

Railtalk Magazine

Issue 84 | September 2013 | ISSN 1756 - 5030



Railtalk Magazine

Welcome to Issue 84 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

As always the issue after a Retro Railtour, I have to say a big well done James Palmer and the Team at Retro Railtours for an excellent trip, and I'm not been paid to plug... honest. But it's always good to see a railtour company succeed, providing excellent tours for both Enthusiasts and 'Normals' alike.

Moving on to something that can't be classed as anything else than a plug. Our regular Contributors David Mead and Martin Hill have compiled a on-line directory of quality accommodation (hotels, guest houses and b&bs) within 15 mins walk of a UK railway station. The intention is to help people find good places to stay while on their trips around the UK. For more information please visit www.station-stays.co.uk. Any comments or suggestions please contact David or Martin through the website.

As always, thanks for reading. Any ideas or if you fancy seeing your photos in the magazine, please get in contact, our details are to the right.

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, Steve Stepney, Stuart Warr, Tim Ward, John Alborough, James Wise, Jon Wheeler and the guys at RailUK.

Front Cover: On July 26th. GBRf Class 66 709 is seen hauling Class 365 518 through Chelmscote working the 5E75 12:21 Wolverton CS - Hornsey. [Lorenzo D'aniello](#)
This Page: GBRf's Class 66 748 is seen passing Seaton Carew on August 20th working the 6H30 Tyne Dock - Drax Biomass. [Michael J Alderdice](#)

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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

Railtalk Magazine is published monthly by
Railtalk Group. © Railtalk 2013



Charter Scene

Retro Railtours - The Retro Fenland Explorer
Class 37 423 and 37 605 stand at journeys end for this tour from Crewe via
Huddersfield and the East Coast main line to Norwich and Great
Yarmouth on August 31st. [Richard Hargreaves](#)





Retro Railtours - The Retro Fenland Explorer

Above: Class 47 501 stands at Great Yarmouth on August 31st with the return working to Crewe which the Class 47 will work as far as Norwich for Class 37 423 and 37 605 (just about visible on the rear) forward. [Richard Hargreaves](#)

Below: Class 47 501 'Craftsman' is seen passing the box at Great Yarmouth on August 31st, in order to cross over to the adjacent platform and back onto the stock for the return working of the Retro Railtours charter to Crewe. [Carl Grocott](#)



Compass Tours - The Forth & Tay Bridges Scotsman

Above: Class 57 315 top'n'tailed with 47 826 work the 1292 Saltburn on Sea - Dundee through Tofts Farm, Seaton Carew on August 10th. [Michael J Alderdice](#)

Compass Tours - The Heart of Wales Express

Below: On July 29th, Class 47 826 top'n'tailed with 57 601 are seen working this Belper - Cardiff charter through Battlefield. [Phil Martin](#)





Compass Tours - The Pennine & North Eastern Express

Above: Class 37 607 and 37 605 head the 1Z40 Durham to Worcester return working through Colton Jct. on August 14th. [David Hollowood](#)

Below: Class 37 607 and 37 605 are seen at Wellington on August 14th with the return 1Z40 Durham - Worcester. [Carl Grocott](#)



Compass Tours - The Pennine & North Eastern Express

Above: DRS Class 37 607 and 37 605 approach Newcastle with the ECS for the return working on August 14th. The stock had run empty from Durham to Heaton for servicing. [Alex Thorkildsen](#)



Vintage Trains - The Fish and Chip Special

On August 23rd, Class 52 No. D1015 made a welcome return to the main line with this tour from Tyseley to Leicester. Class 47 773 was added as insurance for the Wizzo's first outing. The tour is seen here passing Small Heath. [Richard Hargreaves](#)





Railway Touring Company - The North Wales Coast Express

Above: On August 4th, Class 47 580 'County Of Essex' passes Levenshulme working 1294 'The North Wales Coast Express' from Crewe to Holyhead via Manchester Piccadilly, Stockport and Altrincham. LMS Black Five No. 45231 'The Sherwood Forester' was on the rear at this point. [CJ Sutcliffe](#)

Below: LMS Stanier Class 5MT 4-6-0 No. 45231 'The Sherwood Forester' passes Levenshulme working 1294 'The North Wales Coast Express' out of Manchester Piccadilly. [CJ Sutcliffe](#)



Railway Touring Company - The North Wales Coast Express

Above: Stanier Class 5 4-6-0 No 45231 is seen departing Manchester Piccadilly on August 4th, with the outward working to Holyhead. [Gerald Nicholl](#)

Below: On August 18th, West Coast's Class 37 516 'Loch Laidon' heads the diesel leg of 1294 'The North Wales Coast Express' from Crewe - Manchester Piccadilly past Heaton Chapel. [Colin Irwin](#)





Railway Touring Company - The North Wales Coast Express

Above: On August 18th, Class 37 516 is photographed at Manchester Piccadilly working the returning North Wales Coast Express Steam Charter back to Crewe from Holyhead. [Richard Moxon](#)

Below: On August 18th, LMS Class 5MT 4-6-0 No. 45305 arrives into Manchester Piccadilly with the return working from Holyhead. [Colin Irwin](#)



Railway Touring Company - The North Wales Coast Express

Above: LMS Stanier Class 5MT 4-6-0 No. 45231 'The Sherwood Forester' passes Saltney Ferry on August 4th with the outward working to Holyhead. [Brian Battersby](#)

Below: Class 47 580 'County Of Essex' arrives into Manchester Piccadilly with Railway Touring Company's 'North Wales Coast Express' from Crewe on August 4th. The train was then steam-hauled to Holyhead. [Gerald Nicholl](#)





Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Above: LNER A4 No. 60009 'Union of South Africa' hauls the 1221 Crewe to Carlisle via the S&C, seen approaching Bamber Bridge on August 31st. [Alan Naylor](#)

Below: LNER A4 No. 60009 'Union of South Africa' heads northbound with the 1221 The Cumbrian Mountain Express, passing through Hoghton on August 31st. [Michael Lynam](#)



Railway Touring Company - The Weymouth Seaside Express
BR Class 7MT No. 70013 'Oliver Cromwell' is seen arriving into Weymouth on August 18th with the last 'Weymouth Seaside Express' of the 2013 season. [Martin Hill](#)

Charity Railtours - The Great Eastern Freighter
Class 60 054 (with Class 37 611 and 37 605 on the rear) pass Wymondham
South Jct. signal box hauling this Eastleigh - Ipswich and branches
charter on August 10th. [Charlie Robbins](#)



Charity Railtours - The Great Eastern Freighter
Dennis Barnes, both a DBS driver and the man behind Charity Railtours, enjoys the view from Class 37 605 as he awaits 37 611 to join the formation for the climb out of Griffin Wharf, Ipswich on the Great Eastern Freightliner, August 10th. [Tim Ward](#)



UK Railtours - The Cardigan Bay Panorama

Above: UK Railtours operated 'The Cardigan Bay Panorama' from London to Aberystwyth on July 20th, led by Class 97 303 and 97 304. Here the train has just been given the all clear to enter Shrewsbury. Problems with the locos meant the planned avoidance of Shrewsbury station was not possible at the locos had to run round before continuing. [Tim Ward](#)

Below: Class 97 303 and 97 304 are seen running round their train at Shrewsbury. [Tim Ward](#)





Northern Belle

Above: Having exited Linslade Tunnel, Class 47 813 powers past Old Linslade in some watery sun working 1294 07:30 Euston - Edinburgh 'Northern Belle', with 47 832 on the rear of the train, August 17th. [Matthew Bird](#)

Below: On August 30th, Class 57 003 was unusual traction for the Northern Belle as it powers through Bradwell in some watery sun working 1238 from Watford Jct. to Liverpool Lime Street, with 47 818 on the rear of the train. Thank goodness that London Midland service was on the slow! [Matthew Bird](#)



Northern Belle

Above: Class 47 832 'Solway Princess' and 47 813 'Solent' are seen at the head of the Northern Belle arriving into Peterborough working 1286 Kings Cross to Leuchars on August 3rd. [Derek Elston](#)

Virgin Trains

Below: On August 25th due to engineering on the WCML, Virgin services were diverted via Greenford and the Chiltern main line. One train was the 1204 London Euston to Birmingham International with DRS's Class 57 302 up front and 57 304 on the back, seen here on Acton bank. [Wayne Radford](#)



Railway Touring Company - The Dorset Coast Express
On August 14th, the inaugural mainline working for Rebuilt West Country
No. 34046 'Braunton' is seen here on 'The Dorset Coast Express' from London
Victoria to Weymouth, the outward 1267 is seen departing from Eastleigh.
Wayne Radford





DRS Hire to East Midlands Trains

Above: Class 37 405, 3 DRS coaches and 37 425 'Sir Robert McAlpine/Concrete Bob' pass Stenson on August 25th with 1K02, the first of three special Crewe - Derby turns run by East Midlands Trains in place of the usual Class 153/156 units. [Stuart Hillis](#)

Below: Class 37 425 passes Willington, with the first run to Crewe from Derby, August 25th. [Stuart Hillis](#)



DRS Hire to East Midlands Trains

Above: Class 37 425 and 37 405 are seen working the 5237 Derby - Crewe ECS through Willington on August 26th. [Carl Grocott](#)

Below: Class 37 423 and 37 425 work the 5274 Kingmoor to Crewe ECS through Winwick on August 21st. [Dave Harris](#)





DRS Hire to East Midlands Trains

Above: Class 37 405 heads the 1K02 with coaches Nos. 17159, 6117 and 6046 out of Alsager on August 25th, with Class 37 425 on the rear. [Dave Harris](#)

Below: Class 37 425 is seen on the rear of 1K02 Crewe - Derby as it departs Alsager on August 25th. [Dave Harris](#)



DRS Hire to East Midlands Trains

Above: Class 37 405 and 37 425 top'n'tail the 1K14 Crewe - Derby at Uttoxeter on August 25th. [Carl Grocott](#)

DRS Charity Special

Below: On August 17th DRS's Class 37 261 and 37 423 stand at Carlisle whilst working a Carlisle - Newcastle shuttle in connection with the DRS open day at Kingmoor depot. [Alex Thorkildsen](#)





Compass Tours - The Canterbury Tales Explorer

Above: A grubby Class 47 826 powers past Ashton working Compass Tours 1Z82 Dumfries - Dover with Class 57 316 on the rear, August 28th. [Matthew Bird](#)

Ruggex

Below: Class 90 036 works a 1Z24 Wigan North Western Ruggex to Wembley Central. passing Red Bank on August 24th. [Dave Harris](#)



Pathfinder Tours - The Taffy Tug

Above: On August 25th Class 60 017 leads (with Class 60 063 on the rear) the 1Z58 Bristol TM - Machen through Cwm. [Lewis Mitchell](#)

Below: With Class 60 063 now leading, the tour is seen passing Crosskeys. [Lewis Mitchell](#)





Compass Tours - The Forth and Tay Bridges Circular

Above: On August 7th, Class 47 826 and 57 315 are seen departing Newcastle with the 1Z62 06:15 Blackburn - Dundee via York. [Alex Thorkildsen](#)

Statesman Rail - The 15 Guinea Fellsman

Below: LMS Black 5s Nos. 44932 and 45231 'The Sherwood Forester' makes easy work of the climb from Blackburn on the approach to Pleasington hauling 1Z53 the return leg from Carlisle to Lancaster on August 7th. [Dave Felton](#)



Statesman Rail - The Fellsman

Above: The (15 Guinea) 1T57 Fellsman passes through Chatburn with LMS Class 5s Nos. 44932 and 45231, August 7th. [Michael Lynam](#)

Below: On July 31st, LMS Class 5 No. 45231 and Class 47 580 are seen working the outward 1Z52 Lancaster to Carlisle via the S&C. [Michael Lynam](#)





Statesman Rail - The Fellsman

Above: On August 21st, LMS Stanier Class 5MT 4-6-0 No. 45231 'The Sherwood Forester' sits waiting in Carlisle, ready to depart with the return working of the Fellsman. [Michael Lynam](#)

Below: LNER Class K4, No. 61994 'The Great Marquess' approaches Appleby with the northbound Fellsman on August 14th. [Michael Lynam](#)



Statesman Rail - The Fellsman

Above: LNER Class K4, No. 61994 'The Great Marquess' passes Bamber Bridge with the outbound Fellsman, Lancaster - Carlisle, on August 14th. [Alan Naylor](#)

Below: LNER K4 No. 61994 'The Great Marquess' heads northbound at Helwith Bridge with the last Fellsman of the 2013 season, August 28th. [Michael Lynam](#)



Statesman Rail - The 15 Guinea Fellsman
LMS Stanier Class 5s Nos. 44932 and 45231 pass through Helwith Bridge with the
15 Guinea Fellsman on August 7th. [Michael Lynam](#)





Railway Touring Company - THE 15 GUINEA SPECIAL

Above: On August 11th, BR Britannia Class 7MT 4-6-2 No. 70013 'Oliver Cromwell' passes Lostock with the outward working from Manchester heading to Settle and onward to Carlisle. [Colin Irwin](#)

Below: BR Britannia Class No. 70013 'Oliver Cromwell' passes through Hoghton hauling 1T57 on the outbound leg of Railway Touring Company's 'The 15 Guinea Special' from Liverpool to Carlisle on August 11th. [Dave Felton](#)



Railway Touring Company - THE 15 GUINEA SPECIAL

Above: BR Class 7MT No. 70013 'Oliver Cromwell' working the 1T57 Manchester to Carlisle via the Settle & Carlisle line passes Bamber Bridge on August 11th. [Alan Naylor](#)

Below: LMS Class 5s Nos. 45231 and 44932 are seen passing Birkett Common with the return working running from Carlisle - Settle - Bolton - Manchester on August 11th. [Colin Irwin](#)



Railway Touring Company - THE 15 GUINEA SPECIAL
Carrying the famous 1T57 end of steam headcode, Stanier Class 5 4-6-0s Nos. 44932 and 45231 'The Sherwood Forester' are Carlisle-bound heading past Horrocksford Junction Signal Box with 'The Fifteen Guinea Fellsman' on August 7th. [Gerald Nicholl](#)



Compass Tours - The Waverley

Above: On August 11th, LMS Royal Scot Class No. 46115 'Scots Guardsman' passes Birkett Common with Class 47 760 in tow due to a high fire risk, with the return working from Carlisle to York. [Colin Irwin](#)

Below: Stanier 4-6-0 No. 46115 'Scots Guardsman' spooks the sheep at it cruises down the gradient approaching Helwith Bridge with the return 'Waverley' to York on August 4th. [Gerald Nicholl](#)





Torbay Express Ltd - The Torbay Express
On August 4th, GWR 4073 Class No. 5029 'Nunney Castle' passes through
Dawlish working the 1227 Bristol - Kingswear. [Steve Andrews](#)



Private Charter

Above: Class 86 259 'Les Ross' is seen passing through Peterborough working a private charter, 1286 Edinburgh to London Kings Cross, August 3rd. [Derek Elston](#)

Below: Class 86 259 'Les Ross' makes a rare appearance in Newcastle on August 8th with the London - Edinburgh return working. [Alex Thorkildsen](#)



Compass Tours - Edinburgh Festival Moorlander

Above: West Coast's Class 47 786 heads an excursion from Darlington to Edinburgh, seen here pausing at Carlisle on August 21st. [Michael Lynam](#)

Below: Class 57 601 is seen departing Carlisle on August 21st, on the rear of the charter from Darlington to Edinburgh via Skipton and the S&C. [Michael Lynam](#)





Vintage Trains - The Red Dragon

Above: Vintage Trains, 'The Red Dragon' is seen at speed passing through Penkridge around 40 minutes late behind GWR Castle No. 5043 'Earl of Mount Edgcumbe' working from Tyseley Warwick Road to Holyhead, August 17th. [Derek Elston](#)

Statesman Rail - The Edinburgh Military Tattoo Statesman

Below: West Coast Railway's Class 57 601 and 57 315 depart Carlisle working 1265 Stirling to London Euston 'Edinburgh Military Tattoo Statesman' on August 17th. [Alex Thorkildsen](#)



UK Railtours - A Kentish Odyssey

Above: Class 73 205 'Jeanette' and 73 141 'Charlotte' are seen as they lead UK Railtours 'Kentish Odyssey' from London Victoria to Ashford at Battersea on August 10th. [Derek Elston](#)

Below: Class 73 205 'Jeanette' arcs as it approaches Faversham with the tour leading 73 141 'Charlotte'. [Jon Wheeler](#)





UK Raitours - The Marcher Lord

Above: Class 67 028 departs Crewe on August 17th with the 1210 from Letchworth Garden City to Shrewsbury via Chester. [Derek Elston](#)

NENTA Train Tours - Llandudno and Ffestiniog Rambler

Below: On August 17th, Class 57 316 gets the 1290 Norwich to Blaeneau Ffestiniog on the move after a short stand at Crewe, Class 47 786 was on the rear of the working. [Derek Elston](#)



Railway Touring Company - The Scarborough Flyer
LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland'
passes Marsden with the return Scarborough to Crewe
working on August 16th. [Colin Irwin](#)



Railway Touring Company - The Scarborough Flyer

With steam to spare and apparently doing most of the work, Stanier Pacific No. 46233 'Duchess Of Sutherland' attacks the gradient near Greenfield heading the eastbound Scarborough Flyer on August 16th. West Coast's Class 37 516 'Loch Laidon' is tucked in behind the tender. [Gerald Nicholl](#)





GBRf - Staff Outing

Above: Class 92 010 'Molier' arrives into Peterborough working 1Z92 a GBRF staff charter from Ashford to York on August 3rd. [Derek Elston](#)

ECS and light engine moves

Below: LMS Stanier Class 5 4-6-0 No. 45305 departs Hellifield on August 9th with the 5Z35 locomotive move from Keighley and Worth Valley Railway - Crewe Heritage Centre. [Michael Lynam](#)



ECS and light engine moves

Above and Below: West Coast's Class 47 826 (with 57 315 on the rear), makes a storming start out of Hellifield with the 5Z91 empty stock movement from Carnforth Steamtown - York on August 9th. [Michael Lynam](#)



ECS and light engine moves

An unusual ECS move on August 2nd was LMS 5MT No. 45231 and support coach on the rear of the 5Z42 Carnforth to Crewe. The loco was in light steam and the train was powered up front by Class 47 237 and 47 580.

David Hollowood





ECS and light engine moves

Above: On August 18th, West Coast's Class 57 315 powers through Bradwell with a nice uniform rake of Statesman stock along with classmate 57 601 on the rear, forming 5267 Acton Lane - Carnforth. [Matthew Bird](#)

Below: BR standard Class 7 No. 70013 'Oliver Cromwell' passes through Lichfield Trent Valley on August 6th with a 5242 Southall - Crewe Heritage Centre move. [Stuart Hillis](#)



ECS and light engine moves

Above: West Coast's Class 37 516 is seen passing Chelmscote on August 20th, hauling support coach No. 35486 and A4 No. 60009 Union of South Africa running as 5251 from Ilford to Crewe. [Derek Elston](#)

Below: Class 57 314 passes Starrick's Farm with a Statesman Rail ECS movement from Steamtown Carnforth to Ely on August 8th, for the following day's 'Edinburgh Military Tattoo Statesman' from Cambridge. [Gerald Nicholl](#)



Class 90 003 'Raedwald' is seen at Norwich on August 31st with a service to London Liverpool Street. [Richard Hargreaves](#)



Network Rail wanderings

Top Right: Class 97 302 works a single coach as the 2Q88 Coleham - Derby through Admaston on August 8th. [Carl Grocott](#)

Bottom Right: Class 37 682 is pictured at Hendy working 1Q13 Crewe - Landore Radio Survey train, with Class 31 106 on the rear, August 19th. [Lewis Mitchell](#)

Below: Class 31 106 waits the road at Crewe on August 17th, working 1Q13 Derby to Chester and various points beyond. [Derek Elston](#)



Class 97 302 and 97 304 pause at Wellington on August 5th, whilst working the 2Q88 Derby - Machynlleth. [Carl Grocott](#)



Network Rails HST power cars Nos. 43013 and 43014 arrive into a wet Newcastle on August 5th. [Alex Thorkildsen](#)



Top Right: Railgrinder unit No. DR79327-21 is unusually seen in daylight on August 22nd working a Derby RTC - Derby RTC via Burton on Trent turning move. [Stuart Hillis](#)

Bottom Right: Class 37 402 is pictured passing Coychurch on August 14th whilst pushing Inspection Saloon No. 975025 'Caroline' working 5Z02 Cardiff Riverside - Swansea. [Lewis Mitchell](#)

Below: Class 37 419 top'n'tailed with 37 405 head towards Preston through Bamber Bridge on a wet August 13th with the 1Q13 survey train. [Michael Lynam](#)



Class 67s out and about

Top Right: The only working by Arriva Trains Wales that includes facilities for passengers travelling 1st Class is the 05:33 Holyhead to Cardiff Central and 18:21 return; in addition it is their only regular working diagrammed for a locomotive and coaches. On 31st July at Coedkernew (between Newport and Cardiff) Class 67 001 is seen working the morning train heading to Cardiff. [Stuart Warr](#)

Bottom Right: Class 67 014 'Thomas Telford' is seen at London Marylebone station between turns on the Birmingham circuit, August 10th. [Derek Elston](#)

Below: Class 67 026 'Diamond Jubilee' (with 67 016 on the rear) works the 1Q12 Derby RTC - Derby RTC test train via West Midlands and everywhere, seen passing through Burton on Trent, August 23rd. [Stuart Hillis](#)



With DVT No. 82306 leading and Class 67 001 on the rear, the northbound WAG passes near Leaton on July 29th. [Phil Martin](#)





Freightliner's GE locos

Above: Class 70 007 passes Cholsey with 4M55 Southampton to Lawley Street intermodal service on August 6th. [Derek Elston](#)

Top Right: On August 1st, Class 70 010 is seen hauling a loaded coal train out of Ellesmere Port. [Brian Battersby](#)

Bottom Right: Class 70 008 is seen passing Didcot on August 8th, working the 4051 Wentloog to Southampton. [Derek Elston](#)

Below: Class 70 006 working light engine from Toton - Crewe Basford Hall is seen passing through Burton on Trent, August 21st. [Stuart Hillis](#)





Above: Class 70 015 is seen working the 6Z96 Crewe - Toton engineers train through Burton on Trent, August 22nd. [Stuart Hillis](#)



Top Right: Class 70 017 leads the 4O14 Hams Hall Parsec to Southampton M.C.T. intermodal through Cholsey on August 6th. [Derek Elston](#)

Bottom Right: Class 70 004 at the head of 6Z96 Crewe - Toton engineers, passes through Burton on Trent, August 21st. [Stuart Hillis](#)

Below: Class 70 010 at the head of 6U77 Mountsorrel - Crewe with loaded ballast boxes has just cleared Stenson Jct. on August 29th. [Stuart Hillis](#)



4051 is the 09:58 Wentloog to Southampton container train operated by Freightliner, it runs each weekday and on July 31st it is seen at Coedkernew (between Cardiff and Newport) in the capable hands of Class 70 017.

Stuart Warr



Recent Class 60 workings

Top Left: An Immaculate Class 60 020 stands in the bay at Warrington Bank Quay on August 3rd.
Brian Battersby

Bottom Left: Class 60 062 'Stainless Pioneer' is seen at the head of the 6B33 empty tanks from Theale to Robeston as it passes Milton on August 26th. *Derek Elston*

Below: DB Schenker liveried Class 60 019 'Port of Grimsby & Immingham' approaches Pleasington hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 19th. *Dave Felton*





Above: Class 60 017 heads a Liverpool Bulk Terminal - Fiddlers Ferry power station loaded coal hoppers through Winwick Jct. on August 8th. [Michael Lynam](#)

Top Left: Class 60 020 leads a mixed bag through Burton on Trent on August 2nd, as it hauls Euro Cargo Rail's Class 66 038, DBS Class 66 082, Arriva's Class 67 003 and DB silver liveried DVT No. 82146 running as 5Z23 Toton - Crewe. [Stuart Hillis](#)

Bottom Left: A rare visitor to the Midland Main Line on August 2nd as Class 60 099 is seen working the 6E38 13:54 Colbrook to Lindsey tanks at Irchester. [John Coleman](#)

Below: DB Schenker's Class 60 019 'Port Of Grimsby & Immingham' works the 6E54 Kingsbury - Humber empty oils through Burton on Trent, August 8th. [Stuart Hillis](#)



Class 60 063 heads the 6D11 Lackenby to Scunthorpe up the
East Coast main line south of York on August 14th.

David Hollowood





Class 60 017 approaches Pleasington hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 2nd.
Dave Felton

Class 60 019 'Port of Grimsby & Immingham' coasts down Copy Pit incline hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 19th. [Dave Felton](#)



Direct Rail Services

Class 37 688 top'n'tailed with Class 31 106 pass through Abergele on August 18th
working the 1Q13 Crewe - Crewe test train. [Carl Grocott](#)





Above: 6K05, the daily Carlisle to Crewe engineers is now in the hands of DRS, DB Schenker no longer the preferred haulier. It is seen here at Winwick on August 1st, its fourth day of operation with DRS in the hands of Class 66 428.
David Hollowood

Top Left: Class 57 309 'Pride of Crewe' is seen stabled in the bay at Preston whilst on thunderbird duties, August 24th. *Richard Hargreaves*

Bottom Left: Class 37 609 is seen working a Derby - Carlisle test train into Carlisle on August 17th. *Darrel Hendrie*

Below: Class 66 431 approaches Pleasington working the 6K05 engineers train from Carlisle to Crewe, August 5th. *Michael Lynam*





Above: Class 66 429 with the Mossend Yard to Daventry (Malcolms) passes Euxton on August 15th. [Michael Lynam](#)



Top Right: Class 37 405 and 37 419 are seen working the 1Q13 Carnforth to Carnforth test train as it passes through Bamber Bridge on August 14th. [Alan Naylor](#)

Bottom Right: Direct Rail Services veteran Class 20s Nos. 20 303 and 20 308 trundle down the bank towards the Occupation Bridge at Red Bank with 6K73 Sellafeld - Crewe Flask working on August 6th. [Dave Harris](#)

Below: Class 66 431 heads the 6K05 Carlisle - Crewe engineers train through Pleasington on August 5th. [David Hollowood](#)





Above: Class 37 405 is seen on the rear of 1Z13 Derby - Carnforth Radio Survey train with coaches Nos. 72612 and 977997 with Class 37 419 up front, August 10th. [Dave Harris](#)

Top Right: Class 37 405 hauls Network Rail's Class 97 303 and 97 301 through Wombridge on August 2nd running as 0D01 Coleham - Derby. [Carl Grocott](#)

Bottom Right: Class 66 432 passes through Appleby with the 6K05 Carlisle - Crewe engineers on August 14th. [Michael Lynam](#)

Below: Class 37 605 is seen returning Greater Anglia's Class 90 003 'Raewald' back to Norwich Crown Point after servicing at Crewe, running as 0Z50 it is seen passing Chelmscote on August 20th. [Derek Elston](#)



Class 47 841 and 47 818 depart Norwich with the 'Short Set'
forming the 10:36 to Great Yarmouth on August 12th. [Charlie Robbins](#)





Above: Class 37 261 is seen hauling 6Z50 from Crewe to Drigg heading north through Euxton with fellow class member 37 607 attached to the rear on August 23rd. [Dave Felton](#)



Top Right: Class 47 828 and 47 841 top'n'tail the 'short set' at Great Yarmouth on August 31st, whilst working Norwich - Great Yarmouth shuttles. [Richard Hargreaves](#)

Bottom Right: Class 37 218 and 20 308 lead the 6K73 Sellafeld - Crewe nuclear flask through Red Bank on July 29th. [Dave Harris](#)

Below: Class 47 501 works the 0Z47 Norwich - Great Yarmouth into Yarmouth on August 31st. [Carl Grocott](#)





Above: Class 66 303 heads the 6M44 Mossend - Daventry intermodal through Winwick Jct. on August 8th. [Michael Lynam](#)

Top Left: Class 66 431 working the 6K05 Carlisle - Crewe engineers approaches Hellifield on August 9th. [Michael Lynam](#)

Bottom Left: Class 57 007 leads 57 008 as they are seen working in multiple past Chelmscote with the 4M71 Tilbury to Daventry on August 20th. [Derek Elston](#)

Below: On August 27th, Class 47 501 'Craftsman' heads through Castlethorpe near Milton Keynes working an 09:30 0Z47 from Crewe Gresty Bridge to Norwich light engine move. [Matthew Bird](#)



Colas Rail

Because of the closure of Nottingham Station, the 6E07 14:52 Washwood Heath to Boston Docks empty steel train was diverted via Peterborough, seen here on August 20th at Langham with Class 56 094 in charge. [Steve Madden](#)





Above: Class 56 087 passes through Totnes on August 1st, having visited Laira depot for refuelling and now heading back to Newton Abbot in order to work the following days logs to Chirk. [Richard Hargreaves](#)



Top Right: Class 56 087 passes Battlefield on July 29th with a loaded Baglan Bay - Chester timber train. The train would recess overnight at Chester due to engineering work. [Phil Martin](#)

Bottom Right: Class 56 094 is seen back on it's usual route after the Nottingham blockade, working 6E07 Washwood Heath - Boston docks steel carriers through Burton on Trent, August 27th. [Stuart Hillis](#)

Below: On August 15th, Class 56 105 passes through Euxton Balshaw Lane station with the 6J37 Carlisle to Chirk logs. [Michael Lynam](#)





Above: Class 56 087 ploughs through the rain and darkness at Pleasington with the 6Z37 Chirk to Ribbleshead empty logs on the night of August 23rd. The loco could be heard hammering up Hoghton bank, about 2 miles prior to coming into view. [David Hollowood](#)

Top Right: Class 66 848 takes the 6D86 Wolsingham - Scunthorpe CHP coal train past the remains of the Kirton Lime Sidings, July 5th. [Gary S. Smith](#)

Bottom Right: On August 29th, Class 56 105, substituting for the usual Class 66 hauls the 6S96 Sinfyn Derby to Grangemouth twice weekly aviation fuel tanks through Stenson. [Stuart Hillis](#)

Below: Class 56 105 hauls the 6J37 from Carlisle Yard to Chirk Kronospan with 1600 tonnes of logs through the Cherry Tree area of Blackburn on August 13th. [Dave Felton](#)



DB Schenker's fleet

Top Left: On July 31st, having just crossed the South Wales main line on the Bishton Flyover, EWS liveried Class 66 067 is seen working the 09:59 Margam to Dollands Moor. [Stuart Warr](#)

Bottom Left: Class 66 068 working the Jaguar Halewood - Southampton docks loaded covered car carriers, passes through Tamworth on July 30th. [Stuart Hillis](#)

Below: Class 66 099 is seen on the approach to Blackburn hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 7th. [Dave Felton](#)





Above: Class 66 158 passes Chelmscote with the 6H50 Willesden to Tunstead cement empties on August 20th.
Derek Elston



Top Right: Class 66 130 passes Stenson Jct. on July 29th with the Kingsbury - Humber oil tanks. Normally a solid Class 60 turn with 30 loaded tanks, however the Class 66 can only manage 24. *Phil Martin*

Bottom Right: Class 66 003 hauls 66 086, 66 107, 66 081 and 60 045 'The Permanent Way Institution' as 0Z98 Toton - Bescot through Clay Mills on August 31st. *Stuart Hillis*

Below: Class 66 041 and 66 050 work the 6D44 Bescot - Toton engineers with a short rake of new concrete sleepers through Burton on Trent, August 8th. *Stuart Hillis*





Above: Class 66 039 passes Bolton Junction, Blackburn hauling 6Z94 Avonmouth to Castle Cement at Clitheroe hauling empty cement tanks on August 27th. [Dave Felton](#)



Top Right: Class 66 133 working the 6D44 Bescot - Toton engineers with loaded ballast hoppers passes Burton on Trent, August 14th. [Stuart Hillis](#)

Bottom Right: Class 66 059 works the 7N08 Doncaster Decoy to York Klondyke, seen here passing Colton Jct. on August 14th. [David Hollowood](#)

Below: Class 66 057 passes the East Lancashire Sailing Club Reservoir at Rishton hauling 6E32 discharged bitumen from Preston Docks to Lindsey oil terminal on August 23rd. [Dave Felton](#)



Class 66 066 passes Coychurch with a light engine movement on August 7th from Margam - Dee Marsh. [Lewis Mitchell](#)





Above: On July 31st, Class 66 102 passes Helwith Bridge working the 6M00 empty cement tanks from Mossend to Clitheroe Castle Cement. [Michael Lynam](#)



Top Right: A late runner on August 2nd was Class 66 086 with the 6Z94 Avonmouth to Clitheroe Cement which at one point was 165 mins down. It is seen here at Winwick, around 60 mins late having omitted some standing time to try and get back on schedule. [David Hollowood](#)

Bottom Right: On August 4th, Class 66 106 operated a 6W02 Westbury - Tondy autoballaster working, seen here arriving into Tondy. [Lewis Mitchell](#)

Below: DB Schenker liveried Class 90 036 is seen departing Crewe on August 20th, heading light engine to Garston. [Michael Lynam](#)





Above: Class 66 086 accelerates the 4086 Cowley to Southampton cars through Didcot East on August 6th. [Derek Elston](#)

Top Right: Class 66 126 brings the 6E32 Preston docks - Lindsey oil refinery empty oil tank wagon train through Brigg, North Lincolnshire on July 5th. [Gary S. Smith](#)

Bottom Right: Class 66 118 was in charge of 6L47 Carlisle to Kirkby Stephen on August 3rd with a 1009 ton load. It is seen here working hard through Pleasington with more hard work to be done when it attacks the S&C. [David Hollowood](#)

Below: Class 66 085 pauses at Hellifield on August 21st whilst working a loaded coal train Ferrybridge power station. [Eddie Emmott](#)



Class 66 051 passes through Houghton hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on August 14th.

Dave Felton



Isle of Wight

Top Left: Ex London Underground Class 483 units Nos. 007 and 009 pass at Ryde St. Johns Road station on August 3rd. [Class47](#)

Bottom Left: LT '1938' stock No. 009 is seen running along the pier at Ryde on August 3rd. [Class47](#)

Below: Unit No. 007 is seen at Shanklin, the lines current terminus. There were plans to extend the line from here to its original terminus of Ventnor however these are currently shelved due to the high costs involved. [Class47](#)



GBRf workings

Top Left: Class 66 740 passes through Stratford on August 3rd with a northbound liner. [Paul Godding](#)

Bottom Left: Class 66 711 hauls 66 748 and 66 749 with the 6D21 Tyne Dock - Doncaster, seen here passing through Newburn, Hartlepool on August 10th. [Michael J Alderdice](#)

Below: On August 15th, Class 66 729 is seen hauling a loaded rake of coal hoppers, approaching Palmersville. [Alex Thorkildsen](#)





Above: Class 66 723 'Chinook' at the head of 4K80, the Saturdays only Peterborough - Rugeley power station gypsum train, passes through Burton on Trent, August 3rd. [Stuart Hillis](#)



Top Right: Class 66 708 is seen hauling a Biomass service into Ellesmere Port on August 1st. [Brian Battersby](#)

Bottom Right: Having a break from hauling tube stock as Class 20 142 and 20 189 work the 6Z21 Long Marston - Doncaster, with 5 JNA wagons in tow as they pass Clay Mills crossing on July 31st. [Stuart Hillis](#)

Below: Class 66 731 'Interhub GB' hauls the 6K50 Toton - Crewe through Burton on Trent, August 29th. [Stuart Hillis](#)





Above: On August 22nd, Class 66 735 passes through Doncaster with an Eggborough power station - Doncaster empty coal working. [Michael Lynam](#)



Top Right: Class 66 748 works the 6H30 Tyne Dock - Drax Biomass through Hartlepool on August 19th. [Michael J Alderdice](#)

Bottom Right: Class 66 731 'Interhub' is seen at the head of the 6K50 Toton - Crewe engineers train through Burton on Trent, August 27th. [Stuart Hillis](#)

Below: Class 66 745 'Modern Railways The First 50 Years' and 66 717 'Good Old Boy' are seen at the head of 6D44 Bescot - Toton engineers train passing through Burton on Trent, August 15th. [Stuart Hillis](#)





Above: Class 66 710 'Phil Packer BRIT' is seen hauling 4F77 empty gypsum containers from Doncaster Decoy Yard to Fiddlers Ferry power station through Blackburn on August 13th. [Dave Felton](#)



Top Right: Class 66 712 passes through Gainsborough Central station, Lincolnshire with the 4R11 West Burton power station - Immingham mineral quay on July 6th. [Gary S. Smith](#)

Bottom Right: Class 66 731 'Interhub GB' leads the 4K80 Peterborough - Rugeley power station gypsum train through Clay Mills on August 31st. [Stuart Hillis](#)

Below: Class 20 901 and 20 107 are seen on the rear of 7X09 Derby Litchurch Lane - Amersham (with 20 311 and 20 314 leading) hauling rectified LUL sets Nos. 210919 and 21020, seen near Clay Mills on August 21st. [Stuart Hillis](#)



Class 20 901 and 20 109 lead 20 314 and 20 311 past Langham
with the 6E21 17:20 Old Dalby to Peterborough Yard on August 16th.

Steve Madden



Top Right: Class 66 730 'Whitemoor' with GBRf's first running of the 6K50 (after taking over from DBS) Toton - Crewe engineers train at Burton on Trent, August 19th. [Stuart Hillis](#)

Bottom Right: Class 66 722 'Sir Edward Watkin' is seen working the 6K50 Toton - Crewe engineers train through Clay Mills on August 20th. This was the second day of GBRf working since taking over the working from DBS. [Stuart Hillis](#)

Below: Class 20 142 and 20 189 with barrier wagons and 'S' class tube stock (with 20 107 and 20 901 on the rear) are seen working 7X23 Derby Litchurch Lane - Old Dolby for on track testing, seen approaching Moira West Junction on the Burton - Leicester freight only branch on August 30th. [Stuart Hillis](#)





Freightliner workings

Above: On August 20th, Class 90 041 passes Chelmscote at the head of the 4M81 Felixstowe to Garston modal
Derek Elston

Top Left: Freightliner Heavy Haul use seven Class 66/9 variants with engines giving low-emissions, they are known as the 'T2' type; one of these, Class 66 953, is seen on July 31st at Llandevenny (between Severn Tunnel Junction and Newport) working 6M04, 10:50 Portbury to Rugeley power station. *Stuart Warr*

Bottom Left: Class 90 048 working the 4L90, 12:21 intermodal from Crewe to Felixstowe approaches Dalston Kingsland on July 4th. *James Wise*

Below: Class 66 569 rounds the curve at Warrington's Arpley Yard working a loaded coal service to Fiddlers Ferry power station on August 3rd. *Brian Battersby*





Top Left: Class 86 628 leads 86 607 past Hornsey station on the second slow line working 4S83, the 18:52 Tilbury to Coatbridge service, diverted via the East Coast main line due to engineering work on the WCML, July 18th. [James Wise](#)

Bottom Left: On July 9th, Class 66 604 passes the Hednesford number 1 signal box, Staffordshire with a 6H70 Rugeley power station - Guide Bridge yard empty limestone hopper train that normally runs on a Saturday. Recent tree felling on railway land had allowed this view of the signal box that has not been possible for at least a couple of decades. However, the resignalling of the Rycroft Junction - Rugeley Trent Valley branch line is expected to be commissioned on August 27th when control of the branch will pass to the West Midlands Regional Operations Centre at Saltley and the LNWR-built Hednesford number 1 signal box, the last survivor in the town, will close. It is destined to become an information centre in the nearby park. One of the new signals has been erected in front of the signal box, unusually behind the bridge the photograph was taken from.

[Gary S. Smith](#)

Below: Class 66 558 approaches Deansgate, running light engine from Basford Hall, August 8th. [Colin Irwin](#)





Above: Class 66 569 heads the 6M11 Hunterston to Fiddlers Ferry power station loaded coal hoppers through Settle on August 31st. [Michael Lynam](#)



Top Right: Class 86 637 leads the 18:52 Tilbury to Coatbridge intermodal away from Finsbury Park station. This working was diverted via the ECML due to engineering work on the WCML, July 19th. [James Wise](#)

Bottom Right: On August 21st, Class 90 048 heads north through Carlisle station passing failed 90 043 which was waiting for recovery. [Michael Lynam](#)

Below: On August 8th, Class 86 637 heads the Garston FLT to Crewe Basford Hall SSM liner through Acton Bridge. [Michael Lynam](#)



Photographed from the footbridge that used to cross Malago Vale Carriage Sidings, Bristol on August 12th is DRS liveried Class 66 419 working the 10:50 intermodal service from Bristol FLT to Tilbury.

Stuart Warr





Above: Class 90 046 approaches Stratford whilst working the 4M87 Felixtowe to Trafford Park on August 14th. [Derek Elston](#)

Top Left: On August 7th, Class 66 526 heads the 6M11 Hunterston - Fiddlers Ferry Power Station coal through Settle. [Michael Lynam](#)

Bottom Left: On August 20th, Class 86 637, 86 622, 90 043 and 86 607 are seen arriving into Crewe with a light engine LNWR to Basford Hall move. [Michael Lynam](#)

Below: Class 86 639 and 86 609 are seen heading south at Chelmscote with the 4L57 Daventry to Tilbury liner on August 20th. [Derek Elston](#)





Above: Class 66 953 passes Catholme on August 6th with the 6M49 Barrow Hill - Rugeley power station MGR. [Stuart Hillis](#)

Top Left: With a backdrop of Pendle Hill, Class 66 569 makes heavy going of the climb up the 1 in 82 four mile long Langho bank hauling 6M11 Hunterston to Fiddlers Ferry Power Station with 2000 tonnes of loaded coal hoppers on August 2nd. [Dave Felton](#)

Bottom Left: Class 66 509 is seen heading a Barrow Hill - Rugeley power station loaded coal working through Burton on Trent on August 30th. [Stuart Hillis](#)

Below: Class 66 559 heads south through Kirkby Stephen with a Hunterston - Ratcliffe loaded coal working on August 14th. [Michael Lynam](#)





Class 90 049 heads a Trafford Park - Felixstowe liner over the arches between Manchester Oxford Road and Manchester Piccadilly on August 1st. [Michael Lynam](#)



Above: Class 66 031 top'n'tails 66 419 with the 6B87 Bescot - Lenton (Nottingham) engineers working, heading for the Nottingham station remodelling, passing Catholme on August 6th. [Stuart Hillis](#)

Top Left: Class 86 501 heads the Manchester Trafford Park - Southampton freightliner through Manchester Oxford Road on August 30th. [Michael Lynam](#)

Bottom Left: On August 14th, Class 66 955 leads a south bound liner through Northampton. [Derek Elston](#)



Below: Class 66 623 'Bill Bolsover' working the 6M01 Tinsley Yard - Bardon Hill Quarry with empty aggregate wagons is seen nearing Moira West Jct. on the Burton - Leicester freight branch, August 7th. This train has run for a month via Derby and Leicester, but was always intended to run via Burton and the branch. Now the drivers have gained the route knowledge this was the very first working over the route. [Stuart Hillis](#)



Hanson Class 59

On August 31st, Class 59 001 is seen in Acton Yard with a working from Merehead. [Brian Battersby](#)



DCR workings

Class 56 301 with loaded coal working the 6Z16 14:25 Butterwell - Kellingley, passes through Colton South Junction (York) in the evening sun on July 8th. [Robert Duff](#)





Above: Class 56 312 hauls a poorly 56 303 as 0Z56 York Holgate - Washwood Heath, through Catholme on August 6th. [Stuart Hillis](#)



Top Right: Class 56 301 heads a loaded coal train south through Newcastle on August 20th. [Alex Thorkildsen](#)

Bottom Right: Class 56 311 is seen working the 6Z84 from Calvert to Willesden, passing Didcot on August 6th. [Derek Elston](#)

Below: On August 13th, Class 56 303 worked 0Z56 Washwood Heath - Burton Nemesis to collect the 5 ex Fertis 56's and take to Leicester dropping 3 off there and take the other 2 back to Washwood Heath. However upon arrival at Burton the driver was told the job was cancelled due to paperwork issues and it headed back to Washwood Heath. [Stuart Hillis](#)



HSTs

Top Left: On August 9th, First Great Western's HST power car No. 43005 leads a London Paddington - Plymouth service out of Dawlish. [Richard Hargreaves](#)

Bottom Left: East Coast's HST power cars Nos. 43313 and 43311 approach Peterborough with the 10:37 service for London Kings Cross on August 3rd, whilst Class 66 061 is seen on the stabling point. [Derek Elston](#)

Below: East Coast HST power cars Nos. 43311 and 43313 stand at Newcastle on August 5th, with a London Kings Cross - Aberdeen service. [Alex Thorkildsen](#)





Top Left: First Great Western's HST power car No. 43086 is seen powering away from the station stop at Swindon with a service for London Paddington, August 6th. [Derek Elston](#)

Bottom Left: CrossCountry's HST power cars Nos. 43366 and 43384 are seen working the 1551 Plymouth - Glasgow service through Burton on Trent, August 19th. [Stuart Hillis](#)

Below: Passing through Parson Street station, Bristol on August 12th, First Great Western HST power car No. 43143 leads the 1A16, 07:41 Penzance to Paddington, one of the few services between these two points that travels via Bristol Temple Meads. [Stuart Warr](#)



Towards the end of the 19th Century when the Severn Tunnel was being designed and built, the haulage capabilities of steam engines was much less than in the middle of the following century. This was something that limited the length and weight of the trains conveying the main commodity being moved out of Wales – coal; thought was given to easing the gradients for eastbound journeys where possible, something not so problematical for westbound trains of empties. One of the places where this occurred was between Piling and Patchway where the gradient for ‘up’ trains was 1 in 100 for nearly three miles and for ‘down’ trains it varied between level and 1 in 68. In this image taken from the footbridge at Cattybrook on August 12th we see First Great Western’s HST power car No. 43130 leading the 13:45 from Paddington to Swansea on the ‘down’ line (1 in 68 at this point) and to the left may be seen the ‘up’ line.

Stuart Warr





Class 92s workings

Above: On August 20th, Class 92 029 and 67 030 haul a short rake of wagons from Crewe IETD to Basford Hall yard. [Michael Lynam](#)

Top Right: Class 92 030 is seen working the 4E32, 11:54 Dollands Moor to Scunthorpe empty steel working on July 13th. [James Wise](#)

Bottom Right: On August 8th, Class 92 038 passes Deansgate with the 13:19 Trafford Park Euro Terminal to London Gateway. [Colin Irwin](#)

Below: DB Schenker liveried Class 92 015 arrives into Carlisle on driver training duties for DRS between Carnforth and Carlisle, August 21st. [Michael Lynam](#)





Above: On August 31st, Class 92 036 heads away from Hanslope Jct. working the 14:05 6067 Daventry - Dollands Moor. [Matthew Bird](#)

Below: On July 30th, Class 92 002 'H G Wells' leads, 92 037 'Sullivan', 92 015 and 90 039 through Tamworth running as 0A06 Crewe IETD - Wembley Euro Freight Ops Centre. [Stuart Hillis](#)



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Units, Units, Units

Top Right: First Great Western's Class 150 101 is seen departing Dawlish on July 29th working a service for Penzance. [Richard Hargreaves](#)

Bottom Right: First Capital Connect's Class 319 375 is seen in the company of some Southeastern Class 465s and 466s at Grovesnor Road carriage shed on August 17th. [Andy](#)

Below: Southern's Class 455 816 pauses at Crystal Palace on August 3rd. [Paul Godding](#)





Above: Southern's Class 377 326 is seen on the rear of a 9-car working through Clapham Jct. on August 10th heading for London Victoria. [Paul Godding](#)

Top Left: Three car Class 150 927 is seen departing Dawlish on August 1st, with an Exmouth - Paignton service. [Richard Hargreaves](#)

Bottom Left: Northern Rail's Class 142 003 is pictured after departing from Lostock Hall station with 2S13 the 06:46 service from Colne to Blackpool South on August 14th. [Dave Felton](#)

Below: Northern's Class 156 491 arrives into Warrington Bank Quay on August 3rd with a service from Liverpool Lime Street. [Brian Battersby](#)





Top Left: Northern Rail's Class 142 036 passes Rishton reservoir with 2S19 the 09:50 service from Colne to Blackpool South on August 7th. [Dave Felton](#)

Bottom Left: Greater Anglia's Class 156 409 on the 16:07 Lowestoft to Ipswich service is seen calling here at Darsham. [Tim Ward](#)

Below: Northern's Class 156 463 is seen after departure from Langho station with 2N52 the 13:00 service from Manchester Victoria to Clitheroe on August 2nd. [Dave Felton](#)





Above: Northern's Class 158 816 heads towards Blackburn passing through Houghton with 1B21 the 08:29 service from Blackpool North to York on August 14th. [Dave Felton](#)

Top Left: On July 24th, a Northern Rail Class 142 crosses the soon to be demolished Ordsall viaduct into Manchester Victoria, to make way for the new bridge over the Irwell. [Colin Irwin](#)

Bottom Left: With the picture dominated by Bolton Town Hall, First TransPennine Express Class 185 137 arrives into Bolton station with 1C51 the 11:00 service from Manchester Airport to Barrow-in-Furness, August 11th. [Dave Felton](#)

Below: Northern's 158 758 heads towards Burnley and Copy Pit as it passes through Huncoat station with 1B23 the 09:29 service from Blackpool North to York on August 2nd. [Dave Felton](#)





Above: A CrossCountry Class 221 unit is seen leaving Bombardier's Barton Under Needwood depot running as 5M00 to Birmingham New Street on August 6th. [Stuart Hillis](#)

Top Left: Northern Rail's Class 158 793 heads towards Hall Royd Junction as it coasts down Copy Pit incline with 1B23 the 09:29 service from Blackpool North to York on August 19th. [Dave Felton](#)

Bottom Left: Class 390 127 with 'Fly Virgin Trains' branding speeds past Chelmscote heading for London Euston on August 20th. [Derek Elston](#)

Below: Northern's Class 142 048 arrives at Bamber Bridge station with 2N14 the 08:44 service from Blackpool South to Colne on August 16th. [Dave Felton](#)





Above: Great Western's Class 165 125 and 165 112 stand at Cholsey forming the 09:45 to Oxford on August 6th. [Derek Elston](#)

Top Left: On August 18th, Arriva's Class 175 010 arrives into Manchester Piccadilly with the last Merthyr Tydfil train of the day. [Colin Irwin](#)

Bottom Left: On July 26th, First Great Western's Class 180 104 is seen departing Moreton in Marsh with a Worcester - London Paddington service. [Steve Thompson](#)

Below: Northern's Class 150 115 approaches Bolton Junction, Blackburn with 2N57 the 09:00 service from Manchester Victoria to Clitheroe on August 7th. [Dave Felton](#)





Above: A rather late running Class 142 crosses 'No.100A' the freshly painted 1849 South Junction and Altrincham Railway's cast iron arch bridge over the Rochdale Canal into Knott Mill railway station (Deansgate) on August 8th. [Colin Irwin](#)

Top Left: On August 3rd, South West Trains' Class 444 027 is seen arriving into Winchester with a service to London Waterloo. [Class47](#)

Bottom Left: On August 6th, First Great Western's Class 158 952 heads round the curve at Dawlish Warren with a Paignton bound service. [Richard Hargreaves](#)

Below: On August 14th, C2C's Class 357 023 is seen passing through Stratford on an ECS move. [Derek Elston](#)





Above: FCC's Class 319 377 arrives into East Croydon on August 31st with a service to Brighton. [Paul Godding](#)

Top Left: South West Trains' Class 159107 is seen at Exeter St. Davids on August 1st, working a service to London Waterloo. [Richard Hargreaves](#)

Bottom Left: London Midland's Class 153 375 and 150 109 are seen at Small Heath working a service to Hereford on August 22nd. [Richard Hargreaves](#)

Below: Routed via Brigg because of the track damaged by the colliery waste land slip at Hatfield, First TransPennine Express Class 185 108 runs through Gainsborough Central station, Lincolnshire on July 6th with the 1891 Cleethorpes - Manchester Piccadilly. The people on the disused part of the platform were two families exercising dogs. [Gary S. Smith](#)





Above: On August 3rd, First Great Western's Class 150 120 is seen departing Dawlish Warren with a Penzance service. [Richard Hargreaves](#)

Top Left: Patchway station on the outskirts of Bristol is situated close to two major players in the aerospace industry, Rolls Royce and BAE Systems and has a good, regular service to the cities of Bristol, Newport and Cardiff. On August 12th, First Great Western's Class 158 956 calls whilst working the 13:07 Taunton to Cardiff Central. These workhorses were introduced between 1989 and 1992, continue to give a good ride and work many of the longer distance services operated by First Great Western and others. [Stuart Warr](#)



Bottom Left: Southern's Class 377 118 is seen arriving into Cosham on August 3rd with a service from Southampton. [Class47](#)

Below: South West Trains' Class 442 405 speeds through East Croydon on August 31st heading for Brighton. [Paul Godding](#)





Above: Still carrying the livery of its former operator, National Express, Greater Anglia's Class 317 514 is seen heading out of London as it passes Bethnal Green on August 31st. [Brian Battersby](#)

Top Left: On July 21st, a London Overground service to Richmond is operated by Class 378 219, seen here arriving into Kew Gardens. [Tim Ward](#)

Bottom Left: On August 8th, First Great Western's Class 143 619 and 143 611 arrive into Dawlish with a Paignton - Exmouth service. [Richard Hargreaves](#)

Below: On August 18th, Class 142 012 sits under Manchester Victoria's new roof of scaffolding, now that the original 1844 roof has been removed over platforms 1 & 2 in preparation for the new glass to be installed. [Colin Irwin](#)





Above: Greater Anglia's Class 379 001 heads into London Liverpool Street as it passes through Bethnal Green on August 31st. [Brian Battersby](#)

Top Left: A pair of SouthEastern's Class 375s are seen crossing Battersea Bridge on August 17th. [Paul Godding](#)

Bottom Left: National Express C2C liveried Class 357 046 passes Shadwell on August 31st. [Paul Godding](#)

Below: A Virgin Voyager heads south in the sunshine at Winwick on August 2nd. [David Hollowood](#)





Above: East Midlands Trains Class 158 774 leads two fellow classmates working the 1R66 East Midlands Parkway - Manchester Piccadilly through Levenshulme on August 18th. The EMT services that normally run to Norwich were being diverted due to engineering work at Nottingham. [CJ Sutcliffe](#)

Top Left: South West Trains' Class 444 039 is seen stabled at Clapham Jct. on August 17th. [Class47](#)

Bottom Left: Heathrow Connect Class 360 203 is seen arriving into London Paddington on August 31st with a service from Heathrow Airport. [Brian Battersby](#)

Below: On August 24th, London Overground's Class 378 208 pauses at Highbury and Islington station. [Paul Godding](#)





Above: London Overground's Class 172 004 is seen at Blackhorse Road on a very wet August 24th. [Paul Godding](#)

Top Left: Class 321 427 approaches Colchester with Greater Anglia's 06:29 Ipswich to London Liverpool St. service on a misty July 18th. [Tim Ward](#)

Bottom Left: Arriva Trains Wales Class 175 101 works the 1D30 Manchester Piccadilly - Chester through Levenshulme, diverted via Altrincham and Stockport due to ongoing weekend engineering work on the Liverpool - Manchester line electrification scheme. [CJ Sutcliffe](#)

Below: One up one down, First TransPennine Class 185 114 departs Carlisle with a Manchester Airport service (without the Edinburgh section due to late running) whilst Northern's Class 142 023 heads for Newcastle.

[Michael Lynam](#)





Above: Northern's Class 150 140 is seen approaching Langho station with 2J62 the 17:09 service from Clitheroe to Rochdale on August 28th. [Dave Felton](#)

Top Left: On August 12th, South West Trains' Class 159 006 passes through the Bristol suburb of St. Anne's, the site of the disused East Depot goods yard whilst working the 12:51 from Temple Meads to Salisbury; on the skyline is the city centre's commercial area. [Stuart Warr](#)

Bottom Left: Arriva Trains Wales Class 153 312 is seen working 5V42 Doncaster Wabtec to Cardiff Canton passing Burton on Trent, August 22nd. The unit had been at Doncaster for attention. [Stuart Hillis](#)

Below: Southern's Class 455 820 is seen on the approach to Battersea Park station whilst working a Caterham service on August 10th. [Derek Elston](#)



First Capital Connect's Class 319 378 arrives into East Croydon on August 31st with a service for Brighton via Gatwick Airport. [Paul Godding](#)



Scot-Rail - life north of the border

On August 17th, Class 55 022 'Royal Scots Grey' is seen at Hyndland with a Yoker to Kilmarnock working, conveying a Class 334 EMU. [Darrel Hendrie](#)

News and Features



Going Underground

Top Right: On August 17th, a Piccadilly line service of 'C' stock arrives into Barons Court, whilst just visible on the left of the photo, a District line service comprising 'D' stock No. 7085 departs. [Class47](#)

Bottom Right: A Piccadilly line service to Cockfosters formed of '1973' stock is seen departing Barons Court on August 17th. [Class47](#)

Below: London Underground 'C' stock No. 5571 is seen arriving into West Brompton station with a District line service to Edgware Road on August 17th. [Class47](#)



Going Underground continued...

Top Right: Surely one of the best kept underground stations on the network has to be Baker Street, seen here on August 17th. [Class47](#)

Bottom Right: Heading for the Elephant and Castle, Bakerloo line '1972' stock No. 3264 is seen at Stonebridge Park on August 31st. [Brian Battersby](#)

Below: London Underground Circle line 'C77' stock No. 5724 is seen at Edgware Road. [Brian Battersby](#)



Blackpool Trams

Top Right: Brush Railcar No. 290 (627) owned by the Fleetwood Heritage Leisure Trust has received a rather unusual livery. Following a white and gold livery for the Diamond Jubilee, this has partly disappeared with the addition of graffiti art as part of the festival of urban art by the artist Inkie. (Not appreciated by everyone)

Michael Lynam

Bottom Right: From one end of the line to the other as Bombardier Flexity 2 tram No. 014 is seen at Fleetwood on August 24th working a service to Starr Gate. *Class47*

Below: On display outside the Rigby Road depot on August 24th is OMO car No. 8.

Richard Hargreaves





Blackpool Trams continued...

Above: Centenary Car No. 642, working its last weekend before overhaul/repaint is seen at North Pier on August 24th with a service to Cleveleys. [Richard Hargreaves](#)

Top Right: Boat No. 230 looks superb as it passes North Pier on August 24th, heading for Pleasure Beach. [Richard Hargreaves](#)

Bottom Right: Another tram in the current Heritage fleet and looking superb is Brush Railcoach No. 631 seen here at Pleasure Beach ready to work a heritage service to Fleetwood. [Richard Hargreaves](#)

Below: Centenary Car No. 648 looks fantastic especially when compared to the all over yellow livery carried by No. 642. [Richard Hargreaves](#)



Sheffield Trams

Top Right: Stagecoach Supertrams were built in 1993-94 by Duewag of Dusseldorf Germany. This is tram No. 105 leaving Fitzalan Square and heading for Sheffield Station. [Michael Lynam](#)

Bottom Right: On August 30th, tram No. 102 heading for Middlewood passes No. 103 heading for Meadowhall at Fitzalan Square. [Michael Lynam](#)

Below: Tram No. 115 stops at Cathedral en route to Meadowhall, August 30th. [Michael Lynam](#)





Tyne and Wear Metro

Above: Just part of a major convoy of Story Rail and Stobart Rail Road Railers approaching Regent Centre moving into position on Day 1 of the major line closure between Haymarket and Airport/Four Lane Ends on August 4th. [Alex Thorkildsen](#)

Top Right: Day 6 of the 27 day line closure between Haymarket and Airport/Four Lane Ends. The digging of the 'In Line' track bed nears completion in the Jesmond Area and the laying of the new drainage system carries on in the Ilford Road Area. Story Rail and Stobart Rail Road Railers are seen passing Ilford Road heading back to Fawdon temporary yard to unload ballast, August 9th. [Alex Thorkildsen](#)

Bottom Right: Day 22 and the last of the new 'Out Line' track bed has been ballasted at Jesmond, the new 'Out Line' track has been fully laid between South Gosforth and Jesmond and the 'Out Line' has been ballasted between South Gosforth and Longhurst Road Siding, August 25th. [Alex Thorkildsen](#)

Below: On Day 19, the Nexus Rail Road-Rail Ranger crosses Callerton Parkway Crossing heading to pick up new track circuit cables to be installed at Airport, August 22nd. [Alex Thorkildsen](#)



Tyne and Wear Metro continued...

Top Right: Metrocars Nos. 4001 and 4071 stand at Felling working train No. 131 to Haymarket, August 7th. [Alex Thorkildsen](#)

Bottom Right: Battery Locomotives Nos. BL1 and BL3 top'n'tail Metrocar No. 4017 are seen approaching bridge No. 1155 at Tynemouth whilst heading to Gosforth Depot on August 10th. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4024 and 4065 arrive into Heworth on train No. 101 to South Hylton, August 6th. [Alex Thorkildsen](#)



Manchester Metrolink

Top Right: One of the original series of Metrolink trams remaining, No. 1310 is seen arriving into Deansgate - Castlefield during a heavy downpour whilst heading to Eccles on August 13th. [Darrel Hendrie](#)

Bottom Right: One of the final Metrolink T68 trams crosses Cornbrook Viaduct, behind 'No. 100A', the freshly painted 1849 South Junction and Altrincham Railway's cast iron arch bridge over the Rochdale Canal, August 8th. [Colin Irwin](#)

Below: On August 13th, Metrolink Tram No. 3023 is seen at East Didsbury with a Rochdale service. [Darrel Hendrie](#)





Croydon Trams

Above: Tramlink's No. 2554 heads through Croydon on August 31st in attractive 'Love Croydon' livery, heading for West Croydon. [Paul Godding](#)

Below: Carrying the livery of McMillan Williams Solicitors is tram No. 2534, seen here heading through Croydon on 31st August heading for Therapia Lane. [Paul Godding](#)



BY RAIL, SEA and ROAD

A 100-page photo book re-living the repatriation of two of the UK's finest exports in connection with the National Railway Museum's "Mallard 75" festivities.



Due to the immense amount of interest that the re-patriation of "*Dwight D. Eisenhower*" and "*Dominion of Canada*" 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 a photobook.

Being available direct from the publishers, Blurb, this allows people from all over the world to order the book and have it delivered direct to their door in your choice of either softback, hardback (with dust jacket) or hardback (image-wrapped).

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

To see the book, and to order direct, please see:
<http://www.blurb.co.uk/bookstore/detail/3708224>



DRS Open Day

Above: Class 57 009, 37 259, 57 007 and a Class 20 305 are seen on display at the DRS Kingmoor depot open day on August 17th. [Liam Coates](#)

Below: Some of the recently refurbished DRS coaches can be seen on display as well as the obligatory appearance of Class 57 307 'Lady Penelope'. [Darrel Hendrie](#)

Bottom Right: Class 37 604 and 57 012 are seen in the repair shed at Carlisle on August 17th. [Darrel Hendrie](#)

Below: Hoisted in the air, Class 66 434 demonstrates the capability of the depots jacks. [Alan Naylor](#)



Fares Advice with RailUK

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

Advice on correct refund procedure

Q: My parents have a set of unused rail tickets from Inverness to Nottingham for which I believe they should be able to get a full refund. However it has become most unclear as to how the refund should be processed correctly.

The tickets in question were purchased after I discovered my parents appeared to only have the amended 'excess' portions of their Advance First tickets. As this was several days before the journey and the train was busy (or at least there were no advance purchase tickets left) and they could not find the previous tickets that were being excessed I suggested that it would be best for them to purchase tickets beforehand to ensure they had seat reservations in standard class (the party of 3 are all 60+ and I had already left Inverness days beforehand).

Anyway, on the day of departure they found the envelope with the rest of the tickets in just before leaving the hotel. Therefore they only presented their Advance first tickets on board. This leaves 3 unused Standard Off-Peak singles for a refund. Now my understanding was that you had to process the refund with the operator with whom you made the purchase. They did not have time to do this due to the early departure time from Inverness and the fixed nature of Advance tickets. This meant that they were not able to process this until they returned home to Andover

a few days later when they could contact Scotrail. I've since realised that it appears my understanding was incorrect and that Booking offices are a single retailer, and then each ToCs telesales and website is another separate retailer.

Now my understanding is that the tickets are refundable as long as they are sent within 28 days and all money should be refunded minus the £10 admin fee. However, when I rang (on my parents behalf) Scotrail asking how this should be processed to ensure that I had the right understanding but expecting the result to be just an address to send in a refund application they stated the following:

Firstly that no refund could be given unless you processed it on the day before travel. I pushed them on this saying I had processed refunds with other operators before days later on walk-up single tickets. Secondly, they claimed that was down to other operators terms and conditions – blatantly a lie as all walk-up tickets have to have the same conditions particularly in the case of a booking office. They went away and talked to their manager (apparently). Thirdly, they said that they would only be able to give a refund on Anytime tickets anyway. Finally, they stated that it was only at Inverness that could process any refund. This clearly is not realistic given Inverness was a holiday destination.

Anyway, after some digging on google I found the information indicating the correct refund stream was via any ticket office. So my parents went to their local ticket office in Andover to get the refund processed. Again they were told you cannot do it for various reasons and that they must speak to Scotrail. When Scotrail were approached again they claimed they might process it but that it would only be travel vouchers.

Now please correct me if I'm wrong but I believe that the only terms and conditions that apply are the NRCoC and that they state that a refund is due. It seems this should be in 'cash' all be it a card payment as all transactions should be returned in the same form as payment as originally made. Therefore who is not acting as they should in this instance in terms of their advice, actions and in-actions? Please can you advise me on the defined correct procedure (the documents suggest there is always only one correct route) to pursue a refund so that my parents can take the appropriate action and I can hassle the appropriate ToC if they do not act correctly.

A: *The answer is yes, they can. Scotrail will have to issue the refund, but a station can complete a refund form for you and forward it to them. Scotrail Customer Services are notoriously bad (as is a particular person in the ticket office at Inverness).*

Good luck dealing with this awful company - you'll need it! As for Andover ticket office, that's SWT. While there are some great ticket clerks at SWT, the majority in my experience are lacking in knowledge. So good luck with them too! This is the rail industry - where shocking customer service is to be expected!

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.

The East Lancs' summer weekday service are frequently operated by the Jinty and a DMU unit. On August 16th, the services are seen passing at Bury Bolton St.. [Michael Lynam](#)



Work starts on £8m Hexham Goods Yard retail development

Network Rail has been granted planning permission for a major redevelopment of the goods yard at Hexham station and will start on site during August to create a modern £8m retail facility. This investment will also deliver station improvements for passengers.

The scheme will transform the 3.2 acre site, creating nearly 40,000 sq ft of retail space including a 20,000 sq ft Homebase and garden centre, as well as units for Majestic Wines and Pets at Home. Outline consent has also been granted for four additional office or warehouse units.

Rail passengers will benefit from this development with new pedestrian and step-free access to the northern platform (platform 1), vehicle access to the north of the station along with a new 24-space car park which will be leased to Northern Rail.

Stuart Kirkwood, head of development, at Network Rail said: "This is a significant investment for Hexham and we are very pleased to have joined forces with local developers to make better use of railway land to benefit the local community. This scheme is our first direct development, making it a significant one for Network Rail. This new approach enables us to stay in the development cycle for longer and retain ownership of the property. By developing the site in this way we will earn financial returns which can be fed back to support our railway investment. Schemes such as Hexham will help to reduce public subsidy of the railway, by using commercial proceeds to upgrade stations at no cost to the taxpayer."

Completion is scheduled for early 2014.



East Coast's Class 91 110 'Battle of Britain Memorial Flight' speeds towards York on August 14th. *David Hollowood*



Rail bridge visitor plans go Forth

The world's most recognised railway bridge, the Forth Bridge, will become publicly accessible for the first time by 2015 under plans revealed by Network Rail.

A feasibility study has identified two concepts to provide access to the bridge - a visitor centre and viewing platform linked by a lift in North Queensferry, and a smaller base to coordinate guided walks to the top of the south tower in South Queensferry.

The North Queensferry proposals would see a discreet building created under the northern Fife Tower offering education and exhibition facilities alongside catering and shopping. The centre would be connected by a step-free ramp to two lifts on the eastern side of the bridge. The lifts would offer access to a viewing platform at the top of the bridge, 110m above sea level. On the south side, a pod-style building is proposed to coordinate guided walks on the structure for groups of up to 15 people. The building would be developed on Network Rail owned land underneath the southern approach span, just a short walk from Dalmeny Station.

The walk would see access permitted along the south approach span on a pre-existing walkway underneath the track, followed by a climb to the top of the southern Queensferry Tower using a walkway within the top cantilever. The two concepts would cost an estimated £12-15m to deliver. David Simpson, route managing director, Network Rail Scotland said: "After 10 years spent restoring the bridge to its full glory, and in advance of the application for world heritage listing, these plans will offer the public the chance to visit the bridge and see it 'close-up' for the first time. We are hugely excited by these proposals and believe that they have the potential to be developed into an important new visitor attraction for Scotland.

"While these plans are still at development stage, we believe that the options we have revealed today can be delivered without impacting the well loved view of the bridge. Any infrastructure on the bridge will be less visible than the existing scaffold platform and all buildings designs will be of premium quality." It's an ambitious target, but we'd love to see these plans at least partially realised by 2015 to coincide with the bridge's 125th anniversary. Any profits from the two facilities would be reinvested into the upkeep of the bridge. The bridge remains a key part of Scotland's railway infrastructure, linking Edinburgh with Fife and the north, and carrying over 200 trains per day.

"We are committed to working with communities, local authorities and relevant government bodies to develop plans that have a sustainable positive impact on the area. While we expect that visitor numbers will be high, we're committed to encouraging as many of those visitors as possible to travel by rail and we will develop plans alongside train operators to incentivise that option."

Transport Minister Keith Brown, commenting on behalf of the Forth Bridge Forum, added: "I welcome Network Rail's exciting and ambitious plans to combine an historic and vital part of Scotland's transport network with a breath-taking attraction for visitors to enjoy. One of the key roles of the Forth Bridges Forum of which Network Rail is an active partner is to promote the Forth bridges and the surrounding area as a globally unique attraction for visitors. This announcement by Network Rail is the first stage of that aspiration."



Network Rail will now begin the process of developing designs in consultation with the relevant authorities and local communities. Charities, which have benefited to the tune of over £2million during the last 10 years from abseil events on the bridge, will continue to be accommodated as part of the plans.

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





Several Virgin Trains' Pendolinos now have the 'Fly Virgin Trains' branding on the bodyside. [Richard Hargreaves](#)

Network Rail investigates independently powered electric trains - batteries included

Network Rail and its partners have begun work to create a prototype battery-powered train, part of an industry study into the feasibility of using electric trains on parts of the network which have not been electrified.

This could see trains running on battery power over non-electrified lines, before charging at terminal stations, or using their batteries to run over diesel lines in otherwise electrified parts of the railway. Electric trains are quicker, quieter, and more efficient - making them better for passengers and the environment. The potential to spread those benefits while not having to put up miles of wiring would be cost-effective and sustainable.

Network Rail's director of network strategy and planning, Richard Eccles, said: "We see this project as an important element of our strategy of increasing the electrification of the rail network, delivering improved sustainability whilst reducing the burden on the taxpayer. If we can create an energy storage capability for trains, electric traction can be introduced to more parts of the network without the need to necessarily extend the electrification infrastructure.

"As the principle funder and delivery manager, we have done a great deal of feasibility work before reaching this stage, both to define the outputs we seek from the trial and to build confidence in the project across the industry. We are working with our partners to drive this innovation forward."

Funding is coming from Network Rail, the Enabling Innovation Team (hosted by the Rail Safety and Standards Board) and the Department for Transport.

David Clarke, Director, Enabling Innovation Team at RSSB said, "Energy storage on trains is a typical example of a development that's good for passengers, taxpayers and the long term future of the railway but where it is difficult for individual businesses to make the business case to invest in the technology. To help prove the business case we are funding up to 30% of the technology demonstration.

"We see the IPEMU project as a good example of something that will work according to the R&D but no one will invest in without seeing a full scale demonstrator. By supporting this programme we are helping to take innovation out of the lab and de-risk its potential introduction onto the railway."

Working closely with Derby-based train manufacturer Bombardier and operator Greater Anglia, the project will use one of the operator's Class 379s as a test-bed to determine future battery requirements and what kind of train might be needed.

This train will be adapted by Bombardier and fitted with two different forms of batteries: lithium (iron magnesium) phosphate and hot sodium nickel salt. The batteries will undergo many lab tests before being fitted to the train.

Bombardier said: "We are very enthusiastic to be collaborating in this ground breaking project with Network Rail. This project is an innovative development to provide an integrated battery system as a power source for the well proven Electrostar train. Bombardier recognises the potential benefits that this technology could bring to the rail industry and the travelling public"

The modified 379 will then undergo a variety of tests 'off network', including the facility at Old Dalby. Should those tests prove successful, the train will then run on an electrified branch line on the Anglia route, yet to be chosen, with its pantograph down. This is so that if there is a problem, it can raise its pantograph, and collect power again. This running will be both in – and out of – passenger service.

Once the programme is complete, by the end of 2014, the unit will be returned to its former state and will run as a normal unit again in service.

£10m rail modernisation in Wales and the border counties of England on track

The latest project to upgrade and modernise the railways of Wales and the border counties of England is now underway with a £10.5m investment to improve the railway between Wrexham and Shrewsbury.

Passengers will significantly benefit from a more reliable rail service as Network Rail replaces and upgrades ten miles of life-expired track between Wrexham and Shrewsbury with modern components. This stretch of railway will also be re-aligned to enable a much quieter and smoother ride for passengers, significantly improving their rail experience. As part of this major programme of work, the 165-year old Cefn viaduct will also be strengthened with waterproofing works thus preserving and protecting the grade II listed structure for future generations.

Mark Langman, route managing director, Network Rail Wales said: "This latest investment in the future of the railways across Wales and the border counties of England forms a key part of our modernisation plans to bring the railway across the region into the 21st century. It follows recent works to upgrade the railway and station facilities in across the area, such as Castle Foregate bridge and the River Severn viaduct refurbishments in Shrewsbury, the upgrades to Chester and Prestatyn stations and new lifts at Wrexham General. The next steps in the modernisation programme include our plans to modernise the signalling and control systems between Newport to Shrewsbury and from Fflint to Llandudno, starting in 2015.



"All of these investments will deliver a real improvement to passengers with the potential for quicker and more frequent journeys on a network that is more resilient and reliable. In addition, a robust railway will also help drive economic growth across the country."

The majority of the work has already been carried out overnight and during weekends. The nine-day line closure between Wrexham and Shrewsbury will help drive the scheme forward to earlier completion for the programme. The entire programme of work will be completed by the end of September 2013.

On August 3rd, GWR Prairie Tank No. 5521 disguised as L150 to commemorate the 150th Anniversary of the London Underground comes to a stand at East Grinstead station having arrived with the 11:00 from Sheffield Park. It was hauling the Metropolitan Railway rolling stock which is preserved on the railway. [David Mead](#)



Austerity hit Britons fuel boom in discounted rail travel

Britain's economic downturn is contributing to a major shift in the way many people travel by rail, a new report suggests. Across the last five years Britons have been snapping up record numbers of good value and discounted train tickets, with passengers buying one of the most heavily discounted Advance tickets more than once every second.

Passengers who book in advance with First Hull Trains, for example, can save up to 60 per cent. The company offers tickets to London from Hull starting at £10 - which works out at less than 5 pence per mile. The boom in travellers buying the cheaper tickets offered by operators is helping to sustain historic growth in rail travel. Operators were expecting passengers to have made 5.8 million journeys using discounted tickets at the bank holiday weekend.

The research published by the Association of Train Operating Companies (ATOC) shows that between 2008/09 and 2012/13:

- the number of journeys made with Advance tickets rose by 71%, to 54 million in 2012/13
- the number of journeys made on Off-Peak tickets rose by 23%, to over 430 million
- the use of discount Railcards – which offer holders up to a third off most tickets – rose by 37%, to over 131 million journeys

The increases all outstrip the overall 17% growth in journey numbers over the five years, indicating that a fundamental change in people's approach to travelling by rail is driving the growth, which hit a record high last year. Out of the 1.5 billion journeys made on the rail network in 2012/13, eight out of ten - more than 1.2 billion - were on some form of discounted fare.

Passengers' increasing use of Advance and cheaper Off-Peak tickets, Railcards and other discounts offered by train companies, is a key factor in explaining why journey numbers have continued to rise despite the economic downturn.

Investment in growing railway delivers £3.2bn boost to businesses across Britain

Investment in a bigger, better rail network generated more than £3.2bn of work for businesses across Britain over the last year, according to new figures released by Network Rail. More than a third – around £1.2bn – of the money spent in 2012/13 went to small and medium-sized businesses, helping support economic growth and jobs across a range of industries from telecoms suppliers and glaziers to solar energy engineers and security providers.

This investment has sustained over 90,000 full-time jobs nationwide in addition to the 34,000 people directly employed by Network Rail, generating significant financial returns to central government through tax revenue and savings on benefits as well as boosting local economies.

The enhancement schemes carried out by Network Rail's major projects division included the redevelopments of King's Cross, Reading and Birmingham New Street stations, Crossrail, the Thameslink Programme upgrade plus dozens of other schemes to improve stations, lengthen platforms and build new railway.

Chief Secretary to the Treasury, Danny Alexander, said: "Investing in infrastructure has a direct effect on the economy, creating jobs, and giving Britain the infrastructure we need to build a stronger economy and fairer society.

"This report is excellent in highlighting the opportunities for small and medium sized businesses that come with infrastructure investment. That is why we have set out £100bn of investment in infrastructure over the next Parliament, including supporting the largest programme of investment in rail since the Victorian era. I'm very glad to see that Network Rail are doing their bit to drive sustainable and balanced economic growth across the UK."

Simon Kirby, managing director of Network Rail Infrastructure Projects, said: "The rail industry is increasingly recognised as a key contributor to our national, economic and social well-being. Across Britain, investment in a bigger, better railway has provided a massive boost to hundreds of businesses of all shapes and sizes, supporting sustainable economic growth and jobs."

The rail industry's supply chain is both extended and varied, ranging from professional services to the construction industry. Rail investment is therefore an important driver of growth across many of the UK's industrial sectors.

In the last four years, Network Rail has generated £17.3bn of work for its supply chain, of which £6.2bn has been with small and medium-sized businesses – a 22% increase on the previous four years. Planned enhancements and renewals expenditure between 2014 and 2019 is approximately £25bn, with 99% of this work to be undertaken by UK-based companies.

Capital investment in rail also pays back over the longer term through wider socio-economic benefits. A good example of this is the Northern Hub project, designed to boost the economic growth of the north of England through value for money improvements to rail services. The project delivers wider economic benefits valued at over £4 for every £1 invested, and it has been estimated that this project alone will deliver an annual contribution to the northern economy of £2bn.

Simon Kirby continued: "Every day, more than three million rail journeys are made in Britain and the railway transports millions of tonnes of goods between ports and shops. But railways don't just move people and freight. Railways connect homes and workplaces, businesses with markets, create jobs, stimulate trade and support the growth of a balanced economy.

"Network Rail will have a pivotal role to play in driving sustainable economic growth over the next five years, with plans to add 700 more trains each day between the key cities of the north, increase London's rail capacity by 20%, build new lines to increase capacity in Scotland and electrify hundreds of miles of railway so cleaner, faster trains can run. By continuing to invest in rail, we are investing in the future of Britain."

Class 66 748, the last of the 3 ex Dutch owned Class 66s to be 'Anglicised' is seen at Butterly MRC on August 1st ready to leave the west shed and head to Derby for tyre turning. *Stuart Hillis*



Passengers advised of train service changes at London Bridge next summer

Passengers are being advised of significant changes to train services in and out of London Bridge in August 2014 which will affect First Capital Connect, Southern and some Southeastern services.

The major change to services for nine days between 23 and 31 August 2014 will allow Network Rail to carry out vital track improvements on the approach to the station and is the first of a number of major line closures which will be needed in addition to the widely-advertised phased platform closures.

The redevelopment of London Bridge station is part of the £6bn Thameslink programme and is the biggest engineering challenge currently underway on the railway network. Once complete in 2018, it will help unlock the additional capacity which will see up to 24 trains per hour travelling through central London. The changes in August 2014 will mean that no Southern services will call at London Bridge, some First Capital Connect services will be retimed and some Southeastern services may be altered. A year's notice is being given to allow passengers to prepare or make alternative travel arrangements.



Dave Ward, Network Rail's route managing director for London and the south east said: "Rebuilding London Bridge is the biggest engineering challenge taking place on the railway and one of the most important stages of the Thameslink project which will unlock capacity through central London and beyond." "We have widely advertised the phased platform closures taking place but we also need a number of shorter, temporary closures to safely carry out extensive track work. The alternative to this would be significantly more periods of short closures over many weekends, which would cause much more disruption to passengers.

"We are working closely with the train operating companies and Transport for London to provide information as early as possible and passengers can be reassured that everything is being done to keep disruption to a minimum."

Network Rail has worked with the train companies to plan for line closures to take place over bank holidays and times of the year when passenger numbers are traditionally lower. Underground and bus services will continue to operate as normal throughout the closures. To publicise the changes to train services to passengers, an exhibition will take place at London Bridge during the week commencing 2 September 2013. The exhibition will also visit East Croydon station on 17-18 September and Brighton station on 22-25 September. Leafleting will also take place at stations affected by the work.

In a joint statement, train operators First Capital Connect, Southern and Southeastern said: "The September station exhibition is another opportunity for us to talk with passengers about the Thameslink Programme.

"We're working together and with Network Rail and Transport for London to develop alternative travel arrangements for passengers and are committed to sharing this as far in advance as possible.

"The Thameslink website – www.thameslinkprogramme.co.uk – is where passengers can keep up to date with the Thameslink Programme and sign up for email alerts about changes that matter to them."

Another major service change is due to take place between 20 December 2014 and 4 January 2015 when no Southern or First Capital Connect services will call at London Bridge. More details on this, and other blockades, will be announced as soon as possible.



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Holme Tunnel rebuilding

Network Rail contractor AMCO is now well advanced in the preparatory work to repair and strengthen the 250m long Holme Tunnel near the village of Holme Chapel. AMCO have set up a site compound just outside Holme Chapel village. The work will result in the closure of the railway between Burnley Manchester Road and Todmorden for 20 weeks between November 2013 and March 2014.

Over time, movement of the ground around the tunnel has led to the tunnel lining becoming severely distorted. A 20mph speed restriction is currently in place for trains running through the tunnel, but remedial work is needed to make sure trains can continue to use the tunnel in future.

As well as relining and strengthening sections of the tunnel, allowing the speed limit to be raised to 45mph, Network Rail will also be laying new track, installing improved drainage and rebuilding the severely damaged Todmorden Portal.

The main tunnel blockade will run from Saturday 9 November 2013 to Sunday 30 March 2014, during which time a replacement bus service will operate between Burnley Manchester Road and Todmorden and Burnley Manchester Road and Hebden Bridge.



Photographers jostle for the best view of the Cravens 1960 stock approaching Cockfosters for the LT Museum Art Deco charter run. [Tim Ward](#)

Saturday changes for Super Off-Peak fares

From 14 September, weekday Super Off-Peak travel restrictions on London Midland's Birmingham to London service will also apply on Saturdays, following a trial on the Trent Valley route via Lichfield.

Passengers wishing to arrive at London Euston before 1300hrs will need to buy an Off-Peak Return (£28), or an Off-Peak Day Travelcard (£32) which includes unlimited use of the Capital's tubes and buses.

The first Super Off-Peak service will be the 1054 from Birmingham New Street (arriving Euston at 1317). Afternoon and evening restrictions will also apply between 1630-1930.

The changes to ticket restrictions are part of a plan to encourage passengers to choose quieter times of day to travel. However, for those who can plan ahead, London Midland has increased the availability of its great value Advance fares, too.

Whilst a steam ban was in force on the Mid-Hants Railway, one of its locomotives was in regular service on the Bluebell Railway. This being Class 9F 2-10-0 No. 92212 and it is seen here at Sheffield Park on August 3rd waiting with the 14:55 service to East Grinstead. The loco has been on loan during 2013 to assist with their locomotive shortage. Since the extension was opened last March, the Bluebell Railway now runs for a distance of 11 miles. [David Mead](#)



The UK's First High Speed Book Signings with Virgin Trains

This autumn, Virgin Trains is launching the UK's first ever on board 'high speed' book signings on its West Coast route. A host of well-known authors have been confirmed, including renowned Scandi-crime writer, Jo Nesbo; highly acclaimed British writer Joanna Trollope; who is launching The Austen Project with a reworking of Jane Austen's Sense & Sensibility and renowned comedian and author, Ruby Wax.

All the authors involved have either recently launched or will soon be launching their new books and will offer Virgin Trains' passengers an exclusive opportunity to own a signed copy. The book signings will take place in Coach G (the First Class carriage closest to Standard Class). Travellers will be informed over the on-board announcement system and invited to buy a book before meeting the author for a personalised copy.

Passengers can keep up to date with details of when their favourite author is on board by visiting the Virgin Trains Facebook page.

Virgin Trains reaches speeds of up to 125mph between 45 west coast stations from London Euston to Glasgow including Birmingham, Manchester and Liverpool and the authors will be travelling on various routes over the autumn months.

If you are travelling for business, on a family day out, or you simply want to be a part of this one off experience then visit the Virgin Trains Facebook page from the 1st September to check when your favourite author is on board and book your train tickets at www.VirginTrains.com.

Commenting on the launch of the 'High Speed Book Signings', Jim Rowe, Virgin Trains Senior Communications Manager says "Authors routinely travel the country to book signing sessions so we thought why not use the time travelling to sign some more. It is a fact: nowhere else will our authors sign books faster than on our Virgin high speed trains".

Finedon's Station Road bridge replacement



Above and Below: Two pictures taken from the same location, one showing Finedon Station Road bridge (between Harrowden Junction and Burton Latimer) as it was on July 31st (above), and the other (below) taken on August 4th. The bridge was actually removed overnight on August 3rd/4th and the new bridge should be in place by the end of August. [Both Photos: Geoff Barton](#)





Dartford station investment delivers a better railway for passengers

Passengers in Dartford are benefiting from a £7m investment in the town's railway station.

New facilities include a new station building complete with an improved ticket office as well as fully accessible toilets and a more open concourse and station entrance.

Additional improvements - which will be completed in November - will include better lighting in the station, larger canopies on both island platforms and better waiting facilities. Platform extension works are also due to be completed this summer which will accommodate longer trains and help provide additional capacity for passengers. When let, there will also be improved retail for passengers inside the new concourse.

Work started in June 2012 and has been funded using £6m from the Homes and Communities Agency (HCA) and £1m from National Station Improvement Plan.

Fiona Taylor, Network Rail's route managing director for Kent, said: "Dartford is a station which will have to accommodate an increasing number of passengers in future. This investment is vital to provide the facilities to meet that demand."

"It is also a key part of the wider development of the Dartford area. A growing railway, with modern infrastructure to support it, can only help to regenerate the surrounding area and boost the local economy."

"Working with our partners, we have been able to provide these improvements so that passengers using Dartford station have a better start or finish to their journey. As the number of passengers travelling by train continues to grow, we will do all we can to invest in the railway in Kent to provide the best possible service and facilities."

Robert Moore, area manager for Kent at the HCA, said: "The updated station will not only be a great addition to Dartford and benefit the commuter, but it will act as a catalyst, adding value to other sites to be developed in the local and wider area, such as the old co-op in the town centre, which will be brought to market next year."

Councillor Jeremy Kite, leader of Dartford Borough Council, said: "I know that local passengers have put up with a lot during the building of our new station but now it's here, I hope that it will seem worthwhile. It's a modern, well-equipped station which the town has been waiting for and deserves."

Charles Horton, managing director of Southeastern, said: "This major project is one of the biggest on our network and part of our ongoing commitment to invest in and improve rail services for our passengers. The station is an important gateway to Dartford and offers the vital first impression of the community. This is a fantastic new station and we're really pleased with it - we hope our passengers are too."

Dartford is a key commuter station along the north Kent route, linking the three routes into London with Gravesend and Medway towns. The new station has been developed to meet the needs of nearly four million passengers who travel to and from Dartford every year.

Work is due to start on the next phase of work soon which will include demolishing adjacent railway buildings, providing additional car parking - including disabled parking bays - and cycle storage facilities.

All work is due to be completed in November 2013 when an official opening will be held.



Class 08 202 and 08 598 in Potter Group livery, are seen at the companies Ely yard on August 31st. [Class47](#)

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 months suggestion comes from Colin Irwin and once again it looks like he certainly done some good research on finding this spot.



It is the Hungry Horse - The Riverside Farm
Shipton Road
Skelton
York
North Yorkshire
YO30 1XJ
01904 642525

and their website is :

<http://www.hungryhorse.co.uk/pub-finder/details/riverside-farm-york>

Colin goes on to say: *The Riverside Farm located on the A19 in York, Provides beer and an reasonable view of the ECML as it leaves York northbound for Thirsk.*

A huge pub with a entire area just for the kids and that leaves the other side of the building free for the adults to play in, Each booth has a flat screen TV, so you can watch the news while you wait for huge plates of food to arrive. It also has a large beer garden full of cats, it that's of an interest to you.



As a hungry horse facility, you are always guaranteed a large quantity of grub for a minimal price, but the Riverside Farm goes beyond size with its cake options, they give you the option to take your dessert home with you, should you fail to finish it.

Excellent value a and superb selection makes this place a must for all

So there you go, a short report on what looks to be a really nice place to eat.

I've also had another tip this month from Andy who went to Great Yarmouth on a railtour. Obviously straight off the tour and to find somewhere to eat! But in fairness he does say that although they picked this place by chance, the food and service was excellent, as was the price. It is the Britannia Fish and Chips Restaurant on Regent Street in Great Yarmouth, and they are just off the sea front near the pier. If Andy gives it the thumbs up then that's good enough for me.

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

First Capital Connect Class 365 536 working 1T20, the 16:44 King's Cross to Kings Lynn service overtakes 1S96, the 16:20 Willesden to Shieldmuir mail train at Harringay on July 19th. 1S96 was diverted from its usual route on the WCML due to engineering works. The mail train consists of Royal Mail Class 325 EMUs Nos. 325 016, 325 015 and 325 005. Both the Class 365 and 325 EMUs used to have similar Networker style front cabs (as still seen on the Class 325). This shot highlights the drastic difference that the front-end cab modifications to the Class 365 has had on its appearance. [James Wise](#)



Gordon the Gorilla promotes the Bittern and Wherry Lines!

The Bittern Line from Norwich to Sheringham and the Wherry Lines from Norwich to Great Yarmouth and Lowestoft are benefiting from an unusual promotional boost this year - Gordon the Gorilla at Norwich station. The colourful Gorilla sponsored by local train operator Greater Anglia is greeting passengers arriving on the main concourse at the Norfolk terminus as part of the GoGoGorillas! outdoor charity art trail. He is decorated in an eye-catching design which features the Bittern bird after which the Bittern Line was named and a Wherry boat which is the source of the Wherry Lines name, as well as images of the broads, reeds, poppies and big skies with which the lines are synonymous. He also features a steam locomotive as a nod to the North Norfolk Railway and Bure Valley Railway which can be reached via the Bittern Line. The information plaque at Gordon's feet refers to these lovely rail routes and encourages those visiting the station as part of the trail to take a trip out by train and enjoy the beautiful countryside and attractions in Norfolk and North Suffolk that can be reached via the Bittern and Wherry Lines. As well as being one of the many impressive gorillas on the Norwich trail, Gordon has proved popular with rail passengers and station staff, who are fond of their unusual colleague. Meanwhile, rumours are circulating that Gordon is slightly envious of his cousin Boris who earlier in the summer enjoyed a train journey to London Liverpool Street station and back to promote the art trail in the Capital !! Though counter-rumours suggest that Gordon thinks his prime spot on the Norwich station concourse is ideal and that all the attention from tourists and children on school holidays has suited him just fine !!

One thing's for certain - he's not quite got the attributes to lead the guided walks programme run by the Bittern and Wherry Line Community Rail Partnerships which take place once a month (see www.bitternline.com or www.wherrylines.org.uk and click on the Line Guide tab for more details), but he'll be happy if he encourages many others to enjoy them !! Jonathan Denby, Head of Corporate Affairs for Greater Anglia said : "We're pleased to be hosting Gordon at Norwich over the summer and glad that he's helping to promote the fantastic Bittern and Wherry rail routes from Norwich to Sheringham, Great Yarmouth and Lowestoft. As well as coming to see Gordon at the station, we hope many people will take the chance to use the Bittern and Wherry Lines to enjoy the countryside and coastal towns of Norfolk and North Suffolk. Taking the train is a great way to make the most of some of the most beautiful parts of our region. Working with the Bittern Line and Wherry Lines Community Rail Partnerships to promote these lines not only encourages more people to use the train, but also supports the local communities along the routes - by helping the local economy and bringing in visitors."

A Different View



Above: SouthEastern's Class 465 912 passes through New Cross on August 24th during a torrential downpour.
Paul Godding

Top Right: LNER A4 No. 60034 'Lord Farrington' is seen at the 7 1/4" gauge Echills Wood Railway, near Tamworth, Staffs on August 4th.
John Alsop

Bottom Right: A CrossCountry Class 220 speeds through Eastleigh on August 3rd, with a Birmingham - Southampton service.
Class47





Above: On August 20th, Stoneblower No. DR80213 is seen crossing Whalley New Road (Skew Bridge) in Blackburn at 5mph after being previously being in a bridge strike by the wagon in the picture. This caused severe disruption and cancellations to services between Blackburn and Clitheroe as well as road traffic in the area.

Dave Felton

Top Right: Royal Mail EMU Class 325 016 pauses briefly at Camden Road station whilst working 1E06, the 22:45 Willesden to Low Fell overnight mail train via the East Coast main line on July 1st. *James Wise*

Bottom Right: A unique never-been-seen-before view of Ipswich docks via a first class carriage at the Griffin Wharf (and the detritus of an enthusiast rail special!). *John Alborough*





Above: An excellent example of using features in photoshop to enhance a photo (in our opinion) as Class 56 105 is seen working the 6S96 Sinfin Sidings to Grangemouth aviation fuel tanks passing Balshaw Lane on August 29th. [Alan Naylor](#)

Right: On August 18th, the last Pendolino of the day unloads at Manchester Piccadilly. [Colin Irwin](#)

Below: When all else fails, give it a push! Metro Staff push Metrocar No. 4023 onto the rails at Hylton Street Yard on August 15th, the unit having just been returned from Wabtec Doncaster. [Alex Thorkildsen](#)



Ecclesbourne Valley Railway

Gloucester Railway Carriage and Wagon Class 122 DMBS No. W55006 is seen on the rear of a 9-car DMU working at the line on August 10th. The rest were: M79900, E51505 M51188, E50170, E59303, E50599, W51360, and W51073. [Richard Hargreaves](#)

Preserved Railways





Ecclesbourne Valley continued...

Above: Derby Class 108 DMBS No. E50599 is seen partnered with Pressed Steel Class 117 DMBS No. W51360 at Wirksworth on August 10th. [Richard Hargreaves](#)

Top Left: Class 31 No. D5814 formerly in InterCity livery has been repainted in green. The loco is seen here at Wirksworth on August 10th. [Class47](#)

Bottom Left: Lancashire and Yorkshire 3F Class No. 52322 is seen at Wirksworth on August 1st ready to work a service to Duffield. [Stuart Hillis](#)

Below: Making its first outing since restoration, Gloucester Railway Carriage and Wagon 'Cross-Country' Class 119 DMBC No. W51073 is seen at Duffield on August 10th, partnering Metropolitan-Cammell Class 101 DMCL No. E51505, with Derby Lightweight DMBS No. M79900 'Iris' on the rear. [Richard Hargreaves](#)





East Lancashire Railway

Above: LMS Fowler 4F Class 0-6-0 No. 44422 is seen taking on water at Rawtenstall station before its next service to Heywood on August 28th. [Dave Felton](#)

Top Left: 'Sapper' Saddle Tank No. WD132 is seen waiting to depart from Irwell Vale station with the 10:40 service from Heywood to Rawtenstall on August 24th. [Dave Felton](#)

Bottom Left: LMS 3F Jinty Class No. 47584 waits to depart from Irwell Vale station with the 10:00 service from Heywood to Rawtenstall, August 24th. [Dave Felton](#)

Below: The driver of BR Class 40 No. D335 waits for the guards signal at Irwell Vale station whilst working the 09:30 service from Bury to Rawtenstall on August 24th. [Dave Felton](#)



East Lancashire Railway continued...

Hymek Class 35 No. D7076 arrives into Irwell Vale station with 09:30 service from Bury to Rawtenstall
on August 31st. [Dave Felton](#)





Great Central (North) Railway

Above: Class 116 DMU Nos. 51151 and 59501 are seen undergoing restoration work at Ruddington. [John Coleman](#)

Top Left: Hard to believe that Class 31 No. 5580 arrived at the line on September 28th 2012 for a year long stay. Will it soon be leaving the line?. [John Coleman](#)

Bottom Left: Class 25 No. D7629 is seen in the yard at Ruddington along with Class 56 097. [John Coleman](#)

Below: Class 46 010 is seen with missing grills at Ruddington on August 4th, are much needed bodywork repairs about to commence?. [John Coleman](#)





Talyllyn Railway

Above: 'Rough Pup' is seen inside the narrow gauge railway museum at Tywyn. This loco is a two foot gauge Hunslet 0-4-0ST works No.541/1891 that used to operate at the Dinorwig quarry. [Richard Hargreaves](#)

Top Left: No. 6 'Douglas'/'Duncan' an 0-4-0WT built in 1918 by Andrew Barclay & Co. Ltd. for the Airservice Construction Corps. From 1921 until 1945 it worked at the RAF railway at Calshot Spit, Southampton. [Richard Hargreaves](#)

Bottom Left: No. 8 'Merseysider' is a 1964 built Ruston and Hornsby 4w. [Richard Hargreaves](#)

Below: In the museum at Tywyn, Dundee Gasworks 0-4-0WT, a two foot gauge Kerr Stuart engine. [Richard Hargreaves](#)



Eden Valley Railway

Top Left: Southern Region 4-CEP No. 2311 is seen alongside battery powered motor luggage van No. 9003 ex S68003. [Michael Lynam](#)

Bottom Left: Southern Region 4-CEP No. 2315 with Hunslet 0-4-0 battery shunter No. 2389. [Michael Lynam](#)

Below: Still carrying its faded Connex yellow and white livery, Thumper unit Class 205 009 is seen at Warcop awaiting its next run, August 14th. [Michael Lynam](#)





Snowdon Mountain Railway

Above: Swiss built works No. 924/1895 Winterhur No. 2 'Enid' is seen heading up the mountain at Llanberris on August 16th. [John Alsop](#)

Top Left: Swiss built works No. 924/1895 Winterhur No. 2 'Enid' and works No. 925/1895 No. 3 'Wyddfa' are seen outside the railway shed on August 16th. [John Alsop](#)

Bottom Left: Winterhur No. 3 'Wyddfa' is seen descending into Llanberris. [John Alsop](#)

Below: Hunslet built diesel loco No. 10 'Yeti' works No. 9250/1986, propels up Snowdon's long climb. [John Alsop](#)





Mid Hants Railway

Above: LNER A1 No. 60163 'Tornado' is seen on the shed at Ropley, August 4th. The loco had arrived a few days earlier to participate in a forthcoming gala. [Andy](#)

Top Left: Class 50 027 'Lion' is seen at Alresford on August 4th, working the first service of the day to Alton. [Andy](#)

Bottom Left: Class 205 Hampshire Unit No. 1125 is seen at Alresford on August 4th. Of interest is that this unit was originally allocated to this line and the services it continues to work today. [Andy](#)

Below: Class 08 032 is seen in the yard at Ropley, and just visible on the left is the new footbridge that had previously been located at London Kings Cross. [Andy](#)





Mid Hants Railway continued...

Above: In the middle of July, the Hampshire Fire Brigade requested that the Mid-Hants Railway stopped using steam locomotives due to the very dry conditions as a result of no rain. The Mid-Hants Railway being steeply graded was regarded as a too greater risk. Therefore for a month, train services were run using Class 50 027 'Lion' supplemented at weekends with Hampshire Unit No. 1125. Here the Class 50 arrives at Ropley on August 2nd with the 13:00 Alresford to Alton service. [David Mead](#)

Top Left: Following the blanket steam ban, Hampshire Fire and Rescue slightly relaxed the situation as from August 8th by allowing top and tailing - one steam and one diesel. This is Class 37 901 'Mirrlees Pioneer' arriving at Ropley with the 11:00 Alresford to Alton Service. [David Mead](#)

Bottom Left: On the rear of the 11:00 Alresford to Alton service on August 8th was Southern U Class No. 31806 giving an unusual photo as it waits at the up platform at Ropley. [David Mead](#)



Summerlee, Museum of Scottish Industrial Life

Above: The remaining two cars from Cravens built Class 311 103 are seen sheeted over. [Darrel Hendrie](#)

Top Left: Düsseldorf No. 392, a 1951 built wheelchair access tram from Germany. [Darrel Hendrie](#)

Bottom Left: Springbok No. 4112, a North British Locomotive Co. 4-8-2+2-8-4 Garratt built in 1956, former 3ft 6in gauge South African Railways GMAM Class. [Darrel Hendrie](#)

Below: Glasgow Corporation Tramways No. 1245, a 1939 Coronation Class Tram is currently undergoing long-term restoration, seen alongside 1908 built Lanarkshire Tramways Company No. 53. [Darrel Hendrie](#)



Foxfield Railway

'Willy the Well-Tank', an 0-4-0 tank engine built by Kerr Stuart in 1918 climbs out of Foxfield Colliery during the gala on July 20th. [Colin Irwin](#)



SUCCESSFUL START FOR NEW GENERAL MANAGER – PASSENGERS UP, A SELL-OUT TRAIN FROM LONDON & A BUMPER DIESEL GALA

The new general manager of the volunteer-led Swanage Railway has enjoyed a successful first four months in the important job – with passenger numbers up by 6.6 per cent, a bumper Diesel Gala attracting more than 3,000 passengers and a sell-out excursion train from London. Tasked with overseeing the growth of the heritage line's popular and successful steam train operation – which carries in the region of 200,000 passengers a year – Richard Jones is also tasked with integrating the planned community train service from Swanage and Corfe Castle to the main line at Wareham from 2015. Since Richard joined the award-winning Swanage Railway in April, passenger numbers have risen by 6,459 or 6.6 per cent, a sell-out excursion train supplied by SouthWest Trains has run from London to Corfe Castle and Swanage – and a bumper diesel gala attracted more than 3,000 passengers in just three days.

Previously general manager of the Bodmin & Wenford Railway in Cornwall after having been a project manager on the West Somerset Railway, Richard said: "I'm delighted to be the Swanage Railway's general manager – it's a privilege to manage and lead a great team in facing the historic challenges that lie ahead. "This is an exciting time for the Swanage Railway as it continues to move forward and build on the undoubted success it has rightly enjoyed in recent years. Already one of the country's premier heritage railways, I was very keen to join the team and be an integral part of its continued – and future – success." It is a return to Dorset for the 53-year-old father of two who was a mathematics and numeracy advisor with Dorset County Council for two years – before he started a new career as a Virgin Trains driver and train manager. Before his move to Dorset, and after graduating in 1982, Richard was a teacher, deputy head and acting head teacher at schools in Cheshire, Somerset and Devon.

A railway enthusiast since childhood, spent largely in northern England and the midlands during the 1960s, Richard explained: "With much untapped potential – and carrying in the region of 200,000 passengers a year – the Swanage Railway is a very successful and respected heritage railway widely recognised as one of the leading tourist and leisure attractions in Dorset. "I am full of admiration for all those who have worked tirelessly over the last 40 years or so to develop the Swanage Railway and ensure it has achieved the success it so richly deserves. The challenge for the future is to continue achieving, improving and developing over the next 40 plus years.

"My vision for the future – shared by many – is for the Swanage Railway to continue to consolidate and enhance its position as one of the country's premier and most respected heritage railways through recreating a typical 1950s Southern branch line for the local community and visitors to Purbeck to benefit from and enjoy," he added. During his five years as General Manager with the Bodmin & Wenford Railway, passengers numbers on the Cornish branch line increased by 55 per cent and income by 40 per cent. Richard also oversaw the restoration of the only surviving London and South Western Railway T9 class steam locomotive which is part of the National Collection.

While a new works project manager on the West Somerset Railway – before his move to Cornwall – Richard oversaw the day to day construction of an operationally important turning triangle on a green field site in Norton Fitzwarren at the southern end of the 23-mile heritage line. Swanage Railway Company chairman Peter Sills said: "With a broad range of railway experience and a strong record of achievement and success, Richard has been a volunteer in the heritage railway movement since the early 1970s so we're delighted that he is part of the Swanage Railway team.

"These are exciting and historic times with the integration of the community train service to Wareham planned for 2015 with the Swanage Railway's popular and very successful heritage steam train operation," he explained. After being hooked on steam trains following a childhood visit to the Dart Valley Railway at Buckfastleigh, in Devon, with his family in 1969, Richard became a volunteer on the Dart Valley in 1973, where he was a crossing keeper, fireman, guard and also worked in the signal & telegraph and locomotive departments.

Since 1977, Richard has been a volunteer on the West Somerset Railway – starting as a cleaner and then working on the steam locomotive footplate from 1980, before becoming a driver in 1987 and a qualified steam driver two years later. Since then, Richard has fired and driven a wide variety of steam and diesel locomotives on the West Somerset Railway.



West Lincs Light Railway

Above: Joffre, built by Kerr Stuart & Company, Stoke on Trent is an 0-6-0 Tank + Well Tank works No. 2405/1915, it was originally built for the French government in the First World War. Seen here at the West Lincs on August 10th. [Michael Lynam](#)

Below: No. 19 from the Colonial Sugar Refinery, Java and carrying the companies livery, is seen at the line in Hesketh Bank on August 10th. [Alan Naylor](#)



LOUGHBOROUGH'S CRYSTAL PALACE SHINES AGAIN!

Historic station canopy now fully restored.

Four hundred and fifty thousand pound project part of 'biggest ever' investment at railway HQ station.

The Great Central Railway is celebrating the completion of renovations to Loughborough Central station canopy. The elegant glass, steel and wood grade two listed station canopy has been completely restored at a cost of four hundred and fifty thousand pounds, in a project which has taken three years. Built in the late 1890s, the canopy is one of the largest station roofs in preservation. Known as Loughborough's Crystal Palace, the 'deep rebuild' has allowed much more light onto the platforms and sees the structure fit for another century of service.

The project was coordinated by volunteers, who were also able to refurbish some of the original wooden components. Meanwhile contractors built new steelwork and installed the glass. The project was funded through the GCR's 'Raising the Roof' appeal and generous grants from charitable trusts. The work was carried in seven phases. One of the last parts of the job was to install a brand new sign for the station at street level on Great Central Road.

"This is a major milestone for the Great Central Railway," explained Managing Director Bill Ford. "The canopy is the defining feature of Loughborough Central. From its sad and sorry state it has been dramatically transformed. To have achieved this complex, expensive project on schedule and under budget is a credit to everyone in the team. Trains were kept running throughout the work even though platform faces had to be closed. Our visitors will see the difference for themselves. Even better, we've left a legacy. The canopy will protect generations of future visitors. They'll be able to experience this handsome Victorian town station as intended." 860 panes of glass were replaced and more than 1300 brand new 'dagger boards' which surround the edge of the canopy were manufactured.

Besides the renovation of the roof, in the last few years there have been a number of other significant improvements at Loughborough Central. A passenger lift from the booking hall to the platforms has been installed, additional toilets have been fitted and wheelchair access is now possible to the majority of the rooms on the platform.

Behind the scenes, drains, electrics and the public address system have been repaired and replaced. At the same time the award winning attraction has refurbished its Loughborough station museum which holds one of the best collections of historic Great Central artefacts in one place. In total around six hundred thousand pounds has been spent at the station. It represents the largest investment in the station since it opened for the very first Great Central passengers in 1899.

Bill concluded, "In the last five years each of our stations has seen serious investment. A new roof for the platform at Leicester North, new tea rooms at Rothley and Quorn and these splendid works at Loughborough. We're now welcoming visitors in ways and numbers never envisaged by the Victorian engineers who built the line. Our challenge is continually improving and updating what we offer to our guests while respecting the wonderful heritage around us."

The canopy was declared complete in a special ceremony on August 8th, by Charnwood Borough Council leader David Slater. It was attended by volunteers, contractors and many of the generous donors who have supported the rebuild.



West Lancs Light Railway *continued...*

Above: 'Utrillas' built by Orenstein & Koppel, Germany in 1907, works No. 2378 is an 0-4-0 Tank + Well Tank originally built for the Minas de Utrillas, at Zaragoza, Spain. [Colin Irwin](#)

Top Right: Orenstein & Koppel, Germany built 0-4-0 Tank + Well Tank, No. 22 works No. 6641/1913, and originally working for Minas de Utrillas, Zaragoza, Spain is pictured with a demonstration freight. [Michael Lynam](#)

Bottom Right: Hunslet 0-4-0ST 'Sybil Mary', a visiting loco from Statfold Barn Railway, is seen at Hesketh Bank. [Colin Irwin](#)

Below: On the right, built in Chrzanow, Poland to works No. 3506/1957 is an 0-6-0 Tank + Well Tank, constructed for the Sugar Beet Railway in Poland and currently awaiting restoration. On the left is 'Cheetal' a John Fowler & Sons, Leeds built 0-6-0 Well Tank loco built to works No. 15991/1923, and also awaiting restoration. [Colin Irwin](#)





Beamish Museum

Above: 1934 built Blackpool 'Boat' tram No. 233 is seen in the shed at Beamish on August 12th. [Darrel Hendrie](#)

Top Left: Blackpool open-topper No. 31, built in 1901 can be seen in regular service, painted in red and teak and lined out in white and black. [Darrel Hendrie](#)

Below: Blackpool 'Balloon' double-decker No. 703, is on loan from the Lancastrian Transport Trust and is painted in red and white as Sunderland 101. [Darrel Hendrie](#)



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

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





Barrow Hill

Above: Stored Class 47 830 displays evidence of one of its previous owner, First Great Western. [Class47](#)

Top Right: Recently arrived ex Continental Rail Class 37 703 and 37 714 are seen in the yard on August 10th. Since this photo was taken the pair have been inside the HNRC shed for inspection prior to commencement of repairs. [Class47](#)

Bottom Right: Europhoenix Class 86 701 and 86 702 are seen stored in the yard with an uncertain future. [Andy](#)

Bottom Right: The last surviving member of the Class 71s, No. E5001 is seen outside at Barrow Hill on August 10th. [Andy](#)



B'ness and Kinneil Railway

Colas Rail's Class 66 849 is seen arriving at the B'ness and Kinneil Railway, with the lines resident Class 47 643. The Class 47 had taken the service from B'ness as far as Manuel, where the Colas Class 66 was attached for the double headed run back, July 27th. [Robert Duff](#)



Nene Valley Railway

Hunslet Austerity 0-6-0ST No. 22, in United Steel Company colours was built in 1956 and is on loan from the Appleby Frodingham Railway, seen here working the 10:20 Wansford to Peterborough N.V. at Ailsworth on August 31st. [Steve Madden](#)



South Devon Railway

The SDR's Class 122 'Bubble' DMU No. W55000 is seen arriving into Totnes on August 1st with the last train of the day. [Class47](#)





South Devon Railway continued...

Above: Class 09 No. D3721 (09 010) arrived at the line in 2010 and following overhaul entered traffic in August 2011. [Richard Hargreaves](#)

Top Right: Class 33 002 is seen departing Buckfastleigh on August 3rd with a service to Totnes. [Richard Hargreaves](#)

Bottom Right: Former HNRC machine, Class 37 No. 6737 is seen in the yard at Buckfastleigh on August 3rd. [Richard Hargreaves](#)

Below: The bodywork repairs to Class 25 191 at Buckfastleigh are coming along very well, with one cab fitted and painted, as seen on August 3rd. [Richard Hargreaves](#)



Steeple Grange Light Railway

Established in 1985, the Steeple Grange Light Railway is an 18-inch gauge line near Wirksworth in Derbyshire. It is built on the trackbed of a branch of the old Cromford and High Peak Railway, now the High Peak Trail. Motive power is provided by ex-industrial diesel, battery-electric and petrol locomotives, and passengers are carried in an old National Coal Board manrider.

Top Right: On August 10th, Clayton battery loco No. 14 'Peter' is seen working the quarry branch. [Class47](#)

Bottom Right: Ruston & Hornsby 20hp Class LAT locomotive No. ZM32. This loco enjoys considerably more celebrity status than any similar machine due to it having been in the ownership of British Railways. It was built in 1957 as works No. 416214 and worked for eight years on the 18" gauge railway at Horwich Locomotive Works in Lancashire. [Class47](#)

Below: Greenbat is a 5hp battery-electric locomotive built by Greenwood & Batley Ltd of Leeds, works No. 6061, supplied new in November 1961 to the Halesowen Steel Co. Ltd for use on the railway system inside their plant in the Black Country. [Class47](#)



Crich Tramway

Top Right: Built in 1926, Blackpool tram No. 40 heads through the town. This was the last open balcony tram to operate in Great Britain. [Michael Lynam](#)

Bottom Right: Glasgow No. 22, built in 1922 and withdrawn from active service at the end of 1960. This tram ran for nearly four thousand miles at the Glasgow Garden Festival in 1988. [Michael Lynam](#)

Below: 1969 built Berlin tram No. 223.006-4 is seen working at through the town on July 29th. [Michael Lynam](#)



Heaton Park Tramway

Top Right: Ex Blackpool Railgrinder has been reunited with rails and the overhead again, having been in storage at the East Lancs Railway, however it is living outside the current depot waiting to gain undercover accommodation at the new Lakeside depot. Behind it is Vanguard tram No. 619 which is also currently stored. [Michael Lynam](#)

Bottom Right: Stockport No. 5 and Blackpool No. 623 are seen in use at the park on August 22nd, whilst Vanguard No. 619 which is stored can be seen in the distance. [Michael Lynam](#)

Below: Stockport No. 5 on its first run of the day is seen at Lakeside Terminus, with the new depot under construction in the background. [Michael Lynam](#)





1,500v electric locomotives Class 76 009 and 76 026 head east with empty MGR wagons on the approach to Woodhead tunnel, March 3rd 1981.

Dave Felton

From the Archives

continued...

Right: Class 47 033 in Speedlink livery grows up Hatton Bank with a long train of Rover cars from Cowley, May 1992.

Chris Morrison

Bottom Left: Class 504 Bury driving unit No. M77160 is seen arriving into Manchester Victoria on June 22nd 1991.

Michael Lynam

Bottom Right: Class 52 Diesel locomotive No. 1072 'Western Glory' is seen at Bristol Bath Road after being withdrawn from service on December 9th 1976.

Dave Felton



From the Archives

continued...

Left: Ex SR Merchant Navy Class No. 35012 'United States Line' (minus its nameplates) is seen at Nine Elms depot on March 5th 1967.

Dave Felton

Bottom Left: Fire damaged Class 47 544 is seen taking a rest on the northbound M61 motorway at Horwich on June 25th 1991. The loco had previously been stored at Doncaster and was thought to be on route to Glasgow for scrapping. *Michael Lynam*

Bottom Right: BR Class 86 Electric Locomotive No. E3112 (86 006) coasts down Camden bank with a Pullman train from Manchester on April 10th 1966.

Dave Felton



From the Archives

continued...

Top Right: Class 50 008 'Thunderer' calls at Birmingham International with a Birmingham New St. - Paddington train in March 1987.

Chris Morrison

Bottom Right: Class 31 427 and 47 479 are seen at Bolton arriving with empty parcel vans from Crewe on July 8th 1991.

Michael Lynam

Below: Great Western liveried Class 47 815 is seen at Taunton on June 19th 1999 with a London Paddington service.

Paul Godding



From the Archives continued...

Left: BR Class 55 diesel locomotive No. D9007 'Pinza' is seen departing from Kings Cross stabling point on July 7th 1962.

Dave Felton

Bottom Left: Class 37 114 and 37 042 are seen working the 6W90 05:50 Pwllheli - Bescot ballast through Walcot on April 12th 2003.

Carl Grocott

Bottom Right: Mainline liveried Class 58 045 passes through Wolverhampton on July 12th 1997 with a loaded MGR service heading for Ironbridge power station.

Paul Godding



From the Archives *continued...*

BR Britannia Class No. 70029 'Shooting Star' passing through Preston station with a freight train on June 25th 1966. *Dave Felton*



On August 24th and in glorious sunshine, Blackpool Heritage Trams Nos. 631 and 230 stand between duties at Pleasure Beach. [Richard Hargreaves](#)

