Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 73 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Another action packed month, where heritage traction seems to be making an even bigger come back with operators. The second half of 2012 will be something to remember I think, as not only (as mentioned in the last issue) the start of the RHTT season, where for at least in Yorkshire there will some classic Class 20 action, there are also Class 31s, 37s, 56s, and 57s in regular use this autumn all over the country. Thanks to freight operators like DCR and Colas we can start really enjoying the UKs railways once again. There is also the rumour that Colas are bringing a Class 86 back to regular traffic, does it get any better than that!

However as some things pick up, many of the preserved railways are finishing for the season, with most of the final events before the usual Xmas specials happening this month. I have to say its seems to have been a good year for the Preserved Railways, many though they would suffer under the pressure of the Olympics, but most seem to have shone through, please continue to support them wherever you can.

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, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White and the guys at RailUK.

Front Cover: Eurostar No. 3013 speeds across the Medway Viaduct on September 22nd with the 1513 Paris Nord - London St. Pancras International. ***Chris Morrison***
This Page: Class 31 602 and 31 601 head the 6Z69 Cardiff Tidal - Chaddesden through Elford on September 4th. ***Carl Grocott***

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Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 30 - 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 133 - 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.

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Railway Touring Company - The Scarborough Flyer

Heading the Scarborough Flyer, Stanier Pacific No. 46233 'Duchess Of Sutherland' catches the morning sun at Smithy Bridge on August 31st. ***Gerald Nicholl***



Railway Touring Company - The Scarborough Flyer

Above: LMS Coronation Class 4-6-2 No. 46233 charges through Castleton with 'The Scarborough Flyer', August 24th. ***Colin Irwin***

Below: In rain typical of this summer, LNER A4 No. 60009 'Union of South Africa' heads the year's last coast-bound 'Scarborough Flyer' at Walsden on September 14th. ***Gerald Nicholl***





Railway Touring Company - The Scarborough Flyer

Above: On September 7th, Gresley A4 pacific No. 60009 'Union of South Africa' passes Burton Salmon with 'The Scarborough Flyer'. ***Mark Pichowicz***

The Royal Train

Below: Class 67 005 pauses at Warrington BQ for a driver change while heading south with an empty stock Royal Train on August 30th. ***Michael Lynam***





Statesman Rail - The Cumbrian Mountain Statesman

Above: On September 8th, Class 97 303 and 97 302 head into a foggy Shrewsbury with the 1Z42 05:45 Aberystwyth - Carlisle charter. ***Paul Godding***

Below: Class 97 303 and 97 302 arrive into Crewe on September 8th with Statesman Rail's tour to Carlisle from Aberystwyth. ***Brian Battersby***





Railway Touring Company - The Royal Duchy

Above: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' rounds Longforth Farm near Wellington in Somerset working 'The Royal Duchy' railtour to Par on September 16th. ***John White***

Below: 'Tangmere' was also pictured on September 16th, working the Royal Duchy along the banks of the River Teign. ***Steve Andrews***





Torbay Express Ltd - The Torbay Express

Above: Another murky Sunday evening sees LNER A4 No. 4464 'Bittern' passing Aller Junction with the last Torbay Express for the 2012 season, September 16th. ***Wayne Radford***

Below: LNER A4 No. 4464 'Bittern' steams past Cockwood Harbour with the return working of 'The Torbay Express' back to Bristol on September 16th. ***Phil Martin***





Torbay Express Ltd - The Torbay Express

Above: LNER A4 No. 4464 'Bittern' heads along the River Teign with 'The Torbay Express' on September 16th. ***Steve Andrews***

Below: LNER A4 No. 4464 'Bittern' had also been in action on the Torbay Express a couple of weeks earlier, seen here passing the Red Rock, Dawlish on September 2nd. ***Steve Andrews***



Torbay Express Ltd - The Torbay Express
LNER A4 No. 4464 'Bittern' rounds Longforth Farm near Wellington in Somerset working 1Z27 Torbay Express to Kingswear on September 16th. ***John White***

Railway Touring Company - The Mayflower

LNER A4 Class 4-6-2 No. 4464 'Bittern' leads BR Standard Class 7 No. 70000 'Britannia' as they depart Taunton with 'The Mayflower' from London Euston to Plymouth, September 15th. ***Steve Andrews***

Railway Touring Company - The Mayflower

LNER A4 Class 4-6-2 No. of 4464 'Bittern' leads BR Standard Class 7 No. 70000 'Britannia' with the return working of 'The Mayflower', seen here passing Cockwood Harbour on September 15th heading for London Paddington.

Phil Martin

The Africa Express

For a week in September 2012, a DRS-operated charter train toured Britain taking Damon Albarn, Tony Allen, Baaba Maal and 80 other musicians to various towns where they would perform. The train, called the 'Africa Express', included MK I brake coaches where the musicians could rehearse. On the final day of the tour, September 8th, the train was double-headed from Bristol Temple Meads to King's Cross. Class 47 802 and 47 810 lead the 1Z73 out of Chippenham, Wiltshire, sister locomotive 47 805 was at the other end of the train. ***Gary S. Smith***



The Africa Express

Above: Class 47 802 ‘Pride of Cumbria’, and 47 810 lead ‘The Africa Express’ through Swindon en route to London Kings Cross on September 8th. *Derek Elston*

Below: Class 47 805 is seen on the rear of 1Z73 ‘The Africa Express’ as it passes through Swindon en route to London Kings Cross on September 8th. *Derek Elston*





COTSWOLD LINE PROMOTION GROUP - The Cotswold - Ouse Express

Above: On September 15th First Great Western HST power car No. 43151 leads the Oxford - York charter into Derby. The charter went forward from York to Scarborough as a separate venture by First Great Western. *Brian Battersby*

Below: First Great Western HST power car No. 43139 ‘Driver Stan Martin 25 June 1950 - 6 November 2004’ is seen at Derby on the rear, heading for York. *Brian Battersby*





Northern Belle

Above: On September 8th, Class 47 832 pauses at Shrewsbury in thick fog whilst working the Northern Belle to Bath. ***Phil Martin***

Below: On September 14th, Class 47 832 ' Solway Princess' speeds through Bridgend with the 1Z34 Fishguard - Cardiff Northern Belle. ***Lewis Mitchell***



Northern Belle

Above: Class 47 832 'Solway Princess' leads the Northern Belle ECS from Bath to Swindon seen here arriving at Swindon for servicing, on September 8th. ***Derek Elston***

Below: Class 47 790 'Galloway Princess' brings up the rear of a Bath to Swindon Northern Belle ECS move. ***Derek Elston***





Northern Belle

DRS Class 47 832 runs into Chippenham, Wiltshire with the 1Z78 Gobowen - Bath Spa 'Northern Belle' on September 8th. ***Gary S. Smith***



Railway Touring Company - The Cathedrals Express

Above: LNER A1 No. 60163 'Tornado' rounds Longforth Farm near Wellington in Somerset working 1Z31 'The Cathedrals Express' from Maidenhead to Exeter and Kingswear on September 30th. ***John White***

Compass Tours - The Welsh Highland Moutaineer

Below: West Coast's Class 47 804 heads 1Z31 Ayr – Blaenau Ffestiniog seen here awaiting the right of way from North Llanrwst on September 1st. ***Dave Harris***





UK Railtours - The Modern Railways Golden Jubilee

Above: Newly named GBRf Class 66 745 pulls into Gainsborough Lea Road as it catches the last of the sun's rays creeping round the curve from Trent Jct. with the return leg of this London Kings Cross - York charter on September 28th. ***Steve Thompson***

Below: Class 87 002 which had hauled the charter north that morning is seen on the rear at Gainsborough Lea Road. Is this the first Class 87 to visit the line? ***Steve Thompson***



Railway Touring Company - The Cumbrian Mountain Express
A4 Pacific No. 60009 'Union Of South Africa' heads up the gradient towards Horton-in-Ribblesdale with the northbound 'Cumbrian Mountain Express' on September 1st. ***Gerald Nicholl***



Railtourer

Above: On September 22nd, Class 47 786 is seen on the rear of 1Z18 Cleethorpes - Edinburgh, with 47 854 on the front. Seen here passing the long closed Appleby (Lincs) Station. ***Steve Thompson***

Shepherd Neame - The Spitfire

Below: Standing in for unavailable steam loco No. 70013 'Oliver Cromwell', Class 47 500 heads Shepherd Neame's Spitfire railtour from Kensington Olympia to Faversham seen here passing Paddock Wood on September 1st. ***Wayne Radford***





Statesman Rail - The Fellsman

Above: LMS Class 5MT 4-6-0 No. 45305 passes the old Rimington station, Clitheroe on August 22nd. ***Colin Irwin***

Below: LMS Class 5MT 4-6-0 No. 45305 passes Settle Junction northbound on August 22nd. ***Colin Irwin***



Statesman Rail - The Fellsman

LMS Stanier Class 8F No. 48151 charges up Pleasington Curve with 'The Fellsman' on August 17th. ***Colin Irwin***

Colin Irwin Photography

Hastings Diesels Ltd. - THE WESTERN FORESTER

On September 15th, Hastings DEMU No. 1001 heads 'The Western Forester' railtour from Hastings to Lydney through Egham. ***Wayne Radford***

West Coast Railway Company - THE LUNE RIVERS TRUST SPECIAL

Stanier 4-6-0 No. 46115 'Scots Guardsman' eases through Giggleswick station with 'The Lune Rivers Trust' special on September 8th. It was failed shortly afterwards at Hellifield with a hot box. ***Gerald Nicholl***

NENTA - South Western Adventurer

On August 18th, the Norwich - Plymouth 'NENTA' railtour, is seen top and tailed by Class 47 854 and 57 601 as it passes along the sea wall at Dawlish.

Steve Thompson

West Coast Railways - The Scarborough Spa Express

On August 28th, LMS Class 5MT 4-6-0 No. 45305 climbs away from its stop at Normanton with the Scarborough Spa Express. ***Mark Pichowicz***

Vintage Trains - The Welsh Dragon

Class 47 773/D1755 departs Blaenau Ffestiniog with the return 'Welsh Dragon' tour to Tyseley, August 18th. ***Chris Morrison***

Railway Touring Company - The Waverley

LMS Stanier Class 5MT 4-6-0 No. 45305 accelerates through Saltaire (West Yorkshire) with the northbound 'Waverley' from York to Carlisle on September 9th. This is the last run of the train this summer, and it was witnessed by a large number of photographers present in the World Heritage Site for the Saltaire Festival, August 26th. ***Ben Bucki***



Railway Touring Company - The Waverley

Above: LMS Stanier Class 5MT 4-6-0 No. 44932 passes through Cononley with 'The Waverley' from York to Carlisle on August 26th. ***Colin Irwin***

Below: LMS Stanier Class 5MT 4-6-0 No. 44932 approaches Skipton with the return 'The Waverley' from Carlisle to York on August 26th. ***Colin Irwin***





Railway Touring Company - The Waverley

Above: Almost silhouetted by the evening sun, Stanier Class 5 4-6-0 No. 44932 heads for York with the return Waverley at Bell Busk on September 2nd. ***Gerald Nicholl***

Below: Heading the last Waverley of the summer down the gradient away from Horton-in-Ribblesdale back to York is Stanier Class 5 4-6-0 No. 45305 on September 9th. ***Gerald Nicholl***





ECS and light engine moves

Above and Below: On September 21st, a ECS from Carnforth - Barnetby is seen crossing King George V bridge over the River Trent hauled by Class 47 786 and with Class 47 854 on the rear. The stock and locos were to work a Cleethorpes - Edinburgh charter the followng day. ***Steve Thompson***



ECS and light engine moves

Above: On September 18th, West Coast's Class 47 804 and 47 854 top'n'tail the 5Z59 Carnforth - Acton Lane through Wolverton. *Lorenzo D'aniello*

Below: On September 30th, Class 47 760 speeds through Appleby running as 0Z47 Tyseley - Cleethorpes to rescue the stock and locos off the previous day's charter had been stabled there overnight. Class 47 786 was to be the lead loco, but was found to have flat batteries and 47 854 which was on the rear had electrical problems and neither loco would start up. *Steve Thompson*



ECS and light engine moves

Above: West Coast's Class 57 006 heads through Crewe September 8th preparing to take over Statesman Rail's 1Z42 05:45 Aberystwyth - Carlisle which was being worked to Crewe by a pair of Network Rail Class 97/3s. *Class47*

Below: On September 28th, Class 37 603 passes Kempston working the 5Z18 Wembley - Derby. *Lorenzo D'aniello*



ECS and light engine moves

There are two tunnels at Box, the well known one through Box Hill and a shorter one at Middlehill. West Coast Railway Company Class 47 245 leaves the Middlehill tunnel with the usual 5Z34 Southall WCR - Bristol Kingsland Road empty carriage stock working on September 8th. ***Gary S. Smith***

ECS and light engine moves

West Coast's Class 37 516 and 33 029 'Glen Hoy' work 5Z00 Southall - Carnforth ECS heading north near Lichfield Trent Valley on September 3rd. ***Stuart Hillis***

ECS and light engine moves

Prior to working a charter the following day, Network Rail's Class 97 302 and 97 303 work the 5Z42 Carnforth - Aberystwyth through Belle Vue on September 7th. ***Carl Grocott***



ECS and light engine moves

Above: BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen taking water at Kettering on it's way north from Southall to Barrow Hill on September 21st. ***Geoff Barton***

Below: Stanier Class 5 4-6-0 No. 44932 hurries through Gargrave station on September 20th with an engine repositioning run from York to Carnforth. ***Gerald Nicholl***





ECS and light engine moves

Above and Below: In a sudden heavy and very short rainstorm, British Rail Class 55 022 "Royal Scots Grey" leads classmates 55 002 "The Kings Own Yorkshire Light Infantry" and 55 019 "Royal Highland Fusilier" through Mills Hill, working 0Z55 Barrow Hill - Castleton Hopwood on September 18th for the ELRs Deltic event. ***Colin Irwin***



One of the most photographed locos this month is Colas Rail's Class 56 094. This is the loco working the 6Z52 Baglan Bay - Teigngrace heading through Dawlish on September 26th. *Steve Andrews*



Network Rail wanderings

Above: Class 73 138 is seen outside the RTC at Derby on September 1st. ***Brian Battersby***

Top Right: On September 8th, Class 37 229 and 73 138 are seen passing Oakley working 1Z32 Derby RTC - Hither Green. ***Lorenzo D'aniello***

Bottom Right: Class 97 303 is seen stabled at Aberystwyth on September 1st. ***Andrew Wilson***

Below: On September 10th, Class 97 303 and 97 302 head through Burton on Trent working 0Z97 to Derby RTC from Shrewsbury. ***Stuart Hillis***







Class 31 106 heads through Stenson on September 22nd working the 3Z19 Bristol - Derby RTC. *Carl Grocott*

On September 17th, Class 37 609 along with 37 608 pass Isham with 1Q76 08:56 Derby RTC to Dagenham.

Steve Madden

Class 67s out and about

Chiltern's Class 67 015 'David J. Lloyd' heads through Burton on Trent with four refurbished MK 3s and DVT No. 82301 working 5Z01 Doncaster Wabtec - Marylebone, September 17th. ***Stuart Hillis***

Freightliner's GE locos

Top Right: On September 8th Class 70 002 is seen departing Crewe with an infrastructure working. ***Brian Battersby***

Below: Freightliner's Class 70 003 with 4Z68 Ratcliffe Power Station - Crewe Basford Hall empty coal hoppers passes through Burton on Trent, September 5th. ***Stuart Hillis***

Bottom Right: Later the same month Class 70 003 heads south with the cement at Harrowden Junction on the Midland main line, September 28th. ***Geoff Barton***











Above: Class 70 014 passes Aswell on 6L87 Hope Cement Works to West Thurrock, September 13th. ***John Coleman***

Top Left: Class 70 014 approaches Harrowden Junction with 6L87 13:37 Earles - West Thurrock on September 5th. ***Steve Madden***

Bottom Left: Class 70 007 is seen waiting time in the Wantage Road loop on September 20th with 4O51 Wentloog - Southampton. ***Daniel Stanbridge***

Below: Class 70 010 is at the head of 4Z68 Ratcliffe Power Station - Crewe Basford Hall empty coal hoppers passing through Burton On Trent, September 4th. ***Stuart Hillis***









Recent Class 60 workings

Above: Class 60 059 ‘Swinden Dalesman’ works the 6E38 Colnbrook – Lindsey discharged tanks through Wymington on September 22nd. ***Steve Madden***

Top Left: On September 15th, Tata liveried Class 60 099 heads through Derby with a diverted Kingsbury bound oil train. ***Brian Battersby***

Bottom Left: Class 60 059 ‘Swinden Dalesman’ heads through Derby on September 15th with a diverted Lindsey bound fuel train. ***Brian Battersby***

Below: On September 6th, Class 60 099 heads into Scunthorpe with the 6E32 Preston - Lindsey Oil Refinery.
Steve Thompson





Class 60 091 hauls the 6E41 Westerleigh - Lindsey through Chellaston on September 5th.
Carl Grocott

Class 60 071 ‘Ribblehead Viaduct’ slogs at snail’s pace through the quarry at Peak Forest on September 5th with the 6F05 Tunstead to Oakleigh and 2423 tons of stone on the draw bar.

David Hollowood





Above: On September 14th, Class 60 011 and 66 213 pass through Burton on Trent running as 0Z98 Toton - Bescot. The Class 60 was out on a test run after overhaul. *Stuart Hillis*

Top Left: Class 60 017 coasts the 6M82 Walsall to Tunstead into Great Rocks on September 5th. *David Hollowood*

Bottom Left: Class 60 091 is seen working the 6E38 13:54 Colnbrook to Lindsey tanks at Sharnbrook Junction on September 6th. *Steve Madden*

Below: On September 30th, South Wales Steel Traffic continued to be diverted through Tondu. This is Class 60 007 'The Spirit of Tom Kendall' working 6E47 Margam - Tees Yard, strangely in top and tail fashion with 66 106. *Lewis Mitchell*









Above: Class 60 074 ‘Teenage Spirit’ working 6M82 Walsall - Tunstead Quarry with empty cement tanks heads through Burton on Trent, September 28th. *Stuart Hillis*

Top Left: Class 60 079 is seen working a diverted 6H27 Margam - Llanwern at Pen-y-Cae on September 30th. *Lewis Mitchell*

Bottom Left: After receiving a tip-off regarding the allocation for 6X01 it was obviously time for a drive. So straight from work here we have 6X01 Scunthorpe - Eastleigh loaded rail train with Class 60 017 up front as it passes Hinksey on September 27th. *Daniel Stanbridge*

Below: Class 60 011 heads through Nottingham with the Saturday working of the Kingsbury to Lindsey oil tanks on September 1st. *Jon Jebb*









Above: Class 60 007 ‘The Spirit of Tom Kendall’, passes Bridgend working 6B33 Theale - Robeston on September 11th. *Lewis Mitchell*

Top Right: Class 60 011 hauls the 6E54 Kingsbury - Humber through Barrow on September 5th. *Carl Grocott*

Bottom Right: On September 14th, Class 60 040 is seen working 6E32 Preston - Lindsey Oil Refinery with 14 of those smart looking ICAs through Scunthorpe. *Steve Thompson*

Below: Class 60 099 is seen at Scunthorpe working the 6O19 Redbourne Sdg - Dollands Moor, as far as Belmont Yard on September 14th. *Steve Thompson*





Direct Rail Services

On September 18th, GBRf Class 66 707 working the 6C15 Tyne Dock - Drax, failed just North of Hartlepool blocking the Durham Coast Up line. The nearest GBRf locomotives that could rescue the train were at Tyne Dock or Teesside. Fortunately DRS where working the Seaton Flasks so they were called on to come to the rescue. This is Class 57 003 and 57 008 dragging the failed 6C15 into Hartlepool Station so the line could reopen. ***Michael J. Alderdice***

DRS Class 37 667, 37 194, 37 609, and 37 608 depart Derby for the RTC on a Crewe - Derby light engine move, September 15th. *Brian Battersby*

Class 66 432 heads the 4S44 Daventry - Coatbridge modal service approaching Lichfield Trent Valley on September 3rd. ***Stuart Hillis***





Above: On September 18th, Class 37 667 and 37 194 are seen working the 1Q14 Crewe - Preston - Crewe test train at Preston. ***Michael Lynam***

Top Right: Class 37 682 works the 3Q54 Carlisle - Derby through Stenson on September 22nd. ***Carl Grocott***

Bottom Right: Another shot of DRS Class 57 003 and 57 008 rescuing GBRf Class 66 707 working 6C15 Tyne Dock - Drax, which had failed just North of Hartlepool blocking the Durham Coast Up line on September 18th. ***Michael J. Alderdice***

Below: On September 19th, Class 37 425 and Inspection Saloon 975 025 'Caroline' are seen passing Appleby on a tour of South Yorkshire and North Lincolnshire. ***Steve Thompson***





On September 13th, Class 37 423 is seen working a 6Z20 York Works - Frodingham Trent Yd. empty Rail Delivery Train. *Steve Thompson*



Colas Rail

Above: Class 66 847 is seen working 6Z51 Baglan Bay - Chirk through Bridgend on September 11th. ***Lewis Mitchell***

Top Right: Class 56 094 is seen operating the 6E07 Washwood Heath - Boston Docks through Barrow on September 5th. ***Carl Grocott***

Bottom Right: Class 66 849 heads north through Acton Bridge on September 22nd with a Chirk - Carlisle empty log train. ***Brian Battersby***

Below: Class 66 849 storms through Leyland with the Chirk bound logs on September 18th. ***Michael Lynam***







Colas Rail's Class 56 094 leads the Carlisle - Chirk log train through Helsby on September 22nd. ***Brian Battersby***



Above: Class 56 094 is seen working the 6E07 11:51 Washwood Heath to Boston Docks through Chelleston on September 3rd. ***Steve Madden***

Top Right: Class 66 846 passes through Exeter St. Davids on August 15th with the 6Z52 Chirk - Teigngrace log empties. ***Steve Thompson***

Bottom Right: Colas Rail's Class 56 094 with 6Z53 Gloucester - Carlisle loaded timber seen here passing Golborne Jct. on September 29th. ***Dave Harris***

Below: Class 66 850 substituting for the usual Class 47 on 6E07 Washwood Heath - Boston Docks covered steel carriers heads through Burton on Trent, September 27th. ***Stuart Hillis***







Class 56 094 is seen working the 6J37 Carlisle - Chirk through Chirk on September 22nd. *Carl Grocott*







DB Schenker's GMs and 90s

Above: On September 9th, Class 66 061 leads a rake of coal empties after being discharged at Didcot Power Station. ***Derek Elston***

Top Left: Class 66 199 passes the signal box at Blakedown with a Margam - Round Oak steel train on August 22nd, two days before the box was due to close. ***Chris Morrison***

Bottom Left: Class 66 103 with 60 021 dead in tow pass Preston Farm near Shrewsbury with 6M60 Exeter - Bescot clay working on September 8th. ***Phil Martin***

Below: On September 10th, Class 66 200 leads 60 024 working 6D44 Bescot - Toton engineers train. The Class 60 had been worked up from St. Blazey over the previous weekend en-route to Toton for overhaul. ***Stuart Hillis***







Above: Class 66 078 heads south through Acton Bridge on September 22nd with an automotive train from Garston. *Brian Battersby*

Top Right: On September 16th, Class 66 053 ran into trouble on the points at Tondu Garw Loop whilst working 6H25 Margam - Llanwern, which was diverted due to Engineering Works. The locomotive is pictured at the scene, with its engine shut off. *Lewis Mitchell*

Bottom Right: Class 66 157 leads 4L70 Rugby to Ipswich through Northampton on September 11th. *Derek Elston*

Below: Class 90 036 and 92 036 head through Acton Bridge with the 6L48 Garston - Dagenham empty car train on September 5th. *Michael Lynam*





An illustration of one way of shunting a train, appropriate for a model railway. The former Tower Colliery at Hirwaun is now an open cast coal site. After arriving with the 4C46 from the Aberthaw power station on September 7th, DBS Class 66 183 positioned just the first two empty hopper wagons for loading and ran-round those. It then collected the rest of the empty train that had been left on the branch from Aberdare and was coupled to the two, now loaded coal hoppers, the locomotive moving the whole of the train along the Hirwaun loop beside the loading pad whilst wagons were at both the front and rear of it. After leaving the majority of the train for loading, the two front wagons and locomotive are seen moving out of the headshunt before being attached to the other end of the train. *Gary S. Smith*



Above: Class 66 099 is seen working 6D44 11:09 Bescot to Toton engineers trip at Barrow Upon Trent on September 3rd. *Steve Madden*

Top Right: Class 66 100 is seen with the 6K05 Carlisle to Crewe Basford Hall trip through Pleasington on September 4th. *Chris Stanley*

Bottom Right: Class 66 078 is seen with the 6E32 Preston Docks to Lindsey Oil Refinery empty bitumen tanks at Hoghton level crossing on September 17th. *Chris Stanley*

Below: Class 66 025 heads a Margam bound steel through Bridgend on September 11th. *Lewis Mitchell*









Above: Class 66 172 passes Whittlesea on September 22nd working 6L41 Mountsorrell to Barham, this train was terminated at March and returned loaded back to Mountsorrell. *Steve Madden*



Top Right: On September 7th, Euro Cargo Rail liveried Class 66 052 heads north through Stafford with an engineers train heading for Crewe Basford Hall. *Paul Godding*

Bottom Right: An amazing 10 Class 66s head south through Peterborough on September 29th, comprising of Class 66 161, 66 176, 66 034, 66 123, 66 129, 66 041, 66 001, 66 152, 66 061 and 66 113. *Geoff Barton*

Below: Class 66 004 is at the head of 6X01 Scunthorpe - Eastleigh with new rails passing Burton on Trent, September 18th. *Stuart Hillis*





On you marks – get set – well not quite, but it looks like a starting grid at Peak Forest on September 5th as Class 66 004, 56 312, 66 193 and 66 014 make an impressive line up. *David Hollowood*





Colourful Merseyrail

Above: Adding a splash of colour on Merseyside with a couple of Class 507/508s in attractive liveries. This is Class 507 002 seen at Hillside on September 29th with Liverpool Hope University vinyls. ***Brian Battersby***

Top Left: The other side of Class 507 002 with the livery catching the sun on September 29th at Hunts Cross. ***Brian Battersby***

Bottom Left: The other unit in all over advertising livery is Class 508 111, seen here at St. Michaels advertising 'The Beetles Story'. ***Brian Battersby***

Below: Another view of Class 508 111, and as with 507 002, the vinyls differ on either side. ***Brian Battersby***









GBRf workings

Above: A busy but wet afternoon at Wellingborough on September 24th as Class 66 726, 66 736, 66 745, 66 743, and 66 713 are seen is connection with ballast workings. ***Geoff Barton***

Top Left: GBRf's Class 66 721 'Harry Beck' at the head of 7X23 Derby Litchurch Lane - Old Dalby with barrier wagons and new 'S' class tube stock passes Burton on Trent, September 14th. ***Stuart Hillis***

Bottom Left: GBRf's Class 66 727 'Andrew Scott CBE' is seen on the rear of the 7X23, September 14th. ***Stuart Hillis***

Below: Class 66 737 heads light engine north through Doncaster on July 16th. ***John Martin***





On September 29th, Class 66 728 haul the 5X89 Slade Green T&RSMD - Doncaster Wabtec with a couple of Class 466 units for repaint and overhaul, seen here passing Brondesbury on the North London Line.

Daniel Stanbridge

Top Right: Class 66 720 with the 4C77 Fiddlers Ferry to Newbiggin Gypsum is seen working through Pleasington on September 4th. ***Chris Stanley***

Bottom Right: Class 66 709 is seen working 6C51 HIT - Eggborough coal hoppers on September 14th. ***Steve Thompson***

Below: Class 20 096 and 20 107 lead barrier wagons and 'S' class tube stock with HNRC orange liveried Class 20 314 and 20 311 just visible on the rear as they pass Moira West signal box and head towards Gresley tunnel on the Leicester - Burton freight only branch, September 26th. ***Stuart Hillis***











Freightliner's workings

Above: Class 66 556 heads south through Derby on September 1st with a working from Leeds. ***Paul Godding***

Top Left: Class 86 632 and 86 607 head south through Acton Bridge on September 22nd with a Coatbridge to Felixtowe liner. ***Brian Battersby***

Bottom Left: Class 66 954 leads the 4O55 Leeds - Southampton modal service through Burton on Trent, September 19th. ***Stuart Hillis***

Below: On September 4th, former DRS-operated Class 66 413 worked 6Y13 HIT - Ferrybridge coal hoppers for FLHH, seen here passing Appleby in the rain. ***Steve Thompson***









Above: On September 15th. Class 66 520 approaches Carlisle on a Freightliner Heavy Haul coal working. ***Derek Elston***

Top Right: Class 66 593 speeds northwards through Acton Bridge on September 22nd. ***Brian Battersby***

Bottom Right: Class 90 041 passes through Althorp on September 19th working 4L97 05:03 Trafford Park to Felixstowe. ***Steve Madden***

Below: Class 66 953 with empty coal hoppers heads through Burton on Trent on September 10th with a Ratcliffe - Stoke Gifford working. ***Stuart Hillis***







Above: Class 66 571 approaches Blackbush Level Crossing, Whittlsea with the diverted 4L89 Coatbridge to Felixstowe liner on September 15th. *Steve Madden*



Top Right: On September 7th, Class 66 540 heads north through Stafford with a Crewe Basford Hall bound working. *Paul Godding*

Bottom Right: Freightliner's Class 66 522 leads the 4O88 Lawley Street to Grain intermodal through Watford Junction on September 11th. *Derek Elston*

Below: Class 66 413 heads south through Acton Bridge with a loaded coal working on September 22nd. *Brian Battersby*





Class 66 606 accelerates away from a signal stop at Uffington working 6M06 10:40 Middleton Towers to Crewe Basford Hall sand train on September 15th. *Steve Madden*

On August 14th, Class 66 957 heads along the sea wall through Dawlish working 6Z27 Westbury - Hackney Yard with a decent load of rails. *Steve Thompson*

Class 92 highlights

Class 92 019 leads 66 042, 66 045, 66 062 and 66 245 past New Zealand Bridge, Sandy on September 8th working 6E32 Dollands Moor - Scunthorpe. *Lorenzo D'aniello*



HSTs

Above: FGW's HST power car No. 43 055 passes Langstone Rock on September 16th with a London Paddington - Plymouth service. *Phil Martin*

Top Right: East Midlands Trains HST power car No. 43075 heads through East Midlands Airport Parkway on September 1st at the head of a London St. Pancras bound service. *Paul Godding*

Bottom Right: First Great Western HST power car No. 43092 heads the 08:44 Penzance - London Paddington on August 28th. Seen here passing Old Chacewater station outside Truro. *Barry Beeston*

Below: East Midlands Trains HST power cars Nos. 43045 and 43075 haul an East Coast set seen approaching Copmanthorpe on the East Coast Main Line, August 22nd. *Colin Irwin*











Above: First Great Western's HST power car No. 43154 leads a service into Paddington and journeys end on September 8th. ***Derek Elston***

Top Right: On September 18th, FGW HST power car No. 43162 heads a London Paddington - Penzance service along the sea wall at Dawlish. ***Phil Martin***

Bottom Right: East Coast's HST power cars Nos. 43320 and 43307 sandwich the East Midlands Trains liveried set as it heads for Kings Cross via Newcastle at Carlisle on September 15th, diverted owing to engineering work. ***Derek Elston***

Below: East Coast's HST power car No. 43238 leads an Aberdeen bound service off the Newcastle to Carlisle route and into Carlisle Citadel station with a diverted East Coast service on September 15th. ***Derek Elston***









Above: East Midlands Trains HST power car No. 43052 is seen on the rear of a service from Lincoln arriving into Nottingham on September 1st. ***Richard Hargreaves***

Top Right: On September 27th, FGW HST power car No. 43094 awaits it's next turn at Bristol Temple Meads. The body side clearly displaying signs of age with several patches of repair work evident. ***Dave Harris***

Bottom Right: Several First Great Western HSTs are seen lined up 'on the blocks' at London Paddington on August 18th. ***Steve Thompson***

Below: On August 15th, Cross Country HST power cars Nos. 43301 and 43304 are seen at Exeter St. Davids working the 1V50 Edinburgh - Plymouth. ***Steve Thompson***





First Great Western HST power car No. 43150 heads a London Paddington - Plymouth service along the sea wall at Dawlish on September 18th. *Phil Martin*

The Great Western Main Line has bi-directional running on both routes between Swindon and Bristol. On September 8th, a ‘down’ First Great Western High Speed Train passes the village of Box, seemingly running ‘wrong line’ on the up line. Notice that the signal behind the train has already been changed back from ‘red-for-danger’ to green as soon as the train had left the Middle Hill tunnel.

Gary S. Smith



Units, Units, Units

Above: FGW's Class 150 106 arrives into Dawlish with an Exemouth - Paignton service on September 18th. ***Phil Martin***

Left: Seconds before a sudden heavy and very short rainstorm, Class 158 759 heads through Mills Hill towards Leeds, September 18th. ***Colin Irwin***

Below: Cross Country's Class 220 008 working 1V52 Glasgow - Plymouth and 220 029 on 1M93 Paignton - Manchester, pass at Exeter St. Davids. ***Steve Thompson***





Above: Northern Rail's Class 150 136 with a Manchester Victoria to Liverpool Lime St service is seen here approaching the new electrification gantry's on Highfield Moss, September 16th. *Dave Harris*

Top Right: East Midlands Train's Class 156 470 stands in Nottingham station on September 1st. *Paul Godding*

Bottom Right: Northern Rail's Class 150 272 passes the down home signal at Prescot with a service for Wigan North Western, September 17th. *Dave Harris*

Below: Class 360 202 approaches Paddington with a Heathrow Connect service, September 8th. *Derek Elston*







A Chester bound Class 175 crosses Sutton Arch on the Weaver Viaduct, August 21st. *Colin Irwin*





Above: Cross Country's Class 170 105 is seen ready to depart Derby with a Nottingham - Cardiff service on September 15th. ***Brian Battersby***

Top Left: Arriva Trains Wales' Class 158 841 is seen at sunny Aberystwyth on September 1st. ***Andrew Wilson***

Bottom Left: During a sudden rainstorm, an unidentified Class 153 drags 155 342 through Mills Hill with a Manchester Victoria service on September 18th. ***Colin Irwin***

Below: First Great Western's Class 143 618 passes Cockwood on September 19th with a Paignton service. ***Phil Martin***





East Midland Trains Class 158 777 passes Whittlesea with 1L04 08:32 Nottingham to Norwich service on September 22nd. *Steve Madden*





Above: EMT Class 222 010 speeds through East Midlands Parkway with a London St. Pancras service on September 1st. *Paul Godding*

Top Left: Will this livery still be carried on the Pendolinos this time next year? Who knows, certainly neither First Group nor Virgin Trains, as the West Coast franchise has been thrown into chaos. *Paul Godding*

Bottom Left: Arriva Trains Wales' Class 175 111 and 175 010 are seen on Chester Depot being serviced, September 20th. *Brian Battersby*

Below: First Transpennine Express' Class 185 119 stands in a deserted Manchester Piccadilly on September 1st. *Andrew Wilson*







Above: On September 1st, East Midlands Trains' Class 158 856 arrives into East Midlands Parkway with a Leicester to Nottingham service. *Paul Godding*

Left: Northern Rail's Class 142 040 heads for Colne passing over Pleasington golf course on June 8th. *Colin Irwin*

Below: Arriva Trains Wales' Class 175 103 departs Shrewsbury with the 10.40 to Carmarthen on September 29th. *Derek Elston*







Above: Class 142 094 stands in the bay at Carlisle with a healthy contingent of passengers waiting to board the service for Newcastle, September 15th. *Derek Elston*

Top Right: A friendly wave from the driver of this East Midlands Trains service from Crewe to Derby on September 8th, seen here departing Crewe. *Brian Battersby*

Bottom Right: Prescot signalbox and it's associated semaphores are to be taken out of use from September 23rd. Northern Rail's Class 142 046 is seen passing the signalbox with a service to Liverpool on September 17th. *Dave Harris*

Below: Class 170 202 pulls away from Whittlesea Station with 1L73 09:47 Peterborough to Ipswich service on September 15th, still carrying former National Express livery but with Greater Anglia decals. *Steve Madden*









Above: On September 4th, Class 170 305 passes along the Hessle foreshore with 1K14 12:42 Manchester Piccadilly - Hull service. *Mark Pichowicz*

Top Right: Class 332 014 approaches journeys end at London Paddington on September 8th as it arrives with a service from Heathrow. *Derek Elston*

Bottom Right: London Midland's Class 321 415 approaches the crossing at Bushey Mill Lane as it arrives into Watford North with the 07:52 from St. Albans Abbey on September 22nd. *Derek Elston*

Below: First Great Western's Class 150 921 and 150 106 pass at Langstone Rock with services to and from Paignton on September 18th. *Phil Martin*





Eurostar

The 1713 Paris Nord - St. Pancras International Eurostar service crosses high above the Medway at Cuxton on September 22nd. ***Chris Morrison***



DCR workings

Above: Class 31 601 leads two barrier vehicles through Derby on September 15th with a Derby RTC to Heaton move. ***Brian Battersby***

Top Right: On September 1st, Class 31 601 and 31 602 pass through Derby with a Chaddesden - Cardiff Tidal working. ***Brian Battersby***

Bottom Right: Class 31 601 and 31 602 are seen powering the 6Z31 Chaddesden - Cardiff Tidal passed Coedkernew on September 1st. ***Lewis Mitchell***

Below: On September 10th, DCR's Class 56 311 and 56 303 'Brian' are at the head of 4M11 Washwood Heath - Peak Forest with a long train of empty stone hoppers as they pass Burton on Trent. ***Stuart Hillis***







Class 31 601 and 31 602 work the 6Z31 Chaddesden - Cardiff Tidal through Washwood Heath on September 1st. *Carl Grocott*



Odds and Sods

Above: Class 67 025 is seen on East Coast 'Thunderbird' duties at Doncaster on July 16th. ***John Martin***

Top Right: Class 57 313 heads light through Crewe on September 8th Crewe, on a positioning move for the Saturdays trip to Holyhead hauling a Pendolino. ***Brian Battersby***

Bottom Right: A Class 47 convoy departs Nemesis Rail, Burton on Trent as 0Z49 to Hotchley Hill and then on to the Mid Norfolk Railway with Class 47 798 'Prince William' leading 47 401 'Great Eastern', 47 703 'Saint Mungo', and 47 375 'Tinsley Traction Depot', which had been named earlier this morning. ***Stuart Hillis***

Below: Class 31 128 'Charybdis' about to leave Nemesis Rail, Burton on Trent heading for Barrow Hill running as 0Z28, to collect locos for the NYMR's diesel gala, September 13th. ***Stuart Hillis***







Scot-Rail - life north of the border

Freightliner's Class 66 614 heads across the River Tay on September 12th with the 6A65 Oxwellmains - Aberdeen cement working. *Richard Jones*

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

Colas Rail's Class 66 850 crosses the River Tay on September 12th with the Linkswood Tanks. *Richard Jones*



Going Underground

Above: A Circle line service 'C' Stock Unit No. 5594 is seen having just departed Royal Oak, on September 8th. ***Derek Elston***

Top Right: A Heathrow bound train of Piccadilly Line 1973 stock arrives at Barons Court on 4 August 2012. The high backed benches with enamel signs are unique to this station. ***Chris Morrison***

Bottom Right: Metropolitan Line Unit Nos. 5063 and 5034 arrive into Wembley Park for the last time with the 'A' Stock farewell railtour on September 26th. ***Alex Thorkildsen***

Below: Metropolitan Line Unit Nos. 5063 and 5034 arrive into Chalfont and Latimer from having come off the Chesham Branch for the last time on September 26th. ***Alex Thorkildsen***









Going Underground continued...

Above: Unit No. 5034 heads the 1347 Amersham - Aldgate service past Northwood on September 26th. This unit and No. 5063 had been spruced up for the last day in service, but were due to depart for scrap from the sidings behind a few days later. Sister unit No. 5095 can be seen departing for Booths on a low loader in the background. *Chris Morrison*

Top Right: A West Ruislip bound train of Central Line 1992 stock arrives at Woodford on August 25th. These units are being fitted with new cabs featuring more red than previously carried. *Chris Morrison*

Bottom Right: A Cockfosters bound Piccadilly Line train speeds through Turnham Green on August 4th. *Chris Morrison*

Below: Metropolitan Line Unit Nos. 5034 and 5063 arrive at Euston Square with the 1647 Amersham - Aldgate on September 26th, the last day in public service for the units. *Chris Morrison*







Going Underground continued...

Metropolitan Line 'A60' units Nos. 5063 and 5034 roll into Barbican with the 1209 Aldgate - Amersham on September 26th. *Chris Morrison*

Trams and Metro

Nottingham Tram No. 201 'Torvill and Dean' is seen heading out of the city centre on September 1st. This tram carries a different livery on the other side. ***Brian Battersby***

Manchester Metrolink

A look at the recently completed Firswood Metrolink Station on the St. Werburgs line, Cholton. *Colin Irwin*



Modern Railways Awards Ceremony

On Friday 26th September 2012, one of Railtalks' correspondents – David Mead – was privileged to have a 1st Class Dining Seat on The Modern Railways Golden Jubilee special train in conjunction with "UK Railtours" and The National Railway Museum from London Kings Cross to York. The special formed of a rake of Mark 1 (Royal Scot) stock was hauled outward via the East Coast Main Line by AC Loco Group's Class 87 002 'Royal Sovereign'. The train departed from London Kings Cross at 10:11 and the loco gave a splendid run to York where arrival was on schedule at 13:16. Your Editor – Andy Patten – was on location for the arrival shot and was later to join me in the Railway Museum.

The guests from the train were then escorted to The NRM where light refreshments were served in the hospitality area followed by the 50 Years' U.K. Railway Achievement Awards as voted by readers of "Modern Railways". Among the awards was 'HST' for the most successful rolling stock and 'The Channel Tunnel' for the most remarkable infrastructure/engineering project. The most outstanding Railway Manager award was given to Chris Green, who spoke on his career and how rail privatisation changed the rail culture of this country.

The next part of the day was the naming of Class 66 745 'Modern Railways - The First 50 Years' the unveiling by GBRf's Managing Director John Smith with Modern Railway magazine's Roger Ford and James Abbott also on the ceremony platform. The loco was then "fired up" and taken out of the NRM and to be attached to the special train in readiness for the return to London Kings Cross. Departure was a few minutes after the scheduled 17:01 departure from York. The trip back was routed via Retford, Gainsborough Trent West Junction, Saxilby, Boultham Junction, Newark and then main line to London Kings Cross, where we unfortunately were 14 minutes late at 22:13hrs.
There was time for a "night time buffer end" shot before saying farewell to a most enjoyable tour. *David Mead*

Below: Class 87 002 waits to depart London Kings Cross for the run to York. *David Mead*

Top Right: Class 66 745 stands on the turntable at the NRM shortly after being named. *Andy*

Bottom Right: The classic buffer shot at London Kings Cross upon arrival back from York. *David Mead*







Fares Advice with RailUK

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

What's the earliest you can buy a season ticket?

Q: So, having checked that my registration, etc at university is up to date this week, I went to buy a season ticket running from next Monday through to 14/12 (when I finish for Christmas). When I went to buy a ticket this morning at Sheffield station, I was to that I'd have to wait until 12pm today before I could buy it; but when I went back (after 12pm) I was told I couldn't buy one before 12pm on Sunday.

This seems daft, can anyone clarify who was right?

A: The official line (from The Manual) is as follows:

A totally new weekly ticket may only be issued on the start date or, where that's a Monday (or Tuesday after a public holiday), from 6am on Sunday.

For a monthly or longer season, it's from noon the day before the start date, unless it's a Saturday, Sunday or Monday (or Tuesday after a public holiday), when it's from noon on Friday.

For a renewal of a weekly, it's from noon the previous day, unless it's a Saturday, Sunday or Monday (or Tuesday after a public holiday), when it's from noon on Friday.

For a renewal of a monthly or longer, it's up to a week in advance.

For renewals, the existing ticket should be withdrawn at the time the renewal is issued, to prevent misuse, and the clerk should use the "Lost Days" functionality of their Ticket Issuing System to adjust the expiry date on the new ticket accordingly.

In practice, some TOCs will allow you to renew "early" as it were, and the majority of clerks don't withdraw the current ticket.

Split ticket validity during diversions

Q: For my journey between Batley and Manchester I use a Metro zones 2-5 annual Metrocard and a Marsden - Manchester annual season. No problems whatsoever using this. I get a corporate discount on the Metrocard which brings the combined price down to less than the BTL-MAN season.

Just wondering if I will have any problems using this combination during the Stalybridge blockade at the end of October when my train will be diverted through the Calder valley.

A: When trains are diverted, tickets that are valid by the diversionary route become valid (e.g. Rte: via Hebden Bridge becomes valid on TPE services, if they go via Hebden Bridge), however tickets that would have originally been valid, remain valid, as I understand it.

There is no way for a "regular" customer to know that their train is diverted simply by looking at a standard timetable. It is only by looking at sites such as Opentraintimes.org that they can determine the passing points of the service.

East Coast Delay Repay for missed connection

Q: I travelled (with 2 friends) from London to Sheffield recently. The itinerary (booked on the East Coast website) was:

1633 Kings Cross - Retford arr 1802 (EC)
1814 Retford - Sheffield arr 1857 (Northern)

As a result of the 1633 ex KGX running late we missed the connection with the 1814 at Retford and had to catch the 1904 service, arriving in Sheffield at 1954.

I'm unsure whether I'm able to claim under the delay repay scheme - although the delay to the EC service was < 30mins, the knock-on effect was an almost 1 hour late arrival into Sheffield.

Could someone advise whether or not I can make a claim under the delay repay scheme?

A: A delay to your journey of between 30 & 60 minutes is worth 50% of the one-way cost as compensation.

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.

First Hull Trains celebrates success after £4.5m mechanical overhaul

To the average person on the street it is a figure of little relevance. To rail engineers, miles per casualty represents the holy grail of performance

When First Hull Trains started replacing its Class 222 Pioneers with the Class 180 Adelantes in 2008, this reliability figure hovered between two and three thousand miles per casualty. Fast forward to September 2012 and following the completion of a £4.5m mechanical overhaul, the engineering team at First Hull Trains can boast the best miles per casualty rate of all the Class 180 operators. On top of considerable work since 2008 to improve the reliability of the Class 180s, First Hull Trains has recently replaced the bogies and wheels costing £500,000 per train. The results of this are that First Hull Trains' fleet is currently operating at around 15,000 – a 500 per cent increase on when it introduced the 180s in 2008.

For the likes of Richard Elwen, First Hull Trains' commercial engineering manager, the increase best described as dramatic, has become a matter of personal pride. He said: "I have been involved with rail engineering for 30 years and the 180s have certainly given us something to think about. "They are a great train providing a great environment for our customers. They have become increasingly reliable when out in traffic but at times they can be a real challenge at the start of the operating day. "I think the main problem is that in some areas they are over-engineered, with complex interactions between different systems on the train. But we have worked hard to identify the main problems and as the figures indicate, it has worked."



The Class 180 is a high-speed diesel-hydraulic multiple unit from the Coradia 1000 family. Designed by Alstom for First Great Western, 14 of the five-car units were built between 2000 and 2001 in Birmingham.

The Class 180 were initially deployed to First Great Western, working the then new half-hourly timetable between London Paddington and South Wales.
They began service in December 2001 but were returned to the owning leasing company by First Great Western in 2008.

At the time, First Hull Trains was negotiating to increase its services from six direct services to and from London to seven. As a result, it was tasked to increase capacity and so took on the 180s which each had an extra carriage. Richard said: "We took on the 180s and our role as engineers is to continually strive to improve the reliability and provide a first class service for the customers using our services.

"We identified that a number of improvements were essential and coupled with the planned overhaul it involved considerable work to get them all through – now it is paying dividends as we have seen such drastic improvements in our miles per casualty figures. "There is a real sense of pride we have been able to improve the numbers so much."
The engineering overhaul was completed in June this year and follows on from an internal refits to all carriages.
The success for First Hull Trains, which is one of only two open-access operators in the country, comes after more than encouraging Public Performance Measure PPM of 91 per cent against a target of 81 and exceptional feedback in the Spring National Passenger Survey. The company received an overall rating of 93 per cent, which is five per cent above the national average for long-distance train operators and 10 per cent above that national average overall.

Richard said: "The 180s have always been considered to be excellent inside, passengers generally consider them to be well equipped trains and as part of the refurbishment we had added electrical sockets and free WiFi throughout."Now with the mechanical refits we can genuinely offer a reliable, fast and efficient service. "There is no doubt there have been some issues but we have been able to overcome them and now can really look forward.

"I think we have probably got the 180s to a position where they are better than they have ever been - the challenge now is to maintain and improve that in the months ahead."

COUNTDOWN TO SHUT DOWN

Stalybridge station to close for nine days as £20m project nears completion

The £20m modernisation project of Stalybridge station, tracks and signals is going well and is on course to be finished by early November.

When the project is completed, the station will have two extra platforms and a brand new coffee shop. The entire railway track through the station and the junctions at both ends will have been redesigned and renewed, as will all the signalling equipment.



Jo Kaye, Network Rail route managing director, explained: "The old design dates back nearly 100 years and simply does not meet the needs of a modern railway.

"The extra platforms and new design will make it much easier to operate trains and improve reliability now, and prepares the route for electrification which is coming in 2016.

"As far as passengers are concerned, that means better train services now and faster and more frequent services in the future."

The new platforms and signalling system will be brought into use in early November.

To relay the junction and carry out the necessary safety tests on the new equipment, there will be no train services from Stalybridge station from Saturday 27 October until Monday 5 November.

Train operators First TransPennine Express and Northern Rail have hosted a series of Meet the Manager events at a number of stations affected by the work.

Rob Warnes, planning and performance director for Northern Rail comments: "The modernisation of Stalybridge is the culmination of a lengthy planning process to deliver a faster, more functional and much improved railway. We understand our customers will be inconvenienced while the line is closed and would like to apologise to those who will experience disruption.

"We have worked closely with the local community, stakeholders, Passenger Transport Executives and our colleagues at Network Rail and First TransPennine Express to run the best possible replacement services during the upgrade."

Directors and members of the senior management team at Northern Rail were on hand to answer questions on the impact of the project and discuss customers' concerns at Manchester Victoria station on Tuesday September 25th.

Rob continues, "Long term, we are confident the new look Stalybridge station will benefit all rail passengers and ensure the future of rail throughout the region."

Chris Nutton, FTPE programme director said: "The upcoming Network Rail work at Stalybridge will constitute a £20m investment in railway infrastructure that will pave the way for quicker and more reliable journeys. Two new platforms will be built and the number of trains running will be increased offering more seats for customers in the future."Unfortunately there is no way to achieve these substantial improvements other than closing the railway in and around Stalybridge for a short period of time, towards the end of October.

"FTPE and other operators will be providing detailed travel information and alternative modes of transport during this period, including operating trains to Manchester via an alternative route. There will be additional staff at stations to help and advise customers.

"I would like to apologise to customers for the upcoming disruption but assure them that we will do everything in our power to ensure they complete their journeys as smoothly as possible. I would also like to take this opportunity to advise customers to check the details of their journey before they travel."

NETWORK RAIL STATION RETAIL SALES RESULTS CONTINUE TO SHOW MODEST GROWTH

Network Rail has released station retail sales results showing a 1.21% growth in like-for-like sales from April to June 2012, compared to the same time the previous year. In the same period high street sales, reported by the British Retail Consortium, fell by 0.2% – meaning retail sales in stations continue to outperform the high street.

These figures were compiled from the results of retailers operating from over 580,000 sq ft of retail space (520 units/shops) at 17 of Britain's biggest and busiest stations owned and operated by Network Rail, benefiting from a combined annual footfall of over a billion.

Top performing stations include Manchester Piccadilly (+11.2%), followed by London Victoria (+8.02%) and Fenchurch Street (+7.02%), compared to the same period last year. Engineering works in preparation for the Olympics and part station closures impacted on trading at Liverpool Street, Network Rail's busiest station in London, as well as Waterloo and Paddington.

Food and beverage offers performed best in stations. Top performing categories were specialist food retail (+17.7%), specialist food catering (+13.7%), restaurants (+8.48%) and bars (+8.42%). This current set of figures show growth has slightly slowed since the 4.15% increase reported last period (January to March 2012), which was Network Rail's best quarterly growth in retail sales for the financial year of 2011/12. In the same period high street sales, as reported by the BRC, reported a growth of just 0.23%.

David Biggs, director of property at Network Rail, said: "While growth on the high street remains flat, retail in stations continues to grow. The wettest weather on record in 100 years, the extended Jubilee bank holiday weekend and an increase in major weekend engineering work in preparation for the Olympics all contributed towards some tougher periods for retail in stations. However, the fact we are still able to post an increase in revenue shows our tations still provide some of the most lucrative trading environments available to retailers today. "

The completion of 22,000 sq ft of new retail space across 22 new units in the new concourse at King's Cross in March this year, attracted a host of new brands to the station. This quarter, two further additions to the station included American Apparel and Patisserie Valerie. After its first quarter of trading, the new space at King's Cross has reported total sales in excess of £8m – an average weekly increase of 23%. Sales of over £34m are predicted by the end of 12 months trading – an increase of £15.6m from 2010/11. Retailers operating across all of Network Rail's managed stations last year generated a total £592m in sales.

All profits from Network Rail's retail activity is re-invested in the railway, limiting the cost to tax payers and passengers.

DAWLISH STATION TO GET NEW PLASTIC FOOTBRIDGE



Work is due to start this month on the new footbridge for Dawlish railway station as part of a £1m improvement project.

Contractors BAM Nuttall intend to begin preparatory works this month. The existing footbridge will be removed on 7 October and the new footbridge will be installed on 14 October. Completion for the whole scheme is expected to be end-November 2012. Network Rail's route asset manager for buildings, Simon Gyde said: "The renewal of Dawlish Station footbridge is driven by the asset condition and safety. The existing footbridge was last reconstructed in 1937, using steel girders taken from Park Royal Station.

"Despite numerous repair schemes being carried out, the bridge suffers from the harsh marine environment, and now has significant areas of corrosion to the main girders and roof structure with poor protective paintwork and rotten timber decking."

The footbridge will be the second fibre reinforced polymer (FRP) footbridge to be installed on the Western Route. The first was at St Austell in Cornwall in October 2007.
Plastic is being used because the steelwork of the existing footbridge has been badly corroded by the harsh marine weather conditions. The timber decking has rotted and the protective paintwork has broken down.

The plastic components are being supplied by Pipex Ltd, the Plymouth-based structural composites manufacturer, replicating the style of the original steel bridge at the grade 2 listed station.
Network Rail's engineers considered a number of alternatives, including a complete refurbishment and strengthening scheme using traditional materials, before deciding to completely replace the existing footbridge with a plastic FRP structure.

Not only will the manufactured mouldings replicate the existing style of the original steel bridge - even down to plastic rivet heads - but it will be better able to withstand the harsh marine environment along the Dawlish seafront.

When finished, the footbridge will be painted Admiral Gray in keeping with the rest of the station. The new structure will be lighter and easier to install and will require considerably less maintenance than the footbridge it replaces. While the work is taking place, a footbridge diversion will be in operation from the town end of the railway station. Local residents, businesses and Dawlish Town Council will be kept informed of the plans throughout the work.
The footbridge diversion will use the subway and the ramp leading to platform 2. If there is severe weather, contingency plans will be put in place to lead passengers over the Barrow level crossing.

PALLASADES TRANSFORMS TO GRAND CENTRAL BIRMINGHAM AS CENTRE ATTRACTS NEW PREMIUM RETAILERS TO THE CITY

The Pallasades Shopping Centre is being completely transformed and will be rebranded as Grand Central Birmingham when it opens in Autumn 2014, anchored by John Lewis's full line department store. The new name draws upon its inherent rail connotations and conveys the wider ambition and grand aspirations of this new, unique retail development.

The new name denotes the next exciting chapter in shopping opportunities within the West Midlands and will see the redeveloped centre become an integral part of the city's retail landscape. The major development, part of the transformation of New Street Station, is positioned to complement Birmingham's retail landscape and other major retail destinations in the city, including Bullring Birmingham and The Mailbox. Grand Central will bring a retail mix of unrivalled premium fashion and quality high street brands to the city – along with an anticipated 50m visitors per year.

The 250,000 sq ft John Lewis store will be complemented by an additional 200,000 sqft of retail space for over 50 new premium fashion and lifestyle stores new to the heart of Birmingham.

Research shows that over 100 aspirational retailers do not currently have stand-alone stores within the city and now the newly-named Grand Central Birmingham will house many of these brands.

The new retail area is an integral part of the £600m project to transform New Street railway station, which is being delivered by Network Rail on behalf of funding partners including Birmingham City Council, Department for Transport and Centro. The new station concourse will be three and a half times bigger than at present and enclosed by a giant atrium that will flood both Grand Central and the concourse with natural light.



Situated above New Street station, Grand Central will enjoy unrivalled levels of footfall in one of the best performing trading environments available to retailers today. Network Rail's station retail results consistently outperform results on the high-street.

Keith Stone, leasing director for Grand Central, commented: "Birmingham doesn't currently have a centrally-located shopping destination for premium fashion brands such as can be found in other major UK cities. Grand Central will now fulfill this demand within the city. We have already had a great response from the retailers we have spoken with."

Andy Street, managing director of John Lewis said: "We are very pleased our new full-line department store will be anchoring Grand Central Birmingham and look forward to playing an active role in cementing Birmingham's status as a key retail destination."

The scheme will bring a unique premium retail mix, state-of-the-art architecture and a dynamic shopping experience to the heart of Birmingham. Its integration with the world class New Street Station, currently undergoing an extensive refurbishment as part of a wider regeneration project of the station and surrounding area of the city, will create a truly unique shopping destination for premium brands in the city.

Birmingham City Council's leader, Sir Albert Bore said: "We look forward to Grand Central Birmingham becoming a key element of the city's ever-improving retail landscape, and welcome John Lewis and the retail offer this will bring to the city. We've seen already the economic and wider benefits that the New Street regeneration project will deliver for Birmingham and it's really exciting to see this project continuing to come to life, further strengthening the city's position as a leading major retail destination in the UK."

THANKS A MILLION FROM EAST COAST!



One millionth East Coast 'print at home' train ticket sold online

They save time and reduce hassle – and they're a big hit with customers.

Train operator East Coast has sold its one millionth 'print at home' ticket, available exclusively for travel booked via its website, www.eastcoast.co.uk.
The 'click and go' tickets allow customers to print out their own tickets at their own convenience after making a booking. When a customer selects the print at home option, a travel ticket is automatically emailed to them as an electronic pdf file, ready for them to print whenever they choose.
The one millionth ticket has now been sold to a customer in the Edinburgh area, for travel on an East Coast train in November from York to Edinburgh Waverley.
East Coast Commercial and Customer Service Director Peter Williams said: "Our print at home tickets are very popular with customers booking via our website, www.eastcoast.co.uk."

"The system is very straightforward to use. All Advance Purchase tickets for journeys made wholly on East Coast trains can be printed at home. We're delighted to have sold our one millionth print at home ticket. We look forward to many more customers discovering for themselves how convenient and easy it is to use."

Print at home tickets – how the system works

When booking via www.eastcoast.co.uk a customer chooses which train they wish to book tickets for in the usual way – and then simply selects the print at home option. For security, the customer is then asked for details of a proof of identity – a serial number from a credit or debit card, driving licence or passport.
The system even enables the customer to book tickets for another family member or friend to use, by supplying proof of identity for the person travelling.

Once payment is made, the customer simply prints their ticket and presents it to on-train staff with the proof of identity used to buy the ticket. The on-train staff use a high-tech scanner to read an encoded logo on the ticket and confirm it is valid for travel.

New services for winter timetable

Rail passengers will benefit from a host of additional services being introduced as part of the new winter timetable announced by ScotRail and Transport Scotland. The enhanced services will begin from Sunday, December 9 to allow thousands of passengers to enjoy better connectivity and new journey opportunities.

Operated by ScotRail, the new winter timetable will see:

- Earlier and more frequent Sunday trains linking Edinburgh, Glasgow and Ayr
- Improved journey times on Ayrshire and Inverclyde routes complimenting the recently completed Paisley Corridor Infrastructure Improvements. Services increased from four to six per hour between Glasgow and Ayrshire
- A new Sunday service between Glasgow Central and Edinburgh via Shotts
- Extra weekday calls at Portlethen, Laurencekirk, Broughty Ferry and Invergowrie
- Extra calls at Kilmaurs and Dunlop on Glasgow Central – Kilmarnock services
- A new early-morning weekday service from Motherwell to Edinburgh and a late evening service in the opposite direction
- A new weekday service between Glasgow Central and Edinburgh calling at Motherwell, Wishaw, Carluke, Carstairs and Haymarket as part of the EGIP project being introduced and delivered ahead of schedule
- Improved journey times for services between Glasgow and Edinburgh to Inverness as result of new infrastructure works
- Extra trains between Edinburgh and Dunbar on a Saturday.

Transport Minister Keith Brown said: "Rail travel in Scotland is on the rise as more people come to realise the benefits of letting the train take the strain.
"The Scottish Government has an absolute commitment to rail services and to doing all we can to encourage more people on to the trains with all the benefits that entails – less congestion on the roads, a reduction in carbon emissions and increased job and investment opportunities.

"These service enhancements will encourage new passengers to travel by rail for commuting educational and leisure, opportunities and help current passengers to get out earlier, stay out later and get around more frequently."
The timetable changes announced will provide additional local calls between Perth, Dundee and Aberdeen.
From September 9, Sunday services between Edinburgh and Glasgow Queen Street have improved from hourly to every half hour in the mornings and late evening. This will continue throughout the winter and in future timetables.

Passengers travelling from Glasgow Central to Ayr will have three trains an hour as opposed to the previous two on weekdays. In addition, a fourth will terminate at Irvine.

Journey time improvements are also being delivered on the Glasgow Central to Ayr, Largs, Ardrossan and Inverclyde routes to Wemyss Bay and Gourock. These timetable changes will deliver improved connections with ferry services.

Four new Saturday services will be introduced between Dunbar and Edinburgh to match the weekday service.

Shotts will see a Sunday service introduced for the first time in many years between Glasgow Central and Edinburgh.

Weekday and Saturday mornings will see a new early morning train from Motherwell to Edinburgh, via Shotts, and a late evening service in the opposite direction, via Carstairs.

The new services between Glasgow Central and Edinburgh via Carstairs and calling at Clydesdale stations are being introduced a year ahead of schedule.

Extra calls at Kilmaurs and Dunlop on Glasgow Central – Kilmarnock services are being introduced to provide passengers at these stations with a more regular service.

Steve Montgomery, ScotRail's managing director, said: "The new timetable provides real benefits by improving frequency, journey times and connections on routes across the country.

"It underpins our focus on delivering more services and encourages more people than ever to switch to rail."

MORE APPRENTICES JOIN THE RAILWAY REVOLUTION

Network Rail has taken on further 190 promising apprentices to its award winning three-year programme, where they will train to become skilled maintenance engineering technicians, after the company received more than 6,500 applications. With the recent green light by government for additional investment in Britain's railways, including electrification of the Great Western route and the Northern Hub, today's apprentice could tomorrow, be part of one of the biggest infrastructure projects in the country.

The apprentices will spend a year training alongside the Royal Navy at Europe's largest engineering training facility at HMS Sultan in Hampshire. Here they will learn both the technical skills required to work on the railway and develop leadership and teamwork behaviours to make them more effective in their roles.

They will continue their training for two further years on-the-job at depots across the country, returning to HMS Sultan for additional courses and learning. The apprentices specialise in track, signalling and telecoms and electrification and plant. This year, Network Rail is also training apprentices for its contractors Balfour Beatty, Costain and Nexus.

Robin Gisby, Network Rail's managing director for network operations said: "We've recruited smart and enthusiastic young men and women with a variety of work experience, education and backgrounds, who we will train to become skilled engineering technicians. With the big projects we have ahead of us, we need more exceptional people to deliver a better value and efficient railway. Today's apprentice will, once trained, be part of a 35,000-strong team who every day help millions to get where they need to be safely and on time.

He added: "We now have the building blocks in place so that beyond their apprenticeships, our best people can undertake a higher national certificate, a foundation degree and then a full degree in engineering. They can earn while they learn and go as far as their aptitude, attitude and ambition can take them."

Kelsey Everton, a 19 year-old 2nd year apprentice is based at Sandwell and Dudley depot in the West Midlands learning electrification and plant. She commented: "I'd like to eventually teach on the apprenticeship scheme, it's been a great experience. There has been a lot of hard work but have made some good friends and there has been some good banter. There are only six girls on the course in my year but it's been a good experience. My friends think it's a little weird that I am doing this but I would urge them – and anyone else – to do it."

Jamie Mills, a 22 year-old track maintenance apprentice based in Brighton said: "I saw the scheme advertised and decided to apply. I like working with things and wanted to find out more. There are so many opportunities within Network Rail and I want to do well. I came to the assessment day on crutches after being hit by a car and was determined to pass. You can work towards great qualifications and I would recommend the apprenticeship scheme to anyone who was thinking of applying."



Photo: Kelsey Everton, Network Rail apprentice, West Midlands. © Network Rail

View from the Outside

This month I visited the North Yorkshire Moors and I was shocked at how expensive an all day ticket was for a Diesel Gala was, it was £21 and considering an all day ticket to Flamingo land is £25 and is so much more fun.... I'd say it is a bit much! Especially if you have to pay for two people a day out is over £40. Food wasn't badly priced, although at a station a pastry was over £3.50.... But perhaps that is normal these days!

The highlight of my day was the station cat at Goathland! I was a bit scared it would get run over but it didn't it must be used to the trains! I picked it up and stroked it and Andy was scared it carried disease or fleas so I touched him with my cat hand afterwards.

This month I went back to university and I booked my train home in advance and with a railcard it is £5.30 single which isn't too bad, however I keep getting sat backwards even though I request forward facing. I am sure I'll have moaned about this before! As it has happened many times.

This year I am living near the train station in Scarborough where I go to university, so this is very handy.

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

On September 11th, Floyd Class 56 No. 0659.002-3 (ex 56 115) departs Nemesis Rail for a new life overseas. *Stuart Hillis*





Over crowding and missed station

The all too common a sight on the nations rail network. This is the 18:00 all stations Northern Rail stopping service to Leeds from Manchester Victoria, whch will arrive into Leeds at 19:33. So only 93 minutes like this every night and morning.

The interesting thing about this train, is that this is the only stopping train all day that does not stop at Moston station (the first station on the line). Perhaps because they can't wedge any more passengers on board.?

Text and Photos: *Colin Irwin*





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.

This month Railtalk regular Richard Hargreaves has recommended to me the Deli Cafe on 13-14 Meer St, Stratford-upon-Avon after a recent visit there.



Not a place that I have visited myself but it is certainly on the list now, but a recommendation by Richard means that it has to be somewhere special.

From the outside it looks a very impressive place, their traditional style period premises dating from the seventeenth century and is located just one minute's walk from William Shakespeare's Birthplace.
Selling a wide and varied menu specialising in traditional homemade foods for breakfasts and lunches through to traditional afternoon teas. The diverse menu briefly includes morning coffees (cappuccino, latte, mocha, cafetiere, espresso, Nescafe), all day breakfasts, soups, jacket potatoes, sandwiches, baguettes, quiche, lasagne, haddock, breaded whole tail scampi, chilli, salads, Cornish cream teas, sponge cakes and a wide range of teas and cold drinks. They also serve wine and beer.

A Children's Menu and Daily Specials Menu including horseshoe gammon, steak and onion baguettes, cauliflower cheese, pasta bakes, chicken tikka and lots more seems to be always available.

The Deli Café caters for all tastes and budgets and can supply vegetarian, vegan, wheat and gluten free meals. Seating inside and outside is available for 90 people.

I have to say that their menu looks excellent and very reasonably priced. Coffee from just £1.75 and I do like their motto "WE DON'T SERVE FAST FOOD, WE SERVE GOOD FOOD AS FAST AS WE CAN."

Having a look at some of the reviews they have received:

We ate at the Deli Cafe for lunch today, and I have to say I am impressed. It looked really inviting from the street, and was pleasantly surprised by the extensive menu. My other half had a full breakfast, which looked lovely and I had the homemade quiche (truly yummy) with warm boiled potatoes and coleslaw and couscous. The food was good quality and very reasonably priced (we paid under £20 in total)

Four of us were truly delighted with this lovely little cafe in the heart of Stratford. We wanted a good, wholesome full English breakfast and we were not disappointed! The food was cooked to perfection and very generous. Staff were very polite and checked that we were happy. Our requests were catered for promptly. It was the perfect end to a lovely weekend in Stratford and the food and welcoming atmosphere made us think we would absolutely come back!



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

Until next month,

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

BETTER WEEKEND SERVICES FOR PASSENGERS ON GREAT EASTERN MAIN LINE IN 2013

Passengers travelling on the Great Eastern main line are set to benefit from better weekend rail services in 2013. Network Rail and Greater Anglia have together agreed to reduce the amount of planned disruptive engineering work and need for bus replacement services this Christmas and at weekends in 2013.

For the first time in many years, there will only be minor disruption during the Christmas and New Year period, with no complete line closures, enabling passengers to make uninterrupted journeys over the festive holiday.

Under the new improvement works schedule for 2013, only two Saturdays on the main line are affected by any bus journeys, and there are no bus replacements from the end of March until early October.

The decision is the result of an alliance between Network Rail and Greater Anglia to provide an improved train service and achieve a better balance between delivering infrastructure improvements and minimising disruption to passengers.

Dave Ward, Network Rail route managing director for Anglia, said: "In the last few years, we have done a huge amount of work investing millions of pounds to renew crucial parts of this line to benefit passengers for years to come. We are now in a position to change how we deliver these improvements.This change will bring real benefits to passengers providing them with a better weekend train service.

"We expect it will have a positive impact on the whole region, boosting economic growth as more people use the railway at weekends. There is still a huge amount of work to do to improve things further but we have found a much better balance, which I hope passengers will welcome."

Ruud Haket, Greater Anglia managing director, said: "I am delighted that our positive partnership and alliance with Network Rail, which is a key element of the Greater Anglia franchise, has enabled us to take a fresh look at the scheduling of infrastructure works to put passenger needs first whilst maintaining important improvements. As a result, our customers will benefit from more seamless weekend services, which will encourage more people to take the train, boosting the region's economy."

Network Rail has upgraded complex parts of the line between Liverpool Street and Chelmsford in the last five years, which often required weekend closures. Part of this work included identifying and replacing 6,000 key pieces of equipment ahead of the Olympics, which will increase the long-term resilience of the line. Coupled with new technology being developed that has not previously been available to renew overhead lines, this increased resilience enabled Network Rail to review the improvement works programme.

Since 2007, there have been on average 30 weekends a year requiring bus replacement services. In 2013, there will be seven weekends of planned disruptive engineering work.

Essential overnight work will still take place on other weekends, meaning that some very late night Saturday, early Sunday morning and very late Sunday journeys may involve buses, but any disruption to passengers will be limited. As well as the overhead line upgrade, Network Rail will also be carrying out essential track renewal and freight upgrades to take lorries off the road.

There will be three weekends where main line and metro services will terminate at Stratford because of track renewal and Crossrail work, outside Liverpool Street. This will not involve buses - passengers can continue their journeys using London Underground services between Liverpool Street and Stratford.

Ahead of next year's changes, Network Rail will be upgrading overhead line equipment between Shenfield and Chelmsford every weekend from September 15/16 to November 24/25 and on late weekday nights on Monday, Tuesday and Wednesdays from September 17 to October 17.

A Different View



A swansong to the Kidderminster Junction signal box on August 21st. After having arrived on a service from Whitlocks End, Class 172 216 (left) - now void of passengers - waits to enter the siding beyond the signal box where it will reverse to return to the depot at Tyseley. 172 343 leads another Class 172 unit into Kidderminster on the 2C69 Worcester Shrub Hill - Dorridge. A quarter of an hour earlier, yet another Class 172 unit - in the distance - had arrived in the siding for the night. The resignalling of the Kidderminster - Stourbridge area was due to be completed the following weekend. ***Gary S. Smith***

Top Right: A view towards Manchester from Highfield Moss foot crossing clearly shows the progress of phase one of the electrification scheme between Liverpool and Manchester, September 16th. ***Dave Harris***

Bottom Right: The attractive box at Hartlebury was a Mackenzie and Holland design of 1876. It closed on August 24th. ***Chris Morrison***

Below: A rather unusual somersault signal is seen in use at Shrewsbury. ***Derek Elston***







Prescot signalbox and it's associated semaphores are to be taken out of use from September 23rd, this is the view of Prescot Signalbox and the Up Home signal on September 17th. ***Dave Harris***



Epping and Ongar Railway

Great Western 'Hall' Class No. 4953 'Pitchford Hall' is seen at North Weald on August 25th. *Chris Morrison*

Epping and Ongar continued...

Class 37 029 hauls the 4-CIG unit through North Weald on August 25th. *Chris Morrison*

Dean Forest Railway

Class 31 466 arrives into Lydney Jct. on September 15th with a service from Parkend. ***Richard Hargreaves***



Dean Forest Railway continued...

Above: Class 08 238 heads a goods train at Whitecroft on September 15th. *Andy Pratt*

Top Right: Class 108 DMU Nos. 51914 and 56492 are seen departing Lower Norchard with a service to Lydney Jct. *Richard Hargreaves*

Bottom Right: Visiting the line for the day on a charter was Hastings DEMU No. 1001.
The unit is seen here working a service to Parkend, September 15th. *Richard Hargreaves*

Below: Class 14s Nos. D9521 and D9555 run round their train at Parkend on September 15th. *Richard Hargreaves*







Mid Hants Railway

The Mid-Hants Railway have been host to National Rail Museum's Battle of Britain No. 34051 'WINSTON CHURCHILL'. The loco was built at Brighton Works in 1946 and carried the number 21C151 until 1948. The loco was named after Winston Churchill at Waterloo Station in September 1947. On 24 January 1965, Winston Churchill died. His state funeral on 30 January 1965 saw his coffin process up the River Thames on the MV Havengore before being transferred to Waterloo Station, where a special train hauled by 34051 was run to Handborough, being the closest station to the parish church of Bladon where Churchill's body was to be interred. After hauling Churchill's funeral train, 34051 was earmarked for preservation, so in November 1965, 34051 was moved to Hellifield for storage . It later spent some time at the Didcot Railway Centre. It now is owned and normally housed at the National Railway Museum, York, as part of the UK National Collection.
This photo was taken on September 23rd at Alresford, Hants, where it was on show for an Autumn Gala and also a Member's Open Day event. The MId-Hants Railway ran two special trains on September 22nd – a "Wine and Dine" and a "Real Ale Train" in order to raise money towards its eventual steaming and operation again. It was not known how long the loco was to remain on the Mid-Hants Railway before its return to York. *David Mead*

Nene Valley Railway

LNER A4 No. 4464 'Bittern' is seen working 'The Hook Continental' at Ailsworth on September 22nd. ***Steve Madden***

Severn Valley Railway

Class 42 Warship No. D821 ‘Geryhound’ is seen departing Bridgnorth on September 9th with a working to Kidderminster. *Jon Jebb*

Severn Valley Railway continued...

Top Right: British Railways 0-6-0T No. 1501 is seen on Bridgnorth MPD on September 9th. *Richard Hargreaves*

Bottom Right: Great Western 57XX Class No. 3650 undergoes some buffer beam repairs at Bridgnorth MPD on September 9th. *Richard Hargreaves*

Below: Southern Region 'Battle of Britain' Class No. 34053 'Sir Keith Park' departs Bridgnorth on September 8th with a service to Kidderminster. *Jon Jebb*







Severn Valley Railway continued...

Top Right: Western Class 52 No. D1062 'Western Champion' heads through Eardington with a Kidderminster to Bridgnorth service on September 8th. ***Brian Battersby***

Bottom Right: On September 30th, Stanier Mogul 2-6-0 No. 42968 rests at Kidderminster having worked in with the 'Severn Valley Limited' dining service. ***Derek Elston***

Below: Great Western Railway 2-6-2 Small Prairie No. 4566 heads through Eardington for Kidderminster. ***Brian Battersby***





Severn Valley Railway continued...

Southern Region Battle of Britain Class No. 34053 'Sir Keith Park' is seen heading down through Eardington on September 8th with a Bridgnorth to Kidderminster service. ***Brian Battersby***



Ribble Steam Railway

Above: Hunslet 0-6-0ST ‘Walkden’ and Andrew Barclay 0-4-0ST No. 1147 ‘John Howe’ are prepared for the day ahead, September 15th. *Michael Lynam*

Top Right: Andrew Barclay 0-4-0ST No. 1147 ‘John Howe’ rounds the curve and starts its run alongside the River Ribble on September 15th. *Alan Naylor*

Bottom Right: Celebrating its return to traffic, L&Y Aspinall Class 27 No. 1300, is seen running alongside the River Ribble on September 15th. *Alan Naylor*

Below: Hunslet 0-6-0ST ‘Walkden’ is seen at the Ribble Steam Railway on September 15th. *Alan Naylor*









North Yorks Moors Railway

Above: Class 31 128 arrives into Goathland with a service from Pickering on September 16th. ***Andy***

Top Right: On September 15th, Class 24 No. D5061 climbs past Darnholm with the 10:30 Grosmont - Pickering during the NYMR diesel gala. ***Mark Pichowicz***

Bottom Right: The secret is out, as Deltic Class 55 022 gets coaled. No wonder there is so much clag off it! ***Andy***

Below: Class 37 264 waits to depart Grosmont on September 16th. ***Andy***







South Devon Railway

On August 17th, a Totnes - Buckfastleigh working rounds Caddaford Curve behind Great Western 0-6-0PT No. 1369. *Steve Thompson*

Nene Valley Railway

Top Right: Class 47 765 visiting from the Great Central (North) certainly looks different in pink and green undercoat, seen here on the turntable at Wandford on September 29th. *Richard Hargreaves*

Bottom Right: DCR operated 'Grids' Class 56 311 and 56 091 are seen in the yard at Wansford. *Richard Hargreaves*

Below: The NRM's Class 55 002 'KOYLI' departs Wansford under a fine array of Semaphores on September 29th, heading for Peterborough. *Richard Hargreaves*





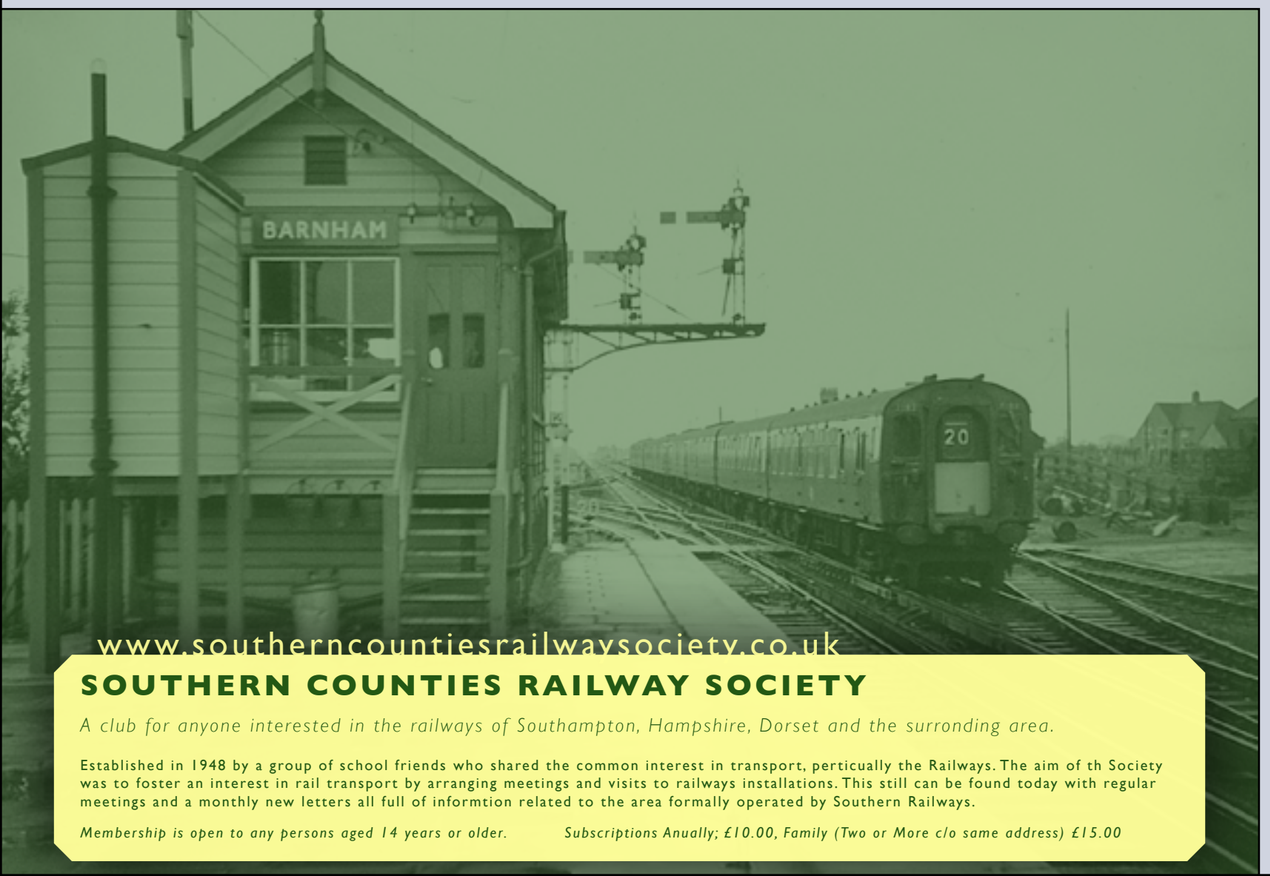


Nene Valley Railway continued...

Top Right: The NRM's Class 37 No. D6700 arrives into Wansford with a service from Peterborough on September 29th.
Richard Hargreaves

Bottom Right: Class 25 No. D7629 is seen heading for Wansford on September 29th past the site of Castor station.
Geoff Barton





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*



Nene Valley Railway continued...

Class 55 002 ‘Kings Own Yorkshire Light Infantry’ arrives into Wansford on September 29th with a service from Peterborough. *Geoff Barton*

North Norfolk Railway

Top Right: BR Class 9F No. 92203 ‘Black Prince’ heads for Weybourne on September 1st with a Sheringham to Holt service. ***Alan Usher***

Bottom Right: Class 31 207 (D5631) heads a train for Sheringham from Holt on September 1st. This was the stand in engine for the late failure of Class 5MT No. 45379 which did not make the event. ***Alan Usher***

Below: Class J15 No. 7564 passes Kelling Heath with a train from Sheringham to Holt, September 2nd.
Alan Usher









North Norfolk Railway continued...

Above: Class B12 No. 8572 approaches Weybourne with a brake van service on August 31st. *Alan Usher*

Below: BR Class 5MT No. 45337 masquerading as No. 45156 'Ayrshire Yeomanry' approaches Weybourne on August 31st. *Alan Usher*



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 .

Llangollen Railway

Class 31 No. 5580 is seen working a service from Llangollen - Carrog on September 22nd.

Carl Grocott



Vale of Rheidol Railway

Above: No. 8 'Llywelyn' is seen heading through Aberffrwd on September 1st. *Andrew Wilson*

Below: Baguley-Drewry No. 10 makes a rare appearance on a passenger train at Aberffrwd, September 1st. *Andrew Wilson*



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

WORK RESTARTS ON LOUGBOROUGH CENTRAL CANOPY RESTORATION - WITH FINISH LINE IN SITE!

Just two phases of work remain – project now 2/3rds complete.

Contractors are back at Loughborough Central as the long running project to restore the station's grade II listed canopy enters the home straight. Launched in 2010 the campaign to renovate one of the largest canopies in railway preservation (often called Loughborough's Crystal Palace) has successfully raised hundreds of thousands of pounds.
Contractors have kept pace with the fundraising with work now completed to 2/3rds of the distinctive steel and glass roof. Project co-ordinator and GCR Director Tony Sparks explains, "This has been a very complex project with a lot of learning on the job. However, we have now completed work on the canopy at both ends of Loughborough's station, the entire length of platform two and the station entrance on Great Central tation Road. We only have platform one to do now!"



At the start of September building contractors were back at Loughborough Central to make a start on platform one. To minimise the disruption to train services the remaining work is being tackled in two phases. The first (for which funding is in place) is now underway with part of the roof dismantled. It should be finished by December. Tony continued "We're down to the last few tens of thousands of pounds to raise. We've started on the penultimate phase and we hope to make a start on the final section of the canopy in January 2013. We could have the whole job completed before next Summer. It is not a given yet, so we continue to be grateful to everyone who can support our Raising The Roof : One Last Push appeal." If we make it, it will be an incredible achievement and a credit to all the funding bodies and individuals who have supported us.

The station is also receiving other important work including renovations to platform slabs and coping stones, new lights and new public address equipment. In the last few years the station has also received a lift for passengers to reach the platforms from the road level booking hall and improved toilet facilities.
"We've been flattered by the compliments we've received since completing the entire length of platform 2," concluded Tony. "The improvements to Loughborough Central have transformed the passenger experience at the station and it now looks much smarter as well. If you're coming to the Autumn Steam gala, please excuse the dust now work is underway again - but we're getting towards the end of this milestone project for the GCR"

Ffestiniog & Welsh Highland Railway

Left: Ffestiniog Railway's No. 190 'Lyd' arrives at Tan y Bwlch on the Ffestiniog & Welsh Highland Railway, August 21st. ***Colin Irwin***

Below: Ffestiniog Railway's Double Fairlie "Merddin Emrys" departs Blaenau Ffestiniog station with the Welsh Mountaineer charter train on August 21st. ***Colin Irwin***



Ffestiniog & Welsh Highland Railway continued..

Tan y Bwlch is seen near Blaenau Ffestiniog on August 21st. *Colin Irwin*

Bodmin and Wenford

Great Western 4-6-0 Manor Class locomotive No. 7812 'Erlestoke Manor' is seen climbing to Bodmin from Bodmin Parkway at Charlies Gate on September 7th.

Steve Andrews

Seaton Tramway

Top Right: Plymouth & Blackburn Style Car No. 10, built in 2002-7 at Bolton and at Seaton and carrying Glasgow livery is seen alongside Freestyle single deck conversion Car No. 12 which was built in 1996 at Eastbourne and was originally an enclosed single-decker, but was rebuilt as an open topper in 1980. It was again rebuilt in 1999, the more enclosed design resembling the London Feltham trams of the 1930s. ***Phil Martin***

Bottom Right: Plymouth & Blackburn Style Car No. 11, built in 2002-7 at Bolton and Seaton. A hybrid design based on elements of the old Plymouth and Blackburn trams. ***Phil Martin***

Below: Another look at Car No. 10 on a Private charter at Coryton, a superb station that deserves a visit even if not travelling on the trams. ***Phil Martin***









The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO TO WEAR HISTORIC BLUE LIVERY FROM NOVEMBER

The A1 Steam Locomotive Trust, the registered charity behind No.60163 Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, has announced that the locomotive will be repainted from her current Brunswick Green livery into Express Passenger Blue with the early BR Crest on the tender. The repaint will be carried out during the first part of Tornado's winter maintenance in October/November 2012 when the locomotive would have been due a repaint anyway. The original Peppercorn class A1s carried four liveries during their short service lives (Apple Green with 'British Railways on the tender, Express Passenger Blue with the BR Crest on the tender and Brunswick Green with both Crest and later BR Emblem on the tender).

Speaking at the annual convention of The A1 Steam Locomotive Trust, Mark Allatt, chairman, said:
"We have long promised that Tornado will carry all four historic liveries during her first period of operation. Tornado will therefore carry Express Passenger Blue with the BR Crest on the tender following her winter maintenance at Southall depot. This will be for a limited period only as the Tornado 'brand' is very much as an Apple Green locomotive and this will remain her 'core' livery."

The repaint will be carried out at Southall by the same team of Ian and Dan Matthews who applied the current and original liveries and the locomotive will again be brush painted.



Gresley class P2 feasibility study

The Trust has previously announced that it had commissioned a feasibility study into the construction of a second new main line steam locomotive, a Gresley class P2, to be numbered 2007 as the next in the series.

The first Gresley class P2 No. 2001 Cock O' the North was completed in 1934 by the London & North Eastern Railway (LNER) at its Doncaster works. It was the most powerful express passenger steam locomotive ever built for a British railway. Designed by Sir Nigel Gresley, the Chief Mechanical Engineer of the LNER who also designed the famous class A3 4472 Flying Scotsman and world speed record holder class A4 4468 Mallard, the class, which was eventually to number six, was constructed for use on the arduous Edinburgh to Aberdeen route. The P2's 2-8-2 'Mikado' wheel arrangement and 6ft 2in driving wheels enabled them to haul 600 ton trains on their own, replacing two older locomotive.

However, the P2s never lived up to their potential. The advent of the streamlined trains in the late 1930s and then the second world war meant that the design was never fully developed and all six were rebuilt as 4-6-2 'Pacifics' in 1943/44 by Sir Nigel Gresley's successor Edward Thompson following Gresley's premature death in 1941.

The feasibility study is being carried out by DeltaRail in three phases:

- **Phase 1 – create a validated computer model of Tornado**
- **Phase 2 – develop a model of Gresley P2 as built**
- **Phase 3 – optimise the model to prove acceptable performance**

Speaking to supporters at the annual convention of The A1 Steam Locomotive Trust, Graham Nicholas, Quality & Certification Director of the Trust and Owen Evans of DeltaRail were able to announce the completion of phase 1 and substantial progress on phase 2 of the study. As a part of his presentation, Owen Evans demonstrated how the VAMPIRE® computer model of a Gresley class P2 worked.

Commenting on the study, Mark Allatt added: "The P2 is the most frequently requested locomotive the Trust is asked to build next. In addition to its striking looks, incredible power and undoubted glamour it also has around 70% commonality with Tornado, including the boiler, tender and many other detailed fittings. However, the design was never fully developed and the locomotives failed to reach their full potential. The Trust is therefore conducting a feasibility study into the construction of a new Gresley P2, to be numbered 2007 as the next in the series. We are examining the commercial, engineering and certifications challenges that we would face in completing that development work to make a new P2 a success. Anyone wishing to play a part in this exciting venture should come on board as one of our Covenantors if they are not already."

Other announcements

Finance and fundraising - The Trust announced that £150,000 had been ring-fenced in a separate bank account towards the repayment of the £500,000 bearer bond due before the end of 2016 - the last remaining debt associated with the construction of the locomotive.

A1SLT promoted tours - The Trust is looking at running three trains with Tornado in 2013:

- **King's Cross – Edinburgh - 'The Elizabethan' (8th June 2013)**
- **Newcastle – Carlisle - Edinburgh – Newcastle (TBC)**
- **Sheffield – Settle & Carlisle Line – Carlisle (25th September 2013)**

Further details will be posted on www.a1steam.com in due course.

Photo: An image of Tornado in Express Passenger Blue by artist Stuart Black.



Statfold Barn Railway

Above: 'Joffre' (Kerr-Stuart 2405/1915 - on loan from West Lancs Rly) approaches the station from the field section, with new signal box in the background. *Stuart Hillis*

Top Right: A view of the many locos awaiting restoration in the Grain Store. *Stuart Hillis*

Bottom Right: 'Harrogate' is seen at Oak Tree Halt. After running round the balloon loop in the field, locos take water here and wait for next train coming from the station area to hand over the single line token. *Stuart Hillis*

Below: British Steam Piling Co. liveried 'Paddy' is seen at work. *Stuart Hillis*







Llangollen Railway

Top Right: Great Western 0-6-0PT No. 6430 is seen taking water at Llangollen on September 2nd prior to working the 13:35 service to Carrog. ***John Martin***

Bottom Right: BR Standard 2-6-2T No. 80072 is seen leaving Glyndovery heading towards Carrog on September 1st. ***Phil Martin***

Below: Great Western Railway 4-6-0 Manor Class No. 7822 'Foxcote Manor' is seen at Llangollen on September 1st. ***John Martin***









Llangollen Railway continued..

Above: GWR 2-8-0 No. 3802 waits to depart Llangollen with the 13:00 service to Carrog on September 1st. *John Martin*

Below: LMS Stanier Class 5 No. 44806 heads for Glyndovery from Carrog, September 1st. *Phil Martin*



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

There are various ways to help the C58LG:

- *Become a Member*
- *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
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Preserved Odds and Sods

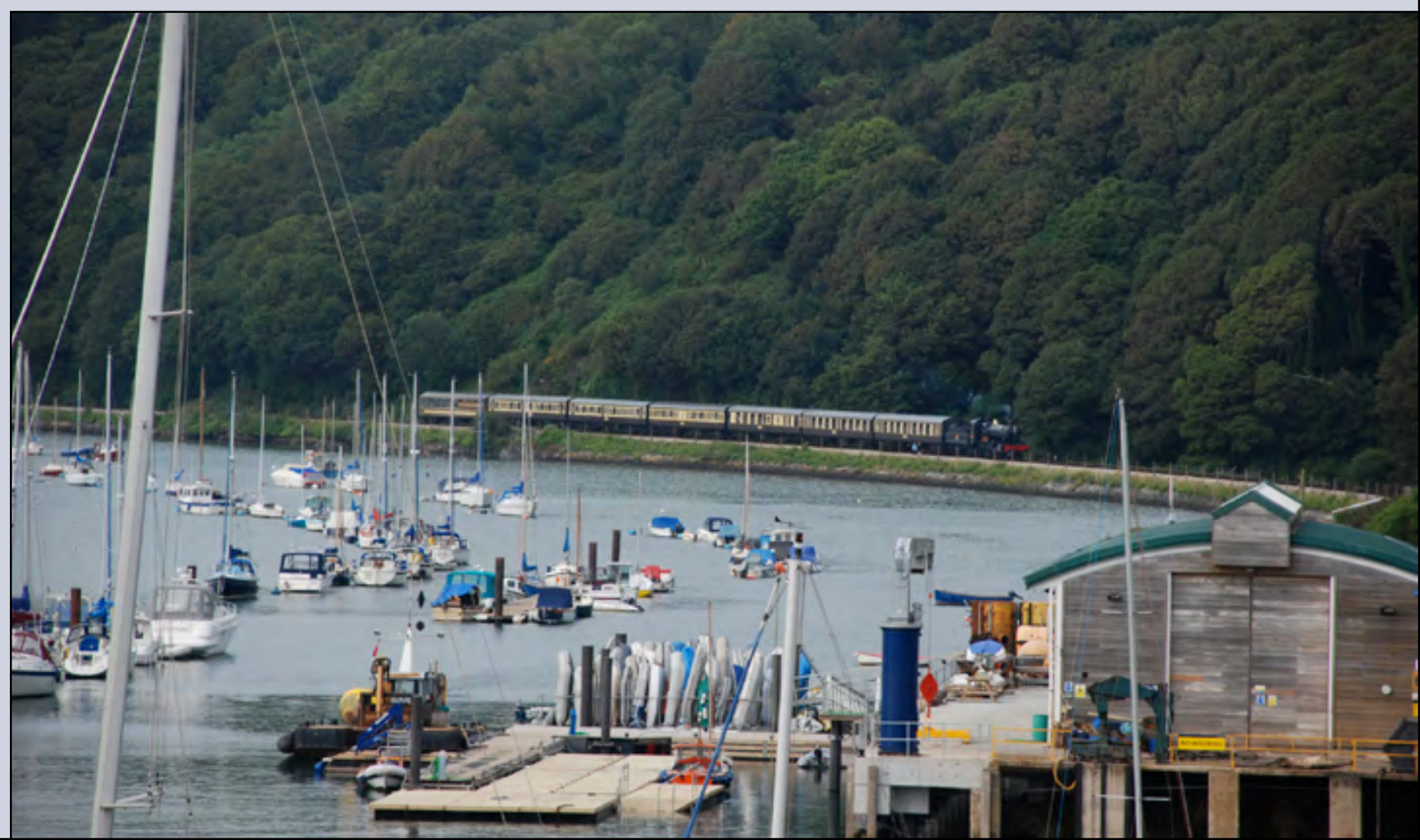
Above: From the Lakeside & Haverthwaite Railway, Andrew Barclay No. 1245, built in 1911 is seen on its daily duties, September 11th. ***Michael Lynam***

Top Right: On September 15th, BR Class 5MT No. 45379 and Great Western 2-6-2 Tank engine No. 5521 arrive at Shenton with the first train of the Battlefield Line gala, the 09:00 from Shackertone, a freight working. ***John Alsop***

Bottom Right: On August 14th at the Paignton and Dartmouth Railway, Great Western Manor Class No. 7827 'Lydham Manor' is seen approaching Kingswear from Paignton. ***Steve Thompson***

Below: SE&CR P tank No. 323 'Bluebell' sits at Sheffield Park on September 23rd in the pouring rain, with the 13:00 Sheffield Park - Kingscote service. ***Nathan Gibson***





Class 40 022 heads a diverted Birmingham - Liverpool train through Bescot in September 1977.
Chris Morrison

From the Archives
continued...

Right: Class 40 091 eases through Chester with a Holyhead bound Freightliner working on January 21st 1978.
Chris Morrison

Bottom Left: Class 47 520 'Thunderbird' is seen at London Kings Cross in 1992, on East Coast thunderbird duties.
Brian Battersby

Bottom Right: Class 47 624 'Saint Andrew' is seen on a charter at Derby, August 29th 1998.
Paul Godding







From the Archives
continued...

Left: Class 312 202 stands at Coventry working a Coventry to Birmingham New Street service. Date unknown. *Derek Elston*

Bottom Left: Class 47 467 heads a rake of ballast wagons through Crewe on October 10th 1998, heading for Basford Hall Yard. *Paul Godding*

Bottom Right: Class 56 036 heads a MGR working out of Warrington on May 3rd 1999. Note the scrap Class 31s stored here on the right of this photo. *Paul Godding*







From the Archives
continued...

Right: British Railways Southern 3rd Rail EMU No. 5738 in as delivered Blue & Grey livery approaches the yard at Clapham Junction, date unknown.
Derek Elston

Bottom Left: Class 303 034 is seen between turns at Glasgow Central on March 25th 1993.
Brian Battersby

Bottom Right: Class 318 264 is also seen at Glasgow Central in Strathclyde PTE livery on March 25th 1993
Brian Battersby







From the Archives
continued...

Left: Blackpool Tram ‘Balloon’ No. 708 is seen at Fleetwood on August 7th 1999 with a service to Starr Gate.
Paul Godding

Bottom Left: Class 56 011 heads a freight through Newport on June 24th 1999.
Paul Godding

Bottom Right: Class 47 742 ‘Bristol Barton Hill’ heads a Regency Rail Cruise through Didcot and heading for ‘Royal Ascot’ on June 17th 1999.
Paul Godding







From the Archives continued...

Class 55 021 ‘Argyll and Sutherland Highlander’ arrives at York with a northbound express in November 1977. *Chris Morrison*



The Back Page

Class 56 094 is seen working the 6J37 Carlisle - Chirk timber train through Hapsford on September 22nd.
Carl Grocott