

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 79 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Welcome to April, the sun is finally out, Easter has gone but most importantly the clocks have gone forward, which means two things. Firstly, it feels like 5pm at 7pm, and most importantly it means that we have longer days of sunshine. Something that us in the north-east like to call, "Jarrow Tank Time", as it means that the regular Class 60 hauled tank train on the ECML is once again photographable. So I for one am looking forward to seeing and taking more evening photos in the coming weeks.

On the subject of more photos, I have to say, we have had a massive increase in the amount of photos this month, which nearly resulted in us producing a Xtra, Xtra magazine. Lucky we though against it for now, but I have to say, thank you to everyone that has contributed in anyway to the magazine either through photographic submission or just by passing on the word of the magazine. I know the size of the magazine doesn't suit everyone, but I can only apologise to those who think it is already too big, we think that we have cut it down as much as possible. As we steam towards our 80th month of publishing, we would never of done half of what we have done without you. And finally, are we going to see anymore snow this year? I really couldn't say.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Paul Godding, 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, 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, Amy Bucki, 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, Richard Moxon, Matthew Bird, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird, Liam Coates, Andrew Parkinson, Nick Clemson, Keir Faulkner, Peter Alderson, Les Savine, Eddie Emmott, Ken Mumford, Matthew Evans, Neil Pugh, Dave Felton and the guys at RailUK.

Front Cover: 1Z99, Network Rail Snowplough train, hauled by WCRC Class 37 516 and 47 760 top and tailed with plough's Nos. ADB 965239 and ADB 965224 are seen here on the Oxford Road corridor, March 27th. [Dave Harris](#)

This Page: On February 2nd. Merseyrail's Class 507 020 approaches New Brighton with a train from Liverpool Central as ships pass in the background. [Chris Morrison](#)

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Pathfinder Tours - The Easter Highlander
Class 37 607 and 37 409 head the 'The Easter Highlander' over
Rannoch viaduct heading to Fort William on March 30th. [Sam Bilner](#)



Pathfinder Tours - The Easter Highlander

Above: DRS's Class 37 607 and 37 409 top'n'tailed with Class 47 832 approach Metrocentre on 'The Easter Highlander' railtour, March 29th. [Alex Thorkildsen](#)

Below: Class 37 409 leads 37 609 across Rannoch Moor with the tour heading towards Fort William on March 30th. [Sam Bilner](#)



Pathfinder Tours - The Easter Highlander
Class 37 409 leads 37 609 at Dunkeld working 5234 Springburn - Pitlochry,
'The Easter Highlander' ECS on March 31st. [Richard Jones](#)



Pathfinder Tours - The Easter Highlander
Class 37 607 and 37 409 'Lord Hinton' are seen passing the Nemesis Rail depot at Burton on Trent with 1Z30 Exeter - Hexham, the first leg of a 4 day railtour to Scotland. [Stuart Hillis](#)





Railway Touring Company - The Wansbeck

Above: LNER K1 No. 62005 top'n'tailed with K4 No. 61994 'The Great Marquess' are seen approaching Palmersville with 'The Wansbeck' railtour on March 30th. [Alex Thorkildsen](#)

Below: LNER K4 No. 61994 'The Great Marquess' is seen with the return working upon arrival into Newcastle on March 30th, Class 47 760 was now attached to the rear. [Alex Thorkildsen](#)



Statesman Rail - Winter West Highland Statesman

Above: In blizzard conditions West Coast Railways Class 47 826 is seen approaching Buckshaw Village Parkway station with 1257 Statesman Rail's Day 1 of the tour from Nottingham to Fort William, March 22nd. [Dave Felton](#)

Below: Fellow class member, Class 47 854 'Diamond Jubilee' is seen attached to the rear of the train. [Dave Felton](#)



Railway Touring Company - The Tin Bath Extra
Ian Riley's immaculately turned-out pair of Stanier Class 5 4-6-0s Nos. 44871 and 45407
head the Tin Bath tour past Chinley East Junction on March 17th. [Gerald Nicholl](#)





Railway Touring Company - The Tin Bath Extra

Above: On March 17th, LMS Class 5MT 4-6-0 Nos. 44871 leading 45407 are seen approaching Mytholmroyd, West Yorkshire. [Colin Irwin](#)

Below: LMS Class 5MT 4-6-0 Nos. 44871 and 45407 are seen arriving into Huddersfield with this Manchester Victoria - Sheffield - Manchester Victoria circular tour. [Colin Irwin](#)



Railway Touring Company - The Tin Bath Extra
On March 17th, The Tin Bath begins with LMS Class 5MT 4-6-0 Nos. 44871 and 45407 departing Manchester Victoria up Miles Platting bank. [Colin Irwin](#)



Railway Touring Company - The Winter Cumbrian Mountain Express 2

Above: With its headlight showing bright in the gloom and sleet, A4 Pacific No. 60009 'Union Of South Africa' heads south from Stainforth with the last Winter Cumbrian Mountain Express of the series on March 9th. [Gerald Nicholl](#)

Below: Class 86 259 (E3137) 'Les Ross' departs Rugby bound for Carnforth where it will be replaced by steam traction on the Winter Cumbrian Mountain Express, March 2nd. [Derek Elston](#)



Railway Touring Company - The Winter Cumbrian Mountain Express 2

Above: On February 9th, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' is pictured crossing Ribbleshead Viaduct, with the return working of the London Euston - Carlisle tour. [Colin Irwin](#)

Below: Just moments before departure, Class 86 259 is captured sitting in Platform 4 at Milton Keynes while working 1Z88 14:40 Carlisle - London Euston via S&C (from Farrington Jn). [Matthew Bird](#)





Railway Touring Company - The Winter Cumbrian Mountain Express 2

Above: On March 2nd, A4 No. 60009 'Union of South Africa' is seen arriving at Appleby with the Cumbrian Mountain Express. [Michael Lynam](#)

Below: On March 2nd, LNER A4 No. 60009 'Union of South Africa' gets admired by the crowds as it sit in the low spring sunshine at Appleby, during a 20 minute water stop while working 1Z88 Carlisle - Euston via the S&C. [Matthew Bird](#)



UK Railtours - The Blue Belle

Above: Class 66 739 'Bluebell Railway' leads the 1Z86 Horsted Keynes - London Victoria 'The Blue Belle' through Sanderstead, South Croydon on March 28th. [Nathan Gibson](#)

West Coast Railway Company - The Welsh Borders Steam Special

Below: LMS 8F No. 48151 is seen climbing the bank at Battlefield with the 1Z51 Shrewsbury - Bridlington return working on April 1st. [Phil Martin](#)



Northern Belle

DRS Class 47 828 and 47 832 double-head the 1234 Manchester Victoria - Crewe 'Northern Belle' on the 1 in 80 climb through the Rugeley Town station, Staffordshire and pass the Brereton Sidings signal box on a dreary March 9th. The line from Rugeley to Walsall was a victim of the 'Beeching cuts', losing its passenger service to Birmingham in 1965, just as the population of the town was increasing. The branch line did stay open for freight traffic to a new colliery and the two new power stations in the town. The passenger service has since been re-introduced and has been popular. Until the 1960s a branch from collieries at the nearby mining village of Brereton (pronounced Breer-ton) joined the railway here, passing to the right of the signal box. The coal wagons would be shunted into sidings alongside the Walsall line - hence the name of the box - to be collected by a mainline locomotive. The original LNWR Rugeley Town station was further north, the up platform of new Town station being built on the site of the sidings. In more recent years steel sculptures mimicking semaphore signals have been erected at stations on this branch; one of them can be seen behind the signal box. As well as the planned electrification, this railway is currently being resignalled which is expected to be completed in August, control passing to the West Midlands Signalling Centre at Saltley. The 1908-built Brereton Sidings signal box is to be moved to the Chasewater Light Railway.

Gary S. Smith





Northern Belle

Above: Class 47 501 brings the 1231 Gloucester - Hereford 'Northern Belle' into the station at Ledbury, Herefordshire on a cold, dismal March 3rd. [Gary S. Smith](#)

Below: DRS Class 47 501 leads the 5231 Cardiff Pullmans - Gloucester empty Northern Belle stock working past Naas shortly after leaving Lydney, Gloucestershire on a dismal March 3rd. Class 47 832 was on the rear. [Gary S. Smith](#)



Northern Belle

Above: Class 47 805 passes Gailey, Staffordshire with the 1247 Coventry - Coventry 'Northern Belle' on March 17th. Class 47 828 was just out of sight at the other end of the train. [Gary S. Smith](#)

Below: On March 2nd, Class 47 832 'Solway Princes' leads the 1283 Cardiff - Fishguard through a dull Llangewydd, with 47 501 'Craftsman' on the rear of the train. [Lewis Mitchell](#)



Northern Belle

Class 47 805 (with 47 828 on the rear) is seen working through Gobowen with a Chester to Coventry trip on March 17th. [Phil Martin](#)



Northern Belle

On March 2nd, Class 47 501 'Craftsman' is seen on the rear of the 1283 Cardiff - Fishguard through a dull Llangwydd, 47 832 was at the helm. [Lewis Mitchell](#)



Vintage Trains - The Cumbrian Guardsman

Above: Replacing a non-available 'Scots Guardsman', BR Standard Class 7 No. 70000 'Britannia' is seen arriving at Appleby with 'The Cumbrian Guardsman' on March 2nd, which Britannia had hauled from Hellifield, March 2nd. [Michael Lynam](#)

Northern Belle

Below: On March 16th, Class 47 828 leads the Northern Belle through Didcot Parkway en route to Cardiff Central. [Robert Barton](#)





VSOE - British Pullman

Above: Merchant Navy Pacific No. 35028 'Clan Line' eases through St. Margarets with the regular Surrey Hills circular VSOE train on February 9th. [Chris Morrison](#)

Below: Class 67 023 heads the 'ORIENT EXPRESS' from London to Cardiff for the Wales v England rugby match at the Millennium Stadium on March 16th, seen here speeding past Ashbury Crossing. [Ken Mumford](#)



UK Railtours - The Amman Valley Ranger

Above: Class 66 016 is seen after arrival into platform 9 at London Paddington on March 9th, with the returning 1Z64 'The Amman Valley Ranger' from Gwaun-cae-Gurwen. [Les Savine](#)

Below: UK Railtour's The Amman Valley Ranger from London Paddington to a number of places in South Wales, this is the 1Z64 Paddington - Uskmouth power station leg with Class 66 181 leading and 66 016 on the rear passing Llangyfelach on March 9th. [Wayne Radford](#)





Steam Dreams - The Cathedrals Express

Above: Southern Region No. 35028 'Clan Line' heads the 1Z63 Southend to Bristol past Ashbury Crossing on March 16th, deputising for an unavailable No. 60163 'Tornado'. [Ken Mumford](#)

Below: Class 67 006 is seen passing through Haringay Green Lane with a Southend to Bath charter on March 16th. A1 No. 60163 'Tornado' was scheduled to have been working this tour, but Clan Line was substituted from Acton Yard. [Derek Elston](#)



Steam Dreams - The Cathedrals Express

Above: Southern Merchant Navy Class No. 35028 'Clan Line' speeds through Slough with a return Bristol Temple Meads - Southend charter on March 16th. [Chris Morrison](#)

Below: LNER A1 No. 60163 'Tornado' heads a Steam Dreams - Cathedrals Express charter from London Paddington to Plymouth through Langley on March 9th. [Wayne Radford](#)





Steam Dreams - The Cathedrals Express

Above: Peppercorn A1 No. 60163 'Tornado' departs Didcot bound for Worcester with the Cathedrals Express from Paddock Wood on March 19th. [Derek Elston](#)

Below: LNER A1 No. 60163 'Tornado' stands in platform 9 at London Paddington on March 9th, with 1261 'Cathedrals Express' from Plymouth. [Les Savine](#)



Steam Dreams - The Cathedrals Express

Above: On March 9th, A1 No. 60163 'Tornado' is seen departing Plymouth with the return leg of the London Paddington - Plymouth 'Cathedrals Express' tour. [Steve Andrews](#)

Below: Another shot of 'Tornado' on a different 'Cathedrals Express', this time No. 60163 is seen heading up Goodrington Bank on March 23rd with a London Paddington - Kingswear tour. [Steve Andrews](#)





Railway Touring Company - The Hadrian

Above: On March 30th, A4 No. 60009 'Union of South Africa' steams through Long Preston with the 1268 Leicester - Carlisle excursion, which was steam hauled from Hellifield. [Michael Lynam](#)

Below: A4 Pacific No. 60009 'Union Of South Africa' crosses the River Ribble near Batty Wood with 'The Hadrian' on March 30th. [Gerald Nicholl](#)



Statesman Rail - Cumbrian Mountain & Coast Statesman

Above: West Coast's Class 57 316 leads the 1276 Leicester - Carlisle Statesman through Long Preston with 47 826 just visible on the rear, March 30th. [Michael Lynam](#)

Below: The day before, March 29th, Class 47 826 is seen heading the 5275 Carnforth - Derby ECS working for the railtour, passing Stenson. This time Class 57 316 was on the rear. [Stuart Hillis](#)





Vintage Trains - The Red Dragon

Above: Great Western 4900 Class Nos. 4965 'Rood Ashton Hall' and 4936 'Kinlet Hall' pass through a snowy Birmingham Moor St. with the return 'Welsh Dragon' from Newport - Tyseley Warwick Road on March 23rd. [Chris Morrison](#)

Railway Touring Company - The Mayflower

Below: Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' leads un-rebuilt Battle of Britain Class No. 34067 'Tangmere' up Dainton Bank, seen here at Kerswell Bridge on March 23rd. [Steve Andrews](#)



Railway Touring Company - The Cotswold Venturer

Above: Un-rebuilt Battle of Britain class No. 34067 'Tangmere' stands in platform 1 at London Paddington having arrived with the 1273 'The Cotswold Venturer' from Worcester Shrub Hill, March 9th. [Les Savine](#)

ECS and light engine moves

Below: On March 1st, BR Standard Class 7 No. 70000 'Britannia' is seen stabled at Hellifield. [Michael Lynam](#)





ECS and light engine moves

Above: On March 11th, during a winter sunset, Ian Riley's Class 37 518 drags LMS Class 5MT 4-6-0 No. 45407 and BR Class 7MT 4-6-2 No. 70000 'Britannia' through Romiley with a Sheringham NNR to Bury ELR move. [Colin Irwin](#)

Below: K4 2-6-0 No. 61994 'The Great Marquess' and K1 2-6-0 No. 62005 top and tail their support coaches on a repositioning move from the ELR to the NRM York passing through Smithy Bridge on March 29th. [Gerald Nicholl](#)



ECS and light engine moves
LNER K1 2-6-0 No. 62005 is seen passing Starrick's Farm on February 21st, on an engine repositioning run from Carnforth to the East Lancashire Railway. [Colin Irwin](#)



ECS and light engine moves

Above: Class 87 002 'Royal Sovereign' is seen keeping the WCME stock warm at Carlisle on February 16th. [Colin Irwin](#)

Below: Class 47 828 and 47 805 lead the 5Z30 ECS from Crewe to Eastleigh as it passes Didcot on March 19th. [Derek Elston](#)



ECS and light engine moves
K4 No. 61994 "The Great Marquess" tops the support coaches travelling to the NRM, York, with K1 No. 62005 bringing up the rear, as the pair pass through Smithy Bridge on March 29th. [Colin Irwin](#)





ECS and light engine moves

Above: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' passes Didcot Parkway in the rain, working 5Z67 Southall WCRC - Bristol St. Phillips Marsh, March 16th. [Robert Barton](#)

Below: Class 57 315 and 57 601 leave Hellifield, and head for York running as 0Z68, having brought the first leg of the 1Z68 Leicester - Carlisle Statesman into Hellifield on March 30th. [Michael Lynam](#)



ECS and light engine moves

Above: On March 28th, Ian Riley's Class 37 518 drags LMS Class 5MT 4-6-0 Nos. 45407 and 44871 as they leave Castleton heading for the NYMR, surrounded by Network Rail staff who are preparing the Semaphores for removal over the Easter weekend, ready for the ELR's return next year. [Colin Irwin](#)

Below: On March 5th, A1 No. 60163 'Tornado' along with the support coach from GWR No. 6023, are seen departing the Woodborough Loop, running early, having not stopped in the loop until the scheduled departure time. [Ken Mumford](#)





RETRO RAILTOURS LTD

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This day-trip journey will pick up from stations in West Yorkshire and Cheshire before taking you along the scenic border route, 'The Marches Line', to Cardiff, arriving in the Welsh capital just before midday.

You will have around 5 hours to enjoy in Cardiff, a city with a wealth of cultural and historical sites. In 2011, the city was voted 6th in the National Geographic Traveller list, alongside the likes of Patagonia and the Azores. The train will also continue onto Swansea, calling at Barry - a popular seaside resort for Cardiff residents and made famous by the BBC TV series Gavin & Stacey. You will have approximately 4 hours in Barry or just less than 2 hours in Swansea.

The train will return north in the evening, dropping off at stations as per the morning, after an enjoyable Welsh day excursion.

We will be Picking up at the following stations:

Huddersfield: dep. 07:00 arr. 21:40

Stalybridge: dep. 07:40 arr. 21:00

Reddish South: dep. 08:00 arr. 20:40

Stockport: dep. 08:10 arr. 20:30

Wilmslow: dep. 08:25 arr. 20:15

Crewe: dep. 08:50 arr. 19:50

Shrewsbury: dep. 09:30 arr. 19:10

Destination stations:

Cardiff Central: arr. 11:40 dep. 17:00

Barry: arr. 12:20 dep. 16:20

Swansea: arr. 13:40 dep. 15:00

Out & Back Fares - Cardiff/Barry:

Standard Adult: £59, Standard Child: £40

First Adult: £99, First Child: £69

Premier Dining: £170 Child: Please Call

Out & Back Fares - Swansea:

Standard Adult: £64, Standard Child: £45

First Adult: £104, First Child: £74

Premier Dining: £175 Child: Please Call

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2 Brookfield Grove, Ashton-under-Lyne, OL6 6TL.

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Electric duo, Class 86 101 and 87 002 sit around the back of Carlisle station having been deployed on ice breaking duties on the WCML through the winter months. [Matthew Bird](#)



Network Rail wanderings

With a backdrop of Darwen's Jubilee Tower, West Coast Railway's Class 47 760 and Class 37 516 head towards Blackburn on March 28th, hauling 7Z99 Buxton to Carnforth with snow ploughs Nos. ADB 965224 and ADB 965230. [Dave Felton](#)



On March 20th, Class 31 285 heads 1Q14 inspection train from Carlisle to Longsight, Manchester via Leeds, seen passing through a snow blizzard at Settle Station. [Michael Lynam](#)



On March 12th, Class 73 138 (with 73 107 on the rear) passes Irthlingborough Road, Wellingborough with test train 3Z03 10:10 Derby RTC to Hither Green. [Steve Madden](#)





Above: Network Rail's Class 31 233 is seen stabled at Derby station with the tunnel gauging train on March 9th. [Class47](#)



Top Right: Class 73 107 and 73 138 are seen heading onto the RTC at Derby, March 9th. [Class47](#)

Bottom Right: Network Rail's Class 73 138 is seen on the rear of 1Q31 Hither Green – Derby RTC test train passing through Kensington Olympia on March 4th. Class 73 107 was leading the train. [Les Savine](#)

Below: Class 57 306 leads with 57 310 on the rear of a snow train working approaching Clapham Junction and taking the Reading lines, March 12th. [Derek Elston](#)





Class 67s out and about

Above: Class 67 020 drags 91 125 and DVT 82208 working the 1507 Doncaster - Edinburgh, seen passing through Crimdon Dene, near Hartlepool on March 17th. [Michael J. Alderdice](#)

Top Right: Class 67 024 gets a lovely covering of snow at it is seen stabled between thunderbird duties at Doncaster West Yard on March 23rd. [Class47](#)

Bottom Right: On March 21st, Class 67 014 heads the 5Z68 Doncaster Works to Wembley, with a rake of refurbished Chiltern Mainline stock. [Michael Lynam](#)

Below: Class 67 012 'A Shropshire Lad' eases into Birmingham Moor Street with the 17:06 London Marylebone - Birmingham Snow Hill service on March 23rd. [Chris Morrison](#)



With the Stretton hills in the background, DVT 82306 and stock is seen being pushed by Class 67 001 on a Chester - Cardiff Ruggex through Wistanstow on March 16th. [Phil Martin](#)



On March 30th, a Class 67 hauls the northbound Scotrail Caledonian sleeper over Rannoch Viaduct. [Sam Bilner](#)



East Coast Drags

Class 67 019 drags 91 117 and DVT 82206 working the 1E13 Edinburgh - Kings Cross, diverted due to an engineering over run at Chester le Street. The working is seen passing through Hartlepool on the Durham Coast, March 10th. [Michael J. Alderdice](#)





On March 10th, Class 67 019 pauses at York with 1S07 09:37 Doncaster - Edinburgh which was diverted via Hartlepool due to engineering works on the ECML. [Mark Pichowicz](#)



Freightliner's GE locos

Above: Class 70 019 heads the 4059 Wentloog (Cardiff) to Southampton liner past Ashbury Crossing on March 16th. [Ken Mumford](#)

Top Right: On March 28th, Class 70 003 heads a loaded MGR working through Warrington and heads for Fiddlers Ferry power station. [Richard Hargreaves](#)

Bottom Right: Class 70 017 passes through Northampton at the sharp end of 4088 Lawley Street to Grain Intermodal, March 12th. [Derek Elston](#)

Below: Class 70 005 is seen heading through Battlefield on March 2nd with 6Y46 Landore - Crewe. [Phil Martin](#)





Above: Class 70 009, working as 0Z63 route learner from Crewe - Brush Works (Loughborough) - Crewe, is seen returning through Burton on Trent, March 1st. [Stuart Hillis](#)

Top Right: On March 27th, Class 70 002 runs light engine through Farrington Jct. working 0K27 from Carlisle to Crewe. [Michael Lynam](#)

Bottom Right: Class 70 009 heads past Burgs Lane, Baystan Hill with the 4V64 Crewe - Wentloog working on March 2nd. [Phil Martin](#)

Below: Class 70 003 is at the head of 6U77 Mountsorrel - Crewe B.H. with loaded ballast boxes and Network Rail discharge wagons as it passes Burton on Trent on March 22nd. [Stuart Hillis](#)



FGW Class 57s

A special ECS working was run on March 18th to move one of the First Great Western sleeping car trains from Penzance to Old Oak Common after Class 57 604 'Pendenis Castle' was found to have a fault during the west-bound working the night before; the Paddington-bound working was replaced by a High Speed Train. The now repaired 57 604 passes slowly through the Newbury station with the 5Z70 Penzance - Old Oak Common High Speed Train Depot. [Gary S. Smith](#)



Recent Class 60 workings

Top Left: On March 28th, Class 60 063 heads through Warrington with a loaded MGR working from Liverpool Bulk Terminal to Fiddlers Ferry power station. [Richard Hargreaves](#)

Bottom Left: Class 60 020 is seen working the 4V75 Dee Marsh - Margam steel empties through Sutton Bridge Jct. on a gloomy March 9th. [Phil Martin](#)

Below: With a glint from the late afternoon sun, Class 60 019 passes Hatherley as it runs into Cheltenham with the usual 6E41 Westerleigh Oil Terminal - Lindsey Oil Refinery empty tank wagons train on March 13th. [Gary S. Smith](#)



Class 60 010 is seen passing Didcot working 6B33 Theale to Robeston empties, March 19th. [Derek Elston](#)





Above: On March 1st, Class 60 015 heads the 6E32 empty oil tanks from Preston to Lindsey through Huncoat. [Michael Lynam](#)

Top Left: Class 60 010 takes the 6B33 Theale OS - Margam TC empty oil tank wagon train past the railway bank plantation at Shrivenham, Oxfordshire on March 19th. [Gary S. Smith](#)

Bottom Left: Class 60 092 heads out of Warrington Arpley yard and heads back to Liverpool Bulk Terminal for loading with coal on March 28th. [Richard Hargreaves](#)

Below: Class 60 019 'Port Of Grimsby & Immingham' is seen at the head of 6E54 Kingsbury - Humber oil tanks through Burton on Trent, March 19th. [Stuart Hillis](#)



After leaving Standish Junction, Gloucestershire, Class 60 010 approaches the Black Bridge with the 6B13 Robeston - Westerleigh on a sunny but bitterly cold March 13th. [Gary S. Smith](#)





Above: With the famous soap factory in the background, Class 60 045 arrives into Warrington with a Liverpool Bulk Terminal - Fiddlers Ferry working, March 28th. [Richard Hargreaves](#)

Top Left: Class 60 054 heads through Stenson Junction with the Kingsbury - Humber tanks on March 11th. [Phil Martin](#)

Bottom Left: Class 60 099 is seen working 6V38 11:00 Marchwood - Didcot Yard through South Moreton on March 14th. [Steve Madden](#)

Below: Class 60 045 'The Permanent Way Institution' is seen working 6F81 Liverpool Bulk Terminal to Fiddlers Ferry power station with loaded coal through Winwick Jct. on March 9th. [Dave Harris](#)



Class 60 044 is seen on the rear of a light engine movement through Wistanstow on March 16th.
The Class 66s are 66 143, 66 140, 66 057 and 66 174. [Phil Martin](#)





Top Left: DB Schenker liveried Class 60 019 is seen passing through Lostock Hall station with 6E32 discharged bitumen tanks from Preston Docks to Lindsey on March 20th. [Dave Felton](#)

Bottom Left: Class 60 010 powers through Didcot Parkway with 6B33 Theale - Robeston tanks on March 16th. [Robert Barton](#)

Below: Class 60 099 is pictured working the 6V38 Marchwood - Didcot through Pangbourne on March 14th. [Robert Barton](#)



Class 60 007 is seen working 6B33 through Didcot Parkway
on March 14th. [Robert Barton](#)



Direct Rail Services

Class 57 302 'Chad Varah' is seen on route learning duties at Hellifield,
March 13th. [Eddie Emmott](#)





Above: On March 9th, Class 37 667 is seen arriving into Derby on the rear of a Crewe to Derby RTC test train working. [Class47](#)

Top Left: Class 37 402 and inspection saloon 'Caroline' working as 2202 Derby - St.Pancras - Chesterfield - Derby are seen passing Moira West signalbox on the Leicester - Burton freight branch, March 19th. [Stuart Hillis](#)

Bottom Left: Class 47 818 and 47 501 'Craftsman' are seen stabled outside the DRS depot at Gresty Road, Crewe on March 22nd. [Dave Harris](#)

Below: On March 14th, Class 37 423 and 37 612 are seen departing Carlisle with an 0237 Carlisle Kingmoor to Crewe Gresty Bridge light engine move. [Michael Lynam](#)





Above: Class 66 425 works a diverted (due to WCML engineering work) Coatbridge to Daventry, Malcolm modal train, through Burton on Trent, on March 30th. [Stuart Hilliss](#)



Top Right: On March 14th, Class 37 667 is seen stabled at Carlisle. [Michael Lynam](#)

Bottom Right: Class 57 308 heads off the Ribbleshead Viaduct with an OP99 Preston - Carlisle - Preston via the S&C route learning turn on March 20th. [Michael Lynam](#)

Below: On March 21st, Class 47 853 passes through Brigg station working 6237 York - Trent Yd. [Steve Thompson](#)





Above: On March 29th, Class 66 301 approaches Newcastle with a diverted WCML Container Train. [Alex Thorkildsen](#)



Top Right: Running along the western bank of the River Severn in Gloucestershire on a dismal March 3rd, Class 66 425 rolls the 4V38 Daventry International Rail Freight Terminal - Cardiff Wentloog 'Tesco' container train past Purton. [Gary S. Smith](#)

Bottom Right: On March 25th, DRS sent Class 20 308 and 20 312 from York to Frodingham Trent Yard to work 6Z37, comprising a part-RDT for maintenance, back to York. With 20 312 leading, the train is seen at Keb Wood, Appleby. [Steve Thompson](#)

Below: Class 37 425 working as 0Z37 from Derby RTC prepares to depart to Gresty Bridge, March 30th. [Derek Elston](#)



Class 20 312 and 37 667 are seen operating the 6E44 Kingmoor - Seaton Carew, passing through Hartlepool on March 15th. [Michael J. Alderdice](#)



Class 59s

Hanson liveried Class 59 102 'Village of Chantry' leads an aggregates working through Kensington Olympia on March 12th. [Derek Elston](#)



The old footbridge across the Didcot North Junction, Oxfordshire was popular with railway photographers but has had to be replaced for the forthcoming electrification of the former Great Western line to Oxford. Early on the morning of March 4th, Mendip Rail's EMD-built Class 59 101 takes the 7A14 Westbury - Banbury Road aggregates train over the now bridge-less junction. The construction of the new footbridge had started and the new structure was due to be available for public use from Easter. [Gary S. Smith](#)



Colas Rail

Colas liveried Class 86 701 'Orion' is seen in the company of Class 86 401, 86 213 and 86 259 at Willesden TMD on March 12th. [Derek Elston](#)





Above: Class 56 105 heads north at Winwick with empty timber wagons working the 6C37 from Chirk Kronaspan works to Carlisle, March 26th. [Dave Harris](#)



Top Right: On March 27th, Class 56 105 is seen returning south with 6C37 Carlisle - Chirk loaded timber train passing Red Bank. [Dave Harris](#)

Bottom Right: Class 66 850 brings the 6C37 Chirk Kronaspan - Carlisle yard empty timber wagon train through the site of the old GWR Dunstall Park station and under the Grand Junction Railway at Oxley, Wolverhampton on March 17th. The sharply curved chord here had been built by British Rail for coal trains between the Cannock Chase and North Staffordshire coal fields, and the Ironbridge power station. [Gary S. Smith](#)

Below: On March 9th, Class 56 094 crosses Chirk viaduct with timber empties from Kronaspan at Chirk heading for Baglan Bay. [Phil Martin](#)





Above: On March 20th, the long awaited Class 56 105 Colas livery is pictured here on it's first loaded test run with the 6E07 Washwood Heath - Boston docks and with 47 727 inside for insurance, seen hauling covered steel carriers passing Burton on Trent. [Stuart Hillis](#)



Top Right: Class 66 850 pulls into the loop at Sutton Bridge Jct. with loaded timber for Chirk from Baglan Bay, March 14th. [Phil Martin](#)

Bottom Right: On March 27th, Class 56 105 heads the 6J37 Carlisle to Chirk logs through Farrington Jct. On this occasion it was routed via the WCML, however on weekdays it is usually routed via the S&C. [Michael Lynam](#)

Below: Class 56 087 with an engineers train working as 6X33 Burton Nemesis Rail - Toton nears Stenson on March 29th, whilst just visible in the top left is a CrossCountry Class 221 working the 1V58 Glasgow - Penzance and waiting at North Staffs Jct. are Class 47 826 and 57 316 with an ECS for a railtour. [Stuart Hillis](#)



DB Schenker's fleet

Top Left: Class 66 149 heads the WBB mineral train south through Doncaster on March 23rd. [Andy](#)

Bottom Left: On March 3rd, Class 66 151 top'n'tailed with 66 003 head north through Castlethorpe working 7R07 08:50 Bletchley - Bescot, running some 265 minutes late! [Matthew Bird](#)

Below: The old footbridge across the Didcot North Junction, Oxfordshire was popular with railway photographers but has had to be replaced for the forthcoming electrification of the former Great Western line to Oxford. On March 18th, Class 66 004 leaves the yard at Didcot with the 4A41 Didcot TC - Morris Cowley MAT and passes under the new footbridge that was due to be available to the public from Easter. [Gary S. Smith](#)





Above: A Class 66 returns north with an empty MGR working, seen crossing Ribblehead viaduct on February 9th. [Colin Irwin](#)



Top Right: Class 66 133 is seen at the head of 7002 Acton T.C – Tolworth Sidings stone working approaching Kensington Olympia on March 4th. [Les Savine](#)

Bottom Right: On March 12th, Class 66 004 leads an aggregates working through Kensington Olympia. [Derek Elston](#)



Below: DB Schenker liveried Class 66 097 heads north through Doncaster on March 21st. [Michael Lynam](#)



On March 19th, Class 66 087 departs Didcot with 4D12, an empty rake of hoppers that have been discharged at the power station, heading for Avonmouth. [Derek Elston](#)





Above: Class 66 206 and 67 009 are seen at the head of 6D44 Bescot - Toton with a few open wagons of sleepers and a long rake of point carriers passing Burton on Trent, March 19th. [Stuart Hillis](#)



Top Right: On March 8th Class 66 082 hauls 60 100 through Plymouth working 0Z48 St. Blazey to Westbury. The Class 60 was making its way up to Toton for overhaul. [Steve Andrews](#)

Bottom Right: Class 66 145 climbs the bank at Langho with the 6K05 Carlisle - Crewe engineers via the S&C, February 20th. [Michael Lynam](#)

Below: On February 27th, Class 66 005 passes Hogton with the 6E32 empty tanks to Lindsey from Preston Docks. [Michael Lynam](#)





Above: DB Schenker liveried Class 66 118 heads a northbound coal working through Doncaster on March 21st.
Michael Lynam



Top Right: Class 66 160 is seen working the 4V75 Dee Marsh - Margam steel empties at Wistanstow on March 16th. *Phil Martin*

Bottom Right: In light flurries of snow DB Schenker's Class 66 168 approaches Cherry Tree with 6E32 discharged bitumen tanks from Preston Docks to Lindsey, March 27th. *Dave Felton*

Below: Class 66 193 battles through another snow storm on Appleby Bank working 6D74 with a loaded Rail Delivery Train from Doncaster Up Decoy to Trent Yard, March 11th. *Steve Thompson*





Above: On March 13th, Class 66 170 is pictured at Blackburn with the Preston Docks - Lindsey empty oil tanks. The train was being held in the goods loop waiting for it's path. [Michael Lynam](#)



Top Right: Class 66 172 heads the 4M00 Mossend to Clitheroe empty cement tanks through the disused Chatburn Station near Clitheroe, February 27th. [Michael Lynam](#)

Bottom Right: On March 13th, Class 66 111 approaches Settle with the 4M00 Mossend to Clitheroe empty cement tanks. [Michael Lynam](#)

Below: DB Schenker liveried Class 90 029 is seen arriving into platform 4 at Newcastle on March 30th, dragging 3 Royal Mail units Class 325 012, 325 002 and 325 016 working a diverted southbound mail due to the West Coast mainline being shut for engineering work. [Alex Thorkildsen](#)



Class 66 060 is seen in the sun at Meole Brace, Shrewsbury with the 4V75 Dee Marsh - Margam steel empties on March 2nd. [Phil Martin](#)





GBRf workings

Above: On March 1st, Class 66 712 speeds through Keighley with the empty Gypsum train from New Biggin to West Burton. [Michael Lynam](#)

Top Left: Class 66 718 'Gwyneth Dunwoody' passes Winwick with the 4C77 Fiddlers Ferry - New Biggin Gypsum containers, March 25th. [Dave Harris](#)

Bottom Left: On February 27th, Class 66 742 climbs the bank at Hogton with 6M09 Tyne Coal Terminal to Ironbridge Biomass train. [Michael Lynam](#)

Below: Class 66 702 'Blue Lightning' passes Burton on Trent, March 26th, with the 4Z20 Shirebrook - Ironbridge Biomass hoppers. [Stuart Hillis](#)





Above: Class 66 705 heads the 4C77 Ferrybridge to New Biggin Gypsum working through Cherry Tree on March 19th. [Michael Lynam](#)

Top Right: A busy March 21st at Doncaster as Class 66 717 heads a northbound MGR service, passing Class 91 109 with a Kings Cross - Edinburgh service, 91 124 on a York - London Kings Cross and Class 66 097 with an engineers. [Michael Lynam](#)

Bottom Right: Class 66 702 passes through Stenson Junction on March 25th with a short rake of coal hoppers heading for Crewe. [Phil Martin](#)



Below: Class 66 707 heads south through Doncaster on March 21st with the Selby - Felixstowe container service. [Michael Lynam](#)



Class 66 742 heads over Coalbrookdale Viaduct with 6M09 Tyne Dock -
Ironbridge loaded Biomass on February 26th. [Phil Martin](#)





Above: Class 66 731 heads through a foggy Doncaster on March 6th, with a Doncaster Down Decoy to Eggborough power station MGR working. [John Martin](#)

Below: Class 66 703 approaches Pleasington Station with the 6M09 Tyne Coal Terminal - Ironbridge Biomass working on February 20th. [Michael Lynam](#)



Class 66 705 'Golden Jubilee' works the 5M23 Tonbridge West Yard - Barrow Hill, past Holmethorpe, Redhill on March 26th. [Nathan Gibson](#)



Freightliner's workings

Above: Class 66 563 works the 4V64 Crewe - Wentloog service on March 16th through Wistanstow. [Phil Martin](#)

Top Left: Class 66 526 'Driver Steve Dunn (George)' with 6M11 Hunterston - Fiddlers Ferry loaded coal heads through Winwick on March 25th. [Dave Harris](#)

Bottom Left: On March 19th, Class 66 616 approaches Didcot with the Westbury to Stud Farm empty ballast working. [Derek Elston](#)

Below: DRS liveried Class 66 415 heads south on 4V22 empty coal from Fiddlers Ferry to Portbury through Wistanstow on March 16th. [Phil Martin](#)





Above: Heavy Haul Class 66 512 approaches Cherry Tree (Blackburn) hauling 4542 empty coal hoppers from Fiddlers Ferry Power Station to Hunterston on March 29th. [Dave Felton](#)

Top Left: Class 66 568 is seen leading 4086 Basford Hall to Grain through Kensington Olympia on March 12th. [Derek Elston](#)

Bottom Left: On February 27th, Class 66 613 is seen working the 6M11 Killoch - Fiddlers Ferry loaded coal, through Long Preston in some rare sunshine. [Michael Lynam](#)

Below: Class 66 560 is seen climbing up the 1 in 82 Langho Bank with 6M11 Hunterstone to Fiddlers Ferry Power Station with 2000 tonnes of loaded coal hoppers as the train passes through Ramsgrave and Wilpshire station on March 20th. [Dave Felton](#)



Half-an-hour from the end of their journey, a brace of Freightliner veteran Class 86 locomotives, Nos. 86 610 and 86 609, double-head the empty 4M12 Tilbury RCT - Basford Hall container wagons train past Shugborough, Staffordshire, March 2nd [Gary S. Smith](#)





Above: Class 66 529 heads through Wistanstow on a 6Z61 loaded coal for Fiddlers Ferry power station, March 16th. [Phil Martin](#)

Top Left: On March 13th, Class 66 952 is seen heading through Hellfield with the 6M11 Killoch - Fiddlers Ferry loaded coal working. [Michael Lynam](#)

Bottom Left: Class 66 547 heads north through Carlisle on March 14th with a rake of empty hoppers heading to Hunterston. [Michael Lynam](#)

Below: Class 66 557 is seen approaching Newcastle with a southbound MGR working on March 26th. [Alex Thorkildsen](#)





Above: Class 66 534 'OOCL Express' heads through Burton on Trent with the 4055 Leeds - Southampton modal service, March 1st. [Stuart Hillis](#)

Top Left: Class 66 511 heads through Burgs Lane, Baystan Hill with the 4V20 Fiddlers Ferry - Portbury coal empties on March 2nd. [Phil Martin](#)

Bottom Left: On March 11th, Class 66 569 stirs up the snow as it descends Appleby Bank with 4L87 containers to Ipswich Yard. [Steve Thompson](#)

Below: A filthy Class 66 418, still in DRS livery, is seen heading through Burton on Trent working 4055 Leeds - Southampton Intermodal on March 20th. [Stuart Hillis](#)



On March 20th, Class 66 560 is seen at the head of 6M11 Killoch to Fiddlers Ferry Heavy Haul as it crosses a snowy Ribblehead Viaduct.

Michael Lynam



DCR workings

Class 56 303 is pictured working 6291 10:53 Calvert - Didcot Power Station
at Hinksey on March 14th. [Steve Madden](#)





Above: Class 31 190 and 31 452 working as 0Z31 Doncaster West yard - Washwood Heath are seen passing Burton on Trent March 22nd. [Stuart Hillis](#)

Top Right: On March 29th, Class 56 312 heads a rake of empty scrap wagons through Colton Jct., heading for York. [Andy](#)

Bottom Right: DCR's Class 56 311 is seen stabled for the weekend at Derby on March 2nd. [Richard Hargreaves](#)

Below: On March 21st, Class 31 190 heads south through Doncaster whilst on route learning duties. [Michael Lynam](#)



HSTs

Top Left: First Great Western HST power car No. 43029 is seen on the rear of 1A91 14:00 Penzance - Paddington on March 12th. [Barry Beeston](#)

Bottom Left: Still carrying the Queen's Diamond Jubilee livery, First Great Western's HST power car No. 43186 is seen at London Paddington on March 9th. [Derek Elston](#)

Below: On March 21st, Grand Central's HST power car No. 43468 leads a southbound Sunderland - London Kings Cross service through Doncaster. [Michael Lynam](#)





On March 5th, Grand Central's HST power car No. 43423 leads a service from Sunderland slowly through Peterborough owing to crossing problems further ahead in the Biggleswade area. [Charlie Robbins](#)

Top Right: On March 21st, East Coast's HST power car No. 43295 heads through Doncaster on a London Kings Cross - Aberdeen service. [Michael Lynam](#)



Bottom Right: First Great Western HST power car No. 43155 (with 43033 on the rear) is seen working the 1A83 10:00 Penzance - London Paddington through Coombe on March 16th. [Barry Beeston](#)



Below: East Coast's HST power car No. 43306 leads the Highland Chieftain out of Perth on February 27th. [Richard Jones](#)



Over the Easter weekend during the re-construction of Reading Station it was found necessary to close all through running lines through the station. The West of England services were diverted to London Waterloo and the Bristol and South Wales services were re-routed from London Paddington via Banbury, where they reversed. On March 30th, the 07:47 Plymouth to London Waterloo is seen at Basingstoke formed with HST power cars Nos. 43170 (and 43004 on the rear). The following week services were restricted passing through Reading and diversions were again operated on April 7th.
David Mead



Units, Units, Units

London Midland's Class 172 331 departs Smethwick Galton Bridge with a Kidderminster service on March 23rd. Lovely weather for the time of year!

Richard Hargreaves



Top Right: A pair of Gatwick Express Class 442 units pass West Norwood with a diverted Brighton - London Victoria service on February 9th. [Chris Morrison](#)

Bottom Right: Merseyrail's Class 508 139 arrives at the art deco style station at Hoylake with a West Kirby - Liverpool train on March 2nd. [Chris Morrison](#)

Below: On March 17th, with engineering work being carried out in the Manchester area, many Class 185s usually going through Piccadilly were sent via Victoria. This is Class 185 104 seen here departing Manchester Victoria with a service for Middlesbrough. [Colin Irwin](#)





Above: Northern Rail's Class 142 068 arrives at Moston en route to Leeds, March 22nd. [Colin Irwin](#)

Top Left: On March 23rd, Arriva Trains Wales Class 158 828 heads through Smethwick Galton Bridge with a service from Birmingham International. [Richard Hargreaves](#)

Bottom Left: A Northern Rail Class 158 and Class 153 approaches Ribbleshead Viaduct with a Carlisle service on February 2nd. [Colin Irwin](#)

Below: Scotrail's Class 320 319 stands at Newcastle on March 29th, whilst returning to Scotland after refurbishment in Doncaster. [Alex Thorkildsen](#)





Above: First Great Western's Class 150 244 is seen departing St. Ives with the 13:31 to St. Earth on a very cold and windy March 12th. [Barry Beeston](#)

Top Left: Chiltern's Turbos Class 168 112 and 168 004 are seen departing a snowy Smethwick Galton Bridge on March 23rd. [Richard Hargreaves](#)

Bottom Left: Even nature cannot succeed where Leyland failed trying to make these things look beautiful! Two donkeys (Class 142s) depart Rose Hill Marple with a service to Manchester Piccadilly chased by one hell of a snow storm, March 11th. [Colin Irwin](#)

Below: London Overground's Class 172 002 is seen at Haringay with a Barking to Gospel Oak service. [Derek Elston](#)





Above: London Midland's Class 172 211 and 172 335 are seen passing at Smethwick Galton Bridge on March 23rd. [Richard Hargreaves](#)

Top Left: With the front hatch opened to allow as much snow in as possible! Virgin Trains Pendolino Class 390 046 is seen working a Wolverhampton bound service on March 23rd. [Richard Hargreaves](#)

Bottom Left: Cross Country's Class 221 121 crosses Coombe Viaduct in rare sunshine working the 09:43 Penzance - Manchester on March 16th. [Barry Beeston](#)

Below: Southern's Class 455 821 is seen at Kensington Olympia forming the 16:34 shuttle to Clapham Junction, March 12th. [Derek Elston](#)





Above: London Midland's Class 170 517 pauses at Telford Central whilst working a Birmingham - Shrewsbury service on March 28th. [Richard Hargreaves](#)

Top Left: Northern Rail's Class 158 791 passes under Manchester Metrolink's No. 3034 at Central Park Metrolink station. [Colin Irwin](#)

Bottom Left: On March 16th, Class 317 888 stands at Chingford ready to form the 11:28 departure to Liverpool Street, whilst 317 881 is stabled in the sidings alongside the station. [Derek Elston](#)

Below: On March 1st, Northern's Class 333 005 arrives into Keighley with a Skipton service. [Michael Lynam](#)





Above: London Midland's Class 139 001 runs into Stourbridge Town and will then form the 17:04 to Stourbridge Junction, March 30th. [Derek Elston](#)

Top Left: Diverted via the S&C on March 30th due to engineering work on the West Coast main line, Virgin Trains Class 221 111 and 221 116 pass through Hellifield operating the 1M53 Glasgow Central - Crewe. [Michael Lynam](#)



Bottom Left: Class 158 739 is seen arriving into Edinburgh Waverley on March 13th. [Richard Jones](#)

Below: London Midland's Class 172 215 is seen approaching Stourbridge Junction with a service to Kidderminster on March 30th. [Derek Elston](#)





Above: Greater Anglia's Class 315 815 is seen at Enfield Town after arrival from Liverpool Street with the 13:08 departure, March 16th. [Derek Elston](#)

Top Left: Arriva Trains Wales' Cardiff - Gloucester service is provided by Class 142 twin-railcar units. On a dismal March 3rd, Class 142 006 casually passes Naas, shortly after leaving Lydney, Gloucestershire working the 2G52 Cardiff Central - Cheltenham Spa service. [Gary S. Smith](#)



Bottom Left: Scotrail's Class 156 465 is seen at Carlisle on March 14th, with a Newcastle service. [Michael Lynam](#)

Below: Northern Rail's Class 142 045 is seen at Blackburn on March 13th, with a Colne to Blackpool South service. [Michael Lynam](#)





Above: On March 9th, East Midlands Trains' Class 153 357 is seen at Matlock having arrived with a service from Nottingham. [Richard Hargreaves](#)

Top Left: First Great Western's Class 166 213 arrives at Slough with the 19:47 Paddington - Great Malvern service on March 16th. [Chris Morrison](#)

Bottom Left: A Northern Rail Class 153/158 combo crosses Horsfall Viaduct with a York to Blackpool North service on March 15th. [Colin Irwin](#)

Below: First Great Western's Class 150 261 is seen working the 09:51 Plymouth - Penzance past Coombe on March 16th. [Barry Beeston](#)





Above: With the West Coast Main Line blocked at Lancaster due to engineering work, Virgin Trains Super Voyagers Class 221 105 and 221 112 were diverted via the Settle and Carlisle line with 1S55 the 11:15 service from Birmingham New Street to Glasgow Central, seen here approaching Cherry Tree on March 29th. [Dave Felton](#)

Top Left: On March 23rd, London Midland's Class 170 631 is seen approaching Malvern Wells in the snow. The train is about to stop at Malvern Wells box, change direction, and then return to Great Malvern to form a service to Birmingham. [Neil Pugh](#)



Bottom Left: Arriva Trains Wales Class 175 104 leads another 3 car Class 175 through Wistanstow on March 16th, heading for Cardiff. The unusual sight of a pair was due to the 6 nations rugby at Cardiff. [Phil Martin](#)

Below: Due to engineering work at Reading, over the Easter weekend CrossCountry services ran only between Bournemouth and Basingstoke. However, passengers for Birmingham were advised to travel by replacement bus between Winchester and Bournemouth. Here Class 220 020 is seen unusually in platform 4 at Basingstoke on March 30th, forming the 12:15 to Bournemouth. [David Mead](#)





Above: Northern's Class 158 817 performs a positioning move at Carlisle on March 14th, whilst Scotrail's Class 156 462 arrives from Newcastle en route to Glasgow. [Michael Lynam](#)

Top Left: London Midland's Class 150 105 is pictured crossing Malvern Common en route to Hereford on March 28th. [Neil Pugh](#)

Bottom Left: First Great Western's Class 180 108 approaches the Didcot North Junction whilst forming the 1P22 Oxford - Paddington service as the sun rises on March 4th. [Gary S. Smith](#)

Below: Northern's Class 144 011 is seen in a blizzard stabled in the bay at Doncaster on March 23rd, ready to work an early morning service to Sheffield. [Class47](#)



Scot-Rail - life north of the border

Class 66 847 is seen working the Grangemouth - Linkwood tanks crossing over the River Tay at Perth on February 27th. [Richard Jones](#)



Going Underground

A train of 2009 Victoria line stock roars into Euston on February 9th. *Chris Morrison*





Going Underground continued...

Above: 'D' Stock Nos. 7085 and 7098 depart West Kensington on train No. 034, March 4th. [Alex Thorkildsen](#)

Top Right: A southbound train of 'C' stock arrives at Paddington Circle Line station on March 16th. [Chris Morrison](#)

Bottom Right: A train of Piccadilly Line 1973 stock rolls into a busy South Kensington on March 16th. [Chris Morrison](#)

Below: London Underground's 'C' Stock Nos. 5536 and 5591 on train No. 241, Nos. 5601 and 5721 on train No. 070 and Nos. 5570 and 5540 on train No. 205 are seen at a very busy Edgware Road on March 4th. [Alex Thorkildsen](#)





Tyne and Wear Metro

Above: Metrocars Nos. 4037 and 4085 prepare to Pass Signal 275 and head up wrong line at West Monkseaton with train No. 132 on March 17th. [Alex Thorkildsen](#)

Top Right: Due to overhead cable replacement further down the line, Metrocars Nos. 4070 and 4018 are seen terminating at Gateshead Stadium on March 29th. [Alex Thorkildsen](#)

Bottom Right: The new Emirates advertisement livery on Metrocar No. 4083 is seen at West Jesmond on train No. 129, it's first day after being launched, March 26th. [Alex Thorkildsen](#)

Below: Nexus rail staff and contractors with Road-Rail vehicles are seen at Heworth on March 29th, disconnecting the overhead power cables on the Tyne and Wear Metro. [Alex Thorkildsen](#)



Manchester Metrolink

On February 28th, Tram No. 3034 stands at the rail interchange, which is the currently the end of the line. [Michael Lynam](#)



Manchester Metrolink continued...

Right: Tram No. 3006 is seen crossing the busy A62 at Oldham Mumps. This crossing and section of the Metrolink is scheduled to be closed once street running starts in Oldham town centre.

Michael Lynam

Below: Tram No. 3018 is seen leaving Rochdale with a service for St. Werburghs Road, February 28th.

Michael Lynam



By RAIL, SEA and ROAD

A pictorial record of the mammoth task of repatriating two A4 steam locomotives after 50 years in North America

A joint project by the NRM and MOVERIGHT INTERNATIONAL

By RAIL, SEA and ROAD

A pictorial record of the mammoth task of repatriating two A4 steam locomotives after 50 years in North America



Due to the immense amount of interest that the re-patriation of "DDE" and "DoC" generated over the last few months, we have now decided to share all the photos from the work with you all in the form of this 100-page photobook.

Being available direct from the publishers 'Blurb', this allows people from all over the world to order their own copy of the book and have it delivered direct to them in the choice of softback, hardback with dust jacket or hardback image-wrapped.

Please take a minute to look at our publication "By RAIL, SEA and ROAD" and we hope you enjoy the images of this, one of the most ambitious projects undertaken for the benefit of railway history in the UK.

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A joint project by the NRM and MOVERIGHT INTERNATIONAL
Photos by PAUL FULLER



Blackpool Trams

Photos from an official visit of the Ribble Enthusiast Club to the new tram depot at Starr Gate Blackpool.
All pictures are published with permission.

Above: Brush car No. 631 is seen being repainted for the heritage fleet along with depot's Crab Tug. [Michael Lynam](#)

Top Right: Bombardier Transportation Flexity 2 trams Nos. 001 and 014. [Michael Lynam](#)

Bottom Right: Looking rather out of place, Balloon No. 701 complete with snow plough. [Michael Lynam](#)

Below: Bombardier Transportation Flexity 2 trams Nos. 005, 003 and 004. [Michael Lynam](#)



Class 105 Restoration

Top Right: On display at the ELR's DMU day on March 16th, was the lines Class 105 Cravens unit which is undergoing extensive restoration. This is No. 51485 at Bury Bolton Street. [Richard Hargreaves](#)

Bottom Right: The other half of this unit is No. 56121, and this is the more complete unit of the pair. [Brian Battersby](#)

Below: A look at the interior of No. 56121 reveals the high standard of the restoration. [Brian Battersby](#)





Class 159 to Swanage

On March 26th, South-West Trains ran a Class 159 three-car unit from Salisbury to Swanage. It ran from Bournemouth and Wareham as a scheduled passenger service and carried members of organisations involved with the re-opening of the line. It made an additional return trip from Wareham to Swanage in the afternoon for working members of the Swanage Railway.

It even showed on the RTPI screens on Bournemouth, Poole and Wareham stations. Text and photos: [Martin Hill](#)



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

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



Heaton Park Trams

Top Right: Looking in superb condition, Blackpool Brush Railcar No. 623/286 is seen at Manchester's Heaton Park on March 24th. [Michael Lynam](#)

Bottom Right: With 1914 built Manchester No. 765 in the background, Councillor Elaine Boyes Lord Mayor of Manchester, cuts the ribbon at the park gates to open the event on March 24th, this was the first day of the 2013 season. [Michael Lynam](#)

Below: Stockport No. 5, a 1901 Stockport tram is seen ready for the commencement of services. [Michael Lynam](#)



Birkenhead Trams

Trams are running again in Birkenhead after some uncertainty recently. Former Hong Kong Car No. 69 passes Edgerton Bridge on March 2nd, en-route from Woodside to the Wirral Transport Museum in Taylor St. [Chris Morrison](#)



Croydon Trams

Croydon Tramlink's Stadler Variobahn No. 2558 exits Therapia Lane depot's turnback road on March 12th. [Derek Elston](#)



Fares Advice with RailUK

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

Problem with a super off-peak weekend FCC ticket

Q: I live in Brighton and spend a lot of time wrangling my head around best deals on fares as I freelance and travel often off-peak up to London and elsewhere.

On weekends the Super OffPeak return tickets are an absolute lifesaver, and FCC's tickets are particularly good. This weekend I have run into a problem that has surprised me. It's one of the ubiquitous Rail Replacement Bus Sundays between Brighton and London. I have a colleague travelling down to work with us tomorrow Sunday, the day of the works, and I offered to buy her ticket from London Bridge. But I am surprised to see that FCC have withdrawn their Super Off Peak ticket for the day of the works. When I asked them about this, they initially said their ticket allocation had 'sold out' then changed the reasoning to being because the ticket was FCC only but the buses were not FCC they could not offer the ticket?

Is this right? Because as a customer I obviously have no control over who runs the buses nor any choice over taking them, they add at least an hour to the journey each way and now I discover the ticket will cost more than twice what I had budgeted (£22.50 as opposed to £10). If there was any option offered eg. getting an FCC only bus to Three Bridges I would take it, as my main consideration is coming and going from London Bridge in the cheapest possible way.

I checked the T & Cs online and they say nothing to suggest that the ticket can be withdrawn for this reason,

but perhaps here's some underlying principle I don't understand. What confuses me though is that I have never before met this problem that to travel on the joys of the RR Bus my tickets cost me more. Is this a new principle? A glitch on their system, or have I just been lucky so far?

Some rail fares to fall in Scotland to reduce 'inconsistencies'

Rail fares will be reduced by up to two-fifths on some journeys to tackle pricing discrepancies, the Transport Minister has announced. More than 1500 "split ticketing" inconsistencies will be brought to an end under the £2.28m Transport Scotland funding, Keith Brown said

The Scottish Government agency said the move will ensure that end-to-end fares will be at least 50p cheaper than buying one ticket part of the way to a destination, and a second ticket to complete the journey. Over a quarter of a million ScotRail journeys will be affected by the cut from May 19, around 0.3% of the 81 million journeys taken in Scotland last year.

Transport Minister Keith Brown added: "We have always been clear on our commitment to getting more people on Scotland's trains, and a major factor in that has been ensuring affordable and easily understood fare structures. "It became apparent that due to historic pricing regimes in the franchise specification agreed by the previous administration in 2004, passengers had to navigate their way through a fares database to find the best deal. "That's not what we want. We want a fares system which is quick and easy to use and which provides

the cheapest fare possible. And that is what we and ScotRail are now delivering."

Dundee travellers see some of the biggest anomalies, causing locals to complain about a rail "Tay tax".

Fares from Dundee to Portlethan will be cut by £11.30 (41%), to Aberdeen by £9.40 (34%), to Edinburgh by £7 (30%) and to Stirling by £5 (27%). While the new deal will end split-ticketing on more popular journeys, it may still be possible to find a cheaper deal by stringing together several legs of a journey, or splitting less common fares, a ScotRail spokesman said.

But some inconsistencies will remain in the west of Scotland due to different off-peak restrictions, he said. Steve Montgomery, managing director of ScotRail, said: "This is another example of us putting the customer first, by tackling the fare inconsistencies that are most prevalent in Scotland. Transport Scotland's welcome support means we have accelerated our efforts in this area, providing easier access to best-value rail fares." The Scottish Government previously announced that peak fares will not rise above inflation and off-peak could be frozen if inflation stays below 3.5%, as part of the latest ScotRail franchise deal.

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.

Class 08 669 'Bob Machin' is seen at Doncaster on March 21st. [Michael Lynam](#)



First Hull Trains launches £15m deal to continue reliability drive for passengers

First Hull Trains has signed a multi-million pound four-year technical support contract to further improve service reliability for passengers. The company, which operates 90 services a week between Hull and London King's Cross, has signed a new partnership deal with train manufacturers Alstom.

Alstom originally built the four Class 180 Adelante trains operated by First Hull Trains and the ten similar trains operated by Grand Central and First Great Western. Following a short mobilisation period, the new contract starts in full in April 2013, with parallel contracts also commencing with Grand Central and First Great Western so Alstom will provide technical support and the supply of all spare parts for all 14 Class 180 trains in service on the East Coast Main Line and Great Western railway.

Additionally, Alstom will re-write the maintenance manuals, fit remote communication equipment to assist train fault diagnosis and undertake a detailed engineering review for First Hull Trains. First Hull Trains' head of engineering Richard Elwen said: "This new four-year agreement is the culmination of 18-months working together to define how we could further improve reliability after the significant investment we made across 2011 and 2012. "That £4.5m overhaul of the bogies saw the train reliability rating increase five-fold to 15,000 miles per technical incident. "We are very pleased to have been able to reach agreement and we are now looking at this becoming an industry-leading partnership which enhances the reliability we can offer.

Terence Watson, UK Managing Director of Transport for Alstom, said: "This is an excellent new contract for Alstom in the UK and highlights our experience and expertise in train maintenance in the UK. "We're delighted to have won this WORK and look forward to a long and fruitful relationship with First Hull Trains." The parties hope to emulate the success that Alstom has had in helping to improve the performance of the Class 180s' sister fleet, the Class 175 in Chester.

Richard Parry, First Hull Trains' interim managing director, said: "Our employees and customers are growing more confident in our train reliability and in the past six months we have had fewer cancellations due to train problems. The miles per technical fault, now over 15,000 miles, compares well with other similar UK trains. "From the passengers' point of view, we know they are a good train – fast and very comfortable. But reliability has to be our foremost consideration and this contract demonstrates our commitment to achieve this."

New King's Cross station celebrates happy first birthday as satisfaction rockets

King's Cross station has seen a record-breaking jump in customer satisfaction in the year since the award-winning western concourse opened to the public, new research shows. The latest annual figures from Passenger Focus shows King's Cross station has risen from bottom to joint-second among Network Rail's managed stations in the satisfaction table, with 94% of passengers satisfied compared with just 56% in spring 2011. King's Cross is now just 1% behind its neighbour, St Pancras International. Anthony Smith, Passenger Focus chief executive, said: "Passengers tell us that station improvements make a big difference to their journey experience – and the revamped King's Cross station has achieved a 33 percentage point increase in satisfaction in our most recent National Passenger Survey. Our message to industry is to ensure that any investment is targeted at things that passengers want."

Since March 2012 King's Cross station has seen:

- The opening of the award-winning western concourse, giving passengers three times more space with more shops and better facilities
- The completion of the reglazing and renovation of the main train shed roofs
- A problem-free London 2012, with longer, more frequent trains running later into the night
- The closure and demolition of the old and cramped southern concourse to reveal the original Victorian façade and make room for London's newest space – King's Cross Square

Whilst the redevelopment will not be completed until the new public square opens this autumn, the new concourse has already dramatically changed the way passengers feel about the station. Stylish, modern, clean, easy to use – these are just a few of the words used to describe the concourse.



'Princess' is seen at Paddington advertising the 150th anniversary of the Ffestiniog & Welsh Highland Railways. [Derek Elston](#)

Loco Fleet List 2013

This 82 page publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

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

Loco Fleet List 2013 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web: www.milzpublications.co.uk Email: lee@milzpublications.co.uk



Government announcement on franchising will help to restore rail industry confidence, say rail leaders

The Rail Delivery Group, which is the leadership group for Britain's railway industry, has expressed its support for the Government's publication of the franchising programme, which has been announced.

Graham Smith, Director-General of the Rail Delivery Group, said: "As the leadership group for the rail industry, the Rail Delivery Group is pleased that the Secretary of State's announcement has restored clarity to the franchising programme. Many of the RDG's franchising priorities were included in the Brown Review report and it is encouraging that this announcement demonstrates the Government's support for Brown's recommendations on restarting the franchise programme".

The announcement by the Rt. Hon. Patrick McLoughlin MP, Secretary of State for Transport, includes:

- A full, detailed and sustainable franchising programme of three to four competitions a year over the next eight years;
- The immediate start of the competition for the East Coast franchise;
- The intention to exercise a number of contractual extensions with current operators and also to negotiate a series of direct awards with current operators;
- The creation of a Franchise Advisory Panel, headed by Richard Brown; and
- A revised franchising policy statement.

Graham Smith continued: "Britain's railways have enjoyed significant growth and investment; restoring passenger, taxpayer and investor confidence in the franchising process will allow this growth to continue. A restart of the franchising programme, a transparent procurement process and clarity on what Government wishes the passenger railway to provide will all help re-establish confidence and enable franchisees to deliver improved services for passengers." The Rail Delivery Group submitted franchising priorities to the independent review of franchising chaired by Richard Brown in November 2012. Since that time the RDG and its members have held detailed discussions with the Department for Transport regarding the timing and content of the franchising programme. Graham Smith concluded: "Rail Delivery Group members will continue to work collaboratively with government to deliver the new programme, including franchise extensions where these are required, to get the best deal for passengers."

On the East Lancs, K1 No. 61994 races through Burrs with a service to Rawtenstall. *Matthew Evans*



Electrification talks continue with First Hull Trains at the helm

An ambitious plan to privately finance the electrification of around 70 miles of track between Hull and Selby is being pursued by First Hull Trains. The open-access operator is in talks with private sector investors, infrastructure firm Amey and Network Rail, and expects to start discussions soon with the Office of Rail Regulation (ORR) and the Department for Transport (DfT) over plans to electrify the route from the city to Temple Hirst junction.

It is currently outside of Network Rail's own immediate electrification plans but could become an integral part of the company's ambitions to extend its current licence which expires in December 2016. Discussions have been taking place across the last few months for the project, which is expected to cost between around £60-80m. First Hull Trains employs more than 100 people, mainly from across the city and surrounding East Yorkshire.

Richard Parry, the company's interim managing director, said: "This is a company founded in the city and one which is cherished and valued by the people of Hull and the surrounding area. "We are an integral part of Hull's economic growth plans and directly support local employment and skills development now and hopefully for many years to come.

"The electrification plans are still at the development stage but we are working closely with all key stakeholders to make our vision for the route a reality. There would be many benefits associated IT, not least securing job security for our dedicated staff."

The understanding is that First Hull Trains - a joint venture between FirstGroup with minority shareholders and Hull Trains founders Renaissance Trains - is looking to extend its licence by at least 10 years, with 20 years as the ultimate goal. The operator currently runs 90 services a week between Hull and London King's Cross, stopping at Brough, Howden, Selby, Doncaster, Retford and Grantham.

The move would allow First Hull Trains to replace its Class 180 diesel trains with new electric rolling stock which would improve reliability, reduce costs and bring added sustainability advantages.

And it would not depend on taxpayers' money as it would not form part of the scheduled Network Rail programme of electrification, but once completed it is expected that Network Rail would take over maintenance with the special purpose company that funded and delivered the upgrade paid an access fee to recoup its investment from First Hull Trains and the other operators on the route.

Both Northern Trains and Transpennine Express have indicated a shift to electric vehicles would be likely to follow delivery of an electrification scheme to Hull. Richard Parry added: "We are looking to secure the long term future of First Hull Trains for the staff and for the people and businesses in Hull and on the route. The licence runs out in less than four years which is a shirt time in our industry.

"We are working hard with all our partners to create a sustainable future for the business, our staff and our customers. "Since we started in 2001 we have increased passenger numbers ten-fold, carrying almost 800,000 people in 2012. Across the country we are seeing growth in rail and we want and expect to see this continue across the coming years."

The company always scores very highly in the National Passenger Survey and in the last wave was rated at the top of the table, being the only UK rail operator with zero customer dissatisfaction.

This, Richard believes, is because the company employs some fantastic people who take great pride in their role in making the business, the city and the region successful.

It is understood if First Hull Trains was to get the go ahead in 2014, and work starting in 2015/6, then electric rolling stock could be running on the route to Hull during 2017.

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Class 92 016 and 92 039 are seen double heading the 4M67 Dollands Moor – Bescot intermodal working passing Kensington Olympia on March 4th. [Les Savine](#)



Transport Minister officially opens new £2m Carseview bridge

Transport Minister Keith Brown has officially opened the new £2.3m Carseview bridge, in Cowie, near Stirling.

The project to replace the bridge is part of a wider £30m programme of bridgeworks across Central Scotland ahead of further future investment in the lines.

The overall programme will see over 20 structures altered as Network Rail prepares the way for the proposed electrification of lines linking Stirling, Dunblane and Alloa to Glasgow and Edinburgh between 2014 and 2019.

As part of the project, the original stone structure at Carseview has been replaced by a modern concrete bridge – increasing the clearance from the railway track below – while the project has also altered the local road alignment to improve the approaches to the bridge.

The bridge, which was originally constructed in 1848, carries the Bannockburn Road over the railway between Stirling and Larbert stations. Mr Brown said: “I am delighted to see the opening of the bridge at Carseview which now paves the way for electrification of the Stirling-Alloa-Dunblane lines.

“This project – which includes £300,000 investment from Stirling Council – is part of a broader £30m programme of works funded by the Scottish Government to support the electrification of the network and further demonstrates our continuing commitment to Scotland’s railways.

“In the short-term, road users will benefit from this new safer road alignment delivered through close partnership working between Network Rail and the local authority. Longer term the opening of the new bridge is an important milestone towards the electrification of the line here and the people of Stirling, Alloa and Dunblane can look forward to the faster, more comfortable and more reliable service this will bring, as well as the wider social, economic and environmental benefits.”

Rodger Querns, Network Rail programme director for the project, added: “We have worked closely with Stirling Council, local landowners and local businesses to deliver this project as quickly as possible and in a way which benefits not only the railway, but road users.

“The investment at Carseview is part of an ambitious programme of enhancements we are delivering across the Central Belt as we seek to continue to improve the reliability and range of rail services available to the communities our network serves.”



Footbridge to transform pedestrian flows in Lincoln approved



Pedestrians on Brayford Wharf East in Lincoln will no longer be disrupted by train services after city planners approved designs for a new footbridge. Network Rail is installing the bridge to reduce the risk of misuse at the level crossing.

Phil Verster, Route Managing Director for Network Rail said: “I am pleased that the planning team recognised the worth of these plans which have been many months in development. The design is a direct result of consultation with people and will help improve connectivity across Lincoln.

“Our team will now continue the detailed design and planning for the works. A critical part of this will be the interface with highways works to accommodate the bridge.

Preparation work and the work to modify the jetty and on entrance paths to the University will start this summer.”

Brayford Wharf is one of two level crossings in the centre of Lincoln. Network Rail is also examining plans to install a bridge at High Street. However this site is much more constrained and so designs are taking longer to develop.

Mr Verster added: “We are acutely aware of this need to address the risk of misuse at both of Lincoln’s level crossings and continue to seek the best possible solution for the High Street. We are in discussions with local property owners to see if it is possible to redevelop a building as part of the footbridge design.

As soon as possible we will bring those designs to a public event for further discussion.”

On March 16th, Freightliner's Class 66 572 heads past Ashbury Crossing. [Ken Mumford](#)



Leicester railway signalling upgrade completed

Rail passengers in Leicester are travelling on a more efficient and reliable railway after Network Rail completed the second phase of work to replace systems used to control trains on the route.

The project allows 90 miles of railway around Leicester to be controlled from the East Midlands Control Centre at Derby using the most modern systems. The project started in 2010 and has been commissioned in two phases: the first in January 2012 transferred the control of the former Leicester power signal box area to workstations in the East Midlands Control Centre at Derby, after which Croft signal box decommissioned and Leicester PSB was adapted for use as a maintenance depot. The second stage, to commission a new system to control the signalling took place on 23 and 24 March 2013.

Martin Frobisher, route managing director for Network Rail, said: "This is a multi-million pound project which will provide passengers with a more reliable and efficient railway around Leicester. This weekend's work was completed in freezing conditions but the team successfully completed the work to allow services to run as normal on Monday morning.

"This isn't the end of the story for Leicester - remodelling of the track layout outside Leicester to allow freight to travel on the route without conflicting with passenger services is also planned."

Chris Potts, Invensys Rail senior project manager said "This project was completed in an extremely short timescale from start to finish. This was achieved through some excellent teamwork between the Invensys rail team in Birmingham, the Network rail team in Derby, and the signalling design group in York. This achievement was even more remarkable given that it became evident midway through the development of the project that a large design change was necessary due to the complexities of the fringe interlocking arrangements at Syston and Wigston."

Update on rail repair at Hatfield & Stainforth

Approximately 1 million cubic metres of material needs to be moved by Hatfield Colliery before the rail line east of Doncaster can be repaired.

While the colliery moves the spoil, Network Rail teams are clearing damaged vegetation, completing detailed land investigations and finalising designs for the repair.

Phil Verster, route managing director for Network Rail, said: "Because of the nature of the material in the spoil heap the work to stabilise it and remove the material from the railway is complex and will take some time.

"Our estimate for the completed repair remains early July but this is an estimate. I thank passengers for their continued patience and assure them we are doing everything we can to restore a full service as quickly as possible."

With Selby Swing bridge is due for renewal this summer (28 July to 9 September). Network Rail teams are currently planning that this will go ahead as scheduled. In the event that the work at Stainforth is still underway this will limit the diversionary routes available to passenger services. Work is being carried out with the train operators to identify alternative arrangements during this time. Detailed information will be published as soon as it is confirmed.



South Wales rail upgrade nears completion

Network Rail is close to completing work on a £48m project to replace the Loughor Viaduct near Swansea and redouble a 5.25-mile stretch of line running through Gowerton. The Gowerton redoubling project, funded by the Welsh Government in partnership with the South West Wales Integrated Transport Consortium (SWWITCH), will remove the current bottleneck created by the stretch of single line and provide capacity to run more trains in the future. The new deck has now been launched across the Loughor estuary and secured in its temporary alignment.

Mark Langman, route managing director, Wales, said: "This project joins a number of other rail improvement projects in South and West Wales that will help deliver better journeys and boost economic growth in the area. "The new viaduct at Loughor and the redoubling, as well as the new station platform and footbridge at Gowerton, are part of a package of station and infrastructure improvements as we strive to make rail travel more comfortable and attractive to the public.

"As well as making it easier to travel to and from West Wales, they will help to boost local employment and we would like to thank people for their patience while we improve the viaduct and lay a second track."

Transport Minister Carl Sargeant said: "These improvements are excellent news for the population of West Wales as they will provide the capacity for a more frequent and reliable service.

"Better links between communities mean better access to employment, education training and leisure opportunities which is a key aspect of tackling economic and social deprivation, so I am delighted that the Welsh Government has contributed £25 million to these improvement works. I wish Network Rail well with the completion of the project and thank rail users and the local community for their patience during the works."

Mr Langman added: "The nature of the work we're doing to improve the railway means we can only complete the project by closing the line. We understand this has an impact on people's journeys but the changes will give us a railway with greater capacity, meaning more trains in future and fewer delays.

of journey



A Northern Rail Class 155 crosses Horsfall Viaduct with a Leeds to Manchester Victoria service on March 15th. [Colin Irwin](#)

London Midland franchise extended to 2017

London Midland has welcomed the Government's announcement that it will extend London Midland's franchise until June 2017. The announcement came as part of the Government's long term plans for rail franchising, which sets out a schedule for the next eight years of rail franchises.

Patrick Verwer, Managing Director of London Midland, said: "We welcome the announcement of the Government's extension of our franchise to June 2017. This gives us the stability for the next four years to continue to improve our service, and focus on providing the reliable, consistent service our passengers expect and deserve. "

"We have seen a continuous period of improvement in our performance since December and we will continue with our on-going programme of driver recruitment and training. We will also continue to invest in our stations, and in new innovative technology such as our new 110 mph trains to London."

As specified in the existing contract, the Department for Transport will extend London Midland's franchise by seven periods of four weeks each. It will then award London Midland a contract that will extend the franchise to June 2017. This is similar to the process for the other franchise extensions also announced by the Government. London Midland will start discussions with the Department for Transport on the detail of the contract presently.




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Unique partnership plans to replace Pont Briwet Bridge

Work is due to start in April on a £20m project to replace the wooden Pont Briwet viaduct near Porthmadog in North Wales with a new bridge. The construction contract has been awarded to HOCHTIEF (UK) Construction, with work scheduled to begin on site in May for completion in February 2015.

Funding for the project will come not just from Network Rail but also includes over £9m from the European Regional Development Fund, administered by the Welsh Government, which has also made a substantial contribution of approximately £5m via the Mid Wales Regional Transport Consortium, TraCC. Gwynedd Council is also contributing to the partnership as well as managing the project. This funding is allowing for a full replacement of the existing structure rather than continuing to make ongoing repairs.

The current 22-span structure carries the single track Cambrian Coast railway from Dovey Junction to Pwllheli and a single track toll road across the Afon Dwyrdd for cars. Heavier and larger vehicles, such as lorries and buses, are unable to use the existing bridge and face an extra eight-mile journey from Penrhydeudraeth to the Harlech road.

The proposed new structure will continue to carry the single track railway but also provide a two-lane public highway and cycle route and the current toll fees will be removed when the project is complete. The line speed across the new bridge will also be raised from 30 kilometres per hour to 65kph (18.6mph to 40.3mph) as part of plans to deliver faster journey times on the route.



Mark Langman, Network Rail's Wales route managing director, said: "This scheme joins a number of other rail improvement projects in North Wales that will help deliver better journeys and boost economic growth in the area. The work at Pont Briwet bridge will make it easier to get to travel between Harlech, Penrhydeudraeth and Porthmadog and we would like to thank people for their patience whilst this important work is carried out."

Councillor Barry Thomas, chair of the Mid Wales Transport Consortium Board, said that this was yet another excellent example of how TraCC are able to make a real positive impact on transport links within the region.

He said: "Discussions relating to Pont Briwet Bridge have been ongoing for some time and I am delighted that it can now finally proceed. This will be a major boost for the area, and will undoubtedly have positive impacts for rail and bus passengers with shorter journey times as well as drivers of larger or heavier vehicles who will be able to take advantage of a far more direct route across the river. TraCC is delighted to be a part of this major project."

The new bridge will be 18 metres wide compared to the existing 8.5-metre wide structure. It will be built in phases so that train services will not be unnecessarily disrupted. A temporary bridge will also be provided for vehicle crossings.

Design development has been delivered by both Network Rail and Gwynedd Council who have worked closely together to deliver a detailed ground investigation and environmental surveys. These have been used as a detailed submission for Listed Building Consent, Planning Permission and Environmental Impact Assessment.

West Coast's Class 57 316, is seen descending Appleby Bank with a Volker Rail Kirow Crane, and it's attendant support vehicles, on a 6Z47 Frodingham Loco (Volker Rails's base) to Bescot working, March 27th. [Steve Thompson](#)



Network Rail awards major Crossrail contract for southeast London

Network Rail has awarded a major contract, with a value of approximately £130m, to Balfour Beatty Rail for the construction of a two-mile section of the Crossrail route from Plumstead to Abbey Wood in southeast London.

The contract will include:

- The installation of two new dedicated Crossrail lines from Abbey Wood to the Plumstead portal, providing access to the new Crossrail tunnels. The Crossrail lines will run alongside the existing North Kent lines; and
- Works to modify several bridges along the route to accommodate the overhead electric wires and two new lines that will be used by the new Crossrail trains.

The contract will also include construction of a new station building at Abbey Wood with a new Crossrail platform that will allow for easy interchange with north Kent services. Designs for the new station are currently being finalised. The main construction works will start in 2014, with some preparatory work expected to start later this year. When Crossrail opens, up to 12 trains per hour in each direction will link southeast London and the Royal Docks with Canary Wharf, central London and beyond, slashing journey times and boosting regeneration in the area. Passengers in southeast London will benefit from some of Crossrail's most significant time savings. With Crossrail, the journey from Abbey Wood to Bond Street will be around 20 minutes quicker and passengers travelling to Heathrow will be able to shave around 40 minutes off their journey.

Peter Mason, Network Rail's crossrail senior programme manager, said: "Network Rail is undertaking a major upgrade of the existing rail network for Crossrail, including a significant programme of track renewals as well as station improvements. The transformed Abbey Wood station will act as a catalyst for the regeneration of the surrounding area and provide opportunities for local employment, meeting the development aspirations of the two London boroughs it serves, Greenwich and Bexley. We're now looking forward to continuing our excellent partnership with Balfour Beatty Rail to deliver this exciting project."

Matt White, surface director at Crossrail said: "Crossrail will transform rail travel for local residents and contribute significantly to the regeneration in this part of southeast London. Fast, frequent and direct services will link residents with central London and beyond, slashing journey times and making it easier to get to a whole range of destinations." Under the Crossrail programme, Network Rail is responsible for the upgrade of 43 miles of track, as well as improving 27 stations from Maidenhead in the west to Abbey Wood and Shenfield in the east.

No rubbish - GBRf makes history

GB Railfreight made history on Thursday 28 March when one of its class 66 locomotives hauled the first official through train from London Victoria onto the Bluebell Railway at East Grinstead.

The locomotive hauling the inaugural service was then named at Horsted Keynes after the heritage railway by John Smith the managing director of GBRf.

Smith paid tribute to the railway and its determined group of volunteers who have spent many years fundraising and working hard to make the breakthrough.

“To connect the Bluebell to the national railway network has taken years of dedication and fundraising and the clearance of huge amounts of material - including the 60 foot mountain of domestic waste that had been deposited in the Imberhorne cutting over 40 years ago.”

Closed in the 1950s under something of a cloud, the Bluebell’s 500m long Imberhorne cutting had been earmarked for landfill by the local authority who, during the late 1960s and the early 1970s, deposited into the site some 300,000 cubic metres of domestic waste – enough to fill Wembley stadium almost to the rafters.

The Bluebell commissioned GB Railfreight in July 2010 to run a week of trial trains to begin to remove the waste.

The project proved once again that GBRf is innovative in its thinking and delivery.

The rail haulier initially worked out a plan to take it away using class 66 motive power, supported on occasions by class 73s, in rakes of 18 MLA (Falcon) wagons.

An initial week of trial trains ran in this formation. Setting up this trial involved several parties, including Land and Water who were the engineering contractors on site. Network Rail was very supportive and took measures to ensure their infrastructure would support regular heavy freight services over a route normally only used by commuter trains.

But GBRf felt they could do better and, thanks to some imaginative planning and working with contractors on site, the freight hauliers managed to run 20 wagon trains, giving the Bluebell a much improved value for money with a 12 percent increase in train capacity for a marginal increase in fuel costs.

A change in the train loading methodology by splitting and shunting the train to load in smaller portions also gave economies by reducing the amount of plant on site.

Moving the waste material by train saved the roads of Mid Sussex from the potentially damaging presence of thousands of lorries.

Each GBRf train shifted the equivalent of around 100 lorry loads of rubbish. With around 80 trains in the overall programme of works the rail operation saved approximately 8000 lorry journeys.

“The completion of this project is another job well done by GBRf,” concluded Smith. “Everyone in our company does the best they can for our customer.

“That is, I believe, the difference between us and our competitors, whether rail or road.”



Class 87 002 'Royal Sovereign' and Class 86 101 'Sir William Stanier FRS' are seen stabled in Carlisle station sidings for Ice Breaking duties, and occasional stock moves, February 16th. [Colin Irwin](#)

Chiltern Railways announces its first WiFi-enabled station

Chiltern Railways has announced a partnership with WiFi provider The Cloud to offer free WiFi in 24 stations across its network. The first station, Warwick Parkway, has already been connected and the WiFi service is live. Commuters will now be able to access high-speed internet from their mobile devices, allowing them to browse websites, access social networks and enjoy an improved experience at Chiltern stations.

Warwick Parkway is one of the company’s fastest growing stations on the new Chiltern Mainline with journey times now taking just 1 hour 10 minutes to London Marylebone. The station therefore has a high number of business commuters, making it a perfect place to kick-off the WiFi offering, with people now able to access emails and other business services as they wait for their train.

WiFi at all connected stations will be free to all customers for up to an hour each day, so it is hoped most commuters will be able to access the service at no additional cost. With Ofcom stating two in five UK adults now own a smartphone, the need for internet access is clear.

Chad Collins, Head of Stations at Chiltern Railways said: “WiFi at our stations is one of the things that our customers have said that they want and we’re delighted to be offering this in partnership with The Cloud at no additional cost to station users.

“We were also the first company to offer free WiFi on all of our longer distance trains between Birmingham and London. The addition of easy-to-access WiFi at stations makes it the perfect environment to travel to and from work.”

Vince Russell, Managing Director at The Cloud, said: “More and more commuters are using smartphones and tablets as they travel to catch up on email, download documents or check social networks. People’s behaviour is changing and even a few seconds spent in a waiting room or on a platform is an opportunity for them to check their devices. WiFi simply makes that a faster and more enjoyable experience. Chiltern Railways has understood this behaviour shift and we expect other rail companies to follow suit.”

Chiltern Railways and The Cloud anticipate that it will take four months to connect all 24 stations.

Class 92 037 is about to pass through Leyland Station with 6S94 China Clay from Dollands Moor to Irvine on March 20th. [Dave Felton](#)



First Capital Connect welcomes station refurbishment



Rail passengers with First Capital Connect will see their station at Mill Hill Broadway transformed as Network Rail begins a two-month refurbishment programme at the start of April.

The station, much of which sits below the M1 motorway, is in need of attention: a former leak from the road into the booking hall below led to the closure of the ticket office and the office is now based in a temporary Portakabin (pictured above). Other finishes throughout the station have a tired appearance and the subway is gloomy and damp.

The project involves:

- The complete refurbishment and reopening of the ticket office, creating new dual height ticket office windows and hearing loops, for people with disabilities;
- New wall fixings, floors and lighting in the booking hall, where damp issues will also be remedied;
- The subway will be damp-proofed and new lighting will be installed, creating a more secure environment;
- The entire station will be redecorated;
- New measures will be put in place to deter pigeons.

Keith Jipps, Customer Service Director for First Capital Connect, said:

“This refurbishment is something our passengers have wanted for some time and we welcome start of this project. The entire station appearance and ambience will be transformed through this project. The station will feel lighter, brighter and safer, particularly in the platform subway.”

Martin Frobisher, Network Rail route managing director, said:

“These improvements will make a real difference to passengers who use the station every day. This is essential work which needs to be carried out and is part of our plans to deliver a better railway.”

Train drivers praised as major incident averted

First Capital Connect (FCC) has praised its train drivers for their vigilance in averting a major incident on March 8th, when what appeared to be two large piling drills came through the tunnel wall of the Moorgate to Finsbury Park Northern City Line.

At 10:09 the driver of 10:02 Moorgate to Welwyn Garden City service with passengers on board saw muddy water pouring on to the roof of his train north of Old Street station and made a point of reporting it. All rail services were stopped.

At 11:05 a Network Rail Mobile Operations Manager joined another driver on board a special empty train from Moorgate to investigate the problem. As the train approached the area at low speed, two large piling drills came through the skin of the tunnel. The train stopped in time but the driver was shaken.

The British Transport Police has visited an office construction site above the line and the Rail Accident Investigation Branch has been notified.

FCC Managing Director Neal Lawson said:

“This is a serious incident that could have ended very differently had it not been for the vigilance and prompt reporting and actions of our drivers.

“We carry two million people a year on the Northern City Line and whoever is responsible for this must be held to account”.



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 I went to see the refurbishment work at Reading and whilst I was there I called in at a highly recommended place called Whittington's Tea Barge.

Whittington's is moored on the north bank of the river Thames, alongside Hills Meadows, Reading – postcode RG4 8DH.

They're just across the bridge from the circular block of the Thames Water offices, and close to Reading town centre and the railway station.

They are open in the winter from Wednesday to Friday 10:30am until 4pm and 10am until 4pm Saturday & Sunday.

Voted one of the best places to eat in Reading and I couldn't agree more.

The Breakfast was excellent, generous portion of a hearty British fry-up with all the trimmings, buttered toast and marmalade, washed down with a cup of tea or coffee – a great way to start your day.

I am told that the afternoon teas are also first rate, but I will leave that till another visit.



The boat also offers cruises on certain dates so if you fancy a trip down the Thames then check out their website for details.

My friend who suggested this wrote:

You won't find a better cream tea in a more novel and relaxing setting than Whittingtons. Come rain or shine you will be welcomed with such warmth and really looked after with generous servings at a reasonable price and obvious quality food and drink to suit all tastes. I can't think of anywhere better to catch up with a friend over a cuppa and delicious scone and you will undoubtedly be tempted to sample a lot more once you taste their fantastic dishes obviously made with love and care. It is a lovely place to while away a carefree Sunday afternoon by the river. What could be better to get away from the hustle and bustle of life!



However the downside to this place is that there are only about 24 seats, so if it's dull or bad weather you might not get a seat. Obviously if it is sunny then there is additional seating on the riverbank.

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

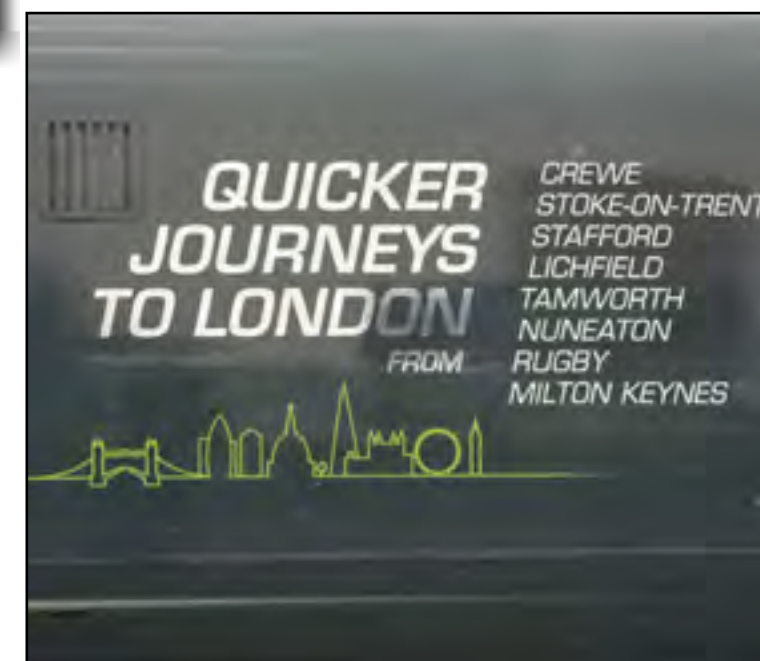
Class 350 110 - Project 110



Above: Class 350 110 is seen arriving into Northampton with the 08:13 from London Euston on March 12th. This unit has had its centre cars reliveried to reflect the 110mph running of the 350/1 class. [Derek Elston](#)

Right: The Branding applied to the centre vehicles showing the 'Project 110' logo and Quicker Journeys. [Derek Elston](#)

Below: Vehicle No. 66870 with Project 110 livery and detailing at Northampton. [Derek Elston](#)



A Different View



Ex Freightliner Class 66 741, now working for GBRf heads north through Doncaster on a snowy March 23rd. [Class47](#)

Top Right: Seen in silhouette, the recently restored WD loco No. 90733 heads towards Ingrow with an early morning freight train on the Keighley and Worth Valley Railway. *Ben Bucki*

Bottom Right: Northern Rail's Class 155 342 crosses Horsfall Viaduct after exiting the Horsfall Tunnel with a Leeds to Manchester Victoria service on March 15th. *Colin Irwin*

Below: A snowy Smethwick Galton Bridge on March 23rd. *Richard Hargreaves*



Top Right: A southbound TPE Class 185 passes Hest Bank Level Crossing Frame signal box which will close on the May bank holiday, May 6th 2013, to be replaced by power boxes at Lancaster and Carnforth which will also control the operation of the crossing gates automatically. [Colin Irwin](#)

Bottom Right: An annoyed passenger stares at the reason why the heavily delayed 18:59 London Midland Class 350 to Northampton is leaving 40 minutes late from Crewe on February 16th. [Colin Irwin](#)

Below: Snow, what snow? On March 11th a just visible Class 66 099 works a stone train from Washwood Heath - Peak Forest in a blizzard at Stenson Junction. [Phil Martin](#)



Keighley and Worth Valley Railway

Austerity 2-8-0 WD No. 90733 runs round the stock at Oxenhope on March 2nd. [Colin Irwin](#)

Preserved Railways





Keighley and Worth Valley Railway continued...

Above: Class 4MT 2-6-4T No. 80002 departs Damens loop towards Oakworth. [Alan Naylor](#)

Top Left: Two non-resident locos, Lancashire & Yorkshire 'A' Class No. 1300 (nearing the end of a period on loan to the railway) and gala visitor Standard '2' No. 78019, seen double heading a Keighley - Oxenhope train near Haworth. [Ben Bucki](#)

Bottom Left: Class 2MT 2-6-0 No. 78019 and Class 4MT 2-6-4T No. 80002 cross bridge No. 18. [Alan Naylor](#)

Below: Austerity 2-8-0 WD No. 90733 climbs Oakworth bank with the early morning freight. [Alan Naylor](#)



Keighley and Worth Valley Railway continued...

Top Left: Nearing the end of its boiler ticket, resident Standard Tank No. 80002 is seen at Ingrow, crossing the River Worth amongst the new housing developments. [Ben Bucki](#)

Bottom Left: LMS 4F 0-6-0 No. 43924 eases into Oxenhope station on the with the 15:10 from Keighley on March 30th. [Gerald Nicholl](#)

Below: Standard Tank No. 80002 starts her run to Oxenhope, March 2nd. [Colin Irwin](#)



Keighley and Worth Valley Railway *continued...*

On March 1st, Standard Tank No. 80002 is seen shunting stock at Keighley whilst Hudswell Clarke 0-6-0T No. 1704 'Nunlow' prepares to work the local to Ingrow.

Michael Lynam



East Lancashire Railway

Top Left: On March 17th, Class 117 DMU Nos. W51339 and W51382 are seen working a service to Heywood, whilst British Railways Standard Class 4 tank No. 80080 waits to depart to Rawtenstall. [Michael Lynam](#)

Bottom Left: Overnight snow blows in the air as LNER K1 2-6-0 No. 62005 arrives at Irwell Vale on March 23rd. [Gerald Nicholl](#)

Below: Gresley K4 2-6-0 No. 61994 'The Great Marquess' leaves Heywood with the 12:15 for Bury on March 9th. [Gerald Nicholl](#)



East Lancashire Railway continued...

LMS Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' works the freight over Summerseat viaduct on February 24th. [Matthew Evans](#)





Battlefield Line

Above: LSWR Drummond T9 'Greyhound' 4-4-0 No. 30120 is seen returning to Shackerstone from Shenton. [Stuart Hillis](#)

Top Left: Aveling and Porter 2-2-0 wt built 1926, is seen giving short brake van rides between trains at Shackerstone station, March 16th. [Stuart Hillis](#)

Bottom Left: Peckett 0-6-0ST No. 1859 'Sir Gomer' is seen on the shed at Shackerstone. [John Alsop](#)

Below: Beattie Well Tank 2-4-0 No. 30585 is seen at Shackerstone station at the steam gala on March 16th. [John Alsop](#)





Barrow Hill

Above: Class 56 006 and Class 58 016 are seen inside the roundhouse on March 2nd. [Andy](#)

Top Left: Class 08 924 is seen in the yard at Barrow Hill, having had a new set of batteries fitted on March 2nd. [Richard Hargreaves](#)

Bottom Left: London Underground liveried Class 20 189 stands alongside HNRC liveried Class 20 311 on March 2nd. [Richard Hargreaves](#)

Below: Coach No. 76762 from Class 421 4-CIG Unit No. 1881 is seen in the yard, still carrying its faded Network South East livery. This unit has been providing spares for the Brighton Belle project. [Andy](#)



Embassy and Bolton Abbey

Hunslet Austerity 0-6-0ST 'Norman' heads the 14:10 from Bolton Abbey past
Draughton Bottom on March 30th. [Gerald Nicholl](#)





Peak Rail

Above: The "Blazing Saddles" Austerities Gala on March 9th, featured a gathering of six locos, with five in steam. This is WD132 'Sapper' HE No. 3163, built 1944 (visiting from the East Lancs Railway) on the rear of a service to Rowsley, seen here at Darley Dale. [Richard Hargreaves](#)

Top Right: A lash up of 5 locos for the last train of the day, with four (Nos. 3806, 3892, 7169, and 3163) on the front to Matlock and one (No. 3883 'Lord Phil') on the rear, seen here upon arrival into Matlock. [Richard Hargreaves](#)

Bottom Right: No. 71515 'Mech. Navvies' RSH No. 7169, built 1945 is seen at Darley Dale. [Richard Hargreaves](#)

Below: WD150 'Royal Pioneer' RSH No.7136/3892, built 1944 is seen at Rowsley. [Richard Hargreaves](#)



Peak Rail continued...

No. WD 75008 'Swiftsure' HE 2857, built 1943 was on static display on the turntable at Rowsley for the event, seen here on March 9th. [Class47](#)



East Lancashire Railway

Top Left: On the ELR's DMU day, March 16th, Class 117 Nos. W51382 and W51339 are seen at Ramsbottom with a service to Heywood. Heading in the opposite direction is Class 108 Nos. 51562 and 51922. [Richard Hargreaves](#)

Bottom Left: Class 122 'Bubble' No. 55001 and Class 121 Pressed Steel No. 56289 are seen at Rawtenstall on March 16th. [Brian Battersby](#)

Below: Class 108 DMU Derby unit Nos. 51562 and 51922 are seen arriving into Ramsbottom with a service from Rawtenstall to Heywood, March 16th. [Richard Hargreaves](#)





East Lancashire Railway continued...

Above: Class 108 DMU Derby unit Nos. 51562 and 51922 is seen ready to depart Ramsbottom with a service to Rawtenstall on March 16th. [Brian Battersby](#)

Top Left: Class 03 No. D2062 is seen performing shunting duties at Ramsbottom on March 16th. [Andy](#)

Bottom Left: Station shunting duties at Bury were being carried out by Class 08 No. D3871. [Class47](#)

Below: Seen undergoing maintenance on the shed at Bury is Class 14 No. D9537. [Brian Battersby](#)



Ecclesbourne Valley Railway

Class 31 414, and Class 117 DMU No. 51360 along with Class 101 No. 51188 are seen at Wirksworth, and in some rare sunshine, on March 2nd. [Andy](#)





Ecclesbourne continued...

Above: Class 101 DMU Nos. E51505 and M51188 are seen arriving into Wirksworth from Ravenstor. [Andy](#)

Top Right: Class 31 414 reverses onto its next working at Wirksworth on March 2nd. [Andy](#)

Bottom Right: Class 33 035 arrives into Wirksworth hauling a the lines Class 101/117 DMU Nos. 50170, 59303 and 51360 working a service from Duffield on March 2nd. [Andy](#)

Below: Derby Lightweight Single Car DMBS No. M79900 'Iris' and Class 122 'Bubble' No. W55006 are seen on the shed at Wirksworth. [Richard Hargreaves](#)





Bluebell Railway

Above: SE&CR P Class No. 323 'Bluebell' and LBSCR E4 No. B473 sit at East Grinstead with 'The Pioneer' on March 23rd. [Nathan Gibson](#)

Top Right: SR U Class No. 1638 enters East Grinstead after running round it's train, April 1st. [Nathan Gibson](#)

Bottom Right: SE&CR duo, P Class No. 178 and H Class No. 263 haul the Victorian rake with a down train from East Grinstead on March 24th. [Nathan Gibson](#)

Below: BR 9F No. 92212 works an up train to East Grinstead, passing Horsted House Farm, March 24th. [Nathan Gibson](#)



Mid Hants Railway

Mid-Hants Railway (The Watercress Line) Gala

The three day Spring Gala held on 1st, 2nd and 3rd March was very successful with three guest locomotives – T9 4-4-0 No. 30120, King Arthur N15 No. 777 'Sir Lamiel' and GWR Tank No. 5164. As well as the guests, the entire Mid Hants locomotive fleet which were capable of running were turned out. Alas GWR No. 3717 'City of Truro' was unable to attend. Other attractions was the viewing gallery to the locomotive workshops at Ropley being open for the first time and the model railway on show at Alresford.

Top Right: N15 4-6-0 No. 777 'Sir Lamiel' owned by the NRM was designed by Maunsell in 1925 following an original design by Robert Urie in 1923. It looked splendid on the line in its malachite green livery. [David Mead](#)

Bottom Right: GWR 5101 Class 2-6-2T Large Prairie No. 5164, this class were medium-sized tank engines used for suburban and local passenger services all over the Great Western Railway system. The loco was built in 1930 and was withdrawn from B.R. in 1963 and its home is now on the Severn Valley Railway. [David Mead](#)

Below: Greyhound T9 4-4-0 No. 30120 which is owned by the NRM – designed by Dugald Drummond in 1899 and this loco ran in service on BR until 1963. [David Mead](#)





A ROYAL BANQUET WITH KING RICHARD III

Great Central hosts a sumptuous Pullman dining train with famous locomotive

In honour of the sensational discovery of the body of King Richard III in Leicester, the Great Central Railway is hosting a Royal feast. In surroundings fit for a King, the award winning heritage line's luxurious Pullman Dining Train, revellers will be greeted by court room style entertainment 'More the Merrier', red wine and mead, before boarding the train through one of two elegant bar cars. The banquet itself will be served in five removes (courses) each with a medieval theme.

The train will depart from Loughborough Central for the sixteen mile return journey to Leicester on Friday April 19th. What's more there will be real steam Royalty in charge. Currently visiting the railway is a Great Western King Class locomotive, No. 6023 'King Edward II'. Wearing a striking blue livery, special permission has been obtained from its owners to rename it as No 6015 "King Richard III". This long scrapped classmate of No. 6023 will live again in memory of the rediscovered monarch! Kate Tilley, marketing manager of the Great Central Railway said, "This will be a grand night out. A King class locomotive in charge of an Umber and Cream Pullman train is itself is a rare treat. Being able to mark such an important discovery at the same time makes this a unique occasion which we hope diners will look forward to being part of."

Tickets for the King Richard III Pullman Dining Train can be booked by calling the Great Central Railway booking office on 01509 632323. They cost £57 per person and include train travel, entertainment, welcome drinks and a five course dinner. The themed menu is online at the railway's website www.gcrailway.co.uk

Great Central Railway

Above: GWR King Class No. 6023 'King Edward II' is seen waiting to depart from Loughborough station with the 10:00 service to Leicester North on March 17th. [Dave Felton](#)

Bottom Right: For just a few days, GWR King No. 6023 has been renumbered and renamed No. 6015 'King Richard III' seen here at Leicester North on March 11th, the day of its unveiling. The loco had arrived on a special 08:30 from Loughborough, with the Lord Mayor of Leicester. [John Alsop](#)

Below: Class 10 diesel shunter No. 10119 'Margaret Ethel-Thomas Alfred Naylor' (formerly D4067) is seen at Loughborough Station on March 17th. [Dave Felton](#)



East Lancashire Railway

Class 33 109 stands at Bury on March 2nd with a service for Heywood. [Andrew Wilson](#)





East Lancs continued...

Above: Some rare sunshine on March 2nd as Class 47 No. D1501 is seen departing Bury on the rear of a service to Heywood. [Andrew Wilson](#)

Top Right: Class 37 901 is also seen at Bury waiting to depart for Heywood. [Andrew Wilson](#)

Bottom Right: Looking rather faded and workstained, Class 55 022 'Royal Scots Grey' is also seen at Bury. [Andrew Wilson](#)

Below: English Electric Class 50 015 'Valiant' heads out of Rawtenstall with the delayed 10:15 service to Bury on March 2nd. [Gerald Nicholl](#)



East Lancashire Railway continued...

Class 47 No. D1501 eases into Ramsbottom with the 10:15 service from Rawtenstall on March 9th. [Gerald Nicholl](#)



East Lancashire Railway continued...

Class 40 No. D335 is seen steaming away at Bury Bolton Street on March 2nd. [Martin Hart](#)





Derwent Valley Railway

Above: Class 03 079 is seen in action at the Murton station halt on March 2nd. [Andy](#)

Below: On March 2nd, Class 14 No. D9523 was also in action. [Andy](#)



Appleby Heritage Centre

Above: Northern Rail's Class 153 363 ann 158 890 arrive at Appleby with a Carlisle service, seen passing GWR No. 4979 'Wooton Hall'. The loco is owned by the Furnace Trust who expect to soon move the loco to the Ribble Steam Railway, when new accommodation is completed. [Michael Lynam](#)

Below: Great Western Railway 4-6-0 No. 4979 "Wootton Hall" in the yard Appleby station awaiting restoration, March 2nd. [John Alsop](#)





NRM York

Above: On March 2nd, Class 47 798 'Prince William' stands next to Western Class 52 No. D1023 'Western Fusilier' in the main hall. [Andy](#)

Below: Class 09 017 is seen in the NRM's North Yard, giving brake van rides, March 2nd. [Andy](#)



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

National Railway Museum

continued...

Top Right: Deltic Class 55 002 'The Kings Own Yorkshire Light Infantry' is seen outside the NRM on March 2nd. The loco is occasionally seeing use transferring exhibits between NRM sites. [Andy](#)

Bottom Right: Class 08 911 is seen in the yard at the NRM on March 2nd, the NRM's shunter day. [Andrew Wilson](#)

Below: Another shunter in action on March 2nd was the NRM's elderly Class 08 064, now wearing all over black livery. [Andrew Wilson](#)



West Somerset Railway

Top Right: The WSR's Class 115/117 DMU is seen at Minehead on March 31st, with the Somerset and Dorset Joint Railway 7F 2-8-0 No 88 visible in the background. [Martin Hill](#)

Bottom Right: Great Western 'Mogul' No. 9351 is seen at Bishops Lydeard on March 31st, with a service for Minehead. [Martin Hill](#)

Below: Southern Railway N15 'King Arthur' Class 4-6-0 No. 777 'Sir Lamiel' is seen heading towards Minehead on March 31st. [Martin Hill](#)



Ribble Steam Railway

Top Right: Hunslet 3165 / 1944 'Walkden' heads out alongside the River Ribble to Exchange Sidings on a very sunny March 29th. [Michael Lynam](#)

Bottom Right: Great Western Railway 0-6-2T No. 5643 is seen returning back to Riverside Station from Exchange Sidings, March 29th. [Michael Lynam](#)

Below: Another shot of Great Western No. 5643, looking superb as she rounds the curve and heads towards Riverside Station. [Michael Lynam](#)



Class 37 164 and 37 430 'Cwmbran' power the Saturday afternoon Manchester - Cardiff vans through Sutton Bridge Junction on May 24th 1986. [Chris Morrison](#)



From the Archives

continued...

Right: InterCity liveried Class 47 673 is seen along with a couple of Res liveried Class 47s at Crewe on April 16th 1994.

Paul Godding

Bottom Left: Blue and grey Merseyrail sets Class 508 139 and 508 126 arrive at Birkenhead North in April 1994, shortly before closure of the signalbox and semaphores. *Chris Morrison*

Bottom Right: Merseyrail's Class 508 126 and 508 139 are seen departing from Birkenhead North for Liverpool in April 1994. The semaphores were to disappear shortly after this photo was taken.

Chris Morrison



From the Archives continued...

Left: Seen passing through Warrington Bank Quay on April 5th 1994 is Trainload Coal liveried Class 31 270 with a short engineers working.

Paul Godding

Bottom Left: Class 90 002 is seen at Crewe on September 28th 1989 with a London Euston service.

Brian Battersby

Bottom Right: Class 73 141 and an unidentified class member are seen stabled on Hither Green depot. Date unknown.

Derek Elston



From the Archives

continued...

Top Right: Class 31 556 passes light engine round the station avoider at York on May 2nd 1991. The building on the right now is home to Freightliner but at this time was used by engineers and track maintenance teams.

Michael Lynam

Bottom Right: On August 7th 1994, petroleum liveried Class 60 025 passes through Tamworth with fuel tanks in tow.

Paul Godding

Below: Western Class 52 is seen entering Newton Abbot on a hot day in July 1974 with the 1B45 Cornish Riviera Express. *Dave Harris*



From the Archives continued...

Left: A pair of Class 20s led by 20 143 climb the Up slow line at Bamfurlong Jct. with a Bickershaw colliery to Fiddlers Ferry power station MGR train in May 1985.

Dave Harris

Bottom Left: Class 86 230 'The Duke of Wellington' stands in the works at Stratford after a repaint. Date unknown.

Derek Elston

Bottom Right: Class 20 091 and 20 090 are seen heading a coal train through Chester in 1991.

Brian Battersby



From the Archives continued...

Class 33 035 clatters up Crewe Bank on departure from Shrewsbury with the 07:50
Swansea - Manchester service in September 1986. [Chris Morrison](#)





Lovely Spring weather! Arriva Trains Wales Class 158 835 pauses at Smethwick Galton Bridge with a Birmingham to Aberystwyth service on March 23rd. [Richard Hargreaves](#)