

Railtalk Magazine

Issue 108 | September 2015 | ISSN 1756 - 5030



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Issue 108
September 2015
ISSN 1756 - 5030

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 108, and yet again another bumper month for excellent photos sent in to us, including some more sunshine.

Well that's it, Summer's officially done, well yes we can call it British Summer Time until the clocks change, but its already cold and dark on an evening and I doubt that we will see much more sun. But hello September... Welcome to the month I plan my year to, for one sole reason. It's the start of the RHTT season and (without infringing on copyright) "It's the most wonderful time of the year!". Maybe I'm alone here or it's just because here in Yorkshire, we have for the past few years, 2 sets with "top&tail" Class 20s operating and I really do look forward to these workings.

Moving on. I have to congratulate everyone at GBRf for the Fantastic "The Noah's Arc" railtour, and also to Virgin/DRS/RM for "The Bournemouth Flyer" where they managed to raise a substantial amount of money for such good causes. Once again well done to everyone involved including those travelling, as without you, the tours wouldn't have been such a success.

As always, thanks for reading. If you wish to see you name to the right, please send across any photos you may have. Details can be found to the left.

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, Robert Duff, 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 Lovatt, 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, Tim Richardson, Charlie Robbins, Neil Scarlett, 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 37 401 leads 37 405 through Banbury on August 22nd working the 1Z37 Chester - Bournemouth charter. Carl Grocott

This Page: Class 60 085 with the 12:58 Carlisle Yard Colas Rail to Chirk Kronospan passes Kirkby Stephen on August 26th. Colin Irwin



Charter Scene:

Virgin/DRS/Railway Magazine - The Bournemouth Flyer

Class 37 401 and 37 405 head through Christchurch (with 57 307 was on the rear) working the 1Z37 Chester - Bournemouth, heading for the Bournemouth Air Show on August 22nd. [Derek Hopkins](#)



Virgin/DRS/Railway Magazine - The Bournemouth Flyer

Class 37 401 and 37 405 arrive into Stafford with the return working, 1Z39 Bournemouth - Chester on August 22nd. Carl Grocott



Torbay Express Ltd - The Torbay Express

In typical British summer weather, A1 Class Pacific No. 60163 'Tornado' heads through a very wet Dawlish with the outward working to Kingswear, July 27th.

Richard Hargreaves



Torbay Express Ltd - The Torbay Express

Right: On August 2nd, LNER A1 No. 60163 'Tornado' heads the return working through Torre Station. [Steve Thompson](#)

Main: In lovely summer sunshine on August 2nd, and a contrast to the appalling weather a week earlier, LNER A1 Class Pacific No. 60163 'Tornado' heads round the curve at Dawlish Warren with the outward working to Kingswear. [Steve Andrews](#)



GBRf Charity Train - The Noah's Arc

Right: Class 20 107 and 20 096 stand at Doncaster working the 1Z70 GBRf charity train to Crewe. The Class 20s took over the tour at Doncaster. [Andrew Wilson](#)

Main: Class 47 812 and 47 843 stand at Newcastle having arrived with the 1Z69 Glasgow to Newcastle leg of the tour, August 9th. [Andrew Wilson](#)

Below: Class 66 701 and 66 736 arrive into Doncaster on August 9th working the middle section of this three part tour, from Newcastle to Doncaster. [Andrew Wilson](#)



Railway Touring Company - THE ROYAL DUCHY

On August 2nd, 'Battle of Britain' Pacific No. 34067 'Tangmere' heads onto the sea wall at Dawlish Warren working this Bristol Temple Meads to Par charter.
Steve Andrews



Railway Touring Company - THE ROYAL DUCHY

Right: Class 47 832 is seen at Newton Abbot working the tour after the failure of No. 60009 with a bearing fault. The A4 limped to Buckfastleigh for repairs.
[Steve Andrews](#)

Main: LNER A4 No. 60009 'Union on South Africa' passes Spray Point, Teignmouth working 'The Royal Duchy' on August 16th. However the loco failed at Newton Abbot with a bearing problem. [Steve Andrews](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' passes Horton-in-Ribblesdale with the outward Liverpool to Carlisle working. [Colin Irwin](#)



On August 15th, the 1Z62 06:00 Crewe to Carlisle passes over Stockport Viaduct in early morning sunlight. [Colin Irwin](#)



Clouds cover the sun just as LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works the return 'Cumbrian Mountain Express' charter through Great Strickland on August 15th. [Shep Woolley](#)

**Railway Touring Company -
THE CUMBRIAN MOUNTAIN EXPRESS**

On August 1st, LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' passes Little Strickland with the return working heading for Liverpool. [Colin Irwin](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

A glimpse of sunshine as LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works 'The Cumbrian Mountain Express' towards Carlisle on August 15th.
[Shep Woolley](#)



Great UK Railtours - The Edinburgh Dalesman

Northern Rail's Class 158 907 approaches Bamber Bridge station with the 1B10 06:20 service from York to Blackpool North after just passing West Coast's Class 57 316 hauling 'The Edinburgh Dalesman' on August 5th, working 1Z60 06:36 Southport to Edinburgh. [Dave Felton](#)



Statesman Rail - The English Riviera Statesman

West Coast Railway's Class 57 313 (with 57 316 on the rear) leads the Ely to Paignton charter through Taunton on July 18th. [James Passant](#)



West Coast Railway Co. - The Dalesman

Allowing for some artist licence on August 18th, here's LMS Jubilee Class No. 45699 'Galatea' with 'The Dalesman' on Ais Gill with Chinook ZA712 Vortex 524 18 (B) Squadron in its new Anniversary scheme arriving seconds later (Narrowly avoiding an awesomely wet shot and being regrettably added later). [Colin Irwin](#)



West Coast Railway Co. - The Dalesman

There's no sign of exhaust and only a hint of a shadow in the feeble evening sunlight as Jubilee Class 4-6-0 No. 45699 'Galatea' cruises down Stainforth Bank with the southbound 'Dalesman' on August 20th. [Gerald Nicholl](#)



West Coast Railway Co. - The Dalesman

LMS Jubilee Class No. 45699 'Galatea' climbs out of Settle working the tour on August 18th. [Colin Irwin](#)



The sun shines on Dentdale in the distance and on the approach to Dent station but Jubilee Class 4-6-0 No. 45699 'Galatea' dodges a shower on Dent Head Viaduct with the last Carlisle-bound 'Dalesman' of the summer, August 27th. [Gerald Nicholl](#)

Railway Touring Company - The Waverley

LMS Royal Scot Class 4-6-0 No 46115 'Scots Guardsman' passes Langwathby on August 23rd working the tour from Carlisle to York (Diesel from Hellifield).
Colin Irwin



Railway Touring Company - The Waverley

Jubilee Class 4-6-0 No. 45690 'Leander' blasts past Willy Wood having taken over at Hellifield with the northbound 'Waverley' on August 16th. [Gerald Nicholl](#)



Railway Touring Company - The Waverley

LMS 7P Class 4-6-0 No. 45115 'Scots Guardsman' is seen crossing the River Ribble with the northbound 'Waverley' charter on August 11th. [Shep Woolley](#)



Ruggex

Right: Class 57 308 'County of Staffordshire' (with 57 310 on the front) arrives at London Paddington with the 04:22 Crewe Holding Sidings to London Paddington ECS on August 8th. [Derek Elston](#)

Main: Class 57 310 'Pride of Cumbria' is seen on the rear of the 1Z30 09:34 London Paddington to Cardiff Ruggex as it departs Swindon on August 8th. [Derek Elston](#)



Statesman Rail - The Fellsman

On August 26th, LMS 4-6-0 No. 46115 'Scots Guardsman' departs Hellifield with the last 'Fellsman' of the season. [Colin Irwin](#)



Statesman Rail - The Fellsman

LMS Stanier Class 5 4-6-0 No. 45231 'The Sherwood Forester' crosses the River Ribble at Batty Wood with the Carlisle-bound 'Fellsman' on August 12th.

Gerald Nicholl



Statesman Rail - The Fellsman

An RAF Tucano is caught chasing the last fellsman of the season on August 26th as LMS No. 46115 'Scots Guardsman' steams past Birkett Common. [Colin Irwin](#)



Stanier 'Black 5' No. 45231 arrives into Settle Station on August 11th with the northbound working of 'The Fellsman'. [Michael Lovatt](#)



LMS Stanier Black 5 Class No. 45231 'The Sherwood Forester' makes easy work of the climb up the 4 mile long 1 in 82 up the Langho bank hauling the return leg of 1T53 'The Fellsman' from Carlisle to Lancaster on August 12th. [Dave Felton](#)

Statesman Rail - The Fellsman

On August 19th, with a glimpse of sunshine appearing just at the right time, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' heads 'The Fellsman' away from Dent towards Risehill tunnel. [Shep Woolley](#)



Statesman Rail - The Fellsman

LMS Stanier Black 5 Class No. 45231 'The Sherwood Forester' approaches Helwith Bridge with the weekly 'Fellsman' on August 8th. [Michael Lynam](#)



LMS Royal Scot Class No. 46115 'Scots Guardsman' passes through Pleasington hauling the 1T52 08:08 Lancaster to Carlisle on August 19th. [Dave Felton](#)



LMS Stanier Black 5 Class No. 45231 'The Sherwood Forester' approaches Nappa with 'The Fellsman' from Lancaster - Carlisle, August 8th. [Michael Lynam](#)



LMS 5MT Class 4-6-0 No. 45231 'The Sherwood Forester' is seen passing Bamber Bridge with 'The Fellsman' on August 12th. [John Balaam](#)

Great UK Railtours - The Edinburgh Festival Express

Class 47 851 top'n'tails 47 786 working the 1Z47 Holyhead - Edinburgh through Red Bank on August 16th. [Jeff Nicholls](#)



Statesman Rail - Dartmouth Regatta Statesman

Class 57 601 and 57 316 top'n'tail the 1Z07 07:06 Chester - Kingswear 'Dartmouth Regatta Statesman' charter through Leaton on August 29th. [Keith Davies](#)



Railway Touring Company - THE WEST SOMERSET STEAM EXPRESS

Left: Class 47 746 'Chris Fudge 29.7.70-22.6.10' is seen just outside London Paddington on the rear of the tour, August 8th. [Derek Elston](#)

Main: BR Standard Class 7 No. 70000 'Britannia' is seen passing Royal Oak with the 1Z70 'The West Somerset Steam Express' from London Paddington to Bishops Lydeard on August 8th. [Derek Elston](#)



**Railway Touring Company -
The North Wales Coast Express**

LMS Royal Scot Class No. 46115 'Scots Guardsman' stands at Frodsham on August 2nd with the return working from Holyhead to Liverpool. [Brian Battersby](#)



Railway Touring Company - The North Wales Coast Express

LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' crosses the Weaver Bridge at Frodsham, heading for Holyhead. [Colin Irwin](#)



The return working from Holyhead to Liverpool Line Street heads past Conway Castle and arrives into Llandudno Jct. on August 2nd. [Colin Irwin](#)



On August 2nd, LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' passes Anglesey Airport with the return working to Liverpool. [Colin Irwin](#)



**Railway Touring Company -
THE WEST SOMERSET STEAM EXPRESS**

BR Standard Class 7 No. 70000 'Britannia' is seen near Somerton working the 1Z71 return charter from Minehead to London Paddington on July 25th. [James Passant](#)



UK Raitours - The Castaway Crawler

Class 73 201 'Broadlands' heads through Lewes with the Brighton to Newhaven section of 'The Castaway Crawler' on July 25th. Robert Bates



Class 73 107 is seen on the rear as the tour passes through Lewes with the Brighton to Newhaven section of 'The Castaway Crawler' on July 25th. Robert Bates

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!

Steam Dreams - THE CATHEDRALS EXPRESS

On Saturday 22 August, LNER B1 4-6-0 No. 61306 'Mayflower' roars through Platform 3 at Twyford (Berks) on the Down Relief with a Cathedrals Express excursion from Southend Victoria to Stratford-upon-Avon. The locomotive took over the train at Hanwell from a diesel which had brought the train from Southend via the circuitous route around North London. [John Johnson](#)



Railway Touring Company - THE WELSH MOUNTAINEER

LMS Stanier Class 5 4-6-0 No. 45231 is seen near Frodsham on August 4th working the return Blaenau Ffestiniog to Preston charter. [Brian Battersby](#)



Belmond - Northern Belle

Right: Class 57 301 'Goliath' and 57 310 'Pride of Cumbria' work a Chester to Alnmouth 'Northern Belle' through Burton Salmon on August 21st. [Robert Bates](#)

Main: Class 68 008 'Avenger' heads a Northern Belle charter from Inverness to London Kings Cross passing Burn on August 10th. [Robert Bates](#)

Below: Class 57 305 and 57 301 top'n'tail the 1Z72 16:58 Oxenholme Lake District - Cardiff Central through Upper Battlefield on August 28th. [Keith Davies](#)



ECS and Light Engine Moves

Class 57 601 and 57 316 top'n'tail the 5Z79 11:08 Bristol Kingsland Road - Carnforth Steamtown ECS through Kempsey on August 24th. [Keith Davies](#)



West Coast's Class 47 802 is seen on the rear of a Statesman Rail ECS working through Warrington Bank Quay on July 31st, heading to Crewe. [Robert Bates](#)



On August 1st, LMS Stanier 4-6-0 No. 46115 'Scots Guardsman' heads its support coach near Bay Horse on a positioning move from Carnforth to Crewe in readiness for 'The North Wales Coast Express' on the following day. [Gerald Nicholl](#)

ECS and Light Engine Moves

LNER A4 No. 60009 'Union of South Africa' is seen working 5V42 Crewe H.S. to Southall WCR depot on August 10th. [Derek Elston](#)



LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' passes Moston running light engine from Tyseley to the ELR Bury. [Colin Irwin](#)



Class 57 310 'Pride of Cumbria' is in charge of an ECS movement from London Kings Cross to Prestonpans as it heads through Chester-le-Street on August 3rd, with 57 301 'Goliath' attached to the rear. [Robert Bates](#)

ECS and Light Engine Moves

In preparation for working 'The North Wales Coast Express' the following day, LMS Royal Scot Class 4-6-0 No. 46115 'Scots Guardsman' passes Lancaster light engine bound for Crewe, August 1st. [Colin Irwin](#)



Pictures:

Arriva Trains Wales

On August 19th, Class 67 014 passes Winwick Jct. whilst working the 1H82 Chester to Manchester Piccadilly service. [Jeff Nicholls](#)



Class 67 002 passes Burgs Lane, Baystan Hill on August 8th working a Ruggex to Cardiff from Holyhead. [Phil Martin](#)



DVT No. 82307 and Class 67 002 pass Kempsey Shrewsbury with the 1V77 14:10 Colwyn Bay - Cardiff Central WRU private charter on August 12th. [Keith Davies](#)

Class 67 002 climbs Hencote Bank Shrewsbury working the 1W96 17:16 Cardiff Central - Holyhead 'premier service' on August 6th. [Keith Davies](#)



Class 67 014 the former 'Thomas Telford' heads the 1D34 Manchester Piccadilly - Holyhead through Vulcan Village on August 12th. This loco is only the fourth to work on this service as 67 022 heads off for an exam. [Dave Harris](#)

Chiltern Railways

Right: On August 18th, Class 68 013 stands at London Marylebone having arrived with a service from Birmingham Moor St. [Robert Bates](#)

Main: On August 12th, Class 68 013 passes Twyford Bridge, King's Sutton working the 1K57 17:15 London Marylebone - Kidderminster service. [Lorenzo D'aniello](#)

Below: Class 68 013 and 68 015 work the 6U77 Mountsorrel - Crewe loaded stone through Burton on August 28th. [Stuart Hillis](#)



Caledonian Sleeper

Class 92 038 is seen stabled at Edinburgh Waverley on August 8th. Brian Battersby



Colas Rail

On August 17th, Class 60 085 leads the Carlisle to Chirk logs through Helsby.
Brian Battersby



Class 56 113 starts away from Hatfield and Stainforth whilst on a crew training run around Yorkshire on August 19th. [Robert Bates](#)



On August 5th, Class 60 095 powers along the relief line at Westbury after dropping off two cranes in the yard that it had brought from Eastleigh. [James Passant](#)



On August 10th, Class 70 803, 70 802 and 70 808 head a Bescot bound engineers train through Leamington Spa. [Richard Hargreaves](#)



On August 4th, Class 47 727 heads through Stenson Jct. working a Washwood Heath to Boston Docks steel train. [Geoff Barton](#)



Class 56 105 is seen at Donnington RFT on July 14th about to work 6Z45 Donnington RFT - Cardiff. [Carl Grocott](#)





Left: Class 60 002 passes Kempsey Shrewsbury with a re-timed 6V54 13:21 Chirk Kronospan - Baglan Bay empty logs on August 5th. [Keith Davies](#)

Main: Class 60 096 pilots 66 025 north through Stenson Jct. on August 4th heading an engineers train from Bescot to Toton. [Geoff Barton](#)

Below: Class 60 087 passes through Warrington Bank Quay at the head of the Carlisle - Chirk log train on July 31st. [Robert Bates](#)



On August 24th, Class 60 047 passes the East Lancashire Sailing Club at Rishton hauling 6E32 Preston Docks to Lindsey Oil Terminal. [Dave Felton](#)



Class 70 805 is seen in charge of the 09:58 Hoo Junction Up Yard to Whitemoor Yard engineers passing Stevenage on August 12th. [Derek Elston](#)



Class 56 078 is seen at a wet North Staffs Junction with the 14:50 Washwood Heath Met Cammell to Boston Docks on August 19th. [Derek Elston](#)



Class 60 076 passes Cossington with a Colnbrook to Lindsey empty oil tanks train on August 7th. [Robert Bates](#)



Class 60 047 (with 60 076 DIT) is seen working the 6E38 Colnbrook to Lindsey discharged tanks at Harrowden Junction on August 6th. [Derek Elston](#)



Class 60 047 working a Rectory to Lindsey empty oil tanks train, passes Melton Ross on August 10th. [Robert Bates](#)



Class 60 096 top'n'tails 60 085 pass Battlefield working the 6C21 Crewe - Miskin ballast on August 8th. [Carl Grocott](#)

Class 60 087 'Clic Sergeant' is seen at Preston Boats on August 9th working an early running 6C37 10:30 Chirk Kronospan - Carlisle Yard. [Keith Davies](#)



On August 20th, Class 70 808 is seen emerging from Kirton Tunnel working 0Z70 Immingham Transit Quay - Bescot. [Steve Thompson](#)



On a glorious August 12th, Class 60 047 stands Blackburn station goods loop with the 6E32 Preston Docks to Lindsey Oil Terminal discharged tanks. [Dave Felton](#)

Class 60 047 leads 70 808 with a Rectory to Lindsey tank train through Barnetby station on August 20th. [Robert Bates](#)



On August 31st, Class 56 113 and 60 076 top and tailed the Railvac and attendant wagons on 6C53 Doncaster Up Decoy - Thorne South, via reversal at Scunthorpe. [Steve Thompson](#)



On August 27th, Class 60056 failed prior to the departure of 6E82 Rectory Jct. - Lindsey tanks. Class 60 095 was despatched from Toton to assist and running 90 mins late, 60 095 hauls the train past Knabbs Bridge at New Barnetby with the errant 60 056 hanging on the rear. [Steve Thompson](#)



On July 28th, Class 66 846 works the 6C98 Lostwithiel - Westbury empty RDT set through Dawlish. [Steve Thompson](#)

Cross Country

On a stormy July 26th, power car No. 43378 leads a Plymouth bound service through Dawlish Warren. [Richard Hargreaves](#)



Power car No. 43285 is seen on the rear of the 1V50 06:06 Edinburgh Waverley to Plymouth as it passes Stenson Junction on August 18th. [Derek Elston](#)



Class 60 066 climbs Hencote Bank, Shrewsbury with the 6M30 10:24 Margam T.C. -
Dee Marsh steel, August 16th. [Keith Davies](#)



On August 15th, Class 60 010 heads through Barnetby with a Scunthorpe to Immingham empty ore working. [Class47](#)



DB Schenker's Class 08 799 is seen sat outside the company's depot at Westbury and under the station sign on August 6th. [James Passant](#)



Class 90 039 leads 90 029 through Stafford on August 18th working a Mossend to Daventry Dirft intermodal. [Geoff Barton](#)



Class 60 017 works a Kingsbury to Humber oil train through Barnetby on August 29th. [Class47](#)

Right: Class 66 165 passes Wistanstow with the 6V75 09:30 Dee Marsh Yard - Margam steel on August 26th. [Keith Davies](#)

Main: Class 66 118 is seen in charge of the 13:17 Trafford Park Euro Terminal to London Gateway as it eases past Church Brampton on August 10th. [Derek Elston](#)

Below: On August 15th, Class 67 018 is seen stabled in the bay at Stockport. [Brian Hewertson](#)



Class 59 004 powers through Westbury on August 6th working the 6C76 from Acton to Whatley Quarry. [James Passant](#)



Class 66 119 working Bescot - Burton Maurice Hill siding with container flats, passes Nemesis Rail on August 17th. [Stuart Hillis](#)



Class 60 063 heads the 14:05 Toton North Yard to Bescot Up Engineers Sidings through Willington on August 1st. [Derek Elston](#)



Class 60 015 approaches Whitley Bridge with an Eggborough to Lindsey empty tank train on August 21st. [Robert Bates](#)

Right: Class 60 063 working the 6E54 Kingsbury - Humber empty oils, passes through Burton on Trent, August 6th. [Stuart Hillis](#)

Main: Class 66 127 hauls the 6C53 15:06 St. Blazey - Exeter Riverside through Dawlish Warren on August 6th. [Richard Hargreaves](#)

Below: On August 6th, Class 66 025 working the 6D44 Bescot - Toton engineers, passes through Burton with an assortment of empty wagons. [Stuart Hillis](#)



On August 6th, Class 66 200 departs Westbury after a quick crew change whilst working 6M20 from Whatley Quarry to Churchyard Tarmac Sidings. [James Passant](#)



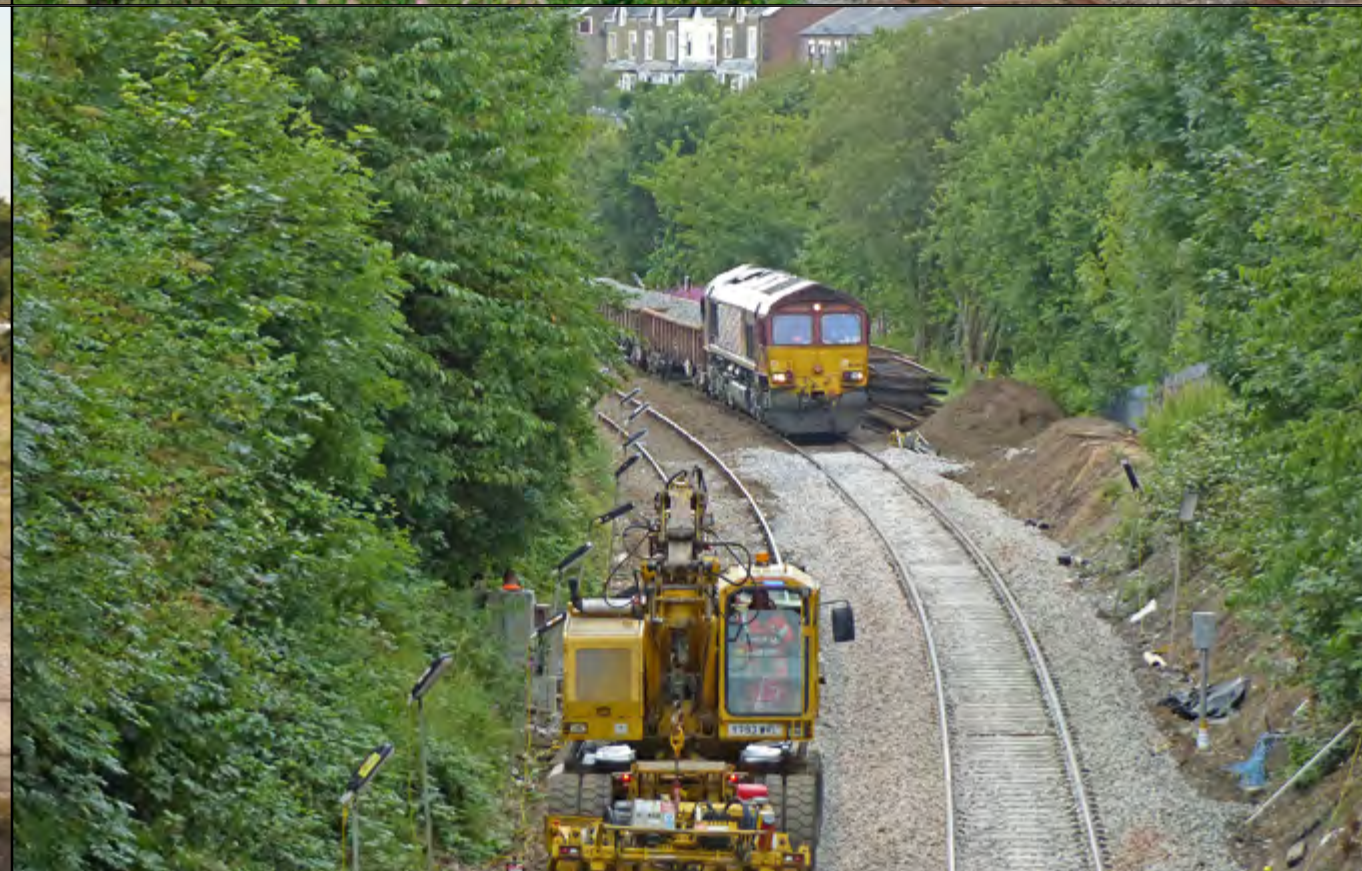
Class 66 108 passes Walcot with the 6G51 07:45 Arpley - Donnington RFT empty car carriers for repair on August 20th. [Keith Davies](#)



Class 60 001 passes Stenson Junction working the 6M57 Lindsey to Kingsbury loaded tanks on August 19th. [Derek Elston](#)



Class 66 089 approaches Sudell Road, Darwen with a ballast train from Carlisle on August 11th. [Michael Lynam](#)



Right: Class 60 017 leads a loaded ore train through Barnetby on August 18th, heading for Santon FOT. [Class47](#)

Main: Ex works Class 66 058 working the 6D04, conveying one TDA to Belmont, is seen ascending Appleby Bank on August 22nd. [Steve Thompson](#)

Below: Class 66 147 working the 13:05 Briggs Sidings - Ashburys stone train, heads through Fairfield station on August 17th. [Keith Chapman](#)



Class 66 185 is seen hauling a Drax to Immingham empty Biomass train through Melton Ross on August 10th. [Robert Bates](#)



Class 60 059 'Swinden Dalesman' hauls a train of empty oil tanks from Westerleigh to Lindsey through Stenson Junction on August 7th. [Robert Bates](#)



On July 25th, Class 66 054 passes through Dawlish working the 5Z44 Laira - Kilmarnock HST stock move. [Steve Thompson](#)



Class 66 184 with 6M82 Walsall - Briggs Siding empty box wagons at Burton on August 5th passes CrossCountry's Class 221 119. [Stuart Hillis](#)

Right: Class 66 176 passes through Worcestershire around 5-6 miles south of Abbotswood Jct. The loco was working a late running 6V07 from Round Oak to Margam. [James Passant](#)

Main: On August 10th, Class 66 185 is seen battling it's way through the undergrowth on the Outward Line at Scunthorpe working the 6H79 Immingham to Drax Biomass. [Steve Thompson](#)

Below: On August 4th, Class 60 010 heads through Stenson Jct. working the Westerleigh to Lindsey tanks. [Geoff Barton](#)



Class 66 127 heads an Immingham to Drax loaded Biomass train through Barnetby station on August 20th. [Robert Bates](#)



On August 8th, Class 66 128 passes Helwith Bridge with empty cement tanks from Carlisle - Clitheroe. [Michael Lynam](#)



Class 66 005 is seen in charge of the 11:09 Bescot Engineers sidings to Toton North Yard at Barrow on Trent on August 19th. [Derek Elston](#)



Class 66 059 (with 66 183 on the rear) works the 6L42 ballast through Red Bank on August 16th. [Jeff Nicholls](#)



Right: On August 18th, Class 66 098 heads past Bayston Hill working the 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)

Main: On July 30th, Class 66 114 passes Cockwood Harbour working the 6C53 15:06 St. Blazey - Exeter Riverside. [Richard Hargreaves](#)

Below: At Appleby on August 9th, Class 60 059 soaks up the evening sun working 6T28 Immingham BT - Santon FOT loaded iron ore. [Steve Thompson](#)



Class 60 054 is seen working the 10:40 Kingsbury oil sidings to Humber empty tanks as it approaches Willington on August 1st. [Derek Elston](#)



Class 66 113 heads the 6F50 past Winwick on August 26th. [Jeff Nicholls](#)



On August 27th, Class 60 059 forges west working the 6M24 Lindsey Oil Refinery - Kingsbury with 32 TEAs in tow. [Steve Thompson](#)



A spot of late evening sunshine at Sunny Scunny illuminates Class 66 083 and 66 122 working the 6N80 Ent C - Lackenby slab train, August 29th. [Steve Thompson](#)

DCR

Class 56 081 heads the 6Z34 Chaddesden - Cardiff Tidal through Northway on July 18th. [Carl Grocott](#)



Right: On August 8th, Class 31 601 is pictured stabled in the headshunt at Derby station. [Richard Hargreaves](#)

Main: Class 56 303 and 56 103 pass through Colton South Junction with a train of empty hoppers working from Chaddesden to Stockton on August 6th. [Robert Bates](#)

Below: Class 31 601 'Devon Diesel Society' hauls Class 50 007 'Hercules' and 50 017 'Royal Oak' through Winwick Junction on August 2nd. [Robert Bates](#)



Direct Rail Services

Class 66 432 hauling the 6K27 Carlisle - Crewe ballast is seen here at Red Bank on August 10th, with a dead in transit 68 005. [Dave Harris](#)



Right: Class 66 426 and 66 424 pass Leyland with the 06:16 Daventry - Mossend on August 21st. [John Balaam](#)

Main: Class 37 405 heads the 5Z42 to Carlisle through Red Bank on August 27th. [Jeff Nicholl](#)

Below: Class 57 004 and 57 012 working the Berkeley CEGB to Crewe Coal Sidings flasks are seen heading through Stafford on August 18th. [Geoff Barton](#)



Right: Class 66 303 and 66 432 work a Crewe Basford Hall to Toton engineers train through Stafford on August 18th. [Geoff Barton](#)

Main: Class 20 308 and 20 305 stand in York Parcels Siding on August 27th with a snowplough used on the previous day's training run! [Robert Bates](#)

Below: Class 66 421 approaches Cherry Tree (Blackburn) station hauling the 6K05 Carlisle N.Y. to Crewe Basford Hall on August 24th. [Dave Felton](#)



Class 20 305 and 20 308 with the 08:49 Sellafield B.N.F. to Crewe Coal Sidings (DRS) clags through Lancaster on August 1st. Colin Irwin



A colourful Class 37 059 is seen stabled alongside Norwich station on August 7th. Derek Elston



Class 68 004 hauls a Crewe bound ballast train through Stafford on August 11th. Richard Hargreaves

Class 37 425 'Concrete Bob' is seen out of service at Riverside Sidings, Norwich on August 7th. The 'Short Set' wasn't working due to a coach fault. [Derek Elston](#)



Class 66 423 powers the 4M34 Coatbridge F.L.T. - Daventry Drs (Dirft1) through Winwick on August 19th. [Jeff Nicholl](#)



Class 57 002 and 37 259 head a Crewe bound flask working through Stafford on August 11th. [Richard Hargreaves](#)



Class 20 308 and 20 305 had worked the 6A04 LWR train from Belmont to Ulceby the previous night in top'n'tail mode. Here they are, now double-headed, on the return empties to Belmont, passing Appleby on August 29th. [Steve Thompson](#)

Class 68 015 and 68 004 are seen at the head of 6U77 Mountsorrel to Crewe Basford Hall at North Staffs Junction on August 19th. [Derek Elston](#)



Class 66 429 is seen stabled in the parcels siding at York on September 2nd. [Eddie Emmott](#)



On August 4th, Class 68 004 'Rapid' takes a Mountsorrel to Crewe ballast through Stenson Jct. [Geoff Barton](#)



Class 57 304 is seen stabled at Crewe on September 1st. [Jeff Nicholls](#)



Class 66 303 leads the 4M34 Coatbridge to Daventry through Red Bank on September 2nd. [Jeff Nicholls](#)



Class 37 607 passes Borton on August 5th working 0V01 Derby RTC - Coleham. [Stuart Hillis](#)



Class 68 004 'Rapid' climbs Hoghton Bank hauling an early running 6K05 12:18 Carlisle N.Y. to Crewe Basford Hall on August 7th. [Dave Felton](#)

East Coast

Right: Class 91 122 calls at Newcastle Central on August 9th working a London Kings Cross to Edinburgh service. [Andrew Wilson](#)

Main: Power car No. 43311 leads a London Kings Cross - Aberdeen bound service out of Edinburgh on August 8th. [Class47](#)

Below: Class 91 101 departs York station with a Glasgow Central to London Kings Cross service on August 27th. [Robert Bates](#)



East Midlands Trains

Power car No. 43054 is seen departing Leicester on August 8th working a London St. Pancras to Nottingham service.
Richard Hargreaves



First Great Western

Right: On August 5th, power car No. 43144 'Building a Greater West' stands at Newton Abbot. [Richard Hargreaves](#)

Main: Class 57 605 hauls power car No. 43137 (with 43126 on the rear) working a Long Rock to Laira ECS through Saltash on August 10th. [Steve Andrews](#)



Power car No. 43130 leads a London Paddington bound service through Cockwood Harbour on July 30th. [Richard Hargreaves](#)



Power car No. 43036 leads a London Paddington - Paignton service into Paignton on August 2nd. [Class47](#)



Class 08 483 is seen departing London Paddington for Old Oak Common on August 8th, with the ECS from the Penzance sleeper. [Derek Elston](#)



On July 27th, looking very odd on it's own, power car No. 43131 passes Dawlish as 0Z77 running all the way from Old Oak Common to Laira. [Steve Thompson](#)

Power car No. 43028 is on the rear of 10:13 Bath to London Paddington whilst 43144 leads the 10:03 London Paddington to Cardiff Central at Swindon on August 8th. [Derek Elston](#)



Class 57 303 'Pride of Carlisle' is seen with the Penzance sleeper ECS, heading to Old Oak Common on August 8th. [Derek Elston](#)



Power car No. 43146 (in the other Building a Greater West livery) passes Dawlish on August 3rd on the rear of 1Z09 Bristol - Paignton, one of the workings curtailed by the engineering work around Bath. [Steve Thompson](#)



On July 28th, power car Nos. 43126 and 43088 pass Dawlish running as 0Z29 Bristol - Laira following some official junket, the former wearing it's latest garb and what an apparition to behold! [Steve Thompson](#)

On July 25th, Class 57 602 heads through Dawlish working the SO Exeter St. Davids to Penzance service. Richard Hargreaves



Freightliner

On August 12th, Class 66 951 passes Twyford Bridge, King's Sutton working the 6M28 18:16 Hinksey Sidings - Bescot.
Lorenzo D'aniello



Right: Class 70 017 on a Crewe Basford Hall to Southampton liner, passes through Stafford on August 18th. [Geoff Barton](#)

Main: Class 66 536 sits in Darwen Station with a rake of empty ballast wagons for Carlisle on August 9th, seen during an engineering blockade. [Michael Lynam](#)

Below: With just load 6, Class 66 419 approaches North Staffs Junction with the 12:21 Crewe Basford Hall S.S.M. to Toton North Yard on August 19th. [Derek Elston](#)



Class 70 008 leads 66 590 through Doncaster on August 15th working a Leeds to Ipswich liner. [Class47](#)



Class 66 616 climbs Battlefield Bank working the 6M72 04:28 Westbury Lafarge - Tunstead Sidings empty cement tanks, July 27th. [Keith Davies](#)



Class 66 956 approaches Goose House Lane, Darwen with a rake of empty wagons from Carlisle, taken on August 2nd during an engineers possession. [Michael Lynam](#)



Another engineering possession sees Class 66 597 with a rake of empty wagons at Sough Road, returning to Carlisle on August 9th. [Michael Lynam](#)

Right: Class 66 544, 66 515 and 66 540 pass through Westbury working 0Y80 Stoke Gifford to Eastleigh East Yard on August 21st. [James Passant](#)

Main: Class 66 560 is seen stabled in Cocklebury Yard, Swindon on August 8th. [Derek Elston](#)

Below: Class 66 518 passes Kempsey Shrewsbury with the 6Y20 18:13 Crewe Basford Hall - Llantrisant engineers on August 8th. [Keith Davies](#)





Left: On August 18th, Class 86 612 leads 86 614 through Stafford working a Tilbury to Crewe Basford Hall liner. [Geoff Barton](#)

Main: Class 90 045 approaches Manchester Oxford Road on August 18th working a Trafford Park - Felixstowe liner. [Michael Lynam](#)

Below: On August 27th, Class 70 019 passes through York station working a Leeds to Tees container train. [Robert Bates](#)



On August 7th, Class 90 049 exits Ipswich Tunnel with a lightly laden 03:10 Garston FLT to Felixtowe North liner. [Derek Elston](#)



Class 70 019 passes Bayston Hill on August 1st whilst working the 4V64 11:08 Crewe Basford Hall - Wentloog liner. [Keith Davies](#)



Class 86 614 and 86 628 pass Church Brampton working the 4L92 Ditton to Felixtowe liner on August 10th [Derek Elston](#)



Class 66 543 working the 4L90 Crewe Basford Hall - Felixstowe North passes through Stafford on September 1st. [Jeff Nicholls](#)

On August 8th, Class 66 504 passes through Leicester with a northbound liner.
Richard Hargreaves



Class 66 623 leads the 6V82 Tunstead - Westbury through All Stretton on July 19th. Carl Grocott



On August 7th, Class 66 587 is seen as it arrives onto Ipswich stabling point from Felixtowe. Derek Elston



Class 70 008 is pictured undergoing maintenance at Ipswich on August 7th.
Derek Elston

Class 86 637 and 86 622 power down the bank at Red Bank cutting with 4M74 Coatbridge - Crewe liner on August 10th. Incidentally, 86 622 was 50 years old in August. As No. E3174 it was completed a quarter of a mile to the left of the picture at Vulcan foundry in June 1965 and introduced to traffic in the August of 1965.
Dave Harris



Class 70 016 is seen at Sutton Bridge on August 8th working the 4V64 11:08 Crewe Basford Hall - Wentloog intermodal. Keith Davies



On August 7th, Class 70 015 is seen moving off the fuelling point at Ipswich. Derek Elston



Class 70 001 climbs Battlefield Bank on August 15th working the 6M64 Wentloog - Crewe liner. Phil Martin

Right: Class 66 604 leads the 6Z65 Earles to Walsall cement through Water Orton on August 18th. [Jeff Nicholls](#)

Main: Class 86 622 and 86 637 head an Ipswich to Crewe liner through Stafford on August 11th. [Richard Hargreaves](#)

Below: Class 66 566 passes Burn, near Selby, with a Tees to Felixstowe container train on August 10th. [Robert Bates](#)



Class 66 528 looks quite smart passing Appleby on August 26th working the 4R14 Ratcliffe - HIT. [Steve Thompson](#)



Class 70 006 working the 4O55 Leeds - Southampton modal, heads through Burton on Trent, August 5th. [Stuart Hillis](#)



On what is believed to be the first working for a few months, Class 66 614 heads the 6M49 Immingham - Rugeley past Burton on August 5th. [Stuart Hillis](#)



Rush hour at Barnetby Reception Sidings on August 20th as Class 66 620 moves off with 4R18 to HIT, while 66 514 waits it's turn with more empties. [Steve Thompson](#)

On August 8th, Class 70 016 with the 6M64 Wentloog - Crewe passes Cheney Longville, Craven Arms. [Phil Martin](#)



On August 1st, Class 66 547 passes Euxton with a Crewe - Blackburn engineers train. [Colin Irwin](#)



Class 66 606 approaches Willington working the 09:33 Rugeley 'B' power station to Doncaster Down Decoy empties, August 1st. [Derek Elston](#)

Class 66 772 hauls 90 024 past Wigan Boars Head working 0M91 12:38 Carlisle N.Y.
- Crewe T.M.D. (E) on July 30th. [Andy Parkinson](#)



On August 15th, Class 66 701 and 66 772 head through Stalybridge working a Trafford Park to Doncaster light engine move. [Brian Hewertson](#)



At Tonbridge Yard on July 18th, Class 73 964, 73 965, 73 963 and 73 961 line up alongside Class 66 757. [Robert Bates](#)



Class 66 720 is seen at Hadnall on August 16th, working the 6G57 15:00 Liverpool Bulk Terminal - Ironbridge power station 'B' Biomass. [Keith Davies](#)

Right: Class 66 750 passes Cossington on August 7th working a Toton - Whitemoor ballast train. [Robert Bates](#)

Main: Class 66 760 passes Upton near Shifnal with the 6G60 15:07 Liverpool Bulk - Ironbridge loaded Biomass, August 11th. [Keith Davies](#)

Below: On August 17th, Class 66 731 'Interhub GB' works the 6E81 Portbury - Cottom with empty gypsum wagons passing Nemesis Rail. [Stuart Hillis](#)



Right: Class 66 742 'Port of Immingham' passes Walcote with a diverted 6G62 Liverpool Bulk - Ironbridge power station Biomass on August 29th. Keith Davies

Main: Class 66 752 passes Settle heading a Drax - New Biggin Gypsum working on August 8th. Michael Lynam

Below: Class 66 708 'Jane' working the 6E99 Portbury - West Burton empty gypsum wagons, passes Burton on August 22nd. Stuart Hillis



Class 66 760 crosses the Albert Edward bridge over the River Severn and heads into Ironbridge power station with the 6G62 from Liverpool on August 8th. Phil Martin



Right: Class 66 760 works the 6G62 Liverpool to Ironbridge Biomass across Coalbrookdale Viaduct on August 5th. [Jeff Nicholls](#)

Main: Class 66749 works the 6M01 Tinsley Yard - Bardon Hill Quarry with empty hoppers through Burton on August 5th. [Stuart Hillis](#)

Below: Class 66 730 working a Liverpool Bulk Terminal to Ironbridge power station Biomass service passes through Stafford on August 18th. [Geoff Barton](#)



Right: Class 66 729 'Derby County' is seen in charge of a Tyne Dock to Drax Biomass working at Burton Salmon on August 21st. [Robert Bates](#)

Main: Class 20 205 leads 20 227 north on it's way to Butterley M.R.C. from Ripple Lane, seen here passing Harrowden Jct. on August 15th. [Geoff Barton](#)

Below: Class 66 755 leads the 4M23 Felixtowe to Hams Hall through Northampton on August 6th. [Derek Elston](#)



On July 2nd, Class 66 735 powers a southbound freight over the River Aire at Hirst Wood, between Bingley and Saltaire. [Ben Bucki](#)



A rare location for a freight train as Class 66 747 works away from Anlaby Road Jct. Hull, with a Hessle to Doncaster empty coal hoppers working on August 17th. [Robert Bates](#)



The 11:56 Angerstein Wharf to Bardon Hill is seen at Irchester behind Class 66 739 'Bluebell Railway' on August 6th. [Derek Elston](#)



On August 27th, Class 66 720 passes Upton working the 6G60 Liverpool - Ironbridge Biomass. [Phil Martin](#)

Class 66 730 leads the 4F68 Ironbridge power station 'G' to Liverpool Bulk Terminal across Coalbrookdale Viaduct on August 5th. [Jeff Nicholls](#)



Class 66 749 leads a Tinsley to Bardon Hill working through Stenson Jct. on August 4th. Geoff Barton



On August 13th, Class 73 965 leads 73 964 speeding through Kettering station working the 0Y73 Brush Works to Tonbridge West Yard. Geoff Barton



Class 66 720 passes Coalbrookdale working the 4F68 Ironbridge - Liverpool empty Biomass on August 15th. Phil Martin



Class 66 731 'Interhub GB' approaches Willington with the 15:00 Portbury Coal Terminal to West Burton power station, August 1st. Derek Elston

Abellio Greater Anglia

Class 90 001 'Crown Point' stands at Norwich after arriving with the 08:30 service from London Liverpool Street on August 7th. [Derek Elston](#)



Network Rail

On July 31st, Class 67 023 and 67 008 top'n'tail the 1Q19 11:05 Plymouth - London Paddington test train through Dawlish. Richard Hargreaves



Right: On August 1st, Class 31 285 is seen at Exeter Riverside Yard, having been dumped there several weeks earlier with a wheelset fault. [Richard Hargreaves](#)

Main: Class 67 003 and 67 016 top'n'tail the 1Q20 07:50 Crewe CS (LNWR site) - Derby RTC test train along Battlefield Bank on July 7th. [Keith Davies](#)

Below: Speno Rail Grinder Nos. DR79221, 79222, 79223, 79224, 79225 and 79226 approaches Northampton Castle Yard on August 6th. [Derek Elston](#)



Right: Class 37 175 and 37 219 top'n'tail a test train through Barnetby on July 6th. [Robert Bates](#)

Main: On August 5th, Class 37 608 and 37 605 are seen stabled on Exeter, having arrived with a test train from Derby. [Richard Hargreaves](#)

Below: Class 950 001 passes Sutton Bridge with the 2Q08 07:19 Derby RTC - Llandrindod Wells test train on August 4th. [Keith Davies](#)



Class 37 608 departs from Cambridge with 37 605 at the rear on a Cambridge - Finsbury Park - Stratford - Cambridge test train on July 28th. [Robert Bates](#)



Power car No. 43013 passes under the double semaphores at Yeovil Pen Mill whilst working 1Q24 Weymouth to Old Oak Common on August 27th. [James Passant](#)



The NMT is seen at Stenson Junction on August 19th working the 04:07 from Falkland S.S. (Ayr) to Derby RTC. [Derek Elston](#)



On July 30th, Class 950 001 returned from it's Cornish holiday, passing through Dawlish running a couple of hours early on 2Q08 Penzance - Exeter Riverside. [Steve Thompson](#)

In the pouring rain, what's the point of walking further than you have to, as clearly demonstrated by the signalman at Yeovil Pen Mill on August 27th as 43062 curves into the station. He is seen flagging the driver down to collect the token to continue to Weymouth. The NMT was working 1Q24 Old Oak Common to Weymouth via the world. [James Passant](#)



Units: DMUs and EMUs

On August 2nd, CrossCountry's Class 220 016 heads a Plymouth - Birmingham service through Dawlish. [Richard Hargreaves](#)





Left: A Birmingham-bound Arriva Trains Wales Class 158 picks up speed as it heads away from Criccieth, on the Cambrian Coast line, July 28th. [Ben Bucki](#)

Main: A Virgin Trains Class 390 speeds through Little Strickland on August 1st working a London Euston bound service. [Colin Irwin](#)

Below: Northern Rail Class 142 Pacer DMUs, both working services between Rose Hill/Marple and Manchester Piccadilly, pass at Fairfield station on August 17th. [Keith Chapman](#)



Right: Northern's Class 142 021 is seen departing Newcastle on August 9th working a service to the Metro Centre. [Andrew Wilson](#)

Main: First Great Western's Class 158 956 is seen arriving into Swindon with the 08:23 service from Portsmouth Harbour on August 8th. [Derek Elston](#)

Below: First Great Western's Class 153 325 enters the DMU sidings at Westbury after arriving as part of a 5 car service from Weymouth, August 5th. [James Passant](#)



Arriva Trains Wales Class 175 105 passes Anglesey Airport en route to Holyhead on August 2nd. Colin Irwin



Right: Northern's Class 323 226 is seen passing Fairfield station working the 14:59 Hadfield - Manchester Piccadilly service on August 17th. [Keith Chapman](#)

Main: On July 30th, First Great Western's Class 143 621 and 153 318 pass Cockwood Harbour working a Paignton to Exmouth service. [Richard Hargreaves](#)

Below: First Great Western's Class 180 102 is seen as it departs London Paddington with the 08:21 to Hereford, passing Royal Oak on August 8th. [Derek Elston](#)



On August 18th, First TransPennine Express' Class 350 401 arrives into Manchester Oxford Road with a service from Glasgow to Manchester Airport. [Michael Lynam](#)



Northern Rail's Class 142 049 approaches Pleasington station on August 12th working the 2N14 08:20 Blackpool South to Colne service. [Dave Felton](#)



On August 1st, First Great Western Class 150/2 and 153 combinations working services to/from Paignton pass at Dawlish. [Steve Thompson](#)



Northern Rail's Class 150 146 and 150 272 approach Langho station on August 26th working the 2J52 18:03 service from Clitheroe to Bolton. [Dave Felton](#)

Northern Rail's Class 158 787 passes Kirkby Stephen with the 2H88 12:49 Leeds to Carlisle service on August 26th. [Colin Irwin](#)



Right: A Holyhead bound Arriva Trains Wales Class 175 DMU crosses Weaver Bridge on August 2nd. [Colin Irwin](#)

Main: The 1E82 Bournemouth to Newcastle is seen at Willington in the hands of CrossCountry's Class 220 029 on August 1st. [Derek Elston](#)

Below: On August 16th, Arriva Trains Wales Class 158 832 is seen parked up on No. 1 platform at Manchester Piccadilly. [Brian Hewertson](#)



On July 30th, Class 150 122 working a Paignton to Exmouth service, passes Cockwood Harbour. [Richard Hargreaves](#)



Under the overall roof at Bournemouth Station, South West Trains Class 444 045 pauses on its journey to London Waterloo from Poole, July 25th. [Ben Bucki](#)



Abellio Greater Anglia's Class 170 201 departs Norwich with the 10:40 to Cambridge on August 7th. [Derek Elston](#)



Northern's Class 142 019 sits at Newcastle on August 9th working a Hexham service. [Andrew Wilson](#)



Right: Arriva Trains Wales' Class 175 112 passes Baystan Hill with a Manchester - Cardiff - Carmarthen service on August 8th. [Phil Martin](#)

Main: Heathrow Express' Class 332 001 is seen heading for Heathrow Airport as it passes Royal Oak on August 8th. [Derek Elston](#)

Below: A passenger checks the departure board as South West Train's Class 458 006 sits at Reading awaiting to work the 2C42 to London Waterloo. [James Passant](#)



On August 8th, Northern's Class 158 845 passes Helwith Bridge with a Carlisle - Leeds service. [Michael Lynam](#)



On August 25th, East Midlands Trains' Class 158 774 and 158 812 are seen at Manchester Piccadilly, working a Norwich service. [Brian Hewertson](#)



South West Trains' Class 444 042 stands at Bournemouth on August 22nd working a London Waterloo service. [Richard Hargreaves](#)



A Northern Class 323 EMU is seen crossing Stockport viaduct working the 10:04 Manchester Piccadilly - Crewe service on August 12th. [Keith Chapman](#)



An unidentified Virgin Trains' Class 390 heads north through Red Bank on September 2nd with a service to Glasgow Central. [Jeff Nicholls](#)



Northern's Class 144 001 and 144 011 are seen ready to depart York station working a service to Harrogate on September 2nd. [Eddie Emmott](#)



Northern Rail's Class 150 271 is pictured after departing from Langho station with the 2T59 18:52 service from Blackburn to Clitheroe on August 12th. [Dave Felton](#)



South West Trains' Class 159 102 passes Harrowden Junction, a stranger to the Midlands, on it's way to Brush Works from Salisbury, August 15th. [Geoff Barton](#)



Northern Rail's Class 158 796 heads towards Blackburn with the 1B13 08:11 Blackpool North to York service on August 5th. [Dave Felton](#)

CrossCountry's Class 221 138 with 'The Big Hoot 2015' vinyls applied departs Manchester Piccadilly on an Exeter St. Davids service. [Brian Hewertson](#)



During the electrification work near Bath during August, there are some unusual workings on the Weymouth/Dorchester West - Westbury trains. Three services each way are worked by a hired-in South West Trains Class 158 DMU, including the 08:53 from Weymouth, seen here on August 7th at Castle Cary. [Martin Hill](#)



Northern's Class 150 112 and 150 139 depart from Langho station with the 2N58 Manchester Victoria to Clitheroe on August 26th. [Dave Felton](#)



Northern Rail's Class 142 065 is seen after departing from Rishton station working the 2N16 09:20 Blackpool South to Colne on August 12th. [Dave Felton](#)



On July 28th, First Great Western's Class 150 243 departs Dawlish working an Exmouth to Paignton service. [Richard Hargreaves](#)



A Northern Class 333 EMU crosses the River Aire at Hirst Wood, between Bingley and Saltaire on July 2nd. [Ben Bucki](#)



Abellio Greater Anglia's Class 170 272 stands at Ely working the 16:00 Ipswich to Peterborough service on August 7th. [Derek Elston](#)



First Great Western's Class 153 325 and 153 373 depart Dawlish with an Exeter bound service on August 4th. [Richard Hargreaves](#)



Royal Oak is Turbo Town as FGW's Class 165 101 and 166 206 wait for the signals as 165 108 heads away from London Paddington. [Derek Elston](#)



A very colourful Class 332 008 is seen passing Royal Oak on a Heathrow Express service, August 8th. [Derek Elston](#)

News and Features: Scotrail - life north of the border

On July 12th, Class 314 205 approaches Mount Florida whilst working the 2N29 16:48 Neilston - Glasgow Central High Level. [Jonathan McGurk](#)



Right: Class 320 310 working the 2B44 16:06 Glasgow Central High Level - Lanark Via Maxwell Park is seen approaching Kings Park on August 12th. [Jonathan McGurk](#)

Main: On August 8th, Scotrail's Class 334 028 is seen arriving into Edinburgh. [Class47](#)

Below: Class 68 006 'Daring' is seen stabled on Motherwell depot, August 8th. [Brian Battersby](#)



Right: Class 67 020 is seen stabled in Edinburgh Waverley station on August 8th.
Brian Battersby

Main: Borders Railway liveried Class 170 414 is seen arriving into Edinburgh on August 8th.
Brian Battersby

Below: Class 158 786 passes through Princes St. Gardens on August 8th working a service to Edinburgh Waverley.
Brian Battersby





On July 1st, Class 334 034 stands at platform 1, Cumbernauld railway station working the 5E69 22:27 Cumbernauld railway station - Cumbernauld Down ECS move. Jonathan McGurk

Edinburgh Trams

CAF built Tram No. 262 is seen heading through the streets of Edinburgh on August 8th. [Brian Battersby](#)



Going Underground

Hammersmith and City 'S' stock No. 21400 leads a Hammersmith bound service into Farringdon. Andy



Fares Advice *with RailUK*

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

Cut of points for booking Advance tickets by TOC

Q: What is the latest time I can book an Advance purchase ticket?

A: *On the day: CrossCountry (up to 15 minutes before subject to availability), Heathrow Express.*

11.59pm the day before Abellio Greater Anglia, Virgin East Coast, Grand Central, London Midland, South West Trains, Virgin Trains

6pm the day before Arriva Trains Wales, Chiltern Railways (at ticket offices; 9pm via website or app), East Midlands Trains, First Great Western, First Hull Trains, First TransPennine Express, Northern Rail, ScotRail, Southeastern, Southern Rail.

Others Stansted Express (online only at least seven days in advance), C2C (must be at least seven days in advance).

Advance tickets not available Gatwick Express, Merseyrail, Thameslink.

I believe 11.59pm the day before travel is the most generous, 6pm the night before can be annoying!

'GroupSave' Travelcard from Eastbourne

Q: I will be travelling up to London with a few mates on this, upcoming, Friday. As there are 5 of us going, we intend to get a Group Saver. However, I am a little hazy on the ins and outs

of the rules and regulations associated with this type of ticket. The journey is as follows: We'll be travelling from Eastbourne to Victoria at around 11am(Off Peak); We will be using buses and, most likely, the Underground (Do they do a Travelcard on a Group Saver?); We will be travelling back down to Eastbourne at around 8 or 9pm (again, Off Peak). The crucial question is, can we put a Travelcard onto a Group Saver? Also, if we decide to split up during the day and meet up later, would we be allowed to travel on the bus/underground without being in the group?

A: *You can certainly purchase off-peak day travel cards as part of a Southern GroupSave. Obviously you all need to travel together on the National Rail part of your journey. I'm not sure whether this technically applies when using the travelcard on London Underground and London Busses, but it's certainly very unlikely to be enforced. Note, you can only buy group save from the ticket office and on train staff. Might want to think about buying the day before to avoid queues. Just one note if you do, check the date on the ticket the second the ticket office hands them over. If you want to split up on the tube and only doing the odd trip you might want to think about an cheap group ticket for the trains only. I know they sell them at tourist info. ~They are a green thing. Then use your contactless debit cards for your tube trips.*

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!

Recently restored to working order, the former Harrogate Gas Works loco 'Barber' was hauling services on the South Tynedale Railway on August 8th. [Michael Lovatt](#)



A possible last look at Wem signal box on August 4th, which is scheduled for demolition shortly. [Keith Davies](#)

Several Class 56s and even a Class 86 are seen at Leicester on August 8th.
Richard Hargreaves



Triple partnership delivers intermodal success

DB Schenker Rail UK and PD Ports have launched their first rail freight service from Teesport in Middlesbrough to Mossend and Grangemouth in Scotland.

The maiden voyage, the first of a daily round trip service, left Teesport on Monday 3rd August.

The service will offer a full train with 40 containers to and from Scotland each day (Monday to Friday). ECS European Containers has taken a commitment on a fixed number of 45 foot HC (High Cube) containers to support this service.

DB Schenker Rail UK and PD Ports worked together to deliver the service, which is thought to be the first time that a rail freight company has partnered directly with a port to serve the Intermodal sector.

Dino Vecchione, Account Manager at DB Schenker Rail UK and Project Leader for the service, said: “We always strive to develop new and innovative ways to offer tailor made solutions to our customers. This partnership, which we believe to be unique in the market place, is testament to this and demonstrates what can be achieved when a rail operator, box operator and port operator work together to achieve the same goal.

“This maiden voyage saw the first of a regular, daily round trip service by rail, which will also help to ease congestion and lower CO2 emissions by providing a cost effective and robust alternative to road transport.”

Arthur Koutstaal, Chief Operating Officer at ECS European Containers, said: “ECS European Containers is committed to developing its European Rail corridors, and 38% of our volume is already moved by rail. We are supporting this multimodal initiative as we see it as an extension of our fast and secure European Connections. PD Ports has taken the right steps to create this corridor”.

Geoff Lippitt, PD Ports’ Business Development Director, said: “We are delighted to see the commencement of the first daily train service connecting Teesport to Scotland, further enhancing our position as the Northern Gateway for containerised goods destined for the north of the UK.

“This new service truly demonstrates how this type of collaboration can prove highly effective and deliver real benefits for shipping lines and intermodal customers from both a commercial and environmental perspective.”

Major refurbishment for historic Castlecary Viaduct

An £800,000 renovation programme has commenced at Castlecary Viaduct, which carries the main Edinburgh-Glasgow line over the M80. Over the next two months, engineers will be working both inside and suspended from the 10 arches of the landmark viaduct, near Cumbernauld, as they undertake essential repairs to the stone and steelwork.

In addition to repairs to the brick work and concrete supports, all metal elements within the structure will be cleaned, repaired and coated to protect them from the elements and pollutants from the high volume of traffic travelling under the viaduct every day. The project will also improve permanent access throughout the listed Victorian structure by installing a series of stairs, walkways and platforms within voids and ground-level entry points to both sections within each span. This will make future inspection and maintenance of the arches more efficient in the future.

The renovation programme, which began on August 31, is being delivered alongside further enhancement of the structure as part of the Edinburgh Glasgow Improvement Programme (EGIP).

EGIP will see the main Edinburgh-Glasgow line electrified by 2016, and this autumn engineer will be working to install new infrastructure on the viaduct to carry electric power cables over the structure.

Electrification of the line, which is part of £742m Scottish Government-funded investment in Central Scotland's rail network, will see the introduction of

quicker, quieter and greener electric trains on the route.

Owen Ferry, project manager for Network Rail, said "Working on the viaduct represents an unusual engineering challenge in that it is both working at height and in confined spaces where there are deep voids which represent different hazards. We rely on experienced specialist engineers to make sure this work is delivered safely and to a high standard. Given their experience working across similar structures, we are confident that they will fully meet this challenge. As Castlecary Viaduct is listed, we are working with the relevant local authorities to make sure the work is planned and delivered sympathetically with minimal impact on this superb Victorian structure and minimal disruption for local residents and motorists."

Network Rail has worked with the local planning authority to agree the programme of work and appropriate road closures. Additionally, a range of environmental and ecological surveys have been carried out, including investigations for bats and nesting birds.

As the teams are working at height, designated exclusion zones are required at the base of the structure during work.

As several of the viaduct's spans sit above the busy M80, this has created the need for some overnight lane and road closures and other traffic management measures:

The majority of work on the structure will be carried out during night shift between the hours of 20:00 and 06:00. During full closures of the road, motorists should exit the M80 at Haggs divert through Kilsyth and rejoin at Auchenkilins.

Rebuilt Merchant Navy Class No. 35006 'Peninsular & Oriental S. N. Co' is seen in steam for the first time on August 10th at the GWR Toddington. [John Alsop](#)



BR Class 03 Diesel Mechanical shunter No. 03 022 is seen working at the Swindon and Cricklade Railway on August 8th. [Ken Mumford](#)

The aftermath of a Bridge Strike at Ewood, Blackburn is seen on August 5th. The driver clearly forgetting that big wagons don't fit under small bridges. Dave Felton



On July 29th, Class 66 155 heads along the sea wall at Dawlish having dropped off a HST set at Plymouth Laira. Richard Hargreaves



New home for Falsgrave gantry

The railway semaphore signalling gantry which framed many photos of locomotives entering and leaving Scarborough has found a new home on the Yorkshire moors. The gantry was decommissioned and removed as part of the modernisation of the signals used to control trains on the Scarborough line in 2010.

In early August, David Wilkinson, area customer services and performance advisor at Network Rail and Philip Benham, managing director of the North Yorkshire Moors Railway (NYMR) marked its transfer to Grosmont station with a plaque unveiling at the station.

David said: "This gantry is a great piece of our railway heritage but it had to be removed from Falsgrave to allow us to modernise the rail operation there and deliver a better service for passengers. We are delighted that the NYMR has not only restored the gantry to its former glory but also brought it back into operational use at Grosmont. This project is a testament to the teams involved and great example of how we can work together as an industry to protect our heritage whilst continuing to grow and

modernise the railway for passengers."

Philip Benham added: "The gantry has given us the ability to improve our operation at Grosmont and was vital for the expansion of our Whitby services.

Following full restoration, it has been integrated into our signalling at Grosmont and is controlling trains during this summer season including, most appropriately, the signalling of trains onto Network Rail. I want to thank our team of volunteers and Network Rail for their hard work to protect this important part of the railway skyline."

The gantry is a listed structure so its removal needed to be sensitively handled. Tony Rivero, town planning manager at Network Rail explained; "Planning authorities are, understandably, very keen to see listed structures retained in an environment which reflects their original purpose.

This project has allowed us to carry out the improvements we needed on the main line whilst still finding a useful, not



to mention, beautiful, new surrounding for the gantry. It's a real win-win for everyone involved."

Motorists face prosecution for risking lives at one-way crossing



Motorists are being warned that they will be prosecuted for driving the wrong way towards a level crossing on the East Coast Main Line in Lincolnshire.

In July, Peterborough City Council changed the traffic flow on King Street in Lolham from two-way to a one-way street after Network Rail provided evidence that the two-way system was causing traffic to back up onto nearby Lolham level crossing due to a narrow passing point close to the tracks.

Despite no entry signs being installed to warn drivers travelling north that the road is no longer open, dozens of motorists have been spotted ignoring the signs and proceeding into oncoming traffic every day - increasing the likelihood of an incident on the road, as well as the level crossing.

Recently Network Rail and the British Transport Police have had a mobile camera on King Street to capture

images of those who ignore the signs, with those caught facing prosecution. The camera will then return several days a week for the coming weeks.

Rob Foster, Route Level Crossing Manager for Network Rail said: "The council agreed that King Street needed to become one-way because of the risk that traffic would back up onto the level crossing when two vehicles meet on the narrow bridge near Lolham.

"Although the new traffic flow system has been in place for a month, drivers traveling towards West Deeping appear to be ignoring the clearly marked signs and as a result we have no option but to start prosecuting anyone caught going the wrong way."

Motorists are advised that nearby level crossings at Tallington and Maxy remain open and are viable routes for those travelling north. Other crossing alternatives include Bainton, Helpston, as well as Uffington and Barnack.

LNER B1 No. 61306 'Mayflower' is seen at Kings Langley working a Southend to Stratford upon Avon charter on August 22nd. [John Alsop](#)



PAINTING THE TRAINS RED

Virgin Trains East Coast has reached the half-way point in rolling out the new bright red Virgin livery to its fleet in what is the biggest rebranding exercise on the East Coast Main Line in a decade.

The transformation of the fleet has attracted such attention Virgin Trains East Coast commissioned a time-lapse film of a diesel High Speed Train being wrapped at Craightinny depot in Edinburgh.

More than four cameras recorded hundreds of hours of video over five days to create the sequence that shows the sixth HST set to be reliveried.

Currently there are 7 HST sets and 16 electric sets in the new livery of the 45 trains in the Virgin Trains East Coast fleet.

David Horne, Managing Director at Virgin Trains

East Coast, said: "We're thrilled to see the Virgin logo in its full glory adorning our HST trains. The work done by the team at our Edinburgh Craightinny depot is fantastic. We've had some great feedback from our customers too."

The rebranding of the entire fleet is expected to be completed by November. 50,000 square metres of vinyl will be used as part of the project to reliveried the fleet between each of the depots at Craightinny and Bounds Green in London.

Designer of the new Virgin Trains East Coast livery, Ray Stenning of Best Impressions said: "It's great to be involved with such an exciting project to make the trains look much sexier and create a dynamic new look. Reaction to and feedback about the trains out and about on the route has been incredible."

Virgin Trains East Coast took over the franchise on 1 March 2015 but only a few of the trains had interim brandings as not to cause any disruption to services.

LNER A1 No. 60163 'Tornado' passes Colton Junction with 'The White Rose' excursion from York to Kings Cross on July 7th. [Robert Bates](#)



On the Llanberis Lake Railway, the quarry Hunslet 'Dolbadarn' races over the level crossing besides the National Slate Museum, which is housed in the old works buildings. [Ben Bucki](#)



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



Freightliner's Class 66 606 leads the 6M49 Immingham - Rugeley power station loaded coal through Burton on August 19th. [Stuart Hillis](#)

On August 5th, LNER B1 No. 61306 'Mayflower' is seen arriving into Weymouth with 'The Dorset Coast Express'. [Martin Hill](#)



Special Thameslink train raises £9,000 for health charities

A charity train chartered by Thameslink for rail enthusiasts has raised £9,000 for three very worthwhile causes. The Royal Marsden Hospital, Royal Brompton & Harefield Hospital and childhood illness support organisation Max Appeal were each given £3,000 at a ceremony organised by Thameslink timetable planner Matthew Dodd, 28, who dreamed up the trip after members of his family were treated at the hospitals.

Matthew, of Knebworth, said: "The trip was a huge success with 170 paying passengers on board, which has made a lot of money for three very worthwhile causes."

The 'Thameslink Tracker' trip between Bedford and Blackfriars in a Class 319 train took in among other places Bedford Cauldwell Depot, Bedford Jowett Sidings, Luton Crescent Road and Herne Hill Sidings – which were sought-after spots for rail enthusiasts. Chris Green, renowned among rail enthusiasts as the man who launched Network SouthEast to unify London suburban rail services, joined the trip and helped raise money by signing brochures for as much as £5 each! And a raffle, featuring prizes including a VIP ride on Thameslink's train simulator, raised a further £1,000 while the privilege of riding back in the cab was 'sold' for £319 (in honour of the Class 319 train they were in).

Matthew organised the event with the help of the railway enthusiasts' Branch Line Society, Network Rail and other colleagues, including driver manager Andrew Murdin, drivers Martin Barter and Adrian Hewitt and on-board services manager Colin Latimer. The rationale for choosing the three charities was that The Royal Marsden is on Thameslink's Wimbledon/Sutton rail route and treated Matthew's father-in-law for cancer; Matthew's brother has had two open heart operations at Harefield Hospital; and Max Appeal helps children with the genetic condition '22QDS', such as nine-year-old Adam Tripp, son of Great Northern driver Mark Tripp.

Britain's biggest tunnel-boring machine starts

The biggest tunnelling machine in Britain has started work near Bolton as part of a Network Rail project to electrify one of north-west England's busiest rail routes. At 9m in diameter at its cutter head, Fillie the Farnworth tunnel boring machine is bigger than the machines used to build London's Crossrail (7.1m), the Thames Tideway 'super sewer' (8m) and even the Channel Tunnel (8.8m).

Secretary of State for Transport, Patrick McLoughlin, visited the site on August 11th to see first-hand how the tunnel is being constructed and find out more about the benefits it will deliver. The reconstruction of Farnworth tunnel is an important stepping stone towards creating an electrified railway between Manchester and Preston and is part of over £1bn of investment by Network Rail to improve rail services across the north; electrifying key routes, creating new rail links, improving stations and journeys. Upgrading the railway through Farnworth posed a particular engineering challenge, as the twin tunnels which carry the railway under the main A666 Manchester to Bolton road aren't big enough to accommodate the overhead lines which will power a new fleet of electric trains in future. The solution is to keep one of the 270m-long tunnels open to trains, while the other – just 1.5m away – is pumped full of 7,500m³ of foam concrete before a completely new tunnel, big enough for two tracks and their overhead power lines, is re-bored through the new concrete by Fillie and her team of expert tunnelling engineers.

Nick Spall, from Network Rail, said: "The work we're doing at Farnworth is part of a major upgrade to electrify one of the region's busiest commuter routes. It will mean faster trains with more seats, giving passengers better journeys and boosting the economy. This is a once-in-a-lifetime opportunity

to work on a project that is technically challenging but will also deliver big benefits for local people."

Transport Secretary Patrick McLoughlin MP said: "This one nation government is determined to close the economic gap between north and south. Investing in transport – something that successive governments have failed to do sufficiently – is vital to making that happen. We had a choice - building the infrastructure our country needs, or letting our transport system become a brake on growth and opportunity. We have chosen to invest for the future. Across the north, that investment is already having a huge impact, with programmes – like the impressive work at Farnworth – underway to upgrade our railways and our roads. We are determined to keep the momentum going."

Nick Donovan, managing director at First TransPennine Express, said: "Once this major improvement work is complete, faster electric trains will be able to run between Manchester, Bolton and Preston, bringing many benefits for people travelling through this busy route, such as more seats and quicker journey times. In the meantime, together with Northern Rail and Network Rail, we will continue to keep customers moving and informed while the work is underway."

Alex Hynes, managing director for Northern Rail, said: "Seeing the changes here on site, first-hand just goes to show the enormity of this project. Farnworth Tunnel is an excellent example of what can be achieved by the rail industry working and delivering projects together. Thanks to this investment, we are on course to run better trains, faster trains and electric trains for our customers between the north's growing urban centres."

Britain's first 'workshop on wheels' set to revolutionise railway maintenance

The first of a new fleet of engineering trains which will revolutionise the way Network Rail's 'orange army' carries out railway maintenance and repair work enters service in early September.



The state-of-the-art mobile maintenance trains (MMTs) will make working on the railway quicker, safer and more efficient as well as less disruptive for passengers and freight. Based at locations around the country, the eight MMTs will provide a 'workshop on wheels' for engineers and track workers as they carry out repairs, renewals and upgrades to Britain's 20,000-mile rail network.

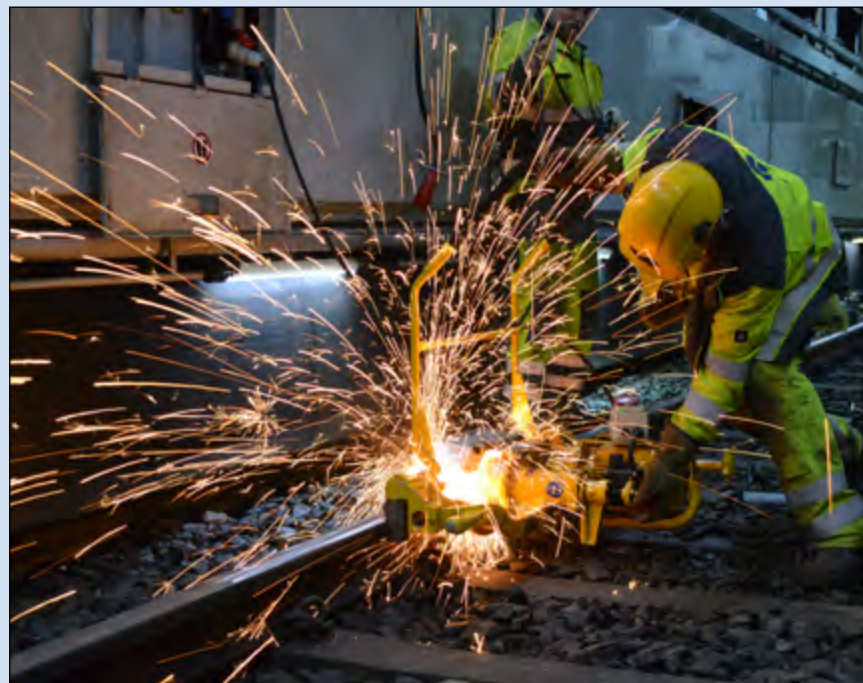
Each train will have a workshop, two built-in 2t cranes to move heavy equipment, multiple power points (400V, 110V, hydraulic and pneumatic) and will be able carry all the tools and supplies the engineers could need, alongside a welfare area with kitchen and toilet. But the MMT's key feature is the large, extendable work area that allows access to the track below, provides cover, floodlighting and – crucially – protection from passing trains.

As a result, the MMTs will reduce the amount of disruption engineering work usually causes as they may be able to work on a section of track without having to close the railway next to it. This will limit disruption during the day when engineers carry out repairs, while allowing better use of the railway at

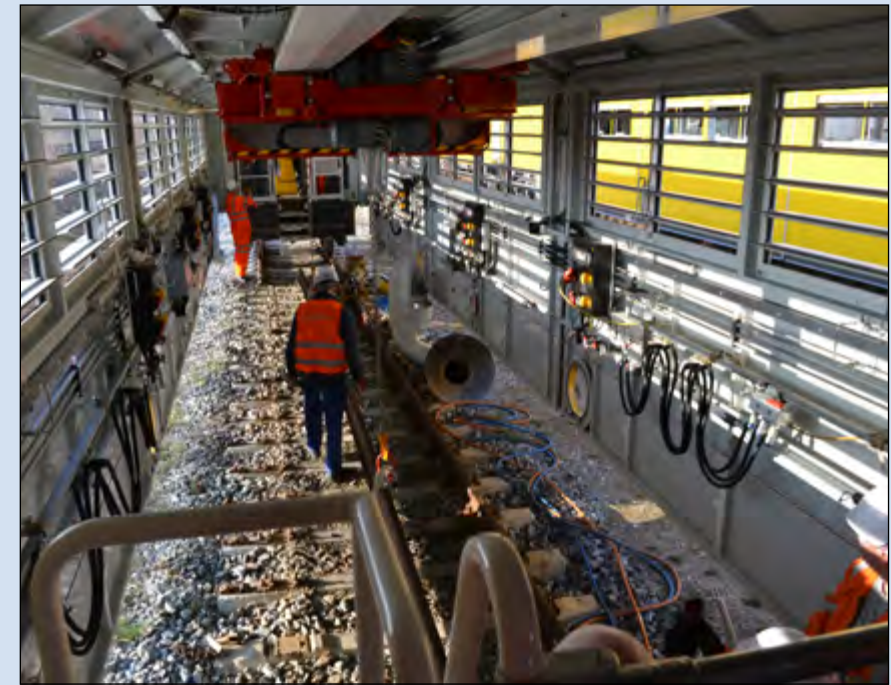
night for freight trains carrying everything from high street goods and mail, to cars for export and coal for power stations.

Neal Lawson, Network Rail's maintenance director, said: "Many tasks on the railway can only be carried out when the railway is closed to traffic – but with passenger numbers growing and demand for freight increasing at record levels, the need to keep the railway open round-the-clock is greater than ever before.

"These new trains mean our frontline staff can complete a wide range of maintenance and repairs more quickly and efficiently, reducing the need for costly and disruptive closures of the tracks. They'll also keep our people safe, warm and dry and better able to focus on getting the job done."



Teams will be able to board the MMT at a depot and be taken directly to the work site. In the safety of the work unit they can make repairs on a section of track or, using a slow 'creep' mode, are able to make rolling repairs. There are shutter blinds fitted in the upper section of the work unit, allowing natural light and ventilation in good weather. Closing these offers shelter and protection in bad conditions. The work unit also has adjustable side walls so the workspace can be increased where possible.



Corey White, an MMT supervisor based in Darlington, will be among the first of Network Rail's frontline staff to benefit from the new trains. "I'm lucky that I enjoy the job I do, but it can involve working in really tough conditions, a long way from shelter and simple comforts like a hot drink or a proper loo," said Corey.

"These new trains will make a massive difference to my team. We can get on the train at the depot with all the kit we need for a job and head straight to site. My favourite feature is the all-round lighting, which means we get pretty much perfect working conditions whatever the weather or time of day."

The MMTs have been manufactured by renowned railway construction and engineering experts Robel, in Freilassing, Germany and will be delivered to Network Rail over the next 12 months. The first one to arrive will be based in Darlington, with the second (based at Paddock Wood in Kent) arriving in October and the third (based at Derby) in December. The remaining five will be stationed at Woking, Retford, Romford, Peterborough and Horsham.

The fleet will be operated and maintained by Colas Rail under a three-year deal.

Garratt loco No. 87 blasts under the road bridge at Beddgelert before leading its Welsh Highland Service from Caernarfon into the Glaslyn Pass. [Ben Bucki](#)



Rail chiefs to act as new research reveals girls “switch off” from engineering by 14

Network Rail has pledged to change its approach as it seeks to boost the number of women working on the railways after new research revealed that girls as young as seven have an ‘unconscious bias’ against engineering and by 14, many have fully switched off from it as a career option. Focus groups with schoolgirls across the country revealed a watershed age of 11 to attract girls into engineering as a career.

The ‘Switch On, Switch Off’ research, undertaken by InnovationBubble for Network Rail, showed a key window of opportunity to interest girls with pre-secondary school girls most open to becoming an engineer, responding strongly to female role models and a career with a social value such as rail.

The research found:

- Girls aged 7 to 9 were switched off by thinking engineering was too dirty and messy but switched on by understanding the social purpose of engineering
- Girls aged 10 to 12 were worried that engineering is dangerous and that they weren’t strong enough but responded positively to role models in engineering
- Girls aged 13 to 15 thought it was unglamorous and unsocial but liked the opportunity to stand out with a different career choice.

It is hoped thousands of girls will be encouraged to consider working on the railways as Network Rail pledged to use the research findings to boost its schools programme. By 2018, some 3,000 teenage girls at five schools in Milton Keynes, the home of Network Rail’s national centre with 3,000 employees, will receive careers advice on working on the railways alongside school programmes run at a local level across the country. It will also continue to find and appoint role models among its staff to serve as ambassadors for women working on the railways.

Network Rail will roll-out a work experience scheme supported by Barclays which will roll out in the new school year. The company will also run a series of open evenings at training centres targeted at women, showcasing roles, introducing applicants to staff and building confidence to apply for engineering roles. In a further bid to shift the gender balance, Network Rail will work with the campaign group Women in Science, Technology and Engineering (WISE) to increase understanding of why girls often reject careers in these fields.

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.

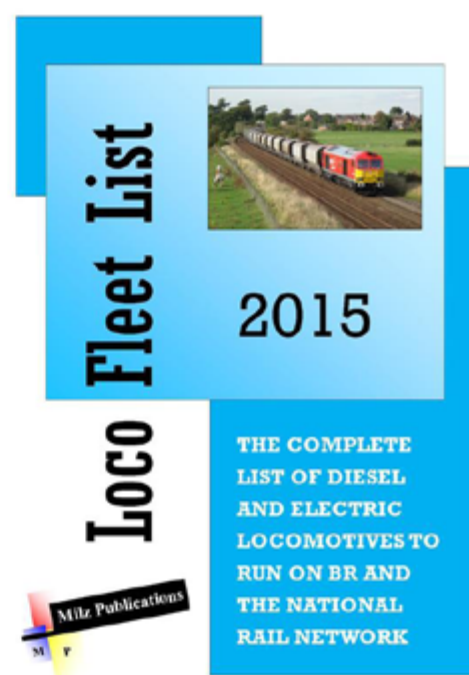
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

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



On August 15th, LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' passes Ashton Moss working the Cumbrian Mountain Express. [Brian Hewertson](#)



DRS Class 68 Fleet Grows

DRS are excited to announce the order for a further seven Class 68 locomotives from its partner Vossloh, bringing the total number of locos in the UK fleet to thirty two.

The additional state of the art locomotives will be introduced to UK services early 2016 and will supply the demands of our Freight and Passenger operations including our core nuclear customers.

This latest deal draws on the last remaining 3A type engines available under EU emission regulations and will deliver industry leading operational and environmental performance.

Commercial and Business Development Director, Chris Connelly commented: "DRS are proud to continue to deliver the Class 68 product to the UK market. This innovative locomotive has generated unprecedented interest for both existing and new customers and will put DRS at the forefront of rail technology for some years to come. Building on this success the company eagerly anticipates the delivery of the dual powered variant of the Class 68 with the Class 88 due to be seen in the UK late 2016"

Did you Know - Ken Mumford

Disagreements between regions

A Mathematical Disagreement between the SR and the WR maybe?

The Western Region weren't happy when a Southern Region locomotive with a small yellow circle below the power classification wandered onto its territory. Why? The WR said that confusion could arise as to the route availability, the circle clashing with their own, hence the SR changing the yellow circle to a yellow triangle.

Just to be Different

These two had to be different

SR Q1s 33013 and 33017 were the only two of their class to have twin mechanical lubricators at the front, one for the axleboxes and one for the steamchest and the cylinders.

A couple of old adverts

L M S

LANTERN LECTURES

THE LONDON MIDLAND & SCOTTISH RAILWAY COMPANY HAVE NUMEROUS SETS OF LANTERN SLIDES ILLUSTRATING PLACES OF HOLIDAY & GENERAL INTEREST ON THEIR SYSTEM AVAILABLE FOR LOAN FREE OF CHARGE

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Dee, Don and Spey	A Holiday in Belgium
Western Highlands	Cathedrals, Abbeys and Historic Places
East Anglia	London
Lincolnshire	Centenary of Railways
North East Coast	The Railway Museum, York
A Journey to Switzerland	A Visit to Northern Italy
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EARLY APPLICATION SHOULD BE MADE TO ADVERTISING MANAGER, L.N.E.R., 26, PANCRAS ROAD, LONDON, N.W.1; YORK; OR WAVERLEY STATION, EDINBURGH.

LONDON & NORTH EASTERN RAILWAY

Class 50 021 'Rodney' awaits attention at Eastleigh Works on July 31st. [Class47](#)



Great Western 'Hall' No. 4965 'Rood Ashton Hall' passes Preston working the working 1Z94 Hereford - Tyseley on August 29th. [Phil Martin](#)



Stirling station investment is first glass

Work will shortly begin on a 14-month programme at Stirling station to deliver a £3m investment to upgrade and replace the glass roof and install safe access for future maintenance on the listed building. Existing glass panels, which are prone to cracking and discolouration will be replaced with a modern light-weight polycarbonate glazing system. The project will also install a non-intrusive roof access system as previously the lack of access to the roof has led to deterioration of the historic structure due to corrosion, damp, vegetation growth and from pigeon droppings.

The polycarbonate glazing system is strong, corrosion resistant and self-cleaning and delivers a modern, innovative solution to the problems with the station's glass panelled roof. A similar system has also been used at the new Haymarket Station in Edinburgh.

As well as improving the overall environment in a lighter, brighter station, this work will safeguard the listed station building. Making the roof water-tight, and enhancing the guttering and drainage, will protect the retained timbers and metal work from further corrosion.

All timber and metal work will be cleaned and painted to further enhance the final appearance of the station when work is completed in November 2016.

Bruce Crawford, MSP for Stirling, said: "I welcome this investment in Stirling station and it's

good to see work getting started. As well as looking forward to improved services and faster journey times on routes to Glasgow and Edinburgh being enabled by electrification, it is important that there is also work being done to improve the stations.

"Stirling station is an important and well used part of our city's transport infrastructure, and the listed structure is well known and well-liked by local people. All efforts to protect and enhance its unique character and improve its overall environment will be welcomed." Phil Verster, managing director of the ScotRail Alliance, added: "Stations are at the heart of communities as well as being an important part of the overall experience of travelling on our railway. Their appearance and condition should reflect this important role.

"Investing in Stirling station will protect and preserve the building's unique appearance and character while at the same time delivering a safer, brighter more comfortable station environment which will protect our customers from the vagaries of Scotland's weather.

"As well as enhancing the aesthetics, on a practical level, this investment will make it easier for us to clean and maintain the station in the future and ensure that it remains a welcoming space for our customers when joining the rail network."

Work began to install the 2,440 square metre polycarbonate glazed roof from August 17 and will be completed by November 2016. It will be delivered in phases to minimise the impact on the operation of the station and hoardings will be in place throughout to physically separate the work from public areas in the station.

The Nosh Report

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

This month’s recommendation comes from Colin Irwin who’s visited :

Canadian Charcoal Grill
105 Silverdale Rd
Gatley SK8 4RF

<http://canadiancharcoalgrill.com/>



Located 4 minutes from Gatley station and 8 minutes from Manchester Airport, Ali “The Legend” always guarantees a warm welcome and excellent service.

From my experience Canadian Charcoal Grill’s are very hit and miss all over the north west, but the Gatley branch is the best I’ve ever been to.

Ali donates the cost of one order to cancer research every day, so you could do something better than filling your face.

Sounds like a great place to eat and thanks to Colin for that one. If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.

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

Midland Main Line blocked as engineers train develops a problem



On August 20th, an autoballaster hauled by Class 66 551 and 66 530 developed a problem at Souldrop with one of the wheelsets on a wagon, blocking the southbound Midland main line all day.

Spare wheels were quickly delivered but as a possession of the up main was also required to necessitate repairs, this did not take place until later in the day.



All Photos: Geoff Barton



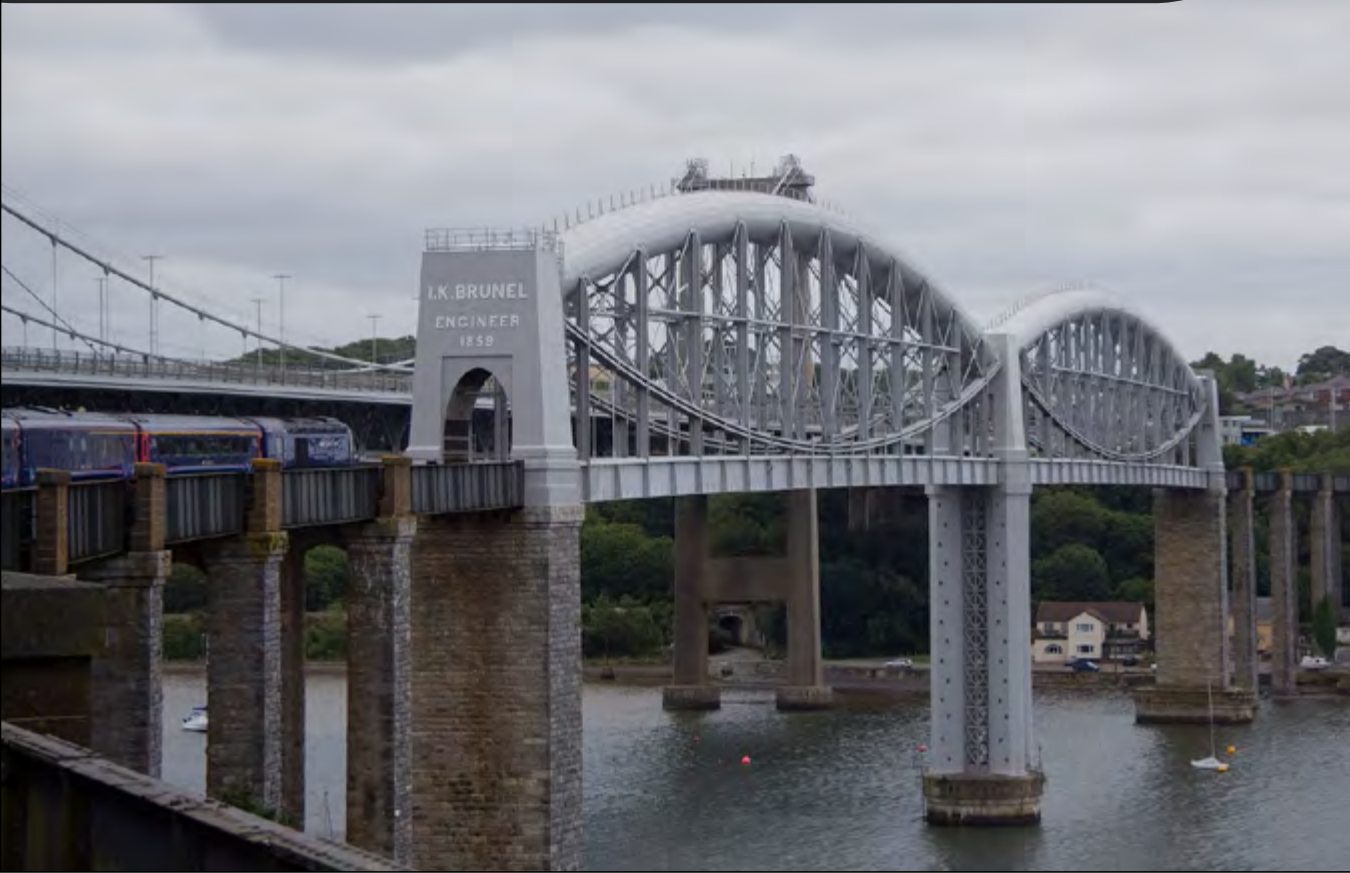
Royal Mail Class 325 004 and 325 014 head south through Stafford on September 2nd, heading for Willesden. [Jeff Nicholls](#)

A Different View

With the resignalling of Barnetby scheduled to take place over the Christmas period this year, here's a look at the magnificent array of semaphores that will shortly be replaced. [Class47](#)



On July 27th, a First Great Western HST is seen crossing the Royal Albert Bridge at Saltash. [Richard Hargreaves](#)



The delightful station at Acle is seen through the open window of a Mk 1 carriage. [Tim Ward](#)



The delightfully restored station at Staverton on the South Devon Railway is seen in lovely summer sunshine on July 30th. [Richard Hargreaves](#)



A Virgin Trains Class 390 arrives into Stockport on August 15th working the 1A06 06:35 Manchester Piccadilly to London Euston service. [Colin Irwin](#)



A Class 91 working a Skipton train, speeds past Hirst Wood on July 6th. [Ben Bucki](#)



On July 8th, as the sun beginning to set from the side of Class 380 113, which is standing at the single platform at Ardrossan Harbour Railway Station prior to working the 2F84 21:31 Abellio ScotRail passenger service to Glasgow Central High Level Railway Station. [Jonathan McGurk](#)



Preserved and Industrial Railways: Swanage Railway

BR 2-6-4T Class 4MT No. 80104 arrives into Corfe Castle on July 30th working a service to Swanage. [Class47](#)



Right: BR Class 33 201 is seen on standby duties at Swanage on July 30th. [Class47](#)

Main: Class 08 436 is seen with an engineers train at Norden on July 30th. [Class47](#)



Bodmin and Wenford Railway

GWR 0-6-0PT No. 6435 is seen at Westheath on August 6th working a service from Boscarne to Bodmin. [Steve Andrews](#)



GWR 0-6-2 tank engine No. 5619 arrives into Bodmin on August 6th with a service from Boscarne. [Steve Andrews](#)



SWANAGE RAILWAY CELEBRATES TWENTY YEARS

An important achievement in the development of the Swanage Railway has been celebrated by the heritage line's volunteers – the twentieth anniversary of the first passenger trains to Corfe Castle and Norden. The hot and sunny morning of Saturday, 12 August, 1995 – truly the Glorious Twelfth – saw the first passenger trains run from Swanage to Corfe Castle and Norden for the first time since the last British Rail train in January, 1972. In the 20 years that followed, some four million passengers have taken the train from Norden and Corfe Castle to Swanage – taking traffic off the narrow and winding A351 road to the picture postcard village and the seaside town. Volunteer Stuart Vousden drove some of the trains on that first day on Saturday, 12 August, 1995, and exactly 20 years on – to the day – Stuart drove the first train of the day from Swanage to Corfe Castle and Norden. The rebuilding of the two and a half miles of line from Harman's Cross to Corfe Castle and Norden took seven years and £360,000 after the tracks were lifted for scrap by British Rail during the summer of 1972.

By the end of the first week of extended train operations in August, 1995, 20,000 passengers were carried to Corfe Castle and beyond to Norden where Purbeck District Council had built its successful park and ride car park. Swanage Railway General Manager Matt Green said: "The amount of effort that goes into extending a preserved railway is huge so to achieve the extension to Norden against all the odds – including fighting off a proposed by-pass on the disused line through Corfe Castle – is incredible." The extended line from Harman's Cross to Corfe Castle and Norden took 900 tonnes of track in 180 60-foot-long panels; 360 rails; 6,000 wooden and concrete sleepers; 12,000 track chairs; 36,000 track screws; 1,200 fishplates; 2,400 bolts and 6,000 tonnes of granite track ballast. And the cost of relaying the line from Harman's Cross to Corfe Castle and Norden – £360,000 – was almost five times the original cost of building the entire ten mile branch line from Wareham to Swanage in 1883 and 1884. Mr Green explained: "It's fantastic so many of those people who helped with the opening of the line to Corfe Castle and Norden 20 years ago are still with the Swanage Railway today. For those who have moved on – or have sadly died – the Railway stands as a lasting memorial to their determined efforts. On Saturday, 12 August, 1995, the first train to Corfe Castle and Norden left Swanage at 9.30am – to the sound of bells being rung at the nearby St Mary's Church – and was hauled by Victorian-designed London and South Western Railway M7 class tank steam locomotive No. 30053 built in 1905. After her arrival at Corfe Castle on the first train, the then Mayor of Swanage – Councillor Julie Wheeldon – handed a commemorative scroll, marking the historic occasion, to Corfe Castle Parish Council vice-chairman Les Hayward. An elated Mr Hayward, whose grandfather was Corfe Castle's station master during the late 1940s and early 1950s, said: "You have all done a wonderful job. Now you have a railway that goes from somewhere to somewhere!"

Admitting she had doubted whether the Swanage Railway would ever achieve its aims in the early 1980s – and with her voice sometimes wavering with emotion – Mrs Wheeldon paid tribute to "the wonderful people who have made this day possible" and said "this Railway is a wonderful thing and today is a wonderful day for Swanage, Corfe Castle and Purbeck." The first train from Norden and Corfe Castle back to Swanage on Saturday, 12 August, 1995, was hauled by 1940s Southern Railway unrebuilt Battle of Britain class Bulleid Pacific steam locomotive No. 34072 '257 Squadron'.

Dartmoor Railway

DEMU No. 1118 is seen working an Okehampton to Meldon service on August 8th.
Steve Andrews



Mid-Hants Railway

Right: SR West Country Class No. 34007 'Wadebridge' is seen about to run round its train at Alresford on July 31st. [Class47](#)

Main: BR Class 9F No. 92212 arrives into Ropley on July 31st working a service to Alton. [Class47](#)

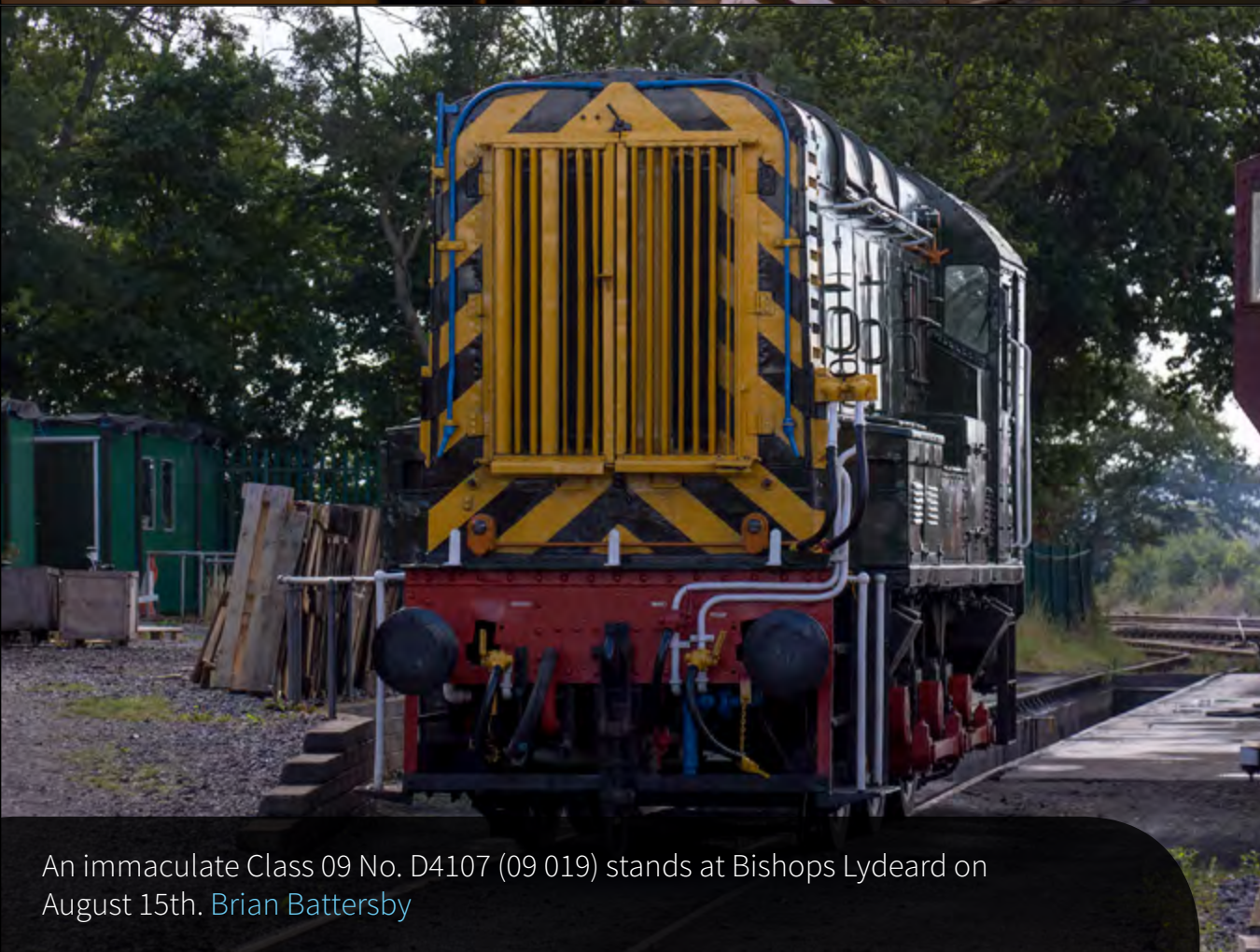


West Somerset Railway

Stripped to the frames, Class 14 No. D9518 is seen inside the workshops at Williton on August 15th. Brian Battersby



Class 35 Hymek No. D7018 stands in the workshop at Williton, undergoing repairs. Brian Battersby



An immaculate Class 09 No. D4107 (09 019) stands at Bishops Lydeard on August 15th. Brian Battersby



An un-named Class 52 No. D1010 is seen at Bishops Lydeard on August 15th. Brian Battersby

GWR 4-6-0 Hall Class No. 4936 'Kinlet Hall' is seen departing Bishops Lydeard on July 25th. [Martin Hill](#)



GWR Modified Hall Class No. 6960 'Ravensingham Hall' is pictured at Minehead on July 25th undergoing maintenance. [Martin Hill](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO'S BUILDERS CELEBRATE 25TH ANNIVERSARY

Tickets now available from York to Newcastle and return on 'The Silver Jubilee Talisman'

Tornado, the first new main line steam locomotive to be built in Britain for almost 50 years, is returning to the North East on Saturday 26th September 2015 with 'The Silver Jubilee Talisman' - celebrating 25 years since the project to build a new Peppercorn class A1 was launched by The A1 Steam Locomotive Trust. Departing from London King's Cross 'The Silver Jubilee Talisman' will head north, calling at Potters Bar and Peterborough. Arriving at York late morning, guests alighting here can choose to explore this historic city or visit the staggeringly beautiful Castle Howard. Guests transfer to luxury coaches for the relaxing fifteen mile journey to Castle Howard where they have a break of three hours to explore. Castle Howard is a magnificent 18th Century residence set within one thousand acres of breath-taking landscape in an area of outstanding natural beauty. A limited number of tickets are now available from York on this historic train.

Tornado will then take our train across the Plain of York and over the River Tees to her Darlington birthplace. Those disembarking here will have the opportunity of a guided tour of Darlington Locomotive Works where Tornado was completed and the Trust's second new steam locomotive - No. 2007 Prince of Wales - is under construction. Once completed in 2021, this new Gresley class P2 'Mikado' will be Britain's most powerful steam locomotive. On departing Darlington, our train will cross the legendary 1825 Stockton & Darlington Railway and continue north to Durham, where the railway viaduct offers a superb vista of the Cathedral and Castle. It will then descend to the Tyne Valley, welcomed by the Angel of the North, where Tornado will cross the Tyne on one of the many bridges that lead to Newcastle-upon-Tyne, and where passengers are able to take a 2½ hour break. No. 60163 Tornado will take charge of 'The Silver Jubilee Talisman' for our return journey to York where modern traction will take over for the rest of our journey to London King's Cross. Tornado will be hauling a limited number of main line railtours during 2015, with all profits going towards the upkeep of this magnificent locomotive. Consequently, space on this train is likely to be at a premium and so an early reservation is recommended.

Provisional Timings for 'The Silver Jubilee Talisman' express on Saturday 26th September 2015 are as follows: LONDON KING'S CROSS d:07:50 a:22:15; POTTERS BAR d:08:15 a:21:55; PETERBOROUGH d:09:30 a:21:00; YORK d:12:35 a:18:00; DARLINGTON d:13:20 a:17:15; NEWCASTLE a:14:00 d:16:30

Tickets for the 'The Silver Jubilee Talisman' are priced at standard class (to York £99.00; to Darlington/Newcastle £119.00; from York to Newcastle £70.00), first class non-dining (to York £139.00; Darlington/Newcastle £159.00; from York to Newcastle £99.00) and first class dining (to York £225.00; Darlington/Newcastle £249.00; from York to Newcastle n/a) with all profits going to The A1 Steam Locomotive Trust towards maintaining Tornado in future years. Tables for two in first class and first class dining are available for a supplement of £25.00 per person. The York option is only available to passengers boarding at London King's Cross and Potters Bar. First class dining option not available to passengers boarding at York.

East Lancashire Railway

It's far from a sunny summer's day as Hughes/Fowler 2-6-0 No. 13065 rolls into Rawtenstall station on August 6th with the first steam working of the day from Bury.
Gerald Nicholl



Class 73 001 heads past Townsend Fold on a service to Heywood, August 8th.
Michael Lynam



Class 14 No. D9537 pulls into Bury on August 8th working a service from Rawtenstall to Heywood.
Andrew Wilson



Bulleid West Country Pacific 4-6-2 No. 34092 'Wells' stands at Ramsbottom on August 8th working a service to Rawtenstall.
Andrew Wilson

Class 08 164 is seen shunting stock at Bury on August 8th. [Andrew Wilson](#)



English Electric Type 4, later Class 40, No. D335 is seen at Bury on August 15th. [Derek Elston](#)



Andrew Barclay built Class 01 No. D2956 (originally numbered 11506) is seen outside the shed at Bury on August 8th. [Andrew Wilson](#)



LMS Hughes Crab No. 13065 stands at Ramsbottom on August 8th working a service to Bury. [Andrew Wilson](#)

Class 14 Diesel-Hydraulic No. D9537 is pictured arriving at a tranquil Irwell Vale station with a late afternoon train from Rawtenstall on August 8th. [Gerald Nicholl](#)



Hunslet 0-6-0ST No. WD132 'The Sapper' is seen at Bury South Junction working a passenger service to Heywood, August 15th. [Derek Elston](#)



Class 14 No. D9502 is seen sheeted over at Bury on August 15th, but restoration should commence in the coming months. [Derek Elston](#)



VICTORIAN MAINLINE EXPRESS ONE STEP CLOSER

FRAMES CUT FOR GCR 567 LOCOMOTIVE PROJECT NEW BUILD STEAM PROJECT NOW HAS 140 REGULAR DONORS

The project to build a brand new GCR Class 2 locomotive No 567 has taken a huge step forward with the cutting of the locomotive's main frames. The first Victorian steam locomotive to be built for decades is now definitely on the way! On the afternoon of 21st July, under the supervision of main contractor Ian Howitt, the frames of 567 locomotive were cut by PP Profiles based at St Helens, Merseyside. The components generated are both of the side plates, the buffer beam, the trailing headstock and the two doubler plates (which reinforce the cylinder apertures). This gives the group behind the project the components for the basic frame assembly.

Group Chairman and Project Manager Andrew Horrocks-Taylor said, "We couldn't be more delighted. I can't wait to see the frame components delivered to our construction base at the GCRN's Ruddington Workshops in the Autumn for our Supporters' Day. The support we have for our 'brand new' Victorian engine, set to haul restored Victorian MSLR express coaches on the only preserved Victorian built mainline is phenomenal already, but this should give our funds a real boost." At the time of writing the parts were being inspected before being dressed and primed at Ian Howitt's workshop. The side plates are then to be dispatched for the first machining operation when the rear of the frames including the horn-guides will be machined. The side plates and doublers are then to be bent before the final machining of the front of the side plates.

The whole component set weighs 4 Tons with the longest side-plates just over 28ft long, all items have been cut from 43A 30mm thick constructional steel, a close match to the original.

The Locomotive frames will join a significant collection of components being amassed for the project at the GCRN. A donor unused spare cylinder block from a Corby Industrial has been verified fit for use, connector rods from an Austerity Tank are also suitable, brake rigging gear plus an original GCR 23 Ton tender all await restoration and fitment, but will effectively be in zero hours condition when utilised for the locomotive's build. A huge amount of concept work has been done to verify that the locomotive will look and sound like the original, but will comply with a preserved line safety case without exceeding the total £400,000 budget. Chief Engineer Mike Fairburn said. "Fortunately many of the mechanical components designed for late Victorian Express Locomotives ended up serving a new life in the Industrial locomotives that followed. There is a rich source of reference for the project and even spares are available which we intend to utilise."

The major milestone has been achieved after considerable effort to extract engineering information from the Victorian drawings and create a set of instructions ready for modern manufacturers.

Design Manager and Metallurgist Alan Bullock said "Extracting the frame details and verifying we can tie all this together has been a big job, we had to take the time to get this right. What we have learned as part of this process has really unlocked some of the secrets of Victorian Locomotive Design. It shows us how good they were and not a computer in sight in those days. I'm sure you will agree the effort is worthwhile as the end result will be spectacular."

Mr Horrocks Taylor concluded "The project is one of the few opportunities for people to be involved with a 'new build' that looks to recreate a locomotive class from history rather than peoples' memory. The prospect of running a classic GCR Victorian Express locomotive with original GCR carriages on the only preserved Main Line, a GCR mainline, is a vision we can now look forward to. A vision that is rapidly becoming a reality."

Churnet Valley Railway

Class 33 102 'Sophie' calls at Kingsley & Froghall whilst working the 13:20 to Cheddleton on August 15th. [James Passant](#)





Polish tank No. 2994 is seen running round its train at Kingsley & Froghall on August 15th. [John Balaam](#)

Severn Valley Railway

Ex works Class 20 No. D8059 is seen in the station at Kidderminster on August 16th.
Brian Battersby



An immaculate Class 50 035 'Ark Royal' heads up Eardington Bank working the 13:30 Kidderminster - Bridgnorth service on August 8th. [Phil Martin](#)



Llanberis Lake Railway

At the National Slate Museum in Llanberis, North Wales, the preserved Ruston diesel shunter "Topsy" sits on display outside the old works buildings. [Ben Bucki](#)



West Lancashire Railway

Kerr Stuart built 0-6-0 tank 'Joffre', No. 2405/1915 is seen being shunted into the shed by petrol loco No. 10 built by F.C.Hibberd No. 2555/1946. [Michael Lynam](#)



Ernestine & Koppel built 0-4-0 tank 'Utrillas' No. 2378/1907 is pictured approaching the depot on August 16th. [Michael Lynam](#)

Ffestiniog Railway

Basking in the sun whilst waiting for the points to be set, Double-Fairlie 'Earl of Merrioneth' runs round its train at Porthmadog Harbour Station before heading back into the mountains on an afternoon service. [Ben Bucki](#)



Seen from the recently-built footbridge at Tanybwllch (a replica of a structure which stood in pre-preservation days), the Double Fairlie loco 'Merddin Emrys' arrives with the first train of the day from Porthmadog on August 12th, whilst shunting the permanent way siding is the diesel shunter 'Harlech Castle'. [Ben Bucki](#)



The former Penrhyn Quarry Railway Hunslet 'Linda' draws away from Tanybwllch station with the second train of the day on August 12th. [Ben Bucki](#)

Ribble Steam Railway

Waggon und Maschinenbau railbus No. E79960 is seen at Lockside Road crossing on August 20th with a Preston Riverside working. [John Balaam](#)



Ribble Rail Sentinels No. 10282/1968 'Enterprise' and No. 10226/1965 'Energy' are seen stabled in the new depot. [Michael Lynam](#)



Bagnall No. 2680/1942 0-6-0 'Courageous' waits to depart the museum with a service along the line on August 9th. [Michael Lynam](#)



Not much left of Class 08 628 before scrapping. [Michael Lynam](#)

South Devon Railway

Class 50 No. D402 is seen under restoration at Buckfastleigh on July 30th.
Richard Hargreaves



Class 09 No. D3721 (former 09 010) carries out shunting duties at Buckfastleigh on July 30th. Richard Hargreaves



GWR 0-6-0PT No. 6412 backs onto its stock at Buckfastleigh ready to work a service to Totnes, July 30th. Richard Hargreaves



Class 04 No. D2246 is seen stabled on shed at Buckfastleigh. Richard Hargreaves

On July 31st, single-car DMU No. W55000 after arriving with the last train of the day from Totnes, shunts into the depot sidings at Buckfastleigh. Steve Thompson



An immaculate Class 37 No. 6975 is seen in the yard at Buckfastleigh on August 6th. Steve Thompson



Bluebell Railway

Right: SECR Class C 0-6-0 No. 592 heads a Welden Pullman away from Horstead Keynes towards East Grinstead on July 19th. [Robert Bates](#)

Main: Also on July 19th, Class Q 0-6-0 No. 30541 takes a train of vintage carriages through Horstead Keynes to East Grinstead. [Robert Bates](#)



Paignton and Dartmouth Railway

GWR 2-8-0 tank engine No. 5239 climbs Goodrington Bank on July 30th with a service to Dartmouth. Steve Thompson



On July 30th, GWR 7800 Class No. 7820 'Dinmore Manor' is seen at Waterside heading back to Paignton with a service from Dartmouth. Steve Thompson



Statfold Barn Railway

On August 8th, Hunslet 0-4-0 ST No. 3903 'Statfold' and Avonside 0-6-0T No. 2067 'Marchlyn' are seen working during the open day. [Robert Bates](#)



Hunslet 0-4-2ST No. 3902 'Trangkil No. 4' heads a train round the line. [Robert Bates](#)



'MINAS DE ALLER' (L. Corbett No. 439/1884) is seen charging up the back towards the field section on August 8th. [Stuart Hillis](#)



'HARROGATE' (Peckett No. 2030 /1944) has just been watered and is waiting to leave Oak Tree Halt. [Stuart Hillis](#)

'SYBIL MARY' (Hunslet No. 921/1906) and 'Jack Lane' (Hunslet No. 3904 /2005) await the 'road' at Oak Tree Halt. [Stuart Hillis](#)



'JACK LANE' (Hunslet No. 3904/2005) and 'SYBIL MARY' (Hunslet No. 921/1906) sit a siding between duties. [Stuart Hillis](#)



'CSR & Co. Ltd' No. 19 (Hudswell Clarke No. 1056/1914) rests in the shed area waiting for it's next duty. [Stuart Hillis](#)



'STATFOLD' (Hunslet No. 3903/2005) and 'MARCHLYN' (Avonside No. 1842/1933) and crew have a well earned rest. [Stuart Hillis](#)

North Yorkshire Moors Railway

LNER Class K4 2-6-0 No. 61994 'The Great Marquess' arrives at Pickering station on August 24th with a Grosmont to Pickering service. [Robert Bates](#)



From the Archives

Class 40 163 heads a rake of mineral wagons through Manchester Victoria in May 1981. Brian Hewertson



Right: London Overground in April 1985 as a Class 501 EMU stands at Watford Junction station. These EMUs were introduced in 1957 and worked suburban services on the 630 volts DC 3rd rail electric lines between Euston/Broad Street - Watford - Croxley Green and Broad Street - Richmond until their withdrawal in May 1985. The bars across the doors were to prevent passengers being decapitated if they decided to lean their heads out the open window, as in some places the clearances were very tight. [Keith Chapman](#)

Main: Class 55 012 'Crepello' arrives at York with the 1L44 16:05 Kings Cross - York service on May 26th 1980. [Nick Clemson](#)



Right: Departmental shunter No. 97654 is seen at Worcester Shrub Hill in May 1985. Built in 1959 by Ruston & Hornsby for BR Western Region and originally numbered PWM654 (Permanent Way Maintenance) it was used on civil engineering trains and is now preserved at Peak Rail in Derbyshire. [Keith Chapman](#)

Main: Class 37 906 and 37 903 run light engine through Shrewsbury on August 21st 1994. [Paul Godding](#)

Below: On April 20th 1980, Arpley Sidings held Class 40 055, 40 113, 40 099, 47 157, 25 036, 25 166, 25 142 and 08 355 heading 4 more shunters. [Nick Clemson](#)



Right: On May 26th 1980, Class 37 141 passes through York with a transfer freight from Teesside, passing 37 143 on a working back to the Midlands. [Nick Clemson](#)

Main: BR Class 31 238 passes through Hebden Bridge station with a oil tank train on September 23rd 1987. [Dave Felton](#)

Below: Class 25 049, 40 165 and 55 008 'Ballymoss' are seen stabled at Edinburgh Haymarket depot on April 11th 1981. [Steve Stepney](#)



Class 25 325 and 25 268 pass Harlescott, Shrewsbury with the
Ellesmere Port - Severn Tunnel Jct. bitumen tanks on
May 7th 1985. Keith Davies



Right: A Class 108 DMU passes Hyde North on August 30th 1991 working a service from Manchester Piccadilly - Marple. [Michael Lynam](#)

Main: Class 46 037 backs onto a Newcastle bound service whilst 45 071 waits for its next working at Birmingham New St. on June 21st. 1980. [Nick Clemson](#)

Below: Class 83 014 is seen upon arrival at Manchester Piccadilly in April 1980. [Nick Clemson](#)



Right: Class 37 047 stands at Birmingham New St. with a York - Tenby service on June 21st 1980 whilst 50 029 awaits its return working back to the south-west.

[Nick Clemson](#)

Main: Class 08 Diesel Shunter No. 08 925 is seen on shunting duties in the old PCD sidings at Preston on May 10th 1985. [Dave Felton](#)

Below: Class 31 403 heads an engineers train through Aldwarke Jct. on February 1st 1994. [Brian Hewertson](#)



The Back Page

A DB Class 66 is seen reflected in the water at Hirst Wood on July 2nd. Ben Bucki

