broadway on August 23rd. ***Daniel Stanbridge***

Bottom Left: Class 70 009 working 4M61 Southampton to Trafford Park intermodal approaches Didcot East Junction on August 14th. ***Derek Elston***

Below: On August 31st, Class 70 002 is at the head of the 4Z47 Ratcliffe PS - Stoke Gifford empty coal hoppers as it passes through Burton on Trent. ***Stuart Hillis***





Recent Class 60 workings

Top Left: Class 60 049 with 6F81 Liverpool Docks - Fiddlers Ferry power station loaded coal is seen here passing Sutton Leach on August 22nd. ***Dave Harris***

Bottom Left: Class 60 059 approaches Pleasington station with the 6E32 Preston docks to Lindsey oil refinery tanks, August 6th. ***Alan Naylor***

Below: TATA Steel silver liveried Class 60 099 is seen with a rake of EWS fuel tanks passing Colton Junction southbound on July 25th working 6D43 Jarrow - Lindsey oil refinery. ***Colin Irwin***







Class 60 074 ‘Teenage Spirit’ hauls the 6F81 with loaded coal for Fiddlers Ferry power station passing Monk’s Crossing on August 10th. *Dave Harris*

Class 60 065 ‘Spirit of Jaguar’ is seen with 6F07 Fiddlers Ferry - Liverpool Bulk terminal empty coal. Seen here passing Sankey Bridges with one of the lines few remaining Semaphore signals in the background,
August 2nd. *Dave Harris*





Above: Class 60 019 'Port Of Grimsby & Immingham' is seen working 6M82 Walsall - Tunstead quarry with empty cement tanks passing the Nemesis depot at Burton on August 8th. ***Stuart Hillis***

Top Left: Class 60 049 passes Cholsey Manor on July 19th with 8 bogie box wagons in tow working 6Z38 Wembley Yard - Cardiff Tidal. ***Daniel Stanbridge***

Bottom Left: On August 15th, Class 60 007 'The Spirit of Tom Kendall' passes Llangewydd with 6B33 Theale - Robeston, seconds after the sun had hid behind a cloud, and re-appeared before the wagons had gone out of sight! ***Lewis Mitchell***

Below: Class 60 059 'Swinden Dalesman' at the head of 6E54 Kingsbury - Humber empty tanks through Burton on Trent, August 10th. ***Stuart Hillis***







Above: Class 60 040 ‘The Territorial Army Centenary’ heads north through Burton on Trent on a long tank train from Kingsbury, August 21st. *Phil Martin*

Top Right: Class 60 063 passes Bridgend with 6B13 Robeston - Westerleigh Murco tanks on August 2nd. *Lewis Mitchell*

Bottom Right: Class 60 040 ‘The Territorial Army Centenary’ makes a fine sight working 6E38 Colnbrook - Lindsey OR empty tanks as it passes Radlett RFC on August 23rd. *Daniel Stanbridge*

Below: DBS Class 60 011 is at the head of 6M82 Walsall - Tunstead empty cement tanks as it passes through Burton on Trent, August 20th. *Stuart Hillis*







Direct Rail Services

Top Right: Doing a spot of shunting at Crewe LNWR on August 4th is Class 47 712. ***Brian Battersby***

Bottom Right: Class 20 302 leads the Sellafield nuclear flask train through Carnforth on July 23rd. ***Colin Irwin***

Below: Class 57 007 passes Colton Junction working 4M51 the 16:10 South Bank Tees Dock to Ditton O'Connor sidings on July 25th. ***Colin Irwin***







DRS Class 66 301 and 57 012 pass through Winwick Jct. with the 6Z57 Carlisle - Crewe wagon move on August 10th. *Dave Harris*



Above: Class 37 602 form the 0Z20 light engine route learner move from Carlisle to Preston on August 30th, seen here through Pleasington. This is in preparation for the 3Jxx leafbuster trains which will be starting in the next few weeks *(Did I miss summer? - Ed).* *David Hollowood*

Top Right: Class 66 421 works the 4S44 Daventry - Coatbridge through Preston station on August 21st. *David Hollowood*



Bottom Right: Class 66 304 passes Copmanthorpe with a short intermodal southbound on August 22nd. This loco was formerly a Fastline machine, and passed into DRS hands upon the financial collapse of Fastline. *CJ Sutcliffe*

Below: Class 47 805 awaits the right away with the 14.50 Norwich to Great Yarmouth, August 4th. *Derek Elston*







Colas Rail

Above: Class 66 849 and 66 850 work the 6Z96 Sinfin to Grangemouth aviation fuel tanks through Winwick on August 16th. ***David Hollowood***

Top Right: Class 66 843 heads accross Ribblehead with a timber train heading for Chirk on July 23rd. ***Colin Irwin***

Bottom Right: Class 66 846 is seen beginning to cover Bridgend in a cloud of smoke, as it passes through with 6Z51 Baglan Bay - Chirk loaded Timber on August 21st. ***Lewis Mitchell***

Below: Class 47 739 'Robin of Templecombe' with 6E07 Washwood Heath - Boston docks empty steel carriers passes Burton on Trent on August 23rd. ***Stuart Hillis***







Colas Rail's Class 56 094 heads the 6E07 Washwood Heath - Boston through Chellaston on August 28th. ***Carl Grocott***

On August 10th, Colas Rail's Class 66 849 'Wylam Dilly' approaches Lichfield with 6X39 Dollands Moor - Longsight conveying 6 new Pendolino coaches. *Stuart Hillis*





DB Schenker's GMs and 90s

Above: Class 66 250 passes through Burton on Trent on August 8th working 6K50 Toton - Crewe engineers train. ***Stuart Hillis***

Top Left: Seen heading for Crewe passing Millmeece on August 3rd are Class 66 113 with 67 025 dit. ***Paul Godding***

Bottom Left: Class 66021 heads an MGR working past Colton Junction northbound towards York on July 27th. ***Colin Irwin***

Below: Class 66 133 works 6X01 Scunthorpe - Eastleigh through Burton on Trent, August 28th. ***Stuart Hillis***









Above: On August 2nd, Class 59 202 is seen on the Donnington Branch at Haybridge. *Paul Godding*

Top Right: Class 66 018 leads the 6E32 Preston to Lindsey oil refinery tanks through Lostock Hall Junction on August 15th. *Alan Naylor*

Bottom Right: Class 66 169 with 67 011 DIT heads past Chellaston working 6D44 Bescot to Toton departmental service on August 28th. *Derek Elston*

Below: Class 66 090 works a West Wood Yard to East Anglia ballast train up through Peterborough on June 10th with a rake of MHAs and MTAs. *John Martin*





After waiting at Buckford Bridge, Class 66 015 restarts a 6D99 Bescot Engineer's Sidings to Toton North Yard engineering train when it is allowed onto Stenson Junction to cross the branch to Sheet Stores Junction on August 4th. *Gary S. Smith*



Above: Class 66 169 and 67 011 work the 6D44 Bescot - Toton with a mixed rake of wagons through Burton on Trent. August 28th. *Stuart Hillis*

Top Right: Class 66 132 approaches Bamber Bridge with the 6E32 Preston to Lindsey oil refinery tanks on a wet August 20th. *Alan Naylor*

Bottom Right: ScotRail liveried Class 90 021 and EWS 90 020 'Collingwood' head through Acton Bridge on 0L48 Crewe IEMD to Garston Dock, August 28th. *Dave Harris*

Below: Class 66 066 passes Didcot East Junction working 4O23 Hams Hall to Southampton intermodal service on August 14th. *Derek Elston*









Above: DB Schenker liveried Class 66 101 is passed by a FGW HST service at Didcot East Junction whilst working 4M66 Southampton to Birch Coppice intermodal service on August 14th. *Derek Elston*

Top Right: Class 66 105 is seen hauling an aggregate train on July 25th approaching Colton Junction northbound towards York. *Colin Irwin*

Bottom Right: Freshly painted Class 59 201 passes through Clapham Junction with an empty aggregates working, on August 11th. *Derek Elston*

Below: Class 66 065, 60 039 and 66 125 haul the 6D44 Bescot - Toton engineers train through Burton on Trent on August 13th. The Class 60 was being worked up from St. Blazey for overhaul at Toton. *Stuart Hillis*









On August 22nd, EWS Class 66 147 leads a rake of empty steel slab cars past Copmanthorpe Crossing heading back to Scunthorpe for loading. *CJ Sutcliffe*



Above: Class 66 005, a relatively rare loco for this part of the country, appeared on 6K05 on August 23rd – seen here at Cherry Tree Junction, west of Blackburn. ***David Hollowood***

Left: Class 66 147 heads through Telford working 6M60 Exeter - Bescot on September 1st. ***Carl Grocott***

Below: On July 30th, Class 66 177 passes Scunthorpe with 6V19 Immingham - Margam, comprising a rake of BYA coil-carriers. ***Steve Thompson***





GBRf workings

Above: Class 66 745 and 66 746 are seen working 7X23 Derby Litchurch Lane - Old Dalby with barrier vehicles and new 'S' class tubestock passing Burton on Trent, August 14th. ***Stuart Hillis***

Top Left: GBRf's Class 66 735 leaves a trail of coal dust over the North Yorkshire countryside as it heads South through Colton Junction on July 27th. ***Colin Irwin***

Below: Class 66 732 'GBRf The First Ten Years' is at the head of 4V94 Doncaster Roberts Road - Portbury with covered biomass hoppers as it passes through Burton on Trent, August 30th. ***Stuart Hillis***



The Sunday afternoon 4C10 working is rapidly becoming THE train to watch out for. On July 29th, Class 66 706, 66 732 and 66 716 lead 3 coal hoppers past Appleby towards Immingham.

Steve Thompson

Top Right: Class 66 717 storms through Doncaster with 4R01 Eggborough to Doncaster Down Decoy on August 9th. ***David Hollowood***

Bottom Right: Class 66 722 'Sir Edward Watkin' passes Colton Junction with a coal working from Tyne Dock/Redcar to Drax Power Station. This loco is one of the five in the GBRf fleet wearing the London Underground/Metronet livery. ***CJ Sutcliffe***

Below: Class 66 714 'Cromer Lifeboat' leads the 6V93 Northfleet to Paddington New Yard empty spoil wagons with Class 66 711 on the rear as it heads through Kensington Olympia on August 1st. ***Derek Elston***











Freightliner's workings

Above: Class 66 534 'Oocl Express' emerges from the freight siding at Burton to run round its train to form 4O56 Burton - Southampton on August 4th. ***Stuart Hillis***

Top Left: On August 18th, Class 86 605 and 86 612 are seen in Crewe along with Class 90 047 and another pair of Class 86s on a Basford Hall Yard to Crewe LNWR move. ***Richard Hargreaves***

Bottom Left: On August 22nd, Freightliner's Class 66 564 leads an intermodal service from Tyne Dock to Peterborough past Copmanthorpe. ***CJ Sutcliffe***

Below: Class 66 620 is seen working 4Z68 Ratcliffe PS - Crewe Basford Hall empty coal hoppers through Burton on Trent, August 20th. ***Stuart Hillis***









Above: Class 86 605 and 86 612 speed south through Stafford on August 10th. ***Paul Godding***

Top Right: Class 66 566 leads an empty rake of intermodal wagons past Copmanthorpe Crossing on August 22nd. ***CJ Sutcliffe***

Bottom Right: Class 86 638 and 86 609 head north through Rugeley Trent Valley on August 24th with a Felixtowe - Crewe working. ***Phil Martin***

Below: Class 90 048 leads the 4L75 10:29 Crewe Basford Hall to Felixtowe intermodal past a dull Althorpe on August 30th. ***Derek Elston***







Above: Class 66 570 and 70 020 are seen on the fuelling point at Ipswich, August 4th. *Derek Elston*

Top Right: Class 66 511 and 66 620 pass Glendon East with 6L87 12:37 Earles to West Thurrock cement train on July 17th. This working has since gone over to a Class 70 working. *Steve Madden*

Bottom Right: Freightliner's Class 90 049 heads south through Stafford on August 23rd with a Ditton - Felixstowe liner. *Phil Martin*

Below: Former DRS operated Class 66 415 passes through Scunthorpe Station on 6M06 empty bin train from Roxby to Bredbury, July 30th. *Steve Thompson*











Above: Freightliner's Class 66 511 heads the 6E06 Bredbury to Roxby bin liner storming through Marsden on August 10th. ***David Hollowood***

Top Right: Freightliner's Class 66 619 'Derek W. Johnson MBE' with the 6K27 Crewe Basford Hall – Carlisle loaded ballast working is seen at Bolton-le-Sands level crossing on August 22nd. ***Chris Stanley***

Bottom Right: On August 5th, following an overnight possession at Burton. Freightliner's Class 66 518 and 66 560 top'n'tail an engineering train at Clay Mills goods loop. ***Stuart Hillis***

Below: Class 66 524 passes Burton on Trent with a late 4Z68 Ratcliffe PS - Crewe Basford Hall, August 8th. ***Stuart Hillis***





Class 86 501 leads a sparsely loaded 4L75 Crewe to Felixtowe intermodal through Althorpe on August 10th. ***Derek Elston***

Class 92 highlights

Class 92 009 ‘Marco Polo’ heads through Long Buckby on August 3rd working 6A42 14:42 Daventry - Wembley. *Steve Madden*

Right: GBRf/Europorte 92 Class 92 032 makes a wonderful sight at Otford Jct. with 6M92 Calais Eurotunnel Boundary - Acton Lane Reception Sidings with brand new GBRf blue and green TEA tanks for their new freight flow to and from Cardiff, August 23rd. ***Daniel Stanbridge***

Bottom Left: Class 92 011, 92 025, 92 027 deafen Preston station as they head south to Warrington on July 18th. ***Colin Irwin***

Bottom Right: Class 92 019 heads south through Stafford on August 23rd with a Garston - Dagenham car train. ***Phil Martin***









HSTs

Above: East Coast's HST power car No. 43208 is seen at York on June 5th on the rear of the 1S14 Kings Cross to Edinburgh service. ***John Martin***

Top Right: On August 18th, First Great Western HST power cars No. 43191 and 43175 are seen at Bristol Temple Meads, having arrived with services from London Paddington. ***Paul Godding***

Bottom Right: With a rare touch of Blue in the sky, Cross Country's HST power car No. 43207 leads a set passed Colton Junction heading southbound from York on July 27th. ***Colin Irwin***

Below: Grand Central's HST power car No. 43067 heads a Sunderland - London Kings Cross working on July 25th, seen here speeding south through Colton Junction. ***Colin Irwin***







First Great Western HST power car No. 43186 hasn't been the most prolific performer in the South West this summer, spending more time languishing on Laira or Old Oak, or sampling the delights of Great Malvern than striding down the sea wall. However on August 4th, with 43078 feeling left out of it at the back, it is seen heading through Dawlish on 1C86 Paddington - Plymouth service. *Steve Thompson*



Above: CrossCountry HST power cars Nos. 43366 and 43303 speed through Burton on Trent on August 20th working 1V54 Dundee - Plymouth service. ***Stuart Hillis***

Right: East Coast HST power car No. 43208 leaves York heading south over Colton Junction with a London Kings Cross service on July 25th. ***Colin Irwin***

Below: On August 11th FGW HST power car No. 43192 heads the 09:54 Penzance - London Paddington running around 5 minutes late as is passes Coombe, south of St. Austell. ***Barry Beeston***





First Great Western HST power cars Nos. 43150, 43141 and 43070 sit along with Class 57 605 awaiting their next duties at Longrock TMD, Penzance on August 26th. *Barry Beeston*

First Great Western HST power car No. 43026 stands at Pembroke Dock with 1L90, the 14:55 return departure to Paddington after arriving with 1B15 from London on August 4th. *Lewis Mitchell*







Units, Units, Units

Above: FGW's Class 165 105 trundles past Didcot East Junction heading for Paddington on August 14th. ***Derek Elston***

Top Left: On July 25th, First Great Western's Class 143 620 and 143 611 head along the sea wall towards Dawlish Warren with a Paignton - Exmouth service. ***Richard Hargreaves***

Bottom Left: Lyca mobile liveried Class 378 221 is seen ready to depart Stratford on July 21st. ***Brian Battersby***

Below: Class 180 112 is seen working the 1N92 Kings Cross to Sunderland down through Peterborough on June 10th. ***John Martin***







Above: Ex London Midland, now with First Great Western, Class 150 202 departs Bristol Temple Meads on August 18th with a service to Cardiff. ***Paul Godding***

Top Right: Northern's Class 156 438 arrives into Newcastle with a service from Morpeth on August 7th. ***Andy***

Bottom Right: On August 18th, Arriva Trains Wales Class 158 835 heads out of Crewe with a Cardiff Central - Manchester Piccadilly service. ***Richard Hargreaves***

Below: London Midland's Class 172 345 arrives into Birmingham Snow Hill on August 4th with a service from Worcester. ***Paul Godding***





Northern Rail's Class 150 103 heads a Stalybridge - Liverpool service over Sankey Viaduct, Earlestown on August 15th.
Dave Harris







Above: Rattling through Prees at speed on August 2nd is Class 175 102 en route to Cardiff. *Paul Godding*

Top Left: On August 4th, London Midland Class 350 124 departs Coventry during a heavy downpour with a service to Birmingham New St. *Class47*

Bottom Left: South Eastern's Class 375 624 arrives into London Bridge on July 21st. *Brian Battersby*

Below: The colourful vegetation of Norwich station blends well with the plain white Greater Anglia liveried Class 153 335 'Michael Palin' and 153 306 as they depart with the 10.36 to Great Yarmouth on August 4th. *Derek Elston*





A pair of Northern Rail Class 156 DMUs head slowly over the Ribblehead Viaduct with a northbound Carlisle train on August 26th. *Ben Bucki*





Above: Greater Anglia's Class 170 206 is seen departing Norwich on August 4th. ***Derek Elston***

Top Left: Chiltern's Class 168 001 arrives into Solihull on August 4th with a service to London Marylebone. ***Brian Battersby***

Bottom Left: Chiltern Railways' Class 960 014, the former W55022 passes Kings Sutton on a route learning run, 2Z96 Aylesbury to Kidderminster, August 21st. ***Derek Elston***

Below: Class 390 131 bends it's way into Preston on August 21st only to be terminated and sent back to Birmingham New St., due to a landslip south of Glasgow. ***David Hollowood***







Above: Arriva's Class 150 267 and 150 278 pass Cheney Longville, near Craven Arms on August 19th with a Cardiff to Manchester working instead of the usual Class 175. ***Phil Martin***



Left: Arriva Trains Wales Class 175 002 arrives at Conwy station under the castle wall with a service from Llandudno Junction bound for Holyhead, July 29th. ***Colin Irwin***

Below: Class 332 011 in the latest Heathrow Express livery stands at Paddington on August 25th.
Derek Elston







Above: Southeastern's Class 376 021 departs London Bridge on July 21st. *Brian Battersby*

Top Right: On July 28th, First Great Western's Class 150 131 rounds the curve at Langstone Rock and heads for Dawlish Warren with an Exeter St. Davids service. *Richard Hargreaves*

Bottom Right: Chapelfield's liveried Class 156 402 is seen at Great Yarmouth on August 4th forming the 12.17 to Norwich. *Derek Elston*

Below: South West Trains' Class 458 008 arrives into Clapham Junction on July 21st. *Brian Battersby*





A Leeds bound Northern Class 144 DMU departs Littleborough along the Rochdale canal with a Class 142 in tow on July 27th. *Colin Irwin*

East Coast Action

Top Right: DVT No. 82205 leads an East Coast IC225 service from Edinburgh to London Kings Cross past Copmanthorpe on August 22nd. The DVT is carrying the Flying Scotsman livery that it received for the relaunch of the service, which has been in existence since 1862 (The service not the DVT of course). ***CJ Sutcliffe***

Bottom Right: On August 22nd, East Coast DVT No. 82228 leads a predominantly GNER/NXEC liveried IC225 set past Copmanthorpe on a service to London Kings Cross, just the loco and buffet car are in the new livery. ***CJ Sutcliffe***

Below: Hired in East Midlands Trains HST power car No. 43045 leads an East Coast service northbound past Copmanthorpe on August 22nd. ***CJ Sutcliffe***









DCR workings

Above: HNRC Class 20 311 and 20 314, on hire to DCR, with two barrier coaches are seen working 5Z20 Washwood Heath - Kilmarnock through Burton on Trent, August 21st. ***Stuart Hillis***

Top Right: Class 56 303 is pictured at Coedkernew working 6Z34 Chaddesden - Cardiff Tidal on August 15th. ***Lewis Mitchell***

Bottom Right: Another shot of Class 56 303, now named 'Brian' as it works the 6Z56 Shipley - Cardiff Tidal through Portway on August 28th. ***Carl Grocott***

Below: On August 4th, Class 56 303, 56 312 and 56 311 pass 9 of their stored classmates at Nemesis Rail, Burton whilst working as 0Z56 Washwood Heath to Derby Chaddesden sidings, to collect a rake of scrap metal wagons. ***Stuart Hillis***







Scot-Rail - life north of the border

Malcolm liveried Class 66 434 is seen crossing over the River Tay at Perth on August 25th. *Richard Jones*

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

Scotrail Class 380 106 is seen at Glasgow Central having arrived with a service from Ayr. *Richard Hargreaves*



Going Underground

A train of London Underground 'C' stock headed by No. 5523 arrives at Tower Hill on June 2nd. ***Chris Morrison***



Going Underground continued...

Above: Northern Line ‘1995 Stock’ No. 51662 is seen at Brents Cross heading for Edgeware on July 21st. *Brian Battersby*

Top Right: ‘A60’ unit No. 5109 is seen on the rear of an Uxbridge - Aldgate service departing Great Portland Street on June 2nd. This unit went for scrap later in June. The remaining four 8 car units should be withdrawn after the Olympics. *Chris Morrison*

Bottom Right: Northern Line ‘1995 Stock’ No. 51525 is seen at Brents Cross with a Morden via Bank service on July 21st. *Brian Battersby*

Below: A Northern Line ‘1995 Stock’ No. 51645 arrves into Edgeware with a terminating service. *Brian Battersby*







Nemesis Rail

The ever changing face of the Nemesis depot, which includes a rusty Class 31 461 recently moved from The Battlefield Line at Shackerstone, 26 011, blue 08 892, 37 905, blue 47 375, Fertis 56 051 and the Floyd (ex 56) 639-002 inside the shed, August 30th. *Stuart Hillis*

Inset: Floyd 639-002 is seen with engine running, August 13th. *Stuart Hillis*

Trams and Metro

Croydon Tramlink's Stadler built tram No. 2558 approaches East Croydon station on August 11th with a service to Elmers End. *Derek Elston*

DRS Gresty Bridge Open Day

The bi-annual open day at Crewe Gresty Bridge was held on August 18th. Once again, there was plenty to see and do along with regular start ups of the fleet.

Top Right: Old and new to the DRS fleet as Class 20 308 stands alongside recent acquirement from Riviera Trains, Class 47 853 ' Rail Express.' *Richard Hargreaves*

Bottom Right: The ever popular Class 37 229 'Jonty Jarvis' is seen in the yard. *Andy*

Below: Inside the depot undergoing attention were amongst others Class 66 302 and Class 37 261. *Richard Hargreaves*







DRS Gresty Bridge Open Day

continued...

Class 37 608 and 37 609 are seen in some rare sunshine alongside Class 66 422. *Andy*

Fares Advice with RailUK

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

How are end dates worked out for 1-month tickets?

Q: Usually if you buy a monthly season ticket or travelcard that starts on the n'th of the month, or a return ticket with return journey to be within a month, then it's valid until the (n-1)'th of the next month. I'm just curious how that works with months having different numbers of days.

For example, I've just bought an Oyster travelcard starting tomorrow (31 Aug) which runs to 30 Sept. I'm guessing that if I'd done it a day later (1 Sept) then it would still finish on 30 Sept so I'd get a day less of travel. Is that correct? That seems marginally unfair, but understandable.
What if you buy a ticket on 30 January - clearly most years it's impossible for it to end on 29 Feb. Are there any rules governing whether the end date should be 28 Feb or 1 Mar?

A: As we have a calendar system that uses unequal months, then some months are going to offer better value than others. So, yes, a monthly ticket bought on 30 Jan will have its last day of validity of 29 Feb in a leap year, but 28 Feb in non leap years.

And similarly, a monthly ticket bought on 1 April will have one less day of validity compared to one bought on 1 August. But that is the price we have to pay for our system of dates

Off Peak Day Return dearer than Off Peak Return

Q: Doncaster to Nottingham - Off Peak Day Return (CDR) @ £25.40 via Sheffield has 09.00 restriction, just the same as the Off Peak Return (SVR) @ £23.20. Both are priced by EMT. I'm just as confused as the OP!

Doncaster to Sheffield Anytime Day Return (SDR) is £6,80 or Off Peak (CDR) at £5.70 after 09.30. South Yorkshire Travelmaster Day ticket at £7.55 is valid on all buses, trains (NOT East Coast) and trams within South Yorkshire, but needs to be pre-purchased from PTE Travel Centres as it is a scratch card.
Sheffield to Nottingham SDR - Anytime Day Return is £17.40, or £12.30 for Off Peak Day Return (CDR) after 09.00.

A: Outside of commuter fare baskets the SVR (where there is one) is the regulated fare (otherwise its SDR/ SOR). If its very small value it may not be in the fares basket as only flows/tickets giving the top 95% of qualifying revenue are included.

Advances not sold at Ticket Office

Q: I discovered the other week that Advance tickets are not sold at my local FGW station which meant a hurried trip home to book on line for the following day and then a trip straight back to collect my tickets (so I had them ready for the start my journey without having to fret in queue to collect them).
The booking office clerk first said, as the reason that they were not sold was it took too long to sell them and then later said that the equipment did not permit their sale and told me to travel to another station - Paddington or Ealing Broadway to buy them.

Now I already knew I could not get reservations at this station but not selling advance tickets took me by surprise and surely it goes against the principle of making the best priced ticket available?
They do sell tickets for travel on another day and they did patiently sell me a quirky ticket off the routing map so it is not the guys in the office being unhelpful but FGW.
Are there many ticket office like that out there and, if I had asked, would they or should they have given me a free return ticket to the station I was being told to visit to buy my ticket?

A: If the booking office can't issue reservations then it can't issue advance tickets as it has no way of knowing what the availability of the advances on the service you want to use. Remember that advances have to be issued with a mandatory reservation coupon, if they can't issue reservations they can't issue advances. They can sell walk up tickets (Off-Peak, Anytime and Super Off-Peak) without reservations therefore they can issue them in advance of travel.
There are a small number of stations which use Avantix Mobile as their booking office system (this is the portable machine which guards use and is operated by a stylus and touch screen). These genuinely can't sell Advances. If they have a computer-based system, they can. My experience is that some clerks can't be bothered doing Advances because they're a bit of a faff, so fob people off.

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.

BIGGEST RAIL REVAMP IN WALES BEGINS

Work has begun on Wales' largest congestion-busting scheme to potentially provide hundreds of extra rush-hour seats each day on rail services on the Cardiff and Valleys' network.
Due for completion by 2015, this £220m scheme, with funding of £17m from the Welsh Government, will deliver a bigger, better railway for the Cardiff and Valleys' network and will support the growth of the local economy.
The work will be delivered in five stages, starting with the Vale of Glamorgan line.

The three-year programme will mobilise hundreds of railway workers to replace over 300 signals, 12 miles of track, 59 sets of points and build seven additional platforms across the Cardiff and Valleys' rail network, including at Barry, Caerphilly, Pontypridd and Tir-Phil stations.
The scheme will remove the rail bottleneck between Cardiff Central and Queen Street, allowing 16 passenger trains per hour to run through the area – a 25% increase. The extra capacity will also allow more freight trains to run through Cardiff helping to support businesses in their transport of goods to and from Wales.
Cardiff Central (south side) and Cardiff Queen Street will also see new entrance buildings and facilities to improve passengers' travel experience. These stations account for 67% of all passenger demand on the South Wales Valleys' network and cater for almost 12.5m passengers every year.

The work is an important first step towards electrifying the Valleys' network. The recent decision to fund the electrification of the network was based on a business case that offered the increased capacity that these improvements provide.
A new station will also be built to serve the growing community at Energlyn.

Mark Langman, route managing director for Network Rail Wales, said: "We need to expand today's railway to cater for tomorrow's needs, and we are getting ahead of the game. Through this investment, passengers will significantly benefit from the potential to run more services and a better performing railway, which is also vital to support Cardiff as a key economic centre for Wales.
"The city has the largest travelling workforce in Wales with around 37% of the workforce commuting from neighbouring authorities, in particular, from the Valleys. A large number of that workforce relies on rail and usage is expected to increase by 8% on average each year, adding further demand on an already-congested railway.

"On a network as busy as ours, this work is the equivalent of conducting open heart surgery on the railway whilst keeping daily services running with the minimum of disruption".

Welcoming the launch of Network Rail's Cardiff area re-signalling renewal project the Minister for Local Government and Communities, Carl Sargeant, said: "This multi-million pound investment, which includes Welsh Government funding, will allow additional capacity on the rail network around Cardiff.

"This is the first tangible step in delivering electrification of the Valley Lines, as well as part of the continued investment and improvement of the rail network in Wales, as set out in the National Transport Plan."

Mike Bagshaw, commercial director for Arriva Trains Wales, said: "This important work will lay the foundation for future extra capacity and will mean extra services and journey opportunities for passengers using one of the busiest parts of the Arriva Trains Wales network.

"When combined with the recent electrification announcement, station improvements being delivered by Arriva Trains Wales and Network Rail, and the extra capacity the project will deliver, passengers in the Cardiff area will see a real transformation to their rail services."

To minimise disruption, the work over the next three years will be mostly carried out at night when trains are not running.
In addition, innovative techniques will be adopted - such as the use of lightweight signals to reduce installation time whilst achieving cost-savings.

With the 1960s signalling system completely modernised, rail services will also become more reliable and compatible with an electrified railway.

The contractors appointed to carry out the work are Atkins, Siemens, Balfour Beatty, Birse and Bam Nuttall.

Stalybridge engineering work - major changes to train times

Between Saturday 27 October and Sunday 04 November there will be a complete closure of the railway at Stalybridge. For nine days Northern Rail and First TransPennine Express services cannot operate on the route through Stalybridge on the trans Pennine railway line between Huddersfield and Manchester.

As a result there will be a revised timetable on both routes between Leeds and Manchester:
•the North trans Pennine route Leeds – Manchester Piccadilly via Huddersfield
•and Calder Valley route Leeds – Manchester Victoria via Hebden Bridge.

Northern services that normally call at local stations between Huddersfield and Manchester Victoria will be replaced by a bus service for all or part of the journey. First TransPennine Express services will be diverted to avoid Stalybridge and as a result the number of trains that Northern can operate on the Calder Valley is reduced.

What does this mean for my journey?

Depending on where you are travelling to and from you may not notice any difference to your normal journey. However, on some routes the changes are significant.

Monday to Saturday summary of alterations to services

Northern Rail will operate trains between: Leeds and Manchester Victoria via Bradford Interchange, Halifax, Hebden Bridge and Rochdale. Leeds and Hebden Bridge via Dewsbury and Brighouse. (these trains will not run through to Manchester Victoria). Leeds and Huddersfield (local stopping trains via Dewsbury). Selby - Leeds - Bradford Interchange - Huddersfield -Wakefield Westgate via Halifax and Brighouse. Manchester Victoria & Ashton-under-Lyne (Monday to Friday until 7pm).

First TransPennine Express will operate trains between: Liverpool to Newcastle via Newton-Le-Willows and Manchester Victoria. Manchester Victoria to Middlesbrough with selected services calling additionally at Rochdale, Todmorden and Hebden Bridge. Huddersfield to Selby and Hull. Huddersfield to York and Scarborough.

Most services will also call additionally at Dewsbury.

For the majority of the day First TransPennine Express services will not serve Manchester Piccadilly, Manchester Oxford Road, Manchester Airport, Warrington Central, Birchwood or Liverpool South Parkway.

Rail replacement buses will operate between: Huddersfield and Guide Bridge (Monday to Friday until 7pm) or Huddersfield and Manchester Victoria (after 7pm and on Saturdays)

Buses will call at Slaithwaite (A62 and not the station), Marsden (A62 and not the station), Greenfield, Mossley and Ashton under Lyne. Huddersfield and Manchester Airport calling at Stockport for connecting rail services to Manchester Piccadilly and destinations on the National Rail Network Stalybridge and Guide Bridge for connecting rail services to Manchester Piccadilly Warrington Central and Newton-le-Willows

Sunday summary of alterations to services

On Sundays, rail services will be similar to the Monday to Saturday service except First TransPennine Express will operate direct trains to/from Manchester Airport.
Replacement buses will only operate between: Huddersfield and Manchester Victoria. Stalybridge and Manchester Piccadilly.

Planning your journey during the closure

To help you get around during the nine day block, there will be several timetable booklets and mini guides covering the affected services. These will be available at stations during late September 2012. Information will also be available nearer the time on our website and on the TransPennine Express website.

Why is the work required?

Network Rail requires a complete closure of the railway at Stalybridge to carry out a crucial part of a long running engineering project. The project includes a major revamp of all the tracks and signalling in and around Stalybridge station, which also sees alterations to the platforms, coffee shop and other passenger facilities.



The £20m project is needed because the existing infrastructure is nearing the end of its operational life. Network Rail will be replacing it in such a way that it meets both current needs and those of the future when the lines from Manchester are electrified in 2016.
The new layout will provide greater operational flexibility and will be more reliable. So far as passengers are concerned, that means better train services now, with the prospect of faster and more frequent services in the future. As well as renewing the track, the signalling system will be replaced and the speed of trains passing through the station will increase from 40 to 50 mph.

The station itself will benefit from other changes that include: a new bay platform next to the existing platform 1, near the end of the buffet bar. widening platform 2 and extending it alongside the existing bay to create a new platform.
The demolition and rebuilding of the coffee shop on platform 2. new waiting shelters, CCTV, station announcements system and passenger information screens. The result will be that the station has five platforms in future instead of three, so the existing numbering will be changed. Once the new platforms have been built an 'Access for All' scheme, funded by the Department for Transport, will link all platforms. New passenger lifts will be built taking passengers down to the recently refurbished subway, giving disabled passengers, people with buggies and those with lots of luggage, step-free access across the station.

Why are so many trains affected?

The line through Stalybridge is part of one of the main routes across the Pennines. Both Northern and First TransPennine Express services are affected and whilst the use of rail replacement buses is unavoidable, we are working together to keep as many people travelling by train as possible on the trans Pennine routes. To enable this to happen, difficult decisions have had to be made on how best to utilise the limited number of trains available to both companies and the limited number of paths or slots on the railway in order to provide the maximum number of train services.

First Capital Connect launches first Customer Service Apprenticeship Scheme



First Capital Connect (FCC) has officially launched its first ever Customer Service Apprenticeship Scheme with an initial five apprentices starting work from Monday 3 September.

The five successful applicants were chosen from over 260 applicants after FCC engaged with schools, colleges, job centres and social media to advertise for the positions. The course length will be a total of 12 months and will lead to an NVQ level 2 in customer service and business administration. Training will be provided in all areas of the customer services department which have been set by the business needs and this will enable the apprentice to qualify for a recognised qualification within the rail industry.

The apprentices will be working in a number of customer service roles, including ticket office sales, revenue protection, train despatch, and department support. The scheme provides good overview on how the customer can be helped by various teams in customer service and also how they can be impacted by the decisions we make. The scheme is also the first apprenticeship scheme in the UK rail industry that offers a full working perspective of the entire customer service department.

The programme was launched at an event in London by Rail Minister, Norman Baker MP, and FCC's Managing Director, Neal Lawson. In his address to the audience Mr Baker congratulated FCC for the scheme and affirmed how this is an exciting time to join the rail industry. Former Lightweight Boxing World Champion Billy Schwer also spoke to the apprentices and gave a motivational speech on how to succeed in life.

Speaking at the launch, Norman Baker MP said: "This scheme opens up a door of opportunity with an apprenticeship that equips young people with the skills, the qualifications and the experience to get on and move up.
"It's also a good news story for the wider rail industry. Satisfied customers are the lifeblood of any successful business and it's the delivery of top quality customer service that drives this apprenticeship course."

Neal Lawson commented:
"The rail industry is a fantastic business to be involved in. If you are prepared to work hard, be passionate and committed, you can go far. For these five young people this is just the start of their journey with FCC, I hope to see them shine along the way and to welcome even more apprentices into the organisation in the future."

Virgin Trains welcomes Transport Select Committee hearing on West Coast franchise competition

* Virgin's bid offers better services to passengers and more secure deal for taxpayers

* £800m guaranteed investment to deliver new trains, routes and on-board services

Virgin Trains has backed the decision by the Transport Select Committee to hold a hearing into the West Coast rail franchise competition.

The hearing follows widespread concern raised by passengers, MPs and other stakeholders at the decision by the Department for Transport to select FirstGroup as the preferred bidder despite Virgin Trains offering a better deal for passengers and a more secure deal for taxpayers. Virgin's plans offer a detailed £800m investment programme, delivering new trains, extra routes and even better on-board services.

More than 167,000 people, including thousands of customers who use the West Coast route, have signed an e-petition protesting at the franchise decision. The Department for Transport confirmed yesterday that it had delayed awarding the contract.

Virgin Trains Chief Executive Tony Collins said: "We welcome the Transport Select Committee's decision to call Virgin Rail Group and FirstGroup to a hearing on West Coast Main line next week. This follows the Department's decision to delay the award of the contract. Along with the thousands of customers who signed the e-petition, we hope this will be followed by an independent review of the decision to award the contract to First Group.

"Virgin Trains has submitted a strong and deliverable bid with more commitments on new trains, new routes and new on-board services. We'll spend £800m - and have given a detailed account of how this would build on the huge improvements we've made over the last 15 years. First have made vague promises about spending £350m. Passengers are rightly asking why their voice and priorities appear to have been ignored."

Virgin Trains has also set out in detail why its bid offers more passenger improvements and a more secure financial deal for the taxpayers, pledging to invest £800m to deliver:

New destinations and improved services

* New services to Telford, Shrewsbury, Blackpool, Bolton, Stirling, Motherwell, Hartford and Liverpool South Parkway.

* Increased services to destinations in North Wales, Nuneaton, Milton Keynes, Rugby, Stafford

* More capacity on the Birmingham-Scotland route.

* Faster journey times between London and Glasgow.

New trains

* Greener trains and a better passenger environment with the replacement of all of the Voyager trains with 21 6-car 'Baby Pendolinos', meaning no diesel operation over electrified lines.

* An extensive refurbishment of all the current Pendolinos.

New state-of-the-art ticketing

* A revolutionary new centralised booking engine, a first for the UK rail industry, to provide passengers with a one-stop-shop experience.

* Introduction of Smart Ticketing and a new loyalty scheme.

New and enhanced onboard offering

* Complete onboard refresh, with a new state-of-the-art Wi-Fi system capable of growing with passenger needs.

* An enhanced at seat complimentary First Class service and a new at seat Standard Class service.

Improved station facilities

* Installation of ticket gates, a number of station improvement projects including more car parking, ticket machines, CCTV and information points.

Train operator awarded highest standard for carbon reduction



East Coast has won a prestigious award for its progress in reducing energy usage at its stations, depots and offices.

The train operator has been awarded the Gold Carbon Saver Standard as part of the CRC Energy Efficiency Scheme by Carbon Saver, an independent organisation which works with firms to save energy and contribute towards Britain's carbon reduction commitment (CRC).

The Environment Agency has approved the Carbon Saver Standard as a robust and independent assessment of carbon efficiency, and have considered as an 'Early Action Metric', a measure of how well organisations have adapted their business to 'low carbon' operation. A network of East Coast 'environment champions' has been set up at the stations it manages, depots and offices. The environment champions have direct responsibility for identifying areas where energy use could be reduced and savings delivered.
One of the most successful locations has been East Coast's Clayhills depot in Aberdeen, which has reduced its electricity use year-on-year by 22% thanks to the introduction of more energy-efficient gas boilers, better management of 'shore' supplies (used to provide power to trains in depots) and the use of sensors to turn off lights when not in use.

Measures introduced at Durham station have achieved an impressive 30 per cent year-on-year saving in energy consumption. Electricity use fell by 7% over the same period after East Coast's environment champions switched off water boilers when not in use. Low energy lighting reduced power consumption in the travel centre and waiting rooms, while better fault reporting of car park lighting sensors ensured lights were all switched off during daytime hours. An 8% energy saving was also achieved at East Coast House, the company's headquarters in York, by reducing use of air conditioning in the evening, launching software to power down computers at night, and more efficient maintenance of heating and cooling systems. East Coast Environment Manager Jim Harbidge said: "The award of Gold Standard by Carbon Saver followed visits to each of our managed locations by assessors who looked for evidence of how we are saving energy and encouraging our people to get involved."The Gold Standard recognises the great progress made at East Coast towards greater energy efficiency – but this is just the beginning. We've set ourselves a target to reduce energy use by a further 5% this year, supported by a network of environment champions based at each depot, station and office building managed by East Coast."East Coast currently uses energy worth around £1.75 million each year. As well as reducing its power bill, the company hopes to play its part in meeting Britain's carbon reduction commitment

Train service improvements in Ayrshire and Renfrewshire

Five hundred more seats – and two extra trains – have been confirmed for passengers who travel into Glasgow during the morning peak period from towns in Ayrshire and Renfrewshire.

In the evening peak, an additional four services from Glasgow will add a similar number of seats for people going home. ScotRail has highlighted that the improvements – which will begin in December – will attract 500,000 more passengers a year, and represent a 12% increase in services on the current provision.

Enhancements are also planned for outwith peak periods, with several locations set to benefit from more trains:

Off-peak services (compared to current services):
Howwood: 2 trains per hour (1)
Lochwinnoch: 2 trains per hour (1)
Glengarnock: 3 trains per hour (2)
Dalry: 3 trains per hour (2)
Kilwinning: 6 trains per hour (4)
Irvine: 4 trains per hour (2)
Barassie: 2 trains per hour (1)
Troon: 3 trains per hour (2)
Prestwick Airport: 3 trains per hour (2)
Prestwick Town: 3 trains per hour (2)
Newton on Ayr: 2 trains per hour (1)
Ayr: 3 trains per hour (2)

Faster journey times between Glasgow and Ayr will make train travel more competitive with bus.

ScotRail's confirmation makes it clear that Ayr, its surrounding communities and the Garnock valley will receive a much improved train service throughout the day.
Jerry Farquharson, ScotRail's director of business planning, said: "The new timetable is carefully designed to encourage more people to use rail throughout Ayrshire and Renfrewshire. "We are adding services where they are most needed, using a mix of fast and stopping services to reflect journey patterns across the whole area."

ScotRail will be using a further four trains from its most modern fleet – the quiet, air-conditioned and eco-friendly Class 380s – during off-peak times. And, to meet the uplift in services, it has recruited 12 more drivers and a further 10 ticket examiners to staff the additional services.
Mr Farquharson added: "More travel opportunities – and jobs – are being created, with the changes also designed to attract additional passengers to rail at off-peak times, and to increase journey opportunities to and from Glasgow."

Transport Minister Keith Brown said: "We are working alongside ScotRail and Network Rail to enhance the passenger experience and deliver more capacity, renewals works and new electric rolling stock to address issues like overcrowding, capacity and punctuality.
"We've already seen a lot of progress in the area – such as the Class 380 trains brought into service last year. We have also invested around £170million on infrastructure enhancements to allow a more robust service to be delivered.
"This timetable aims to enable better ferry connections and faster journey times, with all stations on the routes benefiting from more passengers. "We have worked closely with ScotRail to deliver a timetable that provides the most economical benefits out of all the options considered and represents the best value for money."

Paisley Canal

The new timetable coincides with a £12million investment by ScotRail and Network Rail to electrify the separate Paisley Canal Line which runs to and from Glasgow Central. The project, due for completion by December, will be the first major project to be delivered under a new 'alliance' between both organisations. Paisley Canal will also feature Class 380s on the route, and Class 314s will be used during the day – adding 72 seats to each service. Electric trains are much greener than their diesel counterparts; and can return energy to the grid through their braking systems.

Virgin Trains responds to FirstGroup's proposals for West Coast

Virgin Trains has responded to FirstGroup's proposals for improvements on the West Coast Main Line which were outlined to Parliament on 3 September 2012.

Tony Collins, Virgin Trains CEO said: "We welcome the Transport Department's decision to delay the process. We hope that Ministers will also agree to our proposal that there should be an independent review of the decision to award the contract to FirstGroup.

"We note the Minister's assessment of the FirstGroup bid and take strong exception to the view it provides better value than Virgin Trains. We have submitted a strong and deliverable bid with more commitments on new trains, new routes and new onboard services. In total we have outlined £800 million of new investment compared to £350 million announced by First Group.

Normally, under franchise process, the successful bidder sets out a range of 'franchise obligations' – legally binding commitments – but none has been published by FirstGroup or the Department for Transport.

The proposals that have been revealed are less beneficial to customers than Virgin's. A comparison of the two sets of proposals is shown below.

Trains / capacity

First Group: More trains on the route, with 12,000 extra seats per day provided by 11 new 6 carriage electric trains from December 2016 (in addition to the 106 extra Pendolino carriages currently being introduced) and refurbishment of the existing Pendolino and Voyager train fleets.
Virgin: We would replace all of the Voyager trains with 21 6-car 'Baby Pendolinos' which would mean no diesel operation over electrified lines, delivering the best environmental solution and an all-Pendolino fleet providing the best passenger environment. All the exiting Pendolinos would undergo a major refurbishment.

FirstGroup appears to be retaining all of the Voyager fleet but it is not clear whether this is a firm commitment or whether they have the option to redeploy them to other routes. Assuming they do retain all of the Voyagers, FirstGroup would be providing 4% more seats than Virgin would on a daily basis.
Virgin would investment £385m in the fleet. We understand there are no contracts in place for the FirstGroup proposals.

Capacity between Birmingham and Scotland

FirstGroup: More capacity on services between Birmingham and Scotland.
Virgin: We would also provide more capacity on this route, but in addition we would offer direct services from the south Midlands via Birmingham. All services between Birmingham and Scotland would be operated by either six, nine, 11, or 12-car trains.

Journey times

FirstGroup: Faster journey times between London Euston and Glasgow.
Virgin: FirstGroup's proposals would involve removing some stops en route, to speed up the service. Virgin's proposals are based on track improvements to deliver the improved journey times. Working with Network Rail we would undertake a number of infrastructure upgrades including enhancement to allow the Pendolino to reach a top speed of 135mph in order to improve a number of journey times. This Virgin investment would be £125m, but there is no firm commitment in FirstGroup statements.

New destinations

First Group: New services to Blackpool, Bolton and Shrewsbury, subject to approval of the Office of Rail Regulation.
Virgin: Our Bid also proposes new direct services to Telford, Shrewsbury, Blackpool and Bolton, but they would start a year earlier than in FirstGroup's proposals. We would also double the frequency to Preston and increase calls on the North Wales route, and at Nuneaton and Milton Keynes. In addition we would create new services to Stirling, Motherwell, Hartford and Liverpool South Parkway; further enhance services for Gobowen, Chirk, Ruabon and Wrexham; increase journey opportunities between Milton Keynes/Rugby/Stafford and the North West; and increase calls at Tamworth and Lichfield.

Fares

First Group: Lower Standard Anytime fares over the first two years.
Virgin comment: The lowering of the standard fare which makes up around 20% of annual revenue still results in FirstGroup increasing fares in real terms by 22% and at the same time they plan a massive growth in passengers to around 66m per annum by 2026, creating a major overcrowding problem.

Station improvements

FirstGroup: £22m in station improvements.
Virgin: Our investment for stations totals £99m. Like FirstGroup we would install ticket gates and undertake a number of station improvement projects. We would also create more car parking, install more ticket machines and introduce smart cards. CCTV and information points would also be installed.

Ticketing / passenger services

FirstGroup: Oyster-style smart ticketing.
Virgin: We would design and develop a revolutionary new Centralised Booking Engine (CBE) which is unique to the industry. It would pull together all of the many industry systems and provide the passenger with a one stop shop experience. As part of this we would introduce a new customer experience system which includes a loyalty scheme in partnership with a major scheme provider. The investment in this area is £39m; there is no detail in this area from FirstGroup.

Customer satisfaction

FirstGroup: For the first time in an intercity franchise, better customer satisfaction as measured by the National Passenger Survey.
Virgin: We currently score the highest rating for all long-distance franchise operators (91%). Our plans would seek to increase this rating by building on the fantastic service our people provide backed by an investment programme which is more than twice that promised by FirstGroup.

Onboard service

Virgin: Virgin would replace the current Wi-Fi system with a completely new state-of-the-art system capable of growing with passenger needs, as enhancing the current system is not feasible.

There would be a complete refresh of the onboard offer. This would support the enhanced at-seat complimentary service in First Class and a new at-seat service for Standard. The Virgin investment in the onboard service is £109m, but there are no details as yet from FirstGroup.

Investment

FirstGroup: FirstGroup has said its investment package is worth £350m but there is little detail of how this is to be spent. To help customers and politicians understand the FirstGroup proposals, Virgin Rail Group has put 10 questions to Mr O'Toole, based on his recent comments to analysts and MPs.
Virgin: We are planning to invest nearly £800m in the franchise, including a number of other projects not listed above.

View from the Outside

During August I went on the Scarborough express, although surprisingly we didn't go to Scarborough but from York to I don't actually know where! But we ended up back in York again.

The train was very busy from leaving York and we had to stand up at the beginning, although after a couple of stops it quietened down. The fares on it were very reasonable and it seemed a nice friendly train with lots of families returning from a day at the seaside. ! More importantly all the staff were very friendly and helpful as well.

This month I have also been on holiday, I went to Greece, Keffelonia a Greek island to be more specific and I don't think they had any trains there but you definitely needed a car to live there or holiday there.

Perhaps there is a gap in the market for a train line on the island? But it was lovely and hot and such a relaxed way of life! I think that if they did have trains on the island they would be quite cheap to travel on considering everything was reasonably priced!

We stayed in an amazing villa with private pool, and it was very cheap. Email me for details.

Keep on loving trains until next month everyone!

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

Copycat station is a glass act



A railway station built to serve a growing seaside resort and designed to be a miniature copy of a nearby hotel is making the most of what little sunshine there is during the dull and wet British summer.
Grange-over-Sands station has ornate Victorian glass canopies at the front of the station building and above both platforms, incorporating fine filigree work and finials.

The summer sunshine is flooding the station now that the glazing has been replaced and when the sun does not shine, new lighting takes over.

The station opened in 1867 and was designed by EG Paley as a mini version of Grange Hotel, which he also designed and is situated across the road
Andy Morgan, Network Rail's route asset manager (buildings), said: "This is a fine old station that has remained largely unchanged for nearly 150 years, and we have tried to be sympathetic to the original design when carrying out renovations."
The platform and station entrance canopies have been completely re-glazed as has the platform 2 canopy support wall. The steel and timber superstructure have been repaired or replaced, along with the all the guttering and downpipes.

Painted in red, green and cream, the work cost nearly £250,000 and was delivered by Network Rail's LNW property works team.



PROFESSOR GREEN: STOP LISTENING TO MY MUSIC…AT A LEVEL CROSSING

Music artist Professor Green is encouraging people to stop listening to his music. Why? He's teamed up with Network Rail for its latest safety campaign asking people to remove their headphones at level crossings so they aren't distracted from warnings about approaching trains.



*Two people have tragically died this year at footpath crossings where it is thought they were wearing headphones. In the past five years, train drivers or railway staff have reported 19 incidents where pedestrians, joggers or cyclists wearing headphones have crossed the railway, seemingly oblivious to the approaching train.

The new digital campaign– Lose Your Headphones – features the popular rapper in a video which will appear on the music streaming service Spotify as well as being promoted via social media sites such as Twitter. Network Rail is also encouraging people to spread the word about removing headphones by offering a prize of Sonos music speakers to five lucky winners who re-tweet the campaign message.

Professor Green spoke about why he's supporting the new campaign: "I never imagined asking people to stop listening to my music but this is about staying safe, so just for a minute, I want them to stop. I know it's very easy to get caught up in a track when you have your headphones on and get distracted from where you are and what's around you but I'm asking, please, lose your headphones when at a level crossing and pay attention to all the safety warnings. I don't want anyone to end up on the tracks listening to one of mine."

Martin Gallagher, Network Rail's head of level crossings said: "People wear headphones all the time nowadays; on the train, walking down the street, and even cycling or in the shops. We think though that there are times when it makes sense to stop the music and devote your full attention to where you're going.

"Trains can travel up to 125mph on the main British rail network and even with safety warnings such as lights and signs at footpaths across the tracks, it's easy to get distracted if you're caught up with your favourite tune. If Professor Green is asking people to stop listening to his music just for a few minutes, we hope people will listen up, lose their headphones, and not their lives."

Dr Bruno Fazenda, from the Acoustics Research Centre, University of Salford said: "Hearing is the only sense that can warn us of dangers we can't see and when listening to music with headphones we become isolated and are less likely to hear sounds that might tell us of approaching dangers. It's not just the volume of the music but also because the headphone itself blocks out ambient noise. There is also plenty of evidence which shows that when you are doing two activities at the same time, such as listening to music or texting and crossing a railway track, your attention gets divided in such a way that you might not notice an approaching train even if all the warning signals are there. I love listening to music on the go but I would definitely put up with just a few moments of dull silence for a better chance to keep my life."

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.

Once again the "Dream Team" have been out and about doing my work for me this month. Over to Railtalk regulars, Colin Irwin and CJ Sutcliffe for another gem and an excellent report. They really do put me to shame :-)



It's getting harder to find good spam van's these days

Woodys
Sawleys Brow Layby, A59
Clitheroe
BB7 4LH

Tel: 07947 904 987

Sometimes, you have to travel off the beaten track to find the best places, other times you come across good places on the beaten track. The following review is an example of the latter.

Woodys is a small roadside cafe located on the main A59 between Clitheroe and Gisburn, on a layby with extensive parking space accessible from both directions. The location is ideal, not too far from the villages of Clitheroe and Gisburn, on the main road towards Settle and Long Preston, onwards onto the S&C, and also towards Skipton and the Aire Valley Line back towards Leeds. Therefore very much in railtour country, and also not too far from Clitheroe Cement Works which receives a service by rail also.

The cafe is open on weekdays, and being a fixed structure as opposed to a mobile trailer, interior and exterior seating is available, ideal if the elements are decidedly negative. Noticeability isn't an issue either, as a flag of every UK nationality is displayed outside adjacent to the road.
Owner Sandy Woods is of N.Irish descent, and offers some little found Irish charm and hospitality with the goal of providing a distinctly more civilised atmosphere to the classic roadside cafe. And with the option of full breakfasts on porcelain plates and tea/coffee served in a porcelain mug, with the days newspapers on each table to boot, this goal is most certainly achieved.

A word of warning however, low headroom may be an issue to the taller customer, I'm 6'3" in height and can just about fit in the premises.

The food is of great standard, a full range of breakfast barms (with spam, important) is available, again served either in a takeaway bag with napkin or a plate for the civilised feel. Tea or coffee is available, and both can be made bespoke to the individuals preferences. Aside from breakfasts, burgers, omelettes, cold sandwiches and homemade cakes are also available and anything not on the menu can be requested and Sandy will try his best to create it.

Sandy Woods is also accredited Level 2 Safe Food by NCASS and Woodys has been rated 5 stars by the FSA, so you're in safe hands here.

Of note in the interior is the dartboard, a first for such an establishment, where customers can try their luck on a six arrow high score challenge. Potential prizes other than bragging rights are unknown however, the individual can always enquire. Sandy Woods is also an ex-Royal Marines soldier, and collects for the charity supporting the Royal Marines, donations via the collection tin are always welcome.



Overall, an excellent find. The goal of creating a civil environment in the most uncivil of locations and situations works very well indeed, a cosy and welcome atmosphere is created and maintained all day long, and is coupled up with great food and drink. On a main trunk route between Blackburn and Skipton in the heart of railtour country, what more could anyone ask for?

So there you have it. 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

NEW TRAFFIC MANAGEMENT SYSTEM SIGNALS BETTER, MORE EFFICIENT RAILWAY FOR BRITAIN

Network Rail's plans for a more affordable, higher performance railway have taken a step forward with the award of contracts to design and develop a new nationwide traffic management system for Britain's rail network.

Traffic management technology forms an integral part of Network Rail's operating strategy, which seeks to consolidate control of Britain's rail network from more than 800 signal boxes into 14 state-of-the-art rail operating centres over the next 30 years. Once fully implemented, this strategy will cut the cost of Britain's railways by £250m each year, improve industry efficiency, reduce delays and provide more accurate and timely information to staff and passengers.

Hitachi Rail Europe, Signalling Solutions (a joint venture between Alstom Transport and Balfour Beatty Rail) and Thales UK are now working with Network Rail to design and develop a traffic management software prototype, due for completion in December 2013. This will be subject to vigorous testing and evaluation before being rolled out across the network from 2014.

Robin Gisby, managing director of network operations, Network Rail, said: "As the number of people and businesses relying on rail continues to grow, it is vital we have the technology to make the best use of Britain's rail infrastructure. Working with our suppliers, our focus is on developing a system which meets the needs of Network Rail, our customers and passengers, helping deliver a leaner, more efficient and reliable railway."

This new, highly automated system will allow larger areas of the network to be controlled from fewer locations and will help increase capacity and improve reliability. For instance, it will be able to include real-time planning, prediction and resolution of conflicts, areas of control will be easily reconfigured when operational needs dictate and it will include a single operational information system, providing real-time information to train companies and passengers, particularly during times of disruption.

Traffic management systems are used extensively, and successfully, around the world on a number of rail networks. Network Rail has analysed and compared best practice from these different systems in order to develop a reliable product which will suit the varied demands of Britain's complex rail network.

A working group of future users of the system – including signallers, control centre and other operations staff and passenger and freight operating company staff, plus trade union representatives – is helping shape the system, roles and ways of working.

A Different View

A busy scene at Doncaster on August 9th.
David Hollowood

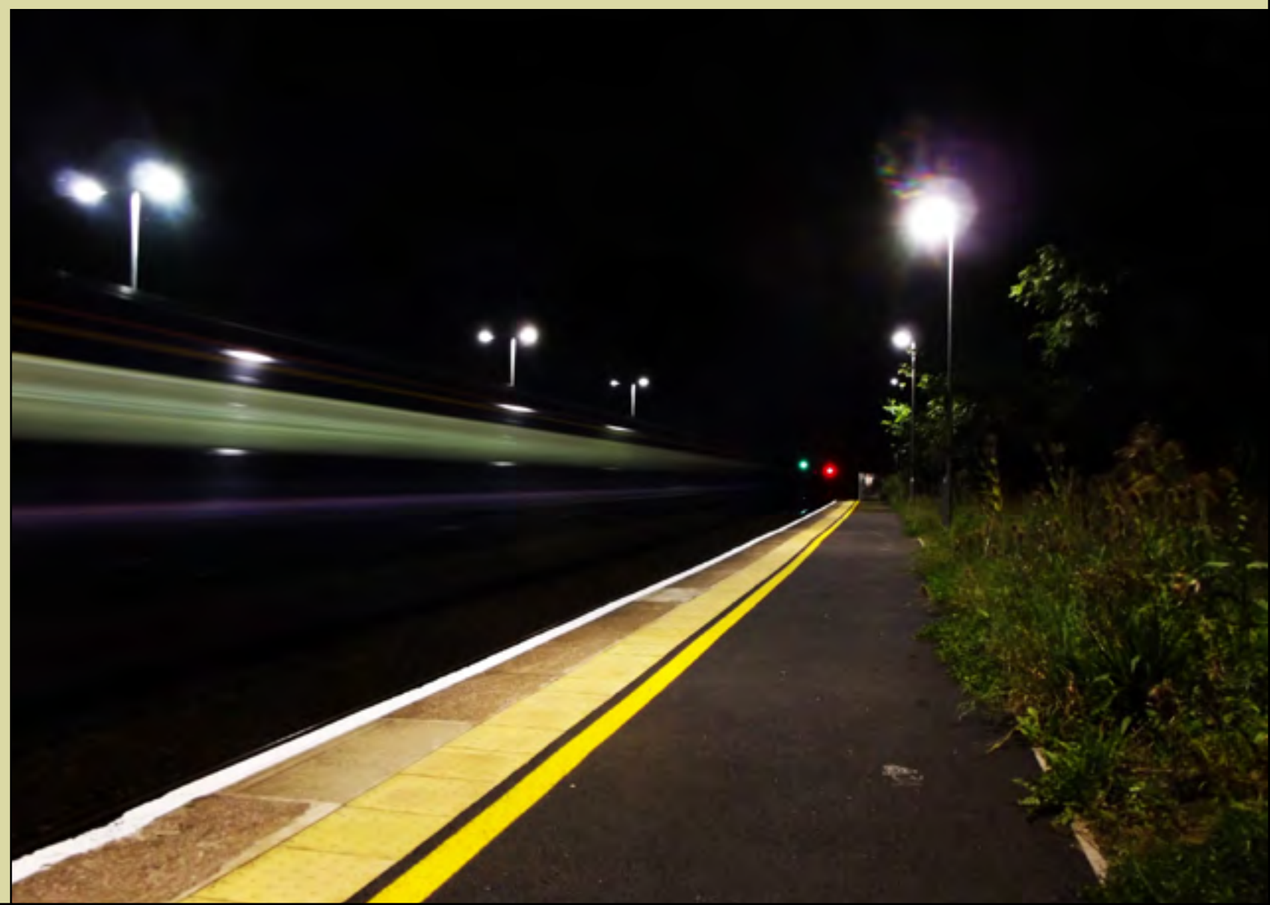
Top Right: The driver of Class 91 110 appears to be in mid air as he steps from the cab after arriving into York with the 1N80 Kings Cross to York service on June 5th. ***John Martin***

Bottom Right: A First Great Western HST speeds through Keynsham on August 26th. ***Sam Bilner***

Below: The huge Heathfield branch token is seen at Newton Abbot station prior to being taken on board Class 66 846. ***Richard Hargreaves***







Stanier Pacific No. 46233 ‘Duchess Of Sutherland’ is seen receiving attention to a hot axlebox before being removed from the northbound Cumbrian Mountain Express at Hellifield on August 11th. *Gerald Nicholl*

Crich Tramway

Glasgow tram No. 22, built in 1922 is seen at Crich during their 1940's weekend on August 11th. *Richard Hargreaves*

Crich Tramway continued...

Top Right: No. 331 a London Metropolitan Electric Railways vehicle from the 1930s passes a single deck ex Thames Valley Bristol L Bus. ***Richard Hargreaves***

Bottom Right: Southampton Corporation Tramways open top tram No. 45 enjoys the lovely sunshine at the 1940s event on August 11th. ***Andy***

Below: Another tram to make an appearance at the event, and one which saw regular use thanks to the weather was ex Blackpool Tramways 'Boat Car' No. 607 (Ex No. 236) in traditional green and cream livery. ***Class47***







Ecclesbourne Valley Railway

Class 33 035 heads through the Derbyshire countryside with a Duffield to Wirksworth service on August 11th. *Richard Hargreaves*

Bodmin and Wenford Railway

On August 2nd, Ex GWR '4575' Class Small Prairie 2-6-2T No. 5552 is seen departing Bodmin.

Richard Hargreaves



Bodmin and Wenford continued...

Above: Ex LSWR (SR) Drummond T9 Greyhound No. 30120 is seen at Bodmin on August 2nd. *Richard Hargreaves*

Below: Port of Par loco 'Alfred' is dwarfed by Class 37 142. This loco was built by W.G. Bagnall for use at Par harbour in Cornwall, the unusual design was required to cope with some extremely tight curves, and a very low bridge under the Cornish Main Line. *Richard Hargreaves*



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Paignton and Dartmouth

Great Western Hall Class 4-6-0 No. 4936 'Kinlet Hall' is seen departing Paignton on August 3rd. ***Steve Thompson***

Ffestiniog and Welsh Highland Railway

Top Right: Garret No. 143 rumbles over the Glaslyn at Pont Croeser with the last train of the day to Porthmadog on August 10th. ***Ben Bucki***

Bottom Right: Double Fairlie "Merdin Emrys" heads towards Tanybwlch on the Ffestiniog Railway. ***Ben Bucki***

Below: 'Earl of Merrioneth' heads out of Tanybwlch on the Ffestiniog Railway, August 10th. ***Ben Bucki***







Llangollen Railway

Top Right: Class 109 DMU Nos. 50416 and 56171 is seen at Llangollen station on August 25th. ***Richard Hargreaves***

Bottom Right: Class 26 No. D5310 arrives into Glyndyfrdwy with an afternoon service from Llangollen.
Paul Godding

Below: LMS Stanier Class 5 4-6-0 No. 44806 arrives at Glyndyfrdwy with a Llangollen to Carrog working on August 25th. ***Class47***





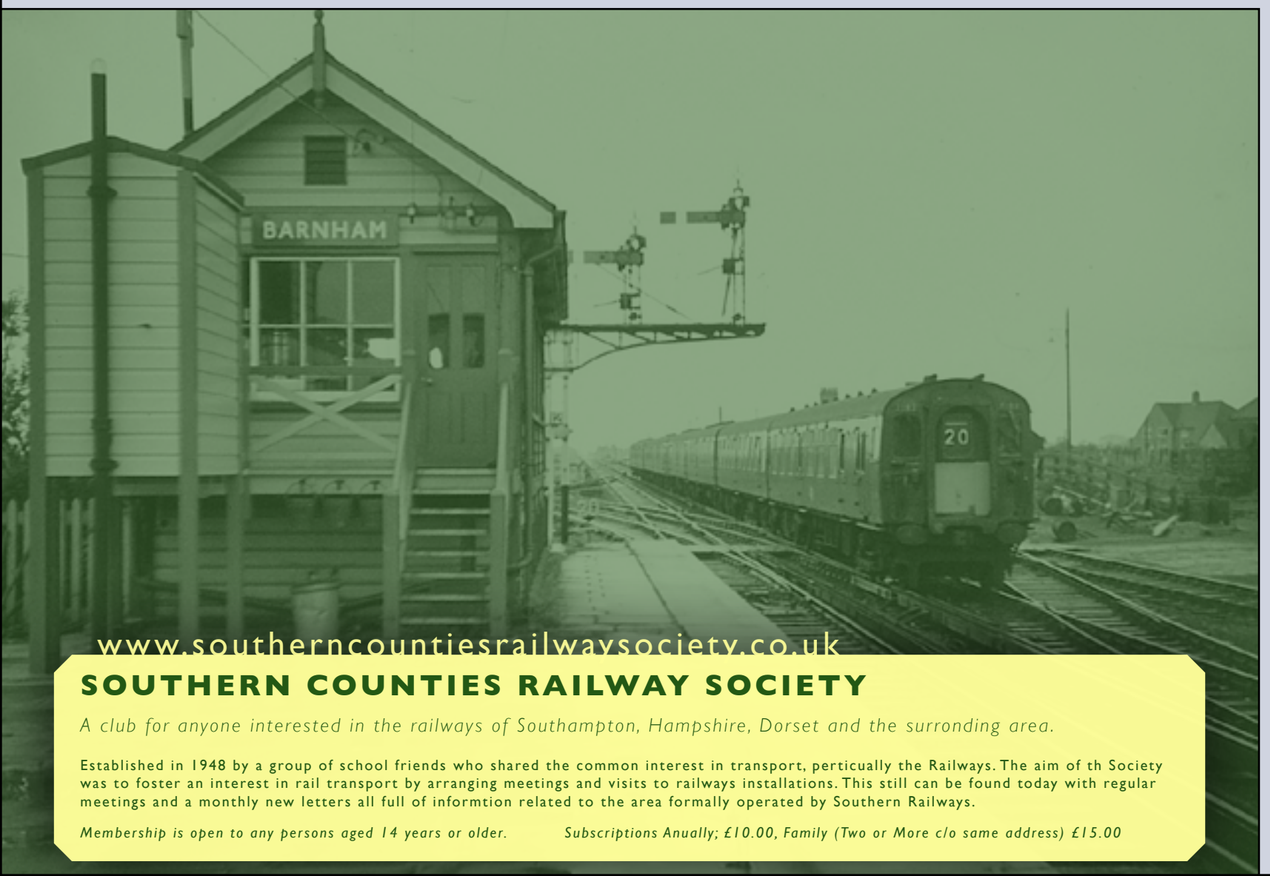


Llangollen Railway
continued...

Top Right: The Llangollen Railway's 1960s Gala on July 29th, saw a mixture of Steam, Diesel & DMU in service. This is Class 31 No. 5580 having just arrived from Carrog. *Phil Martin*

Bottom Right: Making a nice change from being clean and polished, Great Western 'Manor' No. 7822 'Foxcote Manor' is seen at Carrog on July 29th, looking just as it would have looked at the end of steam, dirty with no nameplates & numbers just chalked on the cab. *Phil Martin*





www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

Membership is open to any persons aged 14 years or older. *Subscriptions Anually; £10.00, Family (Two or More c/o same address) £15.00*



Ribble Steam Railway

BR Class 3F No. 47406 masquerading as No. 47472, better known as Preston station pilot, is seen working on the Ribble Steam Railway, August 4th. ***Alan Naylor***

North Yorkshire Moors Railway

Top Right: British Railways Class 9F No. 92214 departs Grosmont on July 5th. ***Colin Irwin***

Bottom Right: BR Standard Class 4 2-6-0 No. 76079 awaits her rebuild at Grosmont shed on July 4th. ***Colin Irwin***

Below: Class 24 No. D5061 approaches Grosmont on the North Yorkshire Moors Railway, July 5th. ***Colin Irwin***







North Yorks Moors continued...

Right: LMS Stanier Class 5 4-6-0 No. 45428 departs Whitby station on July 4th. *Colin Irwin*

Below: LMS Stanier Class 5 4-6-0 No. 45407 arrives into Levisham with a Pickering bound service on July 4th. *Colin Irwin*





North Yorks Moors continued...

The only surviving LNWR 0-8-0, Class G2 'Super D' No. 49395 and LMS Stanier Class 5 4-6-0 No. 45407 stand side by side at Grosmont station on July 4th. *Colin Irwin*



Wensleydale Railway

'GOING PLACES' Appeal

Building a Platform for a Better Future

The 'Going Places' Appeal

The Wensleydale Railway has launched a major Appeal to raise £250,000 during its tenth operating season. The headline objective is to construct a terminus for passengers at the Northallerton end of the line in time to celebrate the 10th anniversary of the reopening of passenger services on 4th July 2013. The terminus planned for next year will be a temporary structure, though it may have to last some years.

However, the Railway still intends to establish a permanent terminus adjacent to Northallerton Station, and it is also working on plans to extend west, first to Castle Bolton and then to Aysgarth. The Appeal will contribute to the planning process, feasibility studies and, where necessary, the acquisition of land to further both these developments.

The Appeal will also help the Railway to complete some projects which are important for its development. These include the building of a repair and maintenance shed at Leeming Bar, to enable paid and volunteer staff to work under cover for the first time and to provide security for visiting locomotives.

Volunteers are also working on the restoration of a rake of Mark I carriages, to provide suitable rolling stock for steam locomotives to haul.

The Railway needs money to improve its current operations. The Appeal money will contribute towards:

- **The design and installation of a new signalling system for the passing loop at Constable Burton. This is a necessity for an expanded service on the line;**
- **The upgrading of passenger facilities, particularly at Leeming Bar and at Redmire;**
- **The upgrading of utilities, such as electricity supplies, which are inadequate for a developing heritage railway;**
- **The provision of permanent structures, such as water towers, to serve steam locomotive operations;**
- **The further improvement of its track and a greater investment in the maintenance and servicing of its rolling stock, to improve the experience of its passengers;**

Additionally the Railway needs to invest in the repair and restoration of some of the old structures which add character to the Railway, but require attention. These include the station building and goods shed at Leeming Bar. It also wishes to clear up or reduce historic debts incurred to enable the Railway to purchase essential assets, equipment and rolling stock. How much of this list can be achieved will depend on the success of the Appeal.

The Appeal is promoted by the three railway organisations working in collaboration, the operating company (Wensleydale Railway plc), the membership organisation (Wensleydale Railway Association) and the charity (Wensleydale Railway Trust). To contribute please write for information to WR Appeal, Leeming Bar Station, Leases Road, Leeming Bar, Northallerton DL7 9AR, or go to www.wensleydalerailway.com .

East Lancashire Railway

Back in action on the East Lancashire Railway, Fowler 3F 0-6-0T No. 47324 eases out of Irwell Vale with the 11:30 to Rawtenstall on July 28th. ***Gerald Nicholl***

Barry Tourist Railway

Class 73 118 is seen departing Barry Island during the ED's 50th anniversary gala. Class 20 228 can be seen on the rear of the train. ***Mark Pichowicz***



Severn Valley Railway

Above: Battle of Britain locomotive No. 34053 'Sir Keith Park' is seen with the 10:55 departure from Bridgnorth to Kidderminster on August 24th. ***John Alsop***

Below: In connection with an Olympic event, Great Western No. 7812 'Erlestoke Manor' but carrying 'Bradley Manor' nameplates is seen at Kidderminster with its smokebox painted gold. ***John Alsop***



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

SPECTACULAR AUTUMN GALA SET FOR THE GREAT CENTRAL RAILWAY

NEW SIGNALLING SET TO DELIVER MOST COMPLEX TIMETABLE TO DATE
4th to the 7th OCTOBER



The Great Central Railway's Autumn Steam Gala promises not revolution - but evolution! Featuring up to eight locomotives including special guests, the railway will use the event to put the newly commissioned Swithland Signal box through its paces for the first time. The four day event takes places from October 4th to the 7th.

The locomotive line up features a celebrity Southern Railway pairing. National Collection locomotives Schools Class No. 925 'Cheltenham' and King Arthur Class No. 777 'Sir Lamiel' (the latter fresh from a repaint into Malachite Green) top the bill. Also visiting the GCR for the first time is large Pannier tank No. 9466. From the railway's current home fleet, red liveried LMS 8F No. 48624, GNR N2 No. 1744, BR Standard 2 No. 78019, newly restored LMS Ivatt 2 No. 46521 and LMS Jinty No. 47406.

"We have a great selection of motive power" said GCR general manager Richard Patching "and a brand new timetable for the weekend of the event which will stretch our double track main line like never before"

The GCR is already famous for events where the action continues practically non-stop throughout the day with trains passing every few minutes. The new signalling, which was completed in May as the final part of the twenty year double track project, will allow the railway to turn slower trains into loops so they can be overtaken by other services. Freights will also be shunted and reversed there creating even more operational variety.

"One of the thrills of a Great Central gala is standing on a station platform and watching the extraordinary variety of trains passing by," continued Richard. "The commissioning of Swithland Signal box means even more action. It will almost be a surprise what train is coming next. We think lineside photographers will particularly enjoy spending time there watching the action. We hope everyone will come and join us for this celebration of main line steam."

On the first day of the gala, the two guest engines will operate an hourly service. The Friday will feature three locomotives in steam on a more frequent passenger service. Saturday and Sunday will see the eight locomotives in action, a full service of freight, passenger and demonstration postal trains. Locomotives will also be turned on the railways newly installed turntable at Quorn station. There will be stands and stalls at stations and all of the railway's catering outlets will be serving food, including the new restaurant at Leicester North.

Severn Valley Railway continued...

Top Left: To help relieve the shortage of steam locos on the Severn Valley Railway, Great Western Pannier No. 3650 has been hired in from the GWR at Didcot. Seen here at Kidderminster station on August 5th. ***Phil Martin***

Bottom Left: Class 52 No. D1062 'Western Courier' passes Crossing Cottage on July 22nd with a Bridgnorth - Kidderminster service. The Wizzo was deputising for a shortage of serviceable steam locos. ***Phil Martin***

Below: Class 50 135 'Ark Royal' heads over Daniels Mill on July 22nd with an evening Bridgnorth - Kidderminster working. ***Phil Martin***







Snowdon Mountain Railway

Top Right: Diesel No. 9 ‘Ninian’ climbs towards the halfway point with the 12:30 Llanberis to Snowdon Summit, August 8th. ***Mark Bearton***

Bottom Right: No. 6 ‘Padarn’ ascends the final climb from Clogwyn towards the summit, August 8th. ***Mark Bearton***

Below: On August 8th, No. 3 ‘Wyddfa’ comes over the brow into Clogwyn station, about 3/4 of the way up the mountain. ***Mark Bearton***







Bluebell Railway

Fletcher Jennings No.3 'Captain Baxter' heads past Horsted Keynes on a brake van ride during the Vintage Transport event, August 12th. ***Nathan Gibson***

Bluebell Railway continued...

Top Right: BR Class 9F No. 92212 heads its penultimate service train, excluding the Golden Arrow Diner, away from Sheffield Park on August 4th. ***Nathan Gibson***

Bottom Right: Recently Overhauled SE&CR H Class 0-4-4T No. 263 sits at the head of the 16:02 service train for Kingscote, August 8th. ***Nathan Gibson***

Below: On August 12th, a steward waits for last minute passengers on the Great Northern Saloon, with Maunsell U Class Mogul No. 1638 leading in front of it. ***Nathan Gibson***







Preserved Odds and Sods

Top Right: BR 4F No. 44422 arrives into Orton Mere with a working to Wansford on June 10th. ***John Martin***

Bottom Right: GWR Pannier Tank No. 5521 is seen working at the Avon Valley Railway on August 12th. ***Sam Bilner***

Below: Work continues on the rebuild of 'Flying Scotsman' seen here in the NRM's workshops on August 8th. ***John Alsop***







Class 47 215 approaches Dorridge with a northbound Inter-City service in April 1980.
Chris Morrison

From the Archives
continued...

Right: Three Class 73s including 73 105 and 73 118 are seen at the head of a parcels working at London Bridge, date unknown.
Derek Elston

Bottom Left: Class 37 196 and 37 430 are seen at Shrewsbury on August 23rd 1987.
Pete Cheshire

Bottom Right: Class 33 057 poses under the magnificent gantry at the west end of Southampton Central in November 1977
Chris Morrison







From the Archives
continued...



Left: Class 60 006 in British Steel blue livery, is seen arriving into Stafford on June 3rd 2000. *Paul Godding*

Bottom Left: LMS Stanier Class 5 4-6-0 No. 44767 waits at Arisaig for Class 37 011 working from Mallaig to Fort William to arrive with the token so that No. 44767 can proceed to Mallaig, date unknown. *Derek Elston*

Bottom Right: Class 56 135 'Port of Tyne Authority' is seen stabled at Warrington on June 13th 1997.
Paul Godding





From the Archives
continued...

Right: Hard to believe that it is 11 years ago, but this is Class 66 529 heading through Milford Jct. on September 11th 2001.
Paul Godding

Bottom Left: Class 47 487 receives attention fro the maintenance guys at Stratford, date unknown. *Derek Elston*

Bottom Right: Class 56 118 in Load Haul livery creeps through Middlesborough on June 27th 2002.
Class47







From the Archives
continued...

Left: Res liveried Class 47 635 waits at Bangor on May 11th 2002 with the Saturdays London Euston to Holyhead West Coast service. The Class 47 worked from Crewe to Holyhead and return.
Class47

Bottom Left: Class 60 091 heads through Tamworth on August 28th 2000 with a loaded steel train.
Paul Godding

Bottom Right: Class 37 011 is seen at Crewe Works on July 4th 1987 having encountered some collision damage.
Pete Cheshire



From the Archives continued...

Class 55 003 “Meld” is seen arriving into York with a service from London Kings Cross in May 1978. *Chris Morrison*





An Arriva Trains Wales Class 175 approaches Rhyl station seen heading over Kimmel Bay en route to Manchester Piccadilly on July 29th. *Colin Irwin*