

# Railtalk Magazine

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# Railtalk Magazine

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## Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

**entries@railtalk.net**

Please include a detailed description and credits of the author.

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## From the Editor...

Welcome to Issue 105, and yet again another bumper month for excellent photos sent in to us, including even more sunshine, and that's very usual...

First of all, my greatest apologies for the delay in getting this issue of the magazine out to you all. I've had a number of frantic emails asking "whats happened?"... So I greatly apologies for this. I would go into detail, however I only have a small editorial and there are plenty of other topics to talk about.

With WCRC (West Coast Railway Company) back on the mainline, the "Charter Scene" has slowly returned back to normal. The S&C line has once again been adorned with the pleasant sight and sound of steam, it's nice to see that it's not affected the sector too much.

I don't suppose I can go further without mentioning the fantastic new livery applied to Class 31 601. It maybe a simple livery, but by, does it look good on that loco. Maybe I'm biased being a Ped fan, however, what more can you say(?). Should you not have seen the livery already (if not, where have you been). Steve Andrews, managed to capture this fine loco in it's new guise. Have a look at the DCR section for a photo.

*Andy*

*Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Michael J Alderdice, Steve Andrews, John Alsop, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Paul Beard, Sam Bilner, Matthew Bird, Ben Bucki, Keith Chapman, Pete Cheshire, Nick Clemson, Keith Davies, Neil Davies, Derek Elston, Eddie Emmott, Dave Felton, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Martin Hart, Brian Hewertson, Darrel Hendrie, Paul Hewertson, Stuart Hillis, Derek Hopkins, Colin Irwin, Jon Jebb, John Johnson, Ken Livermore, Michael Lynam, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, James Passant, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Charlie Robbins, Mike Sheridan, Stephen Simpson, Stewart Smith, Chris Stanley, Steve Stepney, Steve Thompson, Tim Ward, Andrew Wilson, Shep Woolley and the guys at RailUK.*

Front Cover: Class 87 002 passes Old Lindslade in glorious morning light working the 1M16 Inverness to London Euston 'Caledonian Sleeper'. [Matthew Bird](#)

This Page: A glimpse of welcome sun amongst the wind and rain sees LMS 5XP Class 4-6-0 No. 45690 'Leander' heading the 'Dalesman' towards Selside on May 19th. [Shep Woolley](#)



# Charter Scene:

## Railway Touring Company - The Great Britain VIII

BR Standard Class 7 No. 70000 'Britannia' heads day one of the tour through Cowley Bridge with the London Victoria to Penzance leg, April 28th. [Steve Andrews](#)



# Railway Touring Company - The Great Britain VIII

Class 66 122 leads BR Standard Class 7 No. 70000 'Britannia' at Hemerdon with day 2 from Penzance to Bristol, April 29th. [Steve Andrews](#)



# Railway Touring Company - THE EAST YORKSHIREMAN

LMS Class 6P 'Jubilee' 4-6-0 No. 45690 'Leander' passes Melton with a Preston to Scarborough (via Goole and Beverley) excursion on May 30th. [Robert Bates](#)



# PLEG tour round Plymouth Laira

On May 2nd, PLEG ran a tour of lines around Plymouth Laira utilising Class 08 644 and 08 645 with HST power cars Nos. 43141 and 43126. The tour is seen at Mutley Tun (Right), Friary (Main) and Plymouth station (Below). All photos: Steve Andrews



## Charity Railtours - The Four Triangles

On May 9th, Charity Railtours 'The Four Triangles' charter arrives at the Johnson Logistics facility at Eccles Road, Norfolk with Class 37 059 and 37 606 leading the train in a delightfully rural setting together with interested spectators. [Tim Ward](#)



## Pathfinder Tours - The Buxton & Cheshire Explorer

On May 4th, Class 66 165 approaches Peak Forest with Pathfinder's 'Buxton & Cheshire Explorer' railtour from Basingstoke to Buxton. [Mark Pichowicz](#)





# Pathfinder Tours - The Buxton & Cheshire Explorer

On May 4th, Class 66 165 approaches Brierlow Bar with the 05:25 Basingstoke – Briggs Sidings. (Class 66 150 was on the rear). [Nick Clemson](#)



## West Coast Railway Co. - The Dalesman

LMS Jubilee Class 4-6-0 No. 45690 'Leander' finds a patch of sunshine between the heavy showers heading towards Ribblehead with the northbound 'Dalesman' on May 19th. [Gerald Nicholl](#)



## West Coast Railway Co. - The Dalesman

A vast improvement in the weather for the return working as LMS 5XP Class 4-6-0 No. 45690 'Leander' heads towards Aisgill summit on May 19th. [Shep Woolley](#)



# West Coast Railway Co. - The Dalesman

On May 19th, LMS Jubilee Class 4-6-0 No. 45690 'Leander' heads through the countryside at Dent hauling this York to Carlisle tour which was steam hauled from Hellifield to Carlisle and return. Colin Irwin



## Railway Touring Co. - THE CUMBRIAN COAST EXPRESS

On May 30th, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' is seen at Grayrigg heading the Carnforth - Shap - Sellafield - Carnforth section of the tour from London Euston. [Colin Irwin](#)



## Pathfinder Tours - THE CUMBRIAN FELLS EXPRESS

BR Britannia Class 7MT 4-6-2 No. 70000 'Britannia' passes Appleby on May 30th working the Crewe - Shap - Appleby - Blackburn - Crewe leg of this tour which originated at Bristol. [Colin Irwin](#)



# Belmond British Pullman - VSOE

With safety valves lifting, Southern Region No. 35028 'Clan Line' enters Wokingham under the 1886 Grade II-listed rail-built footbridge hauling a British Pullman excursion from London Victoria to Bristol Temple Meads on May 13th as a couple of bemused business travellers capture the event on their smartphones.

[John Johnson](#)



# Belmond British Pullman - VSOE

Southern Region rebuilt Merchant Navy 4-6-2 No. 35028 'Clan Line' working the 1Z92 Bristol Temple Meads - London Victoria passes The Tunnel House, Saltford on May 13th. [Sam Bilner](#)





# Belmond British Pullman - VSOE

Right and Main: Class 55 No. D9009 'Alycidon' heads off the main line and onto the Severn Valley Railway at Kidderminster on May 16th working the VSOE from London Victoria. Class 67 005 was on the rear. The tour, once on Severn Valley metals, was steam hauled from Bewdley by West Country 'Taw Valley'. [Class47](#)



## Belmond British Pullman - VSOE

Right: After an overhaul taking around 9 years to complete, SR West Country Class 4-6-2 No. 34027 'Taw Valley' heads out of Bewdley for Bridgnorth. [John Alsop](#)

Main: Class 55 No. D9009 'Alycidon' arrives into Bewdley on May 16th where the loco would give way to newly restored Southern loco 'Taw Valley'. [John Alsop](#)



# Pathfinder Tours - The Devon Explorer

Class 37 059 and 37 605 pass Crediton working the Crewe to Meldon, 'Devon Explorer' tour on April 25th. [Steve Andrews](#)



## Belmond British Pullman - Northern Belle

Left: Class 57 305 (with 57 312 on the rear) stands at Manchester Piccadilly on May 3rd working a Manchester Piccadilly circular luncheon tour. [Brian Hewertson](#)

Main: Class 57 306 top'n'tailed 57 310 on April 26th working past Baystan Hill with a Crewe - Cheltenham move. [Phil Martin](#)



## Belmond British Pullman - Northern Belle

Left and Main: Class 57 312 and 57 301 top'n'tail a Scunthorpe to Scunthorpe evening dining train through Doncaster on May 30th. [Class47](#)

Below: Class 57 312 is seen upon arrival back at Scunthorpe. [Steve Thompson](#)



## Belmond British Pullman - Northern Belle

Left and Main: Class 57 312 and 57 306 top'n'tail a Newcastle to Chester outing on May 15th, seen here passing Burton Salmon. [Robert Bates](#)



# Belmond British Pullman - Northern Belle

On May 4th, Class 57 312 leads the 5Z10 Crewe CS to London Victoria 'Northern Belle' ECS past Gordon's Lodge, Ashton. Class 57 305 was on the rear. [Matthew Bird](#)



## Railway Touring Company - The Hadrian

Under threatening skies, LMS 5XP Class 4-6-0 No. 45699 'Galatea' is seen crossing the River Eden on the approach to Wetheral station with 'The Hadrian' railtour on May 16th. [Shep Woolley](#)





## Railway Touring Company - The Hadrian

A big improvement in the weather as LMS 5XP Class 4-6-0 No. 45699 'Galatea' approaches Aisgill summit with the return working of 'The Hadrian' railtour on May 16th. [Shep Woolley](#)



# Statesman Rail - The Settle and Carlisle Statesman

Class 67 005 passes Helsby on May 9th working the 1Z44 Carlisle to Coventry 'Settle & Carlisle Statesman' return charter. [Brian Battersby](#)



# Pathfinder Tours - The Heart of Wales Explorer

Class 37 667 and 37 606 head past Cheney Longville, Craven Arms with the 1Z39 Carmarthen - Bristol via the Central Wales line on May 16th. [Phil Martin](#)



# Pathfinder Tours - The Heart of Wales Explorer

Class 37 606 and 37 667 power through Patchway on May 16th, working the 1Z38 Tame Bridge Parkway - Carmarthen. [Sam Bilner](#)



## ECS and Light Engine Moves

Right: On May 24th, West Coast's Class 57 001 leads a Crewe to Carnforth ECS move through Manchester Piccadilly. [Brian Hewertson](#)

Main: BR Standard Class 7 No. 70000 'Britannia' with Class 67 005 on the rear, passes Kempsey Shrewsbury with the 5Z70 11:42 Bristol Barton Hill - Crewe C.S. on May 24th. [Keith Davies](#)



## ECS and Light Engine Moves

WCRC steam on the move again - Class 47 760 heads Jubilee Class 4-6-0 No. 45699 'Galatea' near Skipton on May 15th with the ECS move from Carnforth to York for The Hadrian tour on the following day. [Gerald Nicholl](#)



# ECS and Light Engine Moves

West Coast's Class 57 316 leads 47 237, 47 245 and 57 315, routed through platform 1 at Northampton, running as 0Z47 Southall to Carnforth on May 14th. [Derek Elston](#)



## ECS and Light Engine Moves

Right and Main: On May 12th, the visiting locos from the Swanage gala made their way to the next event, at Didcot. This is Class 66 741 'Swanage Railway' hauling Class 56 006, 50 035, 45 060 and 37 057, working the 0V45 10.00 Swanage Motala to Didcot Great Western, through Hinton Admiral. The Swanage Railway put on yet another great Gala despite one or two loco problems. [Derek Hopkins](#)





# RETRO RAILTOURS LTD

## The Retro Cumbrian Coast Explorer - Saturday 11th July 2015

Celebrating 150 Years of New Mills Central and Marple Railway stations

[WWW.RETRORAILTOURS.CO.UK](http://WWW.RETRORAILTOURS.CO.UK)

We are pleased to announce our July tour, taking you via the scenic Cumbrian Coast to the border city of Carlisle on Saturday 11th July. This very special tour, which is being run in conjunction with the Friends of New Mills & Marple stations is celebrating the 150th anniversary of the two stations.

The train will serve both Marple and New Mills, before proceeding to Hyde Central, and stations in Lancashire and West Yorkshire,

continuing through the Calder Valley and Copy Pit, and onwards to Preston. After Carnforth, the train will take the scenic Cumbrian Coast route, with it's imposing scenery and fantastic view of the Irish Sea. The train will arrive in Carlisle at approximately midday, where you will have just under 4 hours to explore the historic city. The train will return via the Shap route, with fantastic views of the Cumbrian fells as we descend towards Lancaster.

	Outward (dep)	Return (arr)	From all points except Preston	
New Mills Central	06:00	22:10	Standard Class	(Adult) £70
Marple	06:15	22:00	Standard Class	(Child) £56
Hyde Central	06:25	21:50		
Ashton-under-lyme	07:00	21:10	First Class	(Adult) £119
Stalybridge	07:10	21:00	First Class	(Child) £99
Huddersfield	08:00	20:30		
Brighouse	08:20	20:10	Premier Dining	(Adult) £190
Sowerby Bridge	08:30	20:00	Premier Dining	(Child) Call
Carlisle	TBC arr	TBC dep		

These timings are provisional and will be subject to change.

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

To book, you can visit our website [www.retrorailtours.co.uk](http://www.retrorailtours.co.uk) or alternatively postal booking can be sent to...

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



# Pictures:

## Arriva Trains Wales

Right: Class 67 023 heads past Long Gardens with the 1W96 17:16 Cardiff - Holyhead WAG service on May 21st. [Keith Davies](#)

Main: On May 4th, Class 67 001 heads through Helsby working a Manchester Piccadilly - Holyhead service. [Brian Battersby](#)



Class 67 023 passes Leaton on April 29th working the 1W96 17:16 Cardiff - Holyhead WAG express. Phil Martin



# Chiltern Railways

Right: Class 68 011 stands at Birmingham Moor Street on May 23rd working a service to London Marylebone. [Andrew Wilson](#)

Main: DRS Class 68 008 arrives into Leamington Spa on May 16th, working a London Marylebone to Birmingham Snow Hill service. [Richard Hargreaves](#)

Below: Class 68 014 is seen arriving at Leamington Spa with the 1R37 13:15 London Marylebone to Birmingham Moor Street on May 13th. [Derek Elston](#)





Left: On May 13th, Class 68 013 passes Burton on Trent working the 6U77 Mountsorrel - Crewe loaded ballast. [Stuart Hillis](#)

Main: Class 68 012 stands at Leamington Spa working the 1H53 12:55 Birmingham Moor Street to London Marylebone, May 13th. [Derek Elston](#)

Below: Class 68 015 is seen departing Solihull on May 9th, working a service to London Marylebone. [Class47](#)



# Colas Rail

Class 60 095 and 47 727 pass through Tamworth High Level working 0C53 12:30  
Washwood Heath Met. Cammel - Doncaster Up Decoy on May 16th. [Andy Parkinson](#)



Class 70 808 is photographed as it gets the road at Leamington Spa working the 6M50 Westbury to Bescot on May 13th. [Derek Elston](#)



Class 60 002 heads past a dull Melton Ross working a Rectory Junction to Lindsey empty oil tanks train. [Robert Bates](#)



On May 5th, Class 60 021 drops down Appleby Bank with the 6E32 Preston - Lindsey tanks. [Steve Thompson](#)



Class 60 021 passes through the Cherry Tree area of Blackburn hauling the 6E32 Preston Docks to Lindsey on May 7th. [Dave Felton](#)

Class 56s seem to be back in favour as Class 56 105 and 56 078 double head the Tilbury to Llanwern empty steel carriers, seen approaching Harringay Green on May 13th. [Charlie Robbins](#)







Left: On April 30th, Class 60 076 passes Condoover with what is thought to be the first working of a Class 60 on the Baglan Bay to Chirk logs. [Phil Martin](#)

Main: Class 60 021 (with 60 096 dead) passes Nest Fields, Wellingborough working the 6E38 Colnbrook to Lindsay discharged tanks, May 15th. [Derek Elston](#)

Below: Class 60 087 is seen climbing towards Scunthorpe station with the 6E32 Preston Docks - Lindsey Oil Refinery, April 27th. [Steve Thompson](#)



Right: Class 60 076 has charge of the 6V62 Tilbury Riverside to Llanwern as it passes through Blackhorse Road on May 16th. [Derek Elston](#)

Main: Class 60 095 works it's first revenue earning train on May 14th with the 6E07 Washwood Heath - Boston Docks steel carriers through Burton. [Stuart Hillis](#)

Below: Class 60 076 passes Stapleton with the 6M51 15:24 Baglan Bay Colas - Chirk Kronospan on May 19th. [Keith Davies](#)





Left: On April 19th, Class 60 076 pauses at Chester whilst working the Baglan Bay to Chirk loaded log train. [Brian Battersby](#)

Main: Class 60 087 'CLIC Sergeant' is pictured shortly after passing through Bamber Bridge station hauling the 6E32 Preston Docks to Lindsey on May 1st. [Dave Felton](#)

Below: Class 60 085, 60 021 and 60 095 arrive into Doncaster on May 30th, running light engine from Immingham to Belmont Yard. [Class47](#)



Class 60 095 and 60 085 top'n'tail a Railvac working through Adwick on May 30th.  
Class47



On April 27th, Class 60 087 approaches Horsfall Tunnel, near Eastwood with the 6E32 08:40 Ribble Rail Preston - Lindsey oil refinery. Nick Clemson



Class 60 076 climbs Battlefield Bank with the 6M51 15:24 Baglan Bay Colas - Chirk Kronospan on May 19th. Keith Davies



Class 60 079 heads past Burgs Lane Bayston Hill with the 6V54  
13:00 Chirk Kronospan - Baglan Bay empty logs on May 31st.  
Keith Davies



# CrossCountry

Power cars Nos. 43384 and 43301 are seen passing through Burton on May 8th working the 1V54 Dundee - Plymouth service. [Stuart Hillis](#)



**DB Schenker**

Class 60 024 passes Chevin near Belper working a diverted 6M57 06:19 Lindsey - Kingsbury oil tanks. [Mark Pichowicz](#)



Right: Class 90 028 and 90 021 head south through Red Bank with the 4M25 Mossend - Daventry liner on May 8th. [Dave Harris](#)

Main: On May 4th, Class 90 018 passes Ashton working the 1M16 20:26 Inverness - London Euston sleeper, diverted via Manchester and Northampton due to engineering work. [Matthew Bird](#)

Below: Class 66 065 heads a diverted 6M48 10:35 Southampton Eastern Docks - Garston through Bursledon. [Stewart Smith](#)





Right: On May 4th, Class 66 061 working the 6M76 Margam - Dee Marsh loaded steel, passes Dorrington. [Phil Martin](#)

Main: Class 66 116 leads a loaded car train through Acton Bridge on May 9th, heading for Southampton Docks. [Brian Battersby](#)

Below: On May 2nd, Class 08 738 and 08 630 are seen stored at Toton TMD alongside Class 58 023 (or what's left of it). [Derek Elston](#)



Right: Class 60 079 working the 6E08 Wolverhampton - Immingham covered steel carriers, passes Burton on May 14th. [Stuart Hillis](#)

Main: Class 66 169 leads the 6G35 Clitheroe to Bescot cement tanks through Red Bank on May 28th. [Jeff Nicholls](#)

Below: Class 66 185 leads an engineers train into Doncaster on May 2nd. [Brian Battersby](#)



Right: On May 4th, diverted due a possession in the Nottingham area, Class 60 010 climbs the last few yards of Gunhouse Bank on the approach to Scunthorpe Station with the 6E54 Kingsbury - Humber oil refinery. [Steve Thompson](#)

Main: Class 90 029 and 90 039 approach Heamies Bridge with the 4M25 06:06 Mossend Euroterminal - Daventry International on May 21st. [Nick Clemson](#)

Below: On May 2nd, Class 66 069 fogs out Doncaster whilst working an engineers train from Belmont Yard. [Brian Battersby](#)



Right: DB branded Class 66 176 passes through Burton with the 4M07 Felixtowe - Burton modal on May 8th. [Stuart Hillis](#)

Main: On April 30th, Class 60 024 hauls the 6X01 Trent Yard - Eastleigh loaded rails through Scunthorpe station. [Steve Thompson](#)

Below: Class 60 017 is seen parked amid a four loco convoy at Toton on May 2nd. [Derek Elston](#)



Long term stored Class 60 032 is seen in the yard at Toton on May 2nd, alongside many other of the class who are stored here. [Derek Elston](#)



Class 60 066 heads past Frodingham Jct. on May 2nd working the 6D03 Tinsley - Immingham SS. [Steve Thompson](#)



Class 66 004 working the 6M00 Humber - Kingsbury loaded oils, passes through Burton on April 29th. [Stuart Hillis](#)



On May 8th, the 6D44 Bescot - Toton engineers train passes Burton, with Class 66 039, 66 104 and Colas Rail's 60 095. [Stuart Hillis](#)



Right: Class 60 066 heads a Tinsley - Scunthorpe working through Mexborough on May 2nd. [Brian Battersby](#)

Main: Class 66 087 passes Meole Brace Retail Park with the 6V75 09:30 Dee Marsh - Margam steel on May 27th. [Keith Davies](#)

Below: Class 66 117 passes through Stalybridge on May 11th working the 6E33 Warrington Arpley to Doncaster van train. [Brian Hewertson](#)



Class 60 066 climbs out of Barnetby towards Melton Ross on May 5th with a Kingsbury - Lindsey train of empty oil bogie wagons. [Robert Bates](#)



Class 60 024 'Clitheroe Castle' passes Melton Ross on May 11th with a train of loaded iron ore bogies from Immingham to Santon. [Robert Bates](#)



Class 66 044 is in charge of the 12:43 Walsall Freight Terminal to Briggs Sidings Steetley Coy as it passes Tupton on May 7th. [Derek Elston](#)



Class 60 010 with the 6E41 Westerleigh - Linsley empty oils, passes through Burton on May 6th. [Stuart Hillis](#)

On April 20th, Class 60 001 heads through Barnetby with a Humber to Kingsbury loaded oil tank train. [Robert Bates](#)





On May 13th, Class 66 135 leads the Halewood Jaguar Cars to Southampton Docks through Leamington Spa. [Derek Elston](#)



Class 66 014 heads a rake of repaired wagons from Warrington to Crewe through Acton Bridge on May 7th. [Michael Lynam](#)



Class 90 028 and 90 021 working the 4M25 Mossend Euroterminal - Daventry departs Carlisle on May 13th. [Michael J Alderdice](#)



On May 2nd, Class 60 040 is seen passing Cossington working the Bletchley to Peak Forest empty stone train. [Derek Elston](#)

Class 60 001 passes Appleby working a diverted 6N38 Ent S. - Lackenby, via Immingham and Brigg, conveying 27 BBAs loaded with slabs. [Steve Thompson](#)



Class 90 037 and 90 020 arrive into Carlisle on May 13th working the 6S94 Dollands Moor - Irvine Caledonian Paper. [Michael J Alderdice](#)



Class 66 165 hauls the 09:32 Southampton Docks to Garston loaded Ford Van train through Leamington Spa on May 13th. [Derek Elston](#)



On May 18th, Class 66 133 with the 6X19 Redbourn Sidings - Dollands Moor, passes 66 034 working the 6D11 Lackenby - Ent C. at Scunthorpe. [Steve Thompson](#)



Class 60 063 passes Sutton Bridge Jct. with the 6V75 09:30 Dee Marsh - Margam steel on May 19th. Keith Davies



Class 60 099 heads through Melton Ross on April 1st working a Santon to Immingham empty ore train. [Robert Bates](#)



On May 3rd, Class 60 100 passes Appleby working the 6T51 hauling a mixture of JNAs loaded with spoil and MHAs with stone, returning from Immingham SS to Doncaster Up Decoy. [Steve Thompson](#)



On May 15th, Class 60 066 is seen arriving into Swindon with the 6B49 Llanwern Exchange sidings to Swindon Stores. [Colin Pidgeon](#)

Right: Class 66 197 heads past Dorrington with the 6V75 09:30 Dee Marsh - Margam steel on May 11th. [Keith Davies](#)

Main: Class 66 185 approaches Melton Ross with a train of empty biomass wagons from Drax to Immingham on May 11th. [Robert Bates](#)

Below: Class 60 100 with the 6M00 Humber - Kingsbury loaded oils heads through Burton on May 1st. [Stuart Hillis](#)



Normally only running under darkness, Class 66 017 working the 6X52 Portbury - Arpley vans, passes Cheney Longville, Craven Arms on May 16th. [Phil Martin](#)

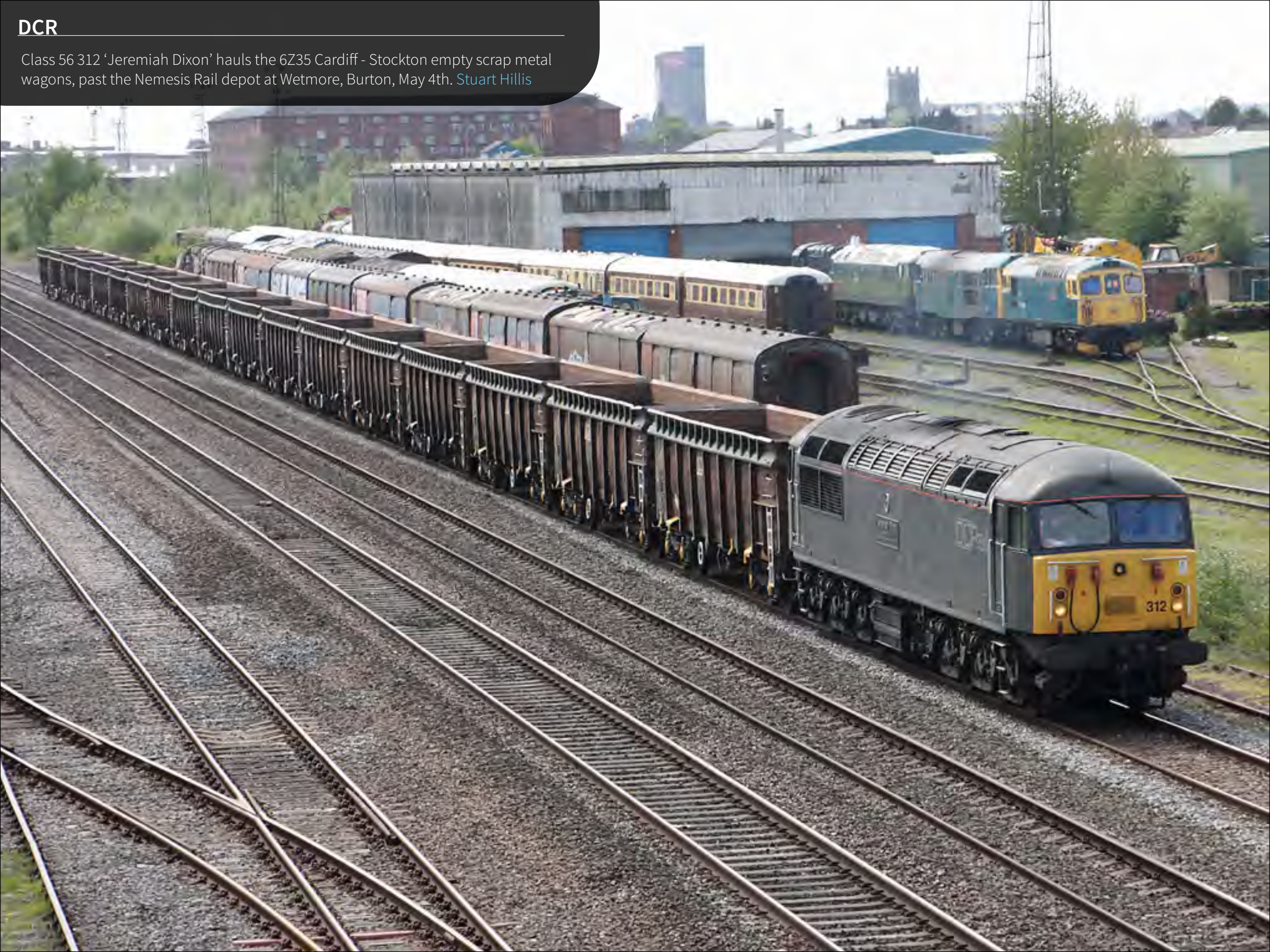


On May 16th, Class 66 088 working the 6M82 Walsall - Briggs Sidings empty wagons, passes through Burton on Trent. [Stuart Hillis](#)



On May 12th, Class 90 028 and 90 021 pass Red Bank, Warrington with the 4M25 06:06 Mossend Euroterminal - Daventry International. [Nick Clemson](#)

Class 56 312 'Jeremiah Dixon' hauls the 6Z35 Cardiff - Stockton empty scrap metal wagons, past the Nemesis Rail depot at Wetmore, Burton, May 4th. [Stuart Hillis](#)



Class 31 601 'Devon Diesel Society' shows off its new colours at the South Devon Railway on May 22nd. [Steve Andrews](#)





## Direct Rail Services

Was May 6th the working of the year! We reckon it's at least 25 years since we had a flask train through these parts and the reason behind this trip is unknown, but here is Class 57 002 and 57 301 with 1 loaded FNA heading from Carlisle to Immingham SS, seen on the Up Departure line at Frodingham Jct. [Steve Thompson](#)



Right: Class 37 606 leads 20 308 past Heamies Farm with the 6M63 11:58  
Bridgewater FD - Crewe Coal Sidings on May 21st. [Nick Clemson](#)

Main: Class 66 421 is seen at Church Brampton working the 12:49 Daventry IRFT to  
Purfleet on May 11th. [Derek Elston](#)

Below: Class 37 604 and 37 601 head through Winwick Junction on April 11th  
working a with a very lightly loaded Sellafield to Crewe. [Robert Bates](#)



On June 3rd, Class 66 434 and 66 423 are seen working the 4M43 Coatbridge to Daventry through Red Bank. Jeff Nicholls



On May 17th, Class 57 310 pilots 68 012 and 57 312 through Church Brampton running north on a Wembley to Crewe light engine movement. Geoff Barton



Right: On May 1st, Class 66 427 works the 6U77 Mountsorrel - Crewe loaded ballast through Burton on Trent. [Stuart Hillis](#)

Main: Class 66 434 and 66 302 cross Dutton Viaduct with the 4S43 06:40 Daventry (Drift2) - Mossend Euroterminal. [Nick Clemson](#)

Below: On May 18th, Class 47 818 hauls Anglia's Class 90 014 'Norfolk and Norwich Festival' from Toton TMD to Crewe Electric depot through Burton. [Stuart Hillis](#)



## East Coast

Class 91 125, the former Sky 1 HD, with an all Virgin East Coast liveried set is seen departing Doncaster on May 30th, heading for London Kings Cross.

Richard Hargreaves



# First Great Western

Right: HST power car No. 43036 leads a Hereford to London Paddington service into Ledbury on May 16th. [Class47](#)

Main: Class 57 303 calls at Totnes on May 23rd whilst working the 2E75 Plymouth to Exeter service. [Steve Andrews](#)



# Freightliner

On May 5th, Class 66 534, having worked light engine from Ipswich to Lindsey earlier, heads through Scunthorpe hauling a couple of tanks back to Ipswich. Steve Thompson





Right: Class 66 418 passes through Doncaster on May 2nd working a Leeds to Felixtowe liner. [Brian Battersby](#)

Main: On April 29th, Class 70 003 with the 4055 Leeds - Southampton modal heads through Burton on Trent. [Stuart Hillis](#)

Below: On May 13th, Class 66 534 'OOCL Express' passes through Leamington Spa powering the 4027 Garston to Southampton. [Derek Elston](#)



Right: Class 66 604 is seen passing Nest Fields, Wellingborough working the 4L89 Tunstead to West Thurrock on May 15th. [Derek Elston](#)

Main: Class 66 597 'Viridor' drags a huge load of Plasser Theurer high output auto ballasters through Winwick Jct. running as 6078 Crewe - Oubeck Loop, on the evening of May 5th. [Dave Harris](#)

Below: On May 4th, Class 66 598 hauls 66 523, 66 613, 66 419 and 66 563 as 0E66 Bescot - Leeds Balm Road, seen here passing through Burton. [Stuart Hillis](#)



A busy scene at Tyne Yard with Class 66 512 shunting wagons on May 9th, whilst in the background are Royal Mail unit Class 325 016 and DB Schenker's Class 66 201. [Robert Bates](#)



Right: Class 66 604 leads the 15:02 Barrow Hill Up Sidings to Brentford Town Days loaded stone train past Tupton on May 7th. [Derek Elston](#)

Main: Class 90 048 heads north through Heamies working the 4M87 11:13 Felixstowe North - Trafford Park FLT. [Nick Clemson](#)

Below: Class 70 011 working the 4055 Leeds - Southampton modal passes through a sunny Burton on May 12th. [Stuart Hillis](#)





Left: Class 66 623 'Bill Bolsover' passes the GBRF Yard at Wellingborough working the 6D45 Luton Crescent Road to Mountsorrel empties on May 15th. [Derek Elston](#)

Main: On March 26th, Class 86 605 and 86 632 are seen just north of Wolverton working the 4M87 Felixstowe to Trafford Park liner. [Matthew Bird](#)

Below: Still carrying the remnants of its DRS blue livery, Class 66 415 works the 4O55 Leeds - Southampton modal through Burton on May 14th. [Stuart Hillis](#)





Left: Class 90 049 heads north through Heamies hauling the 4M88 08:01 Felixstowe North - Crewe Basford Hall on May 21st. [Nick Clemson](#)

Main: On May 7th, Class 90 043 heads south through Acton Bridge working the Ditton - Crewe Basford Hall liner. [Michael Lynam](#)

Below: On May 12th, Class 66 592 hauls the new fuel flow from Lindsey to Ipswich Yard through Scunthorpe, with a substantial train of 3 TEAs. [Steve Thompson](#)



On May 4th, Class 66 607 passes Dorrington working the 6M72  
Westbury - Tunstead tanks. [Carl Grocott](#)



Right: Class 70 001 'Powerhaul' passes through Leamington Spa with the 11:42 Crewe Basford Hall to Southampton M.C.T. on May 13th. [Derek Elston](#)

Main: Class 86 609 leads 86 635 working the 4M74 Coatbridge - Crewe through Red Bank on May 28th. [Jeff Nicholls](#)





Right: On May 24th, Class 66 536 hauls a Crewe to Weaver Jct. engineers train through Deansgate. [Brian Hewertson](#)

Main: Class 66 593 arrives into Leamington Spa on May 9th working a Southampton bound liner. [Class47](#)

Below: On May 13th, Class 70 006 is seen at the sharp end of the 4M28 Southampton to Ditton liner as it passes through Leamington Spa. [Derek Elston](#)



Right: Class 66 618 passes through Deansgate on May 24th working a Crewe to Winsford engineers train. [Brian Hewertson](#)

Main: Class 86 605 and 86 639 approach Heamies with the 14:03 Ditton (O'Connor) - Felixstowe North FLT on May 21st. [Nick Clemson](#)

Below: On May 7th, Class 66 619 passes Heyrod working an empty Bredbury to York Yard South binliner. [Brian Hewertson](#)



Right: On May 24th, Class 70 011 passes through Deansgate working a Trafford Park to Crewe liner. [Brian Hewertson](#)

Main: Class 66 501 'Japan 2001' threads it's way through the Manchester Oxford Road corridor working the 4L28 Trafford Park - Felixstowe on May 19th. [Dave Harris](#)

Below: On May 7th, Class 86 628 and 86 605 lead the Ditton - Felixstowe liner through Acton Bridge. [Michael Lynam](#)



On April 15th, Class 47 843 and 47 847 pass Eggborough Jct. working a Drax to Doncaster loaded gypsum train. [Robert Bates](#)



Right: Class 47 843 passes through East Hull working an empty gypsum train from Doncaster to Hull Coal Terminal on April 24th. [Robert Bates](#)

Main: Class 66 704 leads the 6M40 Westbury to Stud Farm through Leamington Spa on May 13th. [Derek Elston](#)

Below: On May 4th, Class 66 701 passes Preston Boats working a diverted 6G64 Liverpool - Ironbridge loaded Biomass. [Phil Martin](#)





Left: Class 92 018 is seen dragging unbranded 92 023 through Northampton, running as 0Z92 Willesden TMD to Rugby on May 14th. [Derek Elston](#)

Main: On April 27th, Class 66 755 hauls one of the drastically-depleted number of coal trains that have run since the tax went up, toiling up towards Scunthorpe Station with 6F57 Humber International Terminal - Cottam. [Steve Thompson](#)



Right: On May 4th, Class 66 745 is pictured departing Madeley Jct. with a diverted empty Biomass, heading for Liverpool. [Phil Martin](#)

Main: Rainbow liveried Class 66 720 passes through Doncaster on May 30th, running light engine from Selby to Doncaster Decoy. [Richard Hargreaves](#)

Below: Class 92 020 'Milton' stands outside Wabtec's Brush Works at Loughborough on May 2nd. [Derek Elston](#)



Right: A busy time at Madeley Jct. on May 4th, as Class 66 763 is seen coming off the Ironbridge branch, whilst 66 701 waits on the up main with a loaded Biomass. [Phil Martin](#)

Main: Class 66 701 is seen at Acton Bridge on May 9th working a Liverpool to Ironbridge Biomass. [Brian Battersby](#)

Below: Class 66 725 'Sunderland' is pictured stabled alongside Toton THD on May 2nd. [Derek Elston](#)





Right: Caledonian liveried Class 92 038 is seen in the Brush Works at Loughborough on May 2nd, with the works Hudswell Clark shunter 'Sprite'. [Derek Elston](#)

Main: Class 66 714 heads a Middleton to Goole sand working through Doncaster on May 30th. [Class47](#)

Below: On a dull May 2nd, Class 66 711 leads a short rake of hoppers through Doncaster. [Brian Battersby](#)



Class 66 763 working the 6G56 Tuebrook - Ironbridge loaded Biomass passes Madeley Jct. on May 3rd. [Carl Grocott](#)



Right: Class 20 901 and 20 905 with 'S' class tube stock, barriers and 66 730 on rear, pass Moira West Jct. working the 7X09 Old Dalby - West Ruislip on May 5th. [Stuart Hillis](#)

Main: Class 20 132 'Barrow Hill Depot' and 20 118 'Saltburn by the Sea' are seen stabled at Derby on May 9th. [Class47](#)

Below: Class 66 701 is seen passing through Warrington Bank Quay on April 11th working a Liverpool Bulk Terminal to Ironbridge Biomass. [Robert Bates](#)



Right: On May 26th, Class 66 753 'EMD Roberts Road' heads towards Ferriby station with an empty train of gypsum containers from Doncaster to Hull. [Robert Bates](#)

Main: On May 26th, Class 66 750 is seen passing Upton, near Shifnal, with the 6G60 15:07 Liverpool Bulk - Ironbridge loaded Biomass. [Keith Davies](#)

Below: Class 66 757 heads the 6K50 Toton - Crewe engineers train through Burton on May 14th. [Stuart Hillis](#)



Right: Class 47 843 'Vulcan' approaches Hessle Road Junction with a loaded gypsum train from Hull Coal Terminal to Doncaster on May 13th. [Robert Bates](#)

Main: On May 24th, Class 66 745 heads the diverted 4F66 Biomass from Ironbridge - Tuebrook sidings across Cefn Mawr viaduct. [Phil Martin](#)

Below: On May 4th, Class 66 701 passes Tilley, near Wem, with a diverted 6G64 08:00 Liverpool Bulk Terminal - Ironbridge Biomass working. [Keith Davies](#)



Before it migrated to Scotland for sleeper duties, Class 47 847 is seen approaching Hesse station near Hull with a Doncaster to Hull Coal Terminal empty gypsum train, April 8th. [Robert Bates](#)



Right: As the moon comes out in the distant sky, Class 66 729 'Derby County' hauls empty biomass hoppers on the 4F22 18:07 Ironbridge power station -Liverpool, past signal WN154 at Winwick Junction on May 29th. [Jeff Nicholls](#)

Main: Class 66 720 heads south past Heamies Farm with the 6L48 15:49 Garston Car Terminal - Dagenham Dock Reception on May 21st. [Nick Clemson](#)

Below: Class 20 905 and 20 901 pose for the camera at Derby station on a dull grey May 9th. [Keith Chapman](#)



# Network Rail

Class 31 233 is pictured on the rear of a Llandudno to Crewe test train as it departs Chester on a lovely sunny evening, May 13th. [Brian Battersby](#)





Right: The NMT heads for Hull on May 30th with a working from Derby RTC, passing Melton whilst a Class 158 heads a Bridlington to Sheffield service. [Robert Bates](#)

Main: On May 7th, Class 67 012 leads an inspection train from Crewe - Liverpool - Crewe through Acton Bridge. [Michael Lynam](#)

Below: Class 67 029 'Royal Diamond' is seen paired with 67 012 on a Derby to Derby via Northampton test train on May 14th. [Derek Elston](#)



Right: Class 67 012 ( with 67 029 on the rear) stands at Swindon on May 15th working the 1Q15 Derby RTC to Cheltenham. [Colin Pidgeon](#)

Main: On May 4th, Class 97 304 is seen heading through Burton towing 73 952 as OZ73 Derby RTC - Kidderminster, taking the rebuilt Class 73 for testing. [Stuart Hillis](#)

Below: On May 7th, Class 31 233 with DBSO No. 9708 on the rear, passes through Stalybridge working a Leeds Neville Hill to Longsight test train. [Brian Hewertson](#)



Right: Class 37 425 is pictured stabled at Derby on May 9th having arrived with the 1Q05 12:28 Hither Green - Derby test train. [Class47](#)

Main: Class 37 608 and 37 607 top'n'tail the 3Q01 Exeter to Penzance at Plymouth on May 20th. [Steve Andrews](#)

Below: Class 150 No. 950 001 heads south through Acton Bridge on May 7th working a Derby to Crewe via the North West test train. [Michael Lynam](#)



Class 31 233 passes Bomere Heath with the 3Q01 09:32 Shrewsbury Abbey Foregate C.S. - Crewe C.S (LNWR) test train on May 12th. [Keith Davies](#)



## Units: DMUs and EMUs

London Overground's Class 172 003 arrives at Walthamstow Queens Road with a Barking to Gospel Oak working on May 16th. [Derek Elston](#)



Right: On May 30th, Northern's Class 323 223 and 323 232 stand at Guide Bridge working services to/from Manchester Piccadilly. Brian Hewertson

Main: Arriva Trains Wales Class 175 109 passes Leaton working the 1V91 06:12 Chester - Cardiff on May 30th. Keith Davies



Right: First Great Western's Class 166 215 stands at Great Malvern on May 16th, working a service to London Paddington. [Richard Hargreaves](#)

Main: Arriva Trains Wales' Class 175 006 passes Battlefield working a Camarthen - Manchester Piccadilly service, April 18th. [Phil Martin](#)

Below: On May 3rd, Arriva Trains Wales' Class 158 841 calls at Manchester Oxford Road working a Manchester Piccadilly to Llandudno service. [Brian Hewertson](#)



A Northern Rail Class 156 approaches Buxton working the 2H98 10:49 Manchester Piccadilly - Buxton service on May 4th. [Nick Clemson](#)





Right: First TransPennine Express' Class 350 408 calls at Preston, working the 1M91 06:15 Edinburgh Waverley - Manchester Airport service on May 1st. [John Balaam](#)

Main: On April 20th, Northern Rail's Class 319 369 and 319 367 pass Castlethorpe working the 5Z20 Wolverton to Allerton, running some 87 mins late. [Matthew Bird](#)

Below: Chiltern's Class 168 214 stands at Leamington Spa working the 1H50 12:12 Birmingham Snow Hill to London Marylebone on May 13th. [Derek Elston](#)



A Virgin Trains' 'Pendolino' crosses Dutton Viaduct on May 16th  
working the 9M48 05:48 Glasgow Central - London Euston.  
Nick Clemson



Right: Arriva Trains Wales' Class 158 830 calls at Smethwick Galton Bridge on May 23rd working a Birmingham International to Holyhead service. [Andrew Wilson](#)

Main: On May 22nd, Thameslink's Class 377 522 arrives into Three Bridges with a service to Brighton. [Paul Godding](#)

Below: First Great Western's Class 180 102 crosses Malvern Common on May 12th with a London Paddington service. [Neil Pugh](#)



On April 25th, First Great Western's Class 158 798 (in Springboard livery) arrives into Swanwick working the 10:30 Cardiff - Portsmouth Harbour service. [Stewart Smith](#)



Right: East Midlands Trains' Class 158 862 coupled to a sister unit passes Tupton en route to Liverpool Lime Street from Nottingham on May 7th. [Derek Elston](#)

Main: South West Trains' Class 444 003 arrives into Swanwick working the 12:03 Weymouth - Waterloo (diverted via Pompey direct due to engineering works north of Winchester). [Stewart Smith](#)

Main: London Midland's Class 172 219 stands on Malvern Wells down loop waiting to proceed to the signal box and then reverse to Great Malvern station. [Neil Pugh](#)



On May 16th, London Overground's Class 172 008 is seen at Gospel Oak working the shuttle service to Barking. [Derek Elston](#)



London Midland's Class 139 001 stands at Stourbridge Jct. on May 23rd before heading down the branch for the short journey to Stourbridge Town. [Andrew Wilson](#)

Still in Anglia Livery, Class 170 271 arrives into Norwich on a local service, May 9th. [Tim Ward](#)

Right: On May 24th, Northern's Class 319 380 working a Manchester Airport to Liverpool service passes 319 386 at Deansgate. [Brian Hewertson](#)

Main: On April 30th, Abellio's Class 153 335 is pictured travelling past Levington, at speed, between Derby Road and Trimley, heading for Felixstowe with the 11:58 departure from Ipswich. [Tim Ward](#)

Below: London Midland's Class 170 632 crosses Malvern Common on May 11th with a Great Malvern service. [Neil Pugh](#)



Right: First Great Western's Class 158 951 arrives into Great Malvern on May 16th, with a service from Portsmouth Harbour. [Class47](#)

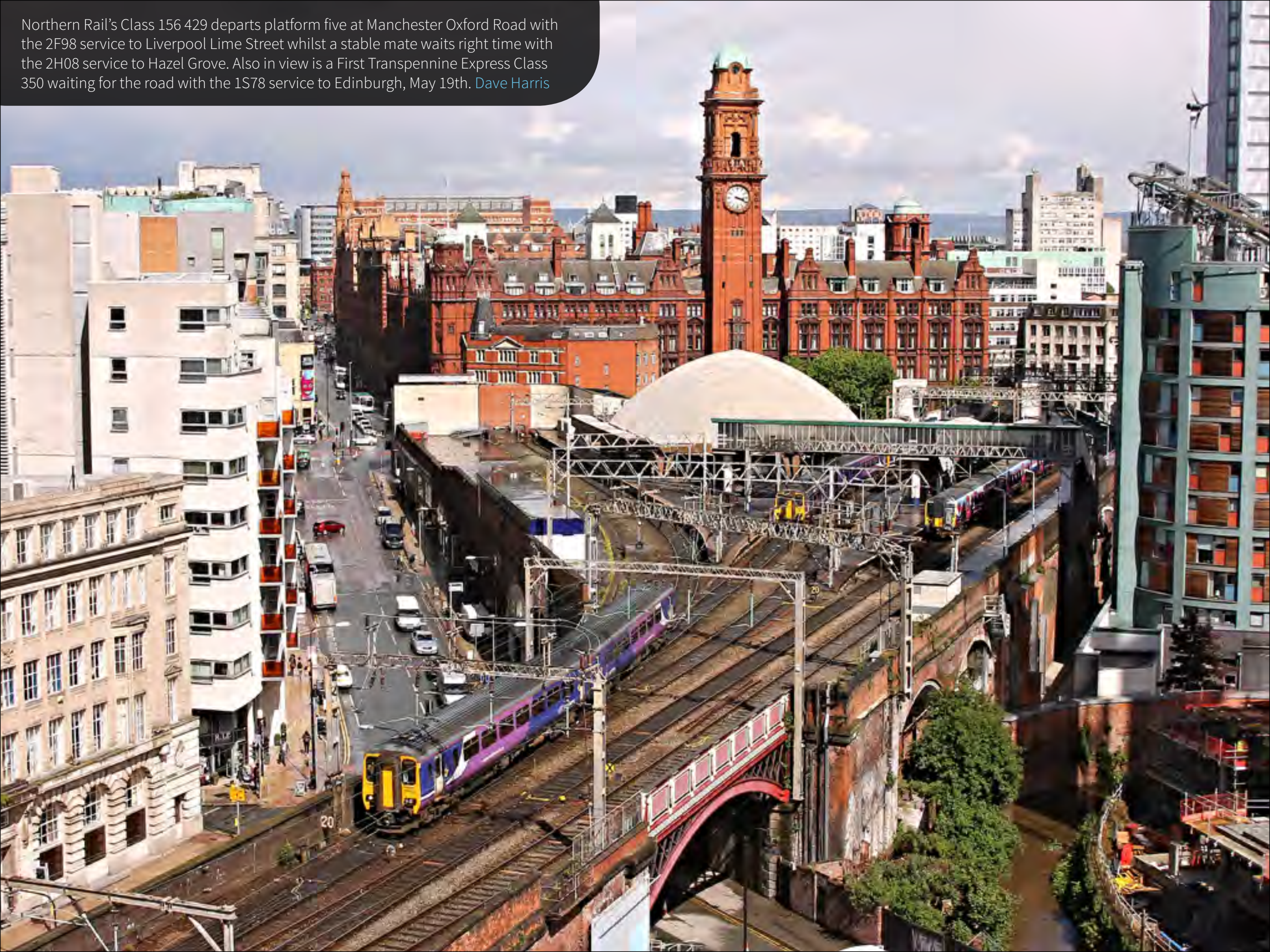
Main: On April 25th, Southern's Class 377 407 stands at Swanwick whilst working the 13:13 Southampton Central - Horsham service. [Stewart Smith](#)

Below: Northern Rail's Class 150 110 stands at Pleasington station whilst working the 2N14 08:20 service from Blackpool South to Colne on May 27th. [Dave Felton](#)





Northern Rail's Class 156 429 departs platform five at Manchester Oxford Road with the 2F98 service to Liverpool Lime Street whilst a stable mate waits right time with the 2H08 service to Hazel Grove. Also in view is a First Transpennine Express Class 350 waiting for the road with the 1S78 service to Edinburgh, May 19th. [Dave Harris](#)



On May 15th, East Midlands Trains' Class 222 007 leads an unidentified class member on the 17:00 London St. Pancras International to Sheffield and Corby. The train divides at Kettering before proceeding as separate trains. [Derek Elston](#)



On May 2nd, Northern Rail's Class 142 019 leads 153 378 on the 3F83 Doncaster to Cleethorpes ECS as it passes Appleby. [Steve Thompson](#)



Abellio Greater Anglia's Class 156 417 is seen heading along the East Suffolk Line at Playford on April 30th. [Tim Ward](#)

Right: South West Trains' Class 158 882, on hire to First Great Western, calls at Worcester whilst working a service to Great Malvern on May 16th. [Class47](#)

Main: Thameslink's Class 387 101 speeds past Heamies Farm with the 14:04 Crewe - Wembley Eur. Frt. Ops. Centre on May 15th. [Nick Clemson](#)

Below: Virgin Trains' Class 390 102 passes through Manchester Oxford Road on May 3rd with a diverted Liverpool to London Euston service. [Brian Hewertson](#)



Right: Vehicles from South West Trains' Class 458 501 are seen in the yard at Doncaster Wabtec on May 2nd. [Brian Battersby](#)

Main: Southern 'Coastway' Class 313 207 arrives into Brighton on May 21st with a service from Portsmouth and Southsea. [Paul Godding](#)

Below: First TransPennine Express Class 185 123 and 185 121 are seen passing through Leyland with a Manchester Airport service on May 26th. [Dave Felton](#)



Right: East Midlands Trains' Class 222 017 passes Tupton working a Sheffield to London St. Pancras service on May 7th. [Derek Elston](#)

Main: On May 21st, Southern's Class 377 473 arrives into Lewes with a service from Newhaven. [Paul Godding](#)

Below: East Midlands Trains' Class 153 381 leads another class member at Derby on May 9th, working the 14:42 service to Crewe. [Keith Chapman](#)



Right: On May 23rd, Gatwick Express' Class 442 418 arrives into East Croydon with a London Victoria to Brighton service. [Paul Godding](#)

Main: Freshly painted, Northern Rail's Class 322 485 stands at Doncaster on May 2nd working a Leeds local service. [Brian Battersby](#)

Below: A beautiful blue sky over Arnside, as an unidentified Northern Rail service crawls south over the famous estuary viaduct on May 9th. [Ben Bucki](#)



Northern Rail's Class 156 461 departs from Leyland station with the 2F51 09:30 service from Preston to Liverpool South Parkway on May 26th. Dave Felton



Thameslink's Class 387 102 leads 387 101 at Heamies Farm with the 14:11 Crewe - Wembley Eur. Frt. Ops. Centre, on May 21st. Nick Clemson

The Class 170s on Greater Anglia are the last class of the franchise fleet fully in the old 'One' or 'Anglia' liveries. Three car Class 170 205 of the former is seen arriving into Norwich on May 9th. Tim Ward

# News and Features:

## Scotrail - life north of the border

On May 2nd, Deltic Class 55 003 'Meld' (AKA Class 55 022) heads over Glenfinnan Viaduct leading the Royal Scotsman with GBRf's Class 66 735 on rear.  
Richard Jones





## Going Underground

In 1964 ex Piccadilly Line DMs Nos. 3080 and 3109 were chosen to construct No. L11 for use as a shunting locomotive at London Underground's Acton Works. The passenger compartments were removed to leave just the 'working bits' these were then joined together to form one loco. Now retired, it stands preserved at Epping station where it is seen on April 18th. [Brian Battersby](#)



## Seaton Tramway

Blackpool Tramway green and cream No. 4 open boat replica tram is seen operating on May 25th. [Martin Hill](#)



Also in operation on May 25th were No. 11 which is based on a London Feltham - type tram and No. 12 which is based on design elements from both Plymouth and Blackburn tramcars. [Martin Hill](#)

Works car No. 02 attends to an overhead line problem at Seaton. [Martin Hill](#)

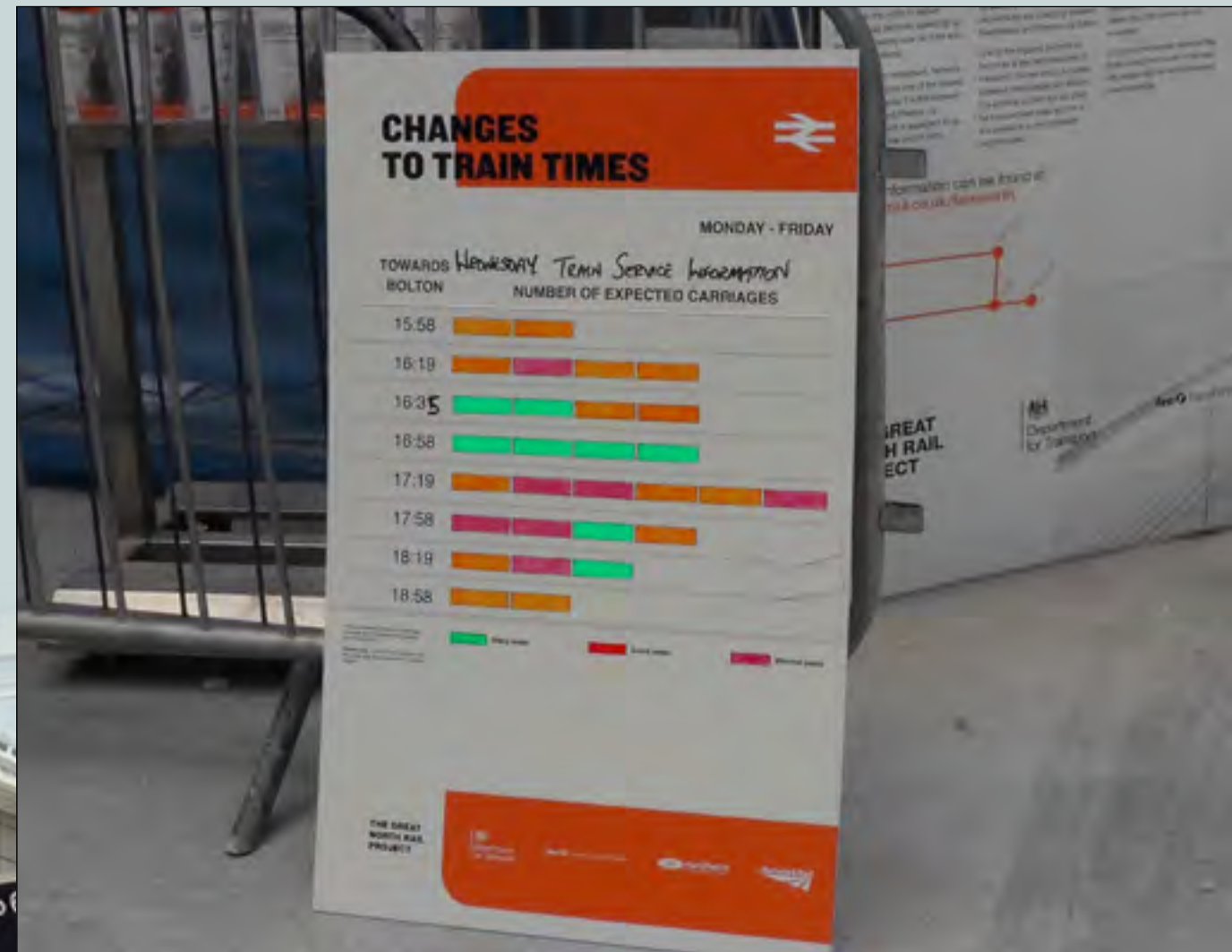


# Manchester Victoria

Right: Network Rail/Northern's 'high-tec' information board to assist customers with which trains are going to be overcrowded. [Michael Lynam](#)

Main: A look at the new entrance to Manchester Victoria and the many ticket gates that have been installed. [Michael Lynam](#)

Below: One of the many sofas and chairs that have appeared at the station, to promote 'more seats' on trains. [Michael Lynam](#)



## Croydon Tramlink

Bombardier Flexity Swift CR4000 No. 2550, working route No. 2 to Beckenham Jct. heads through the streets of East Croydon on May 23rd. [Paul Godding](#)



# Midland Metro

New CAF built tram No. 29 heads through the streets of Wolverhampton on May 2nd. [Paul Godding](#)



# Fares Advice *with RailUK*

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

## London Fares Railcard or Oyster

Q: I'm beaten by this one, despite having looked at the TfL website, which I found quite poor. Though maybe it's me being dim.

My aunt and uncle are heading off to London for the weekend shortly. They each have a Senior Railcard. They also have PAYG Oyster cards from a previous visit, and they are intending to go to Hampton Court on the Sunday that they are there.

They asked me if it would be cheaper to use their Oyster cards, or whether they should get a one day Travelcard if they can get a discount on the fare with their Senior Railcards.

I've looked but I find the London fares a bit mystifying, especially since the changes in January this year. Please could a London expert give me a bit of guidance, and point me in the right direction as regards where the information can be found on the website?

A: It is probably easiest just to buy the Zone 1-6 Off Peak Day Travelcard for £7.90 each.

If they load the railcards onto their Oysters upon arrival in London then they will cap at £7.75 for the day for Zones 1-6, or a remarkable £4.25 if rail travel is all within Zones 1 and 2. If they reach the Z1-6 cap on both days, they will get a part refund so it comes down to £5.90 per day.

**What happens if you buy a ticket online for next day travel but the TVM is broken.**

Q: I need to travel to Henley - London, and was going to buy a ticket online, then pick it up from the TVM at the station on the way home. However I was delayed and never got round to the online purchase, deciding instead to just buy it direct from the TVM instead. However, when I got to the machine it was out of order.

So my questions are these: If I had purchased online as planned, and could not collect from the designated TVM, what would happen? Specifically - Can the guard on the train (there usually is one in the morning), or the ticket office issue the ticket bought online?

If not, and I had to buy a fresh ticket, would I have been able to get a full refund on the ticket I had bought online?

A: *The Guard would not be able to issue the ticket. A ticket office (with connection to the TOD system) would be able to.*

*If you were forced to buy a fresh ticket then you would be entitled to a refund. If the price was the same, then a refund on the unused and uncollected ticket would be most straightforward. If the price on the day was higher (not applicable in your case) I'd be insisting on a refund of the replacement ticket.*

## Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

Hibberd 0-4-0DM shunter No. 3271 'Walrus' is seen at Quainton Road on May 25th. [Derek Elston](#)



## Freightliner Heavy Haul announce renewal of rail haulage agreement with EDF Energy

Freightliner Heavy Haul (FHH) have announced the renewal of their rail haulage agreement with EDF Energy.

The agreement will see an increase in contracted volumes and secures the capacity, service performance and flexible offer that FHH have demonstrated in previous contracts.

Paul Cooke, Fuel Operations Manager at EDF Energy, said: "This contract renewal builds upon our long term relationship with FHH and secures the level of service performance and flexibility that

we require to meet the future challenges in the ever-changing energy market."

David Israel, FHH Commercial Director, added: "We are delighted to announce the renewal of our contract with EDF Energy. This new deal will increase our contracted capacity and is a reward for the strong service delivery performance that we have been able to provide to EDF Energy.

We look forward to working closely with EDF Energy to ensure we can meet their haulage demands over the coming years."

## GB Railfreight operating coal services for Drax until 2017

GB Railfreight has announced that it has signed a contract with Drax Power Ltd to run coal services to the power generator's power station in Selby, North Yorkshire, for a further three years.

Coal will be transported from Hunterston Port Bulk Terminal in Ayrshire and the Port of Blyth, with the freight operator continuing to use its 101.6 tonne coal hopper wagons and its Class 66 locomotives for these services.

This contract renewal signifies the confidence Drax has in the level and flexibility of services offered by GBRf.

John Smith, Managing Director of GB Railfreight, said: "We're delighted that Drax have decided to extend our coal services contract by three years. It's testament to the close and efficient working relationship we've developed over the last few years and we will strive to continue offering optimum services into the Selby power station. With the doubling of carbon tax last month, this is a difficult time for the coal haulage market and we hope the Government re-evaluates its position on the tax and allows for a softer landing for the market in the medium to long-term."



Hunslet No. 2067 (restored as WD849) is seen at the Buckinghamshire Railway Centre on May 25th. [Derek Elston](#)

## Rail Freight in Construction – A Commitment to the Future

Rail freight is at the very heart of construction logistics. Each and every day, around 60 trains move stone, sand, cement and other products into our towns and cities to be turned into the new houses, offices and infrastructure that this country demands.

Over the last decade, the construction sector has been increasing its use of rail, reaching a record high in the last financial year. Industry forecasts suggest that further growth of around 2.5%pa is likely as investment in infrastructure continues.

Delivering this growth will require coordinated action investment from the rail and construction sectors. Rail Freight Group and the Mineral Products Association are pleased to

launch a new joint initiative 'A Commitment to the Future' which sets out five steps that they will take to develop rail freight logistics.

These are:

1. Improve the sustainability of construction logistics by encouraging modal shift and enhancing the safety and environmental performance of our rail operations.
2. Aim to achieve a 20% average increase in the payload per train within the next five years.
3. Support development of the rail network and terminals so that major routes can routinely accommodate trains of 450m length, with 2000t of payload.
4. Be responsible users of the network, working to improve performance, increase efficiency and optimise and safeguard network capacity.

5. Make rail freight the preferred solution for supplying major infrastructure schemes.

Maggie Simpson, Executive Director, RFG, said: "This important initiative brings together rail operators and their customers to set out a vision of how rail freight logistics can help to support the construction sector. Becoming more efficient, and by being more responsible users of the rail network we will help to leverage vital growth, keeping construction lorries off the road and supporting our economy."

Jerry McLaughlin, Director, Economics and Public Affairs, MPA said, "We need to unlock the full potential of rail for transporting key materials such as aggregates and cement from production sites to construction markets and to help ensure future national demands can be met. This commitment is a very positive and necessary step forward."

## New artwork is adorning an Essex rail station following a visit from an abstract artist.

Abellio Greater Anglia's Mistley station shelter now bears a striking tree design, which is the handiwork of artist Clive Wakeford, who specialises in public environmental artwork and installations. The work took three days to complete and the colours were chosen by Petrina Murphy, area customer services manager for Tendring, and Rebecca Richardson, partnerships manager. Clive, who is based in Colchester, is also working with a mental health group to produce more artwork which will be displayed along the sunshine coast line, which runs to Clacton-on-Sea.

Petrina Murphy, Area Customer Services Manager for the Tendring area, said: "We are pleased with the finished work and have received a lot of positive feedback from passengers and staff. The new mural has brightened the station and we look forward to introducing more of Clive's work across our network."

Jayne Sumner, Rail Engagement Manager at Essex County Council, said: "The mural is bright and bold and we are pleased at how well it has been received. We hope to carry out more work like this along our lines."

At Llanberis on the Snowdon Mountain Railway, 1895 built 0-4-2T No. 2 'Enid' passes 0-4-0 diesel loco No. 10 'Yeti'. [John Alsop](#)



## DB Schenker's Locomotive Reliability Team

An expert team at DB Schenker Rail UK has increased locomotive performance over 100% by using data collection and analysis to identify and find solutions to potential failures.

DB Schenker's Locomotive Reliability Team was established in 2009 to further improve the dependability of DB Schenker Class 67s, which have record breaking reliability levels within the railway industry. In 2014, the Class 67 locomotive fleet completed 1,376,000 miles with only 11 failures/ delays.

The Locomotive Reliability Team consists of PhD Graduates, MSC undergraduates, and highly experienced front line engineers who constantly update and compile data for the whole group to analyse and devise improvement strategies. The team identifies the root cause of rare incidents of locomotive failure (known as failure modes) to develop and implement solutions that remove these failures from DB

Schenker fleets.

The organisation has also introduced Mobile Technicians who are highly trained in the field of fault diagnosis and equipped with the latest technology to support the work of the Locomotive Reliability Team.

As different people work on the project there is a continuous flow of fresh ideas, which combined with data collection and analysis, drives the increase in locomotive reliability.

The cutting-edge projects developed by the team include the Failure, Modes, Effects and Critical Analysis (FMECA) methodology, which was adopted from a similar system used in the aviation industry. FMECA is a technique used to identify, prioritise, and eliminate potential failures from the system, design or process through critical analysis, before reaching the customer.

Multi-media communication methods on the shop-floor at maintenance facilities also provide a fast moving and compelling system to update staff on technical issues affecting the Class 67s and other locomotives so they can be

analysed quickly and resolved.

Andrew Byrne, Head of Maintenance and Infrastructure at DB Schenker Rail UK, said: "The group has further improved the reliability of our Class 67s and each member of the team should be proud of their achievements.

"They have been supported by the dedication and enthusiasm of other internal teams at DB Schenker, who have all worked to make the reliability of our Class 67s better than ever."

Steve Wilkinson, Head of Locomotive Maintenance at DB Schenker Rail UK, said: "The team has worked hard to identify what can lead to locomotive failure and how to eliminate these or mitigate their effects. The results produced by the team have been exceptional and ensured we can offer an even more reliable service to our customers."



# DB Schenker Rail UK begins trial of Ecofret wagons

DB Schenker Rail UK has started a trial of two new Ecofret triple-platform wagons as part of its commitment to provide customers in the intermodal growth sector with the best possible service, and to minimise the impact of its operations on the environment.

The Ecofret wagons, which were developed and produced by VTG Rail UK, arrived at the Port of Southampton in late May. The 40ft platform length and efficient layout of the wagons maximises the number of containers that can be transported per train, making them more efficient and environmentally friendly than a conventional wagon.

The locomotive pulling the wagons has also been fitted with innovative auto stop-start technology.

The technology, manufactured by ZTR, works in a similar manner to stop-start technology in a car, stopping the engine from running when idling. This has been shown in trials to reduce the amount of time the engine is running by approximately one third. DB Schenker is the first rail freight company in the UK to introduce stop-start technology and has estimated that this will reduce CO2 emissions by over 50 tonnes every year for each locomotive it is installed into.

Tests also indicate that using the technology will reduce the number of flat batteries, improving reliability for customers.

Steve Pryce, Head of Marketing and Wagon Management at DB Schenker Rail UK, said: “It was great to see the high-capacity Ecofret wagons at our Southampton terminal. This is part of our commitment to give our customers the best intermodal service in the market, and follows the launch this year of our Eco Neutral zero-carbon product and our online customer portal.”

Ian Shaw VTG’s Marketing and Sales Director said the company was delighted to be doing new Intermodal business with DB Schenker.

“DB Schenker is a long-standing and valued customer and we are sure that this innovative addition to the wagon fleet will be successful in bringing key efficiency benefits to their business.

“Following VTG’s recent acquisition of AAE’s wagon fleet, the introduction of the Ecofret to DB Schenker further enhances our collaboration in this sector and bodes well for the future.”

South African Railway’s massive Class 25NC 4-8-4 No. 3405 ‘Janice’ is seen on display at the Buckinghamshire Railway Centre on May 25th. [Derek Elston](#)



## Virgin Trains Champions Local Suppliers in New First Class Menu

Virgin Trains has unveiled a new menu for First Class which features regionally sourced food from suppliers and producers on its West Coast route. Available Monday to Friday on all services on the route, the new menu reflects the company’s commitment to local sourcing and responds to customers’ desires for greater choice.

Sausages from Cumbrian farms and Lancastrian butchers are joined by cheeses from a small farm in Nantwich and delicious border biscuits from Glasgow. Plans are also afoot for a partnership with a local chocolatier to create a unique after-dinner chocolate. The produce takes centre-stage in dishes such as Cumberland sausage with mash

and peas, bistro-style meat and cheese platters, and after-dinner cheese and biscuits. Other exciting new dishes include an Asian style salad, aubergine tagliatelle, eggs benedict, and fresh fruit salad with yoghurt and honey.

Amanda Smit, Head of Catering at Virgin Trains, said: “This move builds on our recent introduction of regionally sourced fresh milk on all our trains, to support local British dairy farmers. Virgin Trains prides itself on making sure our customers get the very best, and adding local ingredients from suppliers on our West Coast route to our new First Class menu is one of the ways we are achieving this.”

The new menu, which has already received positive feedback from Virgin Trains’ customers and employees following a trial earlier this year, is available in First Class now.

A look at Old Trafford Metrolink station and tram depot, as seen from the top-deck of the 'B' Stand at the adjacent cricket ground. Keith Chapman



## Customers Celebrate More Seats Thanks To Electric Trains

The introduction of electric train services between Liverpool, Manchester, Wigan and Preston has been a milestone in the delivery of the bigger trains and more seats on some the busiest routes in the North West. The first two electric trains went into service in early March and since 17 May an additional eight trains have been in service, meaning that the majority of services on the electrified routes are now being provided by bigger, electric units. The completion of the latest phase of the North West Electrification Programme is part of a £1bn+ investment across the North of England to deliver a better railway including faster journeys, new rail links and improved stations. Work to deliver electric services on the world's oldest passenger railway has been a huge challenge and, to deliver the improvements, Network Rail has had to:

- Install three new 25kV substations to power the trains
- Reconstruct six road bridges, and the complete removal of one bridge, to install the overhead power lines
- Increase the height of two footbridges at the Grade 2 listed Rainhill station to accommodate overhead power lines
- Lower tracks in nine locations along the route
- Reconstruct platforms at two stations, along with lowering the track
- Make changes to the Grade II listed Sankey Viaduct
- Install 1,700 foundations, 2,000 steel structures and 115 wire runs.

Transport Minister Andrew Jones said: "A key ingredient of a Northern Powerhouse is a world-class rail network, which is why we are investing heavily in transforming rail services across the region as part of our long term economic plan. "These electric trains will make a real difference to passengers travelling between the great towns and cities of the North West, providing more seats, more services and faster, greener journeys, and helping to secure economic growth. It is great news that passengers can now enjoy the benefits." Alex Hynes, Managing Director for Northern Rail, said: "It's an exciting time for us and our customers as more of our services and routes turn electric. This investment is paving the way for us to deliver better services and more seats. "Our investment in these trains represents our commitment to providing a great customer experience. This event seemed like a great way to say thank you to everyone who has worked so hard for so long to make such a big difference for Northern's customers."

Terry Strickland, area director for Network Rail, said: "Passengers travelling between Liverpool, Wigan and Manchester are already seeing the benefits of our investment - and there are many more to come across the north. "We are continuing with the electrification of key routes between Manchester, Preston, Blackpool and Stalybridge and major projects are also planned to ease congestion at Piccadilly, improving reliability and enabling more services to run through Manchester to towns and cities across the north."

**SOUTHERN COUNTIES RAILWAY SOCIETY**

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



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)

The 'new' Birmingham New Street station is slowly beginning to take shape, as in this view on May 16th. [Richard Hargreaves](#)



## Improvement work on the railway in North Lincolnshire commences

Major upgrade work that will see £83million spent on improving railway performance for passengers and freight operators in North Lincolnshire started in Grimsby in late May.

A series of upgrades to improve six level crossings in the town started on Saturday 30 May with 16 days of work to be carried out at Wellowgate level crossing in the town centre. Mark Tarry, route managing director for Network Rail, said: "The investment in Grimsby will bring the crossings up to the most modern standard and will make the network in the area more reliable and efficient for both rail users and the communities nearby." "We have worked with North East Lincolnshire Council to ensure that each crossing is closed for the minimum amount of time and that diversions will keep any disruption to a minimum for road users."

This will be followed by further upgrades at Friargate, Fish Dock Road, Pasture Street, Littlefield Lane and Garden Street level crossings, with the work due to be completed by the end of September. All six existing level crossings will be replaced by obstacle detection barriers which scan the crossing using a laser to confirm it is clear before the train is allowed to cross. More upgrades to different parts of the network in North Lincolnshire will be announced later in the year. Road diversions will be in place throughout the work with detailed information available via the North East Lincolnshire Council website. Access for pedestrians and cyclists will be maintained throughout.

## Todmorden Curve reopens after £10m railway investment

A key new section of railway in the north west of England has reopened providing a direct link between Manchester and Burnley for the first time in over 40 years.

The 300m-long Todmorden Curve was used by the first Northern Rail trains on Sunday 17th May following a £10 million investment from Burnley Borough Council, Network Rail and Lancashire County Council. The new section of rail provides a vital link between the lines from Preston to Hebden Bridge and Manchester Victoria to Leeds and removes the need for rail customers to change at Preston or Hebden Bridge, reducing journey times by up to 25minutes between Manchester Victoria and Burnley.

Terry Strickland, area director for Network Rail, said: "The reopened Todmorden Curve is a significant improvement to the railway in this part of the country and will allow services to run directly between Manchester Victoria and Burnley Manchester Road for the first time in decades. We have worked closely with Burnley Borough Council, Lancashire County Council and Northern Rail to make this happen and it is an excellent example of partnership working to help deliver a better railway for passengers."

County Councillor John Fillis, Lancashire County Council cabinet member for highways and transport, said: "It is a fantastic achievement by everyone involved to re-establish the direct service from Burnley to Manchester which will extend opportunities for local people and have a real impact on the economy. It shows what can be achieved when partner organisations are clear about their priorities and work closely together to deliver them. The working relationships established will be

instrumental in the ongoing transformation of rail services in East Lancashire. I look forward to the service being a great success, paving the way for better trains and faster journey times in the future."

Councillor Mark Townsend, leader of Burnley Council, said: "We're delighted to have a direct service to Manchester from Burnley once again. It will bring clear benefits to our economy in terms of access to the job market and establishing Burnley as a commuter town. Our outstanding countryside is even easier to reach for visitors. It's a real milestone in our continuing success story and one we wish to celebrate."

Alex Hynes, managing director for Northern Rail, commented: "We are delighted to be able to celebrate this milestone in railway history with our partners. We're committed to bringing better services, improved stations and a wealth of local opportunities to the region and this new service is a positive step in the right direction for all concerned."

The first service to use the curve was Northern Rail's 0818 from Blackburn. To celebrate the first commuter service on Monday 18th May, there was a community celebration at Burnley Manchester Road and Accrington stations to mark the historic day and the latest chapter in rail travel in the north west. Passengers were welcomed with tea, coffee and muffins. Burnley Manchester Road is a relevant location to mark the future of local rail travel. Built in 1866 it has seen several changes in its historic past, not least its closure in 1961 and subsequent reopening to customers in 1986, complete with new platforms. It now acts as a gateway to the wider rail network and is at the heart of the new Lancashire to Manchester services.

Leicester TMD has a very retro feel to it at the moment, with so many Class 56s plus a Class 86 and a Class 37, seen in this shot taken on May 2nd. [Derek Elston](#)



## Summer Evening Saver Returns

This summer sees the return of the Derwent Valley Line Summer Evening Saver, with evening fares from just £3 return, great for an evening out in the city or a visit to the countryside along the Derwent Valley Line.

East Midlands Trains are offering a range of special evening fares for passengers travelling between Matlock, Derby and Nottingham, starting at just £3 return. The special summer evening train fares are valid on train services between Nottingham, Derby and Matlock on Monday to Saturday after 1815 and on Sundays after 1630. These special evening fares operate throughout the summer from 18 May until 6 September.

Return evening fares are £3 for travel between Derby and Matlock or intermediate stations; £4 from Long Eaton for stations to Matlock and £6 between Attenborough, Beeston or Nottingham and stations to Matlock. These prices apply for travel in either direction after these times.

Councillor Irene Ratcliffe, Chair of the Derwent Valley Line Community Rail Partnership said: “These bargain train fares for rail passengers provide even more opportunities for people to discover the delights of the Derwent Valley Line, whether it’s for a scenic evening walk, an evening out in Matlock Bath or a trip into Derby or Nottingham.”

Robert Burton, Area Station Manager for East Midlands Trains, said: “We’ve offered the special Summer Evening Saver Fare over three summers and it’s been really popular with our customers. We hope this year we will see returning customers along with some new customers who want to give the train a try.”

## Closing the gap at Vauxhall station

A new platform surface has reduced the step for passengers and increased safety at one of London’s busiest – and most historic - stations.



Rumour has it that the South West Trains station of Vauxhall once so impressed the Russian Tsar, on a visit in the 1840s, that it actually gave its name to the Russian word for ‘large station’ (vokzal). That may or may not be true, but recent investment by the Network Rail / South West Trains Alliance has given the 167-year-old station a fresh look on platforms 7 and 8. Despite its low profile, the station provides an interchange with the Victoria Line and buses, leaving it as the country’s 18th busiest station – and London’s 14th - with 20m passengers a year.

The Alliance’s managing director, Tim Shoveller, said: “Platforms 7 and 8 were getting very worn and we needed to bring them up to our high standards and also try to reduce the step between the trains and the station. “It’s a really important station for us and our passengers and this will make a big difference to travellers on two of our busiest platforms. We have an ongoing programme of improving our stations but the creation of the Alliance has streamlined the process and Vauxhall is an example of where we have been able to crack on and get the work done.”

The work was carried out by contractors Osborne, mainly working over weekends to avoid disrupting passengers on this very busy platform.

Network Rail's weedkilling train Nos. DR98956 and DR989906 heads from Butterley MRC to Butterley MRC passing Moira West Jct. on May 5th. [Stuart Hillis](#)



## Network Rail calls on its neighbours to provide their experiences of historic south west railway to help secure future of the line

The call goes out to the dog walkers, bird watchers, amateur photographers and beach users of the south west to help secure the long-term future of a historic railway.

Members of the public with knowledge or historical evidence of the coastline between Exeter and Newton Abbot in Devon have the opportunity to contribute their own views and experiences of local weather history and the effects on the railway as part of a wide-ranging Network Rail resilience study.

The line between Exeter and Newton Abbot has throughout its 175 year life suffered the effects of coastal flooding, erosion and cliff instability, but major events in recent years have led Network Rail to begin a study looking into the options available to make the area and railway line more resilient.

As part of the study, communities living along this area of coastline are being asked to contribute their personal knowledge of the local area and its history.

Network Rail is holding a series of drop-in sessions where people can contribute photos, film and stories about the coastal railway to help inform the study.

Joanna Grew, Network Rail's commercial scheme sponsor for the project, said: "We are committed to the south west region, and as shown by our work at Dawlish, want to ensure the long-term future of this vital section of the Great Western route. "As part of our study looking into how this can be achieved, we want to hear from the people who know this area best. We want residents to tell us about their experiences or show us photographs and film footage.

"Obviously there is a wealth of archive and meteorological data available to us but the official records only ever tell part of the story. The everyday experiences of those who have first-hand knowledge of the area will be invaluable in supporting our research as we consider how to make the railway more resilient."

Anyone who wishes to contribute to the study can do so by attending drop-in events in Teignmouth on 16 June at the Cliffden Hotel and Dawlish Warren on 23 June at the Langstone Cliff Hotel, both events will run between 3pm and 8pm.

Alternatively they can email their comments to [Ex2NA@networkrail.co.uk](mailto:Ex2NA@networkrail.co.uk) or post them to Ex2NA, Western House, 1 Holbrook Way, Swindon, SN1 1BD.

# Loco Fleet List 2015

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.

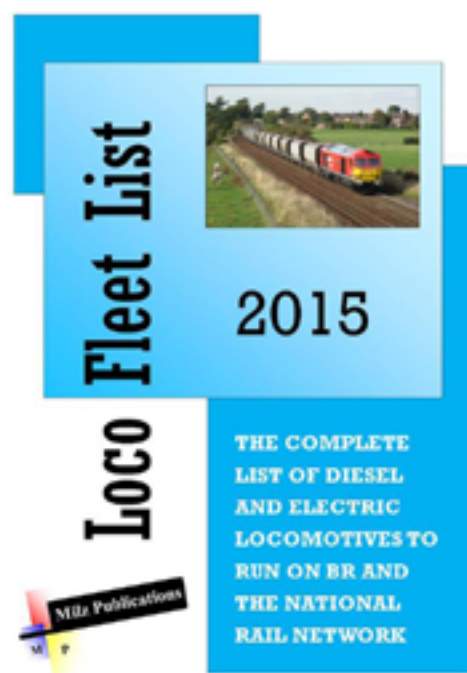
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

## Contents

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

Loco Fleet List 2015 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web: [www.milzpublications.co.uk](http://www.milzpublications.co.uk) Email: [lee@milzpublications.co.uk](mailto:lee@milzpublications.co.uk)



Network Rail's MPV Nos. DB98905 and 98955 spray their way steadily past Appleby on May 3rd. [Steve Thompson](#)



## Transport Minister Derek Mackay unveils designs for the new Hitachi trains being built for the ScotRail fleet.

The 70 brand new trains are faster, quieter and longer, which means a better service all round for people travelling between Edinburgh and Glasgow. The trains will be with ScotRail in summer 2017 and operate on their busiest route – the Edinburgh - Glasgow via Falkirk High line. Eight-carriage electric trains will run between both cities providing around 50% more seats in peak time. They'll also run on the Stirling - Alloa - Dunblane line and south Glasgow suburban routes.

Abellio has signed the contract with train builders Hitachi Rail Europe in an industry-first deal that could see the Scottish Government buy up the full fleet of the trains after 25 years for just £1. It sees the Scottish Government guarantee the use of the trains on Scotland's rail network for at least 25 years and also comprises a 10-year maintenance deal.

Mr Mackay said: "Passengers will love using these new trains with many more seats, but the benefits go far beyond that. The use of electric trains on Scotland's busiest route will help reduce our carbon footprint. The improved journey times and connection can only be good for our two biggest cities and the innovative contract has reduced the cost of the finance, as well as guaranteeing a great deal for Scotland in the longer term. This is real evidence of Scotland's railways being fit for the future."

## Did you Know - Ken Mumford

### Western Region photos



Class 22 No. D6306 is seen at J. Cashmore, Newport in early 1969.



Again at J. Cashmore in Newport, This is No. D6317 heading a line of six Class 22's



In early 1969 D600 and another class member are seen at Woodhams Yard, Barry.

### Give us a push!

April 25th 1962, the 6.32 p.m. departure at Leeds of a Liverpool to Newcastle was eventful. First - a Type "4" diesel failed, replaced by another Type "4" diesel - D237 - which left 20 minutes late BUT came to a standstill near Headingley, from whence the train was eventually propelled all the way to Harrogate by A3 Pacific No. 60053 'Sansovino' arriving 2 hours 10 minutes late!!

### Choice of Colours

During the summer of 1948, 14 main-line and cross-country express services on British railways were worked by trains in experimental colours. The routes were specially selected so that trains would be seen by as great a number and as large a cross-section of the public as possible. In selecting the ultimate colours British Railways would have to bear in mind not only appearance but the durability of the paints. The public were invited to express their opinion on the experimental colours of the locomotives and carriages

### Faster Trains?

In 1956 the 5.30 a.m. Paddington to Penzance via Bristol took 10 hrs 50 mins for the 325 mile journey whilst in the 1880s, the broad gauge 'Flying Dutchman' covered the same distance in 9 hrs 15 mins though it did not make as many stops as the 1956 train.

# 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.

Another excellent report from Michael Lynam this month, who has once again been sampling the delights of Wetherspoons:

*Following on from my previous nosh report I mentioned that in the Greater Manchester area there are eighteen Wetherspoons locations within a very short walk of the Metrolink system. An excellent example is The Regal Moon in Rochdale.*



*A great location for photography, plus being fed and watered at the same time.*



*The name of this Wetherspoons pub recalls the original use as the Regal Cinema purpose built in 1938. The cinema re-opened as The Regal Moon in November 1997 and was formally opened by the Mayor of Rochdale in May 1998. The pub is now literally yards away from Metrolinks Rochdale Town Centre terminus.*

*As previously mentioned Wetherspoons have food promotions and on my visit a Wednesday, it was Chicken Club day. A sample of the menu is shown but please remember that the prices vary depending upon location.*

Another excellent report from Mike, and I hope that he will let us know about some other interesting places very soon.

If you have any suggestions for next months edition, 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](mailto:nosh.report@railtalkmagazine.co.uk)

## Thameslink Programme breathes new life into a centuries-old graveyard

Staff working on the £6.5bn Thameslink Programme have lent a helping hand to create a new community garden in the Bankside area near London Bridge station.

Volunteers from Network Rail, Costain, Siemens Rail Automation and Balfour Beatty spent a warm spring day working alongside other volunteers from the local community to create a new garden at Crossbones Graveyard. The team built raised planting beds from rubble on the site with some getting the chance to turn their hands to bricklaying for the first time.

The new garden is located on the site of Crossbones Graveyard – a post-medieval unconsecrated burial ground housing the remains of up to 15,000 former residents of the South Bank. The graveyard gates are used as a shrine by local people and are permanently decorated with message, flowers, ribbons and other tokens. The project is being led by Bankside Open Spaces Trust who hope to create a garden for all those who would like to contemplate life in a green environment.



Danny Miller, workplace co-ordination manager for the Thameslink Programme said: “Crossbones Graveyard is at the heart of the community where we’re doing so much work. It’s fantastic to be able to play our small part in creating a space for local people to enjoy.”

Photo: Members of the Thameslink Programme team lending a hand in the garden. © Network Rail

# A Different View

The station at Great Malvern looks superb in this photo, and the view from the platforms is equally as good. A real credit to the railway and those who look after it.  
Richard Hargreaves





Built in 1886 for the LBSC railway, Newhaven Harbour signal box still stands on the same spot nearly 130 years later.  
Paul Godding



On May 7th, the cab of new build Clan Class loco is seen at Nemesis Rail, Burton upon Trent with the number having just been applied. [Derek Elston](#)



NSE liveried Class 08 631 'Eagle' is pictured at the Nemesis Rail site in Burton Upon Trent on May 7th. [Derek Elston](#)



Former Fragonset loco, Class 31 128 is seen at Nemesis Rail, Burton upon Trent, on May 7th. [Derek Elston](#)

# Preserved and Industrial Railways: Swanage Railway

On May 10th, Class 45 060 'Sherwood Forester' is seen departing Corfe Castle with a service for Norden during the lines diesel gala. [Matthew Bird](#)



Right: On May 10th, Class 35 'Hymek' No. D7076 powers away from Norden with the 13:00 service to Swanage, during the railways annual diesel gala. [Matthew Bird](#)

Main: Also on May 10th, GBRf's Class 66 741 'Swanage Railway' pilots 33 201 away from Norden. The Class 66 was named during the event. [Matthew Bird](#)



With the Isle of Purbeck in the background, a superbly turned out Class 50 035 'Ark Royal' leaves Norden, heading towards Swanage. [Matthew Bird](#)



# Barrow Hill

Europhoenix's Class 37 884 sits in the platform at Barrow Hill on May 2nd.  
Brian Battersby



Built in 1919, GCR Class 11F (LNER Class D11) 4-4-0 No. 506 'Butler Henderson', stands in the yard at Barrow Hill on May 2nd. [Brian Battersby](#)



On loan from the Severn Valley Railway, GWR 5101 Class 2-6-2T No. 5164 is seen inside the roundhouse. [Brian Battersby](#)



On loan from the NRM, GER Class G58 (LNER Class J17) 0-6-0 No. 8217 is seen in the yard. [Brian Battersby](#)



Another loco on loan from the NRM, seen inside the roundhouse is LMS Class 4P 'Stanier Tank' 2-6-4T No. 2500. [Brian Battersby](#)

## Epping and Ongar Railway

Right: Great Western Prairie No. 4141 is seen at North Weald after arriving on a service from Ongar, May 16th. [Derek Elston](#)

Main: Class 31 438 is seen on shed at North Weald, May 16th. [Derek Elston](#)

Below: Class 03 119 and 03 170 are seen stabled in the headshunt at North Weald on May 16th. [Derek Elston](#)





Network South East liveried Thumper Class 205 205 is seen arriving into North Weald. on May 16th. [Derek Elston](#)



Class 47 635 'Jimmy Milne' complete with Highland Stag, is pictured on the shed at North Weald. [Derek Elston](#)



Class 45 132 is seen stored out of use at the Epping and Ongar Railway on May 16th. [Derek Elston](#)



The A1 Steam Locomotive Trust  
New Steam for the Main Line

## 'THE WHITE ROSE' RE-DATED TO TUESDAY 7TH JULY 2015

### London King's Cross to York and return with famous new steam locomotive No. 60163 Tornado and iconic Deltic D9009 Alycidon

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, has re-dated its recreation of 'The White Rose' express from Tuesday 2nd June 2015 to Tuesday 7th July 2015 due to the overrun of the locomotive's overhaul. 'The White Rose' was the premier train from London to Yorkshire in the post-war period and this unique railtour will combine nearly 200 miles of travel behind each of the now famous star of BBC Top Gear's 'Race to the North' No. 60163 Tornado and iconic Deltic D9009 Alycidon.

Fresh from her intermediate overhaul and newly repainted into her glorious apple green livery, new build steam locomotive Tornado, which was completed in 2008, will be hauling the Trust's first rail tour of 2015 on Tuesday 7th July 2015 from York to London King's Cross, taking over from Alycidon which hauled the northbound leg. We are pleased to confirm that the carriages will be in the historic carmine and cream livery and those passengers in premier dining on 'The White Rose' will receive a traditional silver service throughout the journey. We expect there to be much fast running with Tornado at her permitted maximum speed of 75mph and Alycidon at 100mph.

Heading north covering 189 miles along the East Coast Main Line, Alycidon will stretch her legs along the line she once frequented, taking in the magnificent sights of the summer countryside heading towards the picturesque and historic City of York. A pick-up will be made along the way at Potters Bar. On arrival at York passengers will have time to explore the wonderful city, with its famous Minster and National Railway Museum, before boarding 'The White Rose' for its return leg to the capital hauled by No. 60163 Tornado.

Tornado will be hauling a limited number of main line railtours during 2015, with all profits going towards the upkeep of this magnificent locomotive. Consequently, space on this train is likely to be at a premium and so an early reservation is recommended. Tickets for the 'The White Rose' are priced at standard class (adult £99.00), first class non-dining (adult £139.00) and premier dining (adult £225.00) with all profits going to The A1 Steam Locomotive Trust. Tables for two in first class and premier dining are available for a supplement of £25.00 per person. Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 [www.ukrailtours.com](http://www.ukrailtours.com) or through [www.a1steam.com](http://www.a1steam.com).

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "The A1 Steam Locomotive Trust is disappointed to that No. 60163 Tornado's overhaul has overrun, necessitating the re-dating of 'The White Rose' from Tuesday 2nd June to Tuesday 7th July. However, Tornado will still be fresh from her intermediate overhaul and newly repainted in her glorious apple green livery, so we anticipate that the remaining seats for this train will sell out rapidly. This is a classic Peppercorn class A1 and Deltic run from London King's Cross to York and return, offering magnificent sights and sounds that will accompany fast, express locomotives – steam and diesel – working hard... an experience not to be missed!"

## Keighley and Worth Valley Railway

On May 17th, with the 1940's weekend in full swing in Haworth, the line provided its usual intensive timetable of services. Seen climbing through the woods between Keighley and Ingrow, Class 37 075 heads the early-morning diesel diagram with the first southbound Sunday train. [Ben Bucki](#)



Seen climbing away from Ingrow towards Oakworth, the ex-US Army Transportation Corps S160 "Big Jim" leads a service on May 15th. [Ben Bucki](#)



On a rare full-line turn with a timetabled passenger service, the experimental English Electric diesel shunter No. D226 'Vulcan' (more often used for permanent-way trains and stock moves) rumbles through the woods between Ingrow and Keighley with the first train of the day, May 10th. [Ben Bucki](#)

## Great Central Railway

Right: Class 08 0-6-0 shunter No. D3690 (08 528) is seen stabled just outside Loughborough station on May 2nd. [Derek Elston](#)

Main: On May 2nd, BR Standard Class 2 2-6-0 No. 78019 climbs Woodthorpe bank with an afternoon working to Leicester North. [Derek Elston](#)



LMS 5MT Class 4-6-0 No. 45305 is seen just south of Loughborough with a Loughborough to Leicester North service on April 18th. Robert Bates



BR Standard Class 9F 2-10-0 No. 92220 'Evening Star' (actually No. 92214) is seen departing Loughborough with a demonstration freight on April 18th. Robert Bates



## Lakeside and Haverthwaite Railway

Left: Originally Steel Company of Wales, then Austin Motor Co., 0-6-0 'Victor' (Bagnall No. 2996 of 1951 vintage) is seen in ex-works condition having undergone an extensive refurbishment at Haverthwaite. Behind it stands ex Darlington MPD, BR Class 03 shunter No. D2072. [Michael Lynam](#)

Main: Originally Preston Corporation, 0-6-0 'Princess' (Bagnall No. 2682 of 1942 vintage) sits with a Tidmouth Milk Wagon at Haverthwaite on April 28th. [Michael Lynam](#)



Bagnall 0-6-0ST No. 2996 'Victor' leaves Newby Bridge Halt on May 26th, with the 11:21 service for Haverthwaite. [Gerald Nicholl](#)



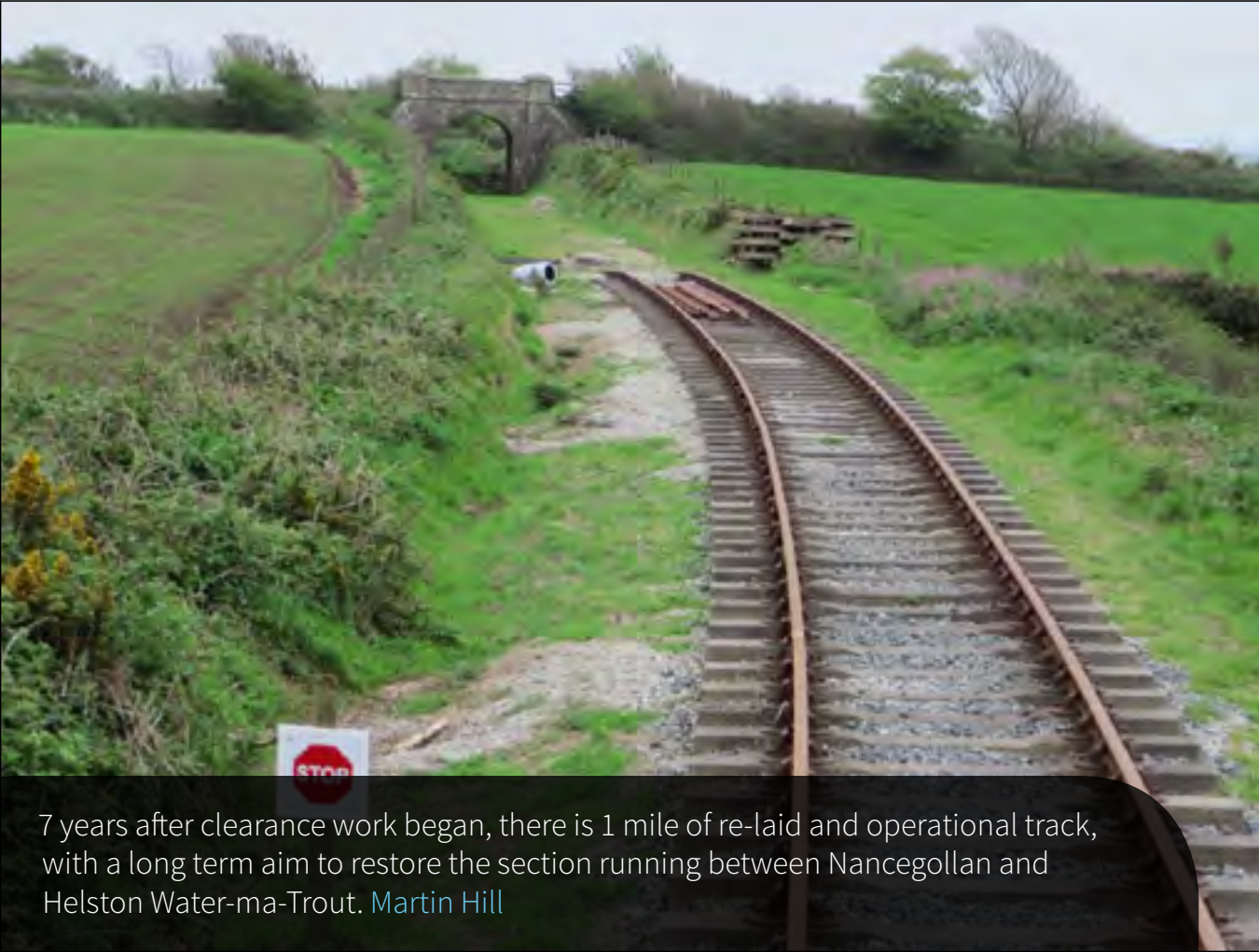


## Helston Railway

Ruston & Hornsby 165hp 0-4-0 Diesel Mechanical Shunter (Build No. 395305) is seen with an engineers train on May 10th. [Martin Hill](#)



Ruston & Hornsby 165hp 0-4-0 Diesel Mechanical Shunter No. 97649 is seen giving brake van rides on May 10th. [Martin Hill](#)



7 years after clearance work began, there is 1 mile of re-laid and operational track, with a long term aim to restore the section running between Nancegollan and Helston Water-ma-Trout. [Martin Hill](#)



Park Royal Class 103 Diesel Multiple Unit Nos. W50413 and W56169. This DMU is currently unserviceable due to control system faults. [Martin Hill](#)

## Tallylyn Railway

No. 4 'Edward Thomas' is an 0-4-2ST built in 1921 by Kerr, Stuart & Co. Ltd. for use on the Corris Railway, and was purchased by the Tallylyn in 1951 and named after the railway's former manager. Seen here on May 26th at Tywyn. [Richard Hargreaves](#)



No. 3 'Sir Hadyn' was built in 1878 by Hughes' Loco & Tramway Eng. Works Ltd of Loughborough, this 0-4-2ST (originally 0-4-0ST) worked on the nearby Corris Railway until the closure of that line in 1948. [Richard Hargreaves](#)



No. 6 'Douglas'/'Duncan' is an 0-4-0WT built in 1918 by Andrew Barclay & Co. Ltd. for the Airservice Construction Corps. [Richard Hargreaves](#)



No. 7 'Tom Rolt' was built at the Tallylyn's Pendre Works, incorporating components of a little-used 3ft gauge Andrew Barclay 0-4-0WT built in 1949 for Bord na Mona (the Irish turf board). [Richard Hargreaves](#)

# Welsh Highland Railway

Beyer-Peacock 2-6-2+2-6-2 No. 138 (Ex-SAR NGG 16 Class Garratt) is seen ready to depart Caernarfon on May 10th. [John Alsop](#)



Cockerill built No. 87 (Ex-SAR NGG 16 Class Garratt) runs round its train at Caernarfon on May 11th. [John Alsop](#)

# Buckinghamshire Railway Centre

Beattie Well Tank No. 30585 (LSWR 0298 Class) is seen at work on the short demonstration line at Quainton Road on May 25th. [Derek Elston](#)



Preserved Class 115 DMU Nos. 51899, 59761 and 51886 are seen at Quainton Road on May 25th. [Derek Elston](#)



The UK's oldest surviving Barclay locomotive, 'Swanscombe' of 1891 vintage is seen masquerading as Brill No. 1 at the line on May 25th. [Derek Elston](#)



Former Hammersmith & City Lines CO/CP Stock unit Nos. 53028, 013063 and 54233 is seen under restoration at Quainton Road. [Derek Elston](#)



British Rail Class 04 No. 2298, built by Drewry is seen in operational condition at the line. [Derek Elston](#)

# North Yorkshire Moors Railway

BR Standard 4MT 2-6-0 No. 76079 is seen working a Grosmont - Goathland demonstration freight at Darnholm on April 17th. Robert Bates



Right: BR Standard 4MT 4-6-0 No. 75029 is seen departing Goathland with a Grosmont to Pickering service on April 17th. [Robert Bates](#)

Main: BR Class 5MT 4-6-0 No. 45407 'The Lancashire Fusilier' with a Grosmont to Pickering service, passes Moorgates on April 17th. [Robert Bates](#)



# East Lancashire Railway

LMS Hughes Crab 2-6-0 No. 13065 crosses over the River Irwell at New Hall Hey approaching Rawtenstall on May 25th. [Gerald Nicholl](#)



Lancashire & Yorkshire 'Aspinall' No. 12322 arrives at Rawtenstall on May 23rd. [Colin Irwin](#)





BR Standard Class 4 2-6-4T No. 80080 approaches Summerseat with a Bank Holiday afternoon service train on May 25th. [Gerald Nicholl](#)



# Peak Rail / Heritage Shunter Trust

Right: A gleaming Class 09 001 is seen giving brake van rides at Rowsley on May 16th. [Andrew Wilson](#)

Main: Class 01 No. D2953 and 03 099 top'n'tail a rake of brake vans at Rowsley on May 16th. [Andrew Wilson](#)



## Chasewater Railway

W G Bagnall 0-4-0ST 'Kent' No. 2 is seen operating at the line on May 17th.

Colin Irwin





## POWERFUL MAIN LINE CLASS 66 FREIGHT LOCOMOTIVE NAMED 'SWANAGE RAILWAY' BY POPULAR RADIO PRESENTER

Dedicated work by several generations of railway campaigners and pioneers across more than 40 years has been recognised with popular Wave 105 radio presenter Mark Collins officially naming a powerful Class 66 main line diesel-electric freight locomotive 'Swanage Railway'.

The historic ceremony in the presence of GB Railfreight Managing Director John Smith and Swanage Railway Trust Chairman Gavin Johns took place at Swanage station.

Based at Peterborough with GB Railfreight, the 127-tonne 3,300 brake horsepower Class 66 locomotive No. 66 741 now carries the name of the volunteer-led heritage railway which has been rebuilt from nothing since 1976.

For the popular Wave 105 radio morning show presenter and life-long railway enthusiast, the chance to name a powerful freight locomotive that will be seen hauling trains across the country was a real dream come true.

Mark Collins said: "It has been a real honour and a privilege. I've been very excited since I was first asked to do this. It has been a fantastic day and a rail enthusiast's dream.

"A nameplate gives a locomotive more identity. For example, everyone knows the 'Flying Scotsman' from its nameplate and not from its number. Enthusiasts will now refer to No. 66 741 by its new name.

"When I next see 'Swanage Railway' on the rail network, I will say to the nearest stranger "I named that locomotive down at Swanage!" and they'll think that I'm mad.

"I've loved trains since my grandmother took me down to my local station at Hanwell near Ealing – on the main line out of Paddington – when I was a small child in my pushchair.

"As a child growing up, I used to sit there for hours and hours just watching the trains go by. That interest in railways has never left me," explained Mark.

Swanage Railway Trust Chairman Gavin Johns said: "This is an exciting opportunity generously given by GB Railfreight to share the Swanage Railway name across the national rail network as the Class 66 locomotive goes about its work.

"It also demonstrates the opportunities, now provided by the recently re-signalled link to Wareham, to work with national rail operators for the benefit of both the Swanage Railway and the Purbeck area," added Mr Johns.

Now named 'Swanage Railway', Class 66 locomotive No. 66 741 was built in March, 2005, by General Motors at its factory in London, Ontario, Canada.

GB Railfreight Managing Director John Smith said: "I've really enjoyed today – it has been fantastic to bring our Class 66 to Swanage and to name it 'Swanage Railway'.

"We have relationships with a number of private railways, particularly those connected to the national network like the Swanage Railway which is a fantastic achievement.

"We had no hesitation in agreeing to one of our Class 66 locomotives being named 'Swanage Railway'. Anything that increases enthusiasm about railways should be encouraged," added Mr Smith.

Starting GB Railfreight 15 years ago with just ten people – the company now has a staff of 650 – Mr Smith joined British Rail as a carriage and wagon engineering apprentice at York back in 1977.



The locomotive naming ceremony took place on Thursday, 7 May, 2015, during a special 'Go West' day – which re-created trains on the Western Region of British Rail between the 1960s and 1980s – before the start of the Swanage Railway's annual three-day Diesel Gala and Dorset Beer Festival.



Photos: © Andrew PM Wright

## Severn Valley Railway

On May 16th, Class 35 'Hymek' No. D7029 is seen under repair at Kidderminster.  
Richard Hargreaves



GWR Small Prairie 2-6-2T No. 4566 stands alongside SR Battle of Britain Class No. 34053 'Sir Keith Park' at Bridgnorth shed on May 4th. Richard Hargreaves



## TREAT YOUR DAD OR GRANDAD TO THE POWER OF STEAM

As funding pledges for the project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales pass the £1.8m point only 20 months after its launch, a new batch of components has been released for sponsorship by supporters in time for Father's Day on Sunday 21st June 2015. 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 and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 650 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch a year ago. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each - target 100 people, now closed), The Boiler Club (over 80 people have pledged £2,000 each - target of 300 people) and Dedicated Donations (£120,000 from existing supporters sponsoring a variety of components). This means that the project has already received pledges of over £1.8m (including Gift Aid) of the £5m needed over the next seven years. Dedicated Donations are currently only available to members of The Founders Club and existing Covenantors. In addition to being able to sponsor one or more of the 18 spokes of the 6ft 2in driving wheels for either £600 (or £25pm for 24 months), other components now available for sponsorship range from a 'handrail knob' at £75 and a 'boiler band' at £120 to a 'cab side window wood frame' at £400 (or £20 pm for 20 months) and a '6ft 2in driving wheel casting and proof machining' at £12,000 (or £200 pm for 60 months). Supporters who subscribe to the scheme will have their names inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component. New components available for sponsorship will become available as construction progresses.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch 20 months ago, with over £1.8m of the required £5m pledged to-date. We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales next winter and we remain on-track for completion in 2021. However, to maintain this progress we need to continue to raise in excess of £700,000 per year. We are therefore taking the opportunity of Father's Day to give the Dedicated Donation scheme a boost." "This initiative is a unique opportunity for supporters to have their father or grandfather's name associated with a component of No. 2007 and the funds raised will help to ensure that Prince of Wales will be completed within the next seven years. Just as with the similar scheme that helped to fund the construction of Tornado, supporters who subscribe to the scheme will have the satisfaction of pointing to the part of the locomotive they paid for when No. 2007 enters service.

"No-one can now doubt that we really mean business. 2015 will see further major announcements as the construction of Prince of Wales gathers pace."

On May 4th, Class 20 No. D8059 departs Kidderminster working a diesel diagram to Bridgnorth. Richard Hargreaves



Class 52 No. D1062 has undergone a livery change during maintenance for the 2015 season at Bridgnorth. The loco now sports an all maroon front end with yellow buffer beam. [Richard Hargreaves](#)



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

There are various ways to help the C58LG:

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



**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!



# LEICESTER'S WORLD CLASS RAILWAY MUSEUM ON TRACK! HERITAGE LOTTERY FUND EARMARKS FUNDING AND RELEASES DEVELOPMENT GRANT.

The Great Central Railway, The National Railway Museum and Leicester City Council are delighted to announce plans for a new railway museum in the city are firmly on track. The new attraction, "Main Line" will see iconic locomotives on display and tell the story of how the railways changed the city. It has received earmarked funding of £9.5M from the Heritage Lottery Fund (HLF). The building will sit alongside the Leicester North terminus of the Great Central Railway, with heritage trains arriving alongside the exhibitions. Development funding of just under £500,000 has also been awarded to help the partnership progress their plans to apply for a full grant at a later date.

"We are thrilled by the support from the Heritage Lottery Fund" said Bill Ford, Managing Director of the Great Central Railway. "Main Line will combine our award winning double track main line railway with a unique collection of priceless locomotives and objects, preserving them for future generations. The museum will not only tell railway stories, but will aim to engage people with their own history, so they are inspired to be heritage champions in future." The building will be designed with floor to ceiling glass windows.

Close up views of trains arriving at the adjacent station will provide a dramatic context for the static exhibits. Personal histories and small objects will help interpret the railways' role in everyday life and how they transformed the city, helping businesses boom and communities change.

City Mayor Peter Soulsby said: "This news means that we're a step closer to creating an exciting new visitor attraction that will preserve and showcase the city's rich railway heritage, while creating important new jobs. 'Main Line' will house items which are of both national importance and local interest, complementing the nearby National Space Centre and Abbey Pumping Station and helping to enhance Leicester's reputation as a visitor destination. We're extremely proud to be part of this partnership and delighted by the support of the Heritage Lottery Fund, which is another clear vote of confidence in the city." 300 short-term construction jobs will be created while the museum is built and 9 full-time posts once open. As part of the bid process an economic impact study has been carried out which demonstrates the museum and railway will be worth £39 million for the local economy over five years. In turn this additional spending could create more than 700 jobs in the area.

The exhibits will be drawn from the prestigious national railway collection, which is predominantly focussed on two sites in the north. Paul Kirkman, Director of the National Railway Museum said, "We're delighted that the plans for this exciting project are firmly on track. Leicester had one of the world's earliest railways. It was also a hub of the Midland line. When the GCR opened in 1899 it was a calling point on the high speed railway of the time.

The new museum will ensure that key parts of the national collection are accessible at the heart of the country for the first time, but just as important we hope to inspire a new

generation to get involved in our nation's railway story. This is a project with strong local connections but with benefits that will be felt nationally."

Work has already been undertaken to ensure the museum properly reflects the diverse communities it will serve, with the project team recognising, valuable social history will be lost if it isn't recorded.

Atul Patel, Trustee at the Heritage Lottery Fund, said: "The Great Central has had a lasting impact on industrial and cultural life in this area and this investment will continue the railway's important role. Thanks to National Lottery players, a world class museum will now be created providing a new home to some of our most significant objects and archives which together tell the story of the British railways. Alongside nearby attractions, the new museum will help to establish the city as a major tourism destination, and attract wider audiences."

The Main Line museum will work in synergy with the Great Central Railway's event programme and provide greater opportunity for local schools and communities to engage in learning activities. A key element will be to demonstrate how the tremendous feats of Victorian engineering can still inspire the engineers of the future.

Following the completion of the separate Great Central Railway reunification project, the museum will be accessible by rail from right across the East Midlands and the country.

Culture Secretary John Whittingdale said: "National Lottery money continues to make an absolutely vital contribution to our culture and heritage in the UK. I'm thrilled that nine exciting projects across England and Scotland will benefit from this significant £98m investment.

"Whether it's a new railway museum in Leicester, the Lovell Telescope at Cheshire's Jodrell Bank or saving the UK's most vulnerable sound recordings at the British Library - these grants will not only make a lasting difference to local areas and the UK's wider heritage, but will also use culture to inspire young people to learn more about science and technology for generations to come."

Bill Ford concluded, "Now the hard work really starts! We have a great partnership in place and will now look to secure match funding to develop the project to the point where we are ready to build it."

The partnership will be required to make a further bid to the Heritage Lottery Fund to confirm the full grant award. Main Line, could be open in 2019.



# From the Archives

Class 40 010 passes through Wigan North Western railway station with a van train on October 31st 1979. [Dave Felton](#)



Right: A pair of BR Class 108 DMUs stand at Bolton on September 6th 1991, working a Barrow in Furness to Manchester service. [Michael Lynam](#)

Main: Class 31 407 hauls the ECS for a Pullman service into a very wet London Kings Cross on May 4th 1978. [Dave Felton](#)

Below: Class 55 No. 9006 'The Fife and Forfar Yeomanry' is seen stabled at Edinburgh Haymarket motive power depot on August 28th 1972. [Dave Felton](#)



Right: Class 45 130 working a Liverpool to York Trans Pennine service passes on Heyrod near Mossley on May 3rd 1985. Whilst the line still exists the view has completely changed and of course the train is now a Class 185. [Brian Hewertson](#)

Main: Railfreight Distribution's Class 47 245 'The Institute of Export' heads south through Crewe on September 16th 1994. [Paul Godding](#)

Below: Class 37 519 heads through Aldwarke Jct. on October 27th 1993 with a rake of ballast wagons. [Paul Hewertson](#)



Right: Class 25 146 hauls a freight train through Balshaw Lane (Euxton) on February 25th 1982. [Dave Felton](#)

Main: Withdrawn BR Class 45 127 stands at March depot along with another two class members on October 18th 1989. [Steve Stepney](#)



The last Class 56 built, No. 56 135, leaves Londonderry Sidings near Sunderland South Dock with a loaded MGR, heading for York on June 19th 1987. [Nick Clemson](#)



Right: Class 37 419 hauls the 2F34 14:15 Rhymney - Cardiff Central through Ystrad Mynach on September 3rd 2005. [Carl Grocott](#)

Main: Class 56 132 passes 47 095 as it heads through Warrington Bank Quay on February 5th 1994 hauling a rake of log wagons. [Brian Hewertson](#)

Below: APT Class 370 006 and 370 005 depart from Preston station with a Glasgow working on July 28th 1980. [Dave Felton](#)



Right: On August 1st 1987, Class 47 579 'James Nightall G.C.' is seen stabled at Stratford depot. [Derek Hopkins](#)

Main: Class 47 432 leads DVT No. 82111 through Bolton with a diverted West Coast Blackpool - London Euston service on September 1st 1991. [Michael Lynam](#)

Below: On April 22nd 2006, Class 175 008 departs Chester heading for Manchester Oxford Road. [Paul Godding](#)



# The Back Page

On May 3rd, Class 97 304 'John Tilley' hauls 73 952 onto the Severn Valley Railway at Kidderminster where the Class 73 will undergo tests. Jon Jebb

