

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 85 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Another month down, another month closer to the year 2014 and I’ve not got used to writing 2013 yet... where has this year gone?! Anyway, one glimmer of light for this time of the year is that for us photographers we are hitting the RHTT season. Yet again, we are seeing heritage locos pounding the circuits so that their “Modern” counterparts can run other services. Someone once said to me how strange that was, and I have to agree. Here we have 50 or so year old locos travelling around on diagrams that are quite intensive. Now I know there are technicalities to using such old locos, being that of weight etc. but logically it does all seem slightly backwards. Anyway, I’m not going to grumble, as it does give us some interesting subjects to photograph. Finally it’s good to see D1015 “Western Champion” back on the mainline after it’s extensive overhaul. If nothing else 2013, with go down in history of been the years of returns for heritage traction. With nearly a dozen Class 56s back on the mainline, we also have seen Harry Needle return Class 20s to the mainline namely Class 20 132 along with the continued (and quiet) return of some of DB’s long stored Class 60s we can’t really grumble anymore that all we have in the UK are Class 66s, or can we?.

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, Brian Hewertson and the guys at RailUK.

Front Cover: DRS Class 20 302 and 20 308 head south with the 6K73 Sellafeld - Crewe on September 7th. The usual flask in the consist appears to have been replaced by a low level waste container box. [Dave Harris](#)

This Page: *At Newton St. Loe on the western outskirts of Bath may be seen the fine Kelston House, the former home of Mr Inigo Jones (a local landowner); between the Great Western Main Line and the house the route of the Midland Railway line from Bristol to Bath ran and Inigo Jones retained the right to stop any Midland train at 24-hours notice should he want to travel to/from his home. This image taken on September 7th shows an unidentified First Great Western Class 158 working the 09:30 Cardiff Central to Portsmouth Harbour service.* [Stuart Warr](#)

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Pathfinder Tours - The Western Wessexman

Following a protracted (and no doubt, expensive) overhaul Class 52 No. D1015 'Western Champion' had a successful trial run before this Pathfinder Tours excursion on September 7th from Leicester to Weymouth and return, the Western being used from Tame Bridge Parkway. This image sees it dodging in and out of the sun at Newton St. Loe, near Bath on the outward journey. The sound of a Western working hard was as ever, impressive. [Stuart Warr](#)





Pathfinder Tours - The Western Wessexman

Above: Class 52 No. D1015 roars through Rowley Regis with the return 'Western Wessexman' tour from Weymouth to Leicester on September 7th. [Chris Morrison](#)

West Coast Railway Company - THE LUNE RIVERS TRUST SPECIAL

Below: LMS Jubilee Class No. 45699 'Galatea' working the 1Z28 'The Lune Rivers Trust' from Chester to Carnforth via the Settle & Carlisle line, is seen here passing Balshaw Lane Junction on September 28th. [Alan Naylor](#)



West Coast Railway Company - THE LUNE RIVERS TRUST SPECIAL

Above: LMS Jubilee Class 4-6-0 No. 45699 'Galatea' hauls its 13-coach load of the Chester-bound return working over the top of Hoghton Bank on September 28th. [Gerald Nicholl](#)

Below: LMS Jubilee Class No. 45699 'Galatea' thunders through Wigan running around 45 mins late with the return working, 1Z27 Carnforth to Chester on September 28th. [Derek Elston](#)



Pathfinder Tours - The Torbay Flyer

On August 30th, Pathfinder Railtours operated an excursion allowing participants the choice of a day at the seaside towns of Torbay or travel on to Kingswear for the Dartmouth Regatta. The 1Z18 from Crewe was hauled by DRS Class 20 303 and 20 308, reaching its destination via Shrewsbury, Abergavenny, Bristol and Exeter. This image shows the train descending from the Bishton Flyover (near Severn Tunnel Junction) running about 20 minutes late; the flyover carries the Up Slow line across the fast lines and is primarily intended for slower moving freight trains, which may hold up faster running services had the alternative of a flat junction been installed.

Stuart Warr





Pathfinder Tours - The Torbay Flyer

Above: Class 20 303 leads 20 308 through Dawlish Warren on August 30th, with the Crewe to Kingswear 'Torbay Flyer' [Steve Andrews](#)

Below: Pathfinder Tours' operated 1Z18 Crewe - Kingswear 'Torbay Flyer' on August 30th as Class 20 303 and 20 308 are seen passing Severn Tunnel Junction running 24 minutes late. [Lewis Mitchell](#)



Vintage Trains - The Cumbrian Explorer

Above: Class 52 'Western' No. D1015 'Western Champion' leads Class 47 773 on the 1Z52 Tyseley to Carlisle charter service seen here approaching Pleasington on September 21st. [Alan Naylor](#)

Below: The 1Z52 Tyseley - Carlisle charter with D1015 'Western Champion' and Class 47 773 is seen at Cherry Tree Junction heading towards Blackburn. [Chris Stanley](#)





Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Above: Class A4, No. 60009 'Union of South Africa' approaches Bamber Bridge with the Cumbrian Mountain Express working from Crewe to Carlisle via Manchester on September 14th. [Alan Naylor](#)

Below: And the previous week the same loco worked a similar route as LNER A4 Class No. 60009 'Union of South Africa' is seen approaching Bolton with 1Z21 the outbound leg from Crewe to Carlisle September 7th. [Dave Felton](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS
A4 Pacific No. 60009 'Union Of South Africa' heads the northbound Cumbrian Mountain Express into the shadows near Clitheroe on September 7th.

[Gerald Nicholl](#)



Railway Touring Company - The Cumbrian Mountain Express
A4 Pacific 60009 'Union Of South Africa' climbs towards Horton-in-Ribblesdale
with the northbound Cumbrian Mountain Express on September 14th.
Gerald Nicholl





Steam Dreams - The Cathedrals Express

Above: One of the regular Steam Dreams' workings is 'The Cathedrals Express' from London to various cathedral cities in England and Wales; on September 7th, hauled by the A1 Pacific No. 60163 'Tornado' it departed from Waterloo at 07:17 bound for Bath Spa and Cardiff Central and is seen near Newton St. Loe, just west of Bath. [Stuart Warr](#)

Below: Another 'Cathedrals Express' outing for 'Tornado' on September 17th, when it is seen passing Barn Owl Bridge working from Staines - Kingswear. [Steve Andrews](#)



Steam Dreams - The Cathedrals Express

Above: Another one of Steam Dreams regularly run excursions under the banner of 'The Cathedrals Express' from the London area to a variety of destinations on September 17th, when LNER A1 No. 60163 'Tornado' speeds away from Dawlish Warren whilst working the 08:03 departure from Staines to Kingswear in very poor weather. [Stuart Warr](#)

Below: A1 No. 60163 'Tornado' heads the 1239 Cathedral Express, 07:40 from London Euston to Worcester Shrub Hill into Birmingham New Street on September 14th. [Derek Elston](#)





Pathfinder Tours - The Autumn Highlander

Above: Class 20 308 and 20 309 are seen at Ladybank with day three of this four day outing to Scotland, working from Dalmuir to Pitlochry on September 29th. [Richard Jones](#)

Below: Class 20 308 and 20 309 are seen passing Bamber Bridge on the last day of a four day tour heading back from Dumbarton to Crewe via the Settle & Carlisle line, September 30th. [Alan Naylor](#)



Pathfinder Tours - The Autumn Highlander
Direct Rail Services Class 20 308 and 20 309 storms up the incline from Cherry Tree towards Pleasington hauling 1248, the final day of Pathfinder Tours - The Autumn Highlander from Dumbarton Central to Crewe. [Dave Felton](#)



Torbay Express Ltd - THE TORBAY EXPRESS

Above: BR (SR) Rebuilt Bulleid Light Pacific locomotive No. 34046 'Braunton' heads through Dawlish on August 18th with the Bristol - Kingswear 'Torbay Express'. [Steve Andrews](#)

Below: Rebuilt Bulleid No. 34046 'Braunton' had another outing on the 'Torbay Express' on September 1st, seen passing Barn Owl Bridge, Newton Abbot heading to Kingswear. [Steve Andrews](#)



Torbay Express Ltd - THE TORBAY EXPRESS

Above: BR (SR) Rebuilt Bulleid locomotive No. 34046 'Braunton' heads through Dawlish Warren on September 1st with the Bristol - Kingswear 'Torbay Express', [Phil Martin](#)

Below: *The final run of the season for The Torbay Express was on a very damp September 15th and plans to photograph the return working on the sea wall near Dawlish was dashed because of the weather; I took refuge under the station awning at Torquay and (along with several other like-minded photographers) captured a glorious shot of rebuilt West Country 4-6-2 No. 34046 'Braunton' building up speed for the attack on the 1 in 55 incline up to Torre.* [Stuart Warr](#)





Compass Tours - The Cumbrian Lakelander

Above: Class 47 237 and 47 826 are seen with the 1294 Scarborough - Carlisle charter heading through Cherry Tree Junction towards Preston on September 21st. [Chris Stanley](#)

Below: West Coast's Class 47 826 is seen attached to the rear of 1294 the outbound leg of Compass Tours 'The Cumbrian Lakelander' from Scarborough to Carlisle as it passes through Pleasington. [Dave Felton](#)



Railway Touring Company - The Royal Duchy

Above: BR (SR) Rebuilt Bulleid Light Pacific locomotive No. 34046 'Braunton' is seen passing Liskeard on September 29th with this Bristol Temple Meads - Par tour. [Steve Andrews](#)

Below: Another 'Royal Duchy' on September 1st when LMS Class 5 No. 44932 passes through Dawlish Warren with the Bristol - Par railtour with Class 47 237 on the rear of the train at this point. [Phil Martin](#)



Railway Touring Company - The Royal Duchy
Class 47 237 leads LMS Class 5 No. 44932 climbing Dainton bank, heading this
Bristol Temple Meads - Par tour on September 1st. The Class 47 was
attached on the front at Newton Abbot because of lineside fires in
Exeter area after the train had passed. [Steve Andrews](#)





Compass Tours - The Settle & Carlisle Express

Above: Class 47 805 (with 47 501 on the rear) is seen at Manchester Victoria on September 11th with this Hooton to Carlisle excursion. [Brian Hewertson](#)

Below: Class 47 805 is seen passing through Darwen on September 11th with the 1249 Hooton - Carlisle, 'The Settle & Carlisle Express'. [Michael Lynam](#)



Compass Tours - The Settle & Carlisle Express

Above: Class 47 501 is seen on the rear of the 1249 Hooton - Carlisle express as it passes through Darwen on September 11th. [Michael Lynam](#)

Below: Class 47 501 is seen at a very wet Manchester Victoria working the returning Mid Cheshire Rail Users Association Charter from Carlisle to Hooton on September 11th. [Richard Moxon](#)



PMR Tours - Duchess of Sutherland 75th Anniversary
LMS No. 46266 'Duchess of Sutherland' is seen leaving Perth on September 7th,
just as the rain cleared away with day two of this tour from Sheffield to
Perth via Crewe. [Richard Jones](#)



PMR Tours - Duchess of Sutherland 75th Anniversary

Above: Class 47 786 top'n'tailed with 47 826 are seen at Derby on September 7th with the return working of this tour
from Perth to Sheffield via Crewe. The tour was diesel hauled from Sheffield to Crewe and return. [Class47](#)

Statesman Rail - Downton Abbey & Bath Spa Statesman

Below: Class 57 315 heads past Isham Green Bridge with a Sheffield to Bristol Statesman on
September 4th. Class 57 601 was on the rear. [John Coleman](#)





Statesman Rail - Lakeland Statesman

Above: Class 57 315 is seen on the rear of a Statesman Rail working from Bristol Temple Meads - Ravenglass as it passes through Preston on September 14th. [Class47](#)

Below: Class 57 314 is seen on the return working as it passes through Warrington Bank Quay. [Brian Battersby](#)



Vintage Trains - THE WELSH MARCHES

Above: On September 28th, Vintage Trains operated an excursion with the title 'Welsh Marches Express,' it departed from Tyseley Warwick Road at 09:00, travelled via Birmingham Snow Hill, Cheltenham, Chepstow to Hereford where an extended break was taken. The return from Hereford departed at 17:12 travelling to Shrewsbury and taking the chord from English Bridge Junction to Abbey Foregate Junction and then through Telford and across the West Midlands to Tyseley. This image shows the return journey making a spirited start from Hereford in the very capable hands of GWR designed Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' with the well disguised water carrier immediately behind the tender. This locomotive was initially named 'Barbury Castle' until September 1937 and then modified in 1956 when a double chimney was fitted; it is now considered by many to be the fastest and most powerful preserved Castle.

[Stuart Warr](#)

Below: GWR 4073 Class No. 5043 'Earl of Mount Edgcumbe' steams through Cheney Longville on September 28th with this Tyseley - Hereford tour. [Phil Martin](#)





Railway Touring Company - THE WEST HIGHLANDER

Above: In spite of the headboard, this is actually the northbound 'West Highlander' headed by Gresley K4 2-6-0 No. 61994 'The Great Marquess' on a misty morning near Brock on September 21st. [Gerald Nicholl](#)

Below: LMS Black 5 44871 arrives into Crianlarich on September 23rd, working day three of this tour from Crianlarich to Oban and return. [Richard Jones](#)



Railway Touring Company - THE WEST HIGHLANDER

Above: Working also on day three from Glasgow to Crianlarich and return was Gresley K4 2-6-0 No. 61994 'The Great Marquess', seen here departing Crianlarich heading the tour back to Glasgow. [Richard Jones](#)

Below: Another shot of LMS Black 5 No. 44871, this time seen crossing Loch Awe. [Richard Jones](#)



Railway Touring Company - THE WEST HIGHLANDER
LMS Black 5 No. 45407 is seen crossing Loch Awe on September 23rd
working the Crianlarich - Oban - Crianlarich section of day three of this four
day tour. [Richard Jones](#)





SRPS Railtours - Oban

Deltic Class 55 022 'Royal Scots Grey' is seen crossing Loch Awe on September 14th with the Inverurie to Oban SRPS tour. [Richard Jones](#)

SRPS Raitours - Oban

West Coast's Class 37 516 'Loch Laidon' is seen on the rear of the SRPS tour to Oban as it crossing Loch Awe on September 14th. [Richard Jones](#)



Railway Touring Company - The Cumbrian Mountain Express

Top Right: LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' crosses Whalley viaduct with The Cumbrian Mountain Express on August 31st, heading from Crewe to Carlisle via Manchester and the S&C. [Colin Irwin](#)

Bottom Right: 'Union of South Africa' is seen crosses Helwith bridge with The Cumbrian Mountain Express heading for Carlisle on August 31st. [Colin Irwin](#)

Below: On the return working, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' approaches Chorley heading back to Crewe, August 31st. [Colin Irwin](#)





Retro Railtours - The Retro Fenland Explorer

Above: Class 37 423 and 37 605 head the 1Z40 Crewe - Norwich and Great Yarmouth charter through Doncaster on August 31st. [Steve Thompson](#)

Below: Class 47 802 is seen on the rear of the Crewe to Norwich charter on August 31st, as it passes through Doncaster. The Class 47 would work the Ely - Norwich section of the tour. [Steve Thompson](#)



SRPS Railtours/North East Railtours - Cumbrian Coast

Above: West Coast's Class 47 245 and 47 804 pass the Byker Bridge with a SRPS Railtour from Linlithgow to Grange over Sands on September 28th. [Alex Thorkildsen](#)

Railway Touring Company - The Scarborough Flyer

Below: *It was very predictable that the one time I could get out for this train would coincide with probably the gloomiest day of the summer. But so it was when No. 46233 'Duchess of Sutherland' passed through Church Fenton on the front, due to the fire-risk, of Class 37 516, which was doing all the work. The train was, of course, 1Z82 Scarborough - Crewe on August 30th.* [Steve Thompson](#)



Railway Touring Company - The Scarborough Flyer

Autumn colours do not seem far away as Stanier Pacific No. 46233 'Duchess Of Sutherland' and Class 47 580 'County of Essex' head the last Scarborough Flyer of the summer near Mossley on 13 September 2013. This outbound train was delayed by about an hour following an earlier serious incident further along the line at Marsden. [Gerald Nicholl](#)



Railway Touring Company - The Scarborough Flyer

Top Right: The Scarborough Flyer passes through Mossley on August 30th with LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' in charge as the tour heads for Scarborough, with West Coast's Class 37 516 tucked in behind the loco as assistance due to a heightened fire risk. [Colin Irwin](#)

Bottom Right: The Duchess is seen arriving into Huddersfield with the return working to Crewe, August 30th. [Colin Irwin](#)

Below: On August 30th, LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' approaches the water stop at Denton on the outward Crewe - Scarborough run. [Colin Irwin](#)





ECS and light engine moves

Above: No. 34046 'Braunton' stands on St. Blazey shed on September 29th. [Steve Andrews](#)

Below: It's the end of the Scarborough Spa Expresses for another year and West Coast's Class 47 760 pilots Stanier 2-8-0 No. 48151 and 4-6-0 No. 46115 'Scots Guardsman' near Eldroth with the coaching stock back to Carnforth, August 30th. [Gerald Nicholl](#)



ECS and light engine moves

Above: LMS No. 46233 'Duchess Of Sutherland' and support coach pass through Burton on Trent working the 5233 Severn Valley Railway - Midland Railway Centre on September 23rd. [Stuart Hillis](#)

Below: Deltic Class 55 002 'Kings Own Yorkshire Light Infantry' and Class 37 No. D6700 are seen heading through Burton on Trent working 0255 Barrow Hill - Severn Valley Railway on September 30th. [Stuart Hillis](#)



ECS and light engine moves

On September 10th, Class 55 No. D9009 'Alycidon' heads through Ulleskelf hauling Class 52 No. D1062 'Western Courier' and Class 42 No. D821 'Greyhound' with a Kidderminster - Grosmont move. The three locos were all appearing at the North Yorks Moors diesel gala. [Andy](#)





ECS and light engine moves

Above: On September 17th and in poor light, Class 55 No. D9009 hauls the North Yorks Moors Railway visitors back to Kidderminster. [Andy](#)

Below: Class 55 No. D9009 is seen working the 0Z56 Kidderminster (SVR) - York, hauling D1062 'Western Courier' and D821 'Greyhound' as it passes Moston Station on September 10th after being held at Denton for 30 mins due to a track circuit defect. [Colin Irwin](#)



ECS and light engine moves

Above: LNER B1 No. 61306 'Mayflower' passes Whissendine on July 27th working 5Z71 10:36 Wymondham - Washwood Heath. [Lorenzo D'aniello](#)

Below: On September 4th, a rare mainline outing for 'Mallard', being dragged from the NRM to Grantham, for public display. With 'Deltic' Class 55 019 on the rear, DCR's Class 56 311 heads the precious cargo towards Wroot Road level crossing. [Steve Thompson](#)





Possibly the most unusual working this month was First Great Western's Class 57 605 hauling a rake of HST coaches on a Old Oak Common to Kilmarnock move, seen here heading through Stafford on September 23rd.
Richard Hargreaves

Network Rail wanderings

Top Right: Class 31 285 stands at Derby on September 7th with Class 73 138 and 73 109 having worked up as 1Z28 from Hither Green. [Andy](#)

Bottom Right: Class 37 402 arrives into Derby on September 7th with a test train from Millerhill. [Richard Hargreaves](#)

Below: Network Rail's Class 950 001 is seen on September 19th, at Par whilst working the 05:08 Truro to Plymouth via Penzance and St. Ives. [Stuart Warr](#)



On August 29th, Network Rail's NMT with power cars Nos. 43062 and 43014 passes Oakley working the 1Q52 07:34 Derby RTC - Derby RTC via London St. Pancras. [Lorenzo D'aniello](#)





On August 26th, Class 37 419 and 73 138 top'n'tail the 1216
10:11 Derby RTC - Hither Green test train through Bromham Road, Bedford.
[Lorenzo D'aniello](#)



Above: The New Measurement Train passes through Stafford on September 24th on a run from Derby to Glasgow with power car No. 43014 'John Arnitt' leading. [Michael Lynam](#)



Top Right: Class 97 303 and 97 304 are seen passing Godnow Bridge with a Doncaster - Derby via Scunthorpe and Goole test train on September 28th. [Class47](#)

Bottom Right: Class 37 194 and 97 301 are seen working 1Q60 Derby - Whitland through Cheltenham on September 30th. [Lewis Mitchell](#)

Below: On September 19th, a cold, dull, wet Lincoln welcomed Class 31 233 and its train full of technical gubbins, working as 3Q98 Peterborough - Derby RTC. [Steve Thompson](#)



On September 29th, Class 97 304 and 97 303 top'n'tail the Radio Survey Train working a Doncaster - Derby turn via Scunthorpe and various branches, seen here heading round Pig Sty curve en route back to Dawes Lane and Trent Jct.
Steve Thompson



Class 67s out and about

Top Right: Class 67 022 stands at Doncaster on September 28th, ready to work an East Coast service to London Kings Cross which was diverted in the Newark area due to scheduled engineering work. [Class47](#)

Bottom Right: Class 67 015 'David J. Lloyd' hauling the 1Q16 test train from Derby RTC to Old Oak Common approaches Tamworth High Level station on September 26th. [Dave Felton](#)

Below: Class 67 016 is seen attached to the rear of 1Q16 test train from Derby RTC to Old Oak Common as it passes through Tamworth High Level station with fellow class member 67 015 'David J. Lloyd' in charge of the train on September 26th. [Dave Felton](#)



On July 27th, Class 67 026 and 67 016 top'n'tail the 1Q52 10:54 Derby RTC - Derby RTC via London Kings Cross Test Train through Ashwell, near Oakham.

Lorenzo D'aniello





Freightliner's GE locos

Above: On September 14th, the 04:26 Felixtowe to Lawley Street liner, running 43 minutes late, is seen passing through Northampton behind Class 70 009. [Derek Elston](#)

Top Right: On September 10th, Class 70 010 heads north through Warrington Bank Quay with a Crewe Basford Hall - Carlisle infrastructure train, passing Network Rail's 97 304 in the north bay. [Michael Lynam](#)

Bottom Right: Class 70 004 is seen working a Crewe - Wentloog liner through Shrewsbury on September 14th. [Phil Martin](#)

Below: Class 70 020 working a Garston Dock - Southampton Freightliner service is seen coming off the Reading line at Basingstoke, September 28th. [Dave Harris](#)





Above: On September 10th, Class 70 015 leaves Arpley Junction for Ellesmere Port with empty coal hoppers from Fiddlers Ferry power station. [Michael Lynam](#)



Top Right: Class 70 013 growls its way off Chinley Viaduct after a red light stop of 15 mins, with the 6L89 Tunstead to West Thurrock on September 25th. [David Hollowood](#)

Bottom Right: On September 9th, Class 70 010 passes through Burton on Trent working the 6U77 Mountsorrel - Crewe loaded IOA box wagons. [Stuart Hillis](#)

Below: Class 70 009 heads a Trafford Park FLT - Southampton MCT through Stafford on September 24th. [Michael Lynam](#)



Recent Class 60 workings

Top Left: Just managing to catch a glint of the low autumn sunshine, Class 60 010 passes through the Cherry Tree area of Blackburn hauling a late running 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on September 30th. [Dave Felton](#)

Bottom Left: Class 60 015 is seen at Arpley Junction having run round at Latchford (run-round loop) with empty coal hoppers from Fiddlers Ferry for Liverpool Bulk Terminal, September 10th. [Michael Lynam](#)

Below: The closure of Nottingham led to the quite rare appearance of full- sized tank trains via Scunthorpe in daylight. On August 29th, Class 60 092 works the 6M00 Humber oil refinery - Kingsbury through Appleby. [Steve Thompson](#)



Class 60 062 takes the 6B47 Westerleigh Murco - Robeston sidings empty oil tank train away from the city of Gloucester and passes Highnam on August 26th. [Gary S. Smith](#)





Above: Class 60 099 heads a rake of empty bogie tanks past Pelaw on September 9th. [Alex Thorkildsen](#)

Top Left: Racing the storm, Class 60 020 crosses the M60 at Brinnington with the 6F73 16:22 Hope St. Peakstone P. Sdgs to Peak Forest Cemex Sdgs on August 30th. [Colin Irwin](#)

Bottom Left: Class 60 010 working a very late 6M32 passes Bamber Bridge heads towards Preston docks on September 30th. [Alan Naylor](#)

Below: DB Schenker's Class 60 040 working the 6E32 empty oil tanks from Preston Docks to Lindsey is seen approaching Rose Grove. The trees behind the loco cover the site of Rose Grove engine shed. [Michael Lynam](#)





Above: About to be overtaken by a CrossCountry service, Class 60 074 'Teenage Spirit' works 6M57 Lindsey - Kingsbury loaded oil tanks heads through Burton on Trent on the goods line, September 27th. [Stuart Hillis](#)

Top Left: Class 60 024 is seen working the 6M00 Humber - Kingsbury loaded oil tanks through Burton on Trent, September 10th. [Stuart Hillis](#)

Bottom Left: With a backdrop of Blackburn town centre, DB Schenker liveried Class 60 010 hauls a late running 6M32 Lindsey oil terminal to Preston Dock loaded bitumen tanks, September 30th. [Dave Felton](#)

Below: Class 60 099 in Tata Steel livery passes through Lostock Hall hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on September 4th. [Dave Felton](#)





Above: On September 14th, Class 60 040 is seen heading through Barnetby with the Lindsey oil refinery - Didcot loaded fuel tanks. [Michael Lynam](#)

Top Left: Class 60 020 hurries the 6H03 Oakleigh to Tunstead through a wet New Mills on September 25th. [David Hollowood](#)

Bottom Left: Class 60 063 working the 6E32 Preston Docks to Lindsey oil refinery passes through a wet Bamber Bridge on September 25th. [Alan Naylor](#)

Below: On September 17th, Class 60 035 passes Headlands Bridge, Kettering working the 6H46 Harrowden Jct. to Toton North Yard comprising some ballast wagons. [John Coleman](#)





Above: Class 60 091 working the 6E41 Westerleigh - Lindsey heads through Cheltenham on September 26th. [Lewis Mitchell](#)

Top Left: On August 28th, a clean Class 60 010 passes through Althorpe on the weekly 6D80 Neville Hill - Lindsey oil refinery discharged fuel tanks. [Steve Thompson](#)

Bottom Left: As the sun begins to set, Class 60 010 catches the glint as it rolls down Appleby Bank working 6E41 Westerleigh - Lindsey oil refinery, diverted via the South Yorkshire because of the Carlton derailment, September 6th. [Steve Thompson](#)

Below: Class 60 063 hauling the 6E41 Westerleigh - Lindsey oil tanks, passes through Burton on Trent, September 10th. [Stuart Hillis](#)



Direct Rail Services

Class 57 007 leads 47 790, 47 853, 57 003 and a DRS MK2 coach working 5271
Crewe CLS - Willesden Brent passing Milton Keynes Central on September 4th.
This small convoy made its way south to Eastleigh the following day. [Daniel Stanbridge](#)





Above: Class 37 601 and 37 605 top'n'tail a Derby RTC - Newark test train through Doncaster on September 9th.
[Michael Lynam](#)

Top Left: On September 23rd, Class 37 682 and 37 402 are seen at Crewe with a Derby - Gresty Bridge light engine move. [Richard Hargreaves](#)

Bottom Left: Class 66 426 is seen leading the 4M71 Purfleet to Daventry as it passes the Kingsthorpe area of Northampton on September 4th. [Derek Elston](#)

Below: Class 37 682 working the 3Z18 Derby RTC - Bristol Kingsland Road test train passes through Burton on Trent, September 10th. [Stuart Hillis](#)





Above: Class 66 432 heads north through Warrington Bank Quay with the Malcolm Daventry - Coatbridge intermodal working on September 10th. [Michael Lynam](#)



Top Right: Class 66 423 passes under the east coast mainline at Harringay Park Junction with the 4M71 11:29 Purfleet to Daventry Intermodal service on August 12th. [James Wise](#)

Bottom Right: Class 66 426 climbs from Cherry Tree towards Pleasington hauling the 6K05 infrastructure train from Carlisle to Crewe Basford Hall on September 30th. [Dave Felton](#)

Below: On September 26th, Class 20 308 and 20 302 heads through Cheltenham working the 6M63 Bridgwater - Crewe flask. [Lewis Mitchell](#)





Above: Class 66 303 heads through Hellifield on September 13th with an extremely light working from Carlisle to Crewe. [Michael Lynam](#)



Top Right: On September 3rd, Class 20 308 and 20 303 power the 6M95 Dungeness - Willesden Brent passing Eynsford Viaduct in some wonderful summers evening sunshine. [Daniel Stanbridge](#)

Bottom Right: Class 37 603 and 37 605 recover from a signal check on the approach to Witham station on the Great Eastern main line hauling the Sizewell to Wembley flasks on August 30th. [Charlie Robbins](#)

Below: Class 57 311 'Thunderbird' is seen stabled at the north end of Preston station for West Coast thunderbird duties on September 4th. [Dave Felton](#)



DRS Class 20 305 and 20 302 working the 6M69 15:42 Sizewell to Willesden nuclear flask train cross over Caledonian Road in North London on August 12th. Caledonian Road is known locally as 'The Cally' and following a recent refurbishment this local nickname now adorns the bridge. [James Wise](#)





Above: On September 10th, Class 66 423 heads south through Warrington Bank Quay with the Malcolm Mossend Yard - Daventry intermodal. [Michael Lynam](#)



Top Right: Class 66 303 with the 6K05 engineers train from Carlisle New Yard to Crewe Basford Hall passes through Leyland station on September 12th. [Alan Naylor](#)

Bottom Right: Class 37 259 and 37 607 top'n'tail the 1Q14 Crewe - Crewe through Llanwrst on September 22nd. [Carl Grocott](#)

Below: Class 66 427 passes through Leyland station hauling a late running 4M34 04:08 Coatbridge F.L.T. to Daventry DRS (W H Malcolm) on September 25th. [Dave Felton](#)



Class 37 607 top'n'tails 37 259 working the 1Q14 test train from Crewe -
Crewe through Glan Conwy on September 22nd. [Carl Grocott](#)





Colas Rail

Class 56 302 storms up the climb of the 4 mile long 1 in 82 incline as the train passes through Langho station hauling the 6270 Ribblehead (Virtual Quarry) to Chirk Kronospan with 1500 tonnes of logs on September 5th. [Dave Felton](#)



Above: Class 56 302 passes under the road bridge and footbridge at Leyland station with the 6J37 loaded log train heading for Chirk on September 4th. [Eddie Emmott](#)

Top Right: Class 56 302 heads the 6J37 loaded timber for Chirk Kronospan works through Winwick Jct on September 9th. [Dave Harris](#)



Bottom Right: *On September 6th, the 15:25 Baglan Bay to Chirk was worked by Class 56 087, running about 15 minutes early when photographed climbing the 1 in 93 bank at Stormy between Port Talbot and Bridgend. There are two things that I will remember about this image; the first is the noise of a Class 56 when working against the grade (much more pleasing than a Class 66) and secondly, the aroma of freshly cut wood – marvellous!* [Stuart Warr](#)

Below: Class 66 848 passes through Burton on Trent with a new working, the 4V30 Ratcliffe power station - Portbury conveying empty coal hoppers on September 27th. [Stuart Hillis](#)





Above: Class 66 094 working the 6E07 Washwood Heath - Boston Docks conveying covered steel carriers, passes Burton on Trent, September 2nd. [Stuart Hillis](#)

Top Right: Class 47 739 'Robin Of Templecombe' and 47 749 'Demelza' haul 37 190 and 50 007 'Sir Edward Elgar' from the Midland Railway Centre to Washwood Heath as 0257 for Boden Rail (who have purchased the Class 50) seen passing through Clay Mills on September 28th. [Stuart Hillis](#)

Bottom Right: Class 66 087 working the 6J37 Carlisle to Chirk Kronospan logs, passes through Leyland station on September 21st. [Alan Naylor](#)

Below: On September 13th, Class 66 302 heads the Ribblehead - Chirk logs through Hellifield. [Michael Lynam](#)





Above: Class 47 727 'Rebecca' is seen hammering through Warrington Bank Quay on a light engine move from Wigan Wallgate Carriage Sidings to Washwood Heath on September 28th. [Derek Elston](#)

Top Right: On August 26th, Class 47 727 was employed to take tamper No. DR75407 from Llandeilo Junction to Rugby OLE. The 6Z84 passes through the site of the Grange Court station, Gloucestershire. [Gary S. Smith](#)

Bottom Right: Class 56 105 hauls the 6F96 Sinfon - Grangemouth tanks passing Winwick Jct. on August 29th. [Dave Harris](#)

Below: On September 25th, Class 56 087 leaves Ribbleshead for Blea Moor to run round its train before returning on route for Chirk via Hellifield & Blackburn to the WCML. [Michael Lynam](#)





Class 56 087 works the 6C37 Chirk - Carlisle empty logs through Rednall on September 22nd. [Carl Grocott](#)

DB Schenker's fleet

Top Left: On August 9th, Class 66 075 heads the 6C39 St. Blazey - Alexander Dock Jct., running some three hours early! [Steve Thompson](#)

Bottom Left: Class 66 027 passes through Sydney Gardens, Bath with a Westbury - Cardiff Queen St. ballast train on September 7th. One wonders what will become of Brunel's bridges here when the wires go up?. [Chris Morrison](#)

Below: Class 66 039 is seen approaching Blackburn hauling the 6Z94 Avonmouth to Clitheroe Ribble Cement with empty cement tanks on September 5th. [Dave Felton](#)





Above: Class 66 230 is seen working the 6M00 Humber - Kingsbury loaded oil tanks through Burton on Trent, September 5th. [Stuart Hillis](#)



Top Right: After departing two hours late, Class 66 221 makes good time and arrives at Helwith Bridge farm crossing only 48 mins down with the 6J76 03:55 Hunterston H.L. to Ferrybridge power station MGR working on August 31st. [Colin Irwin](#)

Bottom Right: On a sunny bank holiday Monday, August 26th, Class 66 193 approaches Rodbourne, Wiltshire with the regular 6O32 Llanwern - Dollands Moor steel train. [Gary S. Smith](#)

Below: Class 66 051 hauling the 6Z76 empty gypsum containers from New Biggin to Warrington Arpley passes through Cherry Tree area of Blackburn on September 23rd. [Dave Felton](#)





Above: Class 66 090 passes under Warrington Bank Quay with empty car wagons from Garston to Arpley Sidings, September 10th. [Michael Lynam](#)



Top Right: Class 59 203 heads a Machen Quarry - Westbury stone train through Sydney Gardens, Bath on September 7th. [Chris Morrison](#)

Bottom Right: On September 13th, DB Schenker liveried Class 66 152 passes through Burton on Trent working the with 4M11 Washwood Heath - Peak Forest stone empties. [Stuart Hillis](#)

Below: Class 66 232 passes through Hoghton hauling 6Z94 Avonmouth Hanson's Sidings to Clitheroe Castle Cement with empty cement tanks on October 5th. [Dave Felton](#)



Several times each day coal is despatched from Cwmbargoed (near Merthyr Tydfil) to Aberthaw Power Station, some during the night as pathing is difficult owing to the frequent passenger services operated in the valleys of South Wales by Arriva Trains Wales. On August 30th, EWS liveried Class 66 142 approaches the Cardiff suburban station at Lisvane and Thornhill whilst working the 6C94 14:45 departure from Cwmbargoed.

Stuart Warr



East Coast

Top Left: Class 08 853 hauls an ex-works Class 91 119 into Doncaster West Yard following the completion of its overhaul at the Wabtec works on September 28th. [Class47](#)

Bottom Left: Ex 007 loco, Class 91 107 'Skyfall' is seen at Doncaster on September 28th with a Leeds to London Kings Cross service, which would terminate at Newark owing to weekend engineering work. [Richard Hargreaves](#)

Below: Class 91 117 is seen approaching Doncaster on September 28th with a London Kings Cross - Edinburgh service. [Class47](#)





GBRf workings

Above: Class 66 702 'Blue Lightning' hauls the Saturday's only 4K80 Doncaster - Rugeley PS gypsum train through Burton on Trent, September 21st. [Stuart Hillis](#)

Top Left: Class 66 706 heads south on the freight line through Doncaster with an Eggborough - Doncaster Down Decoy working, September 9th. [Michael Lynam](#)

Bottom Left: Class 66 712 'Peterborough Power Signal Box' powers the 4M23 Felixtowe North GBRf to Hams Hall intermodal passing Wilsons Crossing, Northampton on August 4th. [Derek Elston](#)

Below: Metronet liveried Class 66 721 'Harry Beck' working the 6K50 Toton - Crewe engineers passes through Burton on Trent, September 18th. [Stuart Hillis](#)





Above: Class 66 722 leaves Arpley Junction on September 10th, heading for Ellesmere Port with empty Biomass hoppers from Ironbridge power station. [Michael Lynam](#)



Top Right: On August 30th, Class 66 722 is seen at Ruckley with an empty Biomass working from Ironbridge. [Phil Martin](#)

Bottom Right: Class 66 729 'Derby County' is seen at the head of the 6K50 Toton - Crewe engineers train as it passes through Burton on Trent, September 2nd. [Stuart Hillis](#)

Below: Class 66 747 approaches Fellgate with a loaded Biomass working on September 8th. [Alex Thorkildsen](#)





Above: Class 66 722 heads light engine through Doncaster on September 28th. [Brian Battersby](#)

Top Right: Class 66 723 'Chinook' with the 6K50 Toton - Crewe engineers passes Burton on Trent, September 5th. Of note is the RHTT wagons in the consist ahead of the forthcoming Sandite season. [Stuart Hillis](#)



Bottom Right: Class 66 735 with the Saturday's only 4K80 Peterborough - Rugeley power station gypsum train passes through Burton on Trent, September 7th. [Stuart Hillis](#)

Below: On September 14th, Class 66 733 and 66 719 head through Barnetby with an Immingham - Doncaster light engine working. [Michael Lynam](#)





Above: On September 24th, Class 66 727 'Andrew Scott CBE' is pictured working the 6K50 Toton - Crewe engineers through Burton on Trent. [Stuart Hillis](#)



Top Right: On September 10th, the 7X10 Amersham - Derby Litchurch Lane passes Nemesis Rail's depot at Burton on Trent with Class 20 189 and 20 142, hauling 'S' stock sets Nos. 45 and 46 for rectification and 20 107 and 20 901 on the rear. [Stuart Hillis](#)

Bottom Right: Class 66716 working the 6K50 Toton - Crewe engineers passes Burton on Trent, September 27th. [Stuart Hillis](#)

Below: Class 66 730 heads through Barnetby on September 14th with an Immingham - Doncaster Down Decoy loaded coal working. [Michael Lynam](#)





On September 4th, Class 66 728 hauls the 4L78 Selby - Felixstowe through Auckley, on the GN & GE Joint line near Finningley. [Steve Thompson](#)



Freightliner workings

Above: Class 66 555 working the 6M11 Hunterston to Fiddlers Ferry power station passes through Bamber Bridge on September 13th. [Alan Naylor](#)

Top Left: On September 14th, Class 66 561 passes through Barnetby with an Immingham - Ratcliffe loaded coal working. [Michael Lynam](#)

Bottom Left: Class 90 016 passes Wilsons Crossing at the head of the 4M88 Felixtowe to Crewe Basford Hall, September 4th. [Derek Elston](#)

Below: Class 66 551 heads through Doncaster on September 28th with an MGR working. [Brian Battersby](#)





Top Left: Class 66 513 leads a Ferrybridge to Carlisle coal empties working away from Warrington Arpley yard and onto the West Coast main line, September 28th. [Derek Elston](#)

Bottom Left: On September 3rd, Class 66 525 is seen crossing the Holes Bay causeway in Poole working the 6M42 Wool to Neasden loaded sand. [Julian Churchill](#)

Below: On September 4th, Class 66 547 passes Auckley on the GN & GE Joint near Finningley working the 6R60 Immingham - Drax MGR service. [Steve Thompson](#)



Class 90 041, working the 4M87 11:14 Felixstowe to Trafford Park intermodal, makes its way across the railway bridge just prior to Hackney Wick Station that spans the Lee Navigation on August 6th. [James Wise](#)





Above: Class 66 516 heads through Manchester Oxford Road on September 2nd with a Trafford Park FLT - Southampton MCT working. [Michael Lynam](#)

Top Right: On September 4th, Class 90 046 leads the 4M87 Felixtowe to Trafford Park past Kingsthorpe. [Derek Elston](#)



Bottom Right: The semaphore signalling on the branch line across Cannock Chase in Staffordshire was removed over the August bank holiday in 2013, replaced by colour-light signals controlled from the West Midlands Regional Operations Centre at Saltley and resulting in the closure of the Bloxwich, Hednesford No. 1 and Brereton Sidings signal boxes. The final day that the boxes controlled trains was on August 22nd when Class 66 536 climbed through Rugeley with the 4E73 Rugeley power station - Barrow Hill up sidings empty hopper train, passing the Brereton Sidings signal box for one last time. [Gary S. Smith](#)

Below: Class 66 593 '3MG Mersey Multimodal Gateway' working the 4055 Leeds - Southampton intermodal passes through Burton on Trent, September 18th. [Stuart Hillis](#)





Above: Class 66 415 and 70 011 are seen at the head of the 6Z96 Crewe - Toton engineers as it passes through Burton on Trent, September 10th. [Stuart Hillis](#)

Top Left: Negotiating the reverse curves at Pontrilas (between Hereford and Abergavenny) on September 28th is Class 66 538 working the 4V64 11:08 Crewe Basford Hall to Wentloog container train. Note the signal-box and semaphore signals controlling movements at this delightful location. [Stuart Warr](#)

Bottom Left: Class 66 506 'Crewe Regeneration' works hard to climb the 4 mile long 1 in 82 Langho Bank hauling the 6M11 Hunterston to Fiddlers Ferry Power Station with 2000 tonnes of loaded coal hoppers on September 3rd. [Dave Felton](#)

Below: Class 66 596 passes through the Cherry Tree area of Blackburn hauling the 6M11 Hunterston to Fiddlers Ferry power station with loaded coal hoppers, September 24th. [Dave Felton](#)



The semaphore signalling on the branch line across Cannock Chase in Staffordshire was removed over the August bank holiday in 2013, replaced by colour-light signals controlled from the West Midlands Regional Operations Centre at Saltley and resulting in the closure of the Bloxwich, Hednesford No. 1 and Brereton Sidings signal boxes. Here Class 66 415 passes the soon-to-close Bloxwich signal box with the regular 6M55 Portbury coal terminal - Rugeley power station loaded coal train on August 21st. [Gary S. Smith](#)





Above: Class 66 585 'The Drax Flyer' working the 6Z96 Crewe - Toton engineers passes through Burton on Trent, September 2nd. [Stuart Hillis](#)

Top Left: Seen almost breasting the summit at Llanvihangel (between Hereford and Abergavenny) on September 28th is Class 66 599 working the 6Y18, 09:34 Crewe Basford Hall to Severn Tunnel Junction conveying sleepers and ballast. [Stuart Warr](#)

Bottom Left: Former DRS Class 66 420 passes Auckley working the 4L85 Doncaster Railport - Felixstowe liner on September 4th. [Steve Thompson](#)

Below: A rare visitor to the Burton on Trent area on September 3rd when Shanks liveried Class 66 522 worked the 6M49 Barrow Hill - Rugeley power station loaded coal. [Stuart Hillis](#)





First Great Western

Above: On August 6th, FGW's HST power car No. 43186 leads the 1C09 London Paddington - Paignton service as it departs from Dawlish Station. [Steve Thompson](#)

Top Left: Class 57 605 'Totnes Castle' working the 5Z57 Carlisle Kingmoor sidings to Old Oak Common HST depot passes through Leyland on September 25th. [Alan Naylor](#)

Bottom Left: *Following the well-publicised debacle of August 4th, when FGW's HST power car No. 43150 failed and caused chaos, the plan drawn up to recover the errant power car the following day was nearly as protracted as the original incident. Quite why Class 57 605 had to be sent all the way from from Penzance to Westbury is unknown, but it gave some rare photographic opportunities! With the evening sunshine casting ever-longer shadows across the station, the Class 57 drags 43150 through Totnes as 0Z77 Westbury - Laira, the loco then returning to Penzance for working the sleeper that night.* [Steve Thompson](#)

Below: First Great Western's Class 165 110 is seen departing Moreton-In-Marsh working the 1P75 Great Malvern - London Paddington service on August 10th. [Steve Thompson](#)



DCR workings

On September 20th, recently repainted and named Class 56312 'Jeremiah Dixon' passes Cheltenham with the 6Z56 Long Marston - Totton. [Lewis Mitchell](#)





Above: On September 4th, Class 56 311 passes through Doncaster hauling LNER A4 No. 4468 'Mallard' and Class 55 019 'Royal Highland Fusilier' with a York NRM to Grantham move. [Brian Hewertson](#)

Top Right: Class 56 311 is seen arriving at Doncaster Wabtec Rail works on September 9th with the 5276 from Grantham conveying Class 55 019 'Royal Highlander Fusilier', A4 No. 4468 'Mallard', and with Class 31 190 (D5613) on the rear. The locos were for a VIP Viewing and Gala Dinner to be held for 100 lucky guests at Wabtec, as part of this years St. Leger Festival Week. [Michael Lynam](#)



Bottom Right: Class 56 311 is pictured at Donnington RFT on September 25th working the 6Z56 to Masboro Booths with engineers wagons for scrap. [Carl Grocott](#)

Below: On September 10th, Class 56 303 leads 56 301 through Burton on Trent with the 6Z55 Stockton - Cardiff, which is a new scrap steel flow for DCR. [Stuart Hillis](#)



HSTs

Top Left: East Coast's HST power car No. 43302 is seen on the rear of a London Kings Cross - Inverness service on September 28th, ready to depart Doncaster. [Richard Hargreaves](#)

Bottom Left: With power car No. 43467 leading, a Grand Central Sunderland - London Kings Cross service approaches Doncaster on September 28th. [Richard Hargreaves](#)

Below: On September 6th, a pair of First Great Western HST power cars head through Starcross with a Plymouth to Bristol move. [Phil Martin](#)





Above: A First Great Western HST heads through Dawlish on September 6th with a London Paddington - Penzance service. [Phil Martin](#)

Top Left: First Great Western's HST power car No. 43124 heads through Dawlish Warren under a very stormy sky as it works a London Paddington - Plymouth service on September 6th. [Phil Martin](#)



Bottom Left: Still carrying the remnants of its National Express livery, East Coast's HST power car No. 43320 is seen on the rear of an Edinburgh bound working through Doncaster on September 28th. [Richard Hargreaves](#)

Below: Grand Central's HST power car No. 43480 passes Manors whilst working from Heaton to Crewe LNWR on September 21st. [Alex Thorkildsen](#)





Left: CrossCountry's HST power car No. 43303 heads a Leeds - Plymouth service through Starcross on September 6th. [Phil Martin](#)

Bottom Left: An unidentified FGW HST is seen passing under the Bishton Flyover at Llandevenny, near Severn Tunnel Junction on August 30th whilst working the 07:58 Swansea to London Paddington. The line of the extreme left is the Down Slow and allows easy access to the expanse of sidings at Llanwern steelworks; the line on the flyover is the Up Slow and the use of the bridge over the fast lines allows freight trains (especially those starting from Llanwern) to cross without holding up faster running services. [Stuart Warr](#)

Bottom Right: Very recognisable to viewers of railway photographs are the passenger lifts' towers at Exeter St. Davids and this image, taken on September 18th shows First Great Western's HST power car No. 43024 leading the 11:06 from Paignton to Paddington. [Stuart Warr](#)





Above: Grand Central's HST power car No. 43484 leads a London Kings Cross - Sunderland service through Doncaster on September 28th. [Brian Battersby](#)



Top Left: First Great Western's HST power cars Nos. 43186 and 43170 pass along the seawall on at Dawlish working the 1C76 London Paddington - Newquay service. [Steve Thompson](#)



Bottom Left: CrossCountry's HST power cars Nos. 43378 and 43301 work the 1S51 Plymouth - Glasgow service through Burton on Trent, September 10th. [Stuart Hillis](#)

Below: CrossCountry's HST power cars Nos. 43378 and 43321 with the 1V50 Edinburgh - Plymouth service pass through Burton on Trent, September 27th. [Stuart Hillis](#)





East Midlands Trains HST power car No. 43089 on the front and No. 43083 on the rear are seen rounding the curve at Harringay station working the 1B86 14:08 London Kings Cross to Newark North Gate on August 12th.
This HST set was on loan to East Coast trains for 3 days. [James Wise](#)

Class 92s workings

Top Right: Class 92 031 is seen working the 6S94 Dollands Moor - Irvine china clay as it passes through Leyland station on September 18th. [Alan Naylor](#)

Bottom Right: On September 23rd, Class 92 015 and 92 042 are seen departing Crewe, heading for Wembley. [Richard Hargreaves](#)

Below: On September 2nd, GBRf Class 92 032 heads through Manchester Oxford Road heading for Trafford Park FLT. [Michael Lynam](#)





Through the early morning mist, the only GBRf liveried Class 92 makes light work of 4M01 Felixstowe - Trafford Park intermodal passing Milton Keynes Central on September 5th. [Daniel Stanbridge](#)

Units, Units, Units

Top Right: A CrossCountry Class 220 unit heads past Cockwood Harbour on September 2nd. [Phil Martin](#)

Bottom Right: South West Trains' Class 450 034 and 444 041 stand at Basingstoke with services for Southampton and London Waterloo respectively on September 28th. [Dave Harris](#)

Below: Arriva Trains Wales' Class 175 111 is seen departing Warrington Bank Quay with a Llandudno service on September 28th. [Derek Elston](#)





Above: Northern's Class 321 902 is seen at Doncaster on September 9th with a local working to Leeds. These units are getting quite rare at Doncaster now that the Class 322s have arrived. [Michael Lynam](#)

Left: First Great Western's Class 150 265 heads through Dawlish with an Exemouth to Paignton service on September 5th. [Phil Martin](#)

Below: Virgin Trains' Class 221 112 with modified nose skirt and repositioned numbers arrives at Warrington Bank Quay on September 28th with an Edinburgh service. [Derek Elston](#)





Top Left: First Capital Connect's Class 319 217 arrives into Kentish Town on September 14th with a service to Blackfriars. [Paul Godding](#)

Bottom Left: East Midlands Trains' Class 222 011 passes Finedon Road, Wellingborough on September 5th. [Derek Elston](#)

Below: At the end of the branch from St. Erth is the much-loved seaside town of St. Ives and this image shows the extent of current railway use of the former station, sidings and engine shed, at one time a portion of the 'Cornish Riviera Limited' made its way here; much of the remainder of land here is now used for car parking.

On September 16th, First Great Western's Class 150 221 and 150 232 are about to depart with the 16:33 service to St Erth. [Stuart Warr](#)





Above: Northern's Class 156 428 calls at Wigan with a service for Liverpool South Parkway on September 28th. [Derek Elston](#)

Top Left: SouthEastern's Class 375 807 is seen arriving into London's Cannon Street station on September 16th. [Class47](#)

Bottom Left: At Bournemouth station on September 24th, a pair of South West Trains Class 444s head for London Waterloo whilst a CrossCountry Class 220 is seen arriving from Manchester Piccadilly. [Dave Harris](#)

Below: On September 26th, Merseyrail's Class 508 139 is seen arriving into Ellesmere Port with a service from Liverpool Central. [Michael Lynam](#)





Above: London Midland's Class 350 126 passes Kingsthorpe with the 15:13 London Euston to Birmingham New Street service on September 4th. [Derek Elston](#)

Top Left: Transpennine Express Class 170 306 is seen on the rear of a Manchester Airport service as the train passes Greenfield on August 30th. [Colin Irwin](#)

Bottom Left: St. Erth is an excellent example of a Cornish station with classic infrastructure as seen in this image taken on September 16th, showing First Great Western's Class 150 126 slowing for a brief stop whilst working the 13:53 from Plymouth to Penzance. The line branching to the left leads to St Ives. [Stuart Warr](#)

Below: First Capital Connect's Class 319 428 is seen at East Croydon on September 14th, with a service to Bedford. [Paul Godding](#)





Above: East Midlands Trains' Class 158 858 working the 1K15 Derby - Crewe service passes North Staffs Junction on September 27th. [Stuart Hillis](#)

Top Left: On September 18th, First Capital Connect's Class 319 429 speeds through Salfords with a Brighton bound service. [Class47](#)

Bottom Left: Northern's Class 150 147 and 150 149 pause at Preston whilst working services to Colne and Hazel Grove on September 14th. [Brian Battersby](#)

Below: The truncated branch terminus at Gunnislake was moved a little way towards Plymouth a few years ago to allow for road improvements and a very basic station with car parking facilities was built. On September 16th, the driver of First Great Western's Class 150 239 walks to the front of the train to prepare for the 11:45 departure to Plymouth. [Stuart Warr](#)





Above: On September 28th, Class 139 002 is seen arriving into Stourbridge Jct. with the shuttle from Stourbridge Town. [Class47](#)

Top Left: Transpennine Express' Class 185 127 passes the old signal box on approach to Carnforth station with a Manchester Airport service on September 10th. [Alan Naylor](#)

Bottom Left: South West Trains Class 444 033 stands at Weymouth on September 24th with an evening peak period service for London Waterloo. [Dave Harris](#)

Below: On September 28th, London Midland's Class 350 252 is seen stabled at Preston whilst on loan to First TransPennine for driver training prior to the arrival of their own Class 350s. [Derek Elston](#)





Above: Northern Rail's Class 142 044 and 142 061 heads south from Bolton with the 2A00 06:23 service from Southport to Manchester Airport on September 7th. [Dave Felton](#)

Top Left: In abysmal weather at Truro on September 19th, First Great Western's Class 150 101 slows for the brief stop whilst working the 12:51 from Penzance to Newton Abbot. Note the semaphore signals controlling the mainline. [Stuart Warr](#)

Bottom Left: Southern's Class 377 416 passes through Salfords on September 18th with a London Victoria - Three Bridges service. [Class47](#)

Below: Northern Rail's Class 142 009 heads towards Preston after departing from Blackburn with the 2S11 10:50 service from Colne to Blackpool South on September 5th. [Dave Felton](#)

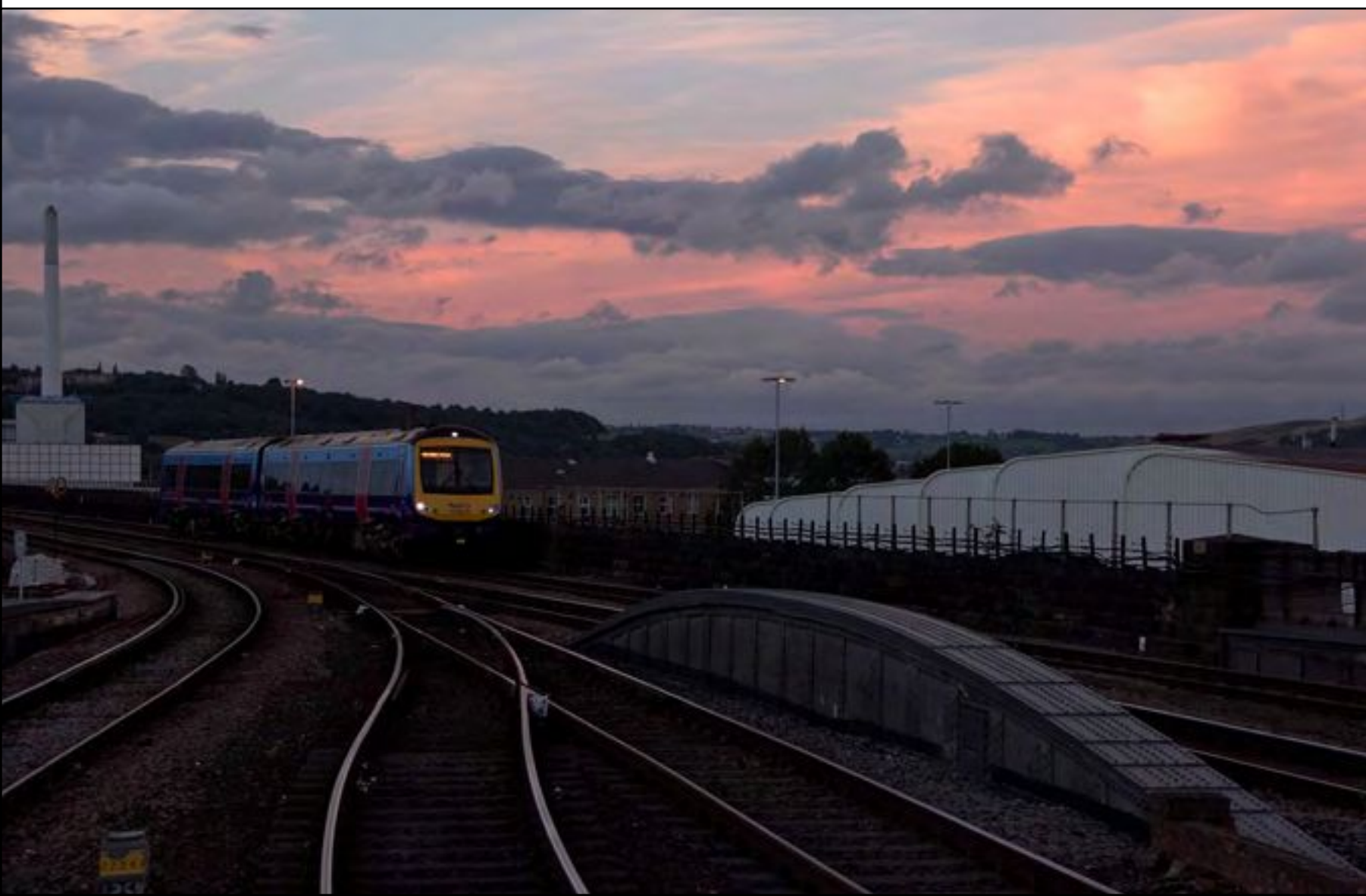




Above: On September 7th, Southeastern's Class 375 609 passes through New Cross. [Paul Godding](#)

Top Left: Some of the best views of the sea wall section of line around Dawlish can be seen from Lea Mount, above Kennaway Tunnel. This is CrossCountry's Class 221 130 approaching Shell Cove, after emerging from Parsons Tunnel, working the 1547 Penzance - Glasgow. [Steve Thompson](#)

Bottom Left: Transpennine Express' Class 170 303 approaches Huddersfield with a Manchester Airport service on August 30th. [Colin Irwin](#)



Below: At Liskeard the platform for trains to Looe is situated at 90 degrees to those for the mainline, in recent years wise management has brought back some symbolism of an earlier generation when railways were the dependable backbone of the nation; an example is seen here in the form of the brown sign with cream writing indicating where to catch trains to Looe, there are others on the platform. On September 18th, First Great Western's Class 153 333 has just arrived from Looe with the 18:33 departure, it will have one more round trip before its day's work is completed. [Stuart Warr](#)





Above: Northern Rail's Class 150 269 passes through Hoghton Bottoms with the 2S15 07:50 service from Colne to Blackpool South on September 7th. [Dave Felton](#)

Top Left: Before the masses could afford to buy and run motor cars and before holidays abroad became the norm for many, seaside resorts in Britain prospered often with the help of the railways. Barry Island was one such resort and was the destination for many excursion trains from both the valleys of South Wales and from inland towns of England especially during the 1950s and 1960s. However, Barry Island now rarely receives any excursions, but during the summer has a very regular service to Cardiff and the valleys, this image shows Arriva Trains Wales Class 150 264 about to depart with the 16:25 to Merthyr Tydfil on an overcast August 30th. Behind and to the left may be seen the infrastructure of part of the former station, now in the care of the Barry Tourist Railway, a private operator that runs heritage trains several weekends each year between Barry and the Island, the track running parallel to the Network Rail lines. [Stuart Warr](#)



Bottom Left: Northern Rail's Class 142 035 is seen departing from Cherry Tree (Blackburn) station with the 2S17 13:50 service from Colne to Blackpool South on September 24th. [Dave Felton](#)

Below: Northern Rail's Class 158 752 passes through Hoghton with the 1B21 08:29 service from Blackpool North to York on September 7th. [Dave Felton](#)





Above: East Midlands Trains' Class 153 379 heads out of Doncaster on September 28th with a service to Lincoln. [Brian Battersby](#)

Top Left: SouthEastern's Class 376 008 is seen arriving into Grove Park on September 7th. [Paul Godding](#)

Bottom Left: During August, First Great Western were hiring Class 158 DMUs from South West Trains. This is Class 158 883 on hire at Chippenham, Wiltshire with a 2221 Swindon - Westbury via Melksham service on August 26th. [Gary S. Smith](#)



Below: First TransPennine Express Class 185 116 is seen waiting to depart from Preston station with the 1U62 10:49 service from Windermere to Manchester Airport on September 4th. [Dave Felton](#)



Top Left: Southeastern's Class 465 048 is seen arriving into Grove Park on September 7th. [Paul Godding](#)

Bottom Left: An hour or so before sunset on September 18th, the rain stopped and allowed the beautiful scenery of the Looe valley to be enjoyed by those passengers fortunate to be travelling between Looe and Liskeard. This image shows the guard about to hurry any last minute customers onto the 18:33 service from the seaside town, which on this day was formed of ex-London Midland Class 153 333 with First Great Western branding. [Stuart Warr](#)

Below: On August 31st, Transpennine Express Class 185 125 departs Leyland with a Blackpool North service. [Colin Irwin](#)





Top Left: Barnstaple is an example of a station much reduced in both size and importance; it was formerly named Barnstaple Junction with lines radiating to Ilfracombe, Torrington, Appledore, Exeter, Taunton and Barnstaple Town (with a connection for the Lynton & Barnstaple Railway). Fortunately, not all of the buildings have been demolished to be replaced by a bus shelter and some semblance of its former glories remain including some SR green running-in boards and totems visible in this image taken on September 18th showing First Great Western's Class 143 618 about to work the 13:43 departure to Exmouth. The photographer wonders if the elderly gentleman visible was an intending passenger or a life-long railway enthusiast remembering his boyhood days stood on a station platform such as this one watching in awe the workings of a beautiful steam engine. [Stuart Warr](#)

Bottom Left: Northern Rail's Class 158 910 passes through Cherry Tree (Blackburn) station with the 1B30 12:13 service from York to Blackpool North on September 24th. [Dave Felton](#)

Below: Southern's Class 377 204 arrives into New Cross Gate on September 7th. [Paul Godding](#)





Above: Northern's Class 142 013 trots through Moston with the 2E45 16:48 Manchester Victoria to Selby service, running 8 minutes late on September 10th. [Colin Irwin](#)

Top Left: On September 27th, First Great Western operated a charter service between Exeter St. Davids and Llandudno, returning the following day giving the rare sight of a Class 158 in FGW livery on the Welsh Marches line. This was in connection with the ACoRP Community Rail Festival this year held in Llandudno. Seen on the return journey is Class 158 763 working the 1Z14 11:30 departure from Llandudno passing the semaphore signals and signalbox at Pontrilas between Hereford and Abergavenny. [Stuart Warr](#)

Bottom Left: Northern Rail's Class 150 272 works a Preston to Manchester Victoria service through Leyland on September 4th. [Eddie Emmott](#)

Below: A Virgin Trains' Pendolino approaches Coventry on September 14th with a service from London Euston to Wolverhampton. [Derek Elston](#)



First Great Western's Class 150 243 passes Cockwood Harbour on September 2nd
with a Paignton - Exmouth service. [Phil Martin](#)



Scot-Rail - life north of the border

East Coast's HST power car No. 43320 leads 43295 with a diverted Highland Chieftain service, seen heading through Ladybank on September 14th. [Richard Jones](#)

News and Features



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

Top Right: Class 66 103 storms through North Queensferry on September 29th with a rake of scrap timber wagons heading for Doncaster. [Richard Jones](#)

Bottom Right: A Network Rail Stoneblower heads for the tunnel at North Queensferry on its way to Inverness on September 29th. [Richard Jones](#)

Below: Scotrail's Class 170 452 arrives into Dundee on September 23rd with a service from Edinburgh. [Paul Godding](#)





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

Here is a different view point taken from the top floor of Whitevale flats in Glasgow which are due for demolition and not normally open to the public. However public were allowed access as part of the Glasgow doors open day in September, where Class 334s can be seen arriving and departing from Bellgrove station with Helensburgh - Edinburgh services with Glasgow providing a stunning backdrop. You really would have needed a head for heights if you lived in these flats. [Darrel Hendrie](#)

Going Underground

Top Right: London Underground 'C' Stock Nos. 5529 and 5516 arrive into a wet Southfields with train No. 071 on August 24th. [Alex Thorkildsen](#)

Bottom Right: At Hammersmith on August 10th, Hammersmith and City line 'S' Stock and a Circle line 'C' Stock services are seen awaiting departure time. [Paul Godding](#)

Below: A Bakerloo line service of 1972 Stock No.3235 is seen emerging from the sidings at Stonebridge Park with a service for Elephant and Castle, August 31st. [Brian Battersby](#)



Going Underground continued...

Top Right: Circle line 1972 stock No. 5545 is seen departing Baker Street with a Circle line service on August 31st. [Brian Battersby](#)

Bottom Right: 'S' Stock No. 21030 is seen arriving into Baker Street on August 31st with a service to Uxbridge. [Brian Battersby](#)

Below: London Underground's Bakerloo line 1972 Stock No. 3560 is seen departing Stonebridge Park on August 31st with an Elephant and Castle service. [Brian Battersby](#)



Blackpool Trams

Top Right: Yes it's that time of year for the Blackpool Illuminations once again. This is the trawler Illuminated feature tram No. 737 'FD241 Cevic' seen at Pleasure Beach on September 14th. [Class47](#)

Bottom Right: The ever popular Western train Illuminated tram No. 733 and 734 is seen at Pleasure Beach on September 14th ready to work an Illuminations tour. [Class47](#)

Below: Dating back to 1924 is Blackpool Standard Tram No. 147, again seen here working a 'Tour of the Illuminations' at Pleasure Beach on September 14th. [Andy](#)





Tyne and Wear Metro

Above: Battery locomotives Nos. BL1 and BL2 depart Northumberland Park transporting Metrocar No. 4078 from Gosforth Depot to Hylton Street Yard on September 27th. [Alex Thorkildsen](#)

Top Right: A Story Rail road railer lifts up the track of the Manors Spur Line at Old Jesmond on September 7th. [Alex Thorkildsen](#)

Bottom Right: Metrocars Nos. 4047 and 4016 departs Ilford Road with train No. 130 on September 10th. [Alex Thorkildsen](#)

Below: Metrocars Nos. 4027 and 4050 approach South Gosforth on train No. 150, September 12th. [Alex Thorkildsen](#)



Tyne and Wear Metro *continued...*

Top Right: On September 21st, Metrocars Nos. 4003 and 4063 are seen crossing the River Wear. [Alex Thorkildsen](#)

Bottom Right: Damaged Metrocar No. 4008 stands on a damaged Allelys low loader after being in an accident on the A1 as it was returning from refurbishment at Wabtec in Doncaster on September 26th. Metrocar No. 4078 stands in the foreground with Battery Locomotives Nos. BL2 and BL1 waiting to be put onto the low loader. [Alex Thorkildsen](#)

Below: A Stobart Road Rail ballast train unloads the new ballast onto the Manors Spur Line, September 13th. [Alex Thorkildsen](#)





Mallard 75

Above and Below: On 3 July 1938, the A4 class locomotive Mallard raced down Stoke Bank at 126mph to set a new steam locomotive world speed record. That record still stands and to commemorate the event, Mallard travelled down to Grantham for a special exhibition on September 7th. Here the loco stands alongside another great of the era, a 1928 Bentley 4 1/2 litre.

John Alsop



BY RAIL, SEA and ROAD

A 100-page photo book re-living the repatriation of two of the UKs 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>

FGW HST to Corfe Castle

On Saturday September 28th, history was made when the first time ever, a High Speed Train travelled on the Swanage branch as far as Corfe Castle. The train was the 07:32 Worcester Shrub Hill to Corfe Castle returning as the 16:35 Corfe Castle to Worcester Shrub Hill. The train was sponsored by The Cotswold Line Promotion Group with support from First Great Western, who were eager to let the special happen. All seats had been sold some six months previously.

Originally the train should have gone through to Swanage but the outside steps on the power cars caused a gauging problem and Corfe Castle was used as an alternative. In the event, The Swanage Railway provided a steam hauled seven coach special (with No. 34028 Eddystone) to connect each way with the HST at Corfe Castle.

The HST was formed of power cars Nos. 43028 and 43078 and was left on the down line at Corfe Castle for the length of its stay.

Top Right: The HST is seen between Norden and Corfe Castle. [David Mead](#)

Bottom Right: The HST at Norden on its return. [David Mead](#)

Below: The special is seen at Corfe Castle. [David Mead](#)



FGW HST to Corfe Castle continued...

'The Cotswold Purbeck Express' from Worcester Shrub Hill to Corfe Castle, with First Great Western's HST power cars Nos. 43078 and 43028 is pictured at Corfe Castle on September 28th. [Julian Churchill](#)



Fares Advice with RailUK

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

Cheap tickets, expensive tickets...

Q: Hi, I’m curious about how ticket prices can be so different for the same journey. For example, travelling from Liverpool to London can be as little as £12.50 or over £70 for the same standard class journey. Of course, I’m aware that the earlier you book, the cheaper it is, but how does it work? I assume there’s a fixed allocation of very cheap tickets and when they run out, the next cheapest tickets are available. Is this correct? If so, does anyone know how many tiers of these price bands there are and what proportion of a single train do they usually make up?

A: *I think you you’ve nailed it there. There is a set number of tickets in bands and once the band are used up they go up in price to the next band. I think the proportion will change per each service.*

Each train will have an allocation at each band. TOCs can vary the allocation by train - so East Coast trains from Leeds to arrive in London in the morning peak no longer have any £13 tickets available - they start at around £40 on these trains.

Once upon a time, in a land not so far away....

There used to be Advance fares (Apex / SuperAdvance then). They were designed to fill empty seats.

The capacity management department would look at see that the 10:00 from Manchester to Euston

regularly left with 100 empty seats. So they would offer most of those seats to people who could book in advance.

The trick was to attach rules to advance tickets to stop people who would pay £100 paying just £10. Those rules were “book 14 days in advance”, “no refunds”, “train specific”, “no alterations”.

The would also use quota controls to encourage people to travel on other trains. So the 12:00 Kings Cross to Inverness could be £50 to Edinburgh - but the 11:00 and 13:00 departures have £30 tickets available. This encourages people travelling to Edinburgh to use other trains and save the direct Inverness service for those who have only one direct train per day for stations north of Edinburgh.

*To complicate matters (I’ll use the 12:00 ex KGX as an example)... You could have
10 x £10 tickets from London to Aviemore & Inverness
10 x £30 tickets from London to Edinburgh
10 x £35 tickets from London to Newcastle
10 x £15 tickets from York to Inverness*

In this example, the cheapest is from London to Aviemore/Inverness - to compete with the airlines.

It’s cheaper to buy a ticket to Inverness than it is to Newcastle - which is a reason why Advance tickets are not available for the journey to be started or finished short. Also, London to Inverness is cheaper than York to Inverness, so someone joining this train are York should be charged a new ticket !

They could also put a journey restriction on. So the 0700 from Manchester could have Advance fares

- but not to London (so Milton Keynes for example).

Then, along came the private railway. Advance fares were no longer just about filling empty seats but about making money. Some bright spark realised that the £100 fare from Manchester to London was split. Virgin would get £50, Northern £5, London Midland £20, Chiltern £15, TPE £1, East Midlands Trains £2.50, Great Western 50p and Cross Country £1.

So they offered an advance at £30 valid on Virgin Trains only. Two of these singles are £60 and this pushes up the money earned by Virgin by 20%. So now it’s more profitable to offer an Advance than a Off Peak Return !

Trains are often full and standing - yet 50% of the people on board have advance tickets !

Imagine a hotel that was regularly fully booked and they only charged £10 per room per night !

There can be up to 5 bands of Advance fares. The amount in each band is commercially sensitive

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the ‘Fares, Tickets & Routeing’ section.

We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! see you there.

Class 52 ‘Western’ No. D1062 ‘Western Courier’ is seen arriving into Goathland. [Alex Thorkildsen](#)



Network Rail wins three awards from Rail Freight Group

Network Rail’s freight team are celebrating after the company won three awards – including the prestigious Business of the Year award - from the Rail Freight Group (RFG). The RFG said the company had helped to boost the freight sector through its renewed focus on working closely with business and developing new processes to improve performance.

The company also picked up the Customer Care award and was part of a team that won the Project of the Year award as part of a partnership with Atkins and Balfour Beatty on the Nuneaton north chord.

Network Rail’s director of freight, Paul McMahon, said: “I’m delighted the efforts of our team and the company as a whole have been recognised by the RFG.

“Many people from across Network Rail were involved in that success and it recognises the efforts we are making to keep freight flowing smoothly.

“Rail carries increasing volumes of freight, which is vital to the economy, and we remain focused on improving its performance and improving capacity.”

One of the awards was for Network Rail’s Strategic Freight Corridors project - a specific way of analysing freight performance that looks at the end-to-end journey of a freight service as it crosses Network Rail route and area boundaries. The corridors track our customers’ key flows and have helped us to align our resources with those of the operators. The SFC concept has promoted a targeted investment of time and money in improving freight performance.

Opened in October last year, the £28m Nuneaton north chord saw almost 2 km of new track linking the existing cross-country rail route from Felixstowe to Nuneaton with the West Coast Main Line.



SBRail tampers Nos. DR73904 and DR73914 are seen stabled just north of Preston station. [Derek Elston](#)

Loco Fleet List 2013

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

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

Contents

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

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

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

Loco Fleet List



2013

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK



ERTMS testing takes off

Network Rail's testing programme for cab signalling has enjoyed a successful start and has entered its second phase at the test centre in Hitchin. The European Rail Traffic Management System and its signalling component ETCS (European Train Control system) will form the basis of future signalling schemes on the network.

Starting with an overlay on the Great Western main line in CP5 and the southern end of the East Coast main line in CP6, ETCS will revolutionise the way trains are run in Britain; bringing new levels of control, capacity, efficiency, economy and safety. Network Rail's client Simon Whitehorn said: "ETCS will have a huge impact on the railway and it's vital we thoroughly test our equipment to get it right first time."

"Testing has gone very well and even in the first few days we were able to get the the cab and trackside equipment communicating and complete the planned tests. "The kit on the train is supplied by SSL, and therefore it was their trackside equipment that was first in line for testing. That has been completed successfully and we're now in the process of testing Infrasis's equipment."



"Switching the test facility on was a big moment for the team and it's a big step towards eventually rolling cab signalling out across the country." The ETCS National Integration Facility (ENIF) at Hitchin utilises a five-mile stretch of the down line on the Hertford Loop between Molewood Tunnel and Langley South junction, controlled from a new structure in the former Hitchin goods yard. The test facility will be used by Network Rail for the next 18 months to examine four suppliers' trackside ETCS equipment, using a converted Class 313 laboratory train. Siemens and Ansaldo's trackside equipment will follow in the testing programme, and Network Rail's work at Hitchin will continue until the track and train are handed over to the Thameslink programme. This will allow them to test systems in advance of equipping the line from St Pancras to Blackfriars with ETCS and automatic train operation.

ETCS provides train drivers with a target speed, including movement authority, on a screen in the cab. The train 'knows' where it is through a combination of trackside equipment and on-board sensors, while instructions from the control centre are conveyed through the GSM-R (Global System for Mobile – Railway) signal. By signalling each train according to its braking and accelerating capabilities, it will allow more capacity to be squeezed out of the current network, and also bringing considerable cost savings over traditional lineside resignalling schemes.

Photo: ERTMS lab train 313121 at Bletchley on test. © Network Rail

Class 14 Diesel-Hydraulic No. D9531 'Ernest' catches the late afternoon sun with the last train of the day at Rawtenstall. [Gerald Nicholl](#)



First steps towards the Chase Line's electric future

Electric trains on the Chase Line will move a step closer this Autumn as Network Rail starts work to electrify the railway between Walsall, Cannock and Rugeley Trent Valley. The project will see 15 miles of railway electrified to connect to existing electric railway at Walsall and Rugeley and provide a better service for passengers using the route.

Liam Sumpter, Network Rail area director said: "Electrification helps us to boost capacity, reduce carbon emissions and cut the cost of running the railway. Electric trains are also quieter, more reliable and have more seats, which is good news for passengers.

"By enabling a better train service along this important route, we can provide the railway that Chase Line passengers want and the areas economy needs."

This Autumn, Network Rail is starting work to rebuild 3 bridges in Walsall and Hednesford to accommodate the equipment needed to run electric trains. During the rebuilding of each bridge, local roads across Broad Lane and Station Road bridge will be closed* with diversions in place to allow the project to be completed safely. Once all bridge works have been completed, electrification work will get underway in 2015 with the project set for completion in late 2017.

Rail services will not be affected until spring 2014 when the line will be closed for short periods on Sunday mornings to allow construction work to be completed safely. London Midland will provide a rail replacement service during these periods.

*One lane of Walkers Rise bridge will remain open throughout the rebuild and temporary footbridges will be installed at Broad Lane and Station Road bridges.

Thameslink tunnels to transform the railway in London and the south east

The first stage of work to connect two rail tunnels to the national network took place recently in a development which will transform the shape of rail services in the south of England.

Canal Tunnels in north London, which run between the East Coast main line near King's Cross station and the Thameslink route at St Pancras station, will link for the first time local and regional services from Cambridge and Peterborough with the route to Gatwick, Brighton, the south coast and Kent.

Connecting these services, which are currently operated by First Capital Connect, to the Thameslink route through central London is a key stage in the evolution of the rail network and a vital part of delivering capacity improvements in and around London. Trains travelling through Canal Tunnels will provide up to eight of the possible 24 services an hour which will travel through central London when the £6bn Thameslink Programme is completed in 2018.

The Thameslink Programme will provide a significant increase in capacity into, through and out of London and provide better connections with Gatwick and Luton airports, Crossrail services at Farringdon and Eurostar and high speed services at St Pancras International.

Canal Tunnels were built at the same time as the redevelopment of St Pancras station between 2004 and 2006. Network Rail is currently installing track, signalling, power and safety systems to run services through them from 2018.



Dave Ward, Network Rail's route managing director for London and the south east, said: "Connecting Canal Tunnels with the two railway lines running into King's Cross and St Pancras is one of the key parts of the Thameslink Programme.

"The tunnels are just as important as the redevelopment of London Bridge station in helping to deliver capacity benefits in and out of London. They will also provide a range of journeys between the south coast and East Anglia which were previously not possible.

"Thameslink will transform the railway across London and the south east, providing passengers with longer trains, more seats and a better level of service to meet the ever increasing demands placed on the rail network."

Passengers are already benefitting from the Thameslink Programme. Longer 12 car trains are being used on the route and stations including Blackfriars, West Hampstead Thameslink and Farringdon have been rebuilt.

Work is ongoing to transform London Bridge station, one of the biggest engineering challenges currently underway on the railway. When complete, each platform will be connected by a street level concourse, bigger than the pitch at Wembley stadium, which is being constructed below the current platforms. The station was first built in 1836 and with more than 50m users, is one of the busiest stations in Britain with almost 50% more passengers than Gatwick Airport and more than twice the number it was designed for.

When Thameslink is complete, a new fleet of eight and 12 car trains will operate through the Canal Tunnels on the route between Cambridge and Peterborough, Central London, Kent and Brighton as well as to Gatwick and Luton airports and Bedford.

Once a common sight, as Class 08 669 shunts Class 55 019 into the works north entrance at Doncaster on September 9th. But how long is it since a Deltic was shunted into the works at Doncaster? [Michael Lynam](#)



Delays down at Birmingham New Street thanks to special engineering team

Passengers travelling through Birmingham's New Street are experiencing fewer delays thanks to a dedicated team of engineers who have reduced the number of track faults at the station by 80% over the last 12 months.

The team was brought in specifically to reduce the number of points failures on what is one of the most intensively used sections of track anywhere on the rail network.

Network Rail route managing director Dyan Crowther explains: "With more trains and passengers using the network than ever before, the tracks at New Street are incredibly busy; however passengers rightly expect services through the station to be reliable. The number of points failures on the tracks around the station were unacceptably high so we brought in a specialist team of engineers to help cut delays at the station.

"Each shift, the team completely overhaul one set of points, checking screws, fittings, installations and joints. They troubleshoot faults and keep the points in good working order to minimise the chances of a failure. There is still more work to do but we are committed to reducing delays for passengers travelling through Birmingham"

London Midland managing director Patrick Verwer recently spent a night shift with the team and commented: "It was fascinating to see the team in action and learn more about New Street maintenance. It's a bit of a hidden world down there, but really amazing to see how the team find faults, or predict them and correct them to prevent failures and subsequent delays, helping us to keep our trains running. I was impressed with the team's dedication to improving reliability of the infrastructure for our customers."

Network Rail submits plans for faster, more frequent rail services across the North



Plans to deliver faster, more frequent rail travel across the North of England have progressed as Network Rail submitted an application for a new link connecting Manchester's Piccadilly and Victoria stations – the Ordsall Chord. The plans will ease a rail bottleneck to the south of Piccadilly station and enable more trains to travel through central Manchester. On completion in late 2016 / early 2017, it will provide:

- Two new fast trains per hour between Manchester Victoria and Liverpool
- Six fast trains, instead of four, an hour between Leeds and Manchester
- Faster journeys between Manchester, Leeds and Liverpool
- A new direct service through Manchester city centre to Manchester Airport
- Faster journey times to Hull, Newcastle and the North East

The application is a key part of the wider Northern Hub programme to deliver up to 700 additional trains on the network every day, providing space for around 44 million passengers a year, whilst stimulating much-needed economic growth. It is estimated the Northern Hub will generate over £4bn worth of economic benefits and create around 20,000 to 30,000 new jobs.

Following 18 months of consultation with local and regional stakeholders, the plans were submitted for consideration to the Transport and Works Act Unit within the Department for Transport. If permission is granted, work is expected to start in late 2014 / early 2015.

Dyan Crowther, Network Rail's route managing director, said: "Britain relies on rail and with demand for rail travel increasing it's essential we invest in the railway to provide a better service for passengers with more trains, additional seats and fewer delays. "Submitting the Ordsall Chord application is a key milestone for the Northern Hub programme. The new viaduct will unlock much-needed capacity on the rail network and deliver faster, more frequent services across the North, as well as stimulating low carbon economic growth."

Waggon und Maschinenbau railbus No. E79960 is seen at the Ribble Steam Railway on September 14th. [Brian Battersby](#)



£220m scheme signals rail progress in the valleys

The largest-ever rail enhancement scheme in Wales has moved another step closer to completion as Network Rail switches on a brand new signalling system to control trains between Cardiff and the Rhymney valley.

This major upgrade transforms the way the valleys railway is operated - from using dated early 20th century signalling systems to powerful computers – and it marks an important milestone achieved in the £220m congestion-busting scheme in the Cardiff and valleys area.

Passengers will benefit from a more reliable rail service in the valleys as the new system could potentially help cut delays by replacing unreliable equipment. The new signalling system also has the capability to handle more trains, therefore supporting a growing railway and helps prepare the network for electrification.

Mark Langman, route managing director for Network Rail Wales/Cymru said: “The progress today heralds the start of a new beginning for the valleys railways which now has a modernised control system and is poised for growth. With the signalling upgrade, we have laid the vital building block to unlock the potential of the rail network in this area.

“We have invested nearly one million work hours in this scheme and we are now working towards completing the next stages of the project to completely transform the Cardiff and valleys railway by 2015. A reliable and robust railway forms a key pillar for a healthy economy and this scheme will help Wales continue to thrive.”

Since 2011, Network Rail has modernised the signalling system controlling the trains on the Vale of Glamorgan network and started work to install new tracks and build new platforms at Tirphil, Caerphilly, Barry stations, Cardiff Queen Street and Cardiff Central.



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DCR's Class 31 190 is seen at the head of 6Z31 Eastleigh - Derby Chaddesden sidings with 3 refurbished wagons. [Stuart Hillis](#)

Hidden tunnel beneath New Street platforms opens for first time in almost 10 years

For the first time in almost ten years, a network of tunnels underneath Birmingham New Street station has been opened by Network Rail to allow West Midlands Fire Service to conduct a live training exercise.

Situated just 4m beneath the station's 12 platforms and spanning 132m in length, the tunnel, which closed in 2004, was previously used for Royal Mail postal trains to transport mail from the station out to regional sorting offices.

Crew Commander Mark Clifton, of Highgate Fire Station White Watch, who organised the exercise, said: "As firefighters we train daily and we were extremely grateful to Network Rail for the chance to test ourselves and our methods in this unusual environment."

"The tunnels were a perfect place to test new breathing apparatus, which can be worn for virtually double the time compared to kit we usually use. "Around 40 firefighters from seven of our stations were involved in the two-hour exercise, which was based on a rescue scenario."

Steve Lewis, Network Rail station manager said: "The tunnel beneath New Street is part of the station's wealth of history and I'm sure the thousands of passengers that travel above have no idea of the maze of tunnels that lie below and across the wider city. We were delighted to be able to offer our colleagues at West Midlands Fire Service the tunnel as an environment for their exercise."

When the station redevelopment completes in 2015, the tunnel will be used by the station's train operating companies to access their staff accommodation and also CrossCountry Trains' national rail catering centre.



Network Rail's New Measurement Train with power cars Nos. 43062 and 43014 pass through Burton on Trent working a Derby RTC - London Euston - Derby RTC round trip on September 3rd. [Stuart Hillis](#)

GB Railfreight to provide test train operations for Class 800/801 trains for the Intercity Express Programme

Hitachi Rail Europe has announced that it has signed a contract with GB Railfreight to provide train operations to facilitate the testing and commissioning of the Class 800 and Class 801 trains for the Great Western Main Line as part of the Intercity Express Programme (IEP).

As part of the contract GB Railfreight will provide locomotives for transit movements and train crew throughout the test programme. The contract will allow for type conformance and performance testing. This includes testing of pantograph performance, internal and external noise testing, as well as tests for running characteristics and braking performance. Electromagnetic compatibility (EMC) testing will ensure that the Class 800/801 trains will not interfere with the infrastructure and other trains operating on the lines.

Keith Jordan, Managing Director, Hitachi Rail Europe said: "Hitachi Rail Europe is dedicated to delivering the Class 800 series trains into service on schedule and for this, it is highly important to have the right partner to support our testing programme. GB Railfreight have shown that they align well with the Intercity Express Programme requirements and locations, offering a highly proactive response to the scenarios we need to test."

John Smith, Managing Director of GB Railfreight, said: "The Class 800/801 units for the IEP programme represent a major step forward in the continued modernisation of the UK railway system. GB Railfreight look forward to working with Hitachi to ensure that these trains are tested and commissioned so that they are ready to deliver better services for UK rail passengers."

GB Railfreight will support Hitachi Rail Europe through the compatibility process in preparation for the start of testing in March 2015.

One of First Great Western’s prestigious named trains is ‘The Cornish Riviera’, the 10:06 departure from Paddington to Penzance, seen here on September 19th slowing for the brief stop at Truro. [Stuart Warr](#)



GB Railfreight expands fleet following latest purchase of locomotives from Electro-Motive

GB Railfreight has announced they have concluded a deal with Electro-Motive Diesel Inc. to purchase a further eight class 66 locomotives. The new locomotives will be delivered by Chicago-based Electro-Motive in August 2014, and GB Railfreight will use the locomotives on biomass and infrastructure railfreight haulage.

GB Railfreight is one of the fastest growing rail freight companies in the UK, and this new purchase will expand GB Railfreight’s current fleet to fifty eight Class 66 locomotives in service. The manufacture and supply agreement was memorably signed by Paul Denton, senior vice president of international sales at Progress Rail, and John Smith, MD of GB Railfreight, at Rannoch Station on the West Highland Railway whilst they took a break from GB Railfreight’s service to Fort William.

The purchase follows the announcement last month that the Office of Rail Regulation had certified for use in the UK three Dutch Class 66 locomotives converted by Electro-Motive.

John Smith, Managing Director of GBRf, said: “GB Railfreight continues to go from strength to strength and this new purchase is a significant step by the company to ensure we meet current and future demand for our services.

“I look forward to working with Electro-Motive in bringing these locomotives and equipment into service. “As demand for rail freight continues to exceed expectations, we need to make sure we have the locomotives to move the freight and the right infrastructure to service this demand.

“It is important that Government and the regulator continue to set the right conditions to encourage investor confidence in the market.”

Paul Denton, Senior Vice President at Progress Rail/EMD, said: “GBRF is a great business success story and Electro Motive Diesel is excited to partner with them to provide additional Class 66 locomotives and locomotive maintenance to meet the growing needs of their customers.”

“John Smith is a visionary entrepreneur with a passion to grow the rail freight business in the UK. EMD appreciates his trust and confidence in selecting our products and services and we look forward to meeting GBRF’s current and future motive power needs.”

Major work to strengthen Hawarden railway bridge starts



A major £5.3m project to make the iconic Hawarden bridge across the River Dee stronger, allowing more trains to cross, is now underway. The main truss of the railway bridge, which was built in 1887, will be strengthened with new steel plates and given a new coat of paint to protect it from corrosion and improve the bridge’s appearance.

Jonathan Pegg, director for route asset management, Network Rail Wales / Cymru said: “By carrying out this work, we are safeguarding the future of the railway in this area. Hawarden railway bridge serves thousands of passengers on the Borderlands line crossing the River Dee every day and this work will keep it going for many more years to come. A robust railway is vital to a thriving economy.”

Cllr Bernie Attridge, Deputy Leader of Flintshire County Council, cabinet member for Environment and Member for Connahs Quay Central said: It is good to see that important ongoing maintenance is to be carried out to Hawarden Railway Bridge to ensure its future life. The bridge continues to provide a vital route for both leisure and work purposes. “

The scheme will see the whole bridge sand blasted to remove old paint layers and then repainted. The work will be carried out in 30 metre sections and the structure will be encapsulated to protect the environment from dust and debris from the work. This iconic bridge was opened in 1889 with the central span designed as a swing bridge to allow shipping to pass.

The bridge has long-provided an important link between Deeside and the original John Summers and Sons steel works. This link now also provides access to the cycleway along the Dee embankment to Chester and to the Burton Point cycleway, improving access to the Wirral coastline.

The work started on 23rd September and is expected to take about 12 months. The public walkway on the bridge will remain open to public throughout the duration of the work.

More seats than ever before on Virgin Trains West Coast line

Tickets are now on sale for journeys using Virgin Trains new timetable which starts on December 8. The new timetable maximises the use of Virgin Trains' recently lengthened Pendolinos, typically delivering 153,000 seats on weekdays.

Phil Bearpark, Virgin Trains Production Director said: 'As the number of people using our highly-rated services grows we need to make sure their journeys are comfortable. We're paying an extra £150 million this year for the four new 11-car Pendolinos and 62 extra Standard carriages we now have in operation. Our new timetable makes the most productive use of that extra capacity to give customers a speedy and enjoyable journey.'

One of the highlights of the new timetable provides new through journey opportunities between the Midlands, North West England and Scotland, with one train an hour running from Euston to Glasgow Central via Birmingham New Street. This adds 4,000 seats a day by substituting Pendolinos for some of the shorter Super Voyager trains currently used on the route north of Wolverhampton.

Now a Freightliner working, Class 70 004 passes through Burton on Trent working the 6Z96 Crewe - Toton engineers with five Network Rail self discharge wagons in tow on September 9th. [Stuart Hillis](#)



First Capital Connect invests £350,000 to give passengers cleaner trains

First Capital Connect (FCC) is investing £350,000 to make its trains cleaner for passengers.

All 221 trains will receive a thorough 'deep clean' in the coming months using new steam cleaning equipment normally deployed in hospitals.

One class 313 three-carriage train is going through the process every day on the Great Northern route to and from Moorgate. So far over 25 trains have been cleaned out of the 44-strong fleet.

The operation is also under way on the Thameslink route between Bedford, Brighton, Wimbledon and Sutton with five class 319 four-carriage trains deep-cleaned so far out of the 86-strong fleet.

This will continue on all other train types across both routes.

As part of the investment, FCC has also employed more cleaners to work on the trains while they are in service during morning and evening peaks on the line into Moorgate and the Wimbledon and Sutton Loop. This is because there is not enough time for a thorough clean when turning around at terminus stations.

Steam cleaning MD

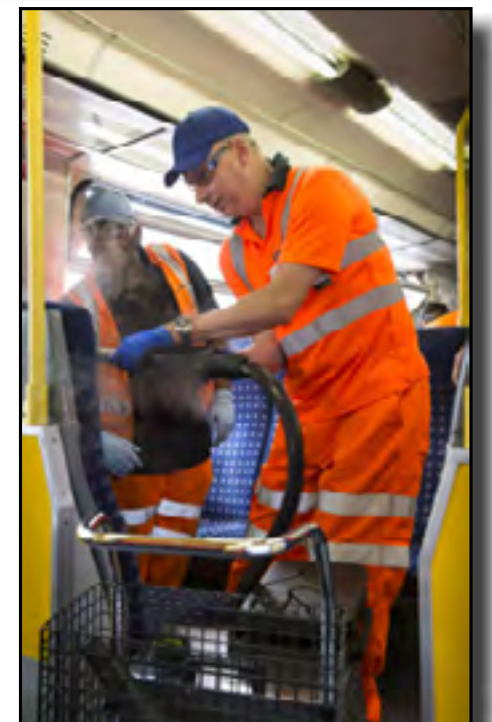
FCC Managing Director David Statham (pictured right) joined a train presentation team to work one of its shifts at Hornsey depot in north London and see the changes first-hand. He washed the outside of a train and – using the new equipment normally used in hospitals – helped steam clean the interior.

David Statham, Managing Director of FCC, said: "Our passengers have told us that we need to make our trains cleaner and I promised to do something about it, which is why we have invested this large sum of money.

"Having been on a shift with a train presentation team for a morning, I can tell you they do a great job. It's hard work to clean a unit - scrubbing luggage racks and steaming upholstery. The new equipment will make it easier for our teams and will give our passengers much cleaner trains.

"Passengers can see our teams at work in our latest video on YouTube which is linked from our new train presentation page on our website."

Passengers will also see further developments in the next few weeks, including the introduction of newspaper recycling 'zones' in the luggage racks next to the doors on class 313 trains.



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.

Well things are a bit different this month, as instead of suggesting somewhere to eat, we are actually naming and shaming an establishment that has failed to make the grade.

This place has been visited by Colin Irwin on more than one occasion and yet still consistently had disappointed him. Colin writes:

The Coffee Station at Hebden Station

Address: Coffee Station, Hebden Bridge Train Station, Station Road, Hebden Bridge, West Yorkshire, HX7 6JE

Located in the picturesque station of Hebden Bridge, “The Coffee Station” attempts to provide a simple service of coffee and bacon sandwiches, this unfortunately takes far too long to get and has been the wrong order on the three times I have visited this location.

I do not write this review out of malice or anger, but due to the appalling service I have received at this place, I feel this needs to be said.

On my first visit I entered the establishment to find multiple prices on the wall and a large sign saying “papers are not for reading, purchase only”, this was a warning of things to come. I ordered a sausage and egg barm and latte, then waited 20 minutes to receive a black coffee and bacon sandwich, I complained to the staff and waited another 20 minutes for this to be rectified.

On my second visit I ordered the same again, but this time I paid an additional £1 for a 3rd sausage and spam. I waited another 20 minutes and received a brown paper sealed up and left for the platform, I opened the bag to find one sausage and what could only be described as a puddle of egg. The third visit resulted in a 30 minute wait and the missing of 2 trains in the process, I was guaranteed that I would make my connection when I ordered the food. I have never been given an apology or any excuse for this terrible service, I am lucky if the staff even talk to me. The Coffee Station has the advantage of being located in a remote area, so there is little alternative for passing trade, but I advise you to avoid this place if you like your order correct and hot. They have been given three opportunities to rectify the problems and haven’t.

If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.

nosh.report@railtalkmagazine.co.uk



In heavy drizzle, Colas Rail’s Class 56 087 roars through Cherry Tree (Blackburn) station hauling 6270 from Riblehead (Virtual Quarry) to Chirk Kronospan with 1500 tonnes of loaded logs on September 2nd. [Dave Felton](#)



EAST COAST UNVEILS PLANS FOR NEW EARLY MORNING SERVICE FROM NEWARK

Train operator East Coast is to introduce a new early morning weekday service from Newark North Gate to London King’s Cross, providing an extra link to the capital for commuters. The new service which will be introduced from Monday 9th December 2013, will arrive into London 31 minutes earlier than the current first service into the capital. It will depart on Mondays to Fridays at 05:35, calling at Grantham (05:47) and Peterborough (06:10), and arriving at London King’s Cross at 07:00. Discount advance booked fares and reservations for the new service opened at www.eastcoast.co.uk on Friday 20th September 2013.

East Coast’s Commercial and Customer Service Director Peter Williams said “We are delighted to introduce this new earlier service from Newark North Gate. We expect it to prove very popular with early morning commuters who need to get into the capital early. “It will also enhance opportunities for our customers to connect with other regional services at stations such as Peterborough.”

This new service from Newark is an extension of the current 05:44 service from Grantham, which was introduced in May 2013. Chief Executive of Newark & Sherwood District Council Andrew Muter, said: “I am delighted that we have a new early service at 05.35. This provides an important option for people who want to arrive in London by 07:00 and offers more choice for business people, commuters and tourists. This additional service just emphasises the strength of Newark’s central position and excellent connections to London and the south-east.”

Michelle Allen, the Chairman of Newark Business Club said “We welcome the introduction of this additional train, which will allow an earlier arrival in London for both business users and commuters. We remain committed to working with East Coast to identify further enhancements to the train service at Newark North Gate.” The new 05.35 Newark to London service is one of a limited number of changes being made to East Coast’s next timetable, which will run from December 2013 to May 2014. It follows the biggest set of changes to the East Coast timetable in 20 years in May 2011 when 31 additional services per week were introduced at Newark, including two additional early morning services to London King’s Cross



Above: Bournemouth's West Cliff Funicular railway opened in 1908 and still sees regular use. However due to a fire service strike in September it was closed.

Dave Harris

Top Right: London Transport model No. 4588 'Sherlock Holmes' is seen in action at the Severn Valley Railway on September 21st.

Class47

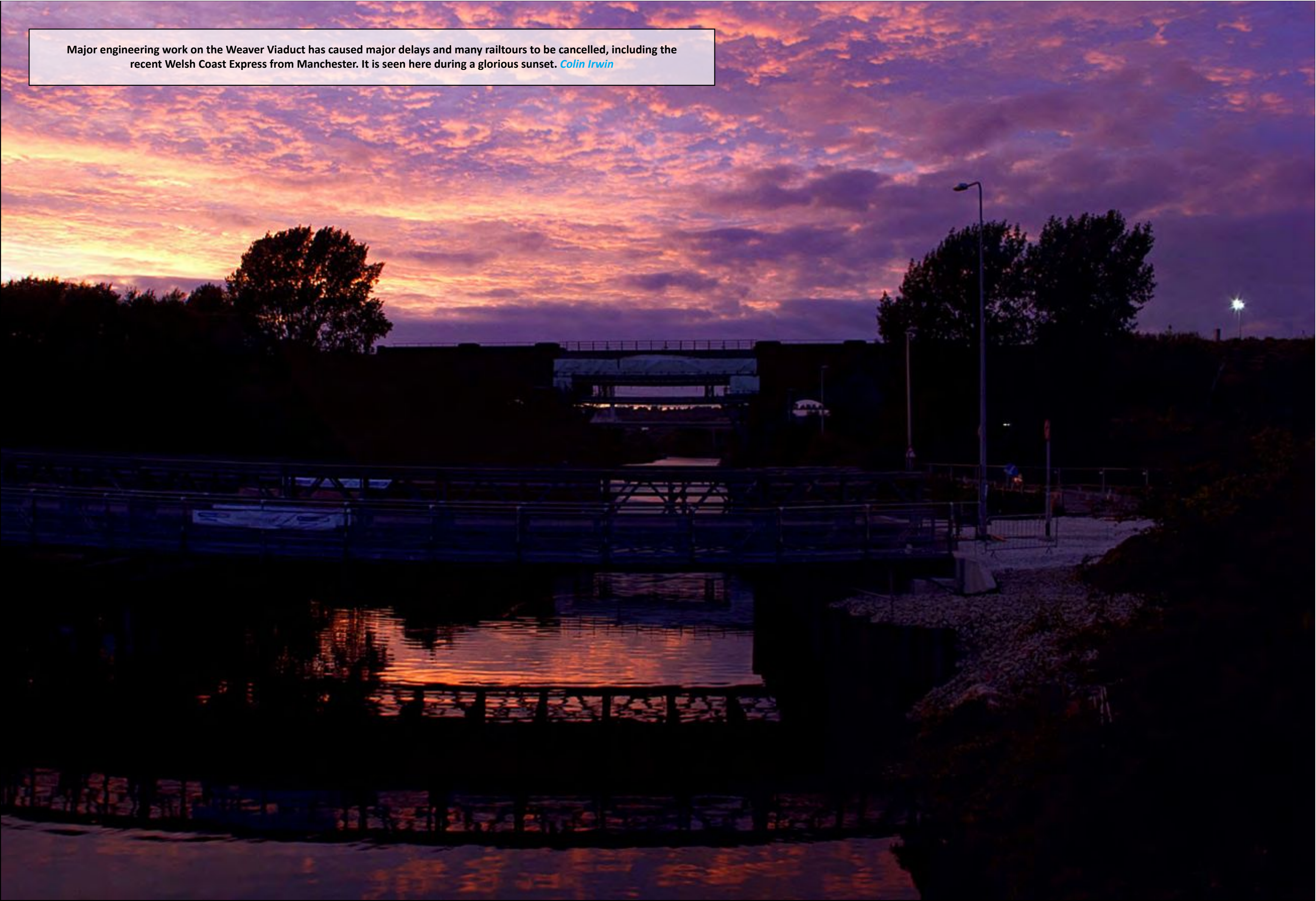
Bottom Right: One of the Bridgnorth Cliff Railway cars makes its descent. The line links the Low Town of Bridgnorth, adjacent to the River Severn, with the High Town, adjacent to the ruins of Bridgnorth Castle.

Richard Hargreaves



A Different View

Major engineering work on the Weaver Viaduct has caused major delays and many railtours to be cancelled, including the recent Welsh Coast Express from Manchester. It is seen here during a glorious sunset. [Colin Irwin](#)



SouthEastern highspeed Javelin Class 395 014 is seen here departing from St. Pancras International with 1J40 the 14:42 service to Margate on September 21st. This view is from the roof of the St. Pancras Waterpoint which was open to the public as part of the London open house weekend. [James Wise](#)



Ribble Steam Railway

Recently restored Andrew Barclay 0-4-0T No. 2261 crosses the swing bridge during the lines Steam Gala on September 14th. [Andy](#)

Preserved Railways





Ribble Steam Railway continued...

Above: Andrew Barclay No. 6 works No. 2261/1949 is seen heading along the banks of the River Ribble on September 14th. [Richard Hargreaves](#)

Top Left: Manning Wardle L Class 0-6-0ST No. 1210 'Sir Berkeley' is seen at the lines Steam Gala on September 14th hauling three Mk1 coaches. [Brian Battersby](#)

Bottom Left: Visiting the line for the gala, Manning Wardle L Class 0-6-0ST No. 1210 'Sir Berkeley', built in 1890 and now based at the Middleton Railway is seen double headed with Andrew Barclay 0-4-0T No. 1147 'John Howe'. [Andy](#)

Below: The last train of the day was formed of 'Sir Berkeley' and 'John Howe' top & tailing a Victorian 4 wheeled passenger coach (ideal since both locos were built in the Victorian era). [Andy](#)



Welsh Highland Railway

Top Left: In murky weather, Garratt No. 87 heads towards Porthmadog through the Glaslyn Pass on the Welsh Highland Railway, August 30th. [Ben Bucki](#)

Bottom Left: Making a return to traffic after overhaul, K1 Class Garratt No. 2 rolls into Dinas with a demonstration freight train of former South African stock, September 7th. [Ben Bucki](#)

Below: Returning to Porthmadog, Ffestinog tanks 'Prince' and 'Palmerston' head towards Plas Y Nant Halt with a train of heritage stock, at the WHR's Superpower Gala on September 8th. [Ben Bucki](#)





Welsh Highland Railway continued...

Top Left: Visiting Peckett 'Harogate' (formerly of the Harrogate Gas Works) sits in the platform at Dinas station having just arrived with the heritage stock service on September 7th. [Ben Bucki](#)

Bottom Left: Visiting from the Ffestiniog, Hunslet 'Lilla' sits in the yard at Dinas station with a footplate experience service, September 7th. [Ben Bucki](#)

Below: Heading for Caernarfon, the recently restored K1 Garratt pilots Garratt No. 87 through the woods near the Glaslyn tunnels with a double-headed train, at the lines Superpower Gala on September 8th. [Ben Bucki](#)



Llangollen Railway

Top Left: LMS Stanier Class 5 4-6-0 No. 44806 arrives at Carrog during the Llangollen steam gala on September 1st. [Colin Irwin](#)

Bottom Left: BR Standard Class 4 2-6-4T No. 80072 departs Carrog and heads towards Llangollen during the steam gala on September 1st. [Colin Irwin](#)

Below: A steam halo is created as BR Standard Class 4 2-6-4T No. 80072 ends the day and reverses back out of Llangollen station on September 1st. [Colin Irwin](#)



Llangollen Railway continued...

Left: Great Western Railway 4-6-0 Manor Class No. 7822
'Foxcote Manor' leads GWR 4-6-0 Manor Class No. 7812
'Erlestoke Manor' as they thrash past Glyndyfrdwy with the second
double header of the day during the Llangollen Railway's steam
gala on September 1st. [Colin Irwin](#)

Below: Great Western Railways 2884 Class 2-8-0 No. 3802 departs
Glyndyfrdwy heading for Carrog on September 1st.
[Colin Irwin](#)



Llangollen Railway continued...

Great Western Railway 4-6-0 Manor Class No. 7822 'Foxcote Manor' leads GWR 2884 Class 2-8-0 No. 3802 as they pass through Berwyn Station with a non stop express to Carrog on September 1st. [Colin Irwin](#)





Statfold Barn Railway

Above: Avonside 'Marchlyn' works No. 2067/1933 and Orenstein & Coppel works No. 614 'PAKIS BARU No. 1' take on water at Oak Tree Halt, September 14th. [Stuart Hillis](#)

Top Left: Hudswell Clarke No. GP39 works No. 1643/1930 in the livery of Surrey County Council Highways Department and Krauss works No. 4055/1899 'SRAGI No. 1' bring their train up to the station. [Stuart Hillis](#)

Bottom Left: Peckett 'Harrogate' works No. 2050/1944 is seen departing Oak Tree Halt with a mixed train on September 14th. [Stuart Hillis](#)

Below: Bagnall 'Isibutu' works No. 2820/1945 is seen on a newly laid section of track with Fowler 'Saccharine' works No. 13355/1914 on the rear. [Stuart Hillis](#)



Statfold Barn Railway *continued...*

Hudswell Clarke No. 19, works No. 3902/1914, in CSR Co. Ltd. livery and Orestein & Coppel No. 10750 'SRAGI No. 14' are seen running around their train in the field section on September 14th. [Stuart Hillis](#)





Great Central Railway

Above: Class 45 041 'Royal Tank Regiment' is seen at Leicester North on September 7th, having arrived with a working from Loughborough. [Andy](#)

Top Left: Class 20 031 is seen on the rear of a service to Leicester North as it departs Quorn and Woodhouse station on September 7th. [Class47](#)

Bottom Left: Class 08 694 and D3101 are seen at Quorn on September 8th, having hauled a DMU from Loughborough. [Andrew Wilson](#)

Below: Class 25 No. D7612 is seen at Loughborough on September 8th. [Andrew Wilson](#)



Great Central Railway *continued...*

Top Left: A very faded Network Rail liveried Class 37 198 is seen at Loughborough on September 7th, waiting its next turn on duty. [Andy](#)

Bottom Left: London Midland and Scottish Railway's 8F class 2-8-0 No. 48624, unique in 8F preservation in that it is the only surviving Southern Railway built example, is seen here at Leicester North having worked a service from Loughborough on September 8th. [Andrew Wilson](#)

Below: Class 20 031 is seen arriving into Rothley on September 7th with a local service from Loughborough. [Class47](#)



Great Central Railway continued...

Class 27 No. D5401 is seen at Leicester North on September 8th. This loco was part of the last batch of Sulzer Type 2s to be produced by Birmingham Railway Carriage & Wagon at Smethwick in July, 1962 with the works number 244 and accepted by BR after initial running trials were completed on 14th July, 1962. [Andrew Wilson](#)



Great Central Railway continued...

Top Left: The Great Central's Class 127 DMU, Nos. 51616 and 51622, arrives into Loughborough on September 7th with a local working to Rothley. [Richard Hargreaves](#)

Bottom Left: Class 27 No. D5401 powers up as it passes the GCR's Class 127 DMU. [Richard Hargreaves](#)

Below: 'Peak' Class 45 No. D123 'Leicestershire and Derbyshire Yeomanry' is seen in the yard at Loughborough on September 7th. [Richard Hargreaves](#)



Peak Rail

Top Left: LMS Fowler 4F No. 44422 is seen in the shed at Rowsley on September 1st. An agreement has been made between The 44422 Locomotive Company Ltd and Peak Rail plc for locomotive 44422 to be based at Rowsley Engine Shed for a period of at least 5 years whilst it undergoes its 10 year overhaul. [Andrew Wilson](#)

Bottom Left: BR Class 14 901 in fictitious BR livery is seen at Rowsley South on September 1st. The loco was built at Swindon Works as No. D9524 in December 1964 and ended its BR career at Landore Depot in April 1969. [Andrew Wilson](#)

Below: Ex BR Class 07 001 is seen in the shed at Rowsley on September 1st. [Andrew Wilson](#)



Pontypool and Blaenavon

During the weekend of September 14th and 15th, the Pontypool & Blaenavon Railway held their Steam Gala with an intensive service throughout both days. One of two locomotives brought in especially for the Gala was LNWR 0-6-2T Coal Tank No. 1054 and it is seen climbing the bank at Forgeside whilst working the 15:10 Blaenavon High Level to Whistle Inn on the first day. *Stuart Warr*



THE SHILLINGSTONE RAILWAY PROJECT

Major Sponsorship Deal Helps Drive Summer Progress at Shillingstone on the 150th Anniversary of the Opening of the Line

Hot on the heels of the substantial donation from model railway manufacturer Bachmann to the North Dorset Railway Trust, the Shillingstone Railway Project is proud to announce that it has secured major sponsorship investment from Meyts Structural Consulting.

Meyts Structural Consulting was set up by Mark Meyts in February 2010 to provide consulting services in structural feasibility and

design for Energy projects around the World. He noted the role that Meyts Structural Consulting would have in the development of the Shillingstone Railway Project: "Meyts Structural Consulting is happy to announce its sponsorship of the Shillingstone Railway Project, part of the exciting plan to rebuild sections of the Somerset & Dorset Railway which ran between Bath and Bournemouth and was closed in 1966. Meyts Structural Consulting provides structural consultancy on the infrastructure of the line, sponsors the purchase of track components, and the purchase and operation of track-laying equipment to reinstate the permanent way at Shillingstone." The Bachmann donation has enabled The Shillingstone Railway Project to add to its on-site equipment with a new dumper truck that will prove to be invaluable in the next major project of relaying more track through the station. The support from Meyts Structural Consulting has allowed the Trust to purchase a road-railer. This is similar to an excavator that can travel on road or rail and is thus invaluable in preparing the ground and relaying track. New sleepers have already been placed into position to extend the current trackwork into the cattle dock area and prepare tramway-type track through the car park area. Elsewhere during the summer a British Railways MK1 coach has been undergoing a thorough restoration and this will provide additional seating for the station café when complete. The station café and shop underwent a major refurbishment during the winter and, with the opening of the Dorset Trailway that passes through Shillingstone and the good weather, the café and shop have been able to report major increases in business during the summer months. This will in turn allow more investment in the restoration and development of Shillingstone station.

The Shillingstone Railway Project is restoring the former Dorset Central station on the famous and iconic Somerset & Dorset Railway. This will recreate the station as it was in the great days of travel by steam train when Shillingstone was on the much-loved and much-missed holiday line from the north down to Bournemouth. None of this is possible without funding and manpower. The Shillingstone Railway Project is entirely reliant on volunteer support to restore the station, develop revenue-earning events and take the Project forwards. The Project welcomes new members whether they are armchair supporters or active working members who can give some of their spare time to help in different areas. Shillingstone Station is located off the Blandford Forum to Sturminster Newton Road. The station is clearly signed shortly before leaving the village of Shillingstone. Photo: © North Dorset Railway Trust





Pontypool and Blaenavon continued...

Above: The 'star of the show' at the Steam Gala was arguably LNWR Class G2 0-8-0 No. 49395, built at Crewe in 1921. This shot sees the 'Super D' working hard in a rare patch of sunlight whilst working the 15:55 freight from Blaenavon High Level to Furnace Sidings on September 14th, about to cross the approach road to the Big Pit Mining Museum to which the railway is connected. [Stuart Warr](#)

Below: Robert Stephenson & Hawthorn 0-6-0ST No. 71515 works the 16:10 Blaenavon High Level to Whistle Inn. This locomotive (Works No. 7169) was built in 1944 and intended for War Department use, but as the Second World War was coming to an end when the locomotive was released from the works, it went to Mechanical Navvies Ltd's Swalwell Coal Disposal Point in County Durham. [Stuart Warr](#)



Great Central Railway Scoops Grant from Biffa Award

Money will pay for improvements and renovations at Quorn & Woodhouse Station

Quorn & Woodhouse station on the award winning Great Central Railway is set for a facelift. The railway's supporting charity has secured a grant of almost fifty thousand pounds from Biffa Award.

Repairs will be made to the grade two listed station staircase, an original 1890s Great Central Railway storage shed will be completely rebuilt and for the first time proper paths for people who use wheel chairs will be provided in the station yard. Managing director of the Great Central Railway, Bill Ford said, "We're are delighted with the grant which will enable us to not only make vital repairs but also significantly improve the experience of our visitors. Working with Biffa Award will really help to protect our Victorian heritage. I would like to thank our funding team who have worked so hard to secure the award. The work will complement our recently developed family café and newly installed turntable." Gillian French, Biffa Award Programme Manager, said: "We are proud to support this project, which will bring to life the story of this rural railway goods yard from the steam era, so that it can be enjoyed by more of the local community as well as visitors from further afield".

Other works at Quorn station will include new signs which will help interpret how a goods yard at a country station worked. Work will begin on the improvements before Christmas.



North Yorks Moors Railway

Top Right: Visiting the line for the diesel gala, Class 55 'Deltic' No. D9009 'Alycidon' is seen arriving into Pickering on September 15th, with the lunchtime dining service from Grosmont. [Andy](#)

Bottom Right: Class 37 264 is seen shortly after departure from Pickering on September 15th with a Grosmont service. [Andy](#)

Below: Another visiting loco for the lines diesel gala is seen here arriving into Pickering with a service from Grosmont, Class 52 'Western' No. D1062 'Western Courier'. [Andy](#)





North Yorks Moors continued...

Above: Class 37 264 arrives into Goathland during the NYMR's 2013 Diesel Gala with a working to Pickering on September 14th. [Alex Thorkildsen](#)

Top Left: British Rail blue liveried Class 31 128 rounds the corner at Beck Hole with a local service for Goathland, September 14th. [Alex Thorkildsen](#)

Below: Class 42 'Warship' No. D821 'Greyhound' clags through the Esk Valley. [Alex Thorkildsen](#)



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

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

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

Membership is open to any persons aged 14 years or older.

Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00



East Lancs Railway

It's a rainy day in Rawtenstall and in the guise of Fowler 3F 0-6-0T No. 47584 which was based at Bury shed (26D) during BR days, No. 47324 drifts past Hardman's Mill with the 14:05 from Bury on September 6th. [Gerald Nicholl](#)



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

East Lancs Railway continued...

Top Right: Class 47 No. D1501 arrives at Bury with a service from Rawtenstall, passing Class 35 No. D7076 on shed, and with both locos in BR green livery recreating a scene from the olden days.

[Michael Lynam](#)

Bottom Right: Class 117 DMU Nos. 51339 and 51382 are seen at Bury with a working to Heywood on September 8th. [Michael Lynam](#)

Below: September 7th/8th was the weekend of the tenth anniversary of the re-opening of the Heywood extension on the East Lancs Railway. Hunslet Austerity 0-6-0ST 'Sapper' departs from Heywood towards Bury.

[Gerald Nicholl](#)



East Lancs Railway continued...

Class 37 324 'Clydebridge' departs from Rawtenstall with the 15:26 service for Bury on September 29th, during the ELR Autumn diesel gala. [Gerald Nicholl](#)





East Lancs Railway continued...

Above: Class 40 No. D335 arrives into Ramsbottom on September 28th with empty stock consisting of a rake of the East Lancs operative DMUs working the Ramsbottom - Bury shuttle. [Michael Lynam](#)

Top Right: BR Class 33 109 is pictured at Ramsbottom station after arriving with the 2E61 09:00 service from Bury on September 28th. [Dave Felton](#)

Bottom Right: BR Class 47 No. D1501 is seen standing in Irwell Vale station hauling the 2J69 10:25 service from Heywood to Rawtenstall at the Autumn Diesel Gala on September 28th. [Dave Felton](#)

Below: On September 28th, Class 37 324 is seen at Ramsbottom waiting to depart with the 2J72 service for Heywood. [Michael Lynam](#)





South Devon Railway

Above: GWR 0-6-0 2251 Class No. 3205 is seen in the sunshine at Buckfastleigh as it runs round its service from Totnes on September 3rd. [Phil Martin](#)

Top Right: Class 37 No. D6737 stands idle in the station yard. [Phil Martin](#)

Bottom Right: Class 09 No. D3721 is seen shunting stock at Buckfastleigh on September 3rd. [Phil Martin](#)

Below: GWR 4-6-0 No. 4920 'Dumbleton Hall' sits patiently in the yard at Buckfastleigh awaiting a general overhaul and boiler repairs. [Phil Martin](#)





Barrow Hill

Above: LNER B1 No. 61264 has been temporarily renumbered to 61002 'Impala', and is seen here in the platform, ready to work one of the trains along the short branch line. [John Alsop](#)

Top Right: LNER A4 No. 4468 'Mallard' is seen 'in steam' at the Barrow Hill Live event on September 28th. [John Alsop](#)

Bottom Right: LNER A1 No. 60163 'Tornado' also attended the Barrow Hill Live event on September 28th. [John Alsop](#)

Below: For the 'Barrow Hill Live' event, East Midlands Trains ran a special shuttle from Chesterfield, seen here arriving into Barrow Hill on September 28th in the form of Class 156 405. [John Alsop](#)



Gloucestershire and Warwickshire Railway

On September 26th, Class 24 081 is seen departing Cheltenham Racecourse with the 16:45 service bound for Toddington. [Lewis Mitchell](#)





Middleton Railway

Above: Fowler 0-4-0 diesel shunter 'Harry' is seen at Park Halt on September 29th. [Michael Lynam](#)

Below: Slough Estates No. 3, a Hudswell Clarke 0-6-0 tank engine built in 1924. is seen working during the lines Autumn Steam Gala on September 29th. [Michael Lynam](#)



The P2 Steam Locomotive Company

THE P2 FOUNDERS CLUB ALREADY HITS 35% in 1 WEEK!

A sensational level of support for membership to the Club designed to raise sufficient funds for the cutting of No. 2007's frames

Within one week of the launch of The P2 Founders Club, The P2 Steam Locomotive Company (charitable status pending), is very pleased to report that it has already raised 35% of the £100,000 pre-launch phase minimum to kick off the project to build Britain's most powerful steam locomotive! In what can only be described as a sensational demonstration of support, 35 of the 100 minimum membership of The Founders Club have already signed up to the objective to raise the funds for the acquisition and cutting of the frames for the Gresley P2 class No. 2007.

Members of the Founders Club each donate £1,000 (in up to four payments of £250 by standing order) allowing the purchase of the steel and subsequent cutting to take place in May 2014. In return for this commitment and as well as being the first contributors to this exciting project, members receive these exclusive benefits:

- Reserved seat on 2007's first main line train
- Reasonable access to 2007 at all times
- Exclusive Founders Club tie
- Opportunity to join one of the teams building 2007
- First choice of components to sponsor
- Special limited edition version (signed/numbered) of the launch painting of 2007
- Special Founds Club day with Tornado

Mark Allatt, Chairman, The P2 Steam Locomotive Company, commented: "We have been overwhelmed by the sheer pace of support for The Founders Club. It's unheard of to generate paid up members to such a proposition so quickly, which can only be a demonstration of the faith in in the team behind this project and desire to see No. 2007 become a reality". He added "It's no simple exercise cutting the frames for a P2, especially given the history around the design. This is why we have invested significant amounts of time and money with our Vampire study to assess the feasibility of the project and implement the necessary changes to the frame design in order to be accepted for main line running on today's railway. We still have spaces in this exclusive club, so if you wish to join please sign up today!"

The mission of the P2 Steam Locomotive Company (P2SLC) is to develop, build and operate an improved Gresley class P2 Mikado steam locomotive for main line and preserved railway use. These 2-8-2 locomotives were the most powerful express passenger locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt by his successor Edward Thompson into ungainly 4-6-2's in 1943/4. The P2SLC will build the 7th member of this class and demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling it to deliver its full potential hauling passenger trains at high speed across the national network.

For more information about the P2 Project and details on how you can join The Founders Club, please visit www.p2steam.com



Class 85 023 heads a northbound liner train past Rugby in August 1986 in a scene almost unrecognisable today.

Chris Morrison

From the Archives

continued...

Right: Class 56 019 and 56 081 head a MGR working through Stafford on March 21st 1998.

Paul Godding

Bottom Left: A single Class 20 potters up Hatton Bank at the Waterman foot crossing in June 1987 with a train of box wagons. The crossing was replaced with a footbridge in 2002 and the line at this point is now mostly hidden by trees. *Chris Morrison*

Bottom Right: Class 25 089 is seen passing through the old Blackburn station with a short tank train on March 5th 1984.

Dave Felton



From the Archives continued...

Left: Class 47 813 is seen departing Bolton with a Glasgow - Birmingham service on July 22nd 1991.

Michael Lynam

Bottom Left: Network South East's Class 411 No. 1530 is seen at London Bridge On March 29th 1997.

Paul Godding

Bottom Right: Class 120 diesel multiple unit No. 51575 is seen stabled at Red Bank Carriage sidings in Cheetham Hill, Manchester on April 23rd 1982.

Dave Felton



From the Archives

continued...

Top Right: Class 37 114 and 37 042 are seen at Talerddig working the 1252 16:20
Aberystwyth - Manchester Piccadilly on May 10th 2003.

Carl Grocott

Bottom Right: Bury unit No. M65459 and M77160 are seen at Manchester Victoria
on June 22nd 1991 in what is now a Metrolink platform.

Michael Lynam

Below: BR Class 503 Electric Multiple Unit No. 59408 stands at Glossop station with a
train for Manchester Piccadilly on August 18th 1983.

Dave Felton



From the Archives continued...

Left: A Central Line 1962 stock train departs from East Acton for Hainault in April 1990. The attractive waiting shelter and narrow platforms are still there today.

Chris Morrison

Bottom Left: A rather bent Class 08 898 is seen at Bescot on June 6th 1995. This loco was eventually cut up in 1998.

Paul Godding

Bottom Right: Class 20 168 and 20 128 are seen at Wigan Springs Branch bringing up the tail of loaded coal from Bickershaw Colliery destined for Fiddlers Ferry on June 26th 1991.

Michael Lynam



From the Archives continued...

BR Class 42 Diesel Locomotive No. D821 'Greyhound' is seen stabled at Stewarts Lane motive power depot on August 6th 1969. [Dave Felton](#)



DCR's Class 56 311 hauls LNER A4 No. 4468 'Mallard' and Class 55 019 'Royal Highland Fusilier' through Milford Jct. with a York NRM to Grantham move in connection with an exhibition at the station. [Andy](#)

