# Railtalk Magazine

Issue 81 | June 2013 | ISSN 1756 - 5030

# Railtalk Magazine

Welcome to Issue 81 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Firstly this month we have to say Happy Birthday to D1062. The locomotive celebrated its 50th Birthday this month with a party on the Severn Valley Railway. I do have to wonder how many of the Class 66s will be celebrating their 50th birthday on a preserved line in years to come? Also this month, sticking with the Birthday theme we had the magnificence of Steam on the Met as London Underground celebrated their 150th Birthday, with steam specials running on selected lines. Hopefully, this was so popular that it will become a common sight and a regular yearly event.

Also this month, I have to bring to your attention the fact that there has been a rumour it has been a good month weather wise. Well have a look at the pictures and decide for yourselves, as I write this I am looking at grey skies and thick cloud!

***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, 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, Papercliponawire and the guys at RailUK.***

**Front Cover: Class 158 836 working a Pwllheli - Machynlleth - Birmingham Int. service is seen on the Cambrian Coast between Tywyn & Llwyngwril, May 15th.** ***Phil Martin***
**This Page: Class 37 142 is seen working from Bodmin Parkway to Bodmin on May 18th, another loco celebrating its 50th birthday.** ***Steve Andrews***

## *Contact Us*


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

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

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

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


## *Contents*


Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 31 - Pictures
Pg 95 - News and Features
Pg 95 - Scot-Rail
Pg 104 - Fares Advice
Pg 113 - The Nosh Report
Pg 114 - Different View
Pg 117 - Preserved Railways
Pg 141- From the Archives


## *Submissions*

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

**entries@railtalk.net**

Please include a detailed description and credits.

## *Railtalk Magazine*


Railtalk Magazine is published monthly by Railtalk Group.


© Railtalk 2013




**Pathfinder Tours - The Cambrian Coast Express**
**On May 31st, Network Rail's Class 97 304 and 97 303 are seen at Criccieth working the 1Z30 Bristol TM - Pwllheli charter.** ***Carl Grocott***

**Pathfinder Tours - The Cambrian Coast Express**
**Class 97 304 and 97 303 head the 1Z30 Bristol TM - Pwllheli through Nawlyn on May 31st.** ***Carl Grocott***




**London Transport - Steam back on the Met**

**Above: GWR Prairie No. 5521 (running as as L150), Sarah Siddons and London Transport liveried Class 20 189 are seen passing Rayners Lane with train No. 746 for the 'Steam back on the Met' event, May 26th.** ***Alex Thorkildsen***

**Below: The train is seen later in the day arriving into Wembley Park.** ***Alex Thorkildsen***




**London Transport - Steam back on the Met**

**Above: On May 25th, Class 20 189 is seen at Amersham ready to depart with the London Underground Metropolitan 150th anniversary train to Harrow.** ***Richard Moxon***

**Below: GWR Prairie No. 5521 (running as No. L150), Sarah Siddons and London Transport liveried Class 20 189 pass Eastcote on train No. 746 for the 'Steam back on the Met' event, May 27th.** ***Alex Thorkildsen***









**London Transport - Steam back on the Met**

**Above: Class 20 189 is seen passing Chorleywood on the rear of an Amersham bound service during the 'Steam back on the Met' event, May 25th.** ***Derek Elston***

**Below: London Transport liveried No. L150 (GWR Prairie No. 5521) passes through Chorleywood with the final Northbound service on the first day of the 'Steam back on the Met' event, May 25th.** ***Derek Elston***



**London Transport - Steam back on the Met**

**Above: London Underground liveried Class 20 227 leads BR Blue Class 20 142 and GWR Pannier Tank No. 9466 passing West Harrow on train No. 750 for the 'Steam back on the Met' event, May 26th.** ***Alex Thorkildsen***

**Below: Met No. 1, GWR Pannier No. 9466, Class 20 142 and 20 227 head for Amersham through Moor Park on a light engine move from Ruislip depot, May 25th.** ***Derek Elston***








**Compass Tours - The Lakeland Moorlander**

**Above: In heavy rain, Class 47 580 ‘County of Kent’ approaches Pleasington with 1Z90 the outbound leg of Compass Tours ‘The Lakeland Moorlander’ from Peterborough to Carlisle on May 10th.** ***Dave Felton***

**Below: Class 47 826 is pictured attached to the rear of the tour as it passes through the downpour.** ***Dave Felton***





**Compass Tours - The Lakeland Moorlander**

**Above: Class 47 580 coasts down the incline from Pleasington as the train approaches Cherry Tree (Blackburn) with 1Z62 the outbound leg of Compass Tours ‘The Lakeland Moorlander’ from Lincoln to Carlisle on May 25th.** ***Dave Felton***

**Below: West Coast’s Class 47 760 is seen attached to the rear of the tour as it passes Pleasington, May 25th.** ***Dave Felton***



**Steam Dreams - The Cathedrals Express**

**On a dull and damp May 21st, LNER A4 No. 4464 'Bittern' is seen on the GW main line as it heads Steam Dream's Cathedrals Express from Banbury to Kingswear through Didcot North Jct.** ***Wayne Radford***

**Northern Belle**

**Class 47 501 ‘Craftsman’ passes Pleasington Golf Club with 1Z77, the outbound leg of the Northern Belle from Crewe to Ravenglass with fellow class member 47 818 attached to the rear of the train, May 25th.** ***Dave Felton***




**Northern Belle**

**Class 47 818 is seen on the rear of 1Z77 the outbound leg of the Northern Belle from Crewe to Ravenglass as the train arrives into Bolton station on May 25th.** ***Dave Felton***

**Above: DRS’s Class 47 501 and 47 790 are seen operating a Northern Belle working heading north through Newcastle on April 27th.** ***Alex Thorkildsen***



**UK Railtours - The City of Durham**

**DB Schenker's Class 90 018 heads north through Hornsey with the UK Railtours charter to Beamish Open Air Museum on May 11th.** ***Papercliponanwire***




**Vintage Trains - THE CHELTENHAM FLYER**

**Above: On May 11th, old and new stand in London Paddington as Great Western No. 5043 'Earl on Mount Edgcumbe' is seen after an early arrival from Gloucester with 1Z73 'The Cheltenham Flyer'.** ***Derek Elston***

**Below: GWR No. 5043 Earl of Mount Edgecumbe leads 5Z43 off the Greenford branch at Hanwell heading for West Coast Railway's Southall depot for servicing.** ***Derek Elston***



**Vintage Trains - THE CHELTENHAM FLYER**

**Above: Great Western No. 5043 'Earl of Mount Edgcumbe' heads Vintage Train's 'The Cheltenham Flyer' from Tyseley to London. Running non-stop from Gloucester, it is seen powering away from Swindon at Highworth Jct.** ***Wayne Radford***

**Below: West Coast's Class 47 245 gets the road at Southall and gets underway with the 5Z50 return ECS to London Paddington, May 11th.** ***Derek Elston***





**Statesman Rail - The Welsh Mountain Statesman**

**Network Rail's Class 97 303 and 97 304 along with West Coast's Class 57 316 are seen at Aberystwyth on May 25th awaiting to work the return 1Z97 Aberystwyth - Hull charter, whilst the Vale of Rheidol's No. 9 departs with a service to Devil's Bridge.** ***Carl Grocott***



**Statesman Rail - The Welsh Mountain Statesman**

**Above: Class 57 316 and 57 313 are seen working the 1Z97 Aberystwyth - Hull return charter through Whitchurch on May 25th.** ***Carl Grocott***

**Below: Class 97 303 and 97 304 along with 57 316 are seen passing Welshpool with the 1Z97 Aberystwyth - Hull return working.** ***Carl Grocott***



**Statesman Rail - The Welsh Mountain Statesman**

**Above: West Coast's Class 57 316 is seen departing Crewe on May 25th with the return working from Aberystwyth to Hull, the Class 97s having been removed at Shrewsbury.** ***Class47***

**Below: Earlier in the day, the pair of Network Rail Class 97s are seen departing Shrewsbury heading for Aberystwyth.**
***Phil Martin***





**Railway Touring Company - The Cumbrian Mountain Express**

**Above: Class 86 259 ‘Less Ross’ passes Farrington Jct. with 1Z86 London Euston to Carnforth on May 22nd, where steam will take over for the run to Carlisle.** ***Alan Naylor***

**Below: Stanier Pacific No. 46233 ‘Duchess of Sutherland’ storms past Hoghton Bottoms with the return working heading for Farrington Jct.** ***Chris Stanley***







**Railway Touring Company - The Cumbrian Mountain Express**

**Above: BR Class 8P No. 46233 ‘Duchess of Sutherland’, having taken over from Class 86 259 for the run to Carlisle is seen with the return working at Pleasington with the 1Z89 Carlisle – Farrington Jct. where once again Class 86 259 will take over for the run back to London Euston.** ***Alan Naylor***

**Below: Returning back south, Class 86 259 ‘Les Ross’ glides down Red Bank with 1Z89 Carlisle - London Euston return working, May 22nd.** ***Dave Harris***






## Railway Touring Company - The Cumbrian Mountain Express

**Above: LMS Princess Coronation Pacific Class No. 46233 'Duchess of Sutherland' makes easy work as it starts the climb up the 1 in 82 Langho Bank with 1Z89 the return leg of the tour on May 22nd.** ***Dave Felton***

**Below: Passing Pleasington, LMS Princess Coronation Pacific Class No. 46233 'Duchess of Sutherland' heads the return working to Farrington Jct. for the Class 86 to return the tour to London Euston.** ***Michael Lynam***




**Above: Nenta Tours - The Anglo Scotsman**

**Above: Class 47 580 and 47 826 top'n'tail the return working from Edinburgh to Norwich into Newcastle on May 4th.** ***Alex Thorkildsen***

## Railway Touring Company - THE HEART of MIDLOTHIAN

**Below: LNER A4 60009 'Union of South Africa' is seen passing Manors on May 4th with this Huddersfield - Edinburgh tour, which the A4 worked from York.** ***Alex Thorkildsen***





**Railway Touring Company - The Cumbrian Mountain Express**

**Stanier Pacific No. 46233 'Duchess Of Sutherland' cruises through the Eden Valley near Langwathby with the southbound Cumbrian Mountain Express on May 22nd.** ***Gerald Nicholl***



**Steam Dreams - The Cathedrals Explorer**

**Above: LNER A4 Class No. 60009 'Union of South Africa' cruises through Farrington with the 1Z63 Bangor to Carlisle, which was day 5 of an 8 day tour round the country. From Carlisle the train went on to Hexham as 1Z64.** ***Alan Naylor***

**Below: LNER A4 Class No. 60009 'Union of South Africa' passes through Filton Abbey Wood on May 10th which was day 2 of the 8 day tour from Exeter to Shrewsbury (The A4 having taken over the train at Bristol).** ***Steve Andrews***




**Steam Dreams - The Cathedrals Explorer**

**Above: May 10th, Day 2 of the tour Southern Railway rebuilt Merchant Navy 4-6-2 Class No. 35028 'Clan Line' is seen heading the tour through Tiverton Parkway which it will work as far as Bristol.** ***Steve Andrews***

**Below: At the end of Day 2, LNER A4 No. 60009 is seen arriving into Shrewsbury about an hour late after struggling from Marshbrook at 25mph due to technical problems with the loco.** ***Phil Martin***






**Steam Dreams - The Cathedrals Explorer**

**On Day 3 the tour worked from Shrewsbury to Caernarvon with Class 97 304 and 97 303 in charge as far as Porthmadog where passengers transferred to the Welsh Highland Railway. The tour is seen here crossing the bridge at Barmouth in typically dull May weather.** ***Phil Martin***



**Steam Dreams - The Cathedrals Explorer**

**Above: After dropping the passengers off at Porthmadog, the stock was originally scheduled to work ECS to Crewe, however following several requests, permission was granted for it to run with passengers aboard back to Crewe. Seen here arriving into Shrewsbury on May 11th, with Class 97 304 leading 97 303.** ***Paul Godding***

**Below: Hours earlier Class 97 304 and 97303 are seen at Barmouth with the return working to Crewe.** ***Phil Martin***



**West Coast Railways - The Channel Coast Express**

**Above: On May 11th, Class 57 316 is seen at Brighton on the rear of the arrival from Doncaster which was worked by Class 57 313.** ***Steve Thompson***

**Below: West Coast Railway's Class 57 313 brings the stock back into Brighton after servicing, ready for Class 57 316 to work the charter back to Doncaster, May 11th.** ***Steve Thompson***








**Compass Tours - THE FYLDE COAST EXPRESS**

**Above: LMS Stanier Class 5 4-6-0 No. 44932 with 1Z43 'The Fylde Coast Express' passes through Pleasington on May 22nd, running from Kilmarnock to Blackpool (steam hauled from Carlisle).** ***Alan Naylor***

**Below: LMS Stanier Black 5 No. 44932 passes through Hoghton heading for Blackpool on May 22nd.** ***Dave Felton***






**Compass Tours - THE FYLDE COAST EXPRESS**

**Above: Stanier Class 5 4-6-0 No. 44932 heads the 'Fylde Coast Express' near Stainforth on May 22nd.** ***Gerald Nicholl***

**Compass Tours - The Lakeland Moorlander**

**Below: On May 1st, Class 57 601 leads the 1Z76 excursion from Kidderminster to Carlisle via Blackburn and the S&C, seen here dropping down the bank at Hoghton, with Class 47 854 on the rear.** ***Michael Lynam***





**Railway Touring Company - The Welsh Borders**

**Above: Emitting black smoke, un-rebuilt Battle of Britain Class No. 34067 'Tangmere' brings the 1Z38 Worcester Shrub Hill - Bristol Temple Meads railtour out of the tunnel at Ledbury, Herefordshire on May 4th.** ***Gary S. Smith***

**Below: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' waits for the signal at Oxford whilst working The Welsh Borders charter from Bristol, May 4th.** ***Derek Elston***





**Railway Touring Company - The Welsh Borders**

**Above: SR Light Pacific 4-6-2 No. 34067 'Tangmere' fills the cutting with smoke on the approach to the eastern portal of the tunnel at Malvern on May 4th whilst working the Welsh Borders railtour.** ***Neil Pugh***

**Statesman Rail - The Cornish Riviera Statesman**

**Below: Class 47 786 and 47 854 are seen at Saltash working the return tour from Penzance back to Crewe on May 11th.** ***Steve Andrews***





**Railway Touring Company - The Cumbrian Mountain Express**

**Above: Class 57 315 is seen on the approach to Blackburn with the outbound leg 1Z55 from Worcester to Carlisle, Class 47 245 was attached to the rear of the train, May 27th.** ***Dave Felton***

**Below: Class 47 245 is seen on the rear at Mickle Trafford on May 27th, working the 1Z56 16:11 Carlisle - Worcester Foregate St. return charter, which was steam hauled as far as Preston.** ***Brian Battersby***





**Railway Touring Company - The Cumbrian Mountain Express**

**Above: After a couple of sunny days over the Bank Holiday weekend, a return to gloomy conditions as LNER A4 Pacific No. 60009 'Union Of South Africa' heads the northbound Cumbrian Mountain Express near Helwith Bridge on May 27th.** ***Gerald Nicholl***

## UK Railtours - The Silver Lining

**Below: East Midlands Trains' HST power car Nos 43055 and 43047 are seen arriving into Peterborough on May 18th with the return working from Wymndham to London St. Pancras.** ***Class47***






**ECS and light engine moves**

**Above: On a loaded test run, LNER B1 4-6-0 No. 61306 'Mayflower' passes Clapham on May 2nd.** ***Gerald Nicholl***

**Below: LMS Jubilee Class 6P No. 45699 'Galatea' is seen passing Tallington working 5Z52 The Queen of Scots ECS from Kings Lynn to Carnforth on May 20th.** ***Derek Elston***




**ECS and light engine moves**

**Above: LMS Jubilee Class 6P No. 45699 'Galatea' rounds the curve at Peterborough working a 5Z45 Carnforth - Kings Lynn ECS move, May 18th.** ***Class47***

**Below: Heading onto Great Eastern metals, 'Galatea' is seen leaving Peterborough and heading for Kings Lynn with an ECS move on May 18th.** ***Richard Hargreaves***







**ECS and light engine moves**

**Above: LNER B1 No. 61306 is seen at Langho working a 5Z70 loaded test run from Carnforth to Carnforth with Class 37 516 on the rear, May 2nd.** ***Michael Lynam***

**Below: LNER A4 No. 60009 and K1 No. 61994 working a Thornton Yard - York NRM move, are seen here at Cowdenbeath on May 6th.** ***Richard Jones***



**ECS and light engine moves**

**Above: On May 3rd, Class 47 580 top'n'tailed with 47 826 are seen at Ramsey Road, Whittlesey working the 5Z56, 07:20 Carnforth Steamtown - Norwich ECS.** ***Lorenzo D'aniello***

**Below: Class 47 854 heads the 5Z69 Carnforth Steamtown to Ely empty coaching stock through Hellifield with 57 316, May 3rd.** ***Michael Lynam***






**ECS and light engine moves**

**On its postponed Carnforth - Hellifield - Blackburn - Carnforth loaded test run, LNER B1 4-6-0 No. 61306 'Mayflower' approaches Wennington on May 2nd.** ***Gerald Nicholl***



## ECS and light engine moves

**Above: LNER B1 No. 61306 storms up Hoghton Bank with a 5Z50 Carnforth to Carnforth test run on May 2nd.** ***David Hollowood***

**Below: Class 33 207 'Jim Martin' leads 33 029 'Glen Loy' through Northampton on the 5Z43 from Southall to B'oness with 16 coaches in tow, May 23rd.** ***Derek Elston***







## ECS and light engine moves

**Above: LMS Jubilee Class 6P No. 45699 'Galatea' seen here working the 5Z50 loaded test run is seen at Bamber Bridge on May 14th.** ***Alan Naylor***

**Below: West Coast's Class 47 760 is seen on the rear of the test run as it departs Bamber Bridge.** ***Alan Naylor***



**ECS and light engine moves**

**LNER Class B1, No. 61306 'Mayflower' is seen on a 1Z50 loaded test run through Lostock Hall on May 2nd.** ***Alan Naylor***




## ECS and light engine moves

**Above: BR Class 8P, No. 46233 'Duchess of Sutherland' passes Balshaw Lane Jct. with support coach working from Butterley – Carnforth on May 21st.** ***Alan Naylor***

**Below: InterCity liveried Class 37 518 leads LNER K1 No. 62005 and Black 5 No. 44871 through MetroCentre on May 9th, heading for the North Yorkshire Moors Railway.** ***Alex Thorkildsen***






## ECS and light engine moves

**Above: LNER Thompson Class B1 No. 61306 'Mayflower' is seen heading north through Bamfurlong working 5Z21 Washwood Heath - Carnforth Steamtown, May 1st.** ***Andrew Parkinson***

**Below: LMS Stanier Jubilee No. 45699 'Galatea' working a 5Z50 test run Carnforth to Carnforth via the S&C and WCML on May 14th, is seen here passing Pleasington.** ***Chris Stanley***





## ECS and light engine moves

**Above: West Coast's Class 33 029 and 33 207 are seen passing Winwick with 5Z43 Southall - B'oness empty coaching stock on May 23rd.** ***Dave Harris***

**Below: LNER A4 No. 60009 'Union of South Africa' and LNER K4 No. 61994 'The Great Marquess' with their support coaches are seen departing Newcastle on May 6th.** ***Alex Thorkildsen***




## ECS and light engine moves

**Above: West Coast Railway's Class 57 313 and 57 314 head north through Newcastle on May 4th.** ***Alex Thorkildsen***

**Below: LMS Princess Royal Class No. 46233 'Duchess of Sutherland' and support coach working the 5Z36 Butterley MRC - Carnforth Steamtown for the following day's Cumbrian Mountain Express, are pictured here passing Burton on Trent, May 21st.** ***Stuart Hillis***






# RETRO RAILTOURS LTD

## The Retro Fenland Explorer - Saturday 31st August 2013

## WWW.RETRORAILTOURS.CO.UK

Come and join us on Retro Railtours' Fifth anniversary tour, The Retro Fenland Explorer on Saturday 31st August. Picking up from Crewe and selected stations in Cheshire, we continue over the scenic Pennine route through Yorkshire, before heading along the East Coast route to Peterborough, then branching off on the line towards the pleasant city of Norwich and the traditional East Coast seaside resort of Great Yarmouth.

You have to choice of alighting at Norwich, which boasts a wealth of historic and cultural sights, as well as some fantastic retail therapy opportunities as well as a variety of interesting inns – with several featuring in CAMRA's Good Beer Guide. You will have around 4 hours to explore Norwich.

Alternatively, remain on board as we continue to Great Yarmouth, which is famous as being on average one of the driest seaside resorts in the country! Obviously, we can't guarantee good weather, but we can guarantee that you'll be able to enjoy fish & chips, and spend a few pennies at the numerous arcades along the seafront! Once home to Vice-Admiral Horatio Nelson, the town has strong sea-faring roots. There is a museum and monument dedicated to Nelson, who was killed at the Battle of Trafalgar, in the town centre. You will have just over 3 hours to explore Yarmouth.

We expect this tour to be very popular, so to avoid disappointment, book now!

The following timings are provisional and will be subject to change.

| | Outward (dep) | Return (arr) |
|---|---|---|
| Crewe | 06:00 | 23:20 |
| Stockport | 06:40 | 22:45 |
| Reddish South | 06:50 | 22:35 |
| Stalybridge | 07:10 | 22:15 |
| Huddersfield | 07:45 | 21:45 |
| Wakefield Kirkgate | 08:15 | 21:15 |
| Norwich | 12:30 arr | 17:40 dep |
| Great Yarmouth | 13:30 arr | 16:40 dep |

| From all points to Norwich | | |
|---|---|---|
| Standard Class | (Adult) | £64 |
| Standard Class | (Child) | £49 |
| First Class | (Adult) | £104 |
| First Class | (Child) | £74 |
| Premier Dining | (Adult) | £175 |
| Premier Dining | (Child) | Call |

| From all points to Great Yarmouth | | |
|---|---|---|
| Standard Class | (Adult) | £69 |
| Standard Class | (Child) | £54 |
| First Class | (Adult) | £109 |
| First Class | (Child) | £79 |
| Premier Dining | (Adult) | £180 |
| Premier Dining | (Child) | Call |

**WE HAVE REQUESTED DRS CLASS 37s TO HAUL THE MAIN PART OF THIS TOUR.**

To book, you can visit our website www.retrorailtours.co.uk or alternatively postal booking can be sent to...

2 Brookfield Grove, Ashton-under-Lyne, Lancashire OL6 6TL - Enquiries Tel: 0161 330 9055 (answer phone out of hours)

RETRO RAILTOURS LTD




**Class 20s have recently been the staple traction for the Sizewell flasks. On May 16th, Class 20 312 and 20 308 haul one flask through Ingatestone.**
***Charlie Robbins***



# Network Rail wanderings

**Above: Network Rail's Class 97 302 heads light engine past Madeley Jct. on May 3rd with a Coleham to Derby move.** ***Phil Martin***

**Top Right: On May 17th, Class 67 004 and 67 005 top'n'tail a measurement train to Crewe through Acton Bridge.** ***Michael Lynam***

**Bottom Right: On May 11th, Network Rail's Class 150 No. 950 001 is seen in the yard at Doncaster during a weekend layover.** ***Steve Thompson***

**Below: On May 10th, Class 31 233 is photographed at Stockport during a pathing stop whilst working 3Q18 Crewe - Crewe test train.** ***Richard Moxon***









# Class 67s out and about

**Class 67 017 'Arrow' is seen working 1K50 17:15 Marylebone - Kidderminster at Kings Sutton on May 1st.** ***Steve Madden***



Above: Chiltern's Class 67 012 'A Shropshire Lad' and DVT No. 82303, running as 5Z00 Wembley to Doncaster Wabtec to convert slam door stock to plug doors, is seen passing Stenson on May 1st. *Stuart Hillis*

Top Right: On April 12th, Class 67 029 is seen at Kettering station with the DBS managers train. *John Coleman*

Bottom Right: In connection with a Chiltern Mainline stock move from Wabtec at Doncaster, Class 67 010 is seen stabled in the West Yard on April 8th. *John Coleman*

Below: Class 67 005 'Queen's Messenger' top'n'tailed with 67 027 are seen departing Newcastle on May 14th with a Network Rail test train. *Alex Thorkildsen*








Class 67 013 ‘Dyfrbont Pontcysylite’ working the 1R48 16:47 Marylebone - Birmingham Moor St. passes Kings Sutton on May 1st. *Steve Madden*



# Freightliner's GE locos

Above: On May 20th, Class 70 006 passes Stenson Jct. with a Ratcliffe - Crewe - Liverpool empty coal working. *Phil Martin*

Top Right: On May 17th, Class 70 010 heads the 6H49 Fiddlers Ferry - Tunstead empty hoppers through Acton Bridge. *Michael Lynam*

Bottom Right: Class 70 015 heads through Stafford on May 1st with a Mountsorrel sidings to Crewe Basford Hall working. *John Martin*

Below: Class 70 003 passes light engine through Burton on Trent on May 30th running as 0Z96 Crewe - Toton via Bescot. *Stuart Hillis*













Above: Class 70 015 working the 6U77 Mountsorrel - Crewe Basford Hall with fully loaded ballast boxes passes Burton on Trent, May 7th. *Stuart Hillis*

Top Right: Class 70 016 heads out of Crewe towing 66 594 on a light engine working to Bescot, May 16th. Class 90 046 can just be seen behind these pair. *Michael Lynam*

Bottom Right: Class 70 008 makes a rare appearance working the 4O55 Leeds - Southampton service through Burton on Trent, May 30th. *Stuart Hillis*




www.southerncountiesrailwaysociety.co.uk

**SOUTHERN COUNTIES RAILWAY SOCIETY**

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

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

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



Class 70 005 is seen here passing through Earlestown West Junction with a track renewal train on May 19th. *Dave Harris*

# Recent Class 60 workings

**Top Left: Class 60 015, the former 'Bow Fell', heads the diverted 6F78 empty coal hoppers towards Liverpool Bulk Terminal through Winwick on May 7th.** ***Dave Harris***

**Bottom Left: Class 60  015 working a Bescot - Toton engineers train heads past Stenson Jct. on May 20th.** ***Phil Martin***

**Below: Class 60 019 'Port of Grimsby & Immingham' waits for a clear road in Blackburn station goods loop with 6E32 empty bitumen tanks from Preston Docks to Lindsey Oil Terminal on May 20th.** ***Dave Felton***













**Above: Class 60 019 'Port of Grimsby and Immingham' approaches Bamber Bridge with the 6M32 empty tanks from Preston Docks to Lindsey oil refinery, May 30th.** ***Alan Naylor***

**Top Left: At dawn on May 6th, Class 60 059 takes the 6A11 Robeston sidings - Theale Murco laden oil tank wagon train through Newbury, Berkshire.** ***Gary S. Smith***

**Bottom Left: Class 60 074 'Teenage Spirit' is seen crossing Stenson Junction with 6M57 Lindsey - Kingsbury loaded oil tanks on May 1st.** ***Stuart Hillis***

**Below: Class 60 040 'The Territorial Army Centenary' passes through Doncaster on April 29th with a Scunthorpe empty steel working.** ***John Coleman***





On April 23rd Class 60 010 appears from under the Tixall Road bridge at Milford, Staffordshire with the regular 6K50 Toton yard - Basford Hall.

*Gary S. Smith*





Above: Class 60 020 with the 6E54 Kingsbury - Humber empty tanks passes through Stenson on May 1st. *Stuart Hillis*

Top Left: In heavy rain, DB Schenker's Class 60 099 stands in Ainsworth Street goods loop on the approach to Blackburn with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal, May 10th. *Dave Felton*

Bottom Left: Tata steel liveried Class 60 099 is seen at the head of 6M57 Lindsey - Kingsbury loaded oil tanks at Burton on Trent, May 2nd. *Stuart Hillis*

Below: Class 60 040 working 6E41 Westerley - Lindsey empty oils tanks is seen passing through Burton on Trent, May 22nd. *Stuart Hillis*





On May 10th, Class 60 020 passes Lower Farm Road, Bromham working the 6E38 13:54 Colnbrook - Lindsey tanks. *Lorenzo D'aniello*









**Above: On May 25th, Class 60 074 'Teenage Spirit' having just loaded its coal hoppers for Fiddlers Ferry power station, is seen ready to depart Liverpool Bulk Terminal.** ***Michael Lynam***

**Top Left: Class 60 015 is seen at the head of 6D44 Bescot - Toton engineers working with loaded ballast, concrete sleepers and sand at Burton on Trent, May 14th.** ***Stuart Hillis***

**Bottom Left: Class 60 099 in Tata Steel livery approaches Bamber Bridge with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal, May 29th.** ***Dave Felton***

**Below: Class 60 011 is seen departing Liverpool Bulk Terminal en route to Fiddlers Ferry power station, May 25th.** ***Michael Lynam***



On May 27th, Class 60 015 is seen heading towards Chirk with the 6M86 Margam - Dee Marsh loaded steel service. *Phil Martin*

# Direct Rail Services

**On May 11th, Class 57 308 leads Virgin Trains' Class 390 114 through Crewe working the 5L91 Preston - Oxley.** ***Richard Hargreaves***







**Above: On a dark May 11th, Class 20 304 and 20 302 pass Farrington with 6K73 Sellafield to Crewe Coal Sidings.** ***Alan Naylor***

**Top Left: Class 37 607 leads 37 601 and 37 667 into Crewe on May 11th with a Derby - Crewe Gresty Bridge light engine move.** ***Richard Hargreaves***

**Bottom Left: Class 37 610 'Ted Cassidy' stops on the bi directional slow line at Winwick Junction to return north down the Earlestown branch to Liverpool with the 1Q14 Mast Inspection train, May 8th.** ***Dave Harris***

**Below: Class 66 427 passes Balshaw Lane Jct. with the 4S44 Daventry - Mossend modal on May 21st.** ***Alan Naylor***












**Above: Class 66 432 passes through Northampton at the head of a Daventry to Tilbury working, May 23rd, *Derek Elston***

**Top Right: Class 37 605 is seen attached to the rear of 1Q14 from Derby RTC to Blackburn, with fellow class member 37 607 in charge as it passes through Langho station on May 28th. *Dave Felton***

**Bottom Right: On May 2nd, Class 37 611 top'n'tails 37 603 through Bolton working 1Q14 Wigan - Bolton - Preston via Chorley, the train having just reversed at Burnden Junction. *Michael Lynam***

**Below: Class 47 853 top'n'tails 66 301 with the 6Z69 Darlington North Junction to Doncaster Up Decoy through Doncaster on May 22nd. *John Martin***






On May 16th, Class 66 305 passes Chelmscote at the head of 4M71 Tilbury to Daventry. *Derek Elston*

On May 2nd, Class 37 405 propels Caroline working 2Z02 through Bolton with a Manchester Piccadilly and return round trip of Lancashire.

*Michael Lynam*

Class 37 402 heads the 3Z03 Cardiff Central - Derby through Vigo on May 4th. *Carl Grocott*






**Above: On May 16th, Class 66 423 heads the 4S44 Daventry - Coatbridge, Malcolms intermodal service through Crewe.** ***Michael Lynam***

**Top Right: Class 37 423 is seen at Plymouth Friary with inspection saloon 'Caroline' on a tour of the region, May 15th.** ***Steve Andrews***

**Bottom Right: Class 66 433 is seen working a diverted 4M34 Coatbridge - Daventy Malcolm train through Burton on Trent, May 4th.** ***Stuart Hillis***

**Below: Class 66 434 and 66 430 approach MetroCentre on May 4th with a diverted Malcolm working.** ***Alex Thorkildsen***











**Above: On May 17th, Class 66 430 heads south through Acton Bridge with the 4M44 Mossend - Daventry intermodal service.** ***Michael Lynam***

**Top Right: On May 2nd, Class 37 405 is seen propelling saloon 'Caroline' passing Guide Bridge working the 5Z02 Manchester Piccadilly - Derby RTC.** ***Richard Moxon***

**Bottom Right: On May 22nd and running as 2Z02 Skegness - York, Class 37 423 hauls 'Caroline' on its everlasting tour of Britain, seen here heading for Roxby.** ***Steve Thompson***

**Below: Class 37 607 leads 37 605 with the 1Q14 Derby RTC to Blackburn seen here at Brownhill on May 28th in the pouring rain.** ***David Hollowood***











# East Coast

**Above: Twin Pantograph fitted Class 91 114 is seen departing Doncaster on April 8th with a Newcastle - London Kings Cross service.** ***John Coleman***

**Left: Despite the main line being only a short distance away, East Coast trailer DVT No. 82224 departs Doncaster Works on the back of an Alleys low loader, May 23rd.** ***Michael Lynam***

**Below: Freightliner's Class 66 506 heads southbound with a Hunterston - Ratcliffe coal working passing East Coast's DVT No. 82223 on the rear of an Edinburgh bound service.** ***Michael Lynam***



# Colas Rail

**Class 56 302 heads through Frodsham on May 30th with the 6J37 Carlisle - Chirk logs.** ***Brian Battersby***





Above: On May 25th, Class 56 094 passes through Battlefield with the Baglan Bay - Chirk logs. *Phil Martin*

Top Right: Class 56 087 and 56 302 are seen heading through Helsby on May 27th with the 6J37 logs from Carlisle to Chirk. *Brian Battersby*

Bottom Right: Class 56 105 passes Waverton on May 11th with the 6J37 Carlisle to Chirk logs. *Brian Battersby*

Below: Class 47 727 'Rebecca' is seen at the head of 6E07 Washwood Heath - Boston covered steel train as it passes through Burton on Trent, May 7th. *Stuart Hillis*






**Class 56 302 roars through Langho with the prospect of a 4 mile climb up the 1 in 82 bank towards Ramsgreave and Wilpshire hauling the 6Z70 from Ribblehead (Virtual Quarry) to Chirk Kronospan loaded log train on May 31st.** ***Dave Felton***

# DB Schenker's fleet

**Top Left: Class 66 112 hurries the 6V13 Dollands Moor to Margam through Hanwell on May 11th.** ***Derek Elston***

**Bottom Left: Class 66 011 with the 6E32 Preston Docks to Lindsey Oil Refinery is seen at Pleasington on May 13th.** ***Chris Stanley***

**Below: Under a stormy sky, Class 66 177 heading the 6O42 Halewood - Southampton Eastern Docks loaded car carriers passes through Acton Bridge, May 17th.** ***Michael Lynam***













**Above: Another dark day as Class 66 152 is seen working the 6K05 engineers train to Crewe Basford Hall through Bamber Bridge, May 14th.** ***Alan Naylor***

**Top Right: Class 66 193 passes through Pleasington with the 6K05 Carlisle - Crewe engineers working on May 3rd.** ***Michael Lynam***

**Bottom Right: Class 66 031 with the 6K05 engineers from Carlisle to Crewe Basford Hall is seen storming through Pleasington in heavy rain and mist on May 28th.** ***Chris Stanley***

**Below: Class 66 198 (with 60 071 on the rear) heads the Warrington Arpley sidings to Doncaster Europort up through Doncaster on May 29th.** ***John Martin***







Above: Class 66 186 with the 4M11 Washwood Heath - Peak Forest empty cement hoppers passes through Burton on Trent, May 31st. *Stuart Hillis*




Top Right: Class 66 070 is seen working the 6K05 Carlisle New Yard - Crewe Basford Hall engineers through Balshaw Lane Jct., May 21st. *Andrew Naylor*

Bottom Right: On May 9th, Class 66 019 passes through Hoghton with the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal. *Dave Felton*

Below: Class 66 087 with a fairly new working, 4V13 Toton - Avonmouth empty coal hoppers, is seen here on the goods line at Burton on Trent, May 17th. *Stuart Hillis*





On May 6th, Class 66 164 working 6M86 Margam - Dee Marsh loaded coils struggles up Hencote Bank. The town of Shrewsbury is in the background.
*Phil Martin*



Above: Class 66 012 with 6X01 Scunthorpe - Eastleigh hauling new continuous welded rail heads through Burton on Trent, May 21st. *Stuart Hillis*

Top Right: Class 66 152 is seen hauling 6K05 Carlisle Yard to Basford Hall through Pleasington on May 14th. *Chris Stanley*

Bottom Right: Class 66 161 working 4V75 Dee Marsh - Margam empty steel wagons passes Bayston Hill, Shrewsbury. *Phil Martin*

Below: Class 66 100 is pictured after passing through Cherry Tree (Blackburn) station hauling 6K05 the 12:18 engineers train from Carlisle to Crewe Basford Hall on May 20th. *Dave Felton*











Above: Class 66 141 approaches Kettering South with 6Z74 17:09 Luton Crescent Road to Peak Forest empties on May 13th. *Steve Madden*

Top Right: Class 90 020 'Collingwood' passing Broad Oak Farm, Old Linslade with 1M16 20:44 Inverness - London Euston, May 9th. *Steve Madden*

Bottom Right: On April 23rd, Class 66 111 takes the regular 6H50 Willesden Euroterminal - Tunstead sidings empty cement tank train past Colton, Staffordshire. The planned High Speed 2 line to Manchester is expected to pass through here on the opposite side of the village. *Gary S. Smith*

Below: Class 66 068 passes through Langho station on the 4 mile climb up the 1 in 82 incline hauling 6K05 12:18 Carlisle New Yard to Crewe Basford Hall engineers train, May 13th. *Dave Felton*








On May 3rd, Class 66 118 passes Ramsey Road, Whittlesey working the 6L62 12:53 Mountsorrel - Chesterton Junction.
*Lorenzo D'aniello*

Class 66 043 working 6O42 11:31 Halewood Jaguar - Southampton Docks passes Abernethys Crossing, Somerton on May 1st.

*Steve Madden*







# GBRf workings

**Above: Class 66 746 passes Chelmscote with the 4M23 Felixtowe North to Hams Hall service on May 16th.** ***Derek Elston***

**Top Left: Class 66 733 is seen at Ellesmere Port Docks getting loaded with Biomass prior to working the 4F65 to Ironbridge power station, May 6th.** ***Brian Battersby***

**Bottom Left: On May 18th, Class 20 107 and 20 096 are seen at Peterborough with the London Underground 'S' stock barrier wagons.** ***Richard Hargreaves***

**Below: Class 66 745 heads south through Doncaster on April 29th with a rake of MGR hoppers.** ***John Coleman***










Above: Class 66 733 with 6G60 Ellesmere Port - Ironbridge loaded Biomass passes Upton on May 7th. *Phil Martin*

Top Right: An unusual working on May 25th, when 4Z66 Doncaster to Fiddlers Ferry Biomass wagons passes through Pleasington with Class 66 728 in charge. *David Hollowood*

Bottom Right: Class 66 727 heads south through Doncaster on April 29th with an MGR working. *John Coleman*

Below: Class 66 727 heads through Ince & Elton on May 9th. *Brian Battersby*






Class 66 716 brings the 4V94 empty biomass hopper train from the Ironbridge power station to Portbury through the village of Charfield, South Gloucestershire on May 5th. *Gary S. Smith*







**Above: Class 66 727 'Andrew Scott' is seen outside the GBRf depot at Peterborough.** ***Richard Hargreaves***

**Top Right: In preperation for GBRf taking over working the 6K05 turn from EWS/DBS, Class 66 733 approaches Pleasington station with an 0Z33 route learner from Warrington to Carlisle, May 14th.** ***Dave Felton***

**Bottom Right: On May 23rd, Class 66 712 passes through Doncaster with an Immingham - Eggborough MGR working.** ***Michael Lynam***

**Below: Class 66 728 stands in Liverpool Bulk Terminal on May 25th with a rake of hoppers, having just arrived from Doncaster.** ***Michael Lynam***






Class 20 901 and 20 905 are seen hauling 'S' stock past the Central Rivers depot on May 6th. HNRC liveried Class 20 311 and 20 314 are on the rear of the train. *Andy*







# Freightliner's workings

**Above: Class 66 544 picks up speed at Farrington with 6M11 Hunterston High Level to Fiddlers Ferry power station heavy haul MGR working on May 11th.** ***Alan Naylor***

**Top Left: On May 4th, the 4O29 Crewe Basford Hall to Southampton Maritime passes Oxford with Class 66 418 still wearing full DRS livery despite being operated by Freightliner.** ***Derek Elston***

**Bottom Left: Another shot of Class 66 418, seen here hauling an intermodal service northwards towards Kentish Town West station on May 19th.** ***Papercliponnawire***

**Below: Class 66 599 heads the Roxby - Brindle Heath empty bins through Doncaster, May 24th.** ***Michael Lynam***











**Above: Class 86 628 and 86 629 lead the 4M54 Tilbury R.T.C. to Crewe Basford Hall through Stafford on May 1st.** ***John Martin***

**Top Left: Class 86 614 working solo is seen at Chelmscote working 4Z51 Tilbury to Daventry intermodal, May 16th.** ***Derek Elston***

**Bottom Left: Holding up a Gloucester-bound high speed train, Class 66 552 heads away from Standish Junction with 6Y11 Ashchurch - Fairwater Yard engineering train, formed of HOBC wagons, May 5th.** ***Gary S. Smith***

**Below: On May 2nd, Powerhaul liveried Class 66 504 heads the 4O55 Leeds - Southampton through Burton on Trent.** ***Stuart Hillis***






Class 66 503 ‘The Railway Magazine’ and 66 504 pass Abernethys Crossing, Somerton with 4O09 10:28 Trafford Park - Southampton Maritime, May 1st. *Steve Madden*







Above: Heavy Haul's Class 66 520 approaches Cherry Tree (Blackburn) with 4C70 empty coal hoppers from Fiddlers Ferry Power Station to Hunterston on May 25th. *Dave Felton*

Top Left: Powerhaul liveried Class 90 045 leads 4M81 Felixtowe North to Crewe Basford Hall through Chelmscote on May 16th. *Derek Elston*

Bottom Left: Class 86 609 and 86 605 head the 4L97 Trafford Park to Felixstowe intermodal working through Camden Road Junction on May 19th. *Papercliponawire*

Below: Class 66 587 passes Northampton at the head of the 4M94 Felixtowe to Lawley Street, May 23rd. *Derek Elston*











Above: Class 66 529 working Rugeley PS to Kellingley Colliery empty coal hoppers passes through Stenson on May 1st. *Stuart Hillis*

Top Left: Class 66 502 passes through the heart of Camden Town working 4M20 the Felixstowe to Lawley St. intermodal service on May 19th. This stretch of line from Camden Road to Willesden Junction Low Level via Queens Park is used only for freight workings. *Papercliponawire*

Bottom Left: On May 30th, Class 66 413 is seen working the 6D78 Willesden - Bardon Hill quarry with empty stone wagons nearing Moira on the Burton - Leicester freight only branch. *Stuart Hillis*

Below: Class 66 544 is seen approaching Cherry Tree (Blackburn) station hauling 6M11 Hunterston to Fiddlers Ferry Power Station with 2000 tonnes of loaded coal hoppers on May 9th. *Dave Felton*






Over the weekend of Saturday April 20th and Sunday April 21st, Ryecroft Junction to the Rugeley Trent Valley line was closed for engineering works and coal trains that are normally routed by that branch to the Rugeley power station were diverted.
On the Saturday, Class 66 519 crosses over from the Rugeley side of the River Trent to the Colton side with the 4Z56 Rugeley Power Station - Basford Hall empty coal hopper train. This used to be a common route for trains leaving the power station until the West Coast Main Line was rebuilt during the previous decade. On this occasion, a railman in hi-vis clothing walked the line ahead of the train as it was reversing out of the power station. Under the bridge the Trent Valley railway can be glimpsed on the opposite side of the river as that railway bypasses the town. *Gary S. Smith*

# DCR workings

**On Bank Holiday Monday May 6th, Class 31 190 was employed to take a few wagons from Hampshire to Derby. The BR green-liveried type 2 locomotive is seen here taking the 6Z31 Eastleigh works - Chaddesden sidings through Tilehurst, Berkshire.** ***Gary S. Smith***

**Top Right: Running 106 mins late due OHL damage, Class 56 303 leads 86 228 (450 007) and 86 242 (450 008) through a wet and miserable Northampton from Long Marston to Willesden TMD for testing before export to Bulgaria.** ***Derek Elston***

**Bottom Right: Class 31 190/D5613 is seen at Keyham, having arrived to collect the 'Railvac' before heading to Eastleigh on May 12th.** ***Steve Andrews***

**Below: Class 56 311 heads light engine through Burton on Trent working as 0Z56 Washwood Heath - Derby where it will join up with Class 56 301 and work onward to Crewe, May 31st.** ***Stuart Hillis***













Above: Class 31 190 is seen working the 6Z31 Eastleigh Works - Chaddesden sidings near Wychnor Jct. on May 6th. *Andy*

Top Right: Class 56 303 is seen hauling 50 044 as 0Z50 SVR Kidderminster to Brush Loughborough through Burton on Trent, May 15th. *Stuart Hillis*

Bottom Right: Class 56 303 is seen working the empty fly ash from Calvert to Didcot power station past Banbury Road Stone Terminal on May 7th. *Steve Madden*

Below: Class 31 190 is seen working light engine through Burton on Trent running as 0Z31 Derby to Weymouth Jersey sidings to collect the Swedish Railvac from it's jaunt around the UK, May 30th. *Stuart Hillis*





# HSTs

Top Left: First Great Western's HST power car No. 43159 leads a west bound service through Southall on May 11th. *Derek Elston*

Bottom Left: Grand Central HST power cars Nos. 43468 and 43423 are seen at Doncaster on May 24th with a Sunderland - London Kings Cross service. *Alex Thorkildsen*

Below: On May 6th, East Midlands Trains' HST power car No. 43060 heads a London St. Pancras to Nottingham service through Cossington. *Andy*









A meeting of First Great Western units at Black Bridge, south of the Standish junction, Gloucestershire on April 11th, as on the left, HST power car No. 43169 has been given priority with the 1G38 Paddington - Cheltenham Spa whilst on the right 150 131 on the 2M98 Southampton Central - Great Malvern has to give way and approaches the junction slowly. The high speed train was of course introduced by British Rail as a diesel multiple unit. *Gary S. Smith*

On May 6th, CrossCountry HST power car No. 43378 is seen on the rear of a Plymouth - Glasgow Central service as it passes near Wychnor Jct. *Andy*




# Class 92s workings

Above: Class 92 002 'H.G. Wells' arrives into Crewe on May 16th with a mixed rake of repaired wagons from Warrington Arpley. *Michael Lynam*

Top Right: Class 92 016 leads the 6B41 Wembley to Daventry water train through Northampton on May 23rd. *Derek Elston*

Bottom Right: Class 92 012 works an 0Z98 Crewe IEMD to Bescot holding sidings up through Stafford on May 1st. *John Martin*

Below: On May 17th, Class 92 041 heads the 4M63 Fridays Only Mossend - Hams Hall intermodal service through Acton Bridge. *Michael Lynam*








Class 92 037 passes through Euxton with 6S94 the 03:05 China Clay tanks from Dollands Moor to Irvine Caledonian Paper on May 29th. *Dave Felton*

# Units, Units, Units

**Top Right: On May 18th, under a stormy sky, First Capital Connect Class 365 520 is seen arriving into Peterborough with a terminating service from London Kings Cross.** ***Class47***

**Bottom Right: Arriva Trains Wales liveried Class 150 213 passes Waverton on May 11th working the Chester - Crewe shuttle.** ***Brian Battersby***

**Below: On May 12th, Virgin Trains' Class 221 Super Voyagers Nos. 221 109 and 221 113 pass Bolton Junction on the approach to Blackburn station with 1S35, the diverted 09:20 service from Birmingham New Street to Glasgow Central via the Settle and Carlisle line due to the West Coast Main Line being closed at Lancaster.** ***Dave Felton***













Above: Seen arriving into Sheffield from Doncaster on May 25th is Northern's Class 142 064. *Paul Godding*

Top Left: Northern Rail's Class 156 424 is seen at Helsby on May 11th with a service from Liverpool, *(or should it be THE service from Liverpool)*. *Brian Battersby*

Bottom Left: Arriva Trains Wales' Class 175 001 arrives into Shrewsbury on May 11th working a Cardiff - Manchester service. *Richard Hargreaves*

Below: Greater Anglia's Class 315 816 is seen at Upminster station with the Romford shuttle on April 18th. *John Coleman*











**Above: London Midland's Class 170 634 is seen passing Malvern Common on May 26th with the driver giving your photographer a funny look whilst working a Hereford to Birmingham service.** ***Neil Pugh***

**Top Left: On May 25th, Merseyrail's Class 508 110 is seen arriving into Green Lane station with a 6-car working to Liverpool Central.** ***Class47***

**Bottom Left: On May 11th, London Midland's Class 350 101 stops at Coventry whilst working a Birmingham New St. - London Euston service.** ***Richard Hargreaves***

**Below: On May 25th, EMT's Class 158 854 departs Sheffield with a service for Norwich.** ***Paul Godding***










Above: A rather colourful First Great Western working forming the 18:50 Great Malvern to Bristol Temple Meads service on May 20th, as Class 150 232 leads a pair of Class 153s past Malvern Wells. *Neil Pugh*

Top Left: Arriva Trains Wales' Class 175 108 calls at Helsby on May 11th whilst working a Llandudno - Manchester Piccadilly service. *Brian Battersby*

Bottom Left: Virgin Train's Class 390 008 is seen departing Birmingham International on May 11th with a service to London Euston. *Paul Godding*

Below: Northern Rail's Class 142 001 is seen approaching Blackburn with 2N14 08:44 Blackpool South to Colne service and in the distance Class 156 444 is held at Bolton Junction with 2N57 09:00 Manchester Victoria to Clitheroe service, May 27th. *Dave Felton*










**Above: Chiltern's Class 165 003 is seen departing Chorleywood with a service from Aylesbury to Marylebone on May 25th.** ***Derek Elston***

**Top Left: On May 7th, Arriva Trains Wales' Class 158 840 is seen crossing Barmouth Bridge with a Machynlleth - Barmouth service.** ***Phil Martin***

**Bottom Left: Virgin Trains' Class 221 110 speeds through Mickle Trafford on May 27th with a diverted West Coast Birmingham - Preston service.** ***Brian Battersby***

**Below: Northern Rail's Class 142 033 passes the former goods warehouse after departing from Mill Hill (Blackburn) station with 2N18 15:44 Blackpool South to Colne service on May 24th.** ***Dave Felton***









Above: On May 11th, First Great Western's Class 166 206 speeds through Hanwell. *Derek Elston*

Top Left: Northern Rail's Class 150 114 is seen attached to the rear of a Class 142 working the 2F37 Stalybridge - Liverpool Lime St. as it passes over Sankey Viaduct, Earlestown on May 1st. *Dave Harris*

Bottom Left: London Midland's Class 170 630 exits the tunnel under the Malvern Hills with a Great Malvern service on May 4th. *Neil Pugh*

Below: Northern Rail's Class 142 053 heads towards Preston as the train passes through Pleasington with 2S15 07:47 Colne to Blackpool South service on May 25th. *Dave Felton*










Above: Heathrow Connect's Class 360 201 arrives at Hanwell with a Heathrow Airport to London Paddington service, May 11th. *Derek Elston*

Top Left: Northern Rail's Class 150 228 is seen upon departure from Bolton station working the 2J54 07:07 Clitheroe to Manchester Victoria service on May 25th. *Dave Felton*

Bottom Left: First Great Western's Class 180 104 runs through Tilehurst, Berkshire on the morning of May 6th, *Gary S. Smith*

Below: On May 2nd, Northern Rail's Class 142 088 is seen standing in platform 3C at Preston station with 2F00 12:59 Preston - Ormskirk service. *Dave Felton*









Above: Southern's Class 377 412 is seen under the magnificent roof at Brighton on May 11th. *Steve Thompson*

Top Left: Arriva Trains Wales' Class 158 821 climbs Hencote Bank working a Birmingham International - Chester - Holyhead service on May 6th. *Phil Martin*

Bottom Left: Northern Rail's Class 150 134 is seen arriving into Bamber Bridge station on May 29th with the 2N12 07:42 Blackpool South to Colne service. *Dave Felton*

Below: Northern Rail's Class 158 752 is seen climbing Hoghton Bank (at Hoghton Bottoms) working the 1B20 07:06 York to Blackpool North service on May 24th. *Dave Felton*










Above: Normally the preserve of Class 158 operations, Northern Rail's Class 155 342 puts in an unusual appearance on 1B21 08:29 Blackpool North to York service as the train approaches Pleasington on May 14th. *Dave Felton*

Top Left: First Capital Connect's Class 377 504 is seen on the rear of a service departing Brighton on May 11th heading for Bedford. *Steve Thompson*

Bottom Left: Southern's Class 313 213 is seen at Brighton on May 11th. *Steve Thompson*

Below: With a backdrop of Pendle Hill in the distance, Northern Rail's Class 150 134 is seen at Langho station with 2N55 15:40 Manchester Victoria to Clitheroe service on May 13th. *Dave Felton*





A shuttle service between Aylesbury and Quainton Road was run again on May 6th. On the old Great Central 'Extension' line, Class 121 railcar No. W55034, forming the 1T93 from Quainton Road, passes the site of the Waddesdon Manor station that was closed in 1936. *Gary S. Smith*

# Scot-Rail - life north of the border

On May 25th, Class 55 022 is seen stabled at Yoker with Barrier vehicles for the current EMU drags that it is being hired-in to power. *Darrel Hendrie*




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

**Above: On April 22nd, Class 318 252 is seen with a service to Dalmuir.** ***Kai Pernau***

**Right: East Coast's HST power car No. 43296 leads the Highland Chieftain through Dunkeld on May 25th.** ***Richard Jones***

**Below: On May 28th, an unidentified Class 91 hauls an East Coast 225 set across the River Tweed heading for Edinburgh.** ***Darrel Hendrie***





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

Top Right: Class 37 218 top'n'tailed with 37 605 working the 1Q23 Mossend - Inverness test train are seen here at Pitlochry on April 23rd. *Richard Jones*

Bottom Right: Class 37 259 leads 37 608 with the Carlisle - Georgemas flask as it approaches Pitlochry on May 1st. *Richard Jones*

Below: The driver opens the power handle on Class 55 022 'Royal Scots Grey' as it departs Kilmarnock with a Class 334 unit move to Yoker Depot. *Darrel Hendrie*









# Going Underground

**Inside the trainshed at London Transport's Acton museum on April 14th, during an open day.** *Chris Morrison*



# Going Underground continued...

Above: London Underground 'C' stock Nos. 5516 and 5529 stand at Euston Square with train No. 232 on May 27th. *Alex Thorkildsen*

Top Right: London Underground battery locos Nos. L15 and L19 are seen heading through Earl's Court on April 30th. *John Coleman*

Bottom Right: 1973 Stock Nos. 222 and 169 are seen arriving into Ruislip with Piccadilly line service No. 230, May 26th. *Alex Thorkildsen*

Below: 'S' Stock Nos. 21302 and 21301 depart Plaistow on train No. 237, May 26th. *Alex Thorkildsen*











# Tyne and Wear Metro

**Above: Metrocar No. 4031 stands on an Allelys Low Loader at Hylton Street Yard waiting to go to Wabtec at Doncaster for refurbishment, whilst Battery Locomotives Nos. BL2 and BL3 stand top'n'tailed refurbished Metrocar No. 4073 waiting to transport it to Gosforth Depot, May 8th.** ***Alex Thorkildsen***

**Top Right: Working service No. 112, Metrocars Nos. 4011 and 4055 can be seen approaching Woolsington Crossing on their way to South Hylton from the Airport, May 13th.** ***Liam Coates***

**Bottom Right: Metrocars Nos. 4064 and 4035 are seen arriving into Platform 1 of West Jesmond station with train No. 104, May 22nd.** ***Alex Thorkildsen***

**Below: Metrocars Nos. 4009 and 4064 are seen arriving into Gosforth Depot East Yard with train No. 147 on May 8th.** ***Alex Thorkildsen***











# Manchester Metrolink

**Above: Metrolink Tram No. 3068 is seen being delivered to Manchester on May 11th.** ***David Hollowood***

**Top Right: On May 24th, stored T68s Nos. 1025 and 1019 await their fate at Old Trafford depot. No. 1025 was withdrawn from passenger service in January this year. Unlike the others T68`s the tram initially retained its TMS and VRS equipment and had a special pantograph fitted so it could be used for ice breaking duties. This was, shortlived and the tram had its TMS/VRS equipment removed in mid March 2013 and it was then moved to Trafford Depot for storage.** ***Michael Lynam***

**Bottom Right: On May 24th, Tram No. 3028 approaches Didsbury Village from East Didsbury en route to Rochdale.** ***Michael Lynam***

**Below: Tram No. 3001 is seen waiting to depart East Didsbury on May 24th.** ***Michael Lynam***









# Manchester Metrolink

**continued...**

**Right: On May 24th, Tram No. 3002 is seen at the end of the line, East Didsbury station.** ***Michael Lynam***

**Below: T68 Tram No. 1007 'East Lancashire Railway' is seen climbing out of the underpass into Eccles Station, its destination already changed ready for departure.** ***Michael Lynam***



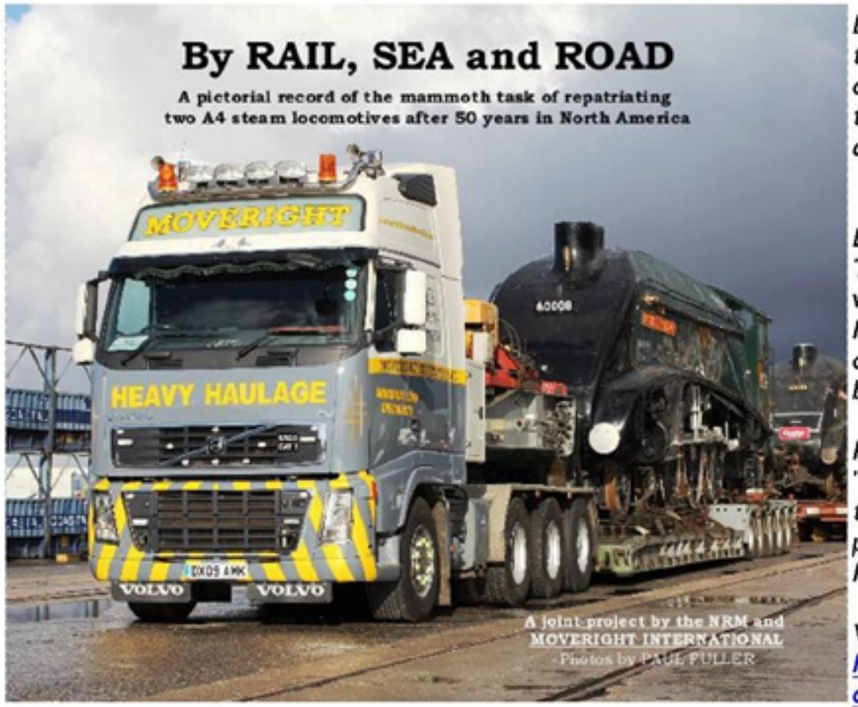





## By RAIL, SEA and ROAD

***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




*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 hard-back 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.*

*Visit:*
*http://www.blurb.co.uk/bookstore/detail/3708224*




# Blackpool Trams

**Above: 'C Fleet' heritage Brush car No. 631 has re-entered service on May 6th following a repaint.** *Michael Lynam*

**Top Right: 'B Fleet' rebuilt widened Balloon No. 719 in the new livery is about to cross tracks south of Central Pier, and head to the Pleasure Beach having just come on service from Rigby Road depot.** *Michael Lynam*

**Bottom RIght: 'C Fleet' heritage Balloon No. 701 is seen back in passenger service, having spent the winter months on snow plough duties, leaving the Pleasure Beach for Little Bispham.** *Michael Lynam*

**Below: 'A Fleet' Flexity No. 005 is seen in service heading for Squires Gate.** *Michael Lynam*









# Fares Advice with RailUK

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

## London Overground saturday peak?

Q: A friend and I were travelling around London on a Saturday a few weeks back, to see the steam on the Met. We'd bought Off-peak travelcards. A member of London Overground barrier staff (I can't remember which station it was now) tried to tell us that they are not valid before 0930, even on a Saturday (the barriers would not let us through)! Since it was almost 0930 at the time he let us through anyway, but we both have a suspicion that he was talking rubbish. Was he?

*A: Travelcards are valid as follows:*

*•Anytime Day Travelcard which can be used for travel at any time on the day of validity and for travel for any journey starting before 0430 the following day.*
*•Off Peak Day Travelcard which can be used on the day of validity from 0930 Monday to Friday, all day Saturday, Sunday and on public holidays. It is also valid for use for any journey starting before 0430 the following day.*
*•7 Day Travelcard which can be used at any time during the 7 day period of validity and for any journey starting before 0430 the day after the expiry date. Assuming Chapel is in the ranger validity area, then perfectly valid. Unlimited travel within the validity area subject to any time restrictions.*

*So Yes he was completely wrong!*

## Coach * Seat *** reservation with non-Advance ticket

Q: Booked an off peak return from Birmingham to Haywards Heath route High Wycombe with East Midlands Trains website today and collected it from a TVM, noticed I had a seat reservation marked coach * seat ***, which I'm used to getting with some advances, but never got it with any other ticket before. The website did ask me if I wanted to reserve a seat but never confirmed I had reserved one, though it was a bit unusual and pointless to get a */*** reservation with my ticket today!

*A: It is a train reservation ticket, only given out for TOCs that don't do specific seat reservations (Southern, Chiltern, Southeastern etc).*

*If booked online you normally have to select an outward journey to select the ticket, that means the reservation ticket you got is telling you which train to catch as it's the one you've chosen.*

## North Wales Rover

Q: According to the leaflet, this can be bought at staffed stations and on buses. Recently, I attempted to buy one for Zones W and D at Chester Station. Apparently not available because "Zone D has no trains (from Ruabon)"! I then attempted to buy it on the Chester - Wrexham bus. Not available because "We only sell Arriva tickets".

*A: I am sorry to hear that someone else has experienced problems purchasing/using this ticket.*
*The last time I bought one of these tickets, I purchased the ticket at Chester railway station, then decided to start off by using the Arrive route 1 bus to Wrexham which starts outside the station. Four successive bus drivers refused to accept the ticket for various reasons & one of these was less than polite about it as well. I returned to the ticket office at the station (also run by Arriva) to explain the situation & the staff were perplexed as to why the bus company wouldn't accept the tickets. I did end up using the ticket, (by rail only) but have not purchased one since due to the difficulties I encountered.*

*I complained to Arriva and their initial response was to thank me for bringing the matter to their attention & that the Wrexham depot had not been told about the existence of the ticket! They also told me that I was dealing with two separate companies, which may technically be correct, but the trains & buses are both painted turquoise & have the same name emblazoned on them...!! Given that the product is sponsored in part by Arriva, I found this a little difficult to believe. No offer of compensation made either despite the fact I was made to look like an idiot by the company.*

*A second, more blunt letter pointing out that Arriva actually ran both the buses & the trains expressing my opinions about their inability to manage such products across their business did elicit a refund. However, Arriva have lost my business from this market & the OP's story doesn't bode well for the future of the rover if Arriva can't be bothered to market the darned thing properly & ensure ALL their depots are aware of the existence of the ticket.*

## 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.



Deltic '22 is seen heading through Kilmarnock on May 25th with a Kilmarnock to Yoker move. *Darrel Hendrie*

## Further access improvements planned for Waverley

Vehicle access ramps will close temporarily during this summer as part of wider improvements to access arrangements at Edinburgh Waverley Station. The south ramp, which is used for taxi and drop-off access, will close for three weeks from June 3 to allow for new security measures to be installed.

The security measures, to be implemented in September this year, will see drop-off traffic moved to New Street car park and taxi numbers controlled by a secure entry arrangement. The new measures will improve security, enhance safe movement through the station and result in a better station environment for passengers and staff. The ramp access changes are being implemented to coincide with further access changes to improve passenger movement around the station.
By summer, a new lift connecting the Waverley Steps mezzanine level to the station concourse will be operational, while new escalators connecting the Market Street walkway to platform 11 will be installed by September.

Further improvements to the Calton Road entrance will be made by December 2013, with new lifts permitting step free access to the eastern end of the station for the first time. David Simpson, Network Rail route managing director for Scotland, said: "Waverley is now easier to access than at any other time in its history and these additional improvements will further enhance access, movement around the station and the station environment.

"Restricting vehicle access to Waverley will improve security, reduce the risk of accidents, enhance the environment for passengers and decrease the level of air pollutants in the station. A certain number of taxis and mobility vehicles will still be able to access the station but, from September, drop-off traffic will be asked to use New Street car park, where we have allowed 30 minutes free parking."

The latest access improvements follow three years of enhancement work at Waverley. The renewal of the station roof was completed in 2012. Lifts and escalators were also opened at the north side in 2012, allowing access to Princes Street. To the south of the station, lifts now connect the station to Market Street and New Street car park.

During the three week closure in June 2013, taxis servicing the station will pick up and drop off on Market Street.

# Carmarthenshire railway station restoration needs your help

Network Rail is calling on the local community to help them to restore Pantyffynnon railway station in Carmarthenshire. Believed to date from 1857 and built to an Isambard Kingdom Brunel chalet design, the station lies on the Heart of Wales Line at its junction with the branch lines to Brynamman and Abernant.

The hope is to restore the Grade 2 listed former station building at Pantyffynnon station over the next year with funding from Network Rail and the Railway Heritage Trust.
However, the project team in charge of restoring one of the few examples of this design back to its former glory need the support of the local community to pinpoint the finer detailing of the building in times gone by. They are particularly interested in any photographs of the north end of the building, as that would assist in determining the original form.

Network Rail's director of route asset management for Wales, Jonathan Pegg, said: "This is a magnificent building which will be brought back into use as a result of our renovation. However, we simply do not have the historical information on its design as some records have been lost over the passage of time.
"We are appealing to any former railway workers, local historians, rail users or enthusiasts to provide any old photographs, engravings or records of the building. We need them to help piece together the history of this unique building so that we can faithfully restore this important local building.

"Items dating from its early life between 1860 and 1920 are of particular interest to the project, but any information that the community can give will be gratefully received." Any information should be sent to Adam Checkley, Network Rail, 5 Callaghan Square, Cardiff, South Glamorgan, CF10 5BT, or email Adam.Checkley@networkrail.co.uk . Any documents sent to Network Rail will be returned to its owner by recorded delivery within 14 days of receipt.

Ex Manchester Ship Canal shunter No. 4001 is seen at Haslingdon on May 4th. *Brian Battersby*




# 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





# Amphibious antics at Norton Bridge

Work is well underway to re-home the newts of Norton Bridge as part of a major project to deliver performance improvements on the West Coast Main Line through Staffordshire.

The newt relocation comes in advance of the proposed railway flyover at Norton Bridge which will remove a major bottleneck on the route and forms part of a series of preparatory pipeline diversions, scheduled to take place from July of this year through to early 2014.

Also included in these works is the establishment of a compound off land between Station Road and Scamnell Lane, with the installation of a new road junction and supporting traffic management taking place at the beginning of June.

Leading the project on behalf of rail infrastructure owner and operator Network Rail is the Staffordshire Alliance – a partnership of Atkins, Laing O'Rourke, Network Rail and VolkerRail, working as part of a new collaborative contract that is helping to transform the delivery of rail projects in the UK.

Dominic Baldwin, alliance manager, said: "Whilst construction of the flyover itself is subject to a development consent order, there is a host of enabling works we need to complete first that will help in the efficient and effective delivery of the project, whilst also managing the impact on the local environment. This includes the relocation of protected species."

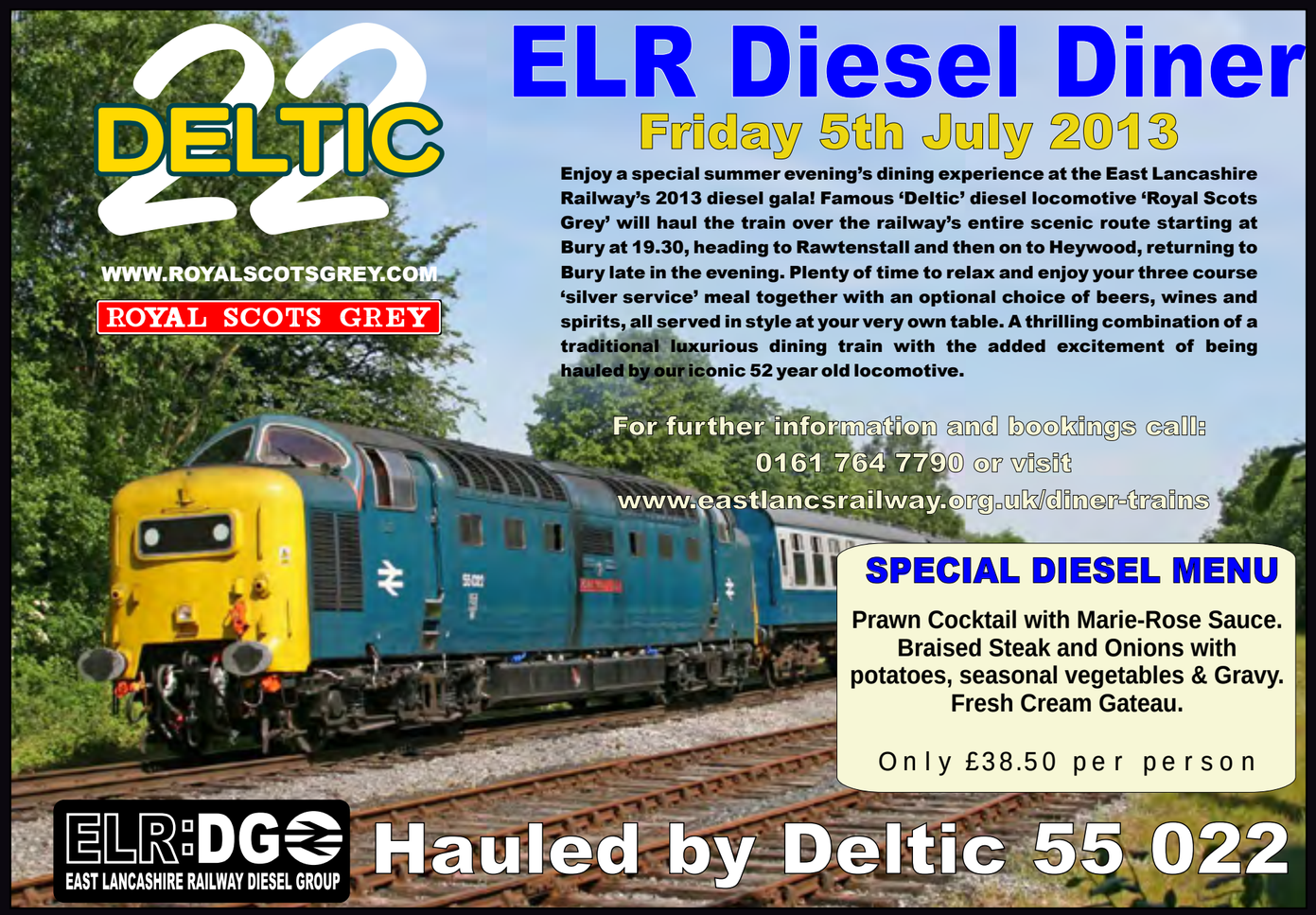
In the Shallowford area of Norton Bridge this includes great crested newts, with a dedicated reserve being created for them at Shallowford House Retreat and Conference Centre. Currently under construction, the reserve will feature six ponds, new landscaping and specially constructed walkways, with the newts being relocated there starting this autumn.

In the meantime, special fencing has been erected around the alignment of the pipeline diversions at Norton Bridge to help safely capture the newts, which are temporarily transferred to a holding pond (also located at Shallowford House), before moving to their new home later in the year.

Class 325 014 is seen at Newcastle on driver training duties in connection with a new Royal Mail contract at Tyne Yard. *Alex Thorkildsen*









# Update on rail repair – Hatfield & Stainforth



**Engineers have this now started to remove spoil from the rail line damaged by a spoil heap slip at Hatfield colliery in February. Extensive, careful removal of material from the rest of the spoil heap means that it is now stable enough for engineers to work safely on the spoil which is on the rail bed.**

**Phil Verster, Route Managing Director for Network Rail, said: "I want to thank passengers for their patience during this exceptionally difficult time. The size of the task facing us at Hatfield Colliery is one of the most complex I have faced in my rail career. Engineers have made excellent progress on site but the potentially dangerous nature of the material we are dealing with means repair has to be carefully and meticulously planned. "The recent good weather means we have increased confidence that the railway will be restored in July. However that remains subject to weather conditions on site and the behaviour of the spoil, which can be unpredictable. Therefore we continue to aim for July but plan for a September restoration to make sure we have a clear, workable train plan should the works coincide with the resignalling programme at Nottingham, starting 20 July."**

**On continuing disruption to rail passengers in north Lincolnshire, Mr Verster added: "I fully appreciate the importance of restoring a direct rail service to communities and businesses in Cleethorpes, Scunthorpe, Goole and other places affected by the Hatfield landslip. My team and I are committed to do so as quickly as is possible. "We are working closely with the operators of passenger and freight traffic to make best use of the railway network during the disruption and there have been some difficult trade offs. Capacity on the diversionary routes through Brigg and Lincoln is limited and it is essential we provide capacity for the freight flows out of Immingham and Scunthorpe upon which our economy relies. I remain grateful for the patience of our communities, our passengers and our freight customers."**

**Network Rail has to find diversionary capability for approximately 140 freight services per day because of the damage caused by the landslip. These trains are essential to the UK economy and carry, amongst other goods, oil for aviation fuel, steel critical for production processes and coal for electricity generation. The majority are being accommodated on the Brigg line with some services also accommodated on the route through Lincoln. A significant number of these services are carrying coal which is feeding the power stations – maintaining essential power supplies to the north of England and East Midlands.**

**Following meetings with local councils and customer feedback, First TransPennine Express will be introducing a new Sheffield to Cleethorpes service via the Brigg Line. This new 'holidaymaker' will run on Saturdays from 25 May leaving Sheffield at 1030. It will return from Cleethorpes to Sheffield at 1811. This is in addition to the three services in each direction which are operated by Northern Rail on this route every Saturday.**

Tarmac shunter ‘Cracoe’ is seen at Swinden Quarry, Grassington on May 4th. *Brian Battersby*




# The numbers are up at Finsbury Park station

Platform numbers have changed at First Capital Connect’s station Finsbury Park to make space for a new rail line that will open in December and improve rail services.

From Sunday, 19 May, trains have departed from the same platform as before but the platform will have a new number.

Each platform number will be increased by the value of two so that platform 1 will become 3, platform 2 will become 4 and so on.

Karen Sherwin, station manager for First Capital Connect, said: “Our passengers’ trains will leave from exactly the same place as before but the platform they use will have a new number. We will be handing out leaflets and using posters, Twitter and public address announcements to help spread the message.”

Network Rail are making the changes to create space for two new platforms and a new passenger line, which will open in December 2013 to ease congestion on the rail network and improve the reliability of train services.

In the longer term, as more trains are made available through the Thameslink Programme, the extra passenger line will make space for more services across all lines on the Great Northern route and provide a link from Finsbury Park to the Thameslink route with direct trains across the capital to London Bridge and beyond.

Customers are urged to see www.firstcapitalconnect.co.uk/stations for more information.

# Consultation opens on proposed routes for Crossrail 2

With London’s population set to boom, plans are underway for a vital new rail line, Crossrail 2, in order to support this future growth. Now the plans moved a step closer with Transport for London (TfL) and Network Rail launching a public consultation on the proposed routes. With Crossrail already set to provide a 10 per cent increase to rail capacity in London, Crossrail 2 would add to this even further. It would create a new high frequency, high capacity rail line with shorter journey times between south west and north east London. It would help to relieve congestion on busy main line routes into central London and on the Underground network, while allowing communities around London to benefit from the creation of new jobs and new homes.

The Mayor of London, Boris Johnson said: “Crossrail is set to revolutionise travel in the capital, and with a predicted 10 million people expected to be living in London by 2031, pressing ahead with the next stage of the plan, Crossrail 2, is quite simply essential. In order to support this great capital’s bright future, we need to think ahead and not wait until our transport arteries are clogged up and restricting jobs and growth. That’s why I am sending out a rallying cry for the public’s support for this consultation – come and share your views so we can progress with Crossrail 2 as soon as possible.”

The consultation will seek the views of people in London and the south east of England and runs from 14 May to 2 August 2013. It aims to establish what level of support there is for the project and where the public and stakeholders would like Crossrail 2 to serve. The public are encouraged to respond and share their views at www.crossrail2.co.uk. Even with the Tube upgrade works and the delivery of Crossrail additional capacity on the transport network is needed to cope with London’s forecasted population growth. Crossrail 2 could be operational in 2030 but it is essential that work continues now to meet this target so the future forecasted population and employment growth in London is supported by new transport infrastructure.

A route for Crossrail 2, formerly known as the Chelsea-Hackney Line, has been kept free from any intrusive building development since 1991 and any new buildings along the route have been constructed to allow for a potential new railway line. TfL is now reviewing this safeguarded route and has proposed two alternatives which would better meet the rail needs of the capital in the future - a Metro option and a Regional option.

The Metro option could offer a high frequency underground service across central London. This option could be an underground railway and could operate between Wimbledon and Alexandra Palace. The route would relieve congestion on trains and platforms on the Northern, Piccadilly and Victoria lines. The Regional option could benefit people in Hertfordshire, Surrey and beyond by enabling more trains to run on busy National Rail routes. This route could be a combined underground and overground railway and could operate from Alexandra Palace and stations in Hertfordshire to various locations in south west London and Surrey. Transport for London’s Commissioner, Sir Peter Hendy CBE said: “It is vital for the UK economy that we get on and finish Crossrail and the upgrade of the Tube. It is equally important for us to look beyond that if we are to accommodate a population forecast to grow to 10 million by the early 2030s. Given the lead times needed, that means progressing with Crossrail 2 now as an essential element in maintaining London’s status as a world city.” David Higgins, Network Rail chief executive, said: “London’s railways are already the busiest and most congested in the country, with many main lines already operating at, or close to, capacity. With the number of rail passengers in London predicted to grow by 30 per cent in the next twenty years, our plans to increase capacity through projects like Thameslink and Crossrail will make a real difference. But we must also press on with schemes such as Crossrail 2 to make sure public transport continues to support and drive economic growth in and around the capital.”

Lord Adonis, Chairman of the Crossrail 2 Task Force for London First, said: “Even with the significant investment already taking place in transport infrastructure, Crossrail 2 will be as essential as Crossrail for London to provide jobs and prosperity in the next generation. I am glad to see the Mayor taking forward preparations for Crossrail 2. Now we need a credible funding plan embracing the public and private sectors, with a view to construction in the 2020s.”
Baroness Jo Valentine, Chief Executive of London First said: “We welcome the start of the consultation process for Crossrail 2 today which is a key piece of infrastructure needed for London. Even with the major transport programmes that are already planned or underway, by the late 2020s most tube and train carriages will feel like sardine tins for much of the day. That’s bad for London of course, but as the capital is the engine room of the UK economy, it would be damaging to the country as a whole. We need everyone to get behind this project and make it happen.”

A report on the findings of this consultation will be presented to the Mayor of London in autumn this year and made publicly available on the consultation website. Further, more detailed consultations would then follow.



S&DJR Jinty No. 23 is seen arriving at Swanwick on May 4th. *John Martin*

# Poster girl Hannah helps to keep Hove station litter free

**Hove student, Hannah Benn has won a Southern competition to design a poster aimed at getting people to bin their rubbish, rather than leave litter at Hove station.**

**The competition was the idea of Hove MP, Mike Weatherley who asked Southern to contact local schools and invite pupils to create a poster using the theme 'be considerate to other passengers - bin your rubbish'.**

**Hannah's winning design really caught the judges' imagination and the poster, with it's vibrant colours and very clear message should make people think twice before they decide to throw their rubbish on the ground or onto the track.**

**Hannah's poster will be displayed throughout the station and for her efforts, she wins vouchers for a local Art shop, Lawrence, in Portland Road Hove.**




# Work starts to refurbish historic Frome railway station

**Work has started on a £500,000 project to refurbish and repair the Grade II listed railway station at Frome in Somerset. Improvements to the 163-year-old station will include timber repairs and strengthening, masonry and glazing repairs, cleaning and redecoration, the removal of vegetation and alterations to guttering.**

**Network Rail will also replace the electrical wiring and lighting in the station buildings and platforms to meet the latest standards, making sure the historic station is fit for the future.**

**The original train shed at the station remains almost entirely intact and is probably the last of its type still in use in the Western region. Over the past 163 years, its condition has deteriorated and it now needs extensive refurbishment and repairs to restore it to its former glory.**

**Robin Basu, Network Rail's community relations manager for the Western route, said: "The railway station at Frome is an exceptionally important example of its period and type still in use on Britain's rail network.**

**"It has become a major landmark in Frome and is a dominating piece of historic railway architecture of national importance. But it now needs additional strengthening and repair works to allow it to comply with the modern structural standards and requirements for stations and to protect it from further deterioration."**

**The station was built by the Wilts, Somerset and Weymouth Railway, a railway that linked the Great Western Railway (GWR) at Chippenham with Weymouth.**

**The line was authorised in 1845, was acquired by the GWR in 1850, reached Frome in the same year, and was completed throughout in 1857. This line forms the basis for today's Bristol to Weymouth route and is now managed by train operator, First Great Western.**

**Refurbishment work began in April 2013 and will take 14 weeks to complete. Network Rail continues to work closely with the Friends of Frome Station and the local community during the works in order to maintain and build relationships within the community.**



Class 37 610 ‘T.S. Cassidy’ and 37 602 top’n’tail the 1Z14 Crewe - Derby test train through at Burton On Trent on May 7th. *Stuart Hillis*








# Virgin Trains boosts Scotland - Birmingham services with December timetable

An overhaul of Virgin Trains’ timetable this December will deliver an extra 3,300 seats per day between Scotland and Birmingham and offer fresh competition to airlines operating on the route. The planned reconfiguration of services will deliver the first frequent direct trains from Scotland to Birmingham Airport in six years. Twenty-four of the 28 Scottish services that currently start or terminate in Birmingham will be extended to London Euston, offering new direct rail services to Scotland from Coventry, Milton Keynes and Sandwell & Dudley. This will give holidaymakers better options for travelling to Birmingham, Glasgow and Edinburgh airports to get cheaper flights during Scottish or English school holidays.

The changes will see five-car diesel Super Voyager trains that connect Glasgow and Edinburgh to the UK’s second-biggest city largely replaced by either double Voyagers (10-cars) or nine- or 11-car electric Pendolinos. It represents an 80% increase in seating capacity compared to 2008, when the current Virgin High Frequency timetable was introduced. Some 12,967 seats will be available on weekdays, up from 9,656 today. Scotland’s Transport Minister, Keith Brown, welcomed the increase in services, saying: “The Scottish Government is determined to deliver a rail network that brings together communities and cities, connecting people to jobs and developing social and economic opportunities for all in Scotland. Cross-border services will help support that ambition and we very much welcome the recognition by Virgin Trains of the increasing demands on services between Scotland and Birmingham and the additional capacity the extra 3,300 seats on these services every day will bring.”

Neil Rami, Chief Executive of Marketing Birmingham, said: “The news that Virgin Trains is expanding its capacity and services into Birmingham will provide a significant boost for the local economy, by helping to bring new visitors and investors to the city. Tourists and businesses alike need to reach locations as quickly and easily as possible – and an increase in rail services to Birmingham will provide another reason for them to come here. “Birmingham’s transport infrastructure is expanding rapidly, with Virgin Trains’ passengers set to benefit from the redevelopment of New Street station and Birmingham Airport’s runway extension, which will open up direct routes into markets such as China and the West Coast of the USA. Birmingham attracted a high of 33.8 million visitors in 2012, and increased demand for services into the city should help to build on this success.”

The latest timetable changes follows phenomenal growth in passenger numbers on Virgin Trains’ Anglo-Scottish services since it took over the West Coast passenger franchise in 1997 and marks the first step-change in capacity since the company was awarded a temporary franchise in December 2012. Virgin Trains is now expected to continue running the West Coast passenger service until April 2017. Between 2008 and 2013, passenger numbers travelling on Virgin Trains’ services between Birmingham and Edinburgh have grown by 235%. Between Glasgow and Birmingham, growth has been 261%. Meanwhile, Glasgow-Euston, the mainstay of Virgin Trains’ Anglo-Scottish operations, has seen growth of 144% over the same period. The overall level of seats available on Virgin Trains’ Anglo-Scottish services will go from 17,000 in December 2008 to 30,000 in December 2013.

Chris Gibb, Virgin Trains’ Chief Operating Officer, said: “Our plans for December represent the latest phase in our development of services on the West Coast mainline, as we strive to make the most of this iconic route by providing more trains and more seats, seven days a week. The success of recent years shows the enduring popularity of the route, and the potential that remains.
“We face intense competition from airlines, motorways and other train companies, and will continue to drive forward improvements to attract more customers and stay ahead of our competitors, as well as playing a key part in the economic and social development of the Midlands, North West England and Scotland”. The planned timetable change has been welcomed by business leaders in Edinburgh and Glasgow. David Birrell, Chief Executive of Edinburgh Chamber of Commerce, said: “We are delighted that Virgin Trains is adding this capacity on its Edinburgh to Birmingham routes, these additional seats will hopefully stimulate the business and employment opportunities as well as supporting Edinburgh’s already strong tourism offer.”

Stuart Patrick, chief executive of Glasgow Chamber of Commerce, said: “This is an extremely positive step by Virgin Trains and one which we firmly endorse. Increasing the capacity from Glasgow to the United Kingdom’s second biggest city will certainly be of interest to the city’s business community, while leisure customers visiting Glasgow will also benefit from the additional seats. It once again reaffirms Virgin’s commitment to Glasgow, the latest in a long line of positive initiatives. Additionally, it’s extremely promising to see the company focusing on its network right across the UK, ensuring connectivity is enhanced on many different key routes.”

The December timetable is the latest step change in improvements to Anglo-Scots services by Virgin Trains. In 2004, the company introduced its tilting electric Pendolino and diesel Super Voyagers trains, revolutionising travel on the West Coast mainline and cutting the fastest Glasgow Central to Euston journey from 5 hours 13 minutes to 4 hours 41 minutes. The Scotland-Birmingham service was developed as part of the Virgin Cross Country franchise before transferring to West Coast in 2007.

# Scottish Government funds wi-fi for ScotRail stations and trains

Free wi-fi will be rolled out at 25 ScotRail stations across the country, ScotRail and Transport Scotland has revealed all 38 of ScotRail's Class 380 trains will have wi-fi by March 2014, with trains being fitted at a rate of six or seven a month from October this year thanks to more than £1million of Scottish Government funding.

These trains – the newest in the ScotRail fleet – are used on routes linking Glasgow Central with Ayrshire, Inverclyde and Renfrewshire, as well as Edinburgh-North Berwick/Dunbar.

The expansion of wi-fi represents the latest phase in the Scottish Government's long-term ambition to provide wi-fi right across Scotland's railways.

Transport Minister Keith Brown said: "We are committed to ensuring that rail travel across Scotland is an attractive option for tourists, commuters and business users. Giving passengers the ability to connect to the internet at 25 stations and on all class 380 trains throughout Ayrshire, Inverclyde, Lanarkshire and the Lothians will provide more opportunities for people to switch to the rail network whilst keeping up-to-date with the latest information.

"In 2014, the eyes of the world will be on Scotland and we have a once-in-a-lifetime opportunity to showcase what we have to offer as a modern country. I am pleased that in advance of the major events taking place in 2014, visitors flying into Prestwick and Glasgow International airports, who then join the rail network, will be able to get access to wi-fi on every train. Combined with the station enhancements, this will help keep Scotland's railways at the forefront of wi-fi installation. We will continue to explore ways of getting more people connected when travelling by train between all seven Scottish cities."

Steve Montgomery, ScotRail managing director, said: "It is exciting that people will be able to enjoy free wi-fi at ScotRail stations for the first time, as well as on board our largest fleet of electric trains.

"We are confident that the expansion of wi-fi will be warmly welcomed by our customers, who increasingly want to stay connected during their journeys, whether for business or to chat with friends."

The Scottish Government has provided £250,000 to help install wi-fi by December 2013 at Aberdeen, Anniesland, Ayr, Dalmarnock, Dundee, Dunfermline Town, Edinburgh Haymarket, Edinburgh Park, Exhibition Centre, Falkirk High, Fort William, Glasgow Central, Glasgow Queen Street, Helensburgh Central, Inverness, Kilmarnock, Kirkcaldy, Linlithgow, Mount Florida, Paisley Gilmour Street, Partick, Perth, Stirling and Wemyss Bay stations.

Wi-fi will be installed at Gleneagles station as part of its refurbishment in time for next year's Ryder Cup.

Mr Montgomery said: "We considered several factors when selecting stations to receive wi-fi, including footfall, how long people stay in the station, number of services and the impact of major events, such as the Commonwealth Games and Ryder Cup. We have longer term plans for further stations to receive wi-fi in future."

Fitting of wi-fi to Class 380s will take place at Shields Depot in Glasgow during routine weekend maintenance between October 2013 and March 2014, avoiding any impact upon customers.

Liz Cameron, Chief Executive of Scottish Chambers of Commerce, said: "This is great news and a first-class project from both the Scottish Government and ScotRail.

"The ability for businesses to remain connected whilst travelling will enable us to be more productive and makes best use of our time. There is no doubt this will encourage more people to travel by rail."

The expansion builds upon the ongoing installation of wi-fi on all 59 of ScotRail's Class 170 express trains.

ScotRail's free wi-fi service allows access to email, web browsing and social media sites such as Facebook and Twitter.

Network Rail's Class 150 No. 950 001 sneaks through platform 1 at Doncaster, May 23rd. *Michael Lynam*




# First Hull Trains makes Oyster Cards available on board

First Hull Trains has launched a new service which allows commuters to buy pre-paid Oyster Cards on board its 90 services a week to the capital. Commuters using Hull Trains services from Hull, Brough, Howden, Selby, Doncaster, Retford and Grantham can now buy the cards from the buffet carriage on board.

David Pritchard, First Hull Trains' Revenue Development Manager, said: "We are continually looking at how we can make the whole journey experience more convenient for our customers. This includes investigating opportunities to join up with other transport providers. "This is something which customers have been asking for, once again demonstrating our adaptability in providing the service people ask for.

"The Oyster Cards are pre-loaded with £15 of credit, and are available to buy on all First Hull Trains services. They provide a stress-free solution for those customers who need to use the Underground, London buses and much more after they leave our train at Kings Cross. "They can even be used on certain boat services on the river, and to take a flight on the Emirates Air Line across the Thames. And what's more, you won't need to queue at the ticket office for them when you get to London." The cards enable the user to simply "touch in" at the ticket gates when entering the Underground or National Rail stations, or when boarding a bus. They can be simply re-charged at a ticket office, online or at credit card terminals when the £15 credit runs out, and used time and time again. The credit does not expire over time and fares are substantially cheaper using an Oyster Card than paying in cash as you go. This step forward in integration of transport comes after a £4.5m mechanical and electrical fleet overhaul and £2.4m internal refresh of the organisation's four trains, which now offer high quality Wi-Fi throughout, free to use for all passengers, and plug sockets available in all seating sections. The company has also been driving value for money with lower prices and offering customers more flexible ticketing options. Regular business customers can take advantage of 'Flexi-tickets' and by booking in advance, leisure travellers can get to the capital for as little as £10 – that's less than five pence a mile from Hull.

First class travellers can also enjoy some of the best value tickets anywhere on the East Coast Main Line, with outstanding customer care and complimentary food and drink. Mr Pritchard said: "We are always looking at ways to make travelling with First Hull Trains as easy and hassle-free as possible for the 800,000 people we transport every year. "People can now print their tickets at home, get their tickets direct to their smartphones and tablet computers, and now pick-up Oyster Cards."
This latest initiative comes after passenger numbers have increased by around 20 per cent in 2013 and First Hull Trains was one of the only train operating companies in the UK to keep its average 2013 fare increase below inflation.

# Great Western Railway clock is lovingly restored

A 19th century Great Western Railway clock has been lovingly restored to its former glory by Network Rail after it stopped working two years ago.

The GWR clock, which dates back to 1852, is a double-aspect clock and keeps time at the historic Severn Bridge Junction signal box in Shrewsbury – the largest mechanical signal box in the world.

The signal box, which opened in 1904, and its internal fitments are Grade 2 listed and it operates 24 hours a day, every day of the year. It houses 180 levers controlling track signals and points – of which 90 are still in use.

The clock would have been produced for a large signal box with a minimum of two signallers, one at each end of the frame – the method of operation in use today at Severn Bridge Junction.

Mark Langman, Network Rail's Wales route managing director, said: "The clock was originally built by the Great Western Railway at its famous Swindon works and first used in the Oxford area – though we can't be sure at which signal box.

"It had been keeping time at Severn Bridge Junction signal box for many years until it stopped ticking two years ago and was put into safe storage.

"We sourced a local expert in Adrian Donnelly, a Shrewsbury-based clock and barometer specialist, who has done a wonderful job restoring the clock back to its best.

"Adrian enthused on the quality of the mechanism and has accurately dated its manufacture back to 1852. By completing this important restoration, another piece of railway heritage has been preserved for future generations."



On May 29th, Class 950 001 heads up the bank approaching Pleasington on a survey of tracks from Carnforth and back. *Michael Lynam*




# New footbridge to be built in Fishbourne

Work has started on a new footbridge which will replace a high-risk footpath level crossing in Sussex.

The new bridge in Fishbourne will link Fishbourne Road East and Westgate and is part of Network Rail's ongoing work to improve safety at level crossings.

In recent years there have been a number of incidents at the crossing including three fatalities, 22 near misses with trains, nine reports of misuse and 18 acts of vandalism.

The footbridge will provide step-free access across the railway and be built on the site of the existing crossing.

Tim Robinson, Network Rail's route managing director for Sussex, said: "Network Rail is committed to improving safety when crossing the railway and will close level crossings and replace them with bridges where ever possible. This crossing has a history of incidents and misuse. We have worked with the local authority and engaged with local people to close it and the new bridge will make crossing the railway in Fishbourne safer for thousands of people every year."

The main section of the bridge will be enclosed to prevent neighbouring residential properties being overlooked and to minimise the risk of vandalism.

Work started at the end of April and the bridge is due to open in August 2013. The majority of the work will take place during the day but there will be some unavoidable work which will have to take place over night when trains are not running. Local residents will be written to in advance to give warning of the possible disruption.

On May 9th, Class 56 301 worked light engine to Kingsbury to collect Fertis liveried 56 106, 56 031 and 56 069 and deliver them to Nemesis Rail depot Burton, running as 0Z57 the convoy is seen here arriving outside the depot. *Stuart Hillis*




# Ticket to ride - Glastonbury founder buys ticket machine

Striking a chord with the local community, Glastonbury Festivals founder Michael Eavis has partnered with First Great Western to provide a new ticket vending machine at Castle Cary Station.

Helping you to get to Glastonbury, First Great Western will run over 50 additional trains to and from Castle Cary Station during the festival. Added to the regular hourly service from London Paddington, these trains will provide almost 13,000 extra seats.
First Great Western are delighted that Michael marked the installation of the new ticket facility. Welcoming the festival founder and philanthropist, FGW's Castle Cary Station Manager Nicholas Reid said: "FGW are continually looking at ways to improve our stations and improve access to the full range of services that we can offer.

"In the last year over £85 million has been invested across our network of 210 stations, by working with rail industry partners, the DfT, and local authorities.

"The work we mark today will allow even more Castle Cary residents to use the station, whether you wish to go down by the seaside or just have the hots for nowhere - helping us to keep people moving in these congested times."




# First major changes for passengers as London Bridge redevelopment gathers pace

The first major phase of the redevelopment of London Bridge station began in late May when three platforms were taken out of use until spring 2014. Over the late May bank holiday platforms 8-16, which are used by Southern services, were closed to prepare the area for work on platforms 14-16.

From Tuesday 28 May until spring 2014, platforms 14, 15 and 16 will remain closed while they are redeveloped and platform 13 will be narrowed. There will be no access to the footbridge from platform 13. The changes are a vital part of Network Rail's plans to alter the number of terminating and through platforms at London Bridge to provide more capacity to, from and through the station. Currently there are six through and nine terminating platforms; by 2018 there will be nine through and six terminating platforms. As well as providing greater capacity, it will also reduce the number of trains having to wait outside the station for the next available platform.

To inform passengers of the changes, an exhibition was held at London Bridge station and staff were on hand to answer questions about the project.

Robin Gisby, Network Rail's managing director of network operations, said: "We're transforming one of London's busiest stations. While we work, London Bridge will remain open for the thousands of people who use it every day and we are working closely with the train operating companies which serve London Bridge to keep passengers informed. "Once complete London Bridge will unlock the full benefits of the Thameslink programme and increase capacity through central London."

In a joint statement, train operators First Capital Connect, Southeastern and Southern commented: "We are working together, and with Network Rail, so passengers are kept informed of the work at London Bridge station. "We will ensure our customers are aware of the changes that affect them and what the various journey options are.

"Our station exhibition is just one example of how we are talking with our customers. We've created a programme website, ThameslinkProgramme.co.uk where customers can keep up to date with the Thameslink programme and sign up for email alerts about changes that matter to them."
As a result of closure of platforms 14, 15 & 16, and to coincide with Southern's timetable change, there will be platform alterations to many Southern services and some will be retimed from 19 May onwards. One Southern morning peak service will be diverted to London Victoria from 20 May onwards and passengers are advised to check train times and platforms carefully before travelling.

The route through to platforms 1 to 6 will also change from Saturday 25 May as the entrance by the interim ticket office leading to access ramps closes until early 2014. This change will extend journeys between the interim ticket office and platforms 1-6. Passengers will be informed in advance and the new route will be clearly signposted. Network Rail will carry out the work to the station and track in distinct phases, each having a different impact on train services. This means a number of shorter periods of disruption rather than all passengers being impacted for the full duration of the project.

When the station redevelopment is fully complete in 2018, London Bridge will benefit from increased numbers of services with train services between 8am and 9am increasing from 70 to a maximum of 88.

London Bridge will have the biggest station concourse in the UK and will be fully accessible with lifts or escalators taking passengers to every platform. The lighter and brighter station will have new entrances on Tooley Street and St Thomas Street with improved access to local cycling, walking and bus routes.

# 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'm handing over to another excellent review by Colin Irwin who has been to the Rose of Lancaster, which just to confuse matters isn't in Lancaster but is near Mill Hill station.

Their address is :

Rose of Lancaster
7 Haigh Lane
Chadderton
Oldham OL1 2TQ

They are open :

Monday to Thursday : 11.30am – 11.00pm
Friday & Saturday : 11.30am – 11.30pm
Sunday : Noon – 11.00pm

and food is available from:

Monday to Saturday : Noon – 9.15pm
Sunday : Noon – 8.45pm



Anyway, Colin writes
*Located next to Mill Hill station on the Manchester to Rochdale line, the Rose of Lancaster "Chadderton's finest pub & restaurant" provides a typical selection of wines and spirits, as well as several real ales that change fairly regularly, situated overlooking the Rochdale canal and open countryside, they pride themselves on being at the heart of JW Lees brewing country.*

*Their food is generous in quantity and very reasonably priced, staff are cheerful and happy to help.*
*The building has recently has a complete refurbishment, so it is very clean and open plan.*

*It may get noisy at night, as any good pub should, but the establishment is large enough to find a quiet corner if that is what you desire.*



*Overall the Rose of Lancaster is an excellent addition to any list of good honest pubs and should definitely be visited.*

Many thanks to Colin and remember that reviews of wherever you have been are always welcome.

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

Making a rare appearance to the Sussex coast, Class 56 087 slows for a red signal in Hastings working 0Z66 Ashford Up Sidings - St. Leonards RE loco trip for refuelling, May 10th. *Daniel Stanbridge*




## Station footbridge restoration to be entered for national railway heritage award

A station footbridge restoration project in Wiltshire is to be entered into this year's National Railway Heritage Trust awards when it is completed. Network Rail has repainted the platform canopies at the Grade 2 listed station at Bradford-on-Avon and is restoring the station footbridge to its former glory.

The footbridge was lifted out recently and sent to a foundry in Plymouth for grit blasting and repair. When it is re-installed, the span and staircases will be painted in the original Great Western Railway colours of dark and light stone to reflect the station's heritage status. Network Rail route asset manager for buildings, Simon Gyde, said: "I have been liaising with the Friends of Bradford-on-Avon and the Mayor for some time now and the work at this listed station is nearing completion."We have just finished the restoration of the canopies at Bradford-on-Avon station and painted them in the original GWR colour scheme. In addition, station manager First Great Western has completed some vegetation management."The final stage will be to restore the original roof to the footbridge, which was removed some 30 years ago. The Friends of Bradford-on-Avon and the Mayor are really keen to do this and with The Bradford on Avon Preservation Trust will raise the funds for the project in due course. "First Great Western's Bradford-on-Avon Station Manager Nicholas Reid said: "First Great Western prides itself on putting our customers first and supporting the communities we serve.
"We recognise the key role that rail travel has for the local and national economy and we are delighted to be able to work with Network Rail to ensure the timely completion of this restoration project.

"In the last year, over £85 million has been invested across our network of 210 stations, by working with rail industry partners, the Department for Transport and local authorities - improving facilities and access for all of our passengers."
Mayor of Bradford on Avon, Cllr John Potter, added: "The whole project is a great example of a large national organisation taking the trouble to restore and enhance the fabric of a much-admired and well-used community facility."
David Moss, chairman of the Bradford on Avon Preservation Trust, said: "We strongly support restoration of this historic footbridge and look forward to helping raise the necessary funds."

# A Different View





Above: DB Schenker Class 66 077 starts the decent of Copy Pit incline with 6E32 empty bitumen tanks from Preston Docks to Lindsey Oil Terminal on May 3rd. *Dave Felton*

Top Right: Rebuilding the platform and station at Broadway on the Gloucestershire and Warwickshire Railway, May 25th. *John Alsop*

Bottom Right: A pair of DRS Class 66s head a northbound 4S49 Daventry to Grangemouth intermodal service along the West Coast main line on April 22nd. *Kai Pernau*



**Top Right: GBRf Class 66 716 heads towards Cosford with a Biomass working in the evening sunlight on May 2nd.** ***Paul Godding***

**Bottom Right: Under a very dark sky, London Midland's Class 350 110 is seen at Birmingham International with a service to Northampton.** ***Paul Godding***

**Below: The old fashioned lighting still in use at Hanwell.** ***Derek Elston***











An overall view of Blackburn station, which has changed much in recent years, with the demolition of the old roof and buildings to make way for a more modern looking station. On May 24th, Northern Rail's Class 150 118 and Class 153 301 are seen departing with 2N57 09:00 Manchester Victoria to Clitheroe service, whilst DB Schenker's Class 66 133 is waiting for the road in the goods loop with 6E32 empty bitumen tanks from Preston Docks to Lindsey Oil Terminal. *Dave Felton*

# Embasy and Bolton Abbey Railway

On May 4th, Class 31 119 hauls the goods train out of Bolton Abbey station and heads for Embasy. *Paul Godding*







# Embasy and Bolton Abbey Railway continued...

**Above: Looking in a bit of a sorry state is Class 47 No. D1524 (47 004) seen here at Bolton Abbey station.** *Brian Battersby*

**Top Left: Class 08 054 is seen stored at Bolton Abbey, May 4th.** *Paul Godding*

**Bottom Left: Southern Railway USA Tank No. 65 and Lancashire & Yorkshire Railway A-Class No. 1300 are seen at Bolton Abbey station on May 4th, the lines 'Branchline Weekend'.** *Brian Battersby*

**Below: Built in 1931, LMS Sentinel No. 7164 is seen at Bolton Abbey station.** *Richard Hargreaves*





# Embasy and Bolton Abbey Railway continued...

Top Left: NCB No. 38 (Class 14 No. D9513) is seen shunting at Bolton Abbey on May 4th. *Paul Godding*

Bottom Left: Robert Stephenson & Hawthorn saddle tank 'Norman' is seen departing Bolton Abbey station with a goods working to Embasy, May 4th. *Paul Godding*

Below: Barclay shunter 'Meaford No.1' is seen at Embasy. *Class47*













# Embasy and Bolton Abbey Railway continued...

**Above: Saddle tank 'Norman' is seen shunting the goods train at Bolton Abbey on May 4th.** ***Brian Battersby***

**Top Left: Southern Railway USA Tank No. 65 heads for a water stop at Bolton Abbey station.** ***Richard Hargreaves***

**Bottom Left: Lancashire & Yorkshire Railway A-Class No. 1300 arrives into Embasy with the vintage set of carriages on May 4th.** ***Richard Hargreaves***

**Below: Class 14 No. D9513 and Class 31 119 arrive into Embasy with a goods train.** ***Richard Hargreaves***












# Gloucestershire and Warwickshire Railway

**Above: GWR 2-8-0 locomotive No. 2807 is seen at Cheltenham on April 14th, with a 'Fire and Drive' day.** ***Neil Pugh***

**Top Left: Southern Railway V 'Schools' Class No. 925 'Cheltenham' is seen at Cheltenham on May 25th.** ***Jon Jebb***

**Bottom Left: LNER Class B12 steam locomotive No. 8572 is seen running round its train at Cheltenham Racecourse on May 25th.** ***Richard Hargreaves***

**Below: LMS-designed 8F 2-8-0 No. 8274 steams away from the headshunt at Cheltenham on May 25th.** ***Richard Hargreaves***










# GWR continued...

Above: Great Western Railway's modified Hall No. 7903 'Foremarke Hall' and BR Standard Class 4 2-6-4T No. 80072 are seen at Toddington with the first train of the day, May 24th. *John Alsop*

Top Left: Ex-Sena Sugar Estates Henschel & Sohn 0-8-0T 'Brigadelok' (14968/1917) is seen in the company of another Henschel 'Brigadelok' 0-8-0T No. 1091 (15968/1918). Both locomotives are seen at Toddington in use on the narrow gauge railway, May 25th. *Jon Jebb*

Bottom Left: Toddington Narrow Gauge Railway loco 'JUSTINE' built by Arnold Jung of Kirchen an der Siieg, Germany in 1906 and is a typical 0-4-0 Well Tank of which many thousands were built for industry and contractors. Seen here operating at Toddington on May 25th. *Richard Hargreaves*

Below: GWR 57XX 0-6-0PT No. 5764 is seen on display at Broadway (Cotswold line) station on May 25th. *John Alsop*










# GWR continued...

**Above: At the end of a long day, BR Standard Class 4 2-6-4T No. 80072 heads for the shed at Toddington.** ***Richard Hargreaves***

**Top Left: Great Western Railway 28XX Class 2-8-0 No. 2807 is seen at Toddington on May 25th.** ***Jon Jebb***

**Bottom Left: SR Merchant Navy Class No. 35006 'Peninsular & Oriental S. N. Co' is seen on display at Toddington, part way through an overhaul, May 25th.** ***Richard Hargreaves***

**Below: Another loco part way through overhaul is Great Western 42XX Class No. 4270, again seen here at Toddington on May 25th.** ***Richard Hargreaves***








# Bluebell Railway

**Above: Southern Railway U-class locomotive No. 1638 is seen emerging from Sharpthorne tunnel on May 22nd.** ***Martin Hill***

**Below: Class 33 103 'Swordfish' is seen on the works train at Kingscote, May 22nd.**
***Martin Hill***



## Gloucestershire and Warwickshire Railway

**Heritage Diesel Weekend and open day**
**Friday 26th to Sunday 28th July, 2013**

**The GWR Diesel Department has confirmed its return to the diesel gala scene and that its first event for 2013 will be held over 3 days from Friday 26th July to Sunday 28th July 2013 .**

**After several years out of the mainstream of heritage railway galas due to a number of catastrophic embankment slips that pushed the railway to the brink of disaster, this diesel gala will be a celebration of the re-building of the line and a return of what has proved a popular gala in the enthusiast calendar and been missed by both visitors and volunteers alike.**

**To add to its appeal, the gala will be the first to feature running over the full 11 ¾ miles from Laverton to Cheltenham following the extension of the line towards Broadway in 2012 and use of the newly commissioned Gotherington signal-box and passing loop to allow a 35 minute frequency service from Cheltenham through most of the day.**

**As well as an intensive service of diesel hauled trains and a DMU service, the gala will include an Open Day at the newly built Toddington Diesel Shed with an under cover model railway exhibition, a number of 'behind the scenes' and 'how it works' displays relating to diesel locomotives, sales stands, and an opportunity to get an 'up close' view of two long term overhaul projects on Class 47 105 and Class 37 No. D6948 including cab visits. LMS diesel shunter No. 7069 will also be on display in the shed.**

**A number of family-friendly attractions are also planned at Toddington and Winchcombe (including a carriage and wagon workshop open day) which are also aimed at appealing to the family and general interest visitor. A real ale tent will be at Toddington throughout the weekend and 60s, 70s and 80s classic car rally will be held on the weekend, making for a weekend full of interest for all – young and old. Added to this, for those people wishing to come to the event by public transport, we will operate a FREE shuttle bus service from Cheltenham Spa (mainline station) to Cheltenham Racecourse (GWR station) at 09.00 and 09.40 on Saturday morning and at 10.15 on the Sunday morning to connect out into the first departures to Toddington. On the return, the bus will depart Racecourse at 17.26, 18.06 and 21.00 on the Saturday and 17.26 only on the Sunday, connecting out of the last trains from the GWR and into mainline services. This shuttle bus is a FREE service being offered and a novel way of travelling to this historic event on this Mk. 2 Leyland National 50-seater (please note that the GWR cannot be held responsible for missed connections at either end of the trip for any reason).**

**Saying all that, it's obviously the intensive locomotive hauled service that will be the main draw for enthusiasts with the long–awaited full debut of class 45 'Peak' Class 45 149, a class long associated with the Honeybourne line in the 1960s and 1970s. Class 26 043 should also star at the event should its restoration be completed in time (both locomotives are subject to availability following intensive testing so please keep an eye on the GWR website for details).**

**Therefore, the full motive power list is expected to be (subject to usual caveats on availability):**
**Class 20 137, Class 24 No. 5081, Class 26 043, Class 37 215, Class 45 149, Class 47 376 and Class 73 No. E6036.**
**At least one of the resident DMUs will also be in action over the weekend making this a fully-themed diesel weekend.**

**Tickets and prices: We are offering multi-day rover tickets for this gala. These, as well as single day rover tickets, are available in advance via our online booking system. Book early for a reduced rate! Further details on the Heritage Diesel Weekend are now available on our website: www.gwsr.com and a timetable with loco roster will be available shortly.**

**For information, the second diesel gala of the year will be the traditional Christmas Diesel Day to be held on the 27th December 2013 which should feature the debut of steam heat fitted Class 37 No. D6948 in original green livery.**



# Battlefield Line

Above: Robert Stephenson & Hawthorn Ltd., Newcastle, Class 04 No. D2245 runs light through the station at Shackerstone on April 13th. *Andrew Wilson*

Top Right: Class 02 No. D2867/YE2850 0-4-0 Diesel Hydraulic Loco 'Diane' is seen at Shackerstone giving Brake Van rides on April 13th. *Andrew Wilson*

Bottom Right: Class 08 825 and Class 08 No. D3690 are seen together at Shenton on April 13th. *Andrew Wilson*

Below: Tucked away in the yard at Shackerstone is EWS liveried Class 56 037. This loco is fitted with TPWS and OTMR and could once again to be a main line candidate. *Andrew Wilson*











# Battlefield Line continued..

Above: Gardiner engined Class 04 110 is seen being hauled out of Shackerstone by classmate No. D2245. *Andrew Wilson*

Below: Ruston 0-4-0 works No. 281271 'Hercules' is seen outside the shed at Shackerstone on April 13th, part way through repairs to this ex sugar plant shunter. *Andrew Wilson*




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

*There are various ways to help the C58LG:*

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




**C58LG**
Class 58 Locomotive Group

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



# Barrow Hill

Above: Looking superb, Brighton Bell Car No. 3050 is seen outside the depot on March 29th. *Andrew Wilson*

Top Right: Class 71 No. E5001 is seen outside the shed attached to the recently arrived 4-VEP unit. *Andrew Wilson*

Bottom Right: Class 20 189 in London Transport livery is seen in the sunshine at Barrow Hill on March 30th. *John Coleman*

Below: Preserved BR Blue Class 56 006 is slowly being returned to working order. *John Coleman*

















# Barrow Hill continued...

**Above: Class 07 013 and Class 40 145 stand in the yard awaiting repairs.** ***Andrew Wilson***

**Top Left: The Class 58 Loco Group's Class 58 016 is seen alongside London Transport liveried Class 20 189 inside the roundhouse at Barrow Hill on March 29th.** ***Andrew Wilson***

**Bottom Left: Class 33 108 is seen with the 4-VEP unit at the depot's Southern Gala on March 30th.** ***John Coleman***

**Below: An immaculate Class 37 405 and 37 607 are seen outside the depot at Barrow Hill on March 30th.** ***John Coleman***








# Keighley and Worth Valley

**Above: On April 26th, Class 20 031 and 20 020 approach Oxenhope during the diesel gala.** ***Colin Irwin***

**Top Right: Class 26 038 is seen departing Haworth on April 26th.** ***Colin Irwin***

**Bottom Right: Class 25s No. D7628 and 25 059 depart Oxenhope during the KWVR diesel gala on April 26th.** ***Colin Irwin***

**Below: Class 37 075 and 20 031 depart Oxenhope, heading for Keighley, April 26th.** ***Colin Irwin***





# Mid Hants Railway

Mid Hants diesel gala action in the form of GBRf Class 66 738 leading the Mirrlees powered 37 901 passing Four Marks with a service to Alresford, April 26th. *Daniel Stanbridge*

# GWR Didcot

**GWR No. 6023 'King Edward II' was built for the Great Western Railway in 1930 and in accordance with the intended use of the King class of loco spent most of its working life based in the West Country in order to tackle expresses over the Devon banks. In July 1930 it was allocated to Newton Abbott loco shed, where it was based until November 1936, when it was re-allocated to Plymouth Laira, from whence it returned in December the same year. It then continued to work out of Newton Abbott shed until February 1949, after which it was sent again to Laira until August 1956, when it moved to London's Old Oak Common depot - covering expresses to Wolverhampton. Its final months in BR service from September 1960 to withdrawal in June 1962 were spent at Cardiff's Canton shed.**

**It ended up at Barry Scrapyard and escaped from being entirely scrapped although parts were lost over a number of years. After being moved from the scrapyard it spend some years in the Fish Dock at Bristol Temple Meads but proper restoration did not take place due to various reasons and lack of funds. It was taken to Didcot Depot in 1990 and the Great Western Society commenced re-building. It was first steamed in public in 2011 and has had various public viewings and used on its demonstration track. On May 5th, No. 6023 looked splendid in blue livery as it posed on the former Southampton Western Docks turntable at the rear of Didcot depot.**

***David Mead***



# North Yorks Moors Railway

Above: LNER Class B1 4-6-0 No. 61264 (running as No. 61002 'Impala') is seen at a very wet Whitby on May 9th with a working through to Pickering. *John Alsop*

Top Right: LNER Class B1 4-6-0 No. 61264 (running as No. 61002 'Impala') and with fellow B1 No, 61306 'Mayflower' on the rear, depart Grosmont on May 5th with a service for Pickering. *Alex Thorkildsen*

Bottom Right: Black 5 No. 44871 and Southern S15 Class No. 825 are seen at Grosmont during the North Yorkshire Moors 40th Anniversary Steam Gala, May 5th. *Alex Thorkildsen*

Below: On May 10th, LNER Class B1 4-6-0 No. 61002 'Impala' is seen heading through Goathland with a freight working. *John Alsop*







# Kent and East Sussex

**Top Right: GWR 1600 Class 0-6-0PT No. 1638 runs round its train at Tenterden Town, May 19th.** *Martin Hill*

**Bottom Right: When the Great Western Railway looked to replace the ageing 0-6-2 tank locomotives they had inherited on merger in South Wales, they found that the design of these earlier classes was ideal for the lines they operated and they were very popular with loco crews. They had a high adhesive weight, good braking ability and lots of power. Running short distances meant that they did not need to have high capacity tanks or a large bunker. Being designed for mixed traffic the class was also suitable for running branch line passenger services where only a modest turn of speed was required. One of two rescued from Barry for preservation, No. 6619, is seen here at Tenterden Town on May 19th.** *Martin Hill*

**Below: No. 32670 is the second oldest of the surviving LBSCR Stroudley Terriers, having been built at Brighton works in December 1872 as one of the first group of the class, seen here in fine form as it passes Northiam.** *Martin Hill*












# Severn Valley Railway

Above: Ruston built diesel electric shunting locomotive No. D2961 is seen at Bridgnorth. *Richard Hargreaves*

Top Right: Celebrating its 50th birthday in May was Western No. D1062 'Western Courier' seen here heading through Bewdley on May 6th (The wreath was in memory of former WLA chairman Derek Wright). *Jon Jebb*

Bottom Right: Class 42 'Warship' No. D821 'Greyhound' runs alongside fellow diesel-hydraulic, Class 52 'Western' No. D1013 'Western Ranger' at Bridgnorth on May 5th. *Richard Hargreaves*

Below: Great Western 0-4-2-T No. 1450 is seen on the shed at Bridgnorth, May 5th. *Richard Hargreaves*









# Severn Valley Railway continued...

Southern Railway No. 34053 ‘Sir Keith Park’ is seen ready for departure from Bridgnorth on May 26th with a service to Kidderminster. *Jon Jebb*




# Romney, Hythe and Dymchurch

Above: RH&DR No. 3 'Southern Maid' a 4-6-2 Pacific locomotive, designed by Henry Greenly and built by Davey Paxman & Co. in 1926 is seen on the turntable at Hythe, May 20th. *Martin Hill*

Top Right: Bo-Bo diesel locomotive No. 12 'John Southland' is seen at New Romney. *Martin Hill*

Bottom Right: No. 10 'Dr Syn' which has been renamed for a filming contract to 'Black Devil' is a 4-6-2 Pacific locomotive built by Yorkshire Engine Company 1931. *Martin Hill*

Below: On May 20th, RH&DR No. 6 'Samson', a 4-8-2 Mountain locomotive is seen being loaded on to a wagon for transportation to the Ravenglass and Eskdale Railway to help them during their loco shortage. *Martin Hill*











# Great Central Railway



**Above: On May 27th, Ivatt 2-6-0 No. 46521 lifts the 11.00 departure from Loughborough on the climb to Quorn & Woodhouse.** ***Derek Elston***

**Top Right: LMS Class 3F (JINTY) 0-6-0T No. 47406 is seen at Kinchley Lane working the 13:45 departure from Loughborough to Rothley on May 27th.** ***Derek Elston***

**Bottom Right: British Railways Class 2 2-6-0 No. 78019 makes light work of it's train as it climbs away from Loughborough on the 12.00 departure to Leicester North, May 27th.** ***Derek Elston***

**Below: Running a few minutes early, London and North Western Railway Webb Coal Tank No. 1054 ambles past Woodthorpe with the 13:35 freight service, May 27th.** ***Derek Elston***





# Llangollen Railway

**On May 25th, BRCW built Class 104 DMU stands at Llangollen with the 14:00 service to Carrog.** ***Dave Harris***

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

# GCR NORTH AND SOUTH SET TO REUNITE: NETWORK RAIL TO BUILD NEW BRIDGE OVER THE MIDLAND MAIN LINE BY 2015

**The Great Central Railway's long held ambition to reunite two sections of the line is taking a dramatic leap forward. The GCR is entering a partnership with Network Rail to build a bridge over the Midland Main Line at Loughborough. Design work is underway and the new structure is expected to be in place by mid 2015. One of the most anticipated projects on any UK heritage railway, the reunification scheme will see a 500 metre, long demolished link between the Great Central Railway PLC (which operates trains between Loughborough and Leicester) and the GCR Nottingham Ltd, (which runs between Loughborough and South Nottingham) rebuilt. This will create an 18 mile railway linking communities and attractions with a 'heritage rail highway'. The initial phase being announced today will see the most high profile element of the project built; a new rail bridge to carry Great Central Railway trains over the four tracks of the Midland Main Line which handles high speed passenger services to London.**

**The case for rebuilding the whole link and recreating the 18 mile rail corridor was examined in a feasibility study carried out by Atkins in 2009. It was found to be technically achievable and capable of delivering a wide range of economic benefits to Charnwood and the East Midlands. "We are delighted to announce this incredible step forward," said Bill Ford, Managing Director of the Great Central Railway PLC. "Building this bridge unlocks the rest of the re-unification project which will create an attraction with truly international appeal. We couldn't have better partners than Network Rail to deliver this element of the project. The completed railway will bring benefits to the local service sector and create new opportunities in rail testing, training and apprenticeships."**

**The breakthrough comes after many years of patient work by Great Central Railway Development, a company specially formed to push the reunification forward. Led by respected rail industry journalist Nigel Harris, GCRD was instrumental in recovering two redundant rail bridges, previously used by Network Rail at Reading. The bridges were moved to Loughborough in 2011. In their new life, they'll be placed 'end to end' to create a new single track line above the Midland Main Line.**

**The other elements of the overall project include repairing an existing canal bridge, building a new bridge over Railway Terrace Road in Loughborough and replacing a missing embankment. The estimated cost for the complete scheme is £8m. However it's anticipated the installation of the rail bridge will accelerate progress towards the 'golden spike' moment when the two sections of the GCR are reunited. Trains could be running over the full 18 mile railway within five years.**

**The GCR has launched an immediate appeal, called "Bridge to the Future" with the aim of raising the one million pounds required to pay for the work. While Network Rail are partners who will design and manage the construction, they won't be investing public money.**

**"There is huge interest and excitement amongst both railway enthusiasts and the general public in seeing this project succeed," said Mark Fowler of Great Central Railway Nottingham Ltd. "It is vitally important to us that the local communities join us in this vision too. It will drive economic benefit during construction and in the longer term too. So we look forward to support for the appeal locally, to make that positive difference a reality in our part of the East Midlands".**

**Phil Verster, Route Managing Director for Network Rail, added "Our electrification teams are already making significant changes to the infrastructure in this area so it's the ideal opportunity to get the bridge in place, with minimal disruption and cost. Once the full scheme is complete it will bring significant economic benefits to the region as well as reinstating a piece of our railway heritage."**



**Reunification has made significant progress in recent years with the support of many local stakeholders, not least Loughborough's Member of Parliament, Nicky Morgan."This is an incredibly exciting project for Loughborough, Leicestershire and beyond and I am delighted to give it my whole-hearted support. We have all seen the bridges lying next to the GCR station in Loughborough. To realise that, with the support of Network Rail and other key parties, their re-use to bring together the two parts of the Great Central Railway is now within sight, is a thrilling prospect. I am convinced that reunification will bring big benefits to our local economy and I do hope everyone locally will support this important first step."**

**Nigel Harris, Chairman of Great Central Railway Development concluded: "This agreement is the start of the Great Central's most exciting adventure yet; the delivery of a vision of an intercity heritage railway. It's been a very long haul to get to this point, especially over the last 20 years, but what has unlocked the problem has been Network Rail's willingness to work in partnership with GCR, Charnwood Borough Council, Loughborough MP Nicky Morgan and other stakeholders. The whole community is invited to participate. If you've ever wanted to see this happen, now is the time to act!"**

**To support the appeal, or for more information about building the bridge and the rest of the reunification project head to the GCR website (www.gcrailway.co.uk/unify) and click on the "Bridge to the Future" link.**
**Donations can be made securely using a credit or debit card.**

**Photo: © BR Standard 5 No. 73010 crosses the original Great Central bridge across the Midland Line in Summer 1963. T. G. HEPBURN/RAIL ARCHIVE STEPHENSON**




# East Lancashire Railway

**Above: On May 12th, Hunslet Austerity Saddle Tank No. WD132 'Sapper' is seen departing from Irwell Vale station with the 10:00 service from Heywood to Rawtenstall.** ***Dave Felton***

**Top Right: LNWR Super D No. 49395 arrives at Ramsbottom during the East Lancashire Railway's 1940's weekend, May 26th.** ***Colin Irwin***

**Bottom Right: With the token ready for pick-up, Hunslet Austerity 0-6-0ST 'Sapper' departs from Ramsbottom with the 15:35 service for Rawtenstall on May 19th.** ***Gerald Nicholl***

**Below: Class 55 No. D9016 'Gordon Highlander' is seen waiting to depart from Irwell Vale station with the 09:30 service from Bury Bolton Street to Rawtenstall, May 12th.** ***Dave Felton***







Class 33 002 drifts past Radley with the 1M85 Gillingham - Preston vans in July 1988. *Chris Morrison*

# From the Archives
## continued...

Right: Ex LMS Stanier Black 5 Class No. 44971 is seen arriving into Preston station with a parcels train on May 14th 1967. *Dave Felton*

Bottom Left: On March 27th 2002, Transrail liveried Class 56 133 is seen heading through Redcar with a Boulby - Tees Yard Potash working. *Class47*

Bottom Right: Class 08 609 is seen partially stripped at CF Booths, Rotherham on September 9th 2000. *Paul Godding*









# From the Archives

## continued...




**Left: Class 304 002 stands at Wolverhampton on June 3rd 1995 with a Birmingham - Stafford service.**
***Paul Godding***

**Bottom Left: On May 2nd 1991, Petroleum sector liveried Class 47 380 is seen heading north through York.**
***Michael Lynam***

**Bottom Right: Class 25 257 is seen at Adlington (Lancashire) with a permanent way train on February 3rd 1975.**
***Dave Felton***






# From the Archives
## continued...

**Top Right: Earls Court District station in May 1992, and looking strangely quiet compared to nowadays, with trains of 'C' and 'D' stock in unpainted aluminium.**
***Chris Morrison***

**Bottom Right: Class 31 418 and 31 285 head through Warrington Bank Quay on September 16th 1994.**
***Paul Godding***

**Below: Class 08 744 is pictured at Coppull (North of Wigan) during track relaying duties on September 16th 1984.** ***Dave Felton***








# From the Archives

## continued...

Left: HST power car No. 41001 and an APT power car are seen with a couple of research department coaches at Preston on July 4th 1978. *Dave Felton*

Bottom Left: Class 151 004 is seen departing Crewe in July 1988 with a service to Belper. *Brian Battersby*

Bottom Right: Class 47 807 heads a Cross Country service into York on May 2nd 1991. *Michael Lynam*






# From the Archives continued...

Ex LMS Jubilee Class locomotive No. 45697 'Achilles' is seen standing on the old Bury line at Accrington station in July 1966. *Dave Felton*

The WLA's pair of Westerns, Nos. D1013 and D1062 are seen in the sunshine at Bridgnorth on May 6th. *Jon Jebb*