

Railtalk Magazine

Issue 106 | July 2015 | ISSN 1756 - 5030



Railtalk Magazine

Issue 106
July 2015
ISSN 1756 - 5030

Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

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

Contents

Pg 2 - Welcome
Pg 3 - Charter Scene
Pg 35 - Pictures
Pg 119 - News and Features
Pg 124 - Fares Advice
Pg 133 - Did you Know
Pg 135 - Different View
Pg 138 - Preserved/Industrial
Pg 166 - From the Archives

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.

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk 2015.

From the Editor...

Welcome to Issue 106, and yet again another bumper month for excellent photos sent in to us, including even more sunshine, and that's very unusual...

Well who would have thought that in 2015, we would have a potential of six Class 37s running on the same mainline (the Cumbrian Coast) with revenue earning passengers. Ok, only four of these are on service trains, with the other two are only present thanks to Retro Railtours tour on July 11th, but still, lets remember this is 2015, not 1995! Also not forgetting the fact that there were two Class 37s working in Anglia, it really is becoming a year for heritage traction.

While on the subject of heritage traction, last month saw, for me, something very special, when at one time, we though the end had come to the Class 56s, and majority were withdrawn for the Class 66s. It comes as a shock to find two passing your door within a hour of each other, but not only that, these being sequentially numbered, with 56 103 & 56 104 being the stars of the show. And on that date there were a total of six Class 56s working on the mainline in the UK.

All I have left to say is that I hope everyone has a fantastic July and keep those photos coming.

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, Keith Hookham, Derek Hopkins, Colin Irwin, Jon Jebb, John Johnson, Richard Jones Ken Livermore, Michael Lynam, Jonathan McGurk, 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 37 419 arrives at Arnside station with the 2C32 05:15 Carlisle to Preston service on June 4th. [Andy Pratt](#)

This Page: Class 60 087 'CLIC Sargent' heads the Carlisle Yard to Chirk log train down the Ribble Valley on June 3rd. [Gerald Nicholl](#)



Charter Scene:

Retro Railtours - The Retro Lincolnshire Belle

Class 20 309 and 20 305 stand at Skegness on June 13th having arrived with the tour from Crewe. [Richard Hargreaves](#)



Retro Railtours - The Retro Lincolnshire Belle

Having runround at Skegness, Class 20 305 now leads 20 309 ready for the return working to Crewe on June 13th. [Richard Hargreaves](#)



West Coast Railway Company - The Jacobite

LNER K1 2-6-0 No. 62005 nears the outskirts of Mallaig with the morning Jacobite service from Fort William, on June 1st. [Andy Pratt](#)



West Coast Railway Company - The Jacobite

Right: LMS Black 5 4-6-0 No. 44871 crosses the Loch Na Uamh viaduct before plunging into the tunnel with the afternoon working on June 2nd. [Andy Pratt](#)

Main: On June 1st, and in the pouring rain, LMS Black 5 4-6-0 No. 44871 approaches Morar station heading for Mallaig. [Andy Pratt](#)



West Coast Railway Company - The Jacobite

LMS Black 5 4-6-0 No. 45407 'The Lancashire Fusilier' passes over the Glenfinnan Viaduct on June 12th. Neil Pugh



Pathfinder Tours - THE CUMBRIAN FELLS EXPRESS

BR Standard Class 7 4-6-2 No. 70000 'Britannia' races through Balshaw Lane Junction with the northbound 'Cumbrian Fells Express' which it was hauling from Crewe to Carlisle via Shap and return via Hellifield on May 30th. [Ken Abram](#)



Pathfinder Tours - The Heart of Wales Explorer

Class 37 606 and 37 667 pass Abbotswood Jct. on May 16th working the 1Z38 Tame Bridge - Carmarthen charter. [Carl Grocott](#)

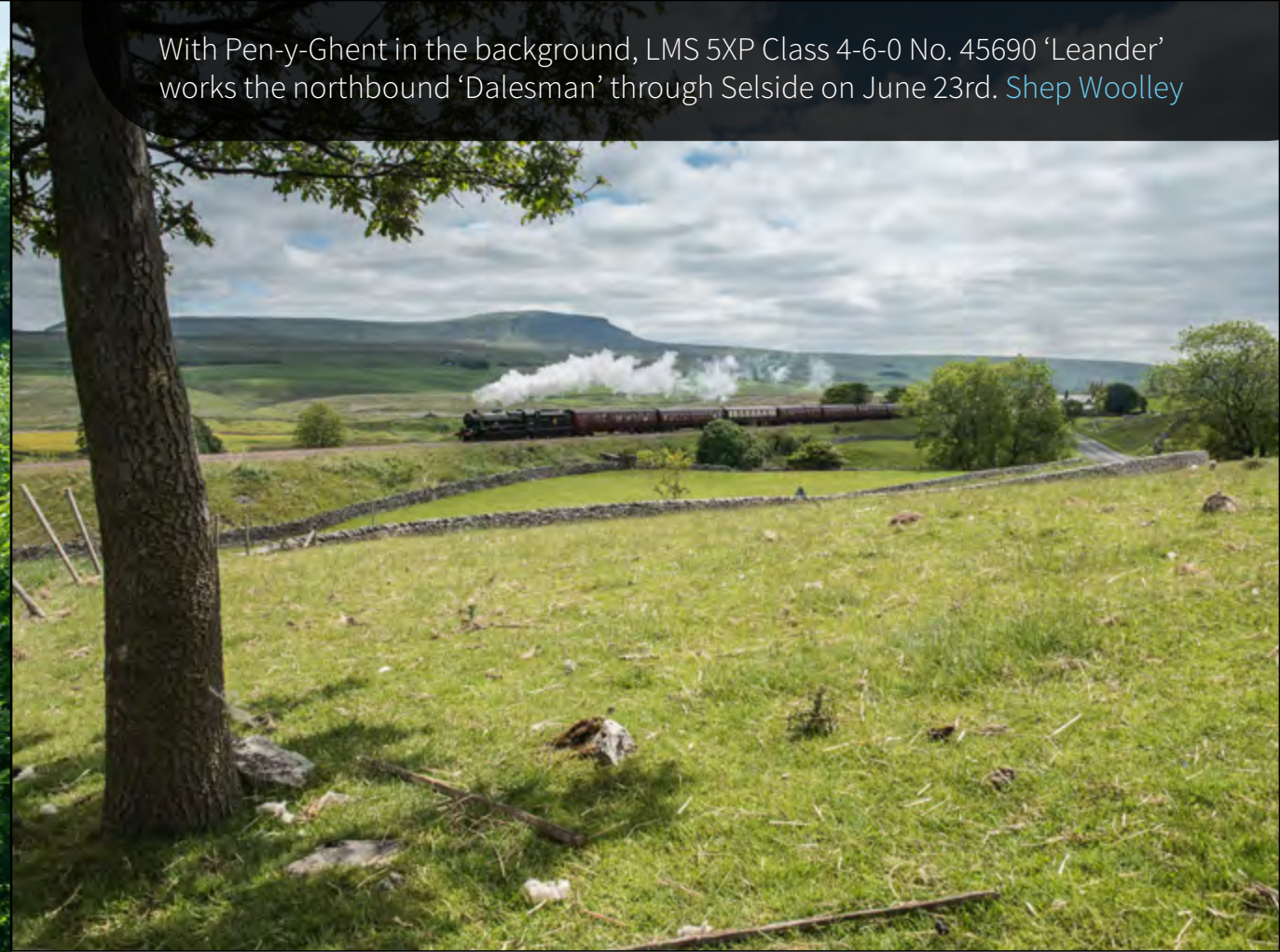


West Coast Railway Co. - The Dalesman

LMS Jubilee Class 4-6-0 No. 45699 'Galatea' attacks Stainforth Bank with the northbound 'Dalesman' on June 16th. [Gerald Nicholl](#)



With Pen-y-Ghent in the background, LMS 5XP Class 4-6-0 No. 45690 'Leander' works the northbound 'Dalesman' through Selside on June 23rd. [Shep Woolley](#)



Having tamed Aisgill Summit, LMS 5XP Class 4-6-0 No. 45690 'Leander' begins the run down to Garsdale with the return working of 'The Dalesman' on June 23rd. [Shep Woolley](#)

West Coast Railway Co. - The Dalesman

On June 9th, Class 57 315 arrives into Hellifield with 'The Dalesman' which originated at York and would be steam hauled from here to Carlisle. [Michael Lynam](#)



Class 47 237 is seen on the rear of the tour at Hellifield. Of note is that the tour pulls into the loop and passengers cannot alight or join the tour here. [Michael Lynam](#)

Jubilee Class 4-6-0 No. 45699 'Galatea' climbs unassisted towards Rosie's Bridge with the northbound 'Dalesman' on July 2nd. [Gerald Nicholl](#)



West Coast Railway Co. - The Dalesman

On June 16th, LMS 5XP Class 4-6-0 No. 45699 'Galatea' works the northbound 'Dalesman' York to Carlisle rail tour through Langcliffe. [Shep Woolley](#)



West Coast Railway Co. - The Dalesman

Charging along Mallerstang, LMS 5XP Class 4-6-0 No. 45699 'Galatea' works the return 'Dalesman' towards Aisgill Summit on June 16th. [Shep Woolley](#)



Statesman Rail - THE YORKSHIRE COAST STATESMAN

On June 19th, Class 47 854 top'n'tails 57 313 working the 5Z94 Carnforth - Aberystwyth past Battlefield (bottom) and then being piloted by Class 97 304 as it passes Drawell Street, Shrewsbury (top). [Carl Grocott](#)



Statesman Rail - THE YORKSHIRE COAST STATESMAN

On June 20th, Class 47 854 'Diamond Jubilee' clags its heart out through Mills Hill working the 1Z95 16:00 Scarborough to Aberystwyth return charter. [Colin Irwin](#)



Statesman Rail - The Fellsman

Right: On June 24th, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' passes Nappa with the weekly Fellsman from Lancaster to Carlisle via the S&C. [Michael Lynam](#)

Main: With Pendle Hill as a backdrop, Stanier 4-6-0 No. 46115 'Scots Guardsman' heads the outbound 'Fellsman' near Rimington on June 3rd. [Gerald Nicholl](#)



Statesman Rail - The Fellsman

Right: Accelerating away from Garsdale, LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' is seen with the return working of 'The Fellsman' on June 10th. Shep Woolley

Main: LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' working the northbound 'Fellsman' crosses over the magnificent Arten Gill Viaduct on June 10th. Shep Woolley



Statesman Rail - The Fellsman

Right: LMS Jubilee Class 4-6-0 No. 45699 'Galatea' approaches Bamber Bridge with the 1T42 08:08 Lancaster - Carlisle on June 24th. [John Balaam](#)

Main: Stanier 4-6-0 No. 46115 'Scots Guardsman' eases off Ribblehead Viaduct with the returning 'Fellsman' on June 3rd. [Gerald Nicholl](#)



Statesman Rail - The Fellsman

Right: LMS 'Jubilee' Class 4-6-0 No 45690 'Leander' tops the climb at Hoghton Bottoms with the outbound 'Fellsman' on June 17th. The reflections on the loco and coaches give a clue to the dullness of the weather. [Ken Abram](#)

Main: On June 10th, Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' climbs near Langcliffe with the Carlisle bound 'Fellsman'. The engine was attached at Hellifield having run light from Carnforth following the completion of repairs. [Gerald Nicholl](#)



Statesman Rail - The Fellsman

LMS 7P 'Royal Scot' Class 4-6-0 No 46115 'Scots Guardsman' with the return working of 'The Fellsman' and getting more than a bit of assistance from the diesel on the rear as it approaches Pleasington Station as seen from the Victoria Road bridge on June 3rd. [Ken Abram](#)



Statesman Rail - The Fellsman

LMS Stanier Black 5 Class No. 45231 'Sherwood Forester' approaches Langho station hauling the return leg of 1T53 the 15:12 from Carlisle to Lancaster with the of Statesman Rail's 'The Fellsman' with West Coast's Class 47 237 attached to the rear of the train on June 10th. [Dave Felton](#)



Statesman Rail - The Fellsman

Left: LMS Jubilee Class No. 45699 'Galatea' makes easy work of the climb up the 4 mile long 1 in 82 up the Langho bank hauling the return 1T53 Carlisle to Lancaster with West Coast's Class 47 237 attached to the rear on June 24th. [Dave Felton](#)

Main: The sun has deserted this particular stretch of the Settle and Carlisle as Stanier 4-6-0 No. 46115 'Scots Guardsman' cruises down the gradient near Stainforth with the returning 'Fellsman' on July 1st. [Gerald Nicholl](#)



Statesman Rail - The Fellsman

Right: 'Scots Guardsman' is seen working the return 'Fellsman' railtour as it rounds Swardale curve on July 1st. [Shep Woolley](#)

Main: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' shuts off as it approaches Ribbleshead Station with the northbound 'Fellsman' on July 1st. [Shep Woolley](#)



Statesman Rail - The Fellsman

Right: Class 47 237 arrives into Carlisle on June 17th with the empty stock for the return 'Fellsman' tour. [Michael Lynam](#)

Main: On June 17th, LMS 'Jubilee' Class 4-6-0 No 45690 'Leander' is seen ready to depart Carlisle with the return working to Lancaster. [Michael Lynam](#)



Belmond British Pullman - Northern Belle

Left and Main: Class 57 310 and 57 306 top'n'tail the Northern Belle through Saltney Jct. on June 20th with the return working of a Nottingham to Holyhead outing.
[Class47](#)



Belmond British Pullman - Northern Belle

Class 57 306 and 57 310 with the 1Z62 Liverpool - Barrow Fathers Day Special, are seen here powering through Red Bank cutting on June 21st. [Dave Harris](#)



Belmond British Pullman - Northern Belle

On June 6th, Class 57 305 is seen top'n'tailed with 68 003 as it passes Frodingham Jct. working the 1Z68 Grimsby Town to Edinburgh. [Steve Thompson](#)



Class 57 309 is seen on the rear of 1Z61 Stockport to Ravenglass as it passes through Leyland on June 27th. [Jeff Nicholls](#)



Problems with Class 57 305 at York on the return working from Edinburgh on June 6th resulted in it being topped by Class 66 426. The pair are seen at Scunthorpe heading the tour back to Grimsby Town. [Steve Thompson](#)



On June 7th, Class 68 003 leads a circular dining tour from Cleethorpes to York via Darlington. Seen here passing through Scunthorpe. [Steve Thompson](#)

Private Charter - The Three Peaks Challenge

Right and Main: On June 18th, Class 57 305 on the front and 57 312 bringing up the rear, pass Church Brampton working from London Euston to Bangor. Geoff Barton



Vintage Trains - THE WHISTLING GHOST III

GWR 4073 Class No. 5043 'Earl of Mount Edgcumbe' passes Norton Fitzwarren heading for Minehead with a tour from Tyseley on June 13th. [Steve Andrews](#)



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

SR Merchant Navy Class No. 35028 'Clan Line' works it's last Surrey Hills circular tour before overhaul approaching Clapham Junction on June 27th. [Derek Elston](#)



UK Railtours - THE CLAN LINE FAREWELL

SR Merchant Navy Class No. 35028 'Clan Line' thunders through Wolverton station on June 30th at the head of UK Railtours farewell charter. [Andy Pratt](#)



Railway Touring Company - The Cumbrian Mountain Express

On June 6th, Class 90 029 heads north through Red Bank with the 1Z86 from London Euston to Carnforth where Stanier 4-6-0 No. 46115 'Scots Guardsman' would take over for the run to Appleby. [Jeff Nicholls](#)



Railway Touring Company - The Cumbrian Mountain Express

Having endured typical S&C weather, a brief glimpse of sun catches LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' as it works the return working of the 'Cumbrian Mountain Express' towards Birkett on June 6th. [Shep Woolley](#)



ECS and Light Engine Moves

On July 2nd, Class 55 No. D9009 'Alycidon' passes through Kettering station on its way from Southall to Derby. [Geoff Barton](#)



Pictures:

Arriva Trains Wales

Right: Class 67 012 arrives into Wrexham General on June 15th working the 1W96 17:16 Cardiff - Holyhead (WAG) service. [Keith Hookham](#)

Main: Class 67 022 heads through the Foxglove lined cutting at Moore with 1D30 Manchester Piccadilly - Llandudno service on June 23rd. [Dave Harris](#)



Chiltern Railways

Right: Class 68 011 stands at London Marylebone waiting to work the 1R37 13:15 service to Birmingham Moor Street on June 12th. [John Balaam](#)

Main: Class 68 013 stands at London Marylebone on June 27th having arrived on a service from Kidderminster. [Richard Hargreaves](#)

Below: Class 68 011 is seen departing Leamington Spa on June 15th on the rear of a Birmingham to London Marylebone service. [Richard Hargreaves](#)





Left: On June 26th, Class 68 010 works the 6U77 Mountsorrel - Crewe loaded ballast through Burton on Trent. [Stuart Hillis](#)

Main: Class 68 014 arrives into Kidderminster whilst working the 5K38 from Stourbridge Junction depot on June 20th. [James Passant](#)

Below: On June 24th, Class 68 008 stands on Stourbridge Depot whilst being used as Chiltern Railways 'thunderbird' loco. [James Passant](#)



Colas Rail

On June 15th, Class 70 807 and 70 802 head through Leamington Spa with a rake of ballast wagons heading for Bescot. [Richard Hargreaves](#)



Class 60 087 passing Pleasington working the 6V38 13:09 Carlisle Yard Colas Rail to Chirk Kronospan on June 13th. [Andy Parkinson](#)



Class 66 849 drags a failed tamper from Carnforth - Rugby through Winwick Jct on June 4th. [Michael Lynam](#)



On June 27th, Class 60 096 hauls the Tilbury to Llanwern steel train through Stratford. [Richard Hargreaves](#)



Class 56 087 and 56 302 approach Willington on June 30th working the 6E07 Washwood Heath to Boston steel train. [Derek Elston](#)

Class 56 087 hauls 37 421 as 0Z37 Washwood Heath to Barrow Hill through Barrow, on June 18th. The Class 56 was taking the Class 37 for attention at HNRC. [Carl Grocott](#)





Left: Class 60 087 originally named “Slioch” after a Scottish mountain but now carries the “CLIC Sargent” imprint. Seen here passing through the Foxglove lined cutting at Moore, on the beautiful summers evening of June 23rd working 6J37 Carlisle - Chirk loaded timer. [Dave Harris](#)

Main: Class 60 076 working the 6M51 Baglan Bay - Chirk passes Battlefield on June 11th. [Carl Grocott](#)

Below: Class 60 095 passes through Scunthorpe station on June 25th working the 6E32 Preston Docks -Lindsey bitumen tanks. [Steve Thompson](#)



Right: Class 60 087 'Clic Sargent' is seen working the 6J37 Carlisle - Chirk loaded timber past Red Bank on June 5th. [Dave Harris](#)

Main: Class 66 848 leading the 13:54 Hoo Junction to Eastleigh engineers is seen on the approach to Clapham Junction, June 3rd. [Derek Elston](#)





Left: On June 3rd, Class 60 087 is pictured at Chirk having arrived with the 6J37 Carlisle - Chirk. [Carl Grocott](#)

Main: Class 60 087 'CLIC Sergeant' is pictured working the 6J37 Carlisle - Chirk loaded timber across Cefn Mawr viaduct on June 4th. [Phil Martin](#)

Below: On June 23rd, Class 66 850 'David Maidment OBE' works the 6E07 Washwood Heath - Boston Docks through Burton. [Stuart Hillis](#)



Class 56 113 works the 6S96 Sinfin - Grangemoth with a rake of empty aviation fuel tanks, through Stenson Jct. on June 18th. [Stuart Hillis](#)



Class 60 087 'CLIC Sargent' heads the Carlisle Yard to Chirk log train past Nappa in heavy rain on July 2nd. [Gerald Nicholl](#)



Class 60 087 working the 6J37 Carlisle - Chirk passes Dunham on the Hill, June 3rd. [Carl Grocott](#)



Class 60 085 is pictured between Farington Curve Jct. and Lostock Hall working the 6E32 08:55 Preston Docks - Lindsey on July 1st. [John Balaam](#)



Class 60 002 is seen after passing through Bamber Bridge station hauling the 6E32 Preston to Lindsey on June 12th. [Dave Felton](#)



Newly refurbished Class 60 047 tows 66 057 and 66 050 as OG45 Toton - Bescot through Burton on June 12th. [Stuart Hillis](#)



Class 56 087 leads 56 302 working the 6E07 Washwood Heath - Boston Docks through Burton on June 30th. Class 56 302 was on test following repair. [Stuart Hillis](#)

Caledonian Sleeper

Caledonian Sleeper liveried Class 67 004 arrives at Tulloch station with the Fort William Sleeper on June 3rd. [Andy Pratt](#)



Class 67 011 nears it's journey's end with the 1Y11, the Fort William portion of the Caledonian Sleeper, on June 1st. [Andy Pratt](#)



Class 92 033 is seen between Blisworth and Roade working the 1M16 Inverness, Aberdeen, Edinburgh to London Euston sleeper on June 3rd. [Derek Elston](#)

On June 27th, Class 92 033 stands on the blocks at London Euston having arrived with the 1M11 Glasgow & Edinburgh sleeper. [Derek Elston](#)



Class 67 004 stands in Fort William station with the Caledonian sleeper on June 11th. [Neil Pugh](#)



Class 92 018 is seen at Gordons Lodge, Ashton working the 1M16 Inverness, Aberdeen, Edinburgh to London Euston sleeper on June 30th. [Derek Elston](#)

On June 30th, Class 66 197 is seen at Peak Forest running light engine from Peak Forest Sidings to Briggs Sidings. [Michael Lynam](#)



Right: Class 66 009 has charge of the 00:52 Dollands Moor to Hams Hall as it hurries through Wolverton running 290 minutes late on June 30th. [Derek Elston](#)

Main: Class 59 005 powers through a sunny Westbury on April 10th with a Theale Foster Yeoman to Whatley Quarry working. [James Passant](#)

Below: Class 90 020 and 90 039 pass through Acton Bridge on June 4th working a Mossend - Daventry intermodal. [Michael Lynam](#)



Right: Class 66 060 leads the 10:42 Banbury Redland to Mountsorrel empties through Cossington on June 11th. [Derek Elston](#)

Main: Class 66 118 passes through St. Budeaux on June 15th working the 6C10 Burngullow to Exeter Riverside sand train. [Steve Andrews](#)

Below: On June 4th, Class 90 020 and 66 037 run light engine through Acton Bridge on a move from Warrington Arpley - Crewe electric depot. [Michael Lynam](#)



Right: Class 66 034 arrives at Skipton with empty stone hoppers from Hull Dairycoates, heading for Rylstone Tilcon, June 9th. [Michael Lynam](#)

Main: Class 66 019 takes the 6G35 Clitheroe - Bescot Cement tanks through Red Bank on a very sunny evening, July 1st. [Dave Harris](#)

Below: Class 66 034 leads 66 079, 66 024, 66 152, 66 192 and 66 129 are seen rolling through Stapleton Road whilst working 0X12 from Margam T.C to Eastleigh on May 2nd. [James Passant](#)



Right: On June 24th, Class 66 112 heads along the S&C near Hellifield working the empty cement tanks from Carlisle - Clitheroe. [Michael Lynam](#)

Main: Class 66 105 leads 66 192, 67 008 and 92 042 through Church Brampton on June 23rd with a late running Wembley to Bescot light engine move. [Derek Elston](#)

Below: Class 66 182 is seen arriving into a misty Westbury with a lengthy rake of empty car transporters from Southampton, bound for Halewood. [James Passant](#)



Class 66 015 eases the 6Z41 Dollands Moor to Daventry IRFT through Kensington Olympia on June 27th. [Derek Elston](#)



Class 66 148 working the 6M82 Walsall - Briggs siding with empty limestone wagons, passes Burton on June 1st. [Stuart Hillis](#)



Class 60 010 working the 6E41 Westerleigh - Lindsey empty tanks, passes through Burton on June 12th. [Stuart Hillis](#)



On June 30th, Class 66 070 is photographed in charge of loading hoppers at Cemex Sidings. [Michael Lynam](#)

Class 66 128 leads the 10:00 Acton to Heathfield Sidings through Kensington Olympia on June 27th. [Derek Elston](#)



Class 66 155 eases through the platform at Kensington Olympia with the 09:11 Dollands Moor to Scunthorpe Redbourne Sidings on June 27th. [Derek Elston](#)



Class 90 037 and 90 018 pass through Carlisle on June 17th with a Crewe TMD (E) - Mossend loco move. [Michael Lynam](#)



On June 11th, Class 60 059 passes through Burton working the 6E08 Wolverhampton - Immingham steel carriers. [Stuart Hillis](#)

Right: Class 67 014 hurries through Kensington Olympia on June 27th running 43 mins late as the 09:40 Acton Train Care to Stewarts Lane TRSMD. [Derek Elston](#)

Main: Class 90 037 and 90 039 pass Daresbury on June 6th working the 4M25 06:06 Mossend - Daventry intermodal. [Nick Clemson](#)

Below: Class 66 061 passes through Leamington Spa on June 15th with a northbound car train. [Richard Hargreaves](#)



Class 66 152 working the 6V75 Dee Marsh - Margam empty steel passes Burgs Lane, Baystan Hill, Shrewsbury on June 27th. [Phil Martin](#)

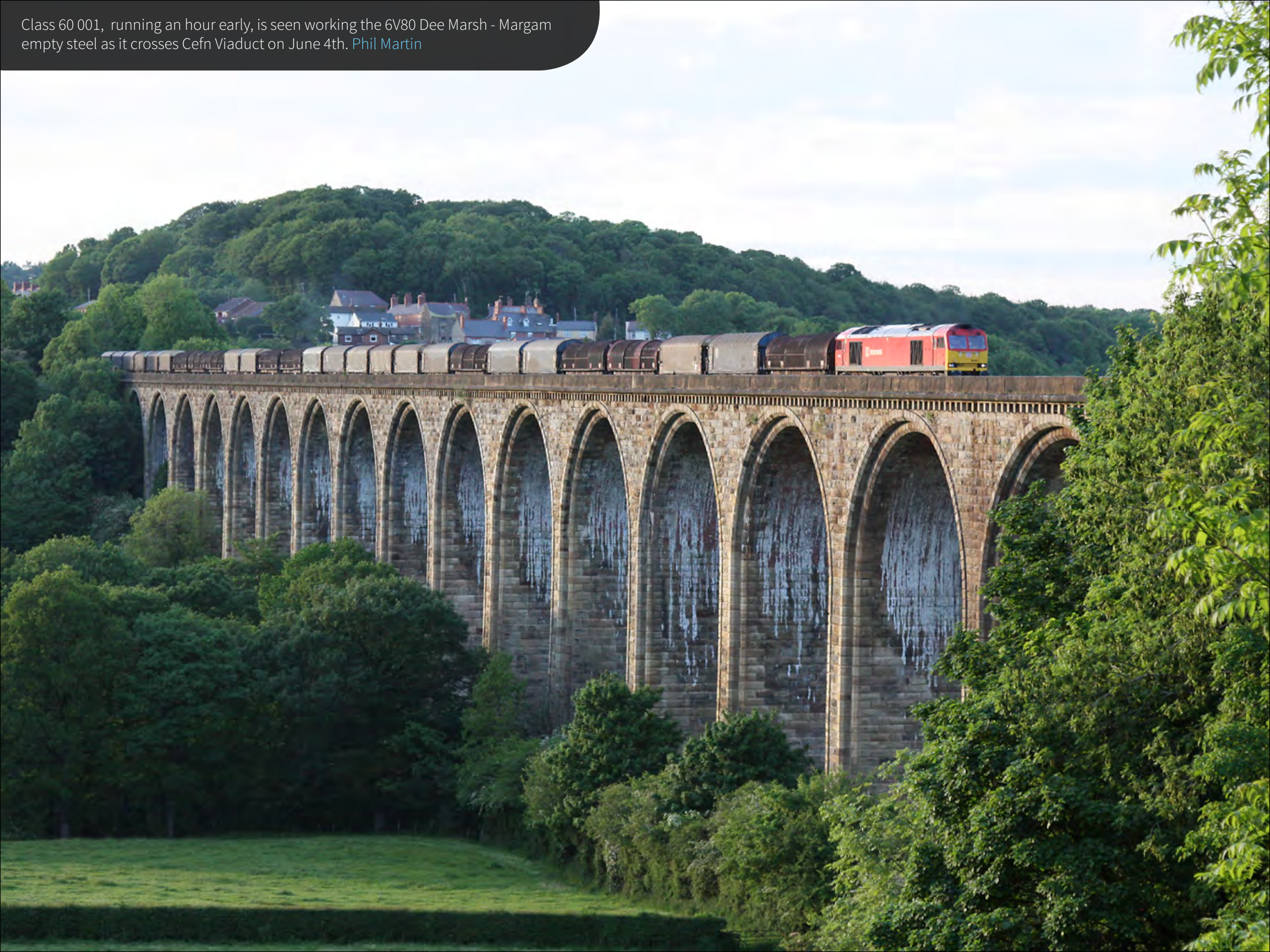


Class 60 074 runs light engine from Tunstead Sidings to Peak Forest stabling point on June 30th. [Michael Lynam](#)



Class 60 054 is seen from Knabb Hill passing Barnetby with the 6E54 Kingsbury - Humber tanks on June 4th. [Nick Clemson](#)

Class 60 001, running an hour early, is seen working the 6V80 Dee Marsh - Margam empty steel as it crosses Cefn Viaduct on June 4th. [Phil Martin](#)



On June 15th, Class 60 074 hauling the Ashburys to Briggs Sidings empty stone wagons passes Ashton Moss Jct. [Brian Hewertson](#)



On June 4th, Class 60010 heads past Howsham working the 6E41 11:35 Westerleigh - Lindsey oil refinery tanks. [Nick Clemson](#)

Class 60 010 crosses over the River Avon at Eckington whilst working 6E41 Westerleigh - Lindsey tanks on June 22nd. James Passant



Class 60 015 works the 6E08 Wolverhampton - Immingham covered steel carriers through Burton on June 30th. Stuart Hillis



Class 67 029 hauls just one wagon working as 6Z89 Kingsbury - Toton on June 18th, seen here passing through Burton on Trent. Stuart Hillis

Class 60 010 passes Appleby on June 23rd working the 6T28 Immingham Bulk Terminal - Santon Foreign Ore Terminal. Steve Thompson



Class 56 103 hauls the 6Z34 Chaddesden - Cardiff Tidal through Elford on June 18th. [Carl Grocott](#)



Right: On June 1st, Class 56 103 hauls DVT No. 82301 past Sharnbrook on the Midland main line heading north to Brush Works from Wembley. [Geoff Barton](#)

Main: On June 30th, with Eggborough power station in the background, Class 56 104 hauls 47 596, 31 271 and 45 060 from Grosmont to Derby, the returning convoy from the North Yorks Moors diesel gala. [Class47](#)

Below: Class 56 103 hauls the Stockton to Cardiff scrap through Burton on Trent, June 5th. [Stuart Hillis](#)



A sorry looking Class 50 031 is dragged by 56 303 as 0Z53 from Arlington Eastleigh to Derby RTC, passing through Willington on June 30th. [Derek Elston](#)



On June 29th, Class 31 601 leads the 1Z31 through Parkside Junction en route from Bo'ness to the East Lancs Railway for the upcoming diesel gala and comprising of Class 47 643, 20 020, 26 038 and 37 025. [Jeff Nichols](#)



Class 56 303 hauls 50 021 'Rodney' from Birmingham Railway Museum Tyseley to Derby as 0Z50, passing through Burton on June 27th. [Stuart Hillis](#)



Class 31 601 working light from Bristol Barton Hill to Derby RTC as 0Z37, passes 66 714 'Cromer Lifeboat' working 6K50 Toton - Crewe engineers at Burton on June 11th. [Stuart Hillis](#)

Direct Rail Services

On June 11th, Class 37 688, 37 611 and 20 305 create an English Electric triple header working the 6K73 nuclear flasks, passing within a few hundred yards of the site of their birthplace at Vulcan Foundry, Newton-le-Willows. [Jeff Nicholls](#)



Right: Class 68 003 passes through Stafford on June 15th working a Mountsorrel to Crewe Basford Hall ballast. [Richard Hargreaves](#)

Main: On June 4th, Class 37 688 leads the 2C47 10:09 Preston to Barrow-in-Furness across the River Kent viaduct at Arnside while 37 419 idles away on the rear providing an ETH supply. [Andy Pratt](#)

Below: Class 37 609 (with 37 402 on the rear) departs Preston with the 10:04 to Barrow-in-Furness service on June 5th. [John Balaam](#)



Right: Class 37 423 and 37 688 top'n'tail the 10:04 service from Preston - Barrow at Preston on June 1st. [Michael Lynam](#)

Main: Class 57 306 and 66 431 pass through Burton on June 29th working the 6Z96 Crewe - Toton engineers. [Stuart Hillis](#)

Below: Class 66 429 heads the Daventry - Coatbridge intermodal through Preston on June 1st. [Michael Lynam](#)



Class 37 423 and 37 419 top'n'tail the 11:38 Barrow in Furness to Carlisle service on June 11th, seen passing Cuning Point, Lowca. [Nick Clemson](#)



Class 37 605 tows an errant 57 310 as 0Z37 Derby RTC to Crewe Gresty Bridge, seen here passing through Rugeley Trent Valley on June 30th. [Derek Elston](#)



Class 66 432 is seen as it approaches Rugeley Trent Valley working the 12:13 Daventry IRFT to Coatbridge intermodal on June 30th. [Derek Elston](#)

Right: On June 29th, Class 68 004 works the 6U77 Mountsorrel - Crewe loaded IOAs with ballast through Burton on Trent. [Stuart Hillis](#)

Main: On June 17th, Class 37 606 waits to depart Preston (with 37 419 on the rear) on a service to Barrow. [Michael Lynam](#)

Below: On June 1st, Class 37 611 is seen departing Barrow with a Carlisle bound service. [Michael Lynam](#)



Class 66 424 starts the descent into Blackburn passing through the Brownhill area of the town hauling a very short 6K05 12:46 Carlisle N.Y. to Crewe Basford Hall on June 10th. [Dave Felton](#)



On June 17th, Class 37 402 top'n'tails 37 218 at Carlisle with a service to Barrow. [Michael Lynam](#)



Class 68 009 with the 6U77 Mountsorrel - Crewe loaded IOA's of ballast, passes through Burton on June 2nd. [Stuart Hillis](#)

On June 8th, Class 66 305 and 66 421 pass Coppenhall Moss with the 4S43 06:40 Daventry - Mossend. [Nick Clemson](#)



Class 37 419 heads away from Nethertown working the 14:35 Carlisle - Barrow in Furness on June 11th. Class 37 423 was on the rear. [Nick Clemson](#)



Class 68 004 'Rapid' running as 0Z96 Crewe to Bescot, passes through Stafford on June 25th. [Derek Elston](#)



Class 57 306 powers the 6Z96 12:21 Crewe Basford Hall to Toton North Yard as it approaches Willington on June 30th. [Derek Elston](#)

East Coast

Right: On June 11th, Class 67 018 rescues a Virgin Trains East Coast set at Doncaster and is seen departing with an ECS to Bounds Green. [Michael Lynam](#)

Main: The first HST to feature the new Virgin Trains East Coast livery, power cars Nos. 43311 and 43312, arrives into Doncaster on June 27th working a Leeds to London Kings Cross service. [Class47](#)



East Midlands Trains

Power Car No. 43046 leads the 13:32 Nottingham to London St. Pancras through Cossington on June 11th. [Derek Elston](#)



Freightliner

Class 70 002, with its ultimate destination of Fiddlers Ferry power station in the background, passes Hall Nook Crossing with 4F02, empties from Garston to Ellesmere Port on June 10th.
Jeff Nicholls



Right: Class 66 414 heads through Stratford on June 27th with a Felixtowe bound liner. [Richard Hargreaves](#)

Main: On June 4th, Class 66 545 passes through Acton Bridge working an empty bin train from Runcorn - Brindle Heath sidings. [Michael Lynam](#)

Below: On June 25th, Class 86 613 and 86632 pass through Stafford working the 4L92 Ditton to Felixtowe. [Derek Elston](#)



Right: Class 66 589 with a Ditton - Crewe Basford Hall working passes through Acton Bridge on June 4th. [Michael Lynam](#)

Main: Class 90 048 passes through Stratford on June 27th working a Crewe to Felixtowe liner. [Richard Hargreaves](#)

Below: Class 70 007 eases through Stafford on June 25th working the 11:52 Crewe Basford Hall to Southampton MCT liner. [Derek Elston](#)



On June 30th, Class 66 613 arrives at Great Rocks with an empty rake of hoppers for Tunstead Sidings from Pendleton (Brindle Heath). Michael Lynam



Right: Class 70 001 heads a Ditton - Felixstowe working through Acton Bridge on June 4th. [Michael Lynam](#)

Main: Class 86 639 and 86 607 are seen powering the 04:10 Crewe Basford Hall to Felixtowe North as it passes Gordons Lodge, Ashton on June 30th. [Derek Elston](#)

Below: On June 15th, Class 66 530 passes Ashton Moss Jct working the Brindle Heath to Runcorn Folly Lane 'Bins'. [Brian Hewertson](#)



Class 90 042 heads an Ipswich to Crewe liner through Stratford on June 27th.
Richard Hargreaves



Class 66 513 arrives into Carlisle on June 17th with empty hoppers from Sudforth Lane, heading for New Cummock. Michael Lynam



On June 23rd, Class 66 541 passes Appleby working the 6E53 Ipswich - Lindsey with as well as the usual three TEAs, there were eight TTA 4-wheelers. Steve Thompson



Class 70 001 'PowerHaul' is seen working the 4055 Leeds - Southampton modal through Burton on June 24th. Stuart Hillis



Left: Class 66 605 passes Hardwick, near Hadnal north of Shrewsbury, working the 6V82 Tunstead - Westbury cement on June 7th. [Phil Martin](#)

Main: Powerhaul liveried Class 66 414 working the 4055 Leeds - Southampton modal, heads through Burton on June 4th. [Stuart Hillis](#)

Below: On June 25th, Class 66 603 passes through Stalybridge with a Bredbury to York Yard South working. [Brian Hewertson](#)



Class 90 048 has charge of the 4M88 Felixtowe to Basford Hall liner as it passes Church Brampton on June 23rd. [Derek Elston](#)



Right: On June 15th, Class 70 010 heads south through Stafford working a Southampton bound liner. [Richard Hargreaves](#)

Main: Class 66 569 leans into the curve at Wolverton working the 4L41 06:04 Crewe Basford Hall to Felixtowe North liner on June 30th. [Derek Elston](#)

Below: Class 66 557 heads 3 TEAs through Crowle working the 6E53 Ipswich Yard - Lindsey oil refinery on June 2nd. [Steve Thompson](#)



Right: Class 86 627 and 86 624 pass Stafford with a Tilbury to Crewe Basford Hall liner on June 25th. [Derek Elston](#)

Main: Class 66 561 passes Metrolink's Newton Heath & Moston stop en route to Dean Lane RTS with the bin train from Brindle Heath, June 23rd. [Michael Lynam](#)

Below: On June 10th, Class 70 018 heads through Burton on Trent working the 4055 Leeds - Southampton containers. [Stuart Hillis](#)



On June 30th, Class 66 616 arrives into Great Rocks with an empty rake of hoppers for Tunstead Sidings from Guide Bridge. [Michael Lynam](#)



Class 66 733 working the 6E45 08:07 Fort William to North Blyth, waits at Tulloch station to pass the Fort William portion of the Caledonian Sleeper on June 1st.
Andy Pratt



Right: Class 66 718 working the 6E81 Portbury - Hexthorpe empty gypsum wagons, passes through Burton on June 1st. [Stuart Hillis](#)

Main: Class 66 747 passes Gordons Lodge, Ashton on June 30th working the 4M21 03:10 Felixtowe North to Trafford Park liner. [Derek Elston](#)

Below: On June 1st, Class 66 771 leads the 6M01 Tinsley Yard - Bardon Hill quarry through Burton with 18 empty JGA stone hoppers. [Stuart Hillis](#)



Right: Class 66 705 'Golden Jubilee' leads the 4L18 Trafford Park to Felixtowe through Stafford on June 25th. [Derek Elston](#)

Main: Class 66 721 passes Church Brampton on June 4th working a Felixstowe to Hams Hall liner. [Geoff Barton](#)



Right: Class 66 717 'Good Old Boy' has charge of the 6M26 Eastleigh to Mountsorrel empties as it passes Cossington on June 11th. [Derek Elston](#)

Main: Class 66 719 'Metroland' heads through Burton working the 6K50 Toton - Crewe Basford Hall on June 18th. [Stuart Hillis](#)

Below: Class 66 745 'Modern Railways the first 50 Years' leads the 6K50 Toton to Crewe through Stafford on June 25th. [Derek Elston](#)



Right: Class 66 755 with the 6M01 Tinsley Yard - Bardon Hill quarry empty stone
hoppers, passes Moira on June 23rd. [Stuart Hillis](#)

Main: Class 66 745 passes Coppenhall on June 8th with the 6G64 08:00 Liverpool
Bulk Terminal - Ironbridge power station Biomass. [Nick Clemson](#)

Below: On July 2nd, Class 47 815 'Great Western' passes Harrowden Junction
heading south from Barrow Hill to Eastleigh. [Geoff Barton](#)



Class 66 709 'SORENTO' powers through the Essex countryside hauling a Felixtowe - Hams Hall liner as it nears Ingatestone on June 11th. [Charlie Robbins](#)



Right: Class 66 758 passes Hardwick north of Shrewsbury whilst working the 6G57 Liverpool - Ironbridge loaded Biomass, June 7th. [Phil Martin](#)

Main: Under threatening skies, Class 66 761 drifts down towards Winwick Junction with the 6G60 15:12 Liverpool Bulk Terminal - Ironbridge power station loaded Biomass working on June 20th. The house in front of the loco is one of the cottages built for workers at the nearby and now demolished Vulcan Works, on its end wall is a large relief which once belonged in the works itself. [Jeff Nicholls](#)



Right: On June 24th, Class 20 107 and 20 096 lead barrier vehicles and new 'S' class tubestock, (with 20 901 and 20 905 on rear) passing Moira West signalbox working the 7X09 Old Dalby - West Ruislip. [Stuart Hillis](#)

Main: Class 66 755 working the 6Z32 Tinsley Yard - Coton Hill passes Class 170 107 working the 1G26 Nottingham - Birmingham at Burton on June 22nd. [Stuart Hillis](#)

Below: The 09:40 0Z73 Tonbridge Yard to Brush Loughborough on June 11th passes Cossington with Class 73 961 leading 73 962 73 963 and 73 964. [Derek Elston](#)



Right: Class 66 752 heads past Madeley Jct. on June 26th working a Liverpool Bulk to Ironbridge Biomass. [Richard Hargreaves](#)

Main: Class 66 721 hauls a dead 66 764 and the 4M23 Felixtowe to Hams Hall intermodal as it eases past Church Brampton on June 23rd. [Derek Elston](#)

Below: On June 7th, Class 66 756 works through Scunthorpe with 3 empty coal hoppers from Immingham to Doncaster Down Decoy Yard. [Steve Thompson](#)



Recent track renewals and a host of other work between Stratford and Shenfield sees this Gidea Park - Whitemoor engineers train approaching Ingatestone hauled by Class 66 710 (with 66 754 on the rear) on June 7th. [Charlie Robbins](#)



Right: Class 66 750 heads a Biomass from Liverpool - Ironbridge through Winwick Jct. on June 4th. [Michael Lynam](#)

Main: Class 66 760 passes St. Andrews Church yard Shifnal on June 29th working the 6Z32 Tinsley - Coton Hill stone empties. [Phil Martin](#)



Abellio Greater Anglia

Right: Class 90 010 works a Norwich - London Liverpool St. service through Stratford on June 27th. [Richard Hargreaves](#)

Main: Still carrying the old livery, Class 90 006 'Roger Ford' works a London Liverpool St. - Norwich service through Stratford on June 27th. [Richard Hargreaves](#)

Below: Class 90 005 'Vice Admiral Lord Nelson' heads through Stratford on June 27th working a London Liverpool St. - Norwich service. [Richard Hargreaves](#)



Network Rail

Class 97 304 runs as 0Z97 Derby - Coleham through Walcot on June 5th.
Carl Grocott



Right: On June 4th, Class 67 029 heads through Acton Bridge with a Crewe - Liverpool inspection train. [Michael Lynam](#)

Main: Class 37 667 roars through Leyland at the head of 3Z07 from Derby RTC to Carlisle Wapping on June 27th. [Jeff Nicholls](#)

Below: 'Caroline' and Class 47 818 pass Stenson Jct. on June 18th working the 5Z02 Derby - Derby via most of the midlands. [Stuart Hillis](#)



Right: Power cars Nos.43062 and 43014 haul the NMT through Burton on June 9th working the 1Q28 Derby RTC - Euston - Derby. [Stuart Hillis](#)

Main: Class 97 304 and 97 302 lead the 6W70 Welshpool - Bescot ballast working through Upton on June 15th. [Carl Grocott](#)

Below: Class 37 608, test coach 'Mentor' and 37 607 are seen working a test train through Burton on June 16th. [Stuart Hillis](#)



Right and Main: On June 1st, a track recording train from Derby to Immingham TMD worked by Class 97 304 and 31 465 is seen here passing through Brigg Station. Unfortunately, the return trip the next day was curtailed at Wrawby Junction after the Class 31 set off the HABD at Croxton and had to return to Immingham. The Class 97 and stock made their way back to Derby under cover of darkness a couple of days later, leaving the Class 31 on Immingham depot, awaiting road transport home. [Steve Thompson](#)



Class 97 304 heads the 6W70 Talerddig - Bescot ballast working through Walcot on June 14th. [Carl Grocott](#)



Units: DMUs and EMUs

On May 23rd, Thameslink's Class 319 424 is seen departing East Croydon with a service from Three Bridges. [Paul Godding](#)





Right: East Midlands Trains' Class 158 888 (and a Class 156) stands at Skegness on June 13th having arrived with a service from Nottingham. [Richard Hargreaves](#)

Main: First TransPennine Express' Class 170 307 and 170 303 are seen at New Barnetby with the 08:55 Manchester Airport - Cleethorpes service. [Nick Clemson](#)

Below: London Midland's Class 153 356 leads the 12:13 Birmingham New Street to Rugeley Trent Valley as it approaches it's destination on June 30th. [Derek Elston](#)



Right: On the Cambrian Coast line on May 26th, an Arriva Trains Wales Class 158 rumbles along the shoreline on the approach to Criccieth. [Ben Bucki](#)

Main: A Virgin Trains 'Pendolino' speeds through Acton Bridge on June 4th with a Liverpool to London Euston service. [Michael Lynam](#)

Below: On May 21st, Southern's Class 171 725 arrives into Lewes. [Paul Godding](#)



Northern Rail's Class 153 315 and 153 304 depart Arnside station with the 2C43 08:23 Morecambe to Barrow-in-Furness service on June 4th. [Andy Pratt](#)



Right: On June 6th, Southern's Class 455 827 arrives into Clapham Jct. with a service from London Victoria. [Richard Hargreaves](#)

Main: Southern's Class 313 219 arrives into its destination of Newhaven Harbour on May 21st. [Paul Godding](#)

Below: Thameslink's Class 319 005 calls at Elephant & Castle working the 2041 10:14 St. Albans - Sutton service on June 12th. [John Balaam](#)



Northern Rail's Class 319 380 enters Huyton station working the 2F66 Liverpool Lime St. - Wigan North Western service on July 1st. [Dave Harris](#)



Right: On May 23rd, Thameslink's Class 387 123 arrives into East Croydon with a service from Bedford. [Paul Godding](#)

Main: Rebuilt Juniper EMUs Nos. 458 510 and 458 520 approach Clapham Junction with the 12:28 Waterloo to Windsor & Eton Riverside on June 27th. [Derek Elston](#)

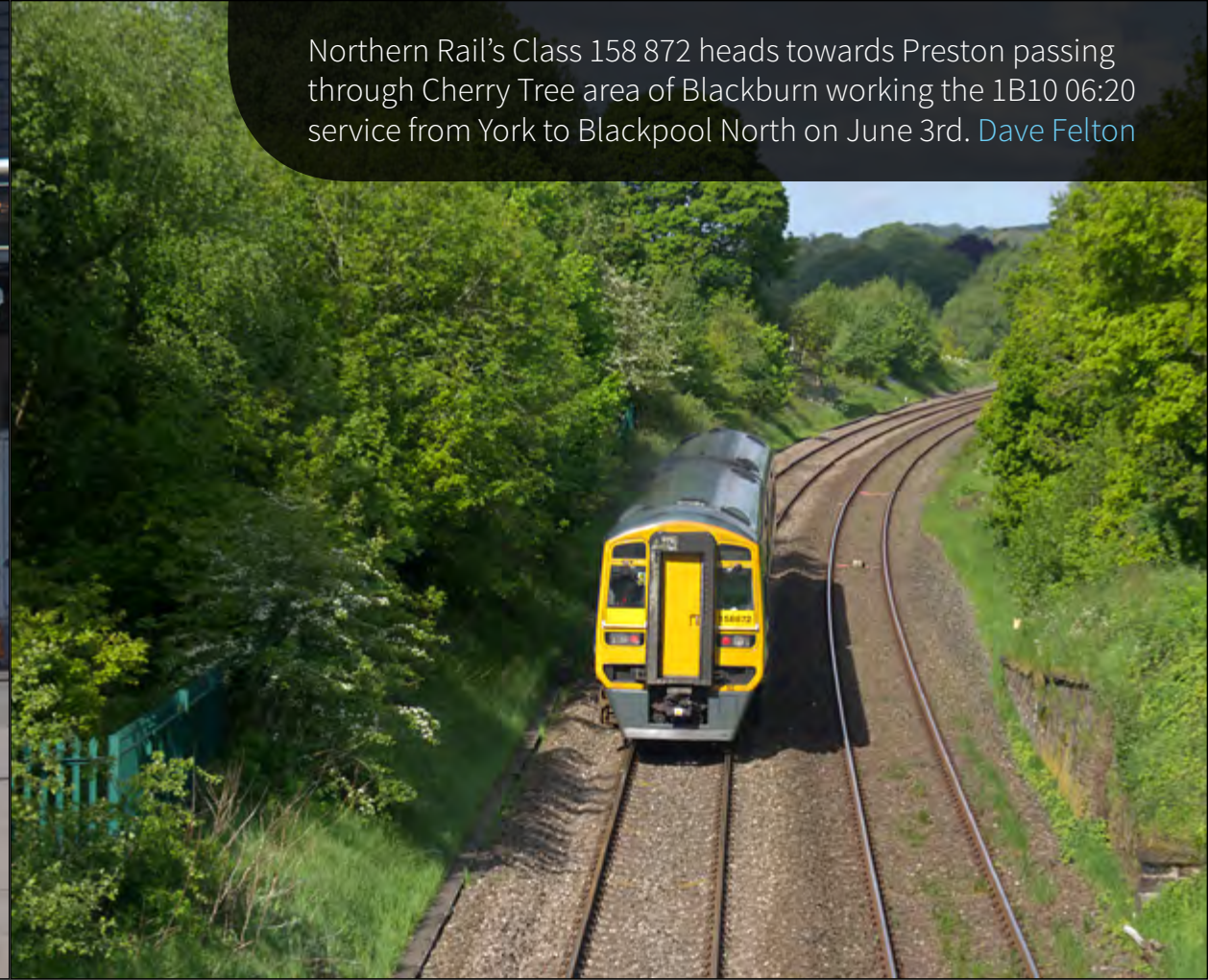
Below: London Midland's Class 350 259 calls at Acton Bridge on June 4th whilst working a Birmingham - Liverpool service. [Michael Lynam](#)



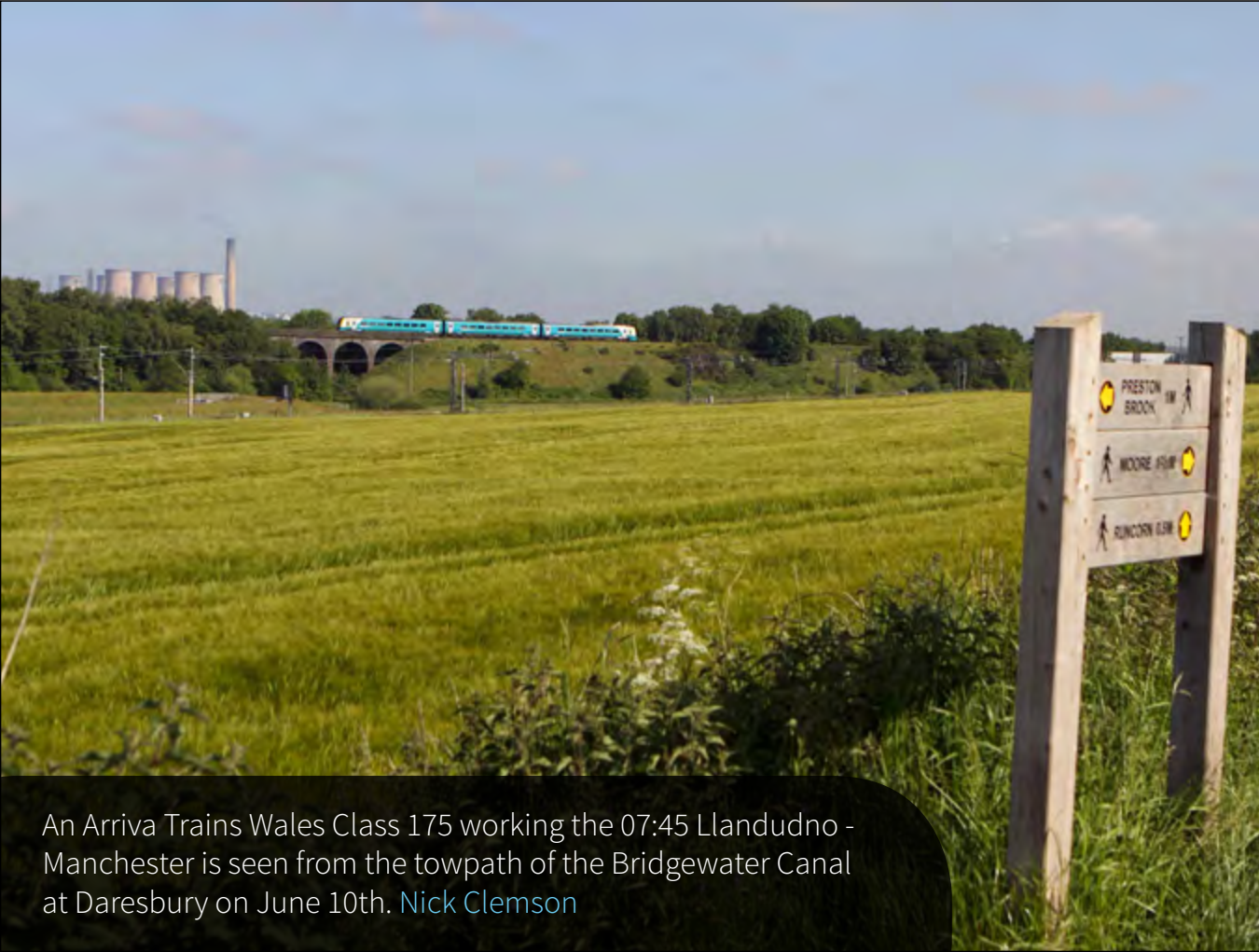
South West Trains' Class 455 869 with a service from Dorking passes Class 455 728 which is heading to Guildford at Clapham Jct. on June 27th. [Richard Hargreaves](#)



Northern Rail's Class 158 872 heads towards Preston passing through Cherry Tree area of Blackburn working the 1B10 06:20 service from York to Blackpool North on June 3rd. [Dave Felton](#)



An Arriva Trains Wales Class 175 working the 07:45 Llandudno - Manchester is seen from the towpath of the Bridgewater Canal at Daresbury on June 10th. [Nick Clemson](#)



Abellio Greater Anglia's Class 360 111 passes through Stratford on June 27th with a service to London. [Richard Hargreaves](#)



Right: Northern's Class 150 141 departs Marple working the 2S37 14:04 New Mills Central - Manchester Piccadilly service on June 16th. [John Balaam](#)

Main: On May 21st, Gatwick Express Class 442 421 arrives into Brighton with a service from London Victoria. [Paul Godding](#)

Main: A colourful scene at Clapham on June 3rd with South West Trains' brightly liveried Class 455 712 departs as 456 006 arrives. [Derek Elston](#)



On June 8th, First TransPennine Express' Class 185 124 stands at Hull Paragon with a service for Manchester Airport. [Derek Elston](#)



On June 9th, Northern's Class 153 324 and 144 009 call at Skipton with a Leeds - Morecambe service. [Michael Lynam](#)



Thameslink's Class 319 447 calls at Elephant & Castle whilst working the 2034 10:37 Sutton - Luton service on June 12th. [John Balaam](#)



Right: South West Trains' Junipers Nos. 8022 and 8016 approach Clapham Junction. on June 3rd. [Derek Elston](#)

Main: On June 4th, Northern Rail's Class 153 304 and 153 315 cross the River Kent viaduct at Arnside working the 2C52 10:09 Barrow in Furness service. [Andy Pratt](#)

Below: East Midlands Trains' Class 153 302 passes Howsham on June 4th working the 17:45 Newark North Gate - Grimsby Town service. [Nick Clemson](#)



Right: Northern Rail's Class 158 844 stands at Hull Paragon St. station with the 13:44 departure to Bridlington on June 8th. [Derek Elston](#)

Main: On April 21st, Southern's Coastway Class 313 210 arrives into Lewes. [Paul Godding](#)

Below: On June 27th, London Overground's Class 378 201 approaches Clapham Junction with a service from Stratford. [Derek Elston](#)



Northern Rail's Class 142 009 is seen after departing from Bamber Bridge station with the 2N14 08:20 service from Blackpool South to Colne on June 12th. [Dave Felton](#)



On June 30th, a Northern Rail Class 142 approaches Chinley station working a stopping service from Sheffield to Manchester Piccadilly via Marple. [Michael Lynam](#)



Virgin Trains Class 390 142 forming the 05:05 Manchester Piccadilly to London Euston service passes near Roade on June 4th. [Derek Elston](#)



London Midland's Class 350 376 leads the 06:18 commuter service from Northampton to London Euston through Gordons Lodge, Ashton on June 30th. [Derek Elston](#)



Right: South West Trains' Class 458 524 stands alongside London Overground's Class 378 202 at Clapham Junction on June 3rd. [Derek Elston](#)

Main: On June 11th, a pair of East Midlands Trains' Class 158s arrive at Stockport on a service from Norwich - Liverpool Lime Street. [Michael Lynam](#)

Below: On June 27th, the 12:20 London Waterloo to Reading approaches Clapham Junction formed of two SWT Juniper sets with No. 8023 leading. [Derek Elston](#)



Right: Chiltern's Class 168 219 passes Kings Sutton on June 19th working the 16:21 London Marylebone - Banbury service. [Nick Clemson](#)

Main: Northern's Class 319 383 heads north through Church Brampton on June 23rd, working 5X20 Wolverton Centre Sidings to Allerton TMD. [Derek Elston](#)

Below: Southern's Class 377 707 is seen having just departed South Croydon with the 15:07 service to Milton Keynes Central on June 27th. [Derek Elston](#)



Right: Scotrail's Class 156 485 working a service to Mallaig, is seen at Fort William on June 11th whilst Class 67 007 awaits to work the evening sleeper. [Neil Pugh](#)

Main: Northern Rail's Class 156 484 approaches Langho station with the 2J50 17:44 service from Clitheroe to Manchester Victoria on June 10th. [Dave Felton](#)

Below: On June 27th, the 10:25 Exeter St. Davids to London Waterloo arrives at Woking formed of South West Trains' Class 159 013 and 159 102. [Derek Elston](#)



Right: On June 11th, Arriva Trains Wales' Class 175 006 passes Battlefield heading for Manchester with a service from Carmarthan and Cardiff. [Phil Martin](#)

Main: Northern Rail's Class 150 220 and 150 224 approach Langho station with the 2J52 18:03 service from Clitheroe to Bolton on June 10th. [Dave Felton](#)

Below: On May 23rd, Southern's Class 377 145 arrives into East Croydon with a service from London Victoria. [Paul Godding](#)



Southern's Class 313 214 stands in Brighton station on May 22nd working a service to Portsmouth and Southsea.
Paul Godding



Northern Rail's Class 150 147 and 150 270 approach Langho station on June 10th working the 2J54 18:44 Clitheroe to Manchester Victoria service. Dave Felton



Northern's Class 150 115 departs from Rishton station on June 12th working the 2N16 09:20 Blackpool South to Colne service on June 12th. Dave Felton



First TransPennine Express' Class 185 015 passes near Melton Ross with the 06:55 Manchester Airport - Cleethorpes service on June 4th. Nick Clemson

News and Features: Scotrail - life north of the border

Scotrail's Class 314 203 stands at Glasgow Central High Level working the 2D29 13:12 to Paisley Canal on June 12th. [Jonathan McGurk](#)



On June 20th and for the first time the sun had appeared in a week, LNER A1 No. 60163 'Tornado' departs from Perth working the Scotrail/Steam Dreams 'The Highland Rambler', heading towards Inverness. [Richard Jones](#)



Manchester Metrolink

Right: Manchester tram No. 3069 is seen departing Victoria with an East Didsbury service on June 5th. [John Balaam](#)

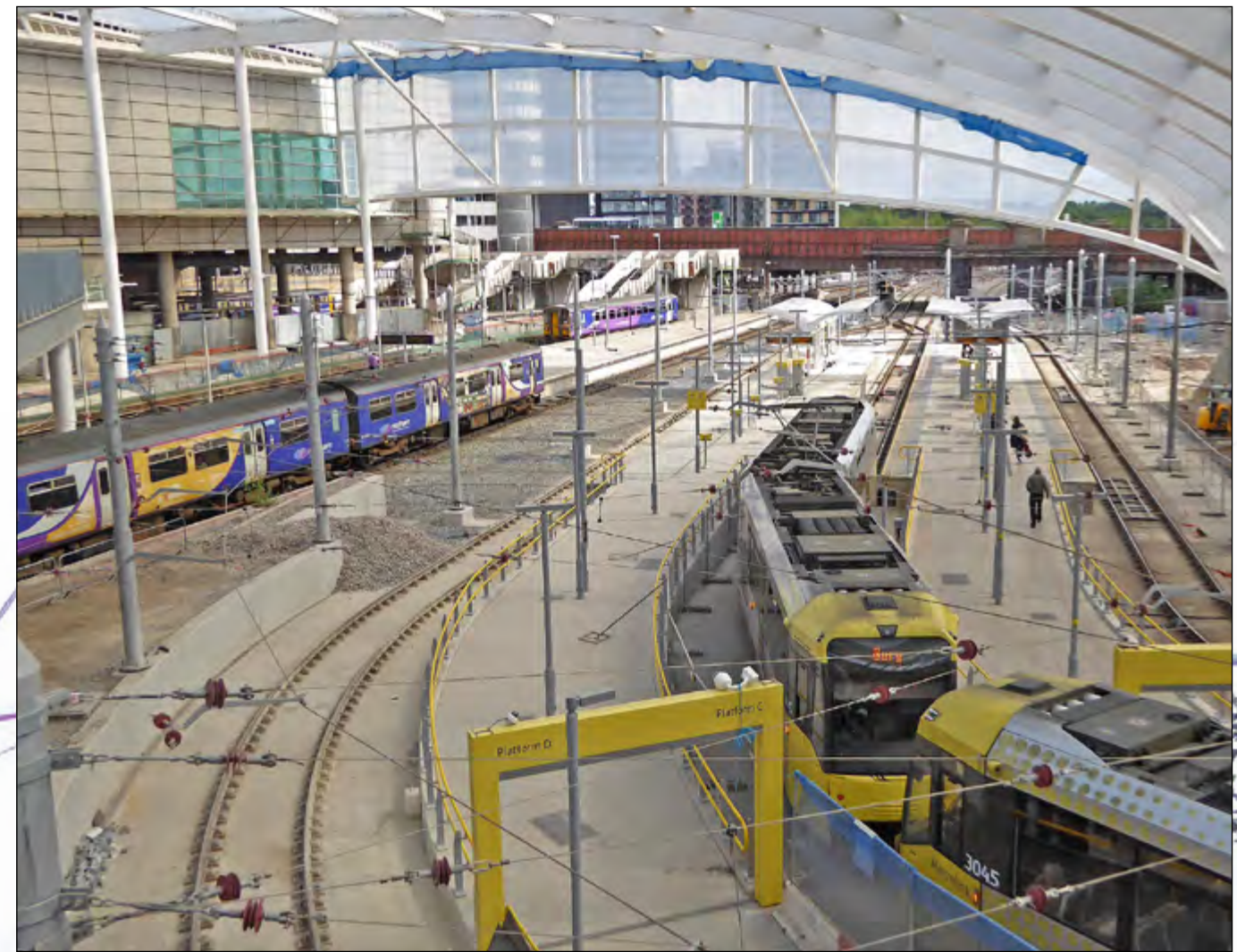
Main: Work is well under way creating the second city crossing and the new stop at Exchange Square (Pictured), as from June 28th the system has been split in two to allow St. Peters Square to be remodelled to accommodate the second city crossing. Trams now terminate at Deansgate Castlefield from the south and Piccadilly from the north with a bus service in-between. [Michael Lynam](#)



Right: On June 23rd, a Northern Rail Class 150 is seen with Metrolink trams Nos. 3045 and 3040 at Manchester Victoria. [Michael Lynam](#)

Main: Trams Nos. 3045 and 3040 are seen departing Deansgate Castlefield with a Bury - Altrincham service on June 23rd. [Michael Lynam](#)

Below: The situation on June 23rd at St. Peter's Square which has been closed for remodelling. [Michael Lynam](#)



Midland Metro

Midland Metro CAF Urbo 3 tram No. 27 stands at St. Georges, Wolverhampton on June 25th. Derek Elston



Fares Advice *with RailUK*

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

What does NOT VIA LONDON really mean?

Q: Yesterday (Saturday) I got an off-peak day return from Barnes to New Milton, intending to change from the South-West trains Richmond lines, to the South-West trains Wimbledon/Southampton lines, at Clapham Junction (and vice-versa on the way back). The outbound journey was uneventful, making the change at CLJ, but thanks to a trespasser on the line somewhere in the Poole area, my intended return train was significantly delayed.

At New Milton I caught the first train in the Southampton direction, which happened to be a "slow train" stopping at several intermediate stations. I've used this route before and was aware of the "trick" of changing to a "fast London train" at Southampton. I asked the train dispatcher at Southampton if the train I was on would be the 1st to get to Clapham Junction and was told it would be, so I stayed on it. Already running late, I was far from amused when, quelle surprise, we stopped for 5 mins near Eastleigh just to wait to be over-taken by a "fast" train from Soton. I was even less amused a few minutes later when it was announced at Winchester that the train I was on would now be running non-stop to Waterloo and the next stopping train would be in 20 mins. [Before going further, I realise that sacrifices have to be made to get the services back normal after delays caused by trespass incidents etc.].

I decided to ignore the announcement, make up some lost time by going straight back to Waterloo, stay in the same group of platforms and get the 1st train back to Clapham Junction, and change there, without getting out at

Waterloo. However, at Waterloo none of the trains in the local group of platforms appeared to be going anywhere so I had no choice but to try my "NOT VIA LONDON" ticket at the Waterloo barriers expecting to haggle with the man at the gates when it failed. Surprisingly, the gates opened and even more surprisingly the "NOT VIA LONDON" ticket got me back through at platform 17 for a "Richmond line" train back to Barnes.

Does "NOT VIA LONDON" mean that you CAN change at a London terminal (but not use the tube perhaps?); did I encounter a glitch in the system; or were the rules relaxed on the day I travelled because of the problems at the other end of line? I ask this because I often make this type of return journey i.e. SW-trains Wimbledon/Woking lines to SW-trains Richmond lines with a "NOT VIA LONDON" ticket and normally ignore the fast Waterloo-only trains to avoid what I've always considered to be an illegal change.

A: *Not via London tickets are not valid via London Terminals/London Group (it's unclear which, but it makes no material difference for you), and you would be liable to pay an excess fare of £3.10 (see Excess: change of route) unless advised to go via London due to disruption. It sounds like the gates may have let you through due to the disruption as I doubt they're always programmed that way.*

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!

BR Standard Class 7 No. 70000 'Britannia' is seen between Lostock Hall Jct. and Farington Jct. with the Cumbrian Mountain Express on May 30th. [John Balaam](#)



Chiltern auction off Class 67 locomotive nameplates for our charities of the year

Chiltern are giving members of the public the chance to snap up a piece of railway history by auctioning off four Class 67 name plates.

The money raised will go towards their charities of the year for 2015, St Basil's and The Brain Tumour Charity, which were voted for by employees.

The auction, which is being organised by G.W. Railwayana Auctions, will take place on Saturday 25 July at 10am at Pershore High School in Worcestershire. However, there will be an opportunity to view the items from 8am that morning and bid online.

The Class 67 name plates are very desirable amongst collectors and were in use on our line until we recently introduced the Class 68 locomotives on the Mainline route.

Up for auction are 67014 'Thomas Telford', 67015 'David J Lloyd', 67012 'A Shropshire Lad' and 'Dyfrbont Pontcysyllte'.

For more information go to www.gwra.co.uk. To place a bid via the internet go to Saleroom.com.

GB Railfreight's 'Yeoman Highlander' makes first public run as it returns to UK service

GB Railfreight's locomotive 59 003, named the 'Yeoman Highlander', has on June 5th made its first public run on the UK rail network since its repatriation from Germany last year. Operating on the heritage West Somerset Railway line, locomotive 59 003 left Bishops Lydeard at 11:55 and made the 20.5 miles (33.0 km) journey to Minehead, arriving at 13:10 where it is taking part in the weekend Mixed Traction Diesel Gala.

Representatives from GBRF, Electro-Motive Diesel (original manufacturers), Arlington Fleet (UK Conversion) and Heavy Haul Power International (previous owners) attended a small re-dedication ceremony at Minehead to commemorate the return of the locomotive into UK service. The Yeoman Highlander was purchased by GBRF due to its heavy haul capability. It can be used to shift anything from stone aggregate to oil tankers. This once again affirms the company's commitment to not only growing UK rail freight, but also boosting the supply chain across the various sectors. British companies will now be able to benefit from a locomotive that has successfully hauled coal trains in Germany for the last 15-20 years.

John Smith, Managing Director at GB Railfreight, said: "Following the successful test run from Eastleigh to Guildford last week, today's run of the 59003 on the West Somerset Railway is testament to all the hard work that's been put in modifying the locomotive for UK use. As I've previously stated, the Highlanders' heavy haul capabilities are a great addition to GBRF's fleet and will be used on flows across the UK so that we can continue to deliver the best service for our customers."

Class 67 005 'Queens Messenger' hauls the Royal Train through Red Bank with 1Z30 Edinburgh - Wolverton on June 23rd. [Dave Harris](#)



Virgin Trains brings Wayne and Gerardine Hemingway on board for uniform redesign

Virgin Trains has brought on board iconic British designers, HemingwayDesign - led by Wayne Hemingway MBE and Gerardine Hemingway MBE and their multi-disciplinary team of young designers - to revamp its uniform. The new uniform, which will be ready from late 2016, is set to bring a distinctive look to Virgin Trains' frontline team.

The Hemingways have been tasked with creating a range that conveys a clear brand identity, works across the varied roles undertaken at Virgin Trains, and combines style that is firmly grounded in function and comfort.

To inform the design process and ensure the uniform is fit for purpose, the Hemingway team are immersing themselves in a series of focus groups and consultation sessions with Virgin Trains' on-board and platform staff. Ahead of launch, each garment will be put through wearer trials and adapted before roll-out to the workforce.

Wayne Hemingway said: "As a frequent train traveller between London



and my Lancashire hometown, I have grown to understand what significantly improved standards and a modern touch Virgin Trains has brought to inter-city rail travel in the UK. I'm thrilled to be part of this exciting collaboration, which is driven by thorough engagement with the Virgin Trains' community, and where sustainability, durability, comfort, smartness and style are at the forefront."

Timothy Matthew, Uniform Project Manager for Virgin Trains, said: "We're delighted to be working with the Hemingways. They are the ideal designers to have on-board as their values, Britishness and work ethic perfectly match Virgin Trains' ethos. We can't wait to see the final designs which will be shaped by feedback from our staff, who are a crucial part of this journey, from concepts through to the finished range."

Hawick Heroine honoured as Borders Railway nears completion

Veteran railway campaigner, Madge Elliot has been honoured in a locomotive naming ceremony at Edinburgh Waverley Station on June 4th, to mark the impending completion of Borders Railway works. Madge, who led the campaign against the closure of the Waverley line in 1969 and was a founding member of the Campaign for Borders Rail, was piped into the station alongside her family and friends. She was greeted by Cabinet Secretary for Infrastructure, Investment and Cities, Keith Brown, Network Rail project director, Hugh Wark, and Freightliner Heavy Haul managing director, Paul Smart, before unveiling the name plate.

The ceremony also marked the countdown to the start of rail services, with just weeks until the 6 September launch. A giant artwork was unveiled in the station near the platforms to be used for many of the departures to the Scottish Borders.

Madge's elder son, Kim Elliot said: "For as long as I can remember, the railway has been a passion for my parents, but for my mother in particular, and it's become a life-long interest for us all. We are delighted that, just days before trains start running on the railway once again, the project team has taken the opportunity to honour the role my mother played in re-establishing this link. It's a fitting tribute to her that the engine carrying her name has been used to build this railway and hopefully many more."

Keith Brown said: "We are now just a heartbeat away from seeing this historic railway come back to life, and that is undoubtedly in huge part thanks to the tireless campaigning work of Madge Elliot. Days from now, the first ScotRail trains in almost half a century will travel down the line as the drivers begin to learn the route. "This is an incredibly exciting time for the rail industry, and for the communities up and down the new railway, and I am delighted that we have been able to share this with Madge and honour the work she has done over the years."

Network Rail's Hugh Wark said: "None of us would be here to celebrate the impending completion of this railway without the passion and dedication of Madge Elliot and the grassroots campaigners that got this project off the ground. It's appropriate that we mark this historic moment by acknowledging her. "We are now in the final phase of construction works. The railway will be available for driver training next week as planned and stations will be complete within the next two weeks. There are still some landscaping, planting and finishing works required, but nothing critical to the operation of the railway. Remaining works will be completed well in advance of September."

Freightliner Heavy Haul's managing director, Paul Smart, said: "We are privileged to be able to pay tribute to Madge's dedication by naming our Freightliner loco, number 66528 in her honour. We hope this will serve as a continual reminder of her passion and commitment to the railway. Freightliner is pleased to have played an important role in the completion of the Borders Railway project and we look forward to seeing the final touches being completed."

"The moon rises on a mid summer's late evening over Colchester Carriage Sidings. A shower in the hour before this photo was taken created an eerie mist". [Tim Ward](#)



Work to upgrade railway between Corby and Kettering enters next phase

A major project which will pave the way for more passenger services between Corby, Kettering and London has entered its next phase as work in the Kettering area commenced in early June. Since last September, engineers have been working to reinstate a second track between Kettering and Corby in response to growing demand for passenger and freight services. The £103m project will pave the way for additional passenger and freight services from the end of 2017.

Steve Hughes, Network Rail area director, said: “This vital work will double capacity on this stretch of the network boosting rail travel for thousands of passengers on this route. “This investment we are making in the region will take a Victorian railway into the twenty-first century paving the way for smoother and better journeys for passengers. We thank our neighbours for their patience.”The work will be carried out overnight at weekends and on some midweek nights. The piling work inevitably involves some noise, which may cause lineside residents some disturbance.

Currently, an hourly service runs on a single line between Corby and Kettering. The second track on the line between Corby and Kettering was removed in 1986 when traffic decreased with the closure of steelmaking in the town.

At the Vale of Rheidol Railway, No. 9 ‘Prince of Wales’ stands at Aberystwyth station on June 5th. [Martin Hill](#)



Virgin Trains driver Iain Black honoured at Transport Awards

A train driver hailed as a hero by Sir Richard Branson for his role in a derailment has been honoured at a Glasgow awards ceremony. Iain Black, 54, was given a Special Contribution to Transport Award at the Scottish Transport Awards a month after retiring from Virgin Trains. Iain, from Dumbarton, was driving the Pendolino train that derailed in Cumbria in 2007 due to a set of faulty points at Lambrigg.

He was widely praised for his role in the crash. Despite breaking his neck and drifting in and out of consciousness, Iain called his girlfriend Jan – whom he subsequently married – to ensure that rail controllers were aware of the accident.

He has since worked to help other people in the rail industry prepare for traumatic events. Speaking yesterday, Iain said: “I don’t think I should be getting the award, it should be the other way around.

“I feel like I owe the railways a big thank you for a 36-year career that’s been full of laughs. I’ve had a great career.

“I was taken aback when the award was announced but it’s a fantastic end to my career. It’s a nice swansong to the 36 years I’ve had with the industry.” Before working as a driver for Virgin Trains, Iain had worked in a number of roles, including for British Transport Police and working in stations and maintenance under British Rail.

Presenting the award in Glasgow, Transport Times editor David Begg said: “This award goes to a career railway man who has spent over 35 years working in a wide variety of roles in transport. He is known outside the industry for his role as the driver of the Pendolino train that derailed at Lambrigg in 2007, when, despite having a broken neck and drifting in and out of consciousness, he called his then girlfriend (now wife) to ensure that Control were aware of the crash and could stop other trains.

“The injuries he sustained at Lambrigg left him with only a 5% chance of survival but, after 18 months recovery, he returned to work at Virgin Trains in a support role and retired

in May this year.

“He is fondly known within the railway industry for his warmth, humour, generosity and the work he has done to help colleagues prepare for and support those involved in traumatic incidents.”

A spokesman for Virgin Trains said: “We’re really pleased to see Iain honoured at this awards ceremony for his outstanding contribution, which went far beyond the call of duty. “He acted with great professionalism and fortitude both during the derailment and in the years subsequently. He is greatly admired and loved by colleagues and we all wish him a long and happy retirement.”

Dodgy Derek's back and annoying rail passengers

Dodgy Derek, the cartoon character created to highlight the anti-social behaviour of train fare dodging, is now acting out rail passengers' other biggest gripes – pushing to get on trains, playing loud music on headphones and leaving litter behind.

Making his second outing in a fun, short YouTube animation for Thameslink and Great Northern, Dodgy pushes in front of other passengers then boards a train. The subtitles tell the rest of the story as he sits down and turns up his music before trying to hide from a ticket inspector:

“Some people can be really selfish, pushing forward on platforms, hogging seats, leaving their litter and making a racket. But when it comes to paying their way, some people become really shy all of a sudden. And if they keep getting away with it, there's less to spend on improving things for everyone else.”

The campaign's motto is “Fare evasion isn't fair” and the YouTube clip is being promoted through social media and a network-wide poster campaign under the hashtag #FareEvasionIsNotFair.

David Innis, Commercial Director of Govia Thameslink Railway (GTR), which operates Thameslink and Great Northern services, said: “Dodgy Derek is everyone's worst nightmare on a train and we hope this fun

animation makes those few passengers who are anti-social think twice about playing their music too loud, leaving litter on the train and trying to fare dodge.

“The vast majority of passengers are honest and pay the appropriate fare. Those who don't cost the rail industry £240 million a year which could otherwise be invested in better services.”

GTR has a commitment to drive down fare evasion to maximise revenue for the Government, which receives all money raised by the franchise through ticket sales.

Mr Innis added: “We want Dodgy Derek to lend humour and focus to this otherwise serious issue.

“This is about changing people's perceptions and behaviours, not threatening them with punishment, which has had little success as a campaign in the past.”

View Dodgy Derek's YouTube clip at or view it on the Thameslink or Great Northern FaceBook pages:

<http://tinyurl.com/ocvyzbt>

LMS No. 46115 'Scots Guardsman' is photographed between Farington Curve Jct. and Lostock Hall with 'The Fellsman' on June 3rd. [John Balaam](#)



Battery-powered train wins industry award for innovation

On June 26th, the first battery-powered train to run on Britain's rail network in more than half a century was recognised with its first industry award, picking up the prize for best “cross industry project” at the 2015 Railway Industry Innovation Awards hosted by Modern Railways at the Marriott Grosvenor Square, London.

The Independently Powered Electric Multiple Unit (IPEMU) was recognised as a cross-industry collaboration between RSSB, Network Rail, Abellio Greater Anglia, Bombardier and the Department for Transport, which saw the concept of a battery-powered train successfully trialled over a five-week period in passenger service.

Providing an update on the battery-powered train project since initial trials between Harwich International and Manningtree, Network Rail's principal engineer James Ambrose added: “We are continuing to rigorously test the IPEMU battery technology at Bombardier's test facility in Mannheim, Germany, and are working very closely with the DfT and our partners, looking at plans for safety and implementation. There's been global interest in this project and we aim to provide a detailed, technical report at the end of the year.”



LNER B1 No. 61306 is seen with a Cathedrals Express working from London Paddington to Worcester at Charlbury on June 7th.

John Alsop



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

Final retail space let after rebuild of Blackfriars station

The final retail space in Blackfriars station south entrance has now been let by Thameslink, highlighting the stunning new station structure that spans the Thames.

Passengers and passers-by alike can enjoy a range of amenities including artisan coffee, oven-fresh bread and beautiful bouquets of flowers. Used by over 14 million passengers a year, London Blackfriars has been built by Network Rail as part of the Thameslink Programme.

London Blackfriars is a landmark in its own right with stunning panoramic views of the capital and St Paul's as a backdrop. As well as being the world's largest solar bridge with panels that generate 50% of the station's electricity, it has spacious platforms overlooking the Thames ready to accommodate the transformational high frequency Thameslink service that starts in 2018.

There is an excellent interchange on the north bank and lifts to all platforms for people with disabilities and parents with buggies. A key feature of the station is a new entrance on the south bank, opening up Bankside, Tate Modern, Globe Theatre and the South Bank to a new audience of rail passengers. The completion of retail outlets at this entrance provides a new gateway to the busy upcoming area. Thameslink held a celebration event on Thursday 18 June, Charles Horton, Govia Thameslink Railway's Chief Executive, was joined by Val Shawcross, Greater London Assembly Member to mark the occasion.

Charles Horton, Chief Executive Officer for Govia Thameslink Railway, said: "Blackfriars has become a destination station for regular commuters and leisure travellers alike, both for its panoramic views of London and easy connection to the city. The quality products and services that are on offer to our Thameslink passengers really complement the smart surroundings." "Using independent companies ensures that our passengers enjoy a variety of products that they may not other receive, such as homemade jams from Borough market or fresh flowers from the famous New Covent Garden market."

London Assembly Member, Val Shawcross added: "The new Blackfriars station is a beautiful and stylish addition to London's transport network and has brought big benefits and better access to all the South Bank has to offer. I hope the new businesses will have a happy and successful time in their new home south of the river." Bon Voyage offers gourmet sandwiches made with freshly baked artisan bread from nearby Borough Market – so fresh that the bread is still warm when delivered to the shop! Other produce, such as locally-sourced jams and artisan breads, are also on sale from a heritage style luggage cart. Chez Michele is a boutique florist selling the freshest blooms directly from the famous Covent Garden flower market.

Colas Rails Class 60 087 passes through Wrexham General on June 15th working the 6J37 Carlisle - Chirk logs. [Keith Hookham](#)



FIRST HULL TRAINS IS BRITAIN'S BEST LOVED RAIL OPERATOR FOR SECOND YEAR

Hull to London rail operator First Hull Trains has beaten all previous records – and every other rail operator in the UK – in this year's National Passenger Survey. The results, published on June 25th, show that Hull Trains consistently has the highest levels of passenger satisfaction at 96% - compared to a national average score for other operators this year of just 80%. Hull Trains has also topped the national league table for punctuality, reliability and passenger comfort.

Will Dunnett, Managing Director at Hull Trains says: "The results show that we are continuing to invest in all the right areas for passenger satisfaction. We are consistently delivering a first-rate service with an excellent team of people who genuinely care about the region and the customers who travel with us. "We've invested over £5 million in our fleet in the past few years to provide additional seats, and improved environments within our trains. The professionalism and friendliness of our staff is also delighting passengers as we continue to invest heavily in training and customer service excellence." The National Rail Passenger Survey provides a network-wide picture of customers' satisfaction with rail travel. Passenger Focus – the independent consumer watchdog conducted the survey amongst 31,160 passengers.

Mr Dunnett says: "It's welcoming to know that even though overall passenger satisfaction with rail companies generally has fallen this year, Hull Trains has maintained its status as the leading train operator in the UK. We scored a massive 14% higher than the average score for the rest of the rail industry. We understand people have choice, and it's important we continue talking with our customers and responding to their needs.

Doddle opens 35th store in 35 weeks at Paddington station



Doddle, the purple network of parcel stores, has opened its 35th store in the space of 35 weeks. The new store is located on Platform 12 at Network Rail's London Paddington station, one of Britain's busiest with 17.4 million visitors annually.

Doddle, a joint venture between entrepreneur Lloyd Dorfman and Network Rail, was launched in 2014 and has rapidly grown its network of parcel stores in the UK. It's the only service of its kind to accept delivery of shoppers' online purchases from any retailer or carrier.

Over thirty thousand people have already signed up to the service which enables customers to collect parcels and return unsuitable purchases in under two minutes, helping shoppers avoid the dreaded 'while you were out' slip. In addition the service means no more Saturday mornings spent queuing at a busy sorting office and is a convenient way to send parcels world-wide.

The Paddington station store is part of a rapid Doddle store roll out programme which will see 100 stores open by the end of 2015, and up to 250 new locations by the end of 2017, creating 3,000 new jobs.

Doddle Paddington station is open from 7am to 8pm Monday to Friday, 9am to 5pm Saturdays, and 11am to 5pm Sundays and bank holidays, ensuring that shoppers are able to time the collection or return of their parcels around their commute and typical working day.

Tim Robinson, CEO at Doddle, said; "Opening a new flagship Doddle store in one of London's most famous stations is a really exciting moment for us. Missing a delivery is a real pain and costs the industry up to £3/4 billion a year, a cost which is inevitably passed onto consumers. We're looking forward to doing our bit to help make online shopping a doddle by providing a convenient place for commuters and people working and living nearby to receive their deliveries and return unwanted items."

David Biggs, Network Rail's managing director of Property said: "More people are travelling by rail than ever before and stations have become more than just a place to wait for, or get off a train. We've expanded the quality and quantity of the retail offer at our biggest stations such as Paddington and a new Doddle store is an exciting addition. "The hundreds of thousands of passengers using Paddington Station every day can now make use of this conveniently located parcel service and any profits we make are reinvested into the railway. "

Doddle currently has retail partnerships in place with a number of retailers including Amazon, Hawes & Curtis, Countrywide Farmers, Warehouse, Halfords and T.M. Lewin, with a number of new partnerships soon to be announced.

Colas Rail Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73910 'Jupiter' is seen stabled in sidings adjacent to Blackburn Station. [Dave Felton](#)



Sparks fly as Bermondsey demolition brings Thameslink improvements one step closer

Demolition has begun at the site of one of the £6.5bn Thameslink Programme's most crucial improvements. The massive Bermondsey Dive Under is being created to separate flows of trains approaching London Bridge from South East London, Croydon and Kent, improving reliability and reducing delays. In order to create the dive under – the opposite of a motorway flyover – several stretches of old viaduct and bridges are being demolished.

In the shadow of Millwall's New Den, the site of the dive under was once a tangle of railways and roads. Project manager Greg Thornett said: "Our Victorian ancestors did a fantastic job and we are still using much of their work to carry more than 200,000 passengers every day – including a stretch of the oldest railway in the whole of London. However, this is a once-in-a-lifetime opportunity for us to untangle the current complex track layout, which is a result of historic railway operators dating back over 150 years running services adjacent to one another into London on their own infrastructure. "Our contractors are removing the steel bridges first before using a mixture of techniques to deconstruct the brick viaducts. Passengers will soon see big changes from the windows of their trains."

The Government-sponsored £6.5bn Thameslink Programme is rebuilding much of the railway from New Cross Gate through London Bridge and on to Blackfriars and St Pancras. The Bermondsey Dive Under will see two Victorian viaducts partially-demolished and rebuilt to allow Charing Cross trains from South East London and Kent to dive down to almost street level, under a new route carrying Thameslink services from Croydon, and back up again. In addition the same team, from Network Rail and contractor Skanska, are strengthening 20 bridges between New Cross and Waterloo East to carry the proposed Thameslink track alignments which are necessary to provide 24 train paths per hour through London's central core from Blackfriars to St.Pancras. Greg Thornett added: "Although the old viaducts will be replaced by modern structures, they are designed to remain in keeping with the older architecture. It's exciting to see this transformation and it will be a real sense of achievement to see trains running on it."

Brand new station and rail link for Ebbw Vale officially opened

A new rail link and brand new station providing better services for passengers in Ebbw Vale was officially opened by The First Minister of Wales on June 11th. Network Rail has installed 1.5 miles of railway track to extend the railway line to the new Ebbw Vale Town station, which is in the centre of an urban regeneration zone in the town.

The new station and extension of the railway line were opened as part of a £11.5m Welsh Government-funded project, which also includes speed improvements to the railway track. Ebbw Vale Town station features a brand new station building, a platform approximately 150 metres in length to fit up to six train carriages, CCTV, a ticket machine, customer information screens, a waiting shelter, a help point, ticket machines and a bicycle storage area.

The First Minister of Wales, Carwyn Jones said: "Since we reopened the Ebbw Vale rail line to passengers in 2008, the route has become a vital link for the community to access jobs and services. It has proved very popular with some 300,000 journeys annually. Our investment in new stations here and at Pye Corner this year will ensure even more people can use this service. "This project is an important part of our investment in Phase 1 of the Metro and the improvements made to the track will allow for extra services to be introduced in the future. But the Metro is much more than just a transport project; it will be a catalyst for transforming the economic and social prospects for the south east region of Wales and improve connectivity across Wales as a whole."

Sarah Kendall, acting route manager director for Network Rail Wales, said: "The extension of the railway line into Ebbw Vale and the brand new station helps to transform the town centre. "It gives people in Ebbw Vale better access to employment and training opportunities in Cardiff, but it also encourages the rest of South Wales to explore what the town has to offer, including the Blaenau Gwent Learning Zone, shops and leisure facilities. "We have worked closely with Welsh Government and Arriva Trains Wales and the project is an excellent example of partnership working to help deliver a better railway for passengers and build a station that people in Ebbw Vale can rely on and be proud of." Ebbw Vale Town Station is located on the Ebbw Vale to Cardiff line and will be served by the existing hourly service, with the potential for additional services to be introduced in the future. The new station and railway track build on the success of the Ebbw Vale line, which was instantly popular when it re-opened to passengers in February 2008, after being closed for more than 40 years. Network Rail is working on a separate project, also funded by Welsh Government, to enable a more frequent service for passengers on the Ebbw Vale line.

A new track will be laid alongside the existing track to allow for more frequent and faster journeys for passengers on the Ebbw Vale line in the future. The Ebbw Vale frequency enhancement scheme will see improvements to Llanhilleth and Newbridge stations as well as work to double the track between Crosskeys Junction and Aberbeeg Junction. The line will also be re-signalled to allow for a more frequent service in the future.

Class 67 026 'Royal Diamond' is seen on the rear of the Royal Train ECS from Edinburgh to Wolverton with 67 005 providing the traction as it passes Church Brampton on June 23rd. [Derek Elston](#)



Apprentices join the front line in the East Midlands to deliver £38bn railway upgrade plan

A total of 37 new apprentices have joined railway maintenance teams in the North East, East Midlands and South East to start their on-the-job training after successfully completing their first year of the award-winning Network Rail Advanced Apprenticeship Scheme.

They are among almost 200 apprentices across Britain who have recently finished their first year of training at Europe's largest engineering training facility at HMS Sultan in Gosport, Hampshire. There apprentices specialise in track, signalling, telecoms and electrification. During their second and third years they continue to earn while they learn and experience work on the rail network's front line, gaining vital experience as they train to become maintenance technicians. Throughout this time they regularly return to HMS Sultan for further courses and training.

Neal Lawson, maintenance and operations services director at Network Rail, said: "We are investing £38bn building a better railway for Britain and to meet this challenge, we need highly capable people. By developing the enthusiasm and talent of our apprentices, we are creating the skilled workforce vital to our future success. I wish all of them good luck as they continue to build their skills and knowledge and help us move more than four million people across Britain every day."

Nichola Wright is a signalling apprentice who started in September 2014 and who has just joined her team in Grantham. She is enjoying learning from employees who do the job day-in-day-out, while her dad is also a signaller at Network Rail. As soon as she heard about the opportunity to study with Network Rail she wanted to sign up because engineering and science are her passions and because she was concerned about the lack of graduate jobs available after university. She said: "I love working for company that is such an integral part of what keeps the country moving."

Network Rail's Advanced Apprenticeship Scheme is open to applicants over 17 years of age and has no upper age limit. Apprentices come from all over the nation and range from those who have just left school or college to those changing careers. All share an interest in engineering.

As John Cheasley, a 30-year-old third-year apprentice from Petersfield, Hampshire says: "It's a nice job and one where you can actually feel proud of yourself and know that you children will be proud of you in the future. This has changed my life and shown me my potential."

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.

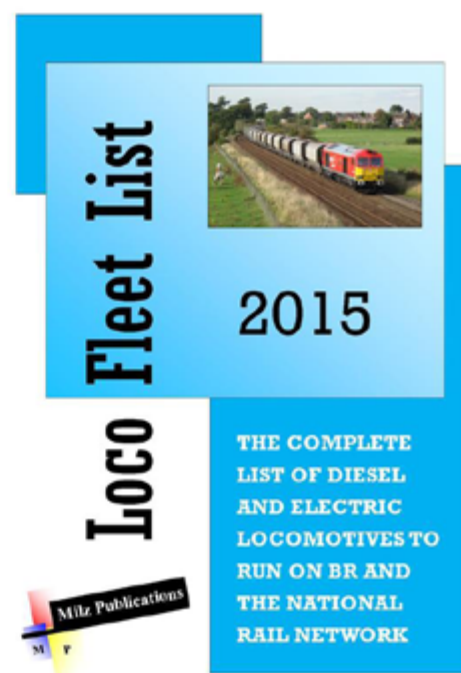
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

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 Email: lee@milzpublications.co.uk



SB Rail USP5000RT Plasser & Theurer Ballast Regulator No. DR77908 is seen stabled in sidings at Blackburn. [Dave Felton](#)



£40 MILLION PROJECT TO FIT ADVANCED ENERGY SAVING TRACTION EQUIPMENT

The £40 million project between the South West Trains-Network Rail Alliance, Porterbrook and Vossloh to fit 91 Class 455 units with advanced energy saving traction equipment is well underway, with a second unit now undergoing installation at the Wimbledon Train Care Depot. When installation is completed next year, the new equipment is expected to save £2 million in energy costs per year. This is the equivalent of the annual energy bills of more than 1,500 homes!

The South West Trains fleet of Class 455s is already one of the most reliable and hardest working fleets in the country, running on the busy inner Suburban routes from London Waterloo – the UK's busiest station. The installation of the new AC Traction Equipment will save money and further increase their reliability and maintenance intervals. This project includes the removal and replacement of the existing DC traction equipment, including the motors, with even more reliable modern three-phase AC traction equipment and solid state inverters with regenerative braking.

Christian Roth, Engineering Director for the South West Trains-Network Rail Alliance, said: "We are delighted to be working with Porterbrook and Vossloh to install this innovative AC Traction equipment on 91 Class 455 units. "When installation is completed in 2016 the units will be more reliable for passengers as well as more energy efficient which will significantly reduce energy costs. We will also be able to increase the maintenance intervals of the units, creating valuable capacity at Wimbledon Traincare Depot, to help the introduction of the new Class 707 trains from the end of 2016."

Did you Know - Ken Mumford

Different Vacuumns

Engine changes at Oxford during steam days were complicated by different vacuum-brake pressures between the Southern Region and the Western Region, which necessitated the brake reservoir on every carriage being cleared separately. This meant that these trains occupied valuable platform space for longer than normal.

Flamingo's sole duty

Ex-LNER A3 Pacific No. 60095 'Flamingo' is said to have had a remarkable record in being allocated from new to Carlisle Canal loco depot (BR code - 12C) in 1929 (though it did spend 11 days at Doncaster (shed - 36A or Works?) until its withdrawal in 1961,. Virtually its sole duty, together with other A3s at Carlisle was working over the Waverley route to Edinburgh

Ian Allan Coupon

With the recent sad demise of Ian Allan, do any of our readers remember these,,, This is from Trains Illustrated in December 1958.

Fair Swap?

40 LNER Class J25 0-6-0s were loaned to the GWR in World War 2 to compensate for the loss of Dean Goods 0-6-0s (class 2301 built at Wolverhampton) to the War Department.

In a Lather....

One of the Underground Stations that serve Acton is South Acton and by 1900 there were 180 laundries in South Acton, which was colloquially known as SOAPSUDS ISLAND.

Bath time

Did YOU Know that C H₂O was at one period conveyed by rail in barrels from Lowestoft to London for use in the brine baths of the Great Eastern Hotel at Liverpool Street Station.



Royal Mail Class 325 006, 325 004 and 325 009 working the 06:40 Willesden PRDC - Warrington, passes Daresbury on June 10th.
Nick Clemson



New bridge is the key to major earth-moving at Stafford rail development

Tens of thousands of tons of earth can be safely transported within a major rail development site near Stafford and kept off local roads after engineers completed the construction of a new bridge. Workers are moving 230,000m³ of earth or 'fill' – enough material to fill almost 100 Olympic sized swimming pools – across the new road bridge which spans the existing Stafford to Crewe railway line at Norton Bridge.

The completion of the bridge means around 30 tons of earth can be moved at a time by articulated haulers crossing over existing railway lines within the development site. The works are 'cut and fill neutral' which means earth taken from cuttings is used to make embankments or bunds elsewhere within the site.

During the works around one million tons of earth will be moved in total. When the earth-moving is complete the bridge will form part of a new 1.2km diverted section of the B5026 Stone to Eccleshall Road, set to be opened later this year. Network Rail is investing £250m in the Stafford Area Improvements Programme to increase the number of passenger and freight services that can operate on the increasingly busy West Coast main line.

A flyover, six miles of new track and 11 new bridges are being built at Norton Bridge to remove the last major bottleneck on the line, and work is being delivered by the Staffordshire Alliance – a partnership of Atkins, Laing O'Rourke, Network Rail and VolkerRail.

Staffordshire Alliance manager Matt Clark said: "It was great to see the first load of earth go across the bridge as it was the culmination of months of hard work and the team is very proud."

Mr Clark said the bridge works began in January and much of the construction was carried out while trains ran on the Stafford to Crewe line to reduce to a minimum the time the line was closed.

During peak operations 30-ton loads of earth will cross the new bridge every 45 seconds using a traffic light system to fill in between the new bridges near Station Road/Stone Road junction at Norton Bridge.



On June 19th, BR Standard Class 7 No. 70000 'Britannia' passed through Swindon on its way from Bristol (Barton Hill) to London (Southall). Ken Mumford

A Different View

Going nowhere fast as LNER B1 No. 61264 waits for it's driving wheels to be refitted in Grosmont Yard. [Derek Elston](#)



With Warrington Rugby League team's Halliwell Jones stadium in the background, A4 No. 60009 'Union of South Africa' stands in Warrington Dallam sidings on the evening of June 16th, having failed at Warrington the previous Friday on a Crewe - Carnforth positioning move. [Jeff Nicholls](#)



East Midlands Trains Class 158 777 stands in the magnificent Worksop station on June 27th working a service to Nottingham, [Class47](#)



This is England's most northerly steam railway, the Heatherslaw Light Railway with steam loco 'Bunty' seen at Etal station. [Martin Hill](#)



LMS Stanier Class 5 4-6-0 45407 'The Lancashire Fusilier' stands in Mallaig station on June 12th. The fireman is standing on the tender, shovel aloft, with the magnetic aerial attached in order that the driver can get a wireless link to speak to the signaller. Ah, the nostalgia of steam! [Neil Pugh](#)



Blackpool Balloon No. 717 heading to the Pleasure Beach passes Flexity 2 No. 009 en route to Fleetwood, taken from the balcony at the new Wetherspoons facing South Pier and almost next door to the Pleasure Beach. [Michael Lynam](#)

Preserved and Industrial Railways: Bo'ness and Kinneil Railway

Colas Rail's Class 56 087 pilots 37 703 into Bo'ness on May 31st during the Bo'ness and Kinneil Railway's Mixed Traffic Event. This was the only train that the Class 56 worked all weekend, piloting the first train of the day from Manuel to get to Bo'ness for maintenance at the depot there. [Andy Pratt](#)



Right: Class 08 No. D3558 brings up the rear of a working into Bo'ness station on May 30th. [Andy Pratt](#)

Main: Class 20 020 is pictured just after departing Kinneil station on May 31st during the lines Mixed Traffic event. [Andy Pratt](#)

Below: North British built 0-4-0 diesel hydraulic shunter No. D2767 approaches Bo'ness station during the Mixed Traffic event on May 30th. [Andy Pratt](#)





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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

North Yorkshire Moors Railway

BR Standard Class 4MT 4-6-0 No.75029 'The Green Knight' sets off from Grosmont for Pickering working the 14:00 service from Whitby on June 8th. [Derek Elston](#)



On June 6th, LNER K4 No. 61994 'The Great Marquis' stands at Grosmont with the 15:45 departure to Pickering. [Derek Elston](#)



Class 25 No. D7628 is seen at Whitby on June 8th as it runs round it's train. [Derek Elston](#)



Class 37 264 is in charge of the 15:00 Pickering to Grosmont service as it passes Newtondale on June 10th. [Derek Elston](#)



Class 08 850 is seen stabled on the turntable at Pickering on June 8th. [Derek Elston](#)



On June 6th, BR Standard Class 4 No. 76079 is seen as it reverses down to Grosmont station. [Derek Elston](#)



Keighley and Worth Valley Railway

Right: The line is carrying out a rapid restoration of the iconic Ivatt tank loco No. 41241 (which hauled the reopening special in the 60's) ready for the anniversary celebrations. The rolling chassis is seen being unloaded in the yard at Ingrow Station on June 5th. [Ben Bucki](#)

Main: Midweek steam trains are running again and in glorious sunshine resident BR 4F No. 43924 leads the first Oxenhope bound train of the day alongside the River Worth near Damems on June 11th. [Ben Bucki](#)

Below: On the first week of the summer timetable which sees daily steam services, BR Standard 4-4-6-0 No. 75078 pulls the first Oxenhope-bound train of the day into Ingrow station on June 5th. [Ben Bucki](#)



Statfold Barn Railway

'The Goose' a rare 18 seater railbus built by United States Motor Corp. arrives at the station for it next working. [Stuart Hillis](#)



'Minas De Aller' L. Corpet No. 439 of 1884 and 'Howard' Hunslet No. 1842 of 1936 head for the field section with a freight train. [Stuart Hillis](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO RETURNS TO SERVICE AFTER OVERHAUL

Keep in touch with Tornado via new iPhone App

The A1 Steam Locomotive Trust, the registered charity which built, owns and operates famous new steam locomotive No. 60163 Tornado, is delighted to announce the locomotive's return to service following the completion of her eight month, £400,000 overhaul at Darlington Locomotive Works (DLW). The £3m locomotive was completed at DLW in 2008 after 18 years of construction and fundraising and named by TRH The Prince of Wales and The Duchess of Cornwall the following year. During 2015, The A1 Steam Locomotive Trust is celebrating its Silver Jubilee – 25 years since the project to build a new ex-LNER Peppercorn class A1 was launched in 1990.

Tornado's overhaul included:

- Full internal inspection of boiler, replacement of tubes, renewal of foundation ring corners and stay replacement including increasing the number of flexible stays to enhance reliability - by DB Meiningen
- Re-setting of hornblock/axlebox clearance, requiring all coupled wheels out at once
- Thorough check for frame cracks using NDT and inspection of all bolted/riveted joints
- Splitting and inspection of roller bearing axle/cannonboxes and repairs as necessary
- Improvements to pipework and installation of air pumps to speed removal and refitting
- Clean out and repair tender tank
- Full re-paint in LNER apple green

The overhaul started as soon the locomotive had cooled down following the Trust's Annual Convention at Barrow Hill, Chesterfield on 4th October 2014. The boiler was removed and sent to DB Meiningen at the end of October and the new class P2 engine frames moved to one side in Darlington Locomotive Works. The engine frames and cab were moved to Darlington at the end of October with components following in a container. Work started on the engine frames and wheelsets in November with the painting of frames and components at the same time. The tender was worked on partially at Barrow Hill and brought to Darlington in the New Year to finish the painting. The boiler arrived back from DB Meiningen later than planned in April 2015, with engine reassembled and fully repainted in apple green throughout this period. Additional, unexpected work to Tornado's boiler and roller bearings delayed her return to service from May to June 2015.

On Wednesday 17th June No. 60163 Tornado undertook a successful main line test run from Shildon in County Durham to Millerhill depot near Edinburgh in preparation for a series of trains in Scotland.

Right: 'Surrey County Council GP39' Hudswell Clarke No. 1643 of 1930 and 'Ryam Sugar Co No. 1' Davenport No. 1586 of 1917 climb the grade after departing Oak Tree Halt. [Stuart Hillis](#)

Main: 'Jack Lane' and 'Statfold' both Hunslet quarry class locos Nos. 3904/2006 and 3903/2005 with just one carriage are pictured heading away from Oak Tree Halt towards the station. [Stuart Hillis](#)



Ffestiniog Railway

On display in the stabling roads at Porthmadog Harbour station, the cosmetically restored England tank loco "Princess" was posed with a rake of heritage 4-wheel vehicles, seen here on May 26th. [Ben Bucki](#)



1879 built 0-4-4-0T No. 10 'Merddin Emrys' is seen departing Porthmadog on June 2nd with a service to Blaenau Ffestiniog. [Martin Hill](#)



Under a brooding sky, a service train heads away from Porthmadog Harbour station, and crosses the Cob embankment, May 26th. [Ben Bucki](#)



The most recent Double Fairlie locomotive in the world, built in 1992, No. 12 'David Lloyd George' calls at Minffordd on June 2nd. [Martin Hill](#)

Welsh Highland Railway

Ex-SAR NGG 16 Class Garratt, No. 87 is seen arriving at Beddgelert on May 31st. This 2-6-2+2-6-2 was built in 1937 by Cockerill. [Martin Hill](#)



On the Welsh Highland Railway, Garratt loco No. 138 is seen crossing the River Glaslyn on May 29th, climbing towards the crossing-point at Beddgelert. [Ben Bucki](#)



Welsh Highland Railway Garratt No. 87 calls at Rhyd Ddu on May 31st. [Martin Hill](#)

Llanberis Lake Railway

Originally built for the Dinorwic quarry; Hunslet 0-4-0 ST No. 1 'Elidir' is seen at the line on June 3rd. [Martin Hill](#)



Snowdon Mountain Railway

No. 2 'Enid' built in 1895 an 0-4-2T loco is seen at Llanberis on June 3rd. [Martin Hill](#)



No. 3 'Dolbadarn' a Hunslet 0-4-0 ST Works No. 1430/1922 stands outside the shed at Llanberis on June 3rd. [Martin Hill](#)



No. 3 'Wyddfa' (which is Welsh for Snowdon) was built in 1895 and is a sister loco to No. 2 pictured above. [Martin Hill](#)

Tata Steel, Shotton

RMS Locotec branded Class 08 756 and 08 936 are seen outside the steelworks on June 25th. Brian Battersby



Bluebell Railway

Right: Southern Railway Maunsell S15 Class 4-6-0 No. 847 is seen undergoing a boiler clean at Sheffield Park on June 3rd. [Richard Hargreaves](#)

Main: Southern U Class 2-6-0 No. 1638 stands at Sheffield Park on June 3rd working a service to East Grinstead. [Richard Hargreaves](#)



Ketton Cement Works

Dwarfed by the silos, Rocks & Rail's Andrew Barclay 0-4-0ST 'Sir Thomas Royden' is seen as it gets away with more visitors to the Ketton Cement Works open day on June 6th. [Derek Elston](#)



Class 08 375 is seen stabled with two PCA cement tanks at Ketton during the works open day on June 6th. [Derek Elston](#)



The 'Ketton Express' internal shuttle service was formed of two brake vans, seen here at the temporary platform at Ketton on June 6th. [Derek Elston](#)



Class 08 622 is seen alongside the silos at Ketton on June 6th. [John Alsop](#)



Rocks & Rail's Andrew Barclay 0-4-0ST 'Sir Thomas Royden' is pictured giving Brake Van rides at the open day. [John Alsop](#)



Rushden, Higham and Wellingborough Railway

Class 31 289 is seen stabled in Rushden station on June 6th. Derek Elston



Reworked Yorkshire Engine Co. shunter No. 10443 stands in Rushden station on June 6th. [Derek Elston](#)



Severn Valley Railway

On June 7th, Class 50 035 'Ark Royal' stands on Bridgnorth MPD in the summer sunshine. [Richard Hargreaves](#)



On June 3rd, Class 52 No. D1062 'Western Courier' is seen at Kidderminster working the lines diesel diagram. [Richard Hargreaves](#)



As Class 50 035 comes to a slow at Highley, the passengers prepare to board the Hoover heading up Highley Bank towards Bridgnorth, June 20th. [James Passant](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO TO HAUL THE ICONIC BELMOND BRITISH PULLMAN

The A1 Steam Locomotive Trust is delighted to announce that its new-build Peppercorn class A1 No. 60163 Tornado will haul Belmond British Pullman's steam journeys from August 2015. The famous apple green steam locomotive that was the star of BBC Top Gear's 'Race to the North', will haul six journeys in 2015. Belmond British Pullman, sister train to the Venice Simplon-Orient-Express, is the ultimate luxury train travel experience, featuring vintage carriages that once ran on legendary 1920s services such as 'The Brighton Belle' and 'The Golden Arrow'. The original 49 Peppercorn class A1 locomotives built in 1948/49 hauled 'The Yorkshire Pullman' during the 1950s.

Passengers travelling on the Belmond British Pullman glide through stunning scenery to destinations all over Britain, as champagne flows and gourmet cuisine are served. They can expect glamour, fun and a dash of adventure on day trips and weekend excursions to cities, country houses and sporting events. Passengers step back into a more glamorous era on a journey steeped in atmosphere, enjoying a magnificent five-course lunch, accompanied by champagne, as they travel on a circular tour of the British countryside. Belmond British Pullman's regular steam locomotive, No. 35005 Clan Line, is to come out of service at the end of June for its ten year overhaul although its owner, the MNLPS, is continuing with its role of managing the provision of steam power for the Belmond British Pullman.

The Belmond British Pullman excursions hauled by Tornado in 2015 are:

- 8th August: The Golden Age of Travel lunchtime excursion
- 11th September: The Golden Age of Travel lunchtime excursion
- 23rd September: Historic Bath and Bristol & Brunel's SS Great Britain
- 6th November: The Golden Age of Travel by Steam lunchtime excursion
- 8th December: Christmas Lunch
- 12th December: Christmas Lunch

Jean-Baptiste Leglace, General Manager, Belmond British Pullman, said, "We are delighted that famous new steam locomotive Tornado is to haul the iconic Belmond British Pullman, recreating the sights and sounds of the luxury Pullman trains of the Golden Age of Travel."

Tim Robbins, Chairman of MNLPS, commented, "We are very pleased that The A1 Steam Locomotive Trust has made Tornado available to haul the Belmond British Pullman. We looking working with the Trust whilst Clan Line undergoes its ten year overhaul ready to return to traffic in 2016."

Mark Allatt, Chairman The A1 Steam Locomotive Trust added, "We are very proud to have been asked to provide Tornado for the Belmond British Pullman - fresh from her intermediate overhaul and newly repainted in her glorious apple green livery. We look forward to working closely with the MNLPS and Belmond to ensure a successful period of operation."

SR Battle of Britain Class No. 34053 'Sir Keith Park' slows down for the halt at Country Park whilst working a service to Highley on June 20th. [James Passant](#)



Aln Valley Railway

Drewry 0-6-0DM No. 8199 'Drax', built in 1963, is an industrial version of a BR Class 04 and was originally used at Aberthaw power station. [Martin Hill](#)



Andrew Barclay 0-6-0 No. 615, built in 1977 is on loan to the line. This was the final surface locomotive to work for the National Coal Board. [Martin Hill](#)



"Purbeck at War" Weekend

On June 27th, the Swanage Railway held holding a "Purbeck at War" weekend in conjunction with Armed Forces Day. Star attraction was the fly-past with the Battle of Britain Memorial Flight Hurricane. Here is Hurricane PZ865 flying over a service near to Corfe Castle in typically dull weather. Photo: ©Andrew PM Wright.



East Lancashire Railway

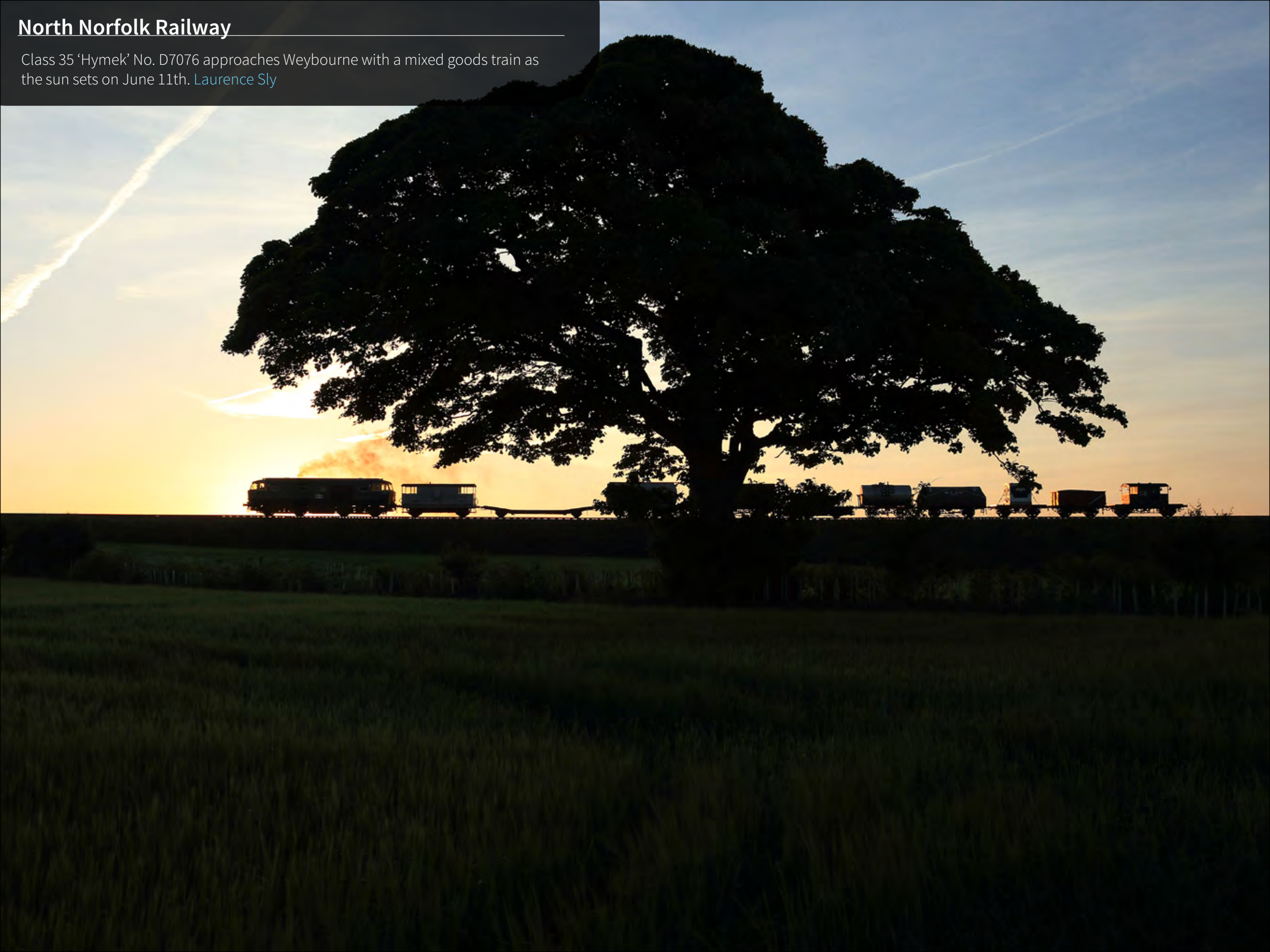
Right: BR blue Class 73 001 is seen having arrived at Rawtenstall on May 31st with a service from Bury. [Michael Lynam](#)

Main: Class 14 No. D9531 is seen waiting to depart Rawtenstall on May 31st with a service to Heywood. [Michael Lynam](#)



North Norfolk Railway

Class 35 'Hymek' No. D7076 approaches Weybourne with a mixed goods train as the sun sets on June 11th. [Laurence Sly](#)



Right: Class 101 DMU Nos. 51192 and 56352, approaches Weybourne whilst working the 14:15 Sherringham - Holt service on June 11th. [Laurence Sly](#)

Main: Class 35 No. D7076 departs Weybourne with a mixed goods working, during an EMRPS photo charter on June 11th. [Laurence Sly](#)





EIGHTY LORRY JOURNEYS AVOIDED AFTER 2,400 TONNES OF TRACK BALLAST FOR WAREHAM LINK BROUGHT IN BY RAIL

Eighty lorry journeys on the roads of Dorset and Hampshire have been avoided after a total of 2,400 tonnes of stone track ballast for the Swanage Railway's link to Wareham was brought in by train – thanks to help from Network Rail. The three long trains delivered re-cycled ballast as part of major work to upgrade and improve a 500 metre (third of a mile) long embankment carrying the railway line between Furzebrook and Motala, ahead of the start of regular passenger trains along the line for the first time since 1972.

Originating from Eastleigh in Hampshire, the trains – supplied to the Swanage Railway by Network Rail – also carried new granite ballast to support the upgraded tracks in the Furzebrook area. The ballast trains were part of a major 15-month project to upgrade the three miles of former Network Rail line between south of Worgret Junction and Motala so the Swanage Railway can run a trial passenger service from Swanage and Corfe Castle to Wareham during 2016 and 2017.

Swanage Railway Project Wareham director Mark Woolley said: “We were delighted to work in partnership with Network Rail and bring in 2,400 tonnes of mostly recycled track ballast from Eastleigh by train rather than in 80 lorries on the roads of Dorset and Hampshire. “Network Rail is a member of the Purbeck Community Rail Partnership which is about stakeholders working together for the benefit of the public to deliver a trial community train service from Swanage and Corfe Castle to Wareham from June 2016. “Our upgrade work of the three-mile former Network Rail line involves the replacement of 1,700 wooden track sleepers with new wooden sleepers from sustainable forests as well as the use of high quality recycled wooden sleepers,” added Mr Woolley, a long-time Swanage Railway volunteer.

The three ballast trains were hauled by powerful 3,600 horsepower Class 70 diesel-electric locomotives from Colas Rail Freight – the first time the large 129-tonne American General Electric locomotives had visited Furzebrook. Nick Elliott, Network Rail's Managing Director responsible for logistics, said: “We're delighted to be supporting the



Swanage Railway and its extensive programme of works. “It's always a pleasure to see the value generated by projects having their materials delivered by rail. We've been impressed by the professionalism and safety focus shown by the Swanage Railway team and we very much look forward to continuing our support,” he added. Other members of the Purbeck Community Rail Partnership are Purbeck District Council, Dorset County Council, the Swanage Railway, South West Trains, Perenco – which operates the Wytch Farm oil field north of Corfe Castle – and the Borough of Poole council.

The Swanage Railway plans to start its trial passenger train service from Swanage and Corfe Castle to Wareham from June of next year – on 50 selected days in 2016 and on 90

selected days in 2017.

In September, 2014, the Swanage Railway signed a 99-year lease with Dorset County Council for the three-mile stretch of former Network Rail line between Worgret Junction and Motala. Worgret Junction is west of Wareham, on the main London to Weymouth line, while Motala is one mile west of Norden which is the current end of Swanage Railway passenger train operations.

The three Network Rail ballast trains ran to Furzebrook on 16, 21 and 23 April, 2015.

Photo: Class 33 No. 33 201 on a Network Rail ballast train east of Furzebrook © Andrew PM Wright

Lincolnshire Coast Light Railway

SARK MR8825, built March 1943 and formerly of the Bolton Peat Works in Cumbria is seen outside the shed at Skegness on June 13th. [Richard Hargreaves](#)



THE GRESLEY SOCIETY TRUST TO SPONSOR P2 PARTS

The Gresley Society Trust, established in 1963 to sustain the legacy of Sir Nigel Gresley, is to sponsor the construction of the distinctive smokebox for new Gresley class P2 steam locomotive No. 2007 Prince of Wales. 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. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The sponsorship by The Gresley Society Trust includes: Design changes, rolling and assembly of smokebox barrel; Smokebox/boiler and smokebox front rings; Smokebox door and most fittings (hinges, dart, etc); Cross bar, ribs and crinolines; Chimney pattern and machining; Fairing around chimney and smoke lifting sheets; Whistle bracket, most handrails and knobs Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 670 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.

Other construction progress to-date includes: Frame plates for engine and tender rolled and profiled; Engine's frames erected at Darlington Locomotive Works; All 20 wheels for engine and tender cast; eight 6ft2in driving wheels proof machined; engine tyres delivered; All major engine frame stays, brackets and horn blocks cast and machined – 26 in total; further 16 axle box and buffer castings underway; Roller bearings for all engine and tender wheelsets and engine tyres, axles and crank pins ordered; Over 1,000 fitted and driven bolts ordered; Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; Vampire study into ride and suspension completed and Finite Element Analysis of crank axle underway to ensure locomotive complies with modern standards; Assessment and notified body appointed to oversee certification; Nameplates delivered and chime whistle ordered! David McIntosh, chairman, The Gresley Society Trust, commented: "The class P2s were Sir Nigel Gresley's equivalent of Sir Edward Elgar's 'Enigma Variations' – each of the six built were slightly different to one another but to an original theme. The seventh P2 will complete the development work started in 1934 but unfinished due to other projects and the Second World War. Only ten locomotives designed by Gresley survived dieselisation in the 1960s and The Gresley Society Trust, owners of the oldest surviving Gresley locomotive, is delighted to be able to support the construction of the newest and most powerful – No. 2007 Prince of Wales."

Mark Allatt, chairman, The A1 Steam Locomotive Trust, added: "We are delighted that The Gresley Society Trust is to sponsor No. 2007 Prince of Wales's distinctive front-end, giving the locomotive its unique 'face' for the first time. We look forward to working closely with the Society throughout the new P2's construction and when it enters main line service in 2021. "I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Boiler Club. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

No. 5 a Simplex loco from the Nocton Estates potato farm, is now located at Skegness and stands with one of the lines carriages.
Richard Hargreaves



From the Archives

Class 47 756 leads the 1Z47 Leeds - Cardiff 'Northern Belle' through Kemps Eye on April 26th 2003. [Carl Grocott](#)



Right: BR Class 25 321 is pictured shunting a small rake of tank wagon at Burn Naze (Fleetwood) on February 23rd 1983. [Dave Felton](#)

Main: Freightliner's Class 47 323 heads through Tamworth on July 5th 1997 with a working to Leeds. [Paul Godding](#)

Below: GWR 7800 Manor Class No. 7810 'Draycott Manor' stands waiting for its next duty at its home Depot of 89D Oswestry on July 9th 1962. [Dave Felton](#)



Right: A rare shot of Class 50 037 at Plymouth Laira in blue livery on April 15th 1990. It is believed this livery was only carried for a couple of weeks. [Brian Hewertson](#)

Main: Class 25 202 and 25 119 head past Sutton Bridge Jct. with the 07:35 SO London Euston to Aberystwyth summer special on July 30th 1983. [Keith Davies](#)

Below: Class 37 264 runs light engine from Trafford Park to the Metalbox factory at Westhoughton on September 20th 1991. [Michael Lynam](#)



Right: Class 56 094 passes Monk Fryston on October 22nd 1993 on the 'Cawoods'.
Brian Hewertson

Main: A 4-VEC and 3-TIS EMU stands at Ryde St Johns Road station on May 19th 1984. These units began life on London Underground in the 1920s, and were bought by British Rail in 1967 and worked passenger services on the Isle of Wight from then until their withdrawal in 1992. (They were replaced by 'newer' 1938 built former London Underground units.) Will rail passengers on the Isle of Wight ever get to travel in rolling stock built after World War 2? Keith Chapman



SR West Country Class No. 34005 'Barnstaple' looks in a very sorry state whilst being cut up at United Wagon Works at Newport on August 3rd 1967. [Dave Felton](#)



Right: Westbury station in August 1983. Except for the High Speed Train almost everything else in this picture is history. The signal box, the semaphore signals and Class 33s hauling Mark 1 passenger coaches on Portsmouth Harbour - Cardiff services have all changed. [Keith Chapman](#)

Main: Class 142 032 and 142 034 are seen stabled at the side of Blackburn station in March 1986. [Dave Felton](#)

Below: A Barrow in Furness bound DMU stands in the bay at Carlisle on September 2nd 1991. [Michael Lynam](#)



Right: On August 29th 1985, Class 58 028 heads north through Crewe with a MGR working, passing a Class 86 on a passenger service. [Brian Hewertson](#)

Main: Class 47 537 passes through Lancaster hauling the 2P92 19:40 service to Barrow on July 29th 1979. [Dave Felton](#)

Below: Class 40 135 passes Bayston Hill with the 7H55 Bayston Hill Quarry - Guide Bridge on June 18th 1984. [Keith Davies](#)



The Back Page

Class 60 047 heads the 6E07 Washwood Heath - Boston through Portway on June 18th. [Carl Grocott](#)

