Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 82 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Well it's been another exciting month, with plenty of Charters, Galas and Special Working to keep even the most astute Railway Enthusiast happy!
Many of the popular preserved railways have kicked off their summer season with some exciting Diesel and Steam Galas, and with the commencement of 'The Jacobite', 'The Fellsman' and this month 'The Scarborough Spa Express' then the main line steam photographers certainly have plenty to see.
On the mainline, we have seen more heritage traction returned to service. An example in the photo on this page of a loco we thought had been confined to the history books but is back working commercial services on the national network, with the prospect of many more to come.

I hope everyone has an excellent summer and enjoys the sun while it lasts!

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, Jonathan McGurk, 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: Freightliner's Class 70 002 is seen passing Red Bank working the 6C16 Basford Hall - Carlisle infrastructure train comprising of HQA autoballasters on June 3rd. ***Dave Harris***
This Page: Class 56 302 is seen crossing the Roodee Viaduct working 6J37 Carlisle - Chirk on June 1st. ***Carl Grocott***

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

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Pathfinder Tours - The Mazey Day Cornishman

On June 29th, running around 45 minutes early, Class 55 'Deltic' No. D9009 'Alycidon' races north through Cogload Junction with the return working of Pathfinder Tours' 'The Mazey Day Cornishman' railtour from Penzance to Tame Bridge Parkway. This was one of two excursions that ran to Penzance in connection with the 'Mazey Day' festival, held annually in the West Cornwall resort town.

Jonathan Gill



Pathfinder Tours - The Mazey Day Cornishman

Above: Class 55 No. D9009 'Alycidon' leans into the curve at Old Gwinear Station just outside Camborne working the 04:50 Tame Bridge Parkway - Penzance on June 29th. ***Barry Beeston***

Below: Class 55 No. D9009 'Alycidon' passes Marazion with the 1Z54 Tame Bridge to Penzance working on June 29th. ***Steve Andrews***



Statesman Rail - The Cornish Riviera Statesman

Above: On June 29th, WCRC's Class 47 760 and 57 601 power north through Cogload Junction in the evening sunshine with the return 'Cornish Riviera Statesman' excursion from Penzance to Derby. This was one of two excursions that ran to Penzance in connection with the annual 'Mazey Day' festival held in the West Cornwall resort town. ***Jonathan Gill***

Below: West Coast's Class 57 601 leads 47 760 into Penzance with the 1Z49 from Derby on June 29th. ***Steve Andrews***





Pathfinder Tours - The Mazey Day Cornishman

On June 29th, the 1Z54 from Tame Bridge is seen here at Aller Junction, Newton Abbot heading for Penzance. ***Wayne Radford***



London Transport - Steam back on the Met

Above: Class 20 189 masquerading as L189 heads the 1438 Amersham - Harrow 'Steam on the Met' train, passing a Chiltern Railways Class 165 at Chalfont and Latimer on May 26th. ***Chris Morrison***

Below: GWR Prairie Tank No. 5521, (running as L150) and LT battery electric loco Sarah Siddons with the 4TC unit, coach No. 353 and Class 20 189 head for Ruislip depot ECS from Harrow, seen here entering Ruislip Metropolitan/Piccadilly station on May 26th. ***Chris Morrison***



Railway Touring Company - The Royal Duchy

Above: West Coast's Class 47 245 is seen at Par station awaiting to depart to Bristol Temple Meads with 'The Royal Duchy' tour on June 2nd, standing in for an unavailable A4 No. 60009 'Union of South Africa'. ***Barry Beeston***

Below: Deputising for an unavailable 'Union of South Africa', Class 47 245 passes Keyham with 'The Royal Duchy' tour to Par on June 2nd. ***Steve Andrews***







Railway Touring Company - The Royal Duchy

Above: LNER A4 No. 60009 'Union of South Africa' passes Red Rock Cafe, Dawlish on the Bristol to Par "The Royal Duchy" tour, June 9th. ***Steve Andrews***

Below: LNER A4 No. 60009 'Union of South Africa' is seen at Par awaiting departure with the return working to Bristol Temple Meads, June 9th. ***Barry Beeston***





V.S.O.E.

Above: Class 67 028 is seen hauling the VSOE north at Harrowden Junction en route from London Victoria to Chesterfield on June 26th. ***Geoff Barton***

Below: Class 67 020 arrives into Bath Spa with a return VSOE working to London Victoria. ***Sam Bilner***



Statesman Rail - The Golden Arrow Statesman
Southern Light Pacific 4-6-0 No. 34067 'Tangmere' working the 1Z41 Peterborough to Canterbury West heads through Paddock Wood on June 15th. ***Wayne Radford***

Northern Belle

Above: On May 22nd, Class 47 501 ‘Craftsman’ powers through Castlethorpe near Milton Keynes in charge of 1Z88 Kensington Olympia - Manchester Victoria ‘Northern Belle’ with 47 790 on the rear of the train. *Matthew Bird*

Below: Class 47 832 ‘Solway Princess’ tails 1Z38 the Northern Belle charter from York to Bingley, with Class 47 501 ‘Craftsmen’ at the helm, as the pair pass through Cherry Tree (Blackburn) station on June 16th. *Dave Felton*



Northern Belle

Above: On June 1st, Class 47 810 arrives into Leeds with the ECS from the Rugby to York Northern Belle working, heading for Neville Hill for servicing. *Paul Godding*

Below: Class 47 501 departs York with the 1Z48 1723 York to Rugby return Northern Belle working on June 1st. *Class47*



Railway Touring Company - The Swanage Belle

On June 13th, standing in for an unavailable No. 34067 'Tangmere'. LMS Black Five No. 44932 is seen working through Eastleigh with 1Z86 'The Swanage Belle', from London Victoria to Swanage. ***Wayne Radford***

UK Railtours - The Lakelander

Class 90 026 leads the 1Z62 London Euston - Carlisle (with 67 028 on the rear of the train) seen here approaching Red Bank cutting on June 1st. ***Dave Harris***

West Coast Railway Co. - The Jacobite

The 14:30 Fort William to Mallaig 'Jacobite' service passes over Lochy Bridge near Fort William with Inverlochy Castle in the background on June 26th, hauled by LMS Class 5MT 4-6-0 No. 44871. ***Neil Pugh***

West Coast Railway Co. - The Jacobite

The 14:30 Fort William to Mallaig 'Jacobite' service passes over the Glenfinnan Viaduct on June 24th hauled by LMS Class 5MT 4-6-0 No. 44871. ***Neil Pugh***



Compass Tours - The William Shakespeare

Above: West Coast's Class 47 760 is seen passing Euxton, hauling 1Z70 the outbound leg of the tour from Barrow-in-Furness to Stratford-upon-Avon on June 5th. ***Dave Felton***

Below: Class 47 826 is pictured attached to the rear of 1Z70 Compass Tours 'The William Shakespeare' from Barrow-in-Furness to Stratford-upon-Avon as it approaches Euxton Balshaw Lane station. ***Dave Felton***





Vintage Trains - The The Cumbrian Conqueror

Above: Two classic locomotive profiles: GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' pilots LMS Coronation Class 4-6-2 No. 46233 'Duchess Of Sutherland' on the northbound 'Cumbrian Conqueror' near Heversham on June 15th. ***Gerald Nicholl***

Below: Great Western 'Castle' Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' and LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' are seen double heading the return working of the tour from Carlisle back to Tyseley Steam Trust. ***Liam Coates***





Railway Touring Company - The Cumbrian Mountain Express

Above: Class 86 259 blasts through Warrington Bank Quay heading the first leg of the 1Z86 London Euston to Carlisle which it will work as far as Carnforth, to be relieved by LMS No. 46115 'Scots Guardsman'. ***Michael Lynam***

Below: LMS Royal Scot Class No. 46115 'Scots Guardsman' approaches Langho station and makes easy work of the climb up the four mile long 1 in 82 incline hauling the return 1Z89 Carlisle to London Euston on June 20th. ***Dave Felton***





Railway Touring Company - The Cumbrian Mountain Express

Above: LMS Class 7P No. 46115 'Scots Guardsman' on the return working of the Cumbrian Mountain Express from Carlisle to Farrington Jct. passes through Bamber Bridge on June 20th. ***Alan Naylor***

Railway Touring Company - The Cheshireman

Below: LNER A4 No. 60009 'Union Of South Africa' is seen hauling the 1Z71 'The Cheshireman' London Euston - Chester as it nears Lichfield for a water stop on June 6th. ***Stuart Hillis***



Statesman Rail - The Fellsman
LNER Class K4 No. 61994 'The Great Marquess' heads the 1Z52 Lancaster - Carlisle through Bamber Bridge on June 19th. ***Alan Naylor***

Statesman Rail - The Fellsman

Above: On June 19th, LNER K1 No. 61994 'The Great Marquess' is seen approaching the site of the old Gisburn station heading the 1Z52 Fellsman, Lancaster to Carlisle via Blackburn and the S&C. ***Michael Lynam***

Below: Further into its journey, the tour is seen approaching Long Preston to pick up passengers. ***Michael Lynam***





Statesman Rail - The Fellsman

Above: LNER K4 Class No. 61994 'The Great Marquess' makes heavy going of the four mile climb long up the 1 in 82 Langho bank working 1Z53 the return leg of 'The Fellsman' on June 19th. ***Dave Felton***

Below: LNER K4 No. 61994 'The Great Marquess' crosses Ribblehead Viaduct with the south bound Fellsman from Carlisle to Lancaster on June 12th. ***Derek Elston***



Statesman Rail - The Fellsman

LMS Royal Scot Class No. 46115 'Scots Guardsman' is pictured approaching Langho station hauling 1Z53 the return leg of Statesman Rail's 'The Fellsman' from Carlisle to Lancaster on June 26th. ***Dave Felton***



Statesman Rail - The Fellsman

Above: Gresley K4 2-6-0 No. 61994 'The Great Marquess' heads the first Fellsman of the summer programme north near Horton-in-Ribblesdale on June 12th. ***Gerald Nicholl***

Below: On June 26th, LMS No. 46115 'Scots Guardsman' is seen arriving into Carlisle with the regular 1Z52 Fellsman working which had been fitted with 'The Scarborough Spa Express' headboard from Hellifield for filming purposes. ***Michael Lynam***





Compass Tours - The Canterbury Tales Express

Above: On May 31st, Class 57 316 top'n'tailed with 57 314 pass Old Linslade working the 1Z80 05:29 Skipton - Dover Priory. ***Lorenzo D'aniello***

Vintage Trains - The Shakespeare Express

Below: The first Stratford-upon-Avon - Birmingham Snow Hill 'Shakespeare Express' of 2013 headed by GWR 4-6-0 No. 4965 'Rood Ashton Hall' passes Hall Green on June 30th. ***Chris Morrison***





Compass Tours - The Cumbrian Moorlander

Above: On June 8th, West Coast's Class 57 313 is seen arriving into Newcastle Central Station with the return working of the Compass tour from Ayr to York. Class 47 760 was on the rear. ***Liam Coates***

PMR Tours - The North Eastern

Below: LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' is seen heading through Swinton with this Sheffield - Derby - Newcastle charter on June 8th. ***Steve Thompson***





Statesman Rail - The Cornish Riviera Statesman

Above: Class 47 786 and 47 760 working the 1Z30 Shrewsbury to Penzance Statesman Tour on June 22nd, are seen here passing Keyham. ***Steve Andrews***

Below: Class 47 786 and 47760 head through Bedminster with the 1Z30 'Cornish Riviera Express' on June 22nd from Shrewsbury - Penzance. ***Sam Bilner***





Compass Tours - The Welsh Mountaineer

Above: Class 47 854 'Diamond Jubilee' leads the 1Z85 Carmarthen - Hereford through Bridgend on June 28th. Class 47 786 was on the rear of the train. ***Lewis Mitchell***

Steam Dreams - THE CATHEDRALS EXPRESS to SCOTLAND

Below: LNER A4 No. 4464 'Bittern is seen arriving into Doncaster with the return working 1Z62 Edinburgh - London Kings Cross, having taken over from over from sister loco 'Union of South Africa' at York. This was the last day of a four day tour round Scotland. ***Steve Thompson***





ECS and light engine moves

Above: LMS Black 5 No. 44932 with support coach No. 80217 is seen approaching Wilsons Farm Crossing near Northampton running as 5Z44 Steamtown Carnforth to Southall, on a miserable wet June 28th. ***Derek Elston***

Below: Class 67 028 heads a Wembley - Stewarts Lane ECS working over Cremorne Bridge, Chelsea on June 29th. ***Chris Morrison***



ECS and light engine moves

Above: On June 2nd, Class 33 029 leads 57 315 and the 5Z89 Southall to Carnforth ECS through Northampton returning the stock from the Derby - Canterbury excursion the previous day. ***Derek Elston***

Below: Class 57 313 is seen passing through Northampton dead on the rear of 5Z89 from Southall to Carnforth, June 2nd. ***Derek Elston***



ECS and light engine moves

Above: GWR Castle Class No. 5029 'Nunney Castle' powers through Small Heath with a loaded test run from Tyseley around the East Midlands on June 25th. Class 47 773 is seen coupled inside as insurance if needed. ***Chris Morrison***

Below: LMS No. 46233 'Duchess Of Sutherland' and support coach are seen working 5Z43 Butterley - Carnforth through Burton on Trent, June 14th. ***Stuart Hillis***



ECS and light engine moves

West Coast's Class 47 245 crosses over the fast lines to gain access to the Southall Railway Centre while working the 5Z40, 10:35 Bristol Kingsland Road to Southall ECS on June 3rd. ***Papercliponawire***

ECS and light engine moves

LMS Class 5MT No. 45231 working a loaded test run from Carnforth via Hellifield and back to Carnforth is seen here passing through Bamber Bridge on June 25th. ***Alan Naylor***



ECS and light engine moves

Above: On June 8th, West Coast's Class 57 006 and 57 314 are seen at Derby in preparation to work the 5Z38 Derby - Carnforth ECS the following day. ***Richard Hargreaves***

Below: After working the southbound 'Cumbrian Mountain Express' from Carlisle to Farrington Jct, LMS Class 7P, 'Scots Guardsman' running as 5Z90 back to Carnforth is seen here at Lostock Hall on June 20th. ***Alan Naylor***



ECS and light engine moves

Above: Class 5MT No. 44932 working the 5Z49 St Philips Marsh HST depot - Carnforth Steamtown passes through Leyland station on June 17th. ***Alan Naylor***

Below: With the driver fully opening the regulator, LMS Stanier Black 5 Class No. 45231 'The Sherwood Forester' starts to make the four mile long climb up the 1 in 82 climb Langho bank hauling 5Z50 loaded test run from Carnforth to Carnforth via Hellifield and Blackburn on June 25th. ***Dave Felton***







ECS and light engine moves

Above: West Coast's Class 33 029 'Glen Loy' working a single coach from Carnforth - Southall, passes Balshaw Lane Junction on May 31st. *Alan Naylor*

Below: Stratford 47 Group owned, Class 47 580 'County Of Essex' takes the 5Z55 Carnforth to Bristol empty stock through Goldborne Hollows on June 8th. *Dave Harris*





ECS and light engine moves

Above: Class 47 580 'County of Essex' and Black 5 No. 44932 are seen passing Newton St. Loe hauling the 5Z36 ECS stock move from Southall - Bristol Kingsland Rd. on June 15th. *47580*

Below: LMS Royal Scot Class No. 46115 'Scots Guardsman' takes it time up the incline towards Pleasington with the 5Z70 loaded test run from Carnforth to Carnforth via Hellifield and Blackburn on June 5th. *Dave Felton*



RETRO RAILTOURS LTD

The Retro Fenland Explorer - Saturday 31st August 2013

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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)

DBS to the rescue, as Class 66 086 pilots (a presumably failed) 66 509 north through Harowden Junction on June 17th.
Geoff Barton



Network Rail wanderings

Above: Network Rail's Class 31 105 passes through Harrowden Junction on its way from Hither Green to Derby RTC, June 17th. ***Geoff Barton***

Top Right: On June 3rd, Class 31 233 is seen just south of Hanslope Jct. leading the 3Z03 15:33 Derby RTC - Euston, passing the camera nice and slow. ***Matthew Bird***

Bottom Right: Network Rail's NMT is seen heading through Doncaster on its regular Saturday turn from Derby to Heaton with power cars Nos. 43062 and 43013, June 1st. ***Richard Hargreaves***

Below: On June 3rd, Class 97 303 and 97 304 'John Tiley' working as 0Z97 Bescot TMD to Derby RTC are seen passing Burton on Trent. ***Stuart Hillis***







On June 6th, Class 97 302 is seen working the 6Z10 Machynlleth to Machynlleth through Aberdovey. *Carl Grocott*

Class 37 682 is seen hauling 73 138, 73 109 and 73 107 through Lower Farm Road, Bromham running as 0Z73 10:11 Derby RTC - West Hampstead Thameslink, June 3rd. ***Lorenzo D'aniello***





Above: Network Rail's Class 31 285 heads a test train through Keynsham on May 21st. *Sam Bilner*

Top Right: Class 31 233 passes Harrowden Junction on June 28th with a Derby to Hither Green test train. *Geoff Barton*

Bottom Right: On June 4th, Class 37 402 and 37 405 top'n'tail the 1Q23 08:55 Derby RTC - East Ham as it passes Oakley in glorious sunshine. *Lorenzo D'aniello*

Below: On June 24th, Network Rail's Class 950 001 DMU is seen working as 2Q08 Derby RTC - Landore TMD through Burton on Trent. *Stuart Hillis*





Class 67s out and about

Arriva Trains Wales DVT No. 82308 leads Class 67 001 past Cheney Longville with the northbound WAG service from Cardiff to Holyhead on June 4th. *Phil Martin*

Class 67 010 is seen arriving into Banbury on June 29th with a London Marylebone - Birmingham Snow Hill service. *Paul Godding*



Freightliner's GE locos

Above: Class 70 002 is seen hauling 6C16 from Crewe Basford Hall to Carlisle New Yard through Euxton on June 5th. ***Dave Felton***

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

Bottom Right: Class 70 018 approaches Tilehurst station, Berkshire with the 4O59 Wentloog - Southampton Maritime CT on May 25th. This locomotive had been released from the Brush locomotive works at Loughborough earlier in the month, after extensive fire damage repairs. ***Gary S. Smith***

Below: Class 70 002 working from Crewe Basford Hall - Carlisle New Yard is seen passing the worksite at Balshaw Lane Jct. on June 17th. ***Alan Naylor***











Above: Class 70 016 hauling yellow ballast boxes, works the 6U77 Mountsorrel - Crewe on June 20th, seen passing over Stenson Junction. ***Stuart Hillis***

Top Right: On June 17th, Class 70 011 passes through Doncaster working the 6M96 Drax - Barrow Hill. ***Steve Thompson***

Bottom Right: Class 70 015 is seen at the head of 6U77 Mountsorrel - Crewe loaded ballast as it passes through Burton on Trent, June 5th. ***Stuart Hillis***

Below: Class 70 008 heads through Didcot on June 29th with a Wentloog - Southampton working. ***Brian Battersby***





Class 70 002 works the 6C16 Crewe to Carlisle past Scout Green on June 5th. *David Hollowood*

Recent Class 60 workings

Top Left: On June 6th, Class 60 020 speeds through Colton Jct. working the Jarrow - Lindsey Oil Refinery tanks. ***Andy***

Bottom Left: Class 60 074 'Teenage Spirit' is seen hauling the 6F81 loaded coal from Liverpool Docks to Fiddlers Ferry power station on June 7th. ***Dave Harris***

Below: On June 20th, Class 60 074 heads down into Warrington yard en route to Fiddlers Ferry with loaded coal hoppers from Liverpool Bulk Terminal. ***Michael Lynam***











Above: Class 60 019 ‘Port Of Grimsby & Immingham’ hauls a mixed rake of steel carriers working the 6E08 Wolverhampton - Immingham through Burton on Trent, June 11th. *Steve Thompson*

Top Left: On June 1st, Class 60 040 heads the Jarrow - Lindsey tanks through Doncaster. *Richard Hargreaves*

Bottom Left: Class 60 017 is seen passing through Lincoln Central working the 6E54 Kingsbury - Humber Oil Refinery on June 10th. *Steve Thompson*

Below: Class 60 011 passes through Warrington Bank Quay station with empty coal hoppers from Fiddlers Ferry destined for Liverpool Bulk Terminal. *Michael Lynam*





On June 7th, Class 60 020 heads through Barnetby working the 6M24 17:13 Lindsey Oil Refinery - Kingsbury,
Steve Thompson





Above: Tata Steel liveried Class 60 099 working the 6E08 Wolverhampton - Immingham steel carriers passes through Burton on Trent, June 5th. ***Stuart Hillis***

Top Left: Class 60 092 is seen at the head of 6E41 Westerleigh - Lindsey empty oil train as it passes through Burton on Trent, June 5th. ***Stuart Hillis***

Bottom Left: Class 60 092 passes through Hoghton hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on June 3rd. ***Dave Felton***

Below: Class 60092 with loaded oil tanks (many of them brand new) works the 6M00 Humber - Kingsbury through Stenson on June 20th. ***Stuart Hillis***









Above: Class 60 019 is seen working the 6M57 Lindsey - Kingsbury loaded oil tanks through Burton on Trent, June 26th. *Stuart Hillis*

Top Left: Class 60 092 is seen working empty oil tanks from Colnbrook to Lindsey through Harrowden Junction on June 29th. *Geoff Barton*

Bottom Left: Class 60 092 passes Appleby with a Scunthorpe iron ore working on June 21st. *Steve Thompson*

Below: Class 60 015 is seen approaching Bamber Bridge station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery on June 24th. *Dave Felton*









Above: Class 60 020 passes through Burton on Trent working the 6E54 Kingsbury - Humber empty oil tanks on June 14th. *Stuart Hillis*

Top Left: On June 1st, Class 60 017 passes Wistanstow working the 4V75 Dee Marsh - Margam empty steel. *Phil Martin*

Bottom Left: Class 60 017 heads through Barnetby on June 7th working the 6E41 11:41 Westerleigh Murco - Lindsey Oil Refinery empty tanks. *Steve Thompson*

Below: Class 60 092 passes Lower Farm Road, Bromham on June 7th working the 6E38 13:54 Colnbrook - Lindsey oil tanks. *Lorenzo D'aniello*









Above: Ex-works Class 60 039 waits in platform one at Earlestown with a 6L54 Crewe - Huyton ballast working on June 30th. ***Dave Harris***

Top Left: Class 60 011 (the ex 'Cader Idris') passes Sutton Leach with the 6F81 loaded coal from Liverpool Docks to Fiddlers Ferry power station on June 7th. ***Dave Harris***

Bottom Left: Class 60 092 is seen in charge of the 6E38 13:54 Colnbrook to Lindsey Oil Refinery as it approaches Hanwell station on June 7th. ***Papercliponawire***

Below: Early in the morning June 15th, Class 60 063 leans on the curve past the town of Thatcham, Berkshire with the regular 6A11 Robeston sidings - Theale Murco laden oil tank wagon train. ***Gary S. Smith***





Direct Rail Services

Class 20 305 and 20 309 take the 6Z50 low level waste from Crewe to Drigg's underground repository complex past Vulcan Village on June 6th. ***Dave Harris***





Above: Class 37 610 and 37 602 (deputising for a Class 66) head the 4M44 Mossend - Daventry Intermodal (Malcolms) into Warrington Yard on June 20th. ***Michael Lynam***

Top Left: Class 47 818 sits in the sunshine at York on June 1st. ***Richard Hargreaves***

Bottom Left: Class 37 604 top'n'tailed with 37 608 are seen working the 1Q14 Crewe - Falkland Yard powering up Red Bank on June 3rd. ***Dave Harris***

Below: On a wet June 27th, Class 57 011 and 57 007 have the honour of hauling the 4M44 (Malcolm Intermodal) Mossend to Daventry, through Winwick Jct. ***Michael Lynam***









Above: Class 37 604 and 37 603 pass through Harrowden Jct, on June 28th working light engine to Hither Green from Derby. ***Geoff Barton***

Top Right: Class 37 612 and 37 609 head the 6K73 Sellafield BNF - Crewe Coal Sidings through Balshaw Lane Junction on June 1st. ***Alan Naylor***

Bottom Right: Class 37 601 and 37 605 pass through Winwick Jct. with the 6K73 Sellafield - Crewe nuclear flasks on June 19th. ***Dave Harris***

Below: Class 57 309 'Pride of Crewe' is seen in the old bay platform at the north end of Preston, June 4th. ***Dave Felton***





Class 66 301 (with 66 425 dead in tow) struggles at crawling pace through Shap Wells with a heavy 4S44 to Mossend on June 5th. *David Hollowood*

Class 37 601 ‘Class 37 Fifty’ leads classmate 37 605 through Llangewydd on June 10th with the 1Q13 Newport ADJ - Whitland test train. *Lewis Mitchell*

Class 37 604 and 37 608 top'n'tail the 1Q14 Crewe to Falkland Network Rail Test Train passing through Hoghton on June 3rd. *Dave Felton*

Above: On June 19th, inspection saloon ‘Caroline’ is seen being propelled by Class 37 419 through Settle station working 2Z02 Carlisle to Manchester Piccadilly. *Michael Lynam*

Top Right: On June 20th, Class 66 427 heads the north bound 4S45 Daventry - Mossend, Malcolms intermodal through Warrington Bank Quay. *Michael Lynam*

Bottom Right: On June 19th, Class 37 419 ‘Carl Haviland’ propels observation saloon No. 975025 ‘Caroline’ passed the site of the former Lower Darwen motive power depot (on the right). *Dave Felton*





East Coast

Above: Class 67 024 is seen departing Doncaster on June 1st, dragging an East Coast set via Lincoln owing to engineering work on the main line. ***Class47***

Top Left: Class 91 108 speeds through Doncaster with a London Kings Cross - Newcastle service, June 1st. ***Paul Godding***

Bottom Left: The view from York Way adjacent to London King's Cross with Class 43 HST power car No. 43310 seen idling at Platform Zero on June 3rd. ***Papercliponawire***

Below: Class 67 008 arrives into Doncaster dragging an East Coast set and Class 91 loco with a Leeds - London Kings Cross service which was being diverted via Lincoln owing to engineering work, June 1st. ***Class47***





Colas Rail

Class 56 094 is seen working the 6Z50 Chirk - Baglan Bay through Long Garden on June 1st. ***Carl Grocott***



Above: Class 56 302 storms past Uffington on June 2nd working the 6C37 Chirk - Carlisle empty timber wagons. *Phil Martin*

Top Right: Class 56 087 leads 56 105 through Mickle Trafford on June 17th with 6J37 logs from Carlisle to Chirk. *Brian Battersby*

Bottom Right: Class 56 302 passes Uffington on June 2nd with an empty log working. *Jon Jebb*

Below: Class 56 087 heads a fully loaded 6J37 log train through Helsby on June 13th. *Brian Battersby*









Above: Class 56 094 working the 6Z63 Teigngrace to Chirk, passes through Dawlish station on a dull grey June 26th. *John Alsop*

Top Right: Class 56 087 is seen screaming through Leyland working the 6J37 logs from Carlisle to Chirk (via the WCML) on June 4th. *David Hollowood*

Bottom Right: Class 56 302 heads the 6C37 Chirk Kronospan - Carlisle Yard past Brock on June 2nd. *Alan Naylor*

Below: Class 56 087 passes through Carlisle with the southbound log train on June 15th. *Liam Coates*











Above: Class 66 849 'Wylam Dilly' and 66 846 make a rare appearance at Burton on Trent on June 17th, working light engine as 0Z66 Whitemoor to Bescot yard. ***Stuart Hillis***

Top Right: On June 4th, Class 56 094 passes Cheney Longville with the Baglan Bay - Chirk loaded logs. ***Phil Martin***

Bottom Right: Class 56 302 is seen bringing the regular 6C37 Chirk Kronospan - Carlisle Yard empty timber wagon train along the Oxley chord and under the Stour Valley line at Wolverhampton, West Midlands on June 2nd. ***Gary S. Smith***

Below: Class 56 087 is seen climbing the 1 in 82 bank through Langho hauling 6Z70 Ribblehead (Virtual Quarry) to Chirk Kronospan log train on June 14th. ***Dave Felton***





Above: On June 2nd, Class 47 727 ‘Rebecca’ passes Bradwell with barrier coaches Nos. 6377 and 6376 in tow forming 4Z27 17:06 Wimbledon - Wolverton, in preparation for returning Class 455 913 south later the following week. *Matthew Bird*

Top Right: Class 56 302 with the 6J37 Carlisle - Chirk loaded timber (running in the early path) passes through Golborne Hollows on June 25th. *Dave Harris*

Bottom Right: Class 47 739 ‘Robin of Templecombe’ and 47 727 ‘Rebecca’ are seen passing through Northampton with barriers Nos. 6376 and 6377 working 4Z44 Ashford to Rugby on June 26th. *Derek Elston*





Above: On June 20th, Class 66 850 awaits a crew change at Warrington Bank Quay whilst operating the 6J37 Carlisle - Chirk logs and running some 5 hours earlier than usual. ***Michael Lynam***

Top Right: Class 56 302 is seen working the 6J37 Carlisle - Chirk as it reaches its destination of Chirk on June 1st. ***Carl Grocott***

Bottom Right: Class 56 087 is seen hauling the 6J37 Carlisle - Chirk loaded timber through Sutton Weaver on June 4th. ***Dave Harris***

Below: Class 56 302 and 56 087 are seen stabled inside the Kronaspan works at Chirk, June 1st. ***Phil Martin***





DB Schenker's fleet

Top Left: On June 2nd, Class 66 040 is seen working the 6W05 autoballasters heading back to Bescot as it passes Uffington. ***Phil Martin***

Bottom Left: Class 66 165 hauling a short rake of ex National Power self discharge hoppers and running as 6K50 Toton - Crewe is seen passing Burton on Trent, June 17th. ***Stuart Hillis***

Below: Class 66 136 is seen at the head of the 4V14 Toton - Avonmouth empty coal hoppers through Burton on Trent, June 26th. ***Stuart Hillis***











Above: Class 66 185, 66 040 and 66 023 are seen stabled at Didcot on June 29th. ***Brian Battersby***

Top Right: On June 7th, Class 66 137 heads through Barnetby with the 6O19 loaded steel slabs heading for Dollands Moor. ***Steve Thompson***

Bottom Right: Just as the sunshine partially disappears, Class 66 076 passes through Pleasington station hauling 6K05 Carlisle New Yard to Crewe Basford Hall engineers train on June 7th. ***Dave Felton***

Below: On June 27th, Class 66 011 passes Harrowden Junction working the Bletchley to Peak Forest stone empties. ***Geoff Barton***









Above: Class 66 201 is seen working the 6E32 Preston Docks - Lindsey Oil Refinery through Bamber Bridge on June 17th. *Alan Naylor*

Top Right: Class 66 127 hauling the 6M00 Lindsey - Kingsbury loaded oil tanks is seen at Burton on Trent, June 6th. *Stuart Hillis*

Bottom Right: Class 66 078 passes the East Lancashire Sailing Club reservoir at Rishton hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery on June 7th. *Dave Felton*

Below: In preparation for engineering work in the Sutton Bridge area on June 8th and 9th, Class 66 034 is seen here at Sutton Bridge on June 8th with a consist of new sleepers. *Phil Martin*





On May 31st, Class 66 091 leads 38 loaded CDA's over the causeway at Golant on the last leg of its journey to Fowey Docks, running as 6G08 Goonbarrow Jct. - Fowey Docks and just a tad over an hour early on its booked time. *Matthew Bird*





Above: DB Schenker liveried Class 66 185 is seen working the 6K05 Carlisle - Crewe engineers train through Leyland station on June 17th. ***Alan Naylor***

Top Right: Class 66 232 is pictured shortly after passing through Lostock Hall station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery, June 5th. ***Dave Felton***

Bottom Right: A sparkling Class 66 185 brings the 6K05 Carlisle - Crewe engineers train through Brownhills on June 17th. ***David Hollowood***

Below: On June 3rd, Class 66 084 is seen here working 4O57 15:36 Hams Hall to Dollands Moor intermodal. The train is nearing the Westfield Shopping centre and Shepherds Bush Station on the West London Line at White City. The Game Changer advert is most apt for this particular class of locomotive and UK rail freight!. ***Papercliponawire***









Above: Class 66 168 and 66 113 are seen arriving at Hellifield on June 19th, with the 6K05 daily engineers train from Carlisle to Crewe. ***Michael Lynam***

Top Right: Class 66 129 works the 6V71 Hardendale, (via Carlisle), to Margam limestone train past Scout Green on the evening of June 5th. ***David Hollowood***

Below: Class 66 137 is seen passing Radwell on June 9th, working the 4O26 Scunthorpe - Dollands Moor.
Lorenzo D'aniello



With the second Severn Road crossing in the background, Class 66 194 takes the 6W03 Dorrington - Westbury UTC engineering train away from the Severn Tunnel at Pilning, Avon on May 19th. *Gary S. Smith*



Above: Class 66 129 heads a Shap Summit Quarry - Carlisle stone train into Carlisle on June 27th. *Michael Lynam*

Top Right: Euro Cargo Rail's Class 66 247 is seen sandwiched between 66 087 and 66 096 working the 6D44 Bescot - Toton engineers train through Burton on Trent, June 26th. This was the first appearance of 66 247 in the UK for a number of years and the loco was heading to Toton for repairs. *Stuart Hillis*

Bottom Right: On June 1st, Class 66 031 leads the 6R05 Milton Keynes to Bescot through Northampton loaded with spent ballast. *Derek Elston*

Below: DB Schenker's Class 66 185, looking resplendent following its recent repaint into DBS red livery, is seen here at Caledonian Road & Barnsbury on June 7th in charge of the 08:30 Ipswich to Ripple Lane. *Papercliponawire*







GBRf workings

Top Left: Class 66 705 is seen working a Crewe bound intermodal through Church Brampton on June 10th. ***Geoff Barton***

Bottom Left: On June 8th, Class 66 713 works the 6N07 Thoresby - Butterwell, a train of mixed JNA/KEA wagons through Doncaster. ***Steve Thompson***

Below: Class 66 715 'Valour' is seen working the Wellingborough to Mountsorrel empties through Harrowden Junction on June 27th. ***Geoff Barton***









Above: Class 66 719 approaches the Stadium of Light with a single JCA Wagon in tow, June 6th. *Alex Thorkildsen*

Top Right: The Marquis's Drive crosses the Ryecroft Junction - Rugeley Trent Valley line at Moor's Gorse on Cannock Chase, Staffordshire and had become a very popular cycle trail. Following many near misses between cyclists and trains, a new bridge was opened on June 22nd to replace the level crossing; the bridge provides new opportunities to photograph the trains. On the evening of the first day, Class 66 728 approaches the bridge with a 4K80 empty gypsum container wagon train to Rugeley Power Station. This train had left Hotchley Hill very early but was by now running late, classmate 66 727 was round the curve on the rear of the train. *Gary S. Smith*

Bottom Right: On June 25th, Class 20 905 and 20 901 (with HNRC's Class 20 311 and 20 314 on rear) are seen passing Burton on Trent with the 7X10 Amersham - Derby Litchurch Lane conveying barrier vehicles and LUL 'S stock' returning for rectification. *Stuart Hillis*

Below: A rather well done-up Class 66 709 makes sedate progress through Doncaster on June 8th running as 0H78 Selby - Peterborough. *Steve Thompson*







The Marquis's Drive crosses the Ryecroft Junction - Rugeley Trent Valley line at Moor's Gorse on Cannock Chase, Staffordshire and had become a very popular cycle trail. Following many near misses between cyclists and trains, a new bridge was opened on June 22nd to replace the level crossing, and the bridge provides new opportunities to photograph the trains. After a long break, the occasional GBRf-operated trains carrying gypsum from the power station at Rugeley, Staffordshire have been running again. On the morning of July 1st the unique-liveried Class 66 720 slowly climbs the 1 in 80 gradient through Moor's Gorse with the 4D80 Rugeley PS - Hotchley Hill laden train.

Gary S. Smith

On June 18th, Class 66 727 comes off Farrington Curve working the 4C77 gypsum service and joins the East Lancs line as far as Daisyfield Junction where it will head off to Hellifield and the Settle and Carlisle line to Newbiggin. *David Hollowood*





Freightliner's workings

Above: Class 66 563 heads south through Doncaster on June 1st with a Leeds - Felixtowe working. ***Paul Godding***

Top Left: On June 8th, Class 66 554 heads through Chesterfield working the 4D51 Barrow Hill - Hull King George Dock empty HHAs. ***Steve Thompson***

Bottom Left: Class 66 549 heads northbound through Carlisle on June 26th with an engineers train from Crewe to Carlisle New Yard. ***Michael Lynam***

Below: On June 20th, Class 66 512 joins the WCML at Warrington with a rake of empty coal hoppers from Fiddlers Ferry heading to Hunterston. ***Michael Lynam***









Above: Powerhaul liveried Class 66 504 leads the 4M45 Felixstowe South F.L.T. - Ditton (O'Connor) Freightliner north through Acton Bridge on June 27th. ***Michael Lynam***

Top Left: Class 66 517 with a lightly loaded 4O55 Leeds - Southampton modal train passes through Burton on Trent, June 5th. ***Stuart Hillis***

Bottom Left: Class 66 615 passes over the now closed level crossing at Moor's Gorse on Cannock Chase, Staffordshire and under the newly constructed footbridge, working the 6H70 Rugeley power station - Guide Bridge yard empty limestone hopper wagon train on June 29th. ***Gary S. Smith***

Below: On June 26th, Class 66 512 heads south through Carlisle with a Killoch Colliery - Ratcliffe loaded coal working. ***Michael Lynam***







Above: Class 66 604 working the 6U77 Mountsorrel - Crewe loaded Network Rail self discharge hoppers passes through Burton on Trent, June 21st. ***Stuart Hillis***



Top Right: Class 66 510 is seen on miserable wet June 12th, working an empty coal train through Helwith Bridge on the Settle and Carlisle line. ***Derek Elston***

Bottom Right: Class 86 639 and 86 609 pass Northampton heading south with a Daventry to Tilbury service on June 26th. ***Derek Elston***

Below: Class 66 546 working the 6M49 Barrow Hill - Rugeley Power Station loaded coal hoppers passes Burton on Trent, June 21st. ***Stuart Hillis***





Class 66 593 emerges from Hampstead Heath tunnel whilst working the 4L31 09:03 Bristol to Felixstowe Intermodal service on June 6th. ***Papercliponawire***





Above: On June 19th, Class 66 504 is seen heading a Hunterston - Cottam power station loaded coal train through Settle. ***Michael Lynam***

Top Left: Class 66 552 'Maltby Raider' working empty coal hoppers from Rugeley power station - Doncaster is seen nearing Stenson on June 20th. ***Stuart Hillis***

Bottom Left: Class 86 622 leads 90 043 with the 4M11 Coatbridge - Crewe Basford Hall, seen here departing Coatbridge Central on June 19th. ***Michael J. Alderdice***

Below: Class 66 513 heads a southbound MGR working through Doncaster on June 1st. ***Richard Hargreaves***









Above: Class 66 603 heads south through Acton Bridge on June 6th with a rake of loaded coal hoppers. ***Brian Battersby***

Top Left: Class 66 569 working the 4O55 Leeds - Southampton passes through Burton on Trent, June 21st. ***Stuart Hillis***

Bottom Left: Class 66 603 leads 66 618, 66 604, and 66 508 working from Leeds Balm Road to Crewe Basford Hall, seen passing through Burton on Trent, June 20th. ***Stuart Hillis***



Below: Class 66 539 passes through Battlefield on June 8th with a loaded coal working heading for Fiddlers Ferry power station. This was the last train to work through into Shrewsbury before the line was closed for weekend engineering work. ***Phil Martin***



DCR workings

Class 56 312 takes the 6Z80 from Willesden Euroterminal through the overhead crane at Calvert, Buckinghamshire on May 20th.

Gary S. Smith



Above: During a brief break in heavy rain fall on May 28th, Freightliner's Class 66 951 which has just arrived at Calvert, Buckinghamshire with the 6M22 refuse container train from Cricklewood passes Class 56 312, that had brought in the 6Z80 from the Crossrail project at Willesden an hour earlier. *Gary S. Smith*

Top Right: With the end of mainline steam, British Railways allowed vegetation to grow along its railway lines. Over the decades this has restricted the possibilities for photographers; even one tree could make a huge difference. In recent years Network Rail has been felling trees in several places. All trees on the railway-owned land on the inside of the west curve at Didcot, Oxfordshire, next to the Foxhall junction, had been removed this spring and this view of the line is now possible.
Shortly after leaving the power station, Class 56 091 brings the 6Z92 laden flyash train to Calvert along the curve on June 11th. This was to be the last week that trains would remove flyash from the recently closed 'A' power station. *Gary S. Smith*

Bottom Right: On June 3rd, Class 56 311 kicks into life at West Drayton working the first run of the 6Z48 13:15 spoil train from Thorney Mill to Calvert, running via Oxford. *Papercliponawire*

Below: Class 56 312 drags 50 008 'Thunderer' as 0Z50 from Washwood Heath to Barrow Hill, passing through Burton on Trent, June 20th. *Stuart Hillis*







HSTs

Top Left: HP liveried First Great Western's HST power car No. 43148 is seen arriving into Taunton on June 15th with a service to London Paddington. ***Richard Hargreaves***

Bottom Left: East Coast's HST power cars Nos. 43302 is seen on the rear of the daily Inverness bound service at York on June 1st. ***Richard Hargreaves***

Below: On May 1st, First Great Western's HST power car No. 43153 leads the 1C76 09:06 London Paddington - Plymouth along the sea wall at Dawlish. ***Barry Beeston***







First Great Western have adorned a couple of HST power cars in all-over adverts for HP. This is the former jubilee liveried No. 43186 in the sunshine at Bristol Temple Meads station on June 15th with a terminating service from London Paddington.
Richard Hargreaves





Above: A track worker acknowledges an unknown First Great Western HST as it speeds through West Drayton station working the 1C17 14:00 London Paddington to Bristol Temple Meads service. *Papercliponawire*

Top Left: First Great Western's HST power car No. 43003 is seen arriving into Didcot Parkway on June 29th with a Swansea - London Paddington working. *Richard Hargreaves*

Bottom Left: East Midlands Trains HST power car No. 43048 is seen alongside the M1 motorway at Apex Corner heading the 1B53 14:28 Nottingham to St. Pancras International service on June 6th. *Papercliponawire*

Below: On a wet June 26th, one of First Great Western's HP liveried HST power cars passes Bath Spa station on the rear of a service from London Paddington. *Sam Bilner*











Above: CrossCountry's HST power car No. 43301 leads the 1S51 12:24 Plymouth - Glasgow Central along the seawall at Dawlish on May 1st. ***Barry Beeston***

Top Left: First Great Western's HST power car No. 43002 is seen working the 1C79 11:06 London Paddington - Plymouth round the curve at Langstone Rock on May 1st. ***Barry Beeston***

Bottom Left: CrossCountry's HST power cars Nos. 43378 and 43207 head through Chesterfield on June 8th working the 1V48 York - Penzance. ***Steve Thompson***



Class 92s workings

Above: Class 92 011 (with 66 110 dead in tow) working the 6S94 china clay to Irvine, is seen here passing through Salter Wath on June 5th. *David Hollowood*

Top Right: And another shot of Class 92 011 and 66 110 working the 6S94 china clay from Dollands Moor sidings to Irvine Caledonian paper mill, seen here passing through Balshaw Lane Jct. *Alan Naylor*

Bottom Right: On June 26th, Class 92 019 heads the Dollands Moor - Irvine China Clay into Carlisle. *Michael Lynam*

Below: Class 92 036 and 90 029, having arrived at Crewe from the North await a path round to the electric depot, June 22nd. *Derek Elston*







Units, Units, Units

Top Right: First Great Western's Class 153 373 leads the 10:23 Exmouth - Paignton service round the curve at Langstone Rock on May 1st. ***Barry Beeston***

Bottom Right: Northern Rail's Class 142 011 heads towards Blackburn as the train passes through Hoghton with the 2N14 08:44 service from Blackpool South to Colne on June 3rd. ***Dave Felton***

Below: Chiltern Railway's Class 172 104 is seen at Banbury on June 29th with a Birmingham Snow Hill - London Marylebone service. ***Brian Battersby***











Above: Currently on loan from Heaton depot due to a shortage of dmu's at Newton Heath is Northern Rail's Class 142 089, seen here arriving at Pleasington station with the 2N12 17:44 service from Blackpool South to Colne on June 20th. *Dave Felton*

Top Left: On June 1st, Arriva Trains Wales' Class 175 105 passes Dorrington on a Cardiff bound service. *Phil Martin*

Bottom Left: On June 9th, Southern Railway's Class 377 148, forming the 2B58 Bognor Regis - Horsham, leaves the station at Pulborough. This Amberley - Billingshurst route is due to be resignalled shortly. *Gary S. Smith*

Below: FGW's Class 150 263 working the 2C69 09:00 Cardiff Central - Plymouth prepares to get a pounding from the waves as it travels along the seawall towards Dawlish on May 1st. *Barry Beeston*











Above: With a backdrop of the Darwen Jubilee Tower, Class 150 134 heads down the incline towards Blackburn with the 2N58 10:00 service from Manchester Victoria to Clitheroe on June 14th. ***Dave Felton***

Top Left: First Great Western's Class 166 202 arrives into West Drayton with the 2P54 13:07 Oxford to London Paddington service, whilst GBRf's Class 66 710 eases onto the goods line with the 13:27 West Drayton to Mountsorrel stone train, June 4th. ***Papercliponawire***

Bottom Left: First Great Western's Class 150 233 working the 2T17 12:23 Exmouth - Paignton is seen heading along the seawall at Dawlish on May 1st. ***Barry Beeston***





Above: On June 15th, London Midland's Class 170 630 is seen arriving into Worcester Foregate St. *Richard Hargreaves*

Top Left: CrossCountry's Class 220 031 powers through Starcross working the 1V52 06:01 Glasgow Central - Plymouth service on May 1st. *Barry Beeston*

Bottom Left: Northern's Class 322 483 and 321 901 are seen at Doncaster on June 1st working the local stopping services to Leeds. *Richard Hargreaves*

Below: Arriva Trains Wales' Class 175 112 passes Wistanstow on June 1st with a Manchester Piccadilly - Cardiff service. *Phil Martin*









Above: Northern Rail's Class 150 220 approaches Langho station with the 2J54 18:40 service from Clitheroe to Manchester Victoria on June 19th. ***Dave Felton***

Top Left: On June 15th, First Great Western's Class 166 211 is seen departing Worcester Foregate St. with a London Paddington bound service. ***Paul Godding***

Bottom Left: Northern Rail's Class 156 488 shunts from platform two over to platform four at Helsby to form the 2F14 15:17 service to Ellesmere Port on June 4th. ***Dave Harris***

Below: On June 25th, First Great Western's Class 150 128 is seen at Exmouth with the 09:23 service to Paignton. ***John Alsop***









Above: First TransPennine Express' Class 185 128 and 185 144 are seen departing from Bolton station with the 1M92 07:42 service from Edinburgh to Manchester Airport on June 26th. *Dave Felton*

Top Left: First Great Western's Class 180 108 'Adelante' unit is seen departing Moreton in Marsh passing the manual signal box whilst working a Worcester Shrub Hill - London Paddington service on June 21st. *Charlie Robbins*

Bottom Left: Northern Rail's Class 156 483 is seen after departing from Langho station with the 2N58 17:01 service from Manchester Victoria to Clitheroe on June 26th. *Dave Felton*

Below: Northern Rail's Class 153 332 and Class 150 270 approach Langho station working the 2J58 19:40 service from Clitheroe to Manchester Victoria on June 19th. *Dave Felton*









Above: Greater Anglia's Class 156 419 is seen passing Northampton fresh out of Wolverton Works and heading for Norwich, running as 5Z56 Wolverton - Norwich on June 26th. ***Derek Elston***

Top Left: Northern Rail's Class 155 345 is seen at Leeds on June 1st having arrived with a service from Selby. ***Paul Godding***

Bottom Left: Northern Rail's Class 158 816 and 158 795 pull away from Settle with the 2H86 Leeds - Carlisle service on June 19th. ***Michael Lynam***

Below: Northern Rail's Class 158 794 is seen about to pass through Pleasington station with 1B35 15:29 service from Blackpool North to York on June 7th. ***Dave Felton***









Above: Virgin Trains' Pendolino Class 390 114 'City of Manchester' approaches Preston station with the 1S63 12:30 service from London Euston to Glasgow Central on June 4th. *Dave Felton*

Top Left: Virgin Trains' Class 390 004 heads into the lovely evening sunset as it passes through Acton Bridge on June 6th with a London Euston - Carlisle service. *Brian Battersby*

Bottom Left: Northern Rail's Class 333 007 arrives into Keighley station with the 2H41 12:47 service from Skipton to Leeds on June 8th. *Dave Felton*

Below: SouthEastern 'Javelin' Class 395 008 emerges from Shakespeare Tunnel, Dover with the 15:12 St. Pancras International - Dover Priory on June 22nd. *Chris Morrison*









Above: Virgin Trains ‘Super Voyager’ Class 221 125 in Bombardier livery, approaches Carlisle on June 15th with a Birmingham New Street to Edinburgh service. *Liam Coates*

Top Left: Northern’s Class 150 110 approaches Hellifield with the one a day 2Y57 Heysham Port to Leeds service, June 19th. *Michael Lynam*

Bottom Left: Arriva Trains Wales’ Class 175 113 passes Dorrington on June 1st working a Manchester - Cardiff Central service. *Phil Martin*

Below: Southern’s Class 456 006 is seen at London Bridge in advertising livery on June 28th. *John Coleman*





A London Midland liveried Class 153, now operated by First Great Western, crosses Cockwood Harbour in the lowering evening sun on June 26th. *Charlie Robbins*

Scot-Rail - life north of the border

On June 17th, Class 55 022 is seen at Yoker marshalling Class 334 003 having arrived with a Glasgow Works to Yoker EMU drag. *Darrel Hendrie*



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

Left: On June 17th, Class 55 022 is seen at Yoker depositing Scotrail's Class 334 003 in the yard. Adjacent to the Deltic is a rather smart looking Class 320 305. ***Darrel Hendrie***

Below: LNER A1 No. 60163 'Tornado' is seen running along the North shore of the Forth working the SRPS' Forth Circular tour on June 16th. ***Richard Jones***



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

A1 No. 60163 'Tornado' is seen crossing the River Earn just outside Perth, on the Edinburgh - Inverness leg of Steam Dream's 'The Cathedrals Express to Scotland' on June 15th.
This was day two of a four day trip around Scotland. ***Richard Jones***

Going Underground

Preserved 1938 Stock is seen working a Harrow - Amersham special in connection with the Rickmansworth Canal Festival on May 19th. ***Chris Morrison***



Going Underground continued...

Above: Bakerloo line '1972 stock' No. 3542 arrives into Baker St. on May 19th. *Chris Morrison*

Top Right: 'S stock' Nos. 21301 and 21302 in advertising livery are seen at West Ham station on a service to Hammersmith from Barking, June 28th. *John Coleman*

Bottom Right: London Underground 'C stock' No. 5581 is seen at Baker St. on May 26th. *Chris Morrison*

Below: 'S stock' No. 21334 is seen working a Hammersmith and City Line service heading for Barking. *Chris Morrison*













Going Underground continued...

Above: 'A60' unit Nos. 5110/11, normally used on rail adhesion trains, ran Amersham - Harrow specials in connection with the Rickmansworth Canal Festival on May 19th. This is the 17:08 from Amersham passing Chorleywood. ***Chris Morrison***

Top Right: 'S stock' No. 21016 is seen at Chafont and Latimer with an Amersham - Aldgate service on May 26th. ***Chris Morrison***

Bottom Right: A train of Victoria Line '2009 Stock' arrives into Euston on June 29th. ***Chris Morrison***

Tyne and Wear Metro

Top Right: Metrocars Nos. 4002 and 4087 are seen approaching the Stadium of Light station working train No. 107 on June 6th. ***Alex Thorkildsen***

Bottom Right: Metrocars Nos. 4016 and 4056 depart South Gosforth working train No. 125, June 6th. ***Alex Thorkildsen***

Below: Metrocars Nos. 4016 and 4056 are seen approaching Four Lane Ends on train No. 128, June 2nd. ***Alex Thorkildsen***







Manchester Metrolink

Top Right: Metrolink Trams Nos. 3019 and 3012, working in multiple, are seen in the head shunt at Droylsden with a Bury service on June 22nd. ***Derek Elston***

Bottom Right: Carrying the new Metrolink livery, and looking rather smart, Tram No. 1003 makes the turning into Piccadilly Gardens with a Piccadilly bound service on June 22nd. ***Derek Elston***

Below: Metrolink Tram No. 1002 is seen departing Old Trafford en route to Altrincham on June 22nd. ***Derek Elston***







Manchester Metrolink

continued...

Right: On June 22nd, Manchester Metrolink Tram No, 3069 is seen being delivered. ***David Hollowood***

Below: Just a week later, June 29th, Tram No. 3070 is seen heading through Manchester being delivered, having arrived in the UK from Austria.
David Hollowood

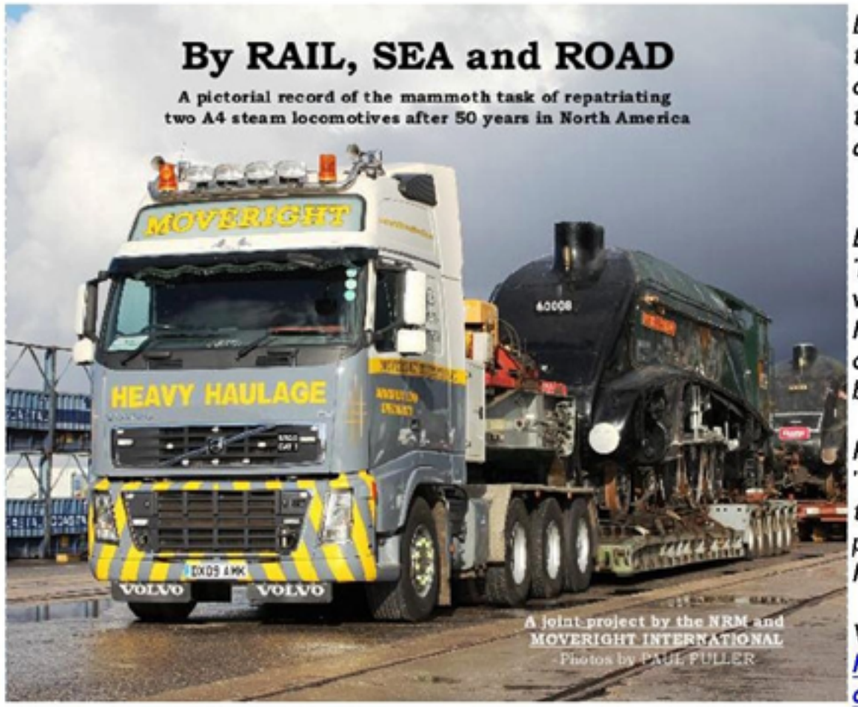




By RAIL, SEA and ROAD

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

Moor Street removal

During the early hours of June 2nd, Great Western 2-8-0 No. 2885 was removed from Birmingham Moor St. station where it had been a familiar sight for many years. The loco was lifted and taken to Tyseley.

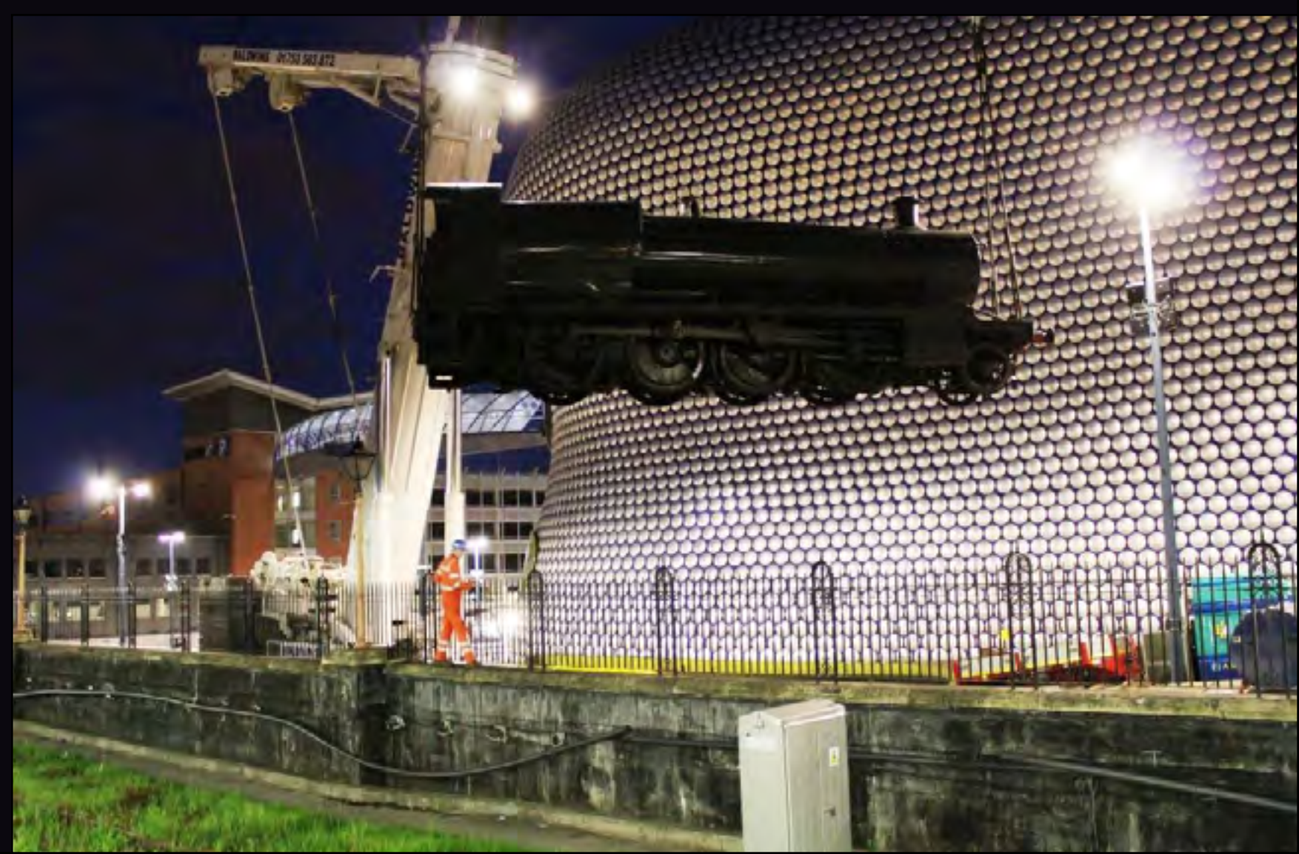
Top Right: The loco as it has stood for many years, adjacent to buffers in Moor Street station, pictured prior to commencement of the lift. *Paul Fuller/Allelys Heavy Haulage*

Bottom Right: The GWR 2-8-0 is seen lifted high above the station and platforms using a specially erected crane and platform on the night of June 2nd. *Paul Fuller/Allelys Heavy Haulage*

Below: Nearly there, the 2-8-0 is seen being lowered onto waiting low loader for transportation to Tyseley steam centre. *John Alsop*







Fares Advice with RailUK

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

Is buying a ticket with intention to only start and stop short illegal?

Q: Is buying a ticket with the intention of not travelling between the two stations named on the ticket but only two in-between, illegal?

A friend has been talking to managers and ticket sales staff at one rail company and they are saying it would be because when you go to buy the ticket, you are asking for the two stations named on the ticket and not any in-between.

For example if one bought a season ticket from Station C to Station B because that was cheaper than Station A to Station B, and Station A was on the route between C and B, would that be illegal?

This is about contract law I believe. I know the routing guide allows permitted routes but does one have to intent to start at the starting station and terminate at the end station when buying the ticket.

A: A simple question without a simple answer, (though I suspect that most people on here will give you the simple answer that it is perfectly permitted unless travelling on tickets that prohibit break-of-journey, such as Advance tickets).

It seems quite clear that Season tickets enable a passenger to use them for shorter journeys that the full end-to-end journey between the named stations. Clear, but there are some, including very senior rail personnel, who continue to argue that where this allows travel that is less expensive than the published price for the actual journey taken, then it is not permitted. The argument would be that it is a fraud. Cross Country have been arguing this point recently.

It seems similarly clear that other flexible tickets which allow a break of journey may be used in part, rather than for the full journey. Those that argue that this is not permitted might turn to Case law to support their view; there are 2 judgements which migh help: London & North Western Railway Co. vs Hinchcliffe [1903] and R. vs Frere (1855) (Frere was overturned on Appeal but parts of the Decision would still be useful).
On the other hand, those tickets which are specifically intended for travel on specified journeys, times and trains (such as Advance tickets) are going to be hard to justify for shorter journeys. I am aware that many Companies might choose not to Prosecute, and I believe that a passenger who also holds a ticket for the short additional journey which they wish to avoid, should escape prosecution, but for the most part, and Advance ticket is a contract ONLY for the specified journey and would NOT be valid for a shorter journey.

In the middle, is the greyer area, where most on this forum might look to the ticket restrictions in detail, where many rail staff might agree and others would look to the ticket type and price, and where most lawyers might look to Contract Case Law. In this middle ground, there may be differing opinions, passionately held; and maybe with some justification of each point of view.

I'm unable to accept that there is a simple answer.

Unadvertised first class

Q: If a train is not advertised in the timetable as having first class, but the train does have a first class zone, that is therefore declassified? Is this documented anywhere?

A: Each TOC can make their own decisions. Most TOC have decided that it is auto-declassified. I believe members of this forum have letters from FCC, Northern Rail, and possibly others.

If London Midland say that it's up to the conductor, then any reasonable conductor would not be able to charge someone for sitting in 1st Class, if the train timetable show's that the train is STD class only.
If someone was to charge someone, how would you do this for example between Birmingham & Walsall when no 1st class fares exist?

However Greater Anglia are of the opinion that an excess is payable.

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.



Having just exited the impressive structure of Moorswater viaduct, Class 57 605 leads FGW's 'Night Riviera', the 1C99 Paddington - Penzance away from a right time departure at Liskeard. *Matthew Bird*

DB Schenker Rail UK welcomes the opening of new rail terminal at Port of Felixstowe

DB Schenker Rail UK welcomes the opening of the new North Rail Terminal at the Port of Felixstowe, which will increase the available capacity for rail freight services in and out of the Port.

The terminal, which was officially opened in a ceremony attended by His Royal Highness The Duke of York on Thursday 6th June, will double rail capacity at Britain's biggest container port and also brings with it another significant advantage - its ability to handle longer trains hauling over 30 wagons each.

DB Schenker Rail UK currently operates two intermodal trains per day from the Port of Felixstowe to Birmingham International Freight Terminal (BIFT) and Wakefield and a new agreement with the Port will see one of these services moved to the new North Terminal in early July 2013.

Carsten Hinne, Managing Director Logistics for DB Schenker Rail UK, said: "DB Schenker Rail UK is pleased to be able to move one of our daily services from The Port of Felixstowe to the new North Terminal within the next month. This is important for the growth of our intermodal business.

The state-of-the-art facilities and longer sidings at the new terminal will allow DB Schenker Rail UK to run longer trains in and out of the Port with a faster turn around. This will allow DB Schenker Rail UK to fulfil its commitment to its customers, by providing services that are more efficient."

Wet weather helps ScotRail become greener

ScotRail is harnessing Scotland's damp climate to help reduce costs and its carbon footprint – by collecting rainwater for use in washing trains.
The train operator has installed an innovative system which allows it to collect rainwater from over two thousand squared metres of roof area at Corkerhill depot in Glasgow to clean the underside of its trains.

The company believes it is the first rail operator in the UK to introduce the 'rainwater harvesting' system at a depot.

The facility was installed at Corkerhill depot earlier this month and can collect 72,000 litres of rainwater, which is more than half of the water required to clean the underside of three trains every day for a year.

Steve Montgomery, ScotRail's managing director, said: "The new facility removes the need for us to use more than 3.5 million litres of fresh water every year – helping improve the environmental performance of Scotland's railways.

"If the pilot project is successful, we may consider introducing rainwater harvesting at other depots in the future."
Rainwater harvesting technology is already used on Indian railways, where fresh water is at a premium.
Transport Minister Keith Brown said: "I am delighted ScotRail has introduced the rainwater harvesting system as a pilot project at its Corkerhill depot. This innovative system will help to deliver further reductions in its carbon footprint and maintenance costs.
"This will be another milestone as we work towards improving Scotland's railways' environmental performance, and I look forward to seeing this system rolled out at other locations in the future."

Class 325 002 'Royal Mail North Wales & North West' heads south at Winwick Jct. with the 1M44 Shieldmuir to Wembley PRDC postal service on the evening of June 19th. *Dave Harris*



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



Virgin Trains: 'Customers love our trains and staff – now it's Euston's turn for a makeover'

The independent National Passenger Survey results released on June 19th once again show Virgin Trains outperforming other long-distance franchises, with an overall satisfaction score of 92%. But the figures also reveal how Euston station (managed and owned by Network Rail), in desperate need of an upgrade, is dragging down customer satisfaction. Following the dramatic upgrades to other London terminals, Virgin Trains is now pressing for action to improve Euston.

Virgin Trains, the West Coast operator, scores above the average for long-distance operators on every single factor relating to its train services. But it exceeds the average on only one factor relating to stations. With over 60% of its passengers using Euston the company now wants action to improve the experience of its customers passing through the station. It is in discussion with Network Rail, HS2 (which will also use the station in future) and the Department for Transport about making significant changes.

Commenting on the results Tony Collins, Virgin Trains Chief Executive Officer, said:
"Once again our customers have applauded the service we provide, and I thank them for that. We're pleased to have the highest satisfaction rating of any long-distance franchise. But when I look closely at the figures I'm worried because customers' experience of using our trains is not matched by their experience of using the stations we serve.

"We have made improvements at stations we operate, but a huge proportion of our customers use Euston, and it's now time to improve the environment at the station. We've seen the dramatic effect on satisfaction scores that the upgrade at King's Cross has had recently. We want some of that for our customers too – and they can't wait till a new HS2 station is built."

Croydon Tramlink No. 2534 is seen at East Croydon station in advertising livery on June 28th. *John Coleman*



Freightliner acquires ERS Railways

Freightliner Group is pleased to announce the acquisition, subject to necessary approvals and compliance with applicable laws, of leading European intermodal rail operator and railway undertaking ERS Railways B.V. from Maersk Line. The acquisition of ERS Railways supports Freightliner's strategy of developing businesses in rail markets globally, in partnership with strong local management teams.
Rotterdam-headquartered ERS was founded in 1994 as an intermodal rail freight operator and became licensed as a railway undertaking in 2002. Since then ERS Railways has developed into a strong European player within the continental, as well as maritime hinterland markets, continuing to focus on developing and expanding its intermodal services. ERS Railways provides maritime hinterland services from key European ports including Rotterdam, Hamburg, Bremerhaven, Lübeck and Rostock as well as continental European rail services for intermodal operators and forwarders. Corridors served run through continental Europe to various destinations in Italy, Poland, Germany, Switzerland, Austria and the Czech Republic. ERS owns 47% of boxXpress.de GmbH, the Germany-based railway undertaking being active in German maritime hinterland traffics.

Both Freightliner in the UK and ERS in continental Europe have been significant service providers to Maersk Line for more than fifteen years and this relationship is strengthened further by the long-term contract entered into between Maersk Line and ERS Railways as part of the acquisition.

Announcing the acquisition, Peter Maybury, Chief Executive of Freightliner Group, said: "The acquisition of ERS is a very good fit with our growth strategy and further extends our profitable footprint, following our successful entry into the Polish and German bulk haul markets over the last seven years and our entry into Australia in 2009. The business has a strong management team who share our service-led approach, and we look forward to supporting them as ERS continues to grow its continental European intermodal services."
Frank Schuhholz, Managing Director of ERS Railways who will continue to lead the business following the acquisition, said: "ERS Railways has successfully proven to be an important player on the European intermodal railway markets. We are welcoming Freightliner Group as our new shareholder who allows us not only to foster our strong relationship with Maersk Line in the long term but also to expand into new markets which creates value for our customers and our new shareholder."
Confirming the sale, Soren Toft, Vice President from Maersk Line said: "This new set-up provides us with the opportunity to continue our long term contractual relationship with both companies as well as to develop our key European markets. I am confident that Freightliner is a good owner of ERS Railways, while Maersk Line can focus even stronger on developing our current and future deep sea liner network in Europe and other parts of the world."

Virgin Trains get real

Virgin Trains has partnered with a local brewery to launch a brand new beer - the Tilting Ale.

Brewed especially for Virgin Trains by Macclesfield's RedWillow Brewery, this British Pale Ale evokes the spirit and speed of our tilting trains. A high-speed whoosh of flavour tilts smoothly into a light, hoppy taste and arrives, right on time, at a clean finish of bitter.

Served onboard, it's perfect for sipping at 125mph!

The new beer is available for sale from our on-board shops from Saturday 22 June 2013 and is sure to quench the thirst of our customers who once again voted Virgin Trains top of all the long distance rail operators in the latest National Passenger Survey published this week.



"We're always looking at ways to improve the choice and quality of the food and drink on sale from our on-board shops," said Virgin Trains' Onboard Product Development Manager Rob Taylor.

"Real ale is growing in popularity and we're delighted to have been able to partner with a brewery so close to one of our stations."
That passion is shared by RedWillow co-founder Toby McKenzie. With the help of his wife Caroline, the brewery has developed a growing reputation for quality British ale since its inception back in 2010.
With many awards already under their belt, RedWillow's objective is a simple one - to make beer that is big in flavour, well balanced and above all something that people love to drink.
"We're really excited to have been given the opportunity by Virgin Trains," explained Toby. "We are striving hard to introduce real quality ale to a much wider audience and we couldn't have picked a better company to work with.
"It's particularly pleasing for me as prior to setting up RedWillow with Caroline, I used to travel from Macclesfield to London every day with work. The service onboard was, and still is, second to none so to be chosen to be part of that is a big feather in the cap for the brewery."

On June 9th, during the West Somerset Railway's Mixed Traction Weekend event, BR Blue liveried locos Class 37 215 and 24 081, both visiting from their home base at the Gloucestershire & Warwickshire Railway, power away from Blue Anchor at Ker Moor with the 12:55 Bishops Lydeard to Minehead service. *Jonathan Gill*



Doncaster commuters offered savings on rail travel thanks to First Hull Trains

Passengers using First Hull Trains' services to London from Doncaster can save 10 per cent on all their travel after a new ticket has been released. The open access operator runs 90 services a week calling at Brough, Howden, Selby, Doncaster, Retford and Grantham between Hull and London King's Cross, transporting around 800,000 people every year.

More than 100,000 of these passengers travel direct to and from Doncaster annually. Now, First Hull Trains has released the Doncaster Carnet, which allows commuters to buy nine tickets for the price of 10. Jennifer Handley, marketing manager for First Hull Trains, said: "We have been traditionally considered a service which picks up in Hull and transports people to London but that is rapidly changing.

"More and more people are using our service and we have responded to that demand particular to different stations.

"We are always looking at what we can do to attract people along the route to use our services and want to be able to compete with the main operator along the East Coast Mainline.
"The recent passenger survey puts us ahead of the game and we now just need to get out there are let the people along the route know.
"These new tickets for passengers from Doncaster represent a really goodsaving if taken advantage of. The carnet ticket is for people who travel regularly but not enough to justify getting a season pass." It comes after the company was recently named as the best long-distance rail operator in the UK by Passenger Focus – the national rail watchdog.

Mrs Handley said: "We are always looking at ways to the whole journey experience more convenient for our customers. We want to be able to offer a fast, safe, reliable and value for money service but we also want it to be the service which people want not just what we give them.

"As an open-access operator we can be flexible and tailor what we offer to suit the needs of our passengers, I think this is one of reasons we always score highly in the National Passenger Survey."

Rescuing trains gets easier



Adaptions have been made to Network Rail's fleet of Class 57s in the south to allow them to rescue failed electric multiple units.

Testing of the six 57/3 locomotives is now complete following a modification of the brake interface units. This will allow the drivers to operate their brakes and those of the failed train together. The brake interface unit also operates the safety interlocks on most units, which means broken-down units can be removed at normal line speed.

Mick Stewart, senior fleet engineer, National Delivery Service, said: "We can now quickly move units that are stranded – for example, when the third rail network is disabled, if there's snow and ice, or where there's been a mechanical failure.

"The 57s are also powerful enough to haul a 12-car EMU – another EMU wouldn't be able to do that.

"Before, failed units had to be rescued using whatever train was available, powerful enough, and that could be coupled to the unit.

"Route controls would have to source the rescue vehicle, find competent fitters and get them to the depot to collect the emergency adaptor coupler before the recovery train could go out – all of which took valuable time."

A rescue involving one of the modified class 57s would involve its driver, the driver of the failed unit, plus competent staff, such as a mobile operations manager or a train operating company fitter, on either side of the coupling. This can be achieved in 15 minutes – a large time saving over previous procedures.

Other possible uses for the class 57s include routinely moving EMUs between works for servicing.



Class 52 No. D1023 'Western Fusilier' is pictured in the NRM York. *Richard Hargreaves*

Railway footbridge plan for Chippenham is on track

Network Rail is working on a £2.98m project to improve access for passengers at Chippenham railway station.
A new footbridge and lift could be installed as part of the Department for Transport's Access for All programme. The new footbridge would replace the existing footbridge, which is a public right of way.

They would enable people to reach platforms 1 and 2 by using a new lift at the front of the station, making journeys easier for elderly and disabled people as well as people with pushchairs or heavy bags to carry. The platforms are currently only accessible via a second footbridge with stairs.
The existing footbridge was built around 1899 to provide pedestrian access over the railway track. The station itself dates from 1841.



Chester station footbridge is re-opened after refurbishment

A refurbished historic footbridge at Chester railway station was officially re-opened by Network Rail on Thursday, 6 June. The refurbishment is the final redevelopment project to be delivered as part of a multi-million pound Chester Renaissance programme for the station and the surrounding area over the past several years.

Network Rail and train operator Arriva Trains Wales have invested around £8.5m at Chester station over the last five years, including the £900,000 spent recently on refurbishing the footbridge. The funding has come from the Department for Transport. Other work has included a new roof, improved customer facilities and better access for disabled and elderly people. Mark Langman, Network Rail route managing director, said: "This project marks the completion of a significant investment to enhance the facilities at Chester station and to improve the station and surrounding environment for passengers - an important gateway and shop window for the historic city.

"I'd like to thank all the stakeholders, particularly the Townscape Heritage Initiative programme and the Railway Heritage Trust, for their financial and advisory support for this project, without which it may not have happened."
Network Rail scheme project manager, Najmun Shah said: "The footbridge has been refurbished to enhance both its appearance and make it easier to maintain. The scheme combines necessary structural repairs with contemporary glazing and surfacing materials and traditional conservation work and finishes."

Lynne Milligan, customer services director for Arriva Trains Wales, said: "We welcome the work undertaken by Network Rail, which will build on the improvement work already undertaken at Chester station. "The historic nature of the station means that these projects come with a great deal of responsibility, and we are grateful for the input of all the various stakeholders in terms of guiding the final look and design. We think this will further enhance an already excellent station environment."
Work on the £900,000 refurbishment project started on site in September 2012 and was completed in May 2013. It was funded by the Heritage Lottery Fund (HLF) through their Townscape Heritage Initiative (THI) programme and through Cheshire West and Chester Council (CWaC) and Chester Renaissance, with further direct funding from CWaC, the Railway Heritage Trust (RHT) and Network Rail.

The footbridge is a historically important feature of Chester railway station, which was built in 1848 for the Chester & Holyhead and Shrewsbury & Chester railway companies. Its refurbishment means the station can now be entered for a National Rail Heritage Award.



On June 30th, Class 55 No. D9016 takes the curve to Heywood departing Bury and passing under the recently erected signal gantry with the 15:15 Rawtenstall - Heywood service on the ELR. *Michael Lynam*



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First passenger services start using Hitchin flyover

•Work on £47m scheme to remove major bottleneck completed to help reduce delays and increase future capacity

•Driver training programme has begun ahead of December 2013 timetable change, when more passengers will start feeling benefits of investment

The first passenger services have started to use the new Hitchin flyover after Network Rail completed work to build the new stretch of track, which will make the railway more reliable, reduce delays and provide extra capacity in future.
Until now, First Capital Connect trains travelling from London King's Cross have had to cross three other lines to switch between the East Coast Main Line and the line to Cambridge. This makes the railway less reliable when delays occur and limits capacity on one of the busiest lines in the country.
The new rail link will avoid these problems completely, cutting delays to train services by nearly 30,000 minutes every year and helping create the capacity to run more services when future timetables are developed. First Capital Connect will run up to three services a day over the flyover, but by December – when they will have trained around 300 drivers on the new route – almost 600 trains a week will use the 2km single-track rail link.



Network Rail route managing director, Phil Verster, said: "The Hitchin flyover will make a real difference to passengers who travel on the East Coast Main Line, as well as people travelling to Cambridge and beyond. Improving the railway at Hitchin will solve the problems caused by the current track layout and help meet growing demand on the railway. "The new layout means trains will run more reliably and punctually. The work we have done has cleared one of the major bottlenecks on the route and is part of our wider effort to improve performance and increase capacity on the railway." Jackie Townsend, director of operations for First Capital Connect, said: "This flyover significantly reduces the risk of delays at one of Britain's busiest railway junctions. Passengers travelling north to Letchworth, Cambridge and King's Lynn will see fewer hold-ups as a result of this work.
"We have worked closely with Network Rail to ensure the flyover delivers real improvements for our passengers and we look forward to working with them on other ways to improve our customers' journeys in the future."

East Coast operations director Danny Williams said: "The Hitchin flyover is a very welcome and keenly anticipated improvement, which delivers a simpler track layout, extra capacity and improved reliability at this very busy location.
"In the past Hitchin has been one of the most congested locations on the southern section of the East Coast Main Line. The benefits of this project will be seen by our passengers for years to come."

Photo: The new Hitchin flyover - panorama view by Marcus Dawson

Selby swing bridge improvement works

Improvements to Selby swing bridge and two rail bridges in Hull have been re-planned following a spoil heap slip on the main diversionary route. The rail industry has worked together to re-plan the work in order to minimise the impact on the travelling public. Phil Verster, route managing director for Network Rail, explained: “Two years ago we began to plan the most significant refurbishment of Selby swing bridge since it was built in 1889. This work would mean that no trains would be able to run through Selby. Therefore, we planned to complete the renewal of other bridges in the Hull area, as well as level crossing and track improvements, at the same time. In bundling the work together in this way we would only disrupt the line once, minimising the impact on passengers.

“This plan was reliant upon using a diversionary route via Hatfield & Stainforth to maintain a train service to Hull. Unfortunately, the extraordinary events at Hatfield Colliery made it unworkable and the projects in Selby and those affecting passenger services to Hull were deferred. The work on Selby swing bridge has been reprogrammed for next summer. However we will need to complete work on other bridges and tracks over three consecutive weekends from 5 October 2013 in order to keep services on the route running reliably until then.”

During each of the weekends intensive maintenance will also be carried out on Selby swing bridge to keep the structure operational until the full, re-programmed work between 26 July and 7 September 2014.

Weekend of 5 October 2013

Buses will replace trains:
Between Selby/Goole and Hull 23.30 Friday – 23.10 Saturday
Between Leeds and Hull 23.10 Saturday to 05.30 Monday
Work is planned to include:
Reconstruction of Selby swing bridge span 1 (over the road)
Track maintenance works on Selby swing bridge
Dairycoates intersection bridge, Hull - first part of waybeam renewal Market Weighton canal bridge reconstruction
Gascoigne Wood track renewal phase 1



Weekend of 12 October 2013

Buses will replace trains:
Between Selby/Goole and Hull 23.30 Friday – 23.10 Saturday
Between Leeds and Hull 23.10 Saturday to 05.30 Monday
In addition to work on Selby swing bridge work is planned to include:
Dairycoates intersection bridge, Hull – second part of waybeam renewal
Gascoigne Wood track renewal phase 2

Weekend of 19 October 2013

Buses will replace trains:
Between Selby/Goole and Hull 23.30 Friday – 23.10 Saturday
Between Leeds and Hull 23.10 Saturday to 05.30 Monday
In addition to work on Selby swing bridge work will is planned to include track works at Caville bridge

Richard Allan, area director, Northern Rail, said: The landslip at Hatfield & Stainforth created a unique situation impacting on planned improvement work. We fully support the steps taken to reschedule some work to make sure diversionary routes are available and the necessity to carry out some activity in October to make sure we can keep providing a reliable service for customers. We’ll be keeping customers updated on information about the October amended plans via our website and at stations.”

Three Great Western liveried camping coaches are seen at Dawlish Warren on June 26th. *John Alsop*



Rail services resume through Hatfield & Stainforth

Rail passengers will be able to get a train through Hatfield & Stainforth from 8th July. Services will be reintroduced following a complex and intricate programme to stabilise and reinstate the railway following a spoil heap slip in February. The passenger timetable will fully re-introduced by 29 July.

Phil Verster, Route Managing Director for Network Rail, said: “We are in the business of running trains yet this spoil slip has forced passengers onto buses for almost six months. I am grateful for their patience and understanding. I also thank freight customers who have been forced to take lengthy diversions to deliver essential goods upon which our economy relies.

“Because the rail line has been unavailable for so long we cannot run a full service from the first day the line is open. We are working closely with operators to reintroduce services as quickly and efficiently as possible. We will work with operators to give clear, timely guidance to passengers about which services are operating.”

Safety regulations require all train drivers to have what is called ‘route knowledge’ of the lines they drive along. Because the line at Hatfield & Stainforth has been closed for so long, some drivers will have to re-learn the route in order to comply with safety standards. The area they need to re-learn is several miles long. This process is underway and will be completed as quickly and efficiently as possible.

A spokesperson for the train operators said: “It’s great to see work progressing well at Hatfield & Stainforth and I would like to echo the thanks to our customers for their understanding during this disruption. Working with our partners, we look forward to reintroducing services over a gradual period and then delivering the normal timetable from 29 July.”

Passenger services are likely to resume with both Northern Rail and First Trans Pennine Express running every two hours, supplemented with buses. Full details of the timetable will be published in the coming weeks.

Less than a month until Nottingham's big change

With less than a month to go before the biggest change to the railway in Nottingham for more than 40 years begins, passengers are being advised to find out more about how their journeys will be affected.

From July 20 until August 25, Network Rail will be working on a £100m project to completely renew the railway around the city, relaying more than a mile of track and a series of junctions, constructing a new platform, closing three signal boxes and two level crossings, and erecting more than 140 new signals.

The work will bring a faster and more reliable railway infrastructure to complement the Nottingham Hub project. This will deliver bigger and better station facilities at Nottingham railway station, and will open in early 2014.

Network Rail route managing director Phil Verster said: "This is the first significant investment in Nottingham's railway for more than forty years and will make a big difference to passengers.

"The work we're doing to improve and upgrade the tracks, signalling and other infrastructure will mean greater reliability and efficiency. Add to that the work we are doing to expand and update the station itself and we will be able to offer Nottingham the gateway to the city that it deserves."

As a result of the scale and complexity of the works, there will be significant changes to East Midlands Trains services on routes to and from Nottingham between Saturday 20 July and Sunday 25 August.

Timetables for all the affected routes are now available to download at eastmidlandstrains.co.uk/nottingham, along with advice and information for passengers travelling to and from Nottingham over the summer.

Mr Verster added: "We realise this will cause disruption to passengers and have made every effort to minimise the length of time our track work will take. As the summer is the quietest period for the railway, this is the least disruptive time to do the work. "

David Horne, Managing Director for East Midlands Trains, said: "This is a very exciting and significant scheme for Nottingham and one that will create a better, more reliable railway for passengers.

"Every effort has been made to deliver the best possible service for our passengers during the re-signalling works whilst recognising that some people will face considerable changes to their normal journey.

"Our priority in creating the timetables has been to run as many trains as we can, whilst offering a comprehensive and efficient bus operation on those routes where we are unable to offer a train service. "Our advice for passengers is to be prepared and check in advance of travel at eastmidlandstrains.co.uk/nottingham."

East Midlands Trains has already announced plans to offer a 15% discount on train tickets which involve travel on a replacement bus service during the works. In addition, season ticket holders will receive two weeks' compensation if their journey is affected. In addition, the train operator has teamed up with Trent Barton to help provide alternative travel options for passengers during the work.

Class 55 022 'Royal Scots Grey' runs through Bolton Trinity Street whilst working from Glasgow Works to the ELR on June 30th. *Michael Lynam*





Class 59 001 is seen working the 7Z27 Burngullow to Exeter Riverside as it passes over Brunel's bridge at Saltash on June 24th. *Steve Andrews*



Youngsters warned rail trespass could prove deadly mistake

Network Rail and British Transport Police are warning youngsters to keep off the railway this summer following a number of worrying incidents involving child trespassers.

In the most recent incident, on June 23rd, a 12-year-old boy had to be rushed to hospital after he was electrocuted while trespassing near Barnhill on the Springburn branch line in Glasgow.
This accident was the second in a month, after a 15-year-old boy sustained serious burns after he also came into contact with overhead power cables near Coatbridge on Saturday, May 25. Other worrying incidents include two primary-age children trespassing on the East Coast main line near Wallyford on the morning of Sunday, May 16, and up to 15 youths on the line near Whifflet station on the evening of Friday, June 21. Network Rail and BTP are today reminding youngsters that not only is it illegal to trespass on the tracks it can also seriously endanger their safety and the safety of those working for, and travelling on, the railway.

David Simpson, Network Rail route managing director for Scotland, said: "Trespassing is extremely dangerous and can have tragic consequences for those involved. Trains travelling at speed take a long time to stop and anyone struck by one is likely to be killed or very badly injured.

"There are 25,000 volts passing through overhead power lines – enough to kill. Trespassers don't even need to touch the cables to be electrocuted as electricity can jump from the cables to nearby objects. "We take trespass on our infrastructure extremely seriously and work closely with British Transport Police to educate the public on the dangers of misusing the railway and to stop those who are determined to trespass. "Anyone who has concerns about specific locations where they know trespassers are gaining access to the railway can report them to our national helpline 24-hours-a-day on 08457 114141."

Chief Superintendent Ellie Bird, area commander for the Scottish area of BTP, added: "The real dangers of trespassing, or committing other route crime such as stone-throwing or vandalism, have been highlighted by recent incidents. Anyone who thinks it is a good idea needs to think again, as you are risking your own life and endangering others as well as causing unnecessary disruption.
"Parents also need to ask themselves if they have done enough to make children aware of how dangerous an environment the railway can be. Useful resources are available on the Network Rail TeachingZone and TrackOff websites." Anyone with information about any criminal activity on the railway can contact BTP on 0800 405040 or Crimestoppers anonymously on 0800 555111.

Work starts to deliver faster rail journeys on the Midland Main Line

Two bridges in Leicestershire are to be rebuilt by Network Rail as part of a £70m investment to speed up journey times on the Midland Main Line, which links London with Leicester, Derby, Nottingham and Sheffield. Once complete, the new bridges will provide the extra headroom needed for trains to travel at higher speeds, when the forces involved mean trains tilt to one side as they pass through curved sections of track.

Network Rail would normally provide the additional clearance by lowering the track level under the bridges. However, rebuilding the bridges will help to accommodate future installation of overhead line equipment as part of the proposed electrification of the line between Bedford and Sheffield, providing better value for money and minimising disruption.

Justin Page, Network Rail acting route managing director, said: "This work will deliver quicker journeys for the ever-growing number of passengers on the Midland Main Line, helping to bring the region's biggest economies closer together. "We thank people in advance for their patience during the engineering works and will continue to work closely with Leicestershire County Council, Harborough District Council and other key groups as we continue our plans to build a better railway for the East Midlands. This is an exciting time for the Midland Main Line as we upgrade and electrify the route to transform our diesel railway into one of the most modern in Europe, providing more seats, even faster journeys and cleaner and quieter trains."



The bridges will need to be closed for up to 15 weeks while they are replaced. Network Rail is working with Leicestershire County Council and Harborough District Council to minimise disruption and provide travel advice to those affected.

The two bridges affected are:

• Station Street / Church Road bridge, Kibworth – closed 9 September 2013 to 22 December 2013. Access for pedestrians and cyclists will be maintained for the vast majority of the time.

• The Square bridge, Newton Harcourt – closed 9 September 2013 to 13 December 2013.

Photo: Station Street/Church Road Bridge, Kibworth

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's review is from during a visit to the East Lancashire Railway and in particular Ramsbottom. Frequent visitors to the line will have been aware of a white van parked opposite the station which used to do excellent tea. coffee and hot sandwiches, (bacon, sausage, egg etc...). However with the development of both Morrisons and Tesco supermarkets, the van seems to have disappeared. If anyone knows where it is now located then please let ma know!. So I was left with the need for a decent sandwich, and by luck I stumbled into this place:

Entwistle's of Ramsbottom
34 Bridge Street, Ramsbottom

Hours
Mon - Tue: 08:30 - 16:30
Wed: 08:30 - 15:00
Thu - Sat: 08:30 - 16:30



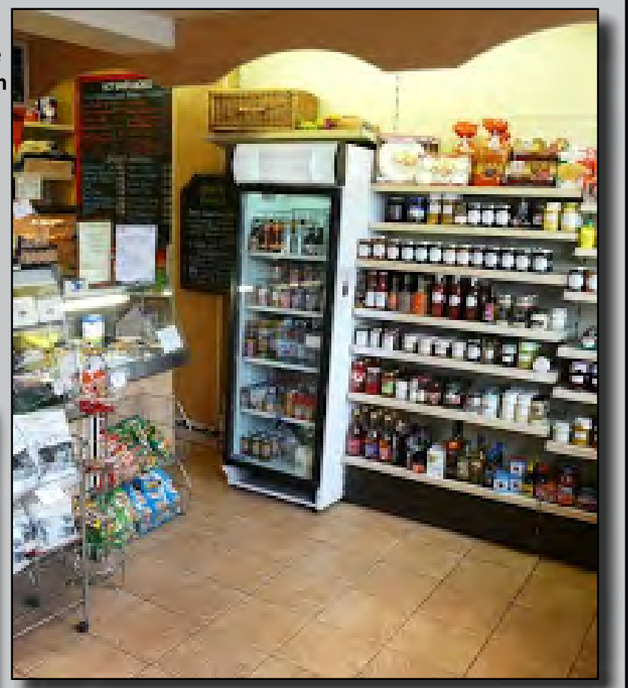
The shop is situated on the main street just about 2 or 3 mins walk from the level crossing, heading in the direction of the town.

All the sandwiches are freshly prepared, but well worth the short wait. There is also a range of Hot Sausage Rolls which are absolutely superb.

The place also stocks drinks, crisps and a wide variety of other savouries, many of which I have never seen before.

This shop is probably most famous for their 'Lancashire Sauce', which I have to confess I have never tried, but they claim that Lancashire Sauce is a vinegar based, mildly spiced condiment, which is suitable for Vegetarians and enhances the flavour of your food. Use it in the same way you would salt, pepper, or vinegar i.e. before cooking as a marinade, during the cooking process or on the finished product...or indeed all three!

I did see that they do Lancashire Sauce flavoured crisps though, must try a bag next time.



So there you go, next time you are at the East Lancs, stop off in Ramsbottom and avoid the supermarkets and head to Entwistle's and have a really special sandwich.

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

Ex Margam Class 08 752 is seen at Didcot on June 29th. *Richard Hargreaves*



Major investment to improve West Coast rail performance

Network Rail has revealed details of a series of projects, worth nearly £40m, aimed at improving the reliability of the infrastructure and punctuality of train services on Britain's busiest mixed-use railway line. The projects, many of which are already underway, have been specifically targeted to improve performance on the West Coast Main Line and range from overhead line improvements to new security fencing to reduce delays caused by trespass and vandalism.

Dyan Crowther, route managing director, Network Rail said: "We are not satisfied with the current performance of our infrastructure on the southern end of the West Coast main line, which is one of Britain's most vital rail arteries.
"This line has seen tremendous growth in traffic and passengers over the last five years and, just like a busy motorway during rush hour, more trains mean that if something goes wrong, the knock on effects can be significant.
"We have identified almost £40m worth of investment aimed at improving performance by targeting some of the most common causes of delay. Some of the measures will be delivered in a few short months while others are more long-term."

The projects being delivered this year include:

•Overhead line improvements: A specialist team of engineers has walked the entire route between London and Rugby and recommended a series of improvements to improve the reliability of the infrastructure that are being delivered over and above regular maintenance and inspection activity.

•To complement this work, Network Rail is changing the way it stores and analyses overhead line condition data which is captured by two specially adapted Pendolino trains. This change will enable the data to be analysed and essential maintenance work to be completed much more quickly.

•Improved security: Around £10m will be invested to construct more than 11 miles of new fencing along the railway between London and Rugby at key locations, reducing the risk of incursions from people or livestock onto the track.
•Network Rail is also working with London Midland and Samaritans to put in place suicide prevention measures at London Midland stations between Watford and Milton Keynes.

Further north, a major project over 18 miles of railway near Wigan will see new junctions and track installed over nine days in July. In the longer term, similar infrastructure improvements in the Watford area will be getting underway in 2014.
Chris Gibb, Chief Operating Officer at Virgin Trains added: "I am pleased that Network Rail has decided to progress all the recommendations and make a £40m investment to improve performance on the southern end of West Coast Main Line for our customers. Already we are starting to see that investment actually taking place but both Network Rail and the train operators need to keep the pressure on to ensure that lasting improvements in performance are achieved."

A Different View





Above: A look inside the excellently restored station waiting room at Highley on the Severn Valley Railway. *Richard Hargreaves*

Top Right: Not much regular road running exists in the UK, however one such area that does seen regular traffic is in Preston, where the Preston Docks traffic crosses Strand Road, as seen here with Class 66 201 crossing Strand Road with its train of discharged bitumen tanks heading for Lindsey Oil Refinery on June 17th. *Dave Felton*

Bottom Right: Three of the semaphore, and two of the new signals at Rugeley are seen at sunrise on June 4th. The new signals on the Ryecroft Junction - Rugeley Trent Valley line are expected to be commissioned on August 27th. *Gary S. Smith*



Top Right: Standing under the large DB logo that now adorns Toton Depot, Colas Rail's Class 66 846 and 66 849 'Wylam Dilly' have just uncoupled from the 6Z50 Whitemoor - Toton. ***Stuart Hillis***

Bottom Right: On June 8th, Class 66 080 is seen getting loaded with track panels at Sharpstones Lane, Baystan Hill during a weekend of engineering work in the area. ***Phil Martin***

Below: The signal box at Dawlish remains boarded up and looking in a rather sorry state, as seen on June 26th. However soon after this photo was taken, the signal box was demolished, a great shame that it could not have been restored and opened as a visitor centre. ***John Alsop***







On June 1st, Class 66 090 is seen arriving into Southampton Eastern Docks with a car train from Halewood. This photo, looking down on the working, was taken from the top deck of 'Queen Victoria' which was leaving for St. Petersburg. *Michael Lynam*

Great Central (North) Railway

On June 8th, Class 56 097, Class 31 No. 5580 and Class 25 No. D7629 are seen lined up on the shed at Ruddington. *Class47*





Great Central (North) Railway

continued...

Above: Class 33 109 'Captain Bill Smith' is seen at Ruddington on June 8th. ***Richard Hargreaves***

Top Left: Visiting from the East Lancs, Class 50 015 'Valiant' is seen arriving into Ruddington on June 8th. ***Class47***

Bottom Left: Class 20 No. D8007 leads 20 154 as they depart Ruddington with a service to Loughborough. ***Class47***

Below: Looking in need of some bodywork repairs, Class 46 010 is seen stabled at Ruddington. ***Class47***





Great Central (North) Railway

continued...

Top Left: Another visitor from the East Lancs Railway, Class 37 901 is seen between duties on June 8th. ***Richard Hargreaves***

Bottom Left: Class 31 No. 5580 exits the depot at Ruddington and prepares to work a service to Loughborough, June 8th. ***Richard Hargreaves***

Below: Class 46 010 departs Ruddington with the last service of the day, June 8th. ***Class47***







Great Central (North) Railway continued...

On June 7th, Class 56 097 is seen in the glorious sunshine at Ruddington Fields. *Martin Hart*





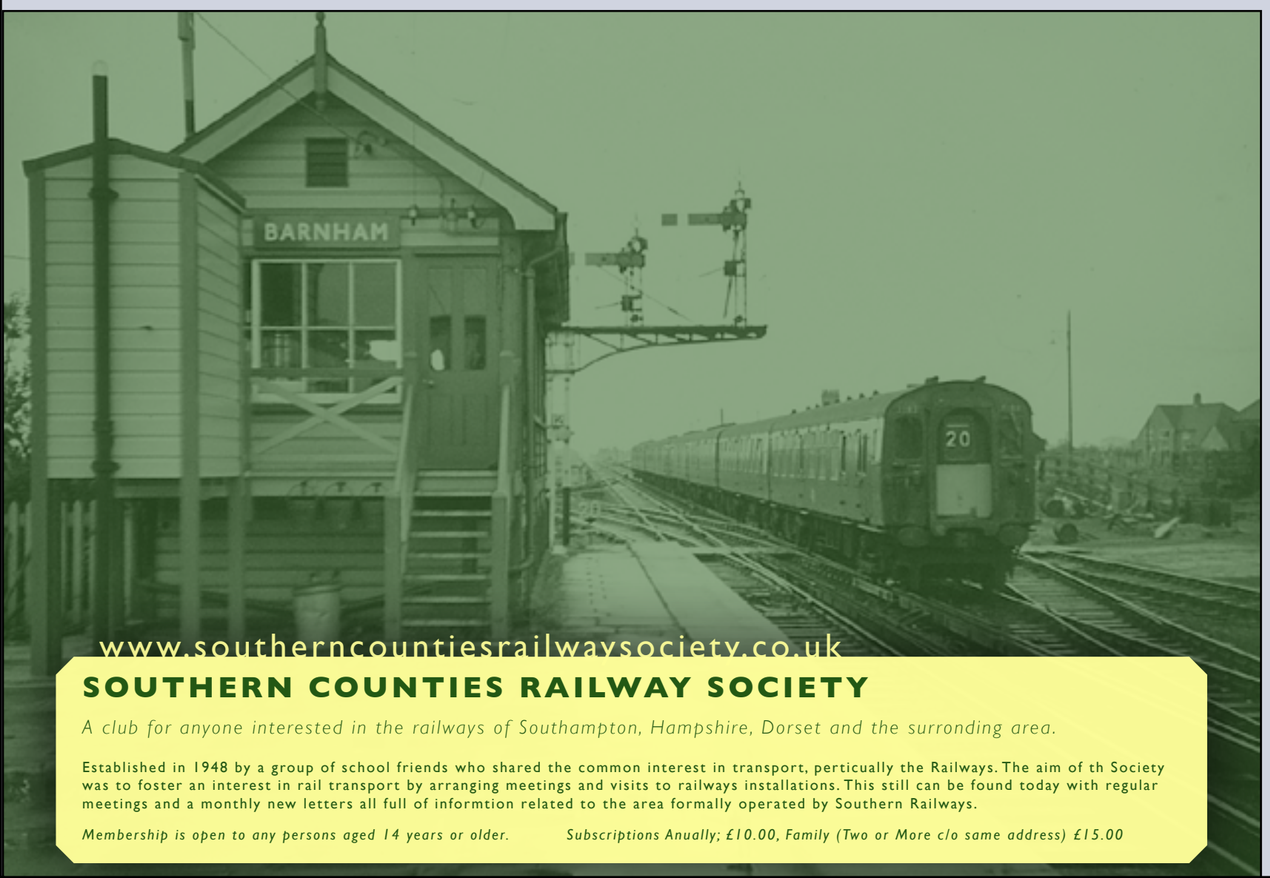


GWR Didcot

Above: Class 08 604 is seen shunting some wagons at the railway centre on June 29th. ***Paul Godding***

Top Left: GWR 4300 Class 2-6-0 No. 532 is seen on display at Didcot on June 29th. ***Paul Godding***

Below: British Rail No. 18000 was a prototype mainline gas turbine-electric locomotive built for British Railways in 1949 by Brown, Boveri & Cie. It had, however, been ordered by the Great Western Railway in 1946, but construction was delayed due to World War II. It spent its working life on the Western Region of British Railways, operating express passenger services from London Paddington station and is now preserved and based at GWR Didcot. ***Paul Godding***



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*







Wensleydale Railway

Above: Class 14 No. D9516 is seen at Leeming Bar undergoing maintenance on June 8th. ***Andrew Wilson***

Top Left: Visiting the line for the diesel gala on June 8th, the NRM's Class 37 No. D6700 is seen passing through Bedale. ***Andrew Wilson***

Bottom Left: Another visitor for the lines diesel gala was the NRM's Class 55 002 'The Kings Own Yorkshire Light Infantry' seen hear at Leeming Bar on June 8th. ***Andrew Wilson***

Below: Bodywork repairs to Class 25 313 continue, this shot shows the cabs refitted and painted. ***Andrew Wilson***









Wensleydale Railway continued...

Above: Having been relocated to Leeming Bar from the side of the A1, Class 47 540 has recently been smartened up with a coat of blue paint. However there is a long way still to go though before this loco works a train. ***Andrew Wilson***

Top Left: Transrail liveried Class 37 250 is seen between duties at Leeming Bar on June 8th. ***Andrew Wilson***

Bottom Left: Still carrying its Fragonset livery, Class 47 715 'Poseidon' is pictured at Leeming Bar on June 8th. ***Andrew Wilson***

Below: Another visitor for the lines diesel gala on June 8th, was DRS Class 66 301, seen here upon arrival into Leeming Bar. ***Andrew Wilson***









Epping and Ongar Railway

Above: GNR Class N2 No. 1744 is seen at North Weald station on June 30th, where the line was taking part in the London Underground 150 Celebrations. *John Coleman*

Top Left: Metropolitan No. 1. is seen at North Weald station taking part in the LU150 celebrations and hauling the restored Victorian era carriage along what was for a short time, part of the Central Line railway. *John Coleman*

Bottom Left: Class 25 No. D7523 is seen hauling the lines Southern Region 3-CIG (latterly BR Class 421) unit, arriving into North Weald on June 30th. *John Coleman*

Below: GWR 2-6-2T 'Collett' No. 6147 at North Weald station, is seen taking part in the LU150 Celebrations on June 30th. *John Coleman*







West Somerset Railway

Above: On June 7th, Class 37 215 passes Woolston Moor at the lines Mixed Traffic weekend. *Steve Andrews*

Below: Class 24 081 pulls into Blue Anchor with a working to Minehead on June 7th. *Steve Andrews*



THE SHILLINGSTONE RAILWAY PROJECT

Shillingstone Railway Receives Substantial Donation from Bachmann Europe

The Shillingstone Railway Project in North Dorset is celebrating following the presentation of a substantial cheque from the leading model railway manufacturer Bachmann Europe.

A cheque for £2,957 based on the sales of Shillingstone Station buildings follows the release of a range of models based on Shillingstone Station by Bachmann subsidiary Scenecraft. This has proved to be a massive success for Bachmann and the Shillingstone Station Project has been able to benefit from this not just financially but also in terms of a significantly raised profile. This is all the more important as 2012 was the 150th Anniversary of the founding of the Somerset & Dorset Railway, the iconic cross-country railway route that ran between Bath and Bournemouth. The line was closed in 1966 but several groups including the North Dorset Railway Trust at Shillingstone have been restoring stretches of the line.

There has been much activity in the model railway world. Alongside the range of Shillingstone buildings, Bachmann has also released several versions of the Somerset & Dorset 7F freight locomotive.

Derek Lester-Jones, Retail Manager at the Shillingstone Station Project, reflected on the Bachmann initiative: "The monies received could well go towards sections of the track which will bring the locomotives closer to returning on another part of the Somerset and Dorset Railway."

The North Dorset Railway Project has been restoring many of the buildings covered by the Scenecraft range. In addition, a replica of the original signal box has been built and a replica of the down platform shelter is nearing completion.

Scenecraft's Graeme McMillan noted the challenges in the project: "While some of the structures are still standing and have been beautifully restored, others have been demolished and so it was a challenge to achieve the level of accuracy that railway modellers demand. It was a pleasure to work with the team at Shillingstone and we are proud of what we have achieved."

The Shillingstone Railway Project is restoring the former Dorset Central station on the famous and iconic Somerset & Dorset Railway. This will recreate the station as it was in the great days of travel by steam train when Shillingstone was on the much-loved and much-missed holiday line from the north down to Bournemouth.

A new Web site is currently under development while a Twitter feed at @shillingstoneRP and Facebook site at facebook.com/shillingstoneRP are already in operation.

None of this is possible without funding and manpower. The Shillingstone Railway Project is entirely reliant on volunteer support to restore the station, develop revenue-earning events and take the Project forwards. The Project welcomes new members whether they are armchair supporters or active working members who can give some of their spare time to help in different areas.

Shillingstone Station is located off the Blandford Forum to Sturminster Newton Road. The station is clearly signed shortly before leaving the village of Shillingstone.



Ffestiniog and Welsh Highland Railway

Above: Former South African Railways Garratt loco No. 143 heads into the Glaslyn Pass with a train towards Porthmadog, July 1st. ***Ben Bucki***

Top Right: Double Fairlie "Earl of Merioneth" slowly crosses the Cob embankment towards Porthmadog Harbour Station, from the sheds at Boston Lodge, May 29th. ***Ben Bucki***

Bottom Right: Ffestiniog Railway new-build "Lyd" (a replica Lynton and Barnstaple loco) crosses the Cae Mawr embankment, with an afternoon train to Blaenau Ffestniog, May 29th. ***Ben Bucki***

Below: Ffestiniog Railway Double Fairlie locomotive "Merdin Emrys" heads out of the woods near Cae Mawr embankment with a train towards Porthmadog, May 29th. ***Ben Bucki***







West Somerset Railway

On June 8th, during the West Somerset Railway's Mixed Traction Weekend event, BR Blue liveried Class 37 215 passes Nornvis Bridge, near Crowcombe Heathfield in near perfect evening light with the last 'down' train of the day, the 18:40 Bishops Lydeard to Minehead service. The loco, which is owned/operated by The Growler Group and is based at the Gloucestershire & Warwickshire Railway, was visiting the WSR for this event. ***Jonathan Gill***



Bodmin and Wenford Railway

Above: Class 33 110 is seen heading towards Bodmin Parkway on June 8th, passing near Charlies Gate. *Steve Andrews*

Below: Class 47 306 heads towards Bodmin on June 1st passing Charlies Gate. *Steve Andrews*



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!







Statfold Barn

Above: Hudswell Clarke No. 1643 of 1930 and restored into the livery of Surrey County Council Highways Dept. No. 39 double heads with Orenstein & Coppel No. 10750 of 1923 Sragi No. 14 'Max' seen hauling grain hoppers at Oak Tree Halt on June 1st. *Stuart Hillis*

Top Right: Hunslet No. 924 of 1906 'Sybil Mary' double heads with Avonside No. 2067 of 1933 'Marchlyn' with a mixed train of grain hoppers and a few passengers in the guards van as it nears Oak Tree Halt on June 1st. *Stuart Hillis*

Bottom Right: Hudswell Clarke No. 1056 of 1914 is the latest loco repatriated from Fiji and fully restored at Statfold. It now in the livery of CSR&Co. Ltd. No. 19 is seen here heading toward the servicing area for it's next duty on June 1st. *Stuart Hillis*







Statfold Barn continued...

Above: 'Jack Lane' and 'Milas de Aller' are seen with a short passenger train at Oak Tree Halt. ***Stuart Hillis***

Top Left: Bagnall No. 2820 of 1945 'Isibutu' has just arrived at Oak Tree Halt, June 1st. ***Stuart Hillis***

Bottom Left: Fowler No. 13355 of 1914 'Saccharin' working a passenger train, heads back to the station on the recently laid new track, June 1st. ***Stuart Hillis***

Below: Hunslet No. 3902 of 1971 'Trangkil No4' has just left the shed prep area and is about to hook up to the next train waiting at the station. ***Stuart Hillis***



Plym Valley Railway

On June 23rd, Class 50 017, ex-works in Network South East livery, heads past Marsh Mills. ***Steve Andrews***

Midland Railway Centre

LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' looks absolutely gorgeous in the sunshine outside the West Shed on June 6th, being prepared for a railtour on June 8th. ***Geoff Barton***

Avon Valley Railway

Class 31 130 ‘Calder Hall Power Station’ powers towards Bitton from Avon Riverside on the Avon Valley Railway, June 1st. ***Sam Bilner***





Keighley and Worth Valley

Above: Class 08 266 is seen in the yard at Haworth on June 8th. ***Dave Felton***

Top Right: Class 37 075 is seen stabled in Haworth yard on June 8th. ***Dave Felton***

Bottom Right: BR Standard Class 4 2-6-4T No. 80002 is seen running round its stock at Oxenhope station on June 8th, having just arrived with a service from Keighley. ***Dave Felton***

Below: LMS Stanier Black 5 Class No. 45305 'Alderman A E Draper' is seen undergoing repairs outside Haworth shed. ***Dave Felton***







Severn Valley Railway

Above: On June 2nd, Class 37 109 is seen departing Bridgnorth with a service for Kidderminster. ***Jon Jebb***

Top Right: Great Western Railway 0-6-2T No. 5643 is seen in the yard at Bridgnorth on June 7th. ***Richard Hargreaves***

Bottom Right: Rebuilt Bulleid Battle of Britain Pacific Class No. 34053 'Sir Keith Park' passes along the Severn Valley near Highley, June 7th. ***Richard Hargreaves***

Below: A gleaming Class 52 No. D1062 is seen in the sun at Bridgnorth on June 2nd. ***Richard Hargreaves***







Lakeside and Haverthwaite

Bagnall 0-6-0T 'Princess' is seen at work on the Lakeside & Haverthwate railway, June 13th. *Derek Elston*

Nene Valley Railway

Above: Class 56 303 and 31 108 arrive into Wansford on May 18th with the 2M51 15:15 Peterborough NVR - Wansford service. *Lorenzo D'aniello*

Below: On May 18th, Class 56 103 is seen departing Wansford with the 2E50 13:41 Wansford - Peterborough service. *Lorenzo D'aniello*



Peak Rail

Above: Under threatening skies, BR Class 44 Diesel Locomotive No. D8 'Penyghent' stands in Rowsley South station after arriving with the 14:16 service from Matlock, June 23rd. *Dave Felton*

Below: In pouring rain, Hunslet built 0-6-0 Saddle Tank 'Lord Phil' is seen departing from Rowsley South station with the 11:15 service to Matlock, June 23rd. *Dave Felton*



Llangollen Railway

Class 37 No. 6940 is seen working a Carrog to Llangollen service at Carrog on June 15th.

Carl Grocott

N.R.M. York

On June 1st, A4s Nos. 4468 'Mallard', 4489 'Dominion of Canada' and 60008 'Dwight D. Eisenhower' are seen lined up round the turntable at the museum, ready for 'The Great Gathering' later in the month. ***Richard Hargreaves***

GWR Didcot

On May 25th, Class 55 019 ‘Royal Highland Fusilier’ is seen passing through the trees at Didcot during the centre’s diesel gala. ***Sam Bilner***

Class 76 1,500v DC electric locomotives Nos. 76 023 and 76 010 are seen approaching Hadfield with an enthusiasts special October 7th, 1978, eight years after the closure of the line to normal passenger traffic. *Dave Felton*

From the Archives
continued...

Right: Eurostar Class 373 213 winds its way through Wandsworth Road on June 15th 1999. *Paul Godding*

Bottom Left: Class 55 003 'Meld' and Class 31 191 seen at Kings Cross stabling point on May 4th 1978.
Dave Felton

Bottom Right: Class 58 002 is seen undergoing repairs inside the depot at Toton, date unknown.
Derek Elston







From the Archives
continued...

Left: Network Southeast liveried Class 302 228 and 302 201 are seen at Upminster on July 4th 1998 with an LTS working to Shoeburyness.
Paul Godding

Bottom Left: On November 11th 1997, Class 60 078 is seen about to depart from Trent Reception with the 6E06 Bredbury - Roxby bin train, before EWS lost it to Freightliner. In the background is Class 56 036 working the 6D86 Roxby - Tioxide (Grimsby), conveying empty gypsum containers.
Steve Thompson

Bottom Right: Birmingham RC&W Class 110 'Calder Valley' diesel multiple unit No. 52066 is seen at Red Bank carriage sidings in Cheetham Hill, Manchester on April 23rd 1982.
Dave Felton







From the Archives
continued...

Top Right: A pair of Class 20s (with Class 20 013 leading) head through Chester with an empty MGR service on April 5th 1991.
Brian Battersby

Bottom Right: British Railways Merseyrail Class 502 Electric multiple unit No. 28361 is seen in Southport depot on September 26th 1982.
Dave Felton

Below: Class 31 126 is seen stabled with an engineers train in Bescot Yard on August 30th 1992. ***Paul Godding***







From the Archives
continued...

Left: Readers of a certain age may remember this eye catching colour scheme on West Midlands Class 312 204 EMU, which was derived from a couple of buses advertising travelcards. It is seen here arriving at Hamstead on a Walsall - Birmingham New Street train in April 1987. *Chris Morrison*

Bottom Left: Class 45 022 'Lytham St Annes' is seen stabled at Carlisle Kingmoor depot on April 15th 1979. *Dave Felton*

Bottom Right: The driver opens up Class 37 418 'East Lancashire Railway' as it departs Warrington on June 18th 1994 with a Manchester Victoria - Llandudno service. *Paul Godding*





From the Archives continued...

Class 86 259 'Peter Pan' (still in service but now named 'Les Ross') heads a Euston - Wolverhampton train alongside the canal at Tipton on October 11th 1986. *Chris Morrison*

The Wensleydale Railway's Class 03 144 is seen at Leeming Bar on June 8th. *Andrew Wilson*