Railtalk | Magazine

Issue 94 | July 2014 | ISSN 1756 - 5030



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Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Co Editor: David
david@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

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Welcome to Issue 94 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Well I'll start this editorial with an apology to the broadband providers that drop the magazine onto your desktops and screens every month. We are really getting so many excellent pictures every month that the job of filling this magazine, or should I say the problem of leaving out photos, gets harder every month. We truly do pride ourselves with the magazine and it would be so easy to have a 300 page magazine full of many more photos but we have to be realistic and I personally think that the magazine can't get any bigger than it already is. So a big thanks to all that have sent in photos this and every month and please do keep sending them. As our tag line says "From the enthusiast, for the enthusiast" and we do appreciate every photo sent in to us, but please realise that we can't possibly use them all.

Moving on... June has been a fantastic month, what more can anyone say really. We have had some excellent weather, combined with some interesting workings on the railway, so no wonder the magazine is the size it is!
Finally, not sure if I've mentioned it before, but DRS' new livery is something special. You have to say, it's a cracking design and all credit to the design team. Do I dare say, one of the best liveries on the Network(?).

So I'm guessing all that's left to say is enjoy the sun and keep sending in your photos!

Andy

This issue wouldn't be possible without: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Geoff Barton, Robert Bates, Brian Battersby, Barry Beeston, Sam Bilner, Matthew Bird, Ben Bucki, Pete Cheshire, Julian Churchill, Liam Coates, John Coleman, Lorenzo D'aniello, Keith Davies, Neil Davies, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Fuller, Jonathan Gill, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Darrel Hendrie, Brian Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Michael Lynam, Steve Madden, Phil Martin, Jonathan McGurk, David Mead, Lewis Mitchell, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, James Passant, Dave Peel, Neil Pugh, Wayne Radford, Charlie Robbins, Gary Smith, Gary S. Smith, Stewart Smith, Daniel Stanbridge, Chris Stanley, Steve Stepney, Craig Stretten, Simon Sugden, CJ Sutcliffe, Alex Thorkildsen, Steve Thompson, Alan Usher, Tim Ward, Stuart Warr, James Wise, Shep Woolley and the guys at RailUK.

Front Cover: Sporting the new DRS livery, Class 37 218 leads 20 312 with the 6E44 Kingmoor - Seaton Carew through Hartlepool on June 26th. Michael J Alderdice

This Page: Network Rail's Class 57 306 is seen here passing Ferry Inn Crossing on June 20th working the 5X19 ECS consisting of Class 319 361. The EMU is on its way to Alllerton depot as part of the transfer of First Capital Connect Class 319s to the Northern Rail franchise. Dave Harris







C.F.P.S. - The East Lancs Stalwart

Above: Class 57 315 enters the ELR at Heywood with 1Z40 having taken over from the Class 40 at Castleton which was on the rear, June 6th. Colin Irwin

Left: Class 40 145 is seen departing from Darwen station hauling the 1Z28, 13:14 from Carnforth to Castleton Ground Frame on June 6th. Dave Felton

Main: On June 6th Class 40 No. 345 passes along the Copy Pit route with the 1Z28 from Carnforth - Castleton. Michael Lynam





C.F.P.S. - The East Lancs Stalwart

Above: Class 40 No. 345 pauses at Stafford with the return working from Oxford to Rawtenstall on June 7th. Phil Martin

Right: Class 40 No. 345 with 1Z40 tour arrives at Castleton Junction on June 6th. Colin Irwin

Main: On June 6th, Class 40 145 passes through Wakefield Kirkgate working the 1Z28 circuitous Carnforth - Heywood GF positioning tour, in order to get the stock onto the East Lancs for the following days railtour. Steve Thompson





C.F.P.S. - The East Lancs Stalwart

Above: Class 57 315 was tagged onto the rear of the tour for both the outward and return workings, seen here passing Swindon. Ken Mumford

Left: Class 40 145 recently repainted into No. 345 works the 1Z40 Castleton - Oxford 'East Lancs Stalwart' past Swindon Village on June 7th. Lewis Mitchell

Main: On June 7th, Class 40 No. 345 (40 145) accelerates away from Oxford with the return leg of the East Lancs Stalwart railtour. Mark Pichowicz





C.F.P.S. - The East Lancs Stalwart

Above: Class 40 No. 345 turns up the power as the tour heads up the West Coast main line through Winwick on June 7th. Colin Irwin

Left: Class 40 145 with the 1Z40 is seen departing Castleton Junction on June 7th. Colin Irwin

Main: Class 40 145 returned to the mainline as No. 345 on 'The East Lancs Stalwart' from Castleton to Oxford on June 7th. The train is pictured passing the well kept GWR station at Hagley on the journey south. Chris Morrison

Pathfinder Tours - The Purbeck Explorer

Class 37 423 'Pride of the Lakes' and 37 402 'Stephen Middlemore '23.1.1954 - 8.6.2013' (with 37 604 bringing up the rear) pass Dean with the return leg of Pathfinder's 'Purbeck Explorer' - Swanage to Stafford, on June 13th. Stewart Smith

Northern Belle

On July 1st, Class 47 790 powers through Bradwell leading 1Z73 Kensington Olympia - Manchester 'Northern Belle'. The station of Milton Keynes can be seen in the distance where the train made a brief pause in its journey. Matthew Bird

Northern Belle

Left: Class 47 790 'Galloway Princess' approaches Leyland station hauling the 1Z45 'Northern Belle', 06:52 from Crewe to Edinburgh with fellow Class member 47 832 'Solway Princess' bringing up the rear of the train on May 31st. Dave Felton

Main: After reversing at Bristol Temple Meads station, Class 47 790 takes the 1Z29 Swansea - Telford Central 'Northern Belle' tour train back through Lawrence Hill station, Bristol on June 8th. Gary S. Smith





Northern Belle

On June 14th/15th the Scunthorpe line had a rare visit from the 'Northern Belle'. Class 47 832 is seen working the ECS early Saturday morning, from Crewe to Cleethorpes, passing Appleby (Pictured above). However the outing proved to be too much for Class 47 832 as it failed on the return journey from Alnmouth. Class 47 853 ran round and took the train forward back to Cleethorpes. This however meant that there were two locomotives on the blocks at Cleethorpes. For the ECS back to Crewe, DRS provided Class 66 427 from Cleethorpes back to Doncaster where the Class 47 would take over from, seen here passing through Scunthorpe (Main) with Class 47 853 and 47 832 on the rear (Top Left).

Steve Thompson



Northern Belle

Left: On June 7th Class 47 832 and 47 790 top'n'tail the 'Northern Belle' through Kemps Eye, Shrewsbury heading to Crewe via Chester Phil Martin

Main: Class 47 853 leads 47 790 past Ashbury Crossing, Shrivenham with a Manchester to Bath Spa (via Oxford and Swindon) outing. Ken Mumford

Railway Touring Company - THE WIZARDS EXPRESS

Right: Great Western No. 5972 'Olton Hall' which of course, has earned it's keep by masquerading as 'Hogwarts Castle' in the 'Harry Potter' films passes through Church Fenton working the 1Z59 York - Manchester Victoria return charter on June 13th. Colin Irwin

Main: GWR Hall Class 4-6-0 No. 5972 as 'Hogwarts Castle' brightens the gloom near Keer Holme soon after leaving Carnforth with the 'Wizards Express' bound for York on June 7th. Gerald Nicholl









Railway Touring Company - THE WIZARDS EXPRESS

Above: The tour became diesel hauled at Hellifield and here West Coast's Class 47 746 can be seen clagging well through Giggleswick. Colin Irwin

Left: On June 7th. GWR Hall Class 4-6-0 No. 5972 'Olton Hall' detaches from the tour at Hellifield and heads back to Carnforth. Colin Irwin

Main: GWR Hall Class 4-6-0 No. 5972 'Olton Hall', or as she's colloquially known 'Hogwarts Castle' is seen crossing Capenwray Viaduct with 'The Wizards Express' from Carnforth - York on June 7th. Colin Irwin

The Three Peaks Challenge

Class 37 602 and 37 605 work 'The Three Peaks Railtour' top'n'tailed with 47 841, on day 3 which was final day, running as 1Z57 Fort William to London Euston seen here passing through Leyland station on June 21st. Alan Naylor

SRPS Railtours - Chester, Llandudno Junction, Bangor and Holyhead

Right: Class 47 854 and 47 804 top'n'tail the 1Z04 Glenrothes to Holyhead S.R.P.S Railtour through Leyland station on June 21st. Alan Naylor

Main: In lovely evening summer sunshine Class 47 804 leads the return working of the charter through Warrington Bank Quay. Brian Battersby



Statesman Rail - The Fellsman

Left: LMS Class 8F No. 48151 works 1Z52 'The Fellsman' from Lancaster to Carlisle through Bamber Bridge on June 25th. Alan Naylor

Main: Seen approaching Aisgill Viaduct, LMS 5XP Class 4-6-0 No. 45699 'Galatea' works the return leg of 'The Fellsman' railtour on June 18th. Shep Woolley

Statesman Rail - The Fellsman

Top Left: LMS Stanier 8F 2-8-0 No. 48151 heads the first mid-week 'Fellsman' of the summer series to Carlisle, passing through Pleasington on June 11th. Gerald Nicholl

Bottom Left: With the failure of LMS Class 8F No. 48151 on June 25th on the outward journey with injector problems, West Coast provided Class 47 580 'County of Essex' to haul 1Z53 the return leg from Carlisle to Lancaster, seen here approaching Langho station. Dave Felton

Below: In late evening sunshine, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' climbs up Hoghton Bank with the return 'Fellsman' on June 18th. Gerald Nicholl











Pathfinder Tours - The Topper Chopper

Above: Class 20 308 and 20 305 pass Bromley Cross with the 1Z21 from Clitheroe - Kirkby, via Blackburn, Darwen, Bolton (rev) Wigan to Kirkby. Michael Lynam

Left: With the infamous Pendle Hill as a backdrop Direct Rail Services Class 20 308 and 20 305 are attached to the rear of 1Z20 Pathfinder Tours 'The Topper Chopper' from Crewe to Clitheroe with Class 37 419 in charge of the train as it pass through Langho on May 31st. Dave Felton

Main: Class 37 419 brings up the rear of the tour as the first passenger train round Todmorden Viaduct Junction powers through Hall i' th' Wood Station. Colin Irwin





Pathfinder Tours - The Topper Chopper

Above: Class 20 308 and 20 305 head the tour through Wigan on May 31st. Steve Stepney

Left: Class 37 419 is seen at Bolton on the rear of the tour at this point heading towards Wigan. Steve Stepney

Main: The pair of Class 20s lead the tour away from Wigan Wallgate, whilst Class 37 419 hangs on the rear. Colin Irwin





Pathfinder Tours - The Topper Chopper

Above: Class 37 419 stands at Wigan Wallgate ready to head along the Kirkby branch. Brian Hewertson

Left: Class 37 419 approaches Rainford with Pathfinders 'Chopper Topper' tour from Crewe to Clitheroe and Kirkby on May 31st. Chris Morrison

Main: Class 20 305 and 20 308 bring up the rear of the 'Chopper Topper' tour, entering the single line to Kirkby at Rainford Junction on May 31st. Chris Morrison





Steam Dreams - The Cathedrals Express

Above: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' heads out of York station for servicing at the NRM. Michael Lynam

Left: A4 pacific No. 60009 'Union of South Africa' races past Balne Lowgate with a Cathedrals Express tour from Southend to York on June 14th. Mark Pichowicz

Main: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' passes Ryther working the Ely - York leg of the Cathedrals Express from Southend on June 14th. CJ Sutcliffe

UK Railtours - THE WHITE ROSE II

Right: Southern West Country Class No. 34046 'Braunton' arrives into York with the 1Z63 London Kings Cross - York on June 14th. Michael Lynam

Main: On June 14th, Southern Railway Bullied Light Pacific West Country Class No. 34046 'Braunton' heads The White Rose II from York - London Kings Cross. This trip was due to be hauled by A4 No. 60019 'Bittern' but the latter locomotive became unavailable allowing for Braunton to step in. CJ Sutcliffe





PMR Tours - THE YORKSHIRE CORONATION

Main: LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland' is seen at York, ready to depart for Scarborough on June 14th. Michael Lynam

Right: LMS Class 8P No. 46233 'Duchess of Sutherland' accelerates away from a water stop at Pontefract Baghill with the tour returning to Lincoln from Scarborough. Mark Pichowicz

Main: LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland' passes Sherburn Jct. with the return leg of 'The Yorkshire Coronation' on June 14th. CJ Sutcliffe





West Coast Railway Co. - The Jacobite

Left: LNE K1 Class 2-6-0 No. 62005 and LMS Class 5MT 4-6-0 No. 45407 stand in Fort William Junction Yard awaiting their turn on duties on 'The Jacobite', June 11th. Neil Pugh

Main: LMS Class 5MT 4-6-0 No. 44871 at the head of "The Jacobite" crosses Glenfinnan Viaduct on June 12th. Neil Pugh



Compass Tours - The Highland Clansman

This Compass tour from Saltburn to Aviemore is seen passing Cowdenbeath on June 6th headed by Class 47 853 and 47 501. The outward run was terminated at Perth however due to late running. Richard Jones



Belmond - The Royal Scotsman

West Coast's Class 37 685 leads 37 516 with The Royal Scotsman at Perth on May 26th. Richard Jones

Pathfinder Tours - The Mazey Day Cornishman

Class 52 No. D1015 'Western Champion' manages to dodge all the sun along the Dawlish sea wall whilst leading Pathfinder Tours 'The Mazey Day Cornishman', 1Z07 Tame Bridge Parkway to Penzance on June 28th. Matthew Bird

Railway Touring Company - The Royal Duchy

On June 29th, LMS Class 5 No. 45407 rounds Langstone Rock working 'The Royal Duchy', 08:12 Bristol Temple Meads to Par. The steam produced has blocked out a lot of what can only be described as a Shanty town in the car park behind the railway acting a base for the engineering gangs still shoring up the sea wall. Matthew Bird

Pathfinder Tours - The Shrewsbury & Chester Explorer

Class 67 025 passes Kempseye, Shrewsbury, with the 1Z25 17:45 Chester - Eastleigh return working on June 7th. Keith Davies





Compass Tours - The Dorset Coast Express

Above: West Coast Rail's Class 47 237 leads the 1Z16 Weymouth - Hereford return tour train away from Dorchester South station, Dorset on June 21st. Gary S. Smith

Left: With not far to go on its mammoth tour of the southern half of England on the longest day of the year, June 21st, West Coast Rail's Class 47 786 leads the 1Z15 Hereford - Weymouth tour train under a new signal gantry that had been installed at Winfrith, Dorset as part of this year's resignalling of the Pool - Moreton line. The train was booked to take eight hours on a route via the West Midlands, the West Coast Main Line and Southampton, and the passengers had only an hour at the seaside town. A direct road journey between Hereford and Weymouth would have taken three hours; a typical timetabled rail journey would have taken four and a half hours. Gary S. Smith

Main: A tidy looking 47 786 passes Ashton working 1Z15 Hereford to Weymouth on June 21st. Matthew Bird

NENTA Tours - Settle & Wensleydale Circular

Right and Main: Class 47 746 top'n'tailed with 47 580 are seen at Doncaster on May 31st with the outward working of this Norwich to Carlisle railtour. Class47



Retro Railtours - The Retro Electric Scot

Left: Class 92 041 is seen at Preston after arriving with the return working of the tour from Edinburgh. Class 66 060 would be attached to the train here once again for the trip back to Crewe, via Huddersfield and Stalybridge. Class47

Main: Class 66 060 is seen climbing Hoghton bank at Hoghton Bottoms hauling 1Z66 Retro Railtours 'The Retro Electric Scot' which was due to run from Crewe to Edinburgh Waverley, but was started from Stockport due to an Arriva Trains Wales Class 150 failing across the south junction at Crewe June 28th. Dave Felton

Steam Dreams - The Cathedrals Express

Right: In typical Yorkshire Dales blowing mist, LMS Stanier 8F 2-8-0 No. 48151 crosses the River Ribble and digs into the gradient with the Cathedrals Express to Carlisle near Helwith Bridge on June 5th. Gerald Nicholl

Main: LMS 8F Class No. 48151 accelerates away from Settle with the northbound 'Cathedrals Express'. Shep Woolley





Statesman Rail - THE SCARBOROUGH STEAM SPECIAL

On May 17th, Class 47 580 'County of Essex' passes Kirkham Abbey with the 'The Scarborough Steam Special' charter from Skegness to the seaside town. Colin Irwin

Statesman Rail - The Settle & Carlisle Statesman

Right: Class 57 313 brings up the rear as the return working passes through Wigan on May 31st. Colin Irwin

Main: West Coast Railway Class 57 313 hauling the 1Z68 Statesman Rail 'The Settle & Carlisle Statesman' from Hereford to Carlisle passes through Leyland station with fellow Class member 57 316 attached to the rear of the train on May 31st. Dave Felton

Pathfinder Tours - The Scenic Settler

Right: Class 70 002 leads Class 66 135 working the 1Z71 Carlisle to Eastleigh return charter through Leyland station on June 21st. Alan Naylor

Main : Further down the line, the pair are seen heading through Warrington Bank Quay with the return working of this charter to Eastleigh on June 21st. Brian Battersby

Railway Touring Company - The Southern Irishman

The Railway Touring Company's excursion on May 31st had the grand title of 'The Southern Irishman' and originated at Birmingham International with diesel haulage as far as Pengam Sidings in Cardiff where ex-GWR Castle Class 4-6-0 No. 5029 'Nunney Castle' took the train west to Carmarthen for a break of about 1 hour. From there a diesel hauled the train, with No. 5029 on the rear to Fishguard Harbour where there was another break before steam returned the special to Pengam Sidings and the train returned to the Midlands in the capable hands of a diesel. This shot shows No. 5029 crossing Ynysforgan Viaduct on the Swansea District Line on the Cardiff to Carmarthen leg of the journey. Stuart Warr

Railway Touring Company - THE SEAFORD - BRIGHTON - RAILWAY 150

West Coast's Class 33 207 'Jim Martin' is seen on the rear of 1Z46 Seaford 150 railtour from Seaford to London Victoria as it passes through East Croydon during a downpour on June 7th. Stuart Warr

Steam Dreams - The Cathedrals Express

Stanier Black 5 No. 44932 is seen at Church Brampton making light work of the 1Z86 Rugby to Salisbury 'Cathedrals Express' on dull and damp May 29th. Derek Elston

Belmond - V.S.O.E. British Pullman

In between heavy showers the British Pullman with Southern Merchant Navy Class No. 35028 'Clan Line' on the front, ends its journey nearing London Victoria with the iconic Battersea Power Station in the background. Colin Irwin

Steam Dreams - The Cathedrals Express

On June 26th, Steam Dream's Cathedrals Express from London Victoria to Weymouth with BR(SR) Rebuilt Bulleid Light Pacific locomotive No. 34046 'Braunton' in charge passes the shrubs at Eastleigh. Wayne Radford

Vintage Trains - THE SEASIDE FLYER

GWR Castle No. 5043 'Earl of Mount Edgcumbe' passes Deganwy signal box with the 13:22 ECS of Vintage Trains 'Seaside Flyer' from Llandudno to Llandudno Junction on May 24th.
Chris Morrison

Statesman Rail - The Beamish & Durham Statesman

Left: On June 7th, the 1Z66 returning from Newcastle to Swindon featured Class 57 313 and 57 316 in the usual top and tail mode, neither of which have been WC'd as yet, still sporting the blue livery of their previous operator. After being thick cloud with rain right up to our arrival, the (whisper it!) sun came out, and more or less stayed out as the tour is seen passing through Church Fenton. Steve Thompson

Main: Class 57 313 is seen working the outward Statesman tour as it passes through Milford Jct., heading northwards on June 7th (Class 57 316 was on the rear). Colin Irwin

Steam Dreams - The Cathedrals Express

LMS Stanier Class 5 4-6-0 No. 44932 passes the River Test at Redbridge working the Cathedrals Express on June 1st from London Victoria to Yeovil Jct.. Stewart Smith



ECS and Light Engine Moves

Left: West Coast's Class 57 314 and 47 245 head north through Euxton Balshaw Lane on June 17th with a loco move from Southall - Carnforth. Michael Lynam

Main: Gresley K4 2-6-0 No. 61994 'The Great Marquess' passes the abandoned platform at Sowerby Bridge running between the ELR and the NRM at York via the Calder Valley on June 23rd. Gerald Nicholl



ECS and Light Engine Moves

Left: A gleaming Class 40 No. 345 passes through Bolton on her way to Carnforth, June 6th. Steve Stepney

Main: On June 2nd, near Gargrave, Stanier 8F No. 48151 pilots No. 45699 'Galatea' and No. 46115 'Scots Guardsman' back to Carnforth from the West Coast Railways gala at the Mid-Norfolk Railway. Gerald Nicholl

ECS and Light Engine Moves

Left: West Coast's Class 33 029 heads north through Wigan North Western on June 5th, with a support coach and Tangmere in tow running from Southall - Carnforth. Michael Lynam

Main: Class 40 145 drags 50 015 through Deansgate, heading to Longsight for the Class 50 to have its wheels turned, June 10th. Colin Irwin

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Pictures: Arriva Trains Wales

The ATW premier WAG set is seen here at Winwick Jct. with Class 67 003 propelling the train working 1Z67 Chester to Longsight test train on June 8th. This test train from Chester to Man Piccadilly was to make sure it fits on all the station platforms and if successful will work the 1H82 Holyhead - Manchester Piccadilly and 1D31 evening peak return from the December timetable. Dave Harris

Right: Another shot of Class 67 003 and DVT No. 82307 working a test run from Chester to Manchester Longsight in conjunction with a new WAG service from Holyhead to Manchester. Seen here at Manchester Oxford Road on June 8th. Steve Stepney

Main: Class 67 003 passes Bomere Heath on June 12th with the 1V31, 05:33 Holyhead - Cardiff General WAG express. Keith Davies



Chiltern Railways





Above: Class 67 017 'Arrow' has charge of the 18:15 Marylebone to Kidderminster as it passes Kings Sutton on June 12th. Derek Elston

Left: Class 67 018 "Keith Heller" arrives at Leamington Spa with the 1R37 London Marylebone to Birmingham Moor St. service on June 17th. Dave Harris

Main: Class 67 013 "Dyfrbont Pontcysyllte" departs Leamington Spa with the 1R48 London Marylebone to Birmingham Moor St. service on June 17th. Dave Harris

Colas Rail

Class 70 805 working the 6M50 Westbury - Bescot infrastructure train is seen here passing Leamington Spa on June 17th. Dave Harris





Above: Class 66 847 runs through Preston Boats with an early running 6C37, 10:30 Chirk Kronospan - Carlisle Yard on June 8th. Keith Davies

Right: Class 56 094 waits for a Pendolino to pass at Wigan North Western, whilst working on the northbound empty logs, heading for Carlisle on May 31st. Colin Irwin

Main: On June 5th, Class 56 105 approaches Winwick Jct. hauling the 6S96 Sinfin - Grangemouth tanks. Dave Herris



Above: On June 12th, Class 56 113 passes Cheney Longville with the Baglan Bay - Chirk loaded logs train. Phil Martin



Right: On June 3rd, Class 70 810, on its maiden run from Liverpool Seaforth CT - Bescot up engineers sidings, speeds through Winwick Jct. Michael Lynam

Main: Class 56 113 heads through Long Gardens with the 6V54, 13:15 Chirk Kronospan - Baglan Bay empty logs on June 13th. Keith Davies







Above: On June 5th, Class 56 105 heads the weekly Sinfin Sidings - Grangemouth empty oil tanks through Wigan North Western. Michael Lynam

Right: On June 19th, Class 56 113 climbs Hencote Bank, Shrewsbury with the 6Z66, 1030 Llanwern - Crewe C.S. Keith Davies

Main: Class 56 113 passes through Dawlish on June 26th working the Teingrace to Chirk loaded logs. Paul Godding





Above: Class 66 847 hauling the Carlisle - Chirk log train, passes through Wigan North Western on June 5th. Michael Lynam

Left: Class 47 727 heads north through Euxton Balshaw Lane on June 11th with the 6Z56 Long Marston - Grangemouth Ineos empty oil tanks. Michael Lynam

Main: Class 66 850 climbs Battlefield Bank, Shrewsbury with the 6M54, 14:55 Baglan Bay - Chirk Kronospan logs on June 19th. Keith Davies





Above: On June 13th, Class 66 847 sits at Ribblehead having its train loaded with logs, destined for Chirk. Michael Lynam

Left: Class 47 739 passes Carnforth heading northbound with a rake of tanks on June 11th. Colin Irwin

Main: Class 66 847 passes Gobowen on June 22nd working the Chirk - Carlisle empty timber. The Class 66s seem to have returned to the log trains to/from Chirk in recent weeks. Phil Martin



Above: Class 70 802 leads the Hoo Junction to Eastleigh made up of just two vehicles, seen here passing through Clapham Junction on June 10th. Derek Elston

Right: Class 66 847 passes through the Cherry Tree area of Blackburn hauling 6V37, 14:40 Ribblehead (Virtual Quarry) to Chirk Kronospan log train on June 20th. Dave Felton

Main: Fresh out of refurbishment, Class 60 087 passes Burton on June 2nd with Class 86 701 in tow working 0Z86 Barrow Hill - Washwood Heath. Stuart Hillis

DB Schenker's fleet





Above: Class 66 054 heads an Immingham BSC - Santon Ore train through Barnetby on June 2nd. Michael Lynam

Left: On June 18th, Class 60 092 passes Ashburys with the 09:54 Peak Forest Cemex Sdgs to Hope St. Peakstone P. Sdgs. Colin Irwin

Main: The 6M52, 11.32 Southampton Docks to Castle Bromwich empty car carriers passes Kings Sutton behind Class 66 188 on June 12th. Derek Elston

Class 60 044 (with 60 040 dead in tow) passes Kempesye Shrewsbury with the 6Z60, 13:55 Warrington Arpley - Margam steel empties on June 27th. Keith Davies





Above: Class 60 035 heads a Santon - Immingham BSC empty ore train, seen approaching Barnetby on June 2nd. Michael Lynam

Left: On June 11th, Class 66 207 heads through Kidderminster with a Margam bound steel working. Richard Hargreaves

Main: Class 60 011 climbs Hencote Bank, Shrewsbury working the 6M86, 12:30 Margam - Dee Marsh steel on June 12th. Keith Davies

Above: Class 60 035 approaches Castleton with the 16:05 Seaforth C.T. Mdhc (EWS) to Tinsley S.S. on June 6th. Colin Irwin

Left: Class 60 099 heads through Sutton Bridge Jct. with the 6V75, 09:30 Dee Marsh - Margam steel on June 13th. Keith Davies

Main: Class 60 015 coasts down Copy Pit incline hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on June 23rd. Dave Felton

A nice bit of evening sun at Appleby on June 20th brought forth this view of Class 60 017 working the 6T28 Immingham Bulk Terminal - Santon FOT iron ore. Steve Thompson



Above: Class 60 059 'Swinden Dalesman' passes The East Lancashire Sailing Club reservoir at Rishton hauling 6E32 from Preston Docks to Lindsey oil terminal on June 18th. Dave Felton



Right: Class 66 035 heads south through Milford Jct. on June 14th with a rake of ballast wagons. Colin Irwin

Main: Class 60 100 passes Burton on Trent in the sunshine on June 12th working the 6M00 Humber - Kingsbury loaded oils. Stuart Hillis





Above: Class 60 007 passes through Winwick Jct. on June 3rd working a Liverpool Bulk Terminal - Fiddlers Ferry coal. Michael Lynam

Left: Class 92 019 heads a southbound Mossend - Daventry intermodal through Preston on June 16th. Michael Lynam

Main: On June 2nd, Class 66 099 waits at Milford Jct. whilst working the 11:06 Drax Power Station to Gascoigne Wood Sidings. Colin Irwin





Above: Class 60 062 'Stainless Pioneer' with the 6E32 Preston Dock's discharged bitumen tanks to Lindsey oil refinery passes through Pleasington on June 28th. Chris Stanley

Left: Class 66 024 working the 6M00 Humber - Kingsbury loaded oil tanks passes through Burton on June 20th. Stuart Hillis

Main: Class 66 021 leads the 10:17 Scunthorpe Trent to Eastleigh East Yard rail train through Grimsbury Green on June 12th. Derek Elston





Above: Class 60 039 works the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Bamber Bridge on June 25th. Alan Naylor

Left: Class 66 061 approaching Pleasington station hauling the 6Z94, 05:30 Avonmouth Hansons Siding to Clitheroe Castle Cement with empty cement tanks on June 17th. Dave Felton

Main: Class 66 103 heads the 4M00 Carlisle - Clitheroe empty cement tanks through Helwith Bridge on June 18th. Michael Lynam





Above: Class 92 039 heads a northbound liner through Acton Bridge on June 26th. Brian Battersby

Right: Class 67 026 'Diamond Jubilee' passes Gospel Oak running light engine from London Gateway to Willesden Yard on June 10th. Derek Elston

Main: Class 60 074 is seen at the head of 6M00 Humber - Kingsbury oil tanks, passing through Burton on June 5th. Stuart Hillis



On June 13th, Class 66 015 passes Llangewydd with an East Usk - Margam steel working. Lewis Mitchell

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

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- *Make a donation*
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C58LG
Class 58 Locomotive Group

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Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!





Above: Class 66 040 passes through Pleasington with an engineers from Crewe - Kirkby Stephen with 66 094 on the rear, June 18th. Michael Lynam

Right: Class 66 127 reaches the summit of the climb from Blackburn passing through the Brownhill area of the town hauling 6Z94 from Avonmouth to Castle Cement at Clitheroe on June 3rd. Dave Felton

Main: Class 66 030 drags 60 054, 92 005 and 92 039 working a Carlisle to Arpley sidings light engine movement through Balshaw Lane Junction on June 22nd. Alan Naylor





Above: Class 60 065 hauls a rake of on empty tanks from Kingsbury - Humber through Stenson Jct. on June 9th. Phil Martin

Left: Class 60 001 working the 6E08 Wolverhampton - Immingham covered steel carriers, passes Burton on Trent, June 5th. Stuart Hillis

Main: Class 66 127 heads the 6Z94 Avonmouth - Clitheroe empty cement tanks through Winwick Jct. on June 3rd. Michael Lynam





Above: Class 92 041 heads south through Winwick Jct. with a Mossend - Daventry Intermodal on June 7th. Michael Lynam

Left: Class 66 185 heads through Appleby on June 20th working the 6C80 Immingham Bulk Terminal - Scunthorpe CHP coal. Steve Thompson

Main: Class 66 030 heads a northbound engineers working through Warrington Bank Quay on June 21st, heading from Crewe to Penrith. Brian Battersby







Above: On June 23rd, Class 66 043 passes through a sunny Appleby working the 6H20 Immingham - Drax Biomass. Steve Thompson

Right: Class 66 207 passes Dorrington on June 7th working the 6M60 Newport - Bescot clay. Phil Martin

Main: Class 92 037 heads a Mossend - Daventry intermodal through Winwick Jct. on June 2nd. Michael Lynam

On June 21st, Class 60 079 passes Aspley Guise working the 6H10, 11:30 Bletchley RMC - Peak Forest
Lorenzo D'aniello





Above: On June 25th, Class 66 094 is seen slogging away as it passes through Scunthorpe working the 6V04 bin train from Scunthorpe Goods Yard to Southall Yard. Steve Thompson

Right: On June 7th, Class 92 002 heads north through Winwick Jct. with the Dollands Moor - Irvine Caledonian Paper China Clay train. Michael Lynam

Main: On June 25th, still going strong is EWS liveried Class 60 035 seen here working the 6D80 Neville Hill - Lindsey discharged fuel tanks, passing Frodingham Jct., Scunthorpe. Steve Thompson





Above: On June 11th, Class 60 074 'Teenage Spirit' hauls the 6E41 Westerleigh - Lindsey oil tanks through Burton on Trent. Stuart Hillis

Right: On June 27th, Class 60 065 'Spirit of Jaguar' passes Aberthaw working the 4V01 Hope - Cwmbargoed empty coal. Lewis Mitchell

Main: Class 60 015 is seen standing in Blackburn station good loop in charge of the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on June 23rd. Dave Felton



Above: Class 60 044 passes Stenson Jct. on June 9th hauling a rake of loaded tanks heading for Kingsbury. Phil Martin



Right: Class 66 204 starts the descent into Blackburn after passing Ramsgreave and Wilpshire station hauling the 6Z76, 12:40 New Biggin British Gypsum to Arpley Sidings empty gypsum on June 23rd. Dave Felton

Main: Class 60 039 waits to cross Strand Road in Preston hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on June 6th. Dave Felton

Class 60 079 passes through Fenny Stratford having just started its journey, on the 6H10 from Bletchley to Peak Forest, June 21st. Matthew Bird

Direct Rail Services



Class 20 312 and 37 218 working the 6E44 Kingmoor - Seaton Carew PS flask on June 30th are seen arriving at Seaton Carew with Flask 29 and DRSL 92736 PFA Container Flat. Michael J. Alderdice

Above: Class 20 304 and 57 007 take a southbound flask working through Acton Bridge on June 26th. Brian Battersby

Right: On June 2nd, Spanish-built Class 68 004 was sent light to the Daventry International Railfreight Terminal. The Class 68 loco then lead the 4S44 intermodal to Coatbridge which it took as far as Basford Hall. The train is seen passing Bishton, Staffordshire as it rushes towards Colwich Jct. Stable-mate Class 66 305 was behind the Class 68 and would continue with the train into Scotland. Gary S. Smith

Main: Class 37 425 is seen arriving into Scunthorpe on June 25th with the 2Z02 saloon job, returning to York after giving 'Caroline' a good tour around. Steve Thompson

Class 37 423 'Spirit of the Lakes' (with 37 604 on the rear) passes Briton Ferry on June 20th with the 1Q13 Landore - Crewe. Lewis Mitchell





Above: Class 92 039, currently on hire to Direct Rail Services, passes through Preston station hauling the 4M25, 06:05 Mossend Euroterminal to Daventry on June 27th. Dave Felton

Left: Class 66 301 passes Upper Battlefield with the 4V38, 09:34 diverted Daventry DRS (Malcolm W.H.) - Wentloog FLT on June 22nd. Keith Davies

Main: A DRS delivery run on June 11th with Class 37 423 conveying 68 006, 68 007 and 68 008 from Liverpool Gladstone Dock - Crewe Gresty Bridge DRS, seen here passing Winwick Jct. Michael Lynam





Above: On June 5th, Class 57 012 and 57 009 running light as 0K05 (normally 6K05 with wagons) passes through Wigan North Western heading from Carlisle - Crewe. Michael Lynam

Right: On May 29th, Class 66 426 storms through Stafford in charge of an infrastructure train from Mountsorrel Sidings to Crewe Basford Hall. Michael Lynam

Main: On May 30th, Class 68 004 'Rapid' with 66 433 is seen working the 4S44 Daventry - Coatbridge through Lichfield Trent Valley station. The Class 68 was being used for driver training, and was detached at Crewe. Stuart Hillis



Above: Class 37 402 and 66 433 storm through Blackburn working 0K05 Carlisle NY to Crewe Basford Hall light engine movement on June 12th. Dave Felton



Right: Class 37 606 is seen at Hellifield on May 28th on a route learning run from Carlisle and return. Eddie Emmott

Main: Class 57 307 drags Class 221 144 through Balshaw Lane Jct. working the 5Z21 Polmadie car M.D to Barton under Needwood R.S.M.D on June 22nd. Alan Naylor



Above: Class 66 304 heads the daily 6K05 Carlisle - Crewe infrastructure train through Cherry Tree on June 17th. Michael Lynam

Right: Sporting the new DRS livery Class 37 218 with 37 612 work the 6K73 Sellafield B.N.F to Crewe coal sidings through Leyland station on June 21st. Alan Naylor

Main: Class 92 003 heads the daily 'TESCO EXPRESS' from Daventy - Mossend through Preston on June 3rd. Michael Lynam

East Coast



Above: On June 6th, Class 08 853 shunts Class 91 125 into the works at Doncaster. Steve Thompson

Right: An East Coast HST is seen working the 1S20 14:00 London Kings Cross to Aberdeen service through Ozendyke on June 14th. Colin Irwin

Main: Class 91 126 approaches Colton Jct. on May 31st with a London Kings Cross - Edinburgh service. Class47





First Great Western





Above: Part of the franchise of First Great Western is to provide two services linking London Paddington with Pembroke Dock and return on summer Saturdays, primarily aimed at the holiday makers bound to and from Tenby, South Wales' most famous seaside resort; the train is known as the Pembroke Coast Express. On May 31st we see power car No. 43020 leading 1L62, the 10:01 Pembroke Dock to London Paddington at Gowerton (between Swansea and Llanelli). Stuart Warr

Left: Running about 10 mins late, power car No. 43127 working the 1C77 10:06 London Paddington - Penzance speeds through Starcross on May 4th. Barry Beeston

Main: Network Rail's Class 57 305 is seen parked up in First Great Western's Long Rock depot at Penzance awaiting to work the 1A40 21:45 Penzance - London Paddington Night Rivera on June 4th. Steve Andrews





Above: On June 22nd, power car No. 43174 passes through Dawlish leading the 1C15 London Paddington to Plymouth service. Paul Godding

Right: Class 57 605 is seen working the 2E75 Par to Exeter service on June 7th. Steve Andrews

Main: The latest branding to adorn a FGW power car is seen at Dawlish as Plymouth liveried No. 43163 leads a Penzance - London Paddington service along the sea wall on June 26th. Paul Godding





Above: On June 26th, power car No. 43193 is seen on the rear of a London Paddington - Plymouth service as it passes along the sea wall at Dawlish. Paul Godding

Right: Power car No. 43165 passes through Teignmouth leading the 1A82 Paignton to London Paddington service on June 23rd. Paul Godding

Main: Class 57 605 'Totnes Castle' is seen working the down 2C51 17:50 Exeter St. Davids - Penzance, passing through the old Chacewater station just outside Truro on June 21st. Barry Beeston

Freightliner



Above: On June 18th, Class 66 589 passes through Manchester Piccadilly working the 03:48 Southampton M.C.T. to Trafford Park F.L.T. Colin Irwin



Right: On June 21st, Class 66 557 speeds through Warrington Bank Quay with an evening engineers working from Crewe to Penrith. Class47

Main: Class 66 545 passes Steel Heath working the 4V58, 13:45 Fiddlers Ferry power station - Stoke Gifford on June 23rd. Keith Davies





Above: Class 66 621 passes Sharpstones Lane, Baystan Hill, Shrewsbury with a loaded cement working from Tunstead - Westbury, June 22nd. Phil Martin

Right: Class 66 510 passes Ozendyke with the 13:23 Cottam Power Station (Fhh) to York Holgate Siding (Flhh), June 14th. Colin Irwin

Main: On June 22nd, Class 66 621 heads through Long Gardens with the 6V82, 13:54 Tunstead - Westbury Lafarge cement tanks. Keith Davies

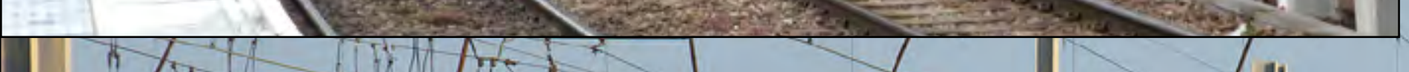




Above: On June 7th, Class 66 565 heads through Church Fenton working the 6M00 Oxwellmains - Bredbury bin train (the one that used to go to Roxby). Steve Thompson

Left: On May 29th, Class 86 613 and 86 605 in charge of a Tilbury - Crewe freightliner pass through Stafford. Michael Lynam

Main: Class 66 557 passes through Warrington Bank Quay on June 21st working a Crewe to Carlisle engineers train. Brian Battersby









Above: Class 70 001 heads through Stalybridge on June 14th with a Leeds to Crewe working. Brian Hewertson

Left: Class 66 607 climbs Hencote Bank, Shrewsbury hauling the 6Y55, 19:00 Crewe Basford Hall - Wrexham General engineers train on June 18th. Keith Davies

Main: On June 25th, Class 66 613 passes through Newton Abbot working the 6W70 to Westbury. Paul Godding





Above: Class 70 016 is seen in charge of the 4O09, 10:12 Trafford Park FLT to Southampton as it approaches Banbury on June 12th. Derek Elston

Right: On June 5th, Class 66 420 heads a Trafford Park - Southampton service, seen passing between Manchester Oxford Road and Piccadilly stations. Michael Lynam

Main: Class 66 956 is pictured at Kempseye, Shrewsbury working the 4V58, 13:45 Fiddlers Ferry power station - Stoke Gifford coal empties on June 18th. Keith Davies

Class 86 637 and 86 614 are seen departing Coatbridge Central working the 4M74 Coatbridge - Crewe on June 18th. Michael J Alderdice





Above: On June 12th, Class 66 514 passes Battlefield working the 6V58, 13:45 Fiddlers Ferry power station - Stoke Gifford coal empties. Keith Davies

Right: Class 66 516 passes through Northampton with the 10:08 Lawley Street FLT to Felixtowe North liner, June 5th. Derek Elston

Main: Class 66 570 leads the 14:13 Southampton M.T.C to Hams Hall Parsec through Kings Sutton on June 12th. Derek Elston



Above: Class 70 003 top'n'tailed with 66 535 passes Walcote with the 6Y52, 12:36 Crewe Basford Hall - Wrexham General engineers working on June 22nd. Keith Davies

Right: Major rarity time! The first loaded coal train hauled out of Immingham by a Class 70! Class 70 001 had worked in late on June 25th on empties and should have gone out in the early hours. For some reason, possibly associated with driver availability, the loaded train was set back into the yard until mid-morning, when it finally set off as 6R61 to Drax. Seen here setting off out of the Down Goods at Frodingham Jct. and forging up the grade towards Scunthorpe Station, sounding much like a locomotive ought to do! Steve Thompson



Main: Class 70 016 at head of the 4O55 Leeds - Southampton liner passes Burton on Trent, June 5th. Stuart Hillis



GBRf





Above: A colourful Class 66 720 passes through Winwick Jct. on June 3rd working a Biomass train from Ironbridge - Liverpool Bulk Terminal. Michael Lynam

Left: Class 66 709 leads 66 721 past Church Fenton with the 12:10 Tyne Coal Terminal Gbrf to Drax Aes (Gbrf) working on June 7th. Colin Irwin

Main: Class 66 738 heads past Upton on June 10th working the 6G60 Liverpool - Ironbridge loaded Biomass. Phil Martin





Above: Class 66 710, 66 751 and 66 747 stand at Doncaster Down Decoy Royal Mail Terminal on June 1st. Alex Thorkildsen

Left: On June 12th, Class 66 721 heads a Middleton Towers - Monk Bretton Redfearns sand hoppers working through Doncaster. Michael Lynam

Main: On hire to GBRf, Class 57 306 passes through Warrington Bank Quay on June 21st in the evening sunshine, heading an engineers working to Penrith. Class47





Above: Class 66 732 heads a Drax Aes - Doncaster Down Decoy Gypsum working through Doncaster on June 12th. Michael Lynam

Right: Class 47 815 'Great Western' powers way from Kirk Sandall Loop working Barnby Dun Glassworks (just to the right) to Doncaster Down Decoy, June 1st. Alex Thorkildsen

Main: Class 66 737 is seen working the Fort William to North Blyth Alcan train, seen here leaving the Bridge of Orchy on May 16th. Richard Jones



Above: Class 20 901 and 20 314 with barrier wagons, new 'S' stock and with 20 107 and 20 096 on the rear, pass Moira working the 7X23 Derby - Old Dalby on May 30th. Stuart Hillis

Right: On June 20th, Class 66 724 passes Madeley Jct. working the 6G60 Liverpool - Ironbridge loaded Biomass. Phil Martin

Main: Class 66 721 'Harry Beck' heads through Colton Jct. on May 31st with a late running Drax to Tyne Biomass empties. Class47









Above: On June 24th, Class 47 843 leads 47 812 (D1916) working it's first run with GBRf, the pair are seen approaching Doncaster in the early morning working the Goole Glassworks to Middleton Towers Sand Train, which they shall take as far as Doncaster Roberts Road. Alex Thorkildsen

Right: Class 66 751 creeps through Doncaster on June 6th working the 6B64 Tyne Dock - West Burton coal. Steve Thompson

Main: Class 66 748 passes Appleby on June 23rd working the 6C51 HIT - Eggborough. Steve Thompson

Class 67 027 and 67 025 are seen top'n'tailing the 1Q23 Derby to Derby test train as it waits to depart Manchester Piccadilly on June 4th. Brian Hewertson





Above: Class 73 107 heads through Acton Bridge on June 26th, hauling a single test coach, with 73 138 on the rear. Brian Battersby

Left: Network Rail's survey train Class 950 001 passes Kearsley en route from Barrow in Furness to Derby on May 30th. Michael Lynam

Main: Class 67 027 top'n'tailed with 67 029 'Royal Diamond' pauses at Stockport on June 18th whilst working a Derby R.T.C.(Network Rail) to Derby R.T.C.(Network Rail) test train. Colin Irwin

Above: Class 37 602 and 37 605 top'n'tail the 1Q03 Landore - Newport, seen passing through Aberthaw on June 27th. Lewis Mitchell

Left: Network Rail's DVT No. 82111 stands at Northampton on June 5th ready to lead back to Derby RTC, with the traction supplied by Class 67 008. Derek Elston

Main: Class 67 027 top'n'tailed with Network Rail's new DVT No. 82111 is seen working the 5Z68 Northampton - Derby RTC test train on May 27th. Stuart Hillis

On June 12th, Class 67 029 top'n'tails 67 027 through Oakley working the 1Q52, 08:51 Derby RTC - Derby RTC via London St. Pancras. Lorenzo D'aniello

Above: Class 67 027 passes through Stafford on May 29th with a Network Rail surveying train heading south, with DVT No. 82111 on the rear. Michael Lynam

Left: Class 37 604 top'n'tailed with 37 667 pass through Stalybridge on June 11th working a Derby to Crewe test train. Brian Hewertson

Main: Class 97 301 stands at Hooton on June 23rd working the 1Q06 23:11 Chester - Hooton - Chester test train. Class 73 138 was on the rear. Brian Battersby





Above: Class 73 138 is seen at Hooton on June 23rd working the 1Q06 23:11 Chester - Hooton - Chester. Class 97 301 was on the front. Brian Battersby

Left: DBSO No. 9701 leads Class 97 301 working the 09:25 Longsight T.M.D. (D) to Longsight T.M.D. (D) test train through Manchester Oxford Road on June 18th. Colin Irwin

Main: Class 97 303 passes Bomere Heath on June 18th with the 6Z98, 09:32 Coleham Yard - Coleham Yard via Crewe, Chester and Wrexham driver training run. Keith Davies





Above: On June 30th, Class 37 423 'Spirit of the Lakes' approaches Doncaster top'n'tailed with 37 667 working a Network Rail Test Train from Derby R.T.C. to Doncaster West Yard. Alex Thorkildsen

Left: Staffordshire enjoyed warm and sunny weather during much of June. However, on June 4th, Cannock endured a heavy shower as elderly English Electric-built locomotive Class 37 604 passes the lupins at Mill Green, on the incline outside Cannock, with a 1Q13 Derby RTC - Derby test train. Out of sight in this view was sister DRS loco 37 667 at the other end of the train. Gary S. Smith

Main: On June 5th, Class 57 306 is seen passing through Leaton working a 6G39 Crewe - Wrexham ballast. Carl Grocott



On June 7th, a pair of Northern Rail's Class 158s climb out of Settle Junction with the evenings Leeds - Ribblehead service. Colin Irwin





Above: Northern Rail's Class 150 270, working the 2R06 13:04 Hull to York passes Ozendyke on June 14th. Colin Irwin

Right: First TransPennine Express' Class 350 408 departs Wigan North Western with a Manchester Airport service on May 31st. Colin Irwin

Main: Chiltern Railways Class 168 001 arrives into Leamington Spa on June 17th working the 1H43 Birmingham Moor St. to London Marylebone service. Dave Harris



Above: On June 26th, Northern's Class 150 148 and 142 055 call at Pleasington whilst working a Blackpool South to Colne service. Chris Stanley



Right: First Great Western's Class 165 108 passes Kings Sutton working the 15:55 London Paddington to Banbury service on June 12th. Derek Elston

Main: Whilst London Midland's Class 350 103 is seen working the 09:16 to Birmingham New Street on June 3rd, brand new Class 350 371 is stabled in Northampton Riverside sidings. Derek Elston





Above: Northern Rail's Class 142 031 passes through Hoghton with the 2N14, 08:21 Blackpool South to Colne on June 16th. Dave Felton

Right: Northern's Class 150 138 approaching Darwen station working the 2N57, 15:56 service from Todmorden to Clitheroe on June 6th. Dave Felton

Main: Northern Rail's Class 156 441 approaches Langho station with the 2J54, 18:44 service from Clitheroe to Manchester Victoria on June 18th. Dave Felton







Above: First TransPennine Express' Class 350 405 and 350 408 pass through Leyland station with the 1S46, 10:00 service from Manchester Airport to Edinburgh on June 6th. Dave Felton

Left: Southern's Class 455 844 approaches Clapham Junction on June 10th. Derek Elston

Main: Arriva Trains Wales Class 175 115 passes Cheney Longville, near Craven Arms working the 1W96, 17:21 Cardiff Central - Holyhead service on June 21st. Keith Davies





Above: On May 31st, First Capital Connect's Class 377 517 is seen between duties at Bedford Midland station. Derek Elston

Left: Merseyrail's Class 508 125 arrives at a very shiny Moorfields on the Northern line with a service to Kirkby on June 11th. Colin Irwin

Main: Merseyrail's Class 507 010 stands at Hooton on June 23rd working a Chester to Liverpool Central service. Brian Battersby





Above: On May 31st, London Midland's Class 153 354 stands at Bletchley waiting for its 11:05 departure time to Bedford. Derek Elston

Right: Merseyrail's Class 507 021, in the new livery, calls at Liverpool Lime St. with a Chester service on May 31st. Chris Morrison

Main: Virgin Trains' X-Men liveried Pendolino Class 390 155 is seen at Warrington Bank Quay on June 21st working a service to London Euston. Brian Battersby

Above: On June 24th, First Great Western's Class 150 106 stands at Gunnislake prior to working the 2P91 Gunnislake to Plymouth service. Paul Godding

Left: Photographed on May 31st, about 1/4-mile west of Llanelli station is Arriva Trains Wales Class 175 104 working the 1W17, 13:02 Carmarthen to Manchester Piccadilly service. Stuart Warr

Main: On June 29th, a First Great Western Class 150/2 leads a Class 153 along the sea wall towards Dawlish. Matthew Bird





Above: Wabtec Rail's Class 08 669 stands outside the paint shop ready to push the DMSO of Class 465 137 inside, June 8th. Alex Thorkildsen

Left: First Great Western's Class 143 618 working an Exmouth - Paignton service passes through Starcross on May 4th. Barry Beeston

Main: TransPennine Express' Class 350 405 passes Euxton Balshaw Lane on June 5th working an Edinburgh - Manchester Airport service. Michael Lynam





Above: London Midland's Class 150 105 approaches Aspley Guise with the 15:23 service to Bletchley, May 31st. Derek Elston

Right: First TransPennine Express' Class 350 403 arrives into Lancaster on June 11th with the 1M96 11:09 Glasgow Central to Manchester Airport service. Colin Irwin

Main: Scotrail's Class 318 257 stands in Doncaster West Yard on June 6th, refurbishment complete and ready to head back to Scotland. Steve Thompson





Above: South West Trains' Class 159 009 arrives into Yeovil Junction with the 09:39 Yeovil to Exeter St. Davids service on June 14th. James Passant

Left: Arriva Trains Wales Class 158 836 is seen departing on the rear of a service to Cardiff at Shrewsbury on May 26th. Dave Harris

Main: Northern Rail's Class 150 214 departs Hall i' th' Wood station on May 31st with a service heading for Bolton. Colin Irwin





Above: On June 23rd, First TransPennine Express' Class 170 309 passes Appleby working 1R93 Cleethorpes - Sheffield. Steve Thompson

Left: Northern's Class 150 201 working the 2E80, 10:21 Blackpool North to Huddersfield service passes Diggle Jct. on June 16th. Colin Irwin

Main: A Virgin Train Pendolino approaches Wigan North Western on June 5th with a Glasgow service. Michael Lynam







Above: On May 31st, Northern's Class 150 111 loads passengers at Bolton, working a service to Hazel Grove. Colin Irwin

Left: First TransPennine Express' Class 185 120 passes through Bolton with a Manchester Airport working. Brian Hewertson

Main: Pembrey and Burry Port station is situated between Llanelli and Carmarthen and on May 31st we see Arriva Trains Wales Class 150 267 slowing for a brief stop whilst working 1W66, 13:10 Milford Haven to Manchester Piccadilly, of note is the recently refurbished footbridge, but on the negative side the photographer would not want to sit on a Class 150 for the full journey of about 6-hours, they are more acceptable on the shorter commuter services in the Cardiff Valleys and this unit was probably to replace a faulty Class 175 - the usual unit choice for this route. Stuart Warr





Above: Northern Rail's Class 156 421 stands at Wigan North Western station whilst working a Blackpool North - Liverpool Lime St. service. Brian Hewertson

Right: Northern Rail's Class 150 149 calls at Wigan Wallgate on June 5th with a Manchester Victoria - Southport service. Michael Lynam

Main: First Great Western's Class 153 333 leads 150 233 through Dawlish on June 22nd working the 2T20 Exmouth to Paignton service. Paul Godding

News and Features:
Scotrail - life north of the border





Above: Class 314 216, still in First Strathclyde livery, departs Glasgow Central working a Cathcart Circle service on May 10th. Derek Elston

Right: Class 380 018 and 380 019 are seen at Paisley Gilmour Street with the 14:18 Glasgow Central to Ardrossan Harbour service, May 10th. Derek Elston

Main: Class 156 493 is pictured standing in Oban station on June 8th. Neil Pugh

At Inverness on June 17th (Left) we see two Scotrail Class 158s in the current livery on the left and an earlier version on the right; Class 158 789 is being prepared to work the 10:45 to Edinburgh and 158 702 will depart at 10:37 towards Wick. The plan was to catch the 10:37 from Inverness with the aim of detraining at Georgemas Junction whilst the train went to Thurso, re-catching it on its return and to travel to the ultimate destination of Wick. After a further break of about 80-minutes we would board the same unit to return to Inverness. However, the Patron Saint of Travellers, (St Christopher) was not working on our behalf as we were advised at Lairg (about one-third of the journey to Wick) that there was a broken rail between it and the next station (Rogart). Road transport was arranged, but the delays were such that no guarantee could be given that we would arrive in time to catch our return train (the crew were taken by taxi direct to Wick to pick-up the unit that was stranded there and the broken rail was expected to be repaired by about 15.00, but again without guarantee).

Those passengers who were not making a day return trip up the line (approximately 50% of those on board) waited at Lairg for the original crew of the unit stranded at Wick to be taxied in to take the train we were on back to Glasgow. In all we had almost three hours wait at a station in the middle of nowhere (or that is what it seemed) with no facilities, fortunately most passengers were quite stoic and pragmatic about the situation, so time passed reasonably quickly. This image taken at Lairg (Main) shows our train from Inverness, Class 158 702 in the process of moving from the down platform to the up platform within 30-minutes of our arrival, some of the detrained passengers may also be seen in this shot. Note the name on the lower left of the yellow front of the cab 'BBC Scotland 75-years' – at this end of the unit it appears to be a vinyl sticker, but on the other end it is a cast plate.

Stuart Warr





Above: Departing from the western side of Glasgow Central on June 19th is Scotrail's Class 380 112 working the 2C57, 09:23 Lanark to Dalmuir. Stuart Warr

Right: Consecutively numbered Class 314s are seen in this image taken at Glasgow Queen Street on June 19th as Class 314 205 is about to work the 2D15, 09:42 service to Paisley Canal and 314 206 is heading an ECS to Corkerhill. Stuart Warr

Main: Photographed at Aberdeen on June 18th, Scotrail's Class 170 426 forms the ECS for the 14:38 to Glasgow Queen Street. Stuart Warr

Going Underground

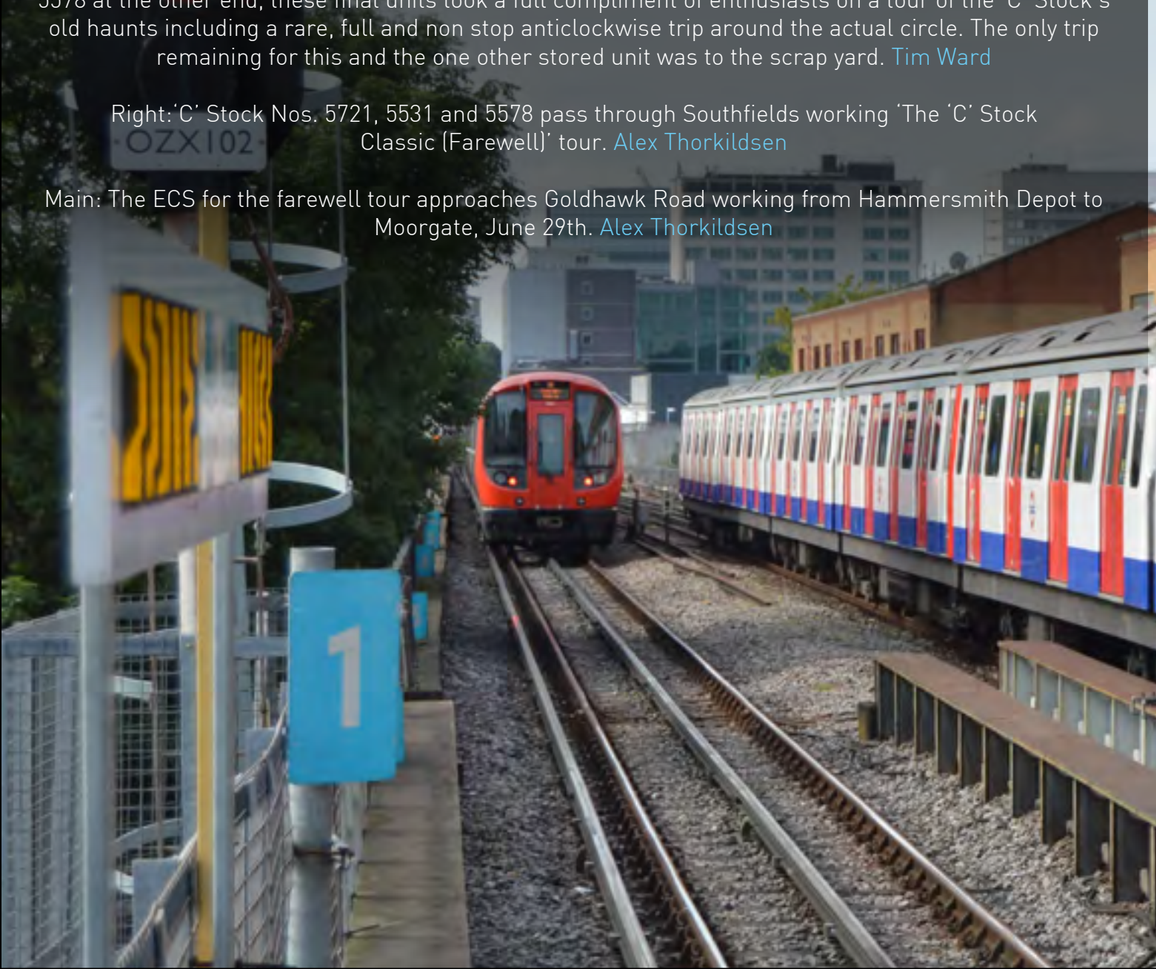




Above: The very end of the C Stock! At the end of London Underground's "C Stock Classic Rail Tour", on Sunday June 29th, car No. 5721 stands at Hammersmith's H&C station. Together with Nos. 5531 and 5578 at the other end, these final units took a full compliment of enthusiasts on a tour of the 'C' Stock's old haunts including a rare, full and non stop anticlockwise trip around the actual circle. The only trip remaining for this and the one other stored unit was to the scrap yard. Tim Ward

Right: 'C' Stock Nos. 5721, 5531 and 5578 pass through Southfields working 'The 'C' Stock Classic (Farewell)' tour. Alex Thorkildsen

Main: The ECS for the farewell tour approaches Goldhawk Road working from Hammersmith Depot to Moorgate, June 29th. Alex Thorkildsen







After getting the road the train departed from the station into Hammersmith depot, crossing detonators and with the whistle generously sounded. Unit No. 5578 led into the depot leaving this view of 5721 as the train disappeared into the yard. The cover unit can be seen in the background. The destination screens were unique to the day and here shows a reference to the trip to the scrap yard. Tim Ward



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO RETURNS WITH ‘THE DEVON BELLE’ COVERING 350 MILES AND TACKLING THE LEGENDARY HONITON BANK

Bank Holiday Monday 25th August 2014 famous new steam locomotive 60163 Tornado will take the Devon Belle from London to Exeter and return

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the return of ‘The Devon Belle’, taking in the legendary climb over Honiton Bank!

‘The Devon Belle’ recreates the golden age of steam travel and was one of the most famous luxury express trains of the late 1940’s and early 1950’s. Originally running from London Waterloo to Plymouth in Devon, ‘The Devon Belle’ was an effort by the Southern Railway to encourage the resumption of normal leisure activities following WWII. Before the time of personal motorcar ownership, such trains would transport holidaymakers to the West Country for annual holidays – long before the advent of the foreign package holiday.

On Bank Holiday Monday 25th August 2014, ‘The Devon Belle’ will depart from London Paddington at 07:50 and head to Slough (08:15hrs), Reading (08:50) and then Newbury (09:20) where passengers can join the train before heading westward along the Berks & Hants line as far as Castle Cary. The train then veers left on to the single track branch to Yeovil Pen Mill, taking the little used spur to Yeovil Junction and joining the West of England main line. Entering Devon near Axminster, Tornado will then work hard tackling the ascent of Honiton Bank! Briefly stopping at Exeter Central, The Devon Belle will then head to its final destination of Exeter St Davids for a 3 hour break allowing passengers to explore this historic and delightful city before returning to London.

We expect there to be much fast running at the permitted maximum of 75mph and with this being a summer tour we anticipate wonderful views of the West Country and stunning scenery as we ascend Honiton Bank with the long daylight hours.

Provisional Timings for ‘The Devon Belle’ on Monday 25th August 2014 are as follows:

Station	Depart	Return
London Paddington	07:50	21:55
Slough (for M25)	08:15	21:20
Reading	08:50	20:45
Newbury	09:20	20:15

Terms and conditions are available on request.

Tickets for ‘The Devon Belle’ are priced at standard class (adult £89.50, junior £79.50), first class dining (£225.00 per person). Guaranteed tables for two in first class dining are available for a supplement of £25.00 per seat.

Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 www.ukrailtours.com or through www.a1steam.com.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented:“Honiton Bank is seen by many railway enthusiasts as one of the toughest challenges in the UK for a steam locomotive. The Trust is therefore delighted to be taking Tornado deep into Southern territory from London to Exeter again with ‘The Devon Belle’ and hope that as many people as possible will join us for this exciting day.”

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Tyne and Wear Metro



Above: Metrocar No. 4064 'Michael Campbell' (Nameplates removed) reverses into Wabtec on an Allelys Low Loader where it will be refurbished, June 3rd. Alex Thorkildsen

Right: Metrocars Nos. 4024 and 4088 stand at St. James working Train No. 135 on June 13th. Alex Thorkildsen

Main: After eight months out of service due to a major power failure, Metrocar No. 4045 passes through Benton with Metrocar No. 4027 after returning to Gosforth Depot working Train No. 158 for the Evening Peak, June 13th. Alex Thorkildsen





Rochdale Town Centre



Above: The stop at Rochdale Town Centre is a twin road island platform style terminus, alike to the one at Ashton Under Lyne, and is accessed by way of a ramp for pushchairs/wheelchairs at the "country" end, and a set of steps at the town end. CJ Sutcliffe

Left: To reach the new station, trams have to negotiate an extensive stretch of street running with sharp curves, often being limited to 5mph. Much of it is double track, however the short section from the bottom of Drake Street round the 5mph corner into the terminus is single track only, splaying out to two platforms at the end. Buses continue to use the road after departure from the transport interchange, and here number No. 3015 passes a First group bus on service 182 from Rochdale back to Manchester, the tram just arriving at Rochdale with a service from the city. CJ Sutcliffe

Main: No. 3018 is seen leading No. 3015 as the four car set departs Rochdale with an East Didsbury via Oldham and Market Street service. CJ Sutcliffe

Fares Advice with RailUK

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

Gateline m-Ticket scanners at King's Cross/Cambridge

Q: So with the (somewhat) recent introduction of FCC's m-Ticket, I jumped right on board as I saw it as a really nifty time saver when travelling CBG - KGX as it means I don't have to faff about with queues (which can be absurdly long) and I can just make my way to the station and buy my ticket and have it ready for when I arrive.

Or so I thought. The two times I had used the system (both S-OPeak DRets), I hadn't been able to get it to recognise the Aztec code supplied - I'd have to approach someone on the gateline to let me through.
I'm wondering if it's because I'm using it wrongly? As far as I'm aware you just hold your phone just above the scanner, it reads it and opens the gate. Is there something wrong with my method? Is the few mm between my phone and the scanners' surface too far for it to pick up? I don't particularly want to have the screen touching against the glass for fear of scratches.

Just to rule out any other factors, my phone is a flagship android with a 1080p screen and a stupidly high pixel density, the tickets are activated (i.e. orange band not grey) and it is on the Aztec code screen.

A: m-tickets are flawed for a range of reasons, and most modern smartphones have exceptionally bright and clear HD displays - which scanners really struggle with. I haven't experimented to see if turning down the brightness helps.
If I show my Subway card (on the phone) it can take 10-20 attempts to get it to scan. I've never had it work with the scanner at my local Amazon locker (but I have a short code I can enter instead, so it's no real problem).

I really think that we should be trying to move towards having tickets loaded on an NFC-equipped phone (or of course a humble smartcard) and try and ditch what is really just a short term solution, and one that has had problems ever since the beginning (and I was a very early adopter of barcode style ticketing, through my job as a technology journalist). Imagine queuing up for a gig sponsored by Vodafone, who had opted to make it exclusively accessed via barcodes/QR codes. Naturally, the scanners had so many problems they just ended up letting people in who showed a barcode! I am sure that's what probably happens on the railway too if it's busy - thus you have a pretty good way to fare evade if you're confident enough.

The handheld scanners used at events now might be a bit better, but I am sure they still have problems when people show a code on their phone display as against on paper.

Northern to introduce evening peak restrictions at the end of September

Q: We know from the Direct Award announcement Northern were to add evening peak restrictions on tickets but a date has now been given: Northern Rail is required to introduce Evening Peak Restrictions on the use of off peak tickets by 30 September, 2014. TfGM is required to seek the necessary consents and approvals for this, and is consulting with Northern Rail on the most effective way to implement the restrictions
I think this could make things worse on Saturdays leading up to Christmas as people who may have done Christmas shopping on weekdays may choose to do it at the weekend instead. What'll also be interesting is it won't affect tickets priced by other operators even if Northern run services on that route e.g. Preston-Manchester is set by TPE but it will affect passengers travelling on non-Northern services where the ticket is priced by Northern e.g. Wilmslow-Manchester services on ATW services. I wonder how many confused guards they'll be, never mind how many confused STM RPIs.

A: The DfT put a number of ideas to Northern as ways of reducing costs, as part of the Direct Award and asked Northern to select suitable options. I'm not sure exactly what the other options are but I can't see this one reducing costs, except maybe a limited number of evening peak trains will suddenly not be overcrowded.
What annoys me about this is that if they make, say Manchester - Buxton Off-Peak Returns not valid between 16:30 and 18:30 then the first train after 18:30 will be packed full of Greater Manchester passengers on very cheap Evening Returns and then the Derbyshire passengers who are paying much more have to put up with the overcrowding, so you'd just be creating the same problem you have currently at peak time by allowing Off-Peak Returns to be used.

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.

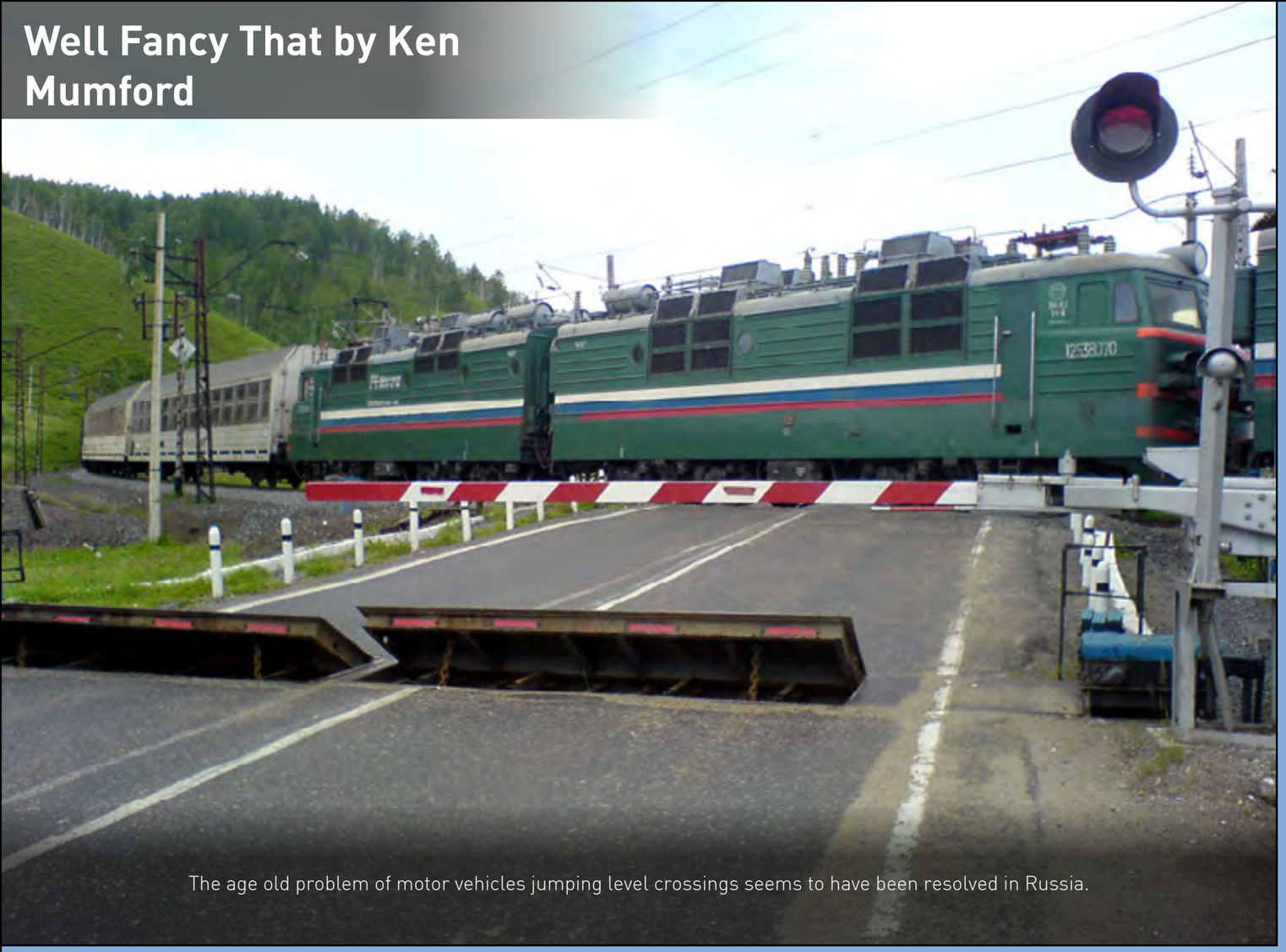


At the Keighley and Worth Valley Railway's Diesel Gala, resident Class 25 059 leads an Oxenhope bound service in the woods near Haworth. Ben Bucki



Taken about 15 years ago in the grounds of THE OLD STOREHOUSE at Llanfrynach, just south of Brecon. An old Royal Mail sorting coach looking at its structure and design - but does anyone know any more? Ken Mumford

Well Fancy That by Ken Mumford



The age old problem of motor vehicles jumping level crossings seems to have been resolved in Russia.

Leaves on the line? Rats!!

Forget leaves on the line - nearly 10 years ago the latest excuse for late-running trains was RATS!!

Passengers endured journey times of nearly SIX HOURS travelling from London Paddington to Swindon in early November 2004 after a rat chewed through a power cable causing signal failure.

Delays started at 5-40 pm on Wednesday November 10th and were still causing problems the afternoon of the next day. One commuter said that it was the worst disruption he had faced in three years.

The 6-18 pm service from London on November 10th did not arrive in Swindon until nearly midnight!! It took nearly 50 minutes to travel the first 36 miles of that journey to Reading where that train waited for an hour and a half! Passengers were then told to alight because the train was not going to stop at Swindon!

On Reading station conditions were very cold and when the next train turned up it was very full and many passengers had to stand! When that train left Didcot passengers were told that the estimated time of arrival in Swindon would be midnight!

Queues for that train's buffet were long, the food ran out and everyone was tired, hungry and found it hard to believe that the 77.3 mile journey from Paddington to Swindon would take so long.

A Network Rail spokesperson said that problems were caused by a rodent chewing through a cable meaning that power was not able to be used to operate the signals. The problem was fixed at 1-30 pm on Thursday November 11th. Apparently, according to the then Evening Advertiser (Swindon's local paper) that commuters faced delays when a chicken crossed the line!!
Rodent delays were in addition to a special timetable introduced the previous Sunday (7th November) as a result of an accident on the Berks & Hants line the previous day. Several trains were diverted through Swindon and some trains normally on the Swindon line were cancelled. A Christian friend of mine who travelled daily between Swindon and Paddington said that the REAL culprit was a stoat found fried in a control box!!



Not a scoop! On October 23rd 1965 A4 Pacific 60007 '*Sir Nigel Gresley*' was hauling a Manchester (Exchange) to Paddington excursion. A 20 minute delay due to fog delayed the guard, and when the loco's fireman attempted to take water from the Moor troughs, near Hatton [see photo of 2937 '*Clevedon Court*' with the water tank opposite], it was discovered that Aberdeen shed had removed the tender scoop! This necessitated an emergency water stop at Leamington. This train (reporting number 1X36) is shown leaving High Wycombe with an interesting array of semaphore signals.





Class 56 312 leads Class 73 001 and 31 466 through Moston station en route to the East Lancs for the forthcoming diesel gala. Colin Irwin

Loco Fleet List 2014

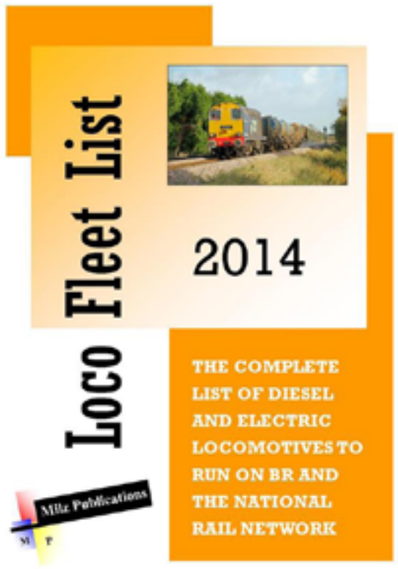
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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 2014 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.

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King's Cross voted best station in the world for food and drink

King's Cross has been voted the best railway station in the world for food and drink, and the station's The Parcel Yard pub the best individual food and drink outlet, at an international awards ceremony celebrating the best that airports and railway stations have to offer. The 2014 International Airport and Rail Station Food and Beverage Awards, organised by industry magazines The Moodie Report and The Foodie Report, were open to nominations from around the world and judged by a team of experts who looked at the unique offerings at each nominated venue.

The judges were impressed by the remarkable transformation which has taken place at King's Cross station in recent years, thanks to a £500m project to refurbish and expand the historic station to cater for growing demand for rail travel. The iconic glass and steel western concourse, which opened in 2012, is the largest single-span structure in Europe and provides three-times more space than the old concourse with a wide range of shops and more than a dozen food and drink outlets.

Hamish Kiernan, Network Rail's commercial director of retail, said: "King's Cross station has undergone an amazing transformation into a first class railway station and destination for retail, leisure and business. From the outset, our approach has been to create a high quality environment and brand mix that positions King's Cross as a hub of convenience for travellers as well as people who live and work nearby.

"Since opening the western concourse two years ago, we've seen dramatic improvements in passenger satisfaction and consistent growth in turnover sales. For King's Cross to now be recognised as an example of excellence on an international stage is a proud achievement for Network Rail and our retail partners."

Jonathon Swaine, managing director for Fuller's Inns, which operates The Parcel Yard, said: "This is an incredible accolade for The Parcel Yard and for Fuller's. We are immensely proud of our station pubs and are delighted that our continued focus on delivering quality food with first class beer has now been recognised on an international level. I would like to take this opportunity to thank the team at The Parcel Yard for all their hard work."

Network Rail's retail strategy is attracting more and more people into its stations in addition to those travelling by train. Footfall data at King's Cross showed an estimated 45m people a year visit the station, with around 28m of those travelling by train – leaving as many as 17m people who are there to eat, drink and shop inside. The latest quarterly figures for King's Cross showed a massive 23.3% increase in like-for-like sales in January to March 2014 compared with the same period last year.

Commenting on the appeal of King's Cross station, one of the awards judges said: "(This) would have been seen as impossible just a few years ago – transforming a run-down station with a poor food and beverage offering into something extraordinary and of a quality and originality that has received critical acclaim and significant commercial success."

Tom Caine, King's Cross station manager, said: "It's fantastic that King's Cross has been recognised internationally as a destination station. We're already one of the busiest stations in the country for rail travel and we're seeing more and more people choosing to spend time here to relax, shop, eat and drink."





The former BR Class 08 622 is seen stabled with a rake of cement wagons at Ketton. Derek Elston

DB Schenker Rail UK strikes a chord for customers

The Doncaster North Chord, which gives DB Schenker Rail (UK) another route to deliver great customer service, was officially opened by Patrick McLoughlin, Secretary of State, on 25th July against the backdrop of DBSR UK's Immingham to Drax service.

Geoff Spencer, CEO of DB Schenker Rail (UK), said: "The new Doncaster North Chord is another improvement to the network, meaning less lorries on the roads which will help reduce congestion and pollution."

DBSR UK will be able to operate around 10 trains per day from Immingham to Drax via the Doncaster North Chord carrying more than 5 million tonnes of coal and biomass every year.

If transported by road, this amount of coal and biomass would fill up to 750* lorries every day.

* Data taken from the Rail Delivery Group report "Keeping the lights on and the traffic moving: Sustaining the benefits of rail freight for the UK economy".

Record investment in Britain's railways as Network Rail publishes its full-year results

Almost £7bn was invested in improving and expanding Britain's rail network over the last 12 months, Network Rail revealed in its full-year results for the 2013/14 financial year. The record investment, which equates to almost £20m a day, provided new stations, new platforms, new lifts, new information systems, new concourses, new footbridges and new track to build a bigger, better railway.

Over the same 12-month period, the number of people travelling by rail grew by 86m, meaning passenger numbers have now doubled since 1995* with a further 30% growth predicted over the next ten years.

Mark Carne, chief executive, said: "We are in the middle of a rail renaissance, with record levels of passenger numbers and record levels of investment. This flourishing sector is investing heavily to improve the railway for today and for tomorrow."

Over the year, 90% of train services ran to time, 2.5 percentage points below the regulatory target. While some of this shortfall was caused by congestion as the railway witnessed growth of 5.7% in passenger journeys during the year, extreme weather and slower improvements in asset reliability also played a part.

Mr Carne continued: "With a million more trains on the network than 10 years ago, there are inevitable challenges - we are determined to do more to improve train reliability in the face of these challenges. We will increase the reliability of the network and make it more resilient to climate change. Continued investment in our railway will also be key if we are to grow our economy and deliver a better, improving, expanding rail network for millions of daily users."

Financial highlights

•Capital expenditure was £6,873m (2012/13: £5,050m) contributing to an increased asset value of £49,833m (£46,411m last year)
•Revenue was £6,333m (£6,197m in 2012/13)
•Profit after tax was £1,256m (up 86%** from £677m) with all profits reinvested
•Operating profit was £2,001m (£2,207m last year)
•Net debt at year end was £32,987m (£30,358m) with a gearing ratio of 65%, comfortably within the regulator's 75% limit

Patrick Butcher, group finance director, said: "The last year has been one of operational and financial challenges. We have been disappointed with train performance but celebrate continued strong growth, savings made, swiftly repairing the railway following extreme weather and hundreds of projects completed to improve and expand the railway.

"Our determination cannot waver over the coming years as we look to restore train punctuality to record high levels and wisely invest £38bn to improve and expand our railway for passengers and businesses across Britain."

Safety

•Britain's railway has one the best passenger safety performances in Europe
•Level crossing risk has been reduced by 31% and 804 level crossings have been closed over the last four years
•A further £100m has been earmarked over the coming years to continue the closure programme and make further safety improvements at crossings

Performance results

•In 2013/14, 90% of passenger trains ran on time, down on 90.9% last year
•Over the last ten years Network Rail has added over a million more train services a year, increased passenger journeys by half a billion and doubled the number of passengers arriving on time
•Passenger growth is running at double the rate forecast in 2009, with a 5.7% increase to 1,587m during the year

Investment highlights

Network Rail is managing many vital enhancement projects to add capacity to the railway and drive economic growth. Some highlights include:

•New, bigger, better facilities have been delivered at King's Cross by its £550m renovation and rebuilding providing a magnificent gateway to the north
•Opening of the new concourse at Reading station as part of the ongoing £850m project to unblock one of Britain's worst railway bottlenecks
•The continuing work to connect towns of the Scottish Borders to Edinburgh with the building of 30 miles of new railway - the £300m Borders Railway project
•A more reliable and affordable railway for the people of Manchester, Liverpool and the North West through the £400m project to electrify railway in the region
•Many freight projects were completed to improve capacity, speed and reliability of services including the completion of new chords (small curves of railway) at Ipswich and Doncaster; container gauge enhancement from Birmingham to Doncaster and stretches of the East Coast Main Line; and capacity enhancements from Felixstowe to the Midlands
•During the year we also acquired some 100 freight sites around the country for £189m that will generate valuable revenue and enable us to more easily respond to growth and demand in this sector

As well as these significant milestones, over 5,000 projects have been completed over the course of the last five years (control period 4 – CP4 – 1 April 2009 to 31 March 2014). These smaller, but just as important projects, aimed at making incremental improvements to the railway for the benefit of passengers, have seen:

•Over 2,000 miles of track renewed
•Improvements at over 500 stations across the country
•Almost 200 lifts installed at stations
•Over 140 platforms lengthened across London and the South East



Visit Plymouth liveried HST power car No. 43163 is seen at London Paddington. Richard Hargreaves

Network Rail Consulting wins contract to help boost capacity and performance in Sydney, Australia

Network Rail Consulting has been appointed by Transport for New South Wales (TfNSW) to provide systems integration services as part of a major upgrade of Sydney's rail network.

The Advanced Train Control (ATC) programme currently under development will see the rail network in Sydney fitted with new equipment to enable improved system performance and provide increased capacity for passenger and freight services. The program will play a key role in delivering the NSW Government's Sydney's Rail Future (SRF) objectives which include enhancing operational safety, delivering greater levels of customer service, reducing costs and producing faster and more reliable rail services.

Network Rail, Britain's rail infrastructure owner and operator, has been at the forefront of implementing comparable systems on its infrastructure, including the European Train Control System (ETCS), which will increase capacity and performance and help cut costs on Britain's railway. Network Rail's approach to the roll-out of ETCS has been widely praised by rail infrastructure owners and operators across the globe, with a pilot scheme operational on the Cambrian line in Wales since 2011 and a state-of-the-art test facility now running on a section of the East Coast Main Line in Hertfordshire prior to deployment on main lines. The company can now share that experience with TfNSW in Australia.

Nigel Ash, managing director of Network Rail Consulting, said: "The need to deliver a safe, efficient, reliable railway while boosting capacity to cater for growing passenger and freight demand is something Network Rail shares with many rail operators. That Network Rail Consulting has been selected to provide advice to this strategically important project underlines the excellent work which has already been carried out on the railway in Britain.

"Transport for New South Wales will directly benefit from sharing the most up-to-date train control information and we look forward to working with them on this immensely important programme to deliver a better railway in and around Sydney."

Transport Secretary tours East Coast Main Line

Transport Secretary Patrick McLoughlin toured the East Coast Main Line on June 26th to see how £million of rail improvements are being used to boost capacity and provide better journeys for passengers.

Services on the East Coast Main Line, which links some of the biggest towns and cities in England and Scotland, are set to be transformed thanks to significant levels of investment.

During stops at Doncaster, Peterborough and Hitchin, the Transport Secretary viewed recent Network Rail improvements along the route.

As part of the tour, he officially opened the North Doncaster Chord, a £45m railway flyover at Shaftholme that will help pave the way for additional passenger trains by removing slow-moving freight services from the East Coast Main Line. A level crossing has also been closed and replaced with a new road bridge.

Transport Secretary Patrick McLoughlin said: "In order to secure long-term economic growth, we need a world-class railway that works well for both passengers and industry. That is why more than £38bn will be spent over the next five years to improve and maintain the network.

"The North Doncaster Chord will help in freeing up space for much-needed additional passenger services between Yorkshire and London and reduce delays, while also improving the vital freight network across the region."

The Chord will carry around 30 freight services above the East Coast Main Line every day, slashing the time taken to transport coal between the Humber ports and the Aire Valley power stations by up to 30 minutes. Cutting journey times also reduces fuel consumption and carbon emissions. Previously, these services had to run on the East Coast Main Line for up to 14 miles.

By removing freight trains from the main line, and by replacing a nearby level crossing with a new road bridge, delays to passenger services will be reduced, and help in creating capacity for additional trains to run in future.

Earlier in the day, the Transport Secretary viewed the recently-opened Hitchin Flyover, a £47m scheme to remove a major bottleneck on the line. This allows First Capital Connect services travelling between London and Cambridge to travel above the East Coast Main Line, preventing the need for them to cross the route and reducing delays by around 30,000 minutes a year.

The increased capacity it creates will also allow for faster and more spacious Intercity Express trains to be introduced on the East Coast Main Line from 2018 onwards.

The Transport Secretary also had the chance to see how a £43m improvement scheme has transformed Peterborough Station. Engineers have installed three new platforms, new lifts providing access to all platforms, as well as improvements to the concourse with better lighting, new customer information boards and more comfortable seating to improve the experience for passengers.

The work on the platforms will improve reliability by separating long-distance, local, passenger and freight services. It will also allow longer trains to be accommodated, paving the way for the new Thameslink and Intercity Express trains.

Patrick McLoughlin added: "We are investing record amounts in the biggest programme of rail modernisation since the Victorian age. These improvements will make a real difference to passengers across the East Coast Main Line, ultimately providing more services, more seats, fewer delays and a comfortable travelling experience."

All three improvement schemes were carried out by Network Rail. Phil Verster, Route Managing Director for Network Rail, said: "The East Coast Main line is a vital route which connects businesses and communities between London and Scotland. Demand for rail services continues to grow. Over the past five years we have invested £600m in a programme of targeted investment on the line to meet that demand.

"It was our pleasure to show the Secretary of State around three of the projects which have made up this investment. At Peterborough we have improved track and signalling as well as the station itself to improve performance and facilities for passengers. Both Hitchin and North Doncaster unlock bottlenecks and improve the flow of trains, further boosting performance and reliability as well as helping us to meet future demand.

"Work is already underway on the East Coast Main Line on a further £1.6bn investment. We will deliver this over the next five years, to further boost passenger services while accommodating freight flows, which are essential to all of our lives."



BR 9F No. 92214 on its first run after repainting into Brunswick Green, passes Kinchley Lane on the Great Central Railway, June 20th. John Alsop

£1bn+ railway investment continues with Chorley Tunnel upgrade

Chorley Tunnel is to be upgraded to accommodate an electrified railway as part of Network Rail's £1bn+ investment in the railway in the north west of England. The track through the 113m tunnel will be lowered to accommodate overhead line equipment which will power electric trains between Manchester and Preston from December 2016 More than £1bn is being invested by Network Rail through the Northern Hub and North West Electrification Programme to provide a faster, more reliable and efficient railway.

Much of the work will be completed without causing significant disruption to rail services but some of the larger projects – such as the Chorley Tunnel upgrade – require short term closures to allow heavy engineering work to take place. To complete the work the line between Chorley and Leyland, via Chorley Tunnel, will be closed from Saturday 19 July to Sunday 31 August while the upgrades take place. This will mean changes to train services in the area while the work is carried out.

Ian Joslin, area director for Network Rail, said: "More than £1bn of investment is being made to provide a better railway and boost the economy across the north of England. "Significant engineering is required to lower the track and install the electrification equipment and there is no other option but to close the line while this is carried out. "The closure has been carefully planned so that it is kept to a minimum and we are working closely with the train operators regarding amended services and disruption. I apologise for any inconvenience caused and advise passengers to plan their journeys and check with National Rail Enquiries before travelling."
Rob Warnes, performance and planning director for Northern Rail, said: "Once the electrification work is complete, customers will benefit from longer, faster, quieter and more environmentally friendly trains. While the work is carried out there will be a revised Northern Rail timetable, including replacement bus services, that customers can pick up at their local station or download from our website."

To make the most of the closure three bridges will also be rebuilt at Harpers Lane (Chorley), Railway Road (Adlington) and Lockstock Lane (Bolton) as well as the River Chor aqueduct. Two bridges at Station Road (Blackrod) and Chorley Road (Adlington) will be modified in preparation for reconstruction in 2015. Relevant diversions and information will be clearly signed in connection with each location.

Selby bridge improvements ready to swing into action

The £14m investment, which starts on Friday 26 July, will be the most significant improvement made to the bridge since it was built in 1889.

It includes steelwork repairs, replacing and strengthening sections of the bridge and a new coat of paint. Work on the bridge's hydraulic system will be undertaken and the track which runs across the bridge will be replaced. New walkways and steps for bridge operators are also being installed.

The work is planned to finish in time for normal rail services to resume on Monday, 8 September.

Phil Verster, Route Managing Director for Network Rail, said: "Once these improvements are complete, many parts of the bridge will not need any further work for decades. It will also mean an existing speed restriction on passenger services will be lifted. We will have people working on site all day, every day, to get this work finished.

"We have worked hard with train operators to put the best possible alternative travel arrangements in place.

"We thank passengers, local residents and businesses for their patience while the work is carried out."

Weight restrictions will also be removed after the work, which will mean freight trains can move more freely along the route. The bridge itself will also look smarter, which will be better for the town.

A spokesperson representing the train operators said: "We are working with Network Rail to minimise the disruption caused by the improvement works at Selby and put in place the best possible journey options for customers.

"Buses will replace a number of rail services and we will shortly be issuing updated timetables and customer information posters.

"We would advise customers to check the details of the travel and allow extra time to complete their journey. Full details of the improvements works and alternative arrangements will be available from National Rail Enquiries."

No trains can run over the bridge from the night of 26 July to start of service (0525) on 8 September. Passengers are advised to check details of their journey with National Rail Enquiries www.nationalrail.co.uk or 08457 48 49 50.



Track renewals team complete record one kilometre in one night for Network Rail / South West Trains Alliance



A team renewing the railway in Hampshire broke records when they improved more than a kilometre of ballast – the stone chippings the track sits on – in one night.

It was the first time that length of renewal had been achieved in under eight hours on the British railway network. The record, which was broken on Wednesday, June 11, was set thanks to excellent teamwork on the project and also the unique Network Rail / South West Trains Alliance.

Alliance chief executive Tim Shoveller said: "This is a perfect example of how work that would once have required a weekend closure can now be done overnight during the week – meaning fewer bus replacements for passengers. Because we work as an Alliance we were able to work with the high-output team to maximise the benefits of their skills, giving them longer on the track, while rerouting and retiming trains to keep disruption to passengers to a minimum. As a result, our customers are enjoying a more comfortable and quiet ride, and with less disruption in the long-term."

Network Rail's project director of high output, Ben Brooks, said: "It's fantastic to see this team and equipment being used to its full capability and we were only able to do that thanks to the access we get from the Alliance. It's a win-win for passengers as we are able to renew more of the railway more quickly, meaning we are actually less disruptive in the long run."

The High Output Ballast Cleaner is one of the longest trains on the network, consisting of the cleaner itself and a string of conveyor ballast wagons. The cleaner scoops up the ballast the track sits on, before then sieving out any small, broken pieces and replacing them with the same weight in fresh stone. This provides a safe, well-drained and quiet bed for the track to sit on.

The work on June 11 took place between 9pm and 4.50am. More than 1,000 tonnes of new stone was laid from 21 wagons in just under three hours



Class 66 719 passes through Doncaster with the new Ex Class 508 Units converted to Barrier Coaches by Arlington Fleet Services working from Eastleigh East Yard to Doncaster Works Wagon Shops (Wabtec). Alex Thorkildsen

Littlehaven station's £5m improvements completed

Network Rail has completed a £5m project to extend platforms and improve Littlehaven station in Sussex.
The Southern-managed station's platforms have been rebuilt and lengthened to accommodate eight-car trains, meaning passengers no longer have to walk down the train to exit the majority of services. This has also reduced congestion and improved safety on the platforms when longer trains arrive.

Work on the project began in September last year, when the new, extended sections were built. This allowed the old platforms to be demolished and rebuilt to modern standards – all while the railway was open for business.
Improvements were also made to the station itself.
Network Rail's route managing director for the South East, Dave Ward, said: "The railway in Sussex is a great success story, with growing passenger numbers, and as a result it's important that we keep investing to improve stations and build a railway that is designed to cope with longer trains."We've not only extended the platforms at Littlehaven, but we have also improved the lighting, signage, passenger information and waiting shelters, giving passengers a much better environment to travel from and to." The longer platforms also mean that when longer trains call at the station, they will no longer obstruct the level crossing on Rusper Road, which used to cause delays to road traffic and pedestrians.

Southern's head of major projects, Brian Husbands, said: "The extended platforms at Littlehaven will mean a more convenient experience for our passengers. Now, it doesn't matter which part of the train they travel in as all doors will open on the majority of services. I am delighted that once again, Southern and Network Rail have worked together to make meaningful improvements on our network."
Councillor Helena Croft, cabinet member for Horsham Town, communication and special projects said: "I am delighted to see the high-quality upgrade that has been achieved at Littlehaven station. This is a well-used and hugely important station for local residents. This extensive investment really secures the future for Littlehaven and confirms Network Rail's commitment which is such excellent news for the area."

As well as improving conditions at Littlehaven, a wider Network Rail programme of platform extensions and power supply upgrades across the region will allow for longer trains to run across the region.
This will link with the Thameslink Programme, which will see more than 20 trains per hour run from Sussex, Kent and south east London through the centre of the capital to north London, Hertfordshire, Bedfordshire and Cambridgeshire by 2018.

Passengers encouraged to know their alternative routes into London this August as London Bridge station rebuilding continues

Passengers on board the 10.20 Southern service to London Bridge station on June 5th got a big surprise as some unusual passengers tried a new route to work. A Wimbledon Womble, Pierre the Bear from Brighton Pier, and ghastly characters from the London Bridge Experience joined Borough Market traders and many others to show that passengers can still get where they need to go this August during major reconstruction work at London Bridge.

London Bridge, one of Britain's busiest stations, is being completely rebuilt as part of the government's multi-billion pound investment to transform rail services across London and the south east. When finished in 2018 the Thameslink Programme will enable passengers to use a bigger and brighter London Bridge station served by new spacious trains running every 2-3 minutes at peak times through central London. New robust tracks and signalling will give passengers more reliable journeys to more destinations on an expanded Thameslink network. To minimise the impact on the 117m passengers who go directly to London Bridge or through it to Cannon Street, Charing Cross or Thameslink stations to the north and south every year, Network Rail is carrying out the hugely complex construction work in phases. The platforms are being completely demolished and rebuilt in a rolling programme which will increase the number of lines going through the station to central London from six to nine. Whilst this is taking place a concourse bigger than the pitch at Wembley is being created beneath passengers' feet.

From Saturday 23 to Sunday 31 August, covering the August bank holiday weekend and four working days, a vast amount of track and signalling work will take place as platforms 12 and 13 are brought back into use and platforms 10 and 11 are closed for demolition and rebuilding. While the station is closed, a triple-span, three-track bridge on the approach to London Bridge will be replaced.
Owing to the scale of the work, no First Capital Connect or Southern services will stop at London Bridge from 23 to 31 August and London Overground will not operate to and from New Cross on weekdays. Passengers will need to use alternative routes. Southeastern services will continue to run but may be subject to some alteration and London Overground services to New Cross will be diverted to Crystal Palace to provide additional options for stations between Sydenham and Brockley.
London Underground services will continue to run as normal but are likely to be busier than usual for this time of year. London Bridge Underground station will continue to operate as normal. Certain services and stations on the London Overground and Southeastern networks are also likely to be busier than usual for this time of year.

Network Rail's head of communications for London and the south east, Nicky Hughes, said: "London Bridge station sits at the heart of one of Britain's busiest rail routes and rebuilding it piece by piece while keeping it open for passengers is a huge challenge. We do as much as we can behind the scenes so passengers aren't affected, but there will be times when we have to change some services.
"For nine days at the end of August, some passengers will need to use alternative routes into London and to destinations like Luton and Gatwick airports and Brighton. Everyone can still get where they want to go, but please check before you travel to find your alternative route."

Southern's commercial director, Alex Foulds, said: "We are working with Network Rail and other train operators to ensure passengers have all the information they need to plan their journeys whilst the station is closed. We're also recruiting additional staff to assist passengers during the disruption."
Keith Jipps, customer service director for First Capital Connect said: "We'll still be running services between Bedford and Brighton on the Thameslink route but we won't be able to serve London Bridge. Trains will also be extremely busy with passengers displaced from other routes so please, please plan ahead by visiting ThameslinkProgramme.co.uk."

Gareth Powell, director of strategy & service development, London Rail and Underground, said: "As a result of changes to train timetables while Network Rail rebuild the station, we are expecting some London Overground and Underground services to be busier than usual for the time of year. We're working closely with Network Rail and the train operators to make sure that all customers have the information they need to make their journeys."



Class 91 104 leads the 1S19 13:30 London Kings Cross to Durham service past Ozendyke on June 14th. This service was cancelled between Durham and Edinburgh due to a trespass incident. Colin Irwin





Midlands Metro tram No. 11 passes through Wolverhampton St. Georges on June 22nd. Paul Godding

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Passengers and taxpayers winners in new Virgin Trains contract



Virgin Trains and the Department for Transport have signed a new deal guaranteeing big improvements for both passengers and taxpayers. The new West Coast franchise will run until March 2017 and will see significant improvements for customers with the introduction of free superfast WiFi, more seats and new services. Taxpayers will also benefit with a guarantee that more than £430m will be paid to government, a rise of at least 58% on the current arrangement.

The new West Coast contract comes into force on 22 June and will provide:

More seats: 21 of our trains will have one of their First Class carriages converted to Standard Class. This will increase Standard Class capacity by 5500 seats per day, a net increase of 2100 seats.

Better connectivity: All 76 of our Pendolino and Super Voyager trains will be equipped with superfast WiFi, which Network Rail intends to support by providing track-side infrastructure. This would be the first major intercity deployment of 4G technology on the UK rail network and provide free WiFi to all customers.

New services: We have agreed with the DfT plans for new direct services between Shrewsbury / Blackpool and London. We have been working with Network Rail to develop these plans and will make a joint submission to the ORR shortly. These services are expected to start by December 2014.

Customer reward programme: Customers who book via the Virgin Trains website or mobile app will be able to earn Nectar points on their purchase by the end of the summer.

Financial benefits for taxpayers: The contract means the DfT will receive a guaranteed payment of more than £430m over the length of the contract, as well as up to 100% of the additional returns generated by Virgin Trains. The fixed premium represents an increase of at least 58% per year and will help support the huge investment that is taking place in the railways.

Patrick McCall, Virgin Trains Executive Co-Chairman, said: "We're delighted to have reached a deal after some tough negotiations with the DfT. It puts the problems of 2012 firmly behind us, and shows the clear benefits of a well-run franchise system.

"This deal is great news for passengers and taxpayers, with significant benefits for our customers as well as a big increase in the money we pay to government. We know WiFi is high on our customers' priorities and we're delighted that we're going to be able to offer them free and super-fast WiFi. Together with thousands of extra seats and plans for new services, this deal will mean big improvements for millions of Virgin Trains passengers."

The deal also includes other benefits such as:
Customers: More than £20m to be spent on modernising stations with improved waiting rooms, extra ticket machines, more Passenger Information help points, as well as an upgraded website and more staff redeployed to concourses and platforms
Community: Increased emphasis on apprenticeships, traineeships and graduate placements, a pledge to increase SMEs in supply base by 10% and commitment to make station and training centre facilities available for community use
Environment: Commitment to cut CO2 emissions across stations, divert 98% of waste from landfill to recycling and implement efficient LED lighting

Martin Griffiths, Virgin Trains Executive Co-Chairman, said: "This new contract is a good example of the benefits of the franchising system. With commercial train operators taking on the cost of investing in new services the passenger experience can be improved without public money being put at risk. As the improved passenger experience then encourages greater train travel, taxpayers benefit a second time with more money flowing to the Treasury."

The deal builds on the huge progress Virgin Trains has made since taking over the Wet Coast franchise in 1997. The number of passengers carried each year has more than doubled to 32 million, journey times have been cut and the number of services increased. More than £2bn has been invested in trains and passengers have consistently rated us as the best long distance operator.

The Nosh Report

Welcome to a the "Nosh Report" your monthly dip into what's available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

Well another month where just by chance I have stumbled upon a really great place to visit by accident.

I was heading to Edinburgh on the Retro Railtour charter to the Scottish Capital and trying to decide what to do and where to go. Eventually upon arrival I saw an Edinburgh tram and decided to follow it up St. Andrews Street for a photo. Situated at the top of the street, I found Zest which was to my surprise open for lunch.



Zest is located on St. Andrews Street in Edinburgh and is open from 12.00-14:00 and 17:00 -23:30 every day.

Service was excellent and the food was served quickly and efficiently. Now I have to say that although the prices are not in the 'budget' sector, the portions are very generous indeed, and between two of us, one meal really would have been enough to share for a lunch time visit.

The Chicken Korma that I ordered used proper chunks of chicken and not tiny pieces that can be found in some Indian restaurants. The same could be said for the chunks of lamb that was in the other dish we ordered.



So if I am ever in Edinburgh and need a lunchtime curry, then this place will certainly receive another visit. And I would have no hesitation in recommending it to anyone.

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.

Send your emails to:
nosh.report@railtalkmagazine.co.uk

On June 19th, Virgin Trains' Class 390 009 passes the almost church-like architecture as it arrives into Glasgow Central whilst working the 1S37, 05:30 from London Euston. Stuart Warr

A Different View

A CrossCountry Class 220 unit is seen working a Newcastle - Plymouth service as an East Coast HST working a London Kings Cross - Aberdeen service cross at Colton Jct. on May 31st. Class47



Above: Top Left: The delightfully restored Horstead Keynes station on the Bluebell line. Richard Hargreaves

Right: On June 13th, EWS liveried Class 66 008 climbs steeply past Bedlinog (in the Welsh valleys) whilst working the 00:22 Hope to Cwmbargoed coal empties; perhaps I should have arrived at the location earlier as the sheep all had the best shots! Stuart Warr

Main: Viewed from the top of a hill (about 1,600 feet high) between two valleys on June 13th is Class 66 008 reversing its empty wagons into the loading point at Cwmbargoed. Stuart Warr

DBS Class 67 008 and 67 016 top'n'tail a Network Rail test train, across the King Edward bridge at Newcastle.
CJ Sutcliffe

Preserved Railways: Llangollen Railway





Above: Class 104 No. M50447 is seen in the yard at Llangollen undergoing restoration. Class47

Right: Met-Cam Class 101 Nos. 50164 and 50160, working its first train in many years, is seen here ready to depart Carrog on June 21st. Richard Hargreaves

Main: Class 108 Nos. M54490 and M51907 leads the Class 109 towards Carrog with a service from Llangollen on June 21st. Class47

Left: Class 104 Nos. M50528 and M50454 depart Carrog heading for Glyndyfrwdy.
Phil Martin

Main: Class 109 DMU Nos. 56171 and 50416 (with Class 101 Nos. 50416 and 50164 on the rear) are seen departing Glyndyfrwdy with a service to Llangollen.
Richard Hargreaves



Class 108 DMU Nos. M54490 and M51907 enjoy the sunshine at Glyndyfrwdy on June 21st. Brian Battersby



Part restored Class 105 No. 56456 is seen on display at Llangollen station. Richard Hargreaves

ROYAL NAVY HELICOPTER OBSERVER KILLED IN ACCIDENT HONOURED WITH FLYPAST FOR HERITAGE LOCOMOTIVE NAMING

A dedicated Royal Navy helicopter observer and railway enthusiast from Dorset who died in a training accident has been honoured with a flypast over Swanage station – during the official naming of a newly main line overhauled 1960s heritage diesel locomotive in her honour. One of the Fleet Air Arm's first female Lynx helicopter aircrew, Jenny Lewis from Sherborne was a long-time fan of the classic 1960s-built British Railways Class 33 diesel-electric locomotives, of which the 71A Locomotive Group's No. D6515 is an example.

With the locomotive restored to as near original mid-1960s condition as possible, the overhaul of No. D6515 at Eastleigh Works in Hampshire has taken the volunteers of the 71A Locomotive Group four years, £96,000 and at least 10,600 hours of work.

With Jenny's proud father Chris Lewis – and the Royal Naval Air Station Yeovilton commanding officer in attendance – the gleaming 73-ton diesel locomotive, which hauled London trains to Corfe Castle and Swanage in 1966, was named 'Lt Jenny Lewis RN' during a poignant ceremony at Swanage station.

In Jenny's honour, a flypast by a Lynx helicopter from Yeovilton in Somerset over Swanage station and No. D6515 took place – just after proud father Chris Lewis unveiled one of the two new nameplates; 12 years to the day since his 25-year-old daughter died; the first United Kingdom naval servicewoman to lose her life while on operational duty.

After the unveiling, Chris said: "Today is great with so many friends and a great turn out from the Navy. It's brilliant day that celebrates and commemorates Jenny's short life in such a way that she would have truly been gob-smacked!"

Carrying its newly unveiled 'Lt Jenny Lewis RN' nameplates, No. D6515 hauled a special train to Harman's Cross, Corfe Castle and Norden Park & Ride carrying Chris Lewis, Royal Navy Fleet Air Arm guests – including some of Jenny's former colleagues – and 71A Locomotive Group supporters.

Afterwards, Chris said: "The cab ride in D6515 was great and the locomotive looked terrific. It was very nice to be in such a clean and tidy environment and the D6515 rode much more smoothly than I expected."

The official naming ceremony at Swanage station was organised and hosted by Brian Denton, chairman of the 71A Locomotive Group with speeches being given by RNAS Yeovilton commanding officer Commodore Jock Alexander and Jenny's trainer and former colleague Captain Kevin Fleming.

Tragically, Jenny was killed in June, 2002, during a training flight in a Lynx when the helicopter developed double engine failure and crashed into the sea during a joint British and American military exercise off the coast of Virginia on the east coast of the United States.

Brian Denton, 71A Locomotive Group chairman, said: "It was clear that we should do something to mark Jenny's enthusiasm, achievements and loss. The committee members were as one with the proposal and we regarded it as an honour and privilege to do so.

"Now as good as any ex-works British Rail example, D6515 is able to work on the main line railway network. Nearly two years of work was undertaken by our skilled engineering team, led by James Cox, our engineering director and one of the acknowledged foremost experts on Class 33s.

"All the work was undertaken at Eastleigh Locomotive Works, now under the ownership of Arlington Fleet Group Ltd, and I would like to thank its managing director Barry Stephens for being very supportive of the project," he added.

The naming ceremony took place on Thursday, 12 June, 2014.

Anyone wishing to donate to the 71A Locomotive Group – or buy shares – should contact treasurer David Blandford via www.71a.co.uk.

The unique Class 127/108 combo Nos. M51618 and M56223 is seen at Glyndyfrwdy on June 22nd.
Phil Martin

Keighley and Worth Valley

Class 25 No. D5217 leads fellow classmate 25 059 into Keighley with a service from Oxenhope on June 8th.
Andrew Wilson



Above: Unique D0226 'Vulcan' hauls the local set into Keighley. Andrew Wilson



Right: Making a rare outing from the Great Central Railway, visiting Class 31 No. D5830 leads a Keighley bound train out of Oxenhope on June 6th. Ben Bucki

Main: Class 20 031 stands at a sunny Keighley on June 8th, ready to work a service to Oxenhope. Andrew Wilson

Above: Hunslet DM 0-6-0 No. D32 'Huskisson', originally a Mersey Docks and Harbour board loco and recently restored to working order, is seen with the local service to Ingrow West. Michael Lynam

Right: Sporting a light shade of BR blue, Class 33 035 prepares to depart Keighley. Andrew Wilson

Main: Recently repainted into two tone grey, the lines resident Class 37 075 departs Keighley on June 8th. Michael Lynam

Built in 1888, LNWR Webb Coal Tank 0-6-2T No. 1054 eases in to Oakworth station on June 22nd.
Gerald Nicholl

Statfold Barn Railway

On June 7th, Hunslet No. 3902 of 1971 'Trangkil No. 4' heads for the servicing area. Stuart Hillis





Above: Hudswell Clarke No. 972 of 1912 in the livery of CSR & Co., No. 11 'Fiji' is seen at Oak Tree Halt. Stuart Hillis

Left: Orenstein & Koppel (Works No.10705, 1923) 0-6-0WTT, Sragi No. 14 leads Hunslet No. 3904 of 2005 'Jack Lane' as the pair are about to couple up to their next working. Stuart Hillis

Main: Avonside No. 2067 of 1933 'Marchlyn' brings a freight train into the station. Stuart Hillis

Wensleydale Railway



Above: Harry Needle Railroad Company (HNRC) ex-MoD Class 01's Nos. 01530 and 01545 are seen at Leeming Bar on June 1st during "The MOD Rod" Charter organized by PLEG. Andrew Wilson

Right: Progressing well is the overhaul of Class 25 313, seen here in the yard at Leeming Bar on June 1st. Andrew Wilson

Main: Class 03 144 also owned by the MOD, took part in the PLEG charter, seen here at Castle Hills. Andrew Wilson







Class 37 674 and 37 250 are seen have bodywork attention at Leeming Bar on June 1st.
Andrew Wilson

Aln Valley Railway





Above: Andrew Barclay 0-6-0 No. 615, was built in 1977. Operational and on long term loan from the Tanfield Railway, this was the final surface locomotive to work for the NCB. Andrew Wilson

Right: British Rail Class 11 0-6-0 No. 12088 'Shirley', built in 1951, is seen at the headshunt. Andrew Wilson

Main: Drewry 0-6-0DM No. 8199 'Drax', built in 1963, is pictured here outside the shed on June 1st. Andrew Wilson

Gloucestershire Warwickshire Railway's Heritage Diesel Weekend: Friday 25th to Sunday 27th July, 2014

The GWR Diesel Department is pleased to confirm its Summer Diesel Gala dates and plans for 2014. The event, which will be held over the 25th to 27th July (inclusive), is following in the footsteps of our successful event held last summer and which received excellent reviews. The event, which will see an all-diesel timetable operate features a 40-minute frequency of trains running between Cheltenham Racecourse station and the northern extension at Laverton running via Winchcombe and our main base at Toddington.

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

A number of family-friendly attractions are also planned at Toddington and Winchcombe (including a carriage and wagon workshop open day) which are also aimed at appealing to the family and general interest visitor. A real ale tent will be at Toddington throughout the weekend, we are appealing for anyone with a Classic Car to turn up and get a free ticket, as well as sales stands, a wide range of catering and other interesting attractions, making for a weekend full of interest for all – young and old. Added to this, for those people wishing to come to the event by public transport, we will operate a FREE shuttle bus service from Cheltenham Spa (mainline station) to Cheltenham Racecourse (GWR station) to connect out into the first departures to Toddington.

For the first time on one of our diesel galas, the owner of Gotherington station has kindly offered to open his private station platform and museum for visitors to look at, including the demonstration line which features a pump trolley and diesel railcar – a must for any die-hard diesel enthusiast!

The home fleet of locos will all be in action (subject to availability). These include Class 20 No. D8137, Class 24 No. 5081, Class 26 043, Class 37 215, Class 45 149 – which will appear resplendent in its fresh coat of BR Blue and a sight not to be missed, Class 47 376 and Class 73 No. E6036. At least one of the resident DMUs will also be in action over the weekend which will also feature a DMU-drag!

Joining the home fleet will be visiting locomotive, Class 35 'Hymek' diesel hydraulic No. D7017 from the West Somerset Railway. Thanks to the support of the Diesel and Electric Preservation Group and the WSR in releasing the loco for the weekend, this is a very appropriate loco for the ex-WR main line at the GWR, as this will re-unite a Hymek locomotive with Cheltenham Racecourse for the first time since the locos were used on Paddington race specials in the late 1960s and early 1970s. Although D7017 has visited the line once before 20 years ago, the GWR was a much smaller railway back then and the loco will now be able to stretch its legs along the full length of the 12 mile line we now have.
Tickets and prices: We are offering multi-day rover tickets for this gala. These, as well as single day rover tickets, are available in advance via our online booking system. Book early for a reduced rate!

	Advance purchase online			Pay on the day
	1 day	2 days	3 days	1 day
Adult	£19.00	£29.00	£39.00	£22.00
Child	£9.00	£15.00	£20.00	£11.00
Concession	£17.00	£27.00	£37.00	£19.00
Family	£40.00	£60.00	£80.00	£45.00

Further details on the Heritage Diesel Weekend are now available on our website: www.gwsr.com and a timetable with loco roster will be available shortly.



DRIVING WHEELS ORDERED FOR NEW STEAM LOCOMOTIVE NO. 2007 PRINCE OF WALES

Eight 6ft 2in driving wheels for new Gresley class P2 ordered from William Cook Cast Products of Sheffield

The driving wheels for new Gresley class P2 No. 2007 Prince of Wales have been ordered from William Cook Cast Products (WCCP) of Sheffield and are expected to be delivered before the end of the year. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam 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 in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

William Cook Cast Products Ltd, whose plants specialise in the design and manufacture of steel castings for all industrial purposes, will make the pattern equipment, cast and machine the new steam locomotive's eight 6ft 2in diameter driving wheels on very advantageous terms. WCCP is the principle sponsor of No. 60163 Tornado which was completed in 2008 by The A1 Steam Locomotive Trust and was the first new steam locomotive to be built in Britain for almost 50 years.
The company provided all of the steel castings for Tornado and leases her tender to the Trust. In return, The A1 Steam Locomotive Trust will continue to provide William Cook Cast Products with appropriate publicity and access as accords a major sponsor of No. 2007 Prince of Wales. The commercial price for the eight driving wheels is in excess of £100,000.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "William Cook Cast Products played a vital role in the construction of No. 60163 Tornado as our Principle Sponsor and we are delighted to have them on board working with us on the construction of No. 2007 Prince of Wales, Britain's most powerful steam locomotive. "Thanks to the help that such a world leading and technologically advanced company as William Cook Cast Products is giving us in producing the driving wheels for No. 2007, we are hopeful that we will have completed the rolling chassis for the new Gresley class P2 towards the end of early next year and that we are on-track for completing the locomotive in 2021."

Andrew Cook CBE, Chairman, William Cook Cast Products Ltd added: "William Cook Cast Products was proud to be associated with the successful project to build brand new main line steam locomotive No. 60163 Tornado and is delighted to be continuing that association with the building of No. 2007 'Prince of Wales', Britain's most powerful steam locomotive. Our agreement to provide the complete driving wheels on advantageous terms is one that is of great benefit to both parties. As with Tornado, the finished locomotive will be a tribute both to the dedication and vision of The A1 Steam Locomotive Trust and the quality of the products of William Cook Cast Products. This is a sponsorship arrangement that will enable us to demonstrate again the variety of uses to which our castings can be put and one that demonstrates that the UK still leads the world in this branch of steel technology. We look forward to working with the Trust on this and other aspects of the locomotive's construction."

Mark Allatt concluded: "With the ordering of the driving wheels from William Cook Cast Products and the profiling of No. 2007's frames in May, no-one can now doubt that we really mean business. 2014 will see further major announcements as the construction of the locomotive gathers pace. We are now appealing to those who want to be a part of this exciting project to become covenantors, sponsors and volunteers to help us maintain this momentum."

Public interest in seeing a new Gresley class P2 steam locomotive become a reality sooner rather than later is high, with well over 300 members of The Founders Club each having given £1,000 and 425 people already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month) covenant scheme since its launch three months ago. This means that the project has already received pledges of £850,000 of the £5m needed over the next seven years.

Welshpool and Llanfair





Above: Hunslet Engine Company 0-4-0 diesel engine No. 2251 pictured at Llanfair Caereinion station on the Welshpool and Llanfair Light Railway on June 28th. The engine was built in 1940 and saw use in Admiralty Depots. Neil Pugh

Left: Beyer Peacock & Co. Ltd built 'The Earl' is seen taking on water at Welshpool station on June 28th. Neil Pugh

Main: Beyer Peacock & Co. Ltd. narrow gauge locomotive 'Countess' is pictured at Llanfair Caereinion station. Neil Pugh



Pontypool and Blaenavon

The locomotive seen in this image is an Andrew Barclay 0-4-0ST built in 1914, its 100th anniversary is in November, it is the Railway Club of Wales (RCoW) flagship locomotive. The locomotive has the name Rosyth No. 1 and it was originally destined to work at the naval depot of that name on the Firth of Forth, but at the last moment it was transferred to the naval depot in Milford Haven where it worked for many years. It was then transferred to RAF St Athan (near Cardiff) and in the early 1970s languished at the back of its engine shed. The RCoW purchased it in 1973 and operated it successfully at open-days and on the Gwili Railway and the now closed Swansea Vale Railway. About 10 years ago it was failed requiring major surgery to its firebox and boiler, the cost of these repairs and the skills required to complete them were beyond the RCoW's resources and about 2 years ago an agreement was reached with the Pontypool & Blaenavon Railway whereby they would put the engine back into working order and would have a lease of 20 years to use it exclusively. 18 months expensive work has produced a beautiful, if diminutive locomotive. On June 14th it is seen working the Pontypool & Blaenavon Railway's Vintage Train comprising the GER Directors' Saloon No 3 and a former GWR Engineers' Inspection coach; the working is the 15:10 Blaenavon High Level to Furnace Sidings. Stuart Warr

Bluebell Railway





Above: Fletcher Jennings 0-4-0T tank, No. 3 'Captain Baxter' has spent much of its life at the Dorking Greystone lime works. Richard Hargreaves

Left: South Eastern & Chatham Railway (SECR), Wainwright 'P' Class tank No. 178 is seen stabled in the yard. Richard Hargreaves

Main: South Eastern & Chatham Railway 'H' Class 0-4-4T No. 263 stands at Sheffield Park on June 15th. Steamsounds

Southern Railway Maunsell S15 Class 4-6-0 No. 847 prepares to depart Sheffield Park with an afternoon passenger service on June 14th. Richard Hargreaves



Southern Railway Maunsell S15 Class 4-6-0 No. 847 prepares to depart Horsted Keynes. Steamsounds



South Eastern & Chatham Railway 'H' Class 0-4-4T No. 263 leads 'C' Class No. 592, seen here at Sheffield Park on June 14th. Richard Hargreaves

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

Great Central Railway's massive one million pound appeal to kick start the creation of an 18 mile railway reaches half way

The money is being raised to pay for a new 36 metre bridge which will carry the tracks of the Great Central, across the Midland Main Line. The two halves of the award winning heritage line are working with Network Rail to deliver the new bridge in 2015 as the Midland line is electrified. The new bridge is a key element of fulfilling a long held vision; reuniting two halves of the GCR - north and south of Loughborough. The bridge decks which will be used were recovered from another part of the national network and are already being refurbished.

Alan Kemp, from Great Central Railway (Nottingham) who run trains on the northern section of the line said, "We're a year into the appeal with about a year to go until the bridge is in place. What better way to celebrate than to reach the half-way point of our appeal campaign? On behalf of everyone at the GCR, north and south, thank you to everyone for donating to this really exciting project. Let's roll up our sleeves, raise the rest and get the job done."

Bill Ford from the GCR plc which operates on the southern section said, "With the strong commitment of Network Rail and so much support from the community around the railway we can look forward to the day the new bridge will be in place. After that we need to crack on with the remainder of the reunification works before we can open the railway and start delivering economic benefit along the whole route of the line."

It is estimated 5 to 6 million pounds will be required to complete the rest of the work which involves refurbishing existing bridges and building a new embankment. Trains could be running on the 18 mile railway within five years.
Photo: An artists impression of the finished bridge in place over the Midland mainline.





Class 33 103 is seen stabled in the sidings at Horsted Keynes. Richard Hargreaves



Still carrying its former HNRC livery, Class 09 018 is seen at Sheffield Park. Richard Hargreaves

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

GREAT CENTRAL RAILWAY HITS THE SMALL SCREEN

STAND BY FOR SPECTACULAR SCENES IN BBC's CASUALTY

The Great Central Railway has recently had a starring role on television. Producers of BBC TVs long running hospital drama Casualty turned to the GCR for its realistic Main Line looks when it needed to stage a dramatic rail crash.



The production was filmed over several nights in February this year. Modern carriages were hired in and placed on their sides across the tracks at Swithland Sidings, where the GCR has four running lines.

Paul Pearson, the Casualty Location Manager, on behalf of the BBC said, dated 19th Feb 2014, "Thank you to everyone at GCR for a completely brilliant experience. I am so glad we chose to come to Swithland: it looks great on the screen. There is still a lot of work to go into the final product, of course, but everyone here is very excited about what we've done."

Richard Patching, General Manager of the Great Central Railway said, "We were delighted to host Casualty at the GCR. It was a tough assignment with lots of planning needed to get everything in place for the filming. Cranes had to be hired and track lifted to put the 'crash scene' in place and all this while we were running passenger trains at the weekends! Our teams had to work through the night but we're sure the end result on screen will be worth it."

The GCR has featured in an episode of Casualty before and is a regular destination for movie makers. Shadowlands, The Hours and Cemetery Junction are just three productions to take to the award winning line's Leicestershire tracks.

Richard added, "Filming isn't just good business for us, it brings real economic benefit to the local service sector with the crew staying in hotels etc. Afterwards, we'll even get people coming to visit because they want to see where films and programmes were made so even counting the hard work it's a win-win situation."



West Somerset Railway

Above: GWR 'Manor' Class 4-6-0 No. 7828 'Odney Manor' arrives into at Stogumber on June 17th. Steamsounds

Right: SDJR 2-8-0 No. 88 is seen arriving at Crowcombe Heathfield on June 17th. Steamsounds

Main: Class 115 DMU Nos. 51859, 59678 and 51880 is seen at Crowcombe Heathfield heading towards Bishops Lydeard on June 18th. Steamsounds



GWR 2-8-0 freight locomotive No. 3850 is seen arriving into Watchet on June 19th. Steamsounds



GWR 'Manor' Class 4-6-0 No. 7828 'Odney Manor' approaches Crowcombe Heathfield on June 17th. Steamsounds

Canadian Pacific engineering a future from the past

The Watercress Line has received initial support* from the Heritage Lottery Fund (HLF) for its project "Canadian Pacific - engineering a future from the past" it was announced recently. The project will be carried out mainly in the railway's workshops at Ropley, Hampshire and its offices at Alresford, with some of the work carried out at the Eastleigh Railway Works where the locomotive was originally built in 1941. It will see the return to operation of one steam engine and two wooden framed carriages and provide valuable training in engineering skills.

The project to overhaul the railway's flagship steam engine Merchant Navy class No. 35005 'Canadian Pacific' and restore two wooden framed carriages will provide employment for 11 new members of staff, including 8 technical people; 6 of whom will be apprentices with a two year period of training. The scheme also provides work experience opportunities for local unemployed youngsters and engineering students at Eastleigh, plus a range of other community outreach activities, education and information benefits for the Watercress Line's thousands of visitors.

Much of the work will be done by the railway's many volunteers and it is hoped that the project will encourage more people to join the team. Development funding of £44,700 has also been awarded as part of HLF's initial support to help Mid Hants Railway Ltd and the supporting charity Mid Hants Railway Preservation Society Ltd, the companies behind the Watercress Line, progress their plans to apply for a full grant later this year. If the second round application is successful then work should commence early in 2015 and be complete by the end of 2017.

'Canadian Pacific', designed by Oliver Bulleid, was purchased by the railway in 2002 under a strategy to own its own steam engines, but was withdrawn in 2008 in need of an expensive overhaul. It was taken to Eastleigh in 2011 to be stored under cover, and work to strip it in order to evaluate the scope and cost of the work started there early last year. The two wooden framed carriages are ex Southern Railway vehicles also designed by Oliver Bulleid, which were built just after the war. They are the oldest carriages on the Watercress Line and will be run with a 3rd similar carriage now nearing the end of an extensive overhaul in the workshops at Ropley.

Mrs Steve Crowther, chair of Mid Hants Railway Preservation Society Ltd, said: "We are absolutely delighted that the Heritage Lottery Fund has given this huge vote of confidence in the record of the Watercress Line's staff and volunteers to complete projects on time and on budget. We now have to work hard to submit a successful second round application and that will eventually lead to some major new attractions on the Watercress Line.

"We have run a number of projects part funded by HLF over recent years. The principal ones have been the development of the new workshops at Ropley between 2010 and 2012, plus the training of 16 apprentices between 2009 and the present time. The railway is very appreciative of the help given by HLF without which so many excellent developments would not have been possible."

Stuart McLeod, Head of the Heritage Lottery Fund South East, said: "This project provides an excellent opportunity to secure the long-term future of Hampshire's railway heritage. Our initial support for plans to restore the 'Canadian Pacific' and Bulleid coaches to their former glory will help conserve this important heritage for generations to come, and through the enhanced visitor experience and extensive volunteering and training opportunities, more people will be able to learn about the social, political and economic significance of our historic railways."

Severn Valley Railway





Above: GWR 0-4-2-T No. 1450 is seen stabled at Bewdley on June 11th. Richard Hargreaves

Left: Following a shunt around at Kidderminster, Class 20 177 is now visible. (Looking at it, perhaps it should have stayed hidden! -Ed) Richard Hargreaves

Main: British Railways Standard Class 5 No. 73129 (the sole surviving Standard Class 5 built by British Railways which was fitted with Caprotti valve gear), is seen here departing Kidderminster on June 11th with a service to Bridgnorth. Richard Hargreaves

GWR Didcot

Above: Metropolitan Railway E Class 0-4-4T No. 1 is seen at Didcot on May 3rd. Stewart Smith

Right: Great Western Railway 6000 Class No. 6023 'King Edward II' is pictured giving rides along the line at GWR Didcot. Stewart Smith

Main: GWR Steam Railmotor No. 93 was also in action on May 3rd, seen here passing by Radstock signal box. Stewart Smith

SWANAGE RAILWAY VOLUNTEERS CELEBRATE 35th ANNIVERSARY OF THEIR FIRST PASSENGER TRAINS

Swanage Railway volunteers are celebrating the 35th anniversary of their first passenger trains – an industrial diesel shunter and half-painted coach running on a few hundred yards of hand-laid track back in 1979 – with a special weekend starring the remarkable steam locomotive 'Tornado'.

A commemorative 'Swanage 35' gala is being held on Saturday and Sunday, 12 and 13 July, 2014, to mark the birth of a train service that now carries more than 210,000 passengers a year on the five and a half mile line from Swanage to Herston Halt, Harman's Cross, Corfe Castle and Norden Park & Ride.

The public will have their first chance to travel on service trains behind No. 60163 'Tornado', a Peppercorn class A1 Pacific steam locomotive built from scratch thanks to an ambitious and against all odds 18-year project.

A chance for people to celebrate 35 years of preserved heritage trains on the Swanage Railway – which has been rebuilt from nothing since 1976 – the special two-day event will see the Purbeck line's home fleet of steam and diesel locomotives in operation, together with a diesel multiple unit.

The 'Swanage 35' gala weekend will also be the last chance to ride behind mid-1940s rebuilt West Country Class Bulleid Pacific No. 34028 'Eddystone' before its ten-year boiler ticket expires.

The celebration of 35 years of passenger trains running on the rebuilt Swanage Railway will also see the public have the chance to take to the controls of 'Tornado' with driver experience opportunities during July.

And a special 'Twilight Tornado' dining train – planned to be hauled by 'Tornado' – is running on Saturday, 19 July, offering excellent value for money as standard 'Wessex Belle' fares apply.

Swanage Railway Company Chairman Peter Sills said: "We're absolutely delighted that the iconic steam locomotive 'Tornado' is joining us to celebrate the 35th anniversary of the first passenger trains running on a few hundred yards of hand-laid track at a fledgling Swanage station during August, 1979.

"It is absolutely amazing what has been achieved by the Swanage Railway since a band of small volunteers first gained access to a boarded up and trackless Swanage station back in February, 1976. The disused station building, goods shed and engine shed had come close to being demolished.
"Having built a successful railway operation over the last 35 years, our thoughts are naturally turning to heading onwards towards Wareham and re-establishing the link with the national railway network and operating passenger trains into Wareham station," added Mr Sills.

Swanage Railway Trust Chairman Gavin Johns explained:"Those first trains at Swanage during the summer of 1979 – made up of an industrial diesel shunter and a half-painted 1940s Bulleid coach – sum up the determined and pioneering spirit of everyone involved with the Swanage Railway.

"Back in the 1970s and 1980s, most people thought a rebuilt Swanage Railway to Corfe Castle and beyond to connect with the national railway system was a mad pipe dream that was unrealistic and unattainable.

"It's also important to remember what the fledgling Swanage Railway was like in the early days and the two generations of very determined people who have worked tirelessly to achieve the Swanage Railway that we all see and enjoy today," explained Mr Johns.

The first passenger trains at Swanage since the last British Rail passenger train on the evening of Saturday, 1 January, 1972, were composed of 1947-built Bulleid semi-open brake third coach No. 4365 hauled by McLaren-engined four-wheel Fowler diesel shunter No. 4210132 'May' from a temporary scaffolding platform set up under the Northbrook road bridge.

'Swanage 35' 'Tornado' driver experiences take place on 11, 18 and 19 July are only £595 for bookings made during July. Details from 'www.swanagerailway.co.uk', by calling 01929 425800 or emailing 'info@swanagerailway.co.uk'.



Photo: Service train at Swanage in August 1979. © MICK STONE via ANDREW PM WRIGHT COLLECTION



Photo: Swanage station track laying in 1977. © JOHN KELLAWAY courtesy SWANAGE RAILWAY TRUST

Epping and Ongar Railway

LSWR Class 0298 Beattie well tank approaches North Weald on June 6th with a service from Ongar during the lines steam gala. Charlie Robbins

LMS Black Five No. 45379 comes off its train and slowly reverses into the coaling area on June 6th during the Epping and Ongar steam gala. Charlie Robbins

East Lancs Railway

English Electric Class 37 109 approaches Ramsbottom with the 10:15 service from Rawtenstall on June 21st.
Gerald Nicholl

On its last weekend of operation at the ELR, June 21st, Gresley K4 2-6-0 No. 61994 'The Great Marquess' departs from Ramsbottom with the 10:35 for Rawtenstall.
Gerald Nicholl

Class 37 324 'Clydebank' approaches the site of the former Ewood Bridge station at Edenfield hauling the 09:30 service from Bury to Rawtenstall on June 14th. Dave Felton

It's open day at Doncaster Works and spotters crowd the platforms on the station as Class 55 003 'Meld' passes with a northbound express, June 17th 1978. Chris Morrison



Above: Class 31 224 is seen alongside other class members at TJ Thompsons scrapyard, Stockton on September 9th 2001. Paul Godding



Right: Class 25 190 heads a trip from Langley Green onto the single line spur to Handsworth Cement works at Smethwick West on May 15th 1986. Today the single line is doubled as the Jewellery line to Birmingham Snow Hill and Smethwick West station is closed and replaced by Smetwick Galton Bridge (behind the photographer). The box and semaphores are also gone but the double track connection to the Wolverhampton - Birmingham New Street line remains. Chris Morrison

Main: Class 37 171 passes Lostock Hall Junction hauling a Preston Docks to Immingham discharged tanks on November 1st 1979. Dave Felton





Above: Class 37 193 and 37 077 are seen stabled at Toton on March 8th 1986. Brian Hewertson

Left: Class 25 044 and 25 081 pass through Manchester Victoria on February 6th 1981. Steve Stepney

Main: BR Class 40 132 hauls a tank train through Euxton Junction on November 5th 1976. Dave Felton





Above: Class 55 019 'Royal Highland Fusilier' is seen at the Great Central Railway on August 1st 1992. Brian Hewertson

Right: BR Class 83 Electric Locomotive No. E3030 is seen waiting to depart from London Euston station with a northbound passenger train on April 10th 1966. Dave Felton

Main: Class 309 627 and 309 616 arrive into Crewe on March 3rd 1996 with a Manchester - Birmingham service. Paul Godding



Above: Class 47 074 heads a northbound oil train through Thirsk on July 22nd 1983. Dave Felton



Right: LMS Ivatt Class 2 2-6-0 No. 46441 leads Class 31 432 with a special charter, seen arriving into Stockport on March 26th 1995. Brian Hewertson

Main: A pair of Class 144s approach Whitby in July 1991. Michael Lynam







Above: Class 37 902 is seen on display at DRS Carlisle Kingmoor, June 14th 2003. Not long after this repairs were cancelled on the loco and it was sent for scrap. Brian Battersby

Left: Loadhaul liveried Class 56 102 is seen on a Boulby potash working as it heads away from Boulby on September 9th 2001. Paul Godding

Main: On August 7th 1991, Class 47 325 passes thought Bolton heading to Pendleton with an empty bin train, passing a Class 150 unit and a Class 31 in the parcels bay. Michael Lynam

The Back Page

Class 37 518 heads a Ferryhill - Derby charter standing in for LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' which had failed with a hot box on the tender. CJ Sutcliffe