

Railtalk Magazine

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to Issue 109, and yet again another bumper month for excellent photos sent in to us, including some more sunshine.

September is over, and Christmas is on it's way (yes I did use that word). Enough said... move on.

As some of you will know, this month I had my eagerly awaited and long overdue 'holiday' in Europe, and crossing from the UK to the Czech Republic, travelling through Belgium and Germany, it certainly does give you an impression of how a train service should be run.

However, what blew me away (in the Czech Republic) was the quality of their premium trains, all which offer free water, newspapers and colouring books for kids along with free wifi, giving not only information on arrival times, but also local information of your stop i.e. things to do, plus a map of your location and even more (inset above © Ceske Drahy) a live video feed from the front of the train.



I'll leave you to ponder that one. As always, thanks for your continued support and should you wish to send any photos into the magazine the address is 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, Tim Bott, 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, Peter Marsden, 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: On September 6th, LMS Class 5MT No. 45407 crosses the Forth Bridge for the first morning loop whilst working 'The Forth Circle' railtour. [Colin Irwin](#)

This Page: Class 37 401 is seen working the 2C49 Barrow - Carlisle past Green Road on September 18th. [Carl Grocott](#)



Charter Scene: Steam Dreams - THE CUMBRIAN COAST & YORKSHIRE DALES EXPRESS

On September 16th, LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' passes Armathwaite whilst working this Carnforth to Carlisle outing. [Colin Irwin](#)



Steam Dreams - THE CUMBRIAN COAST & YORKSHIRE DALES EXPRESS

LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' heads alongside the Cumbrian coast near Parton whilst working the outward trip to Carlisle, September 16th.
[Colin Irwin](#)



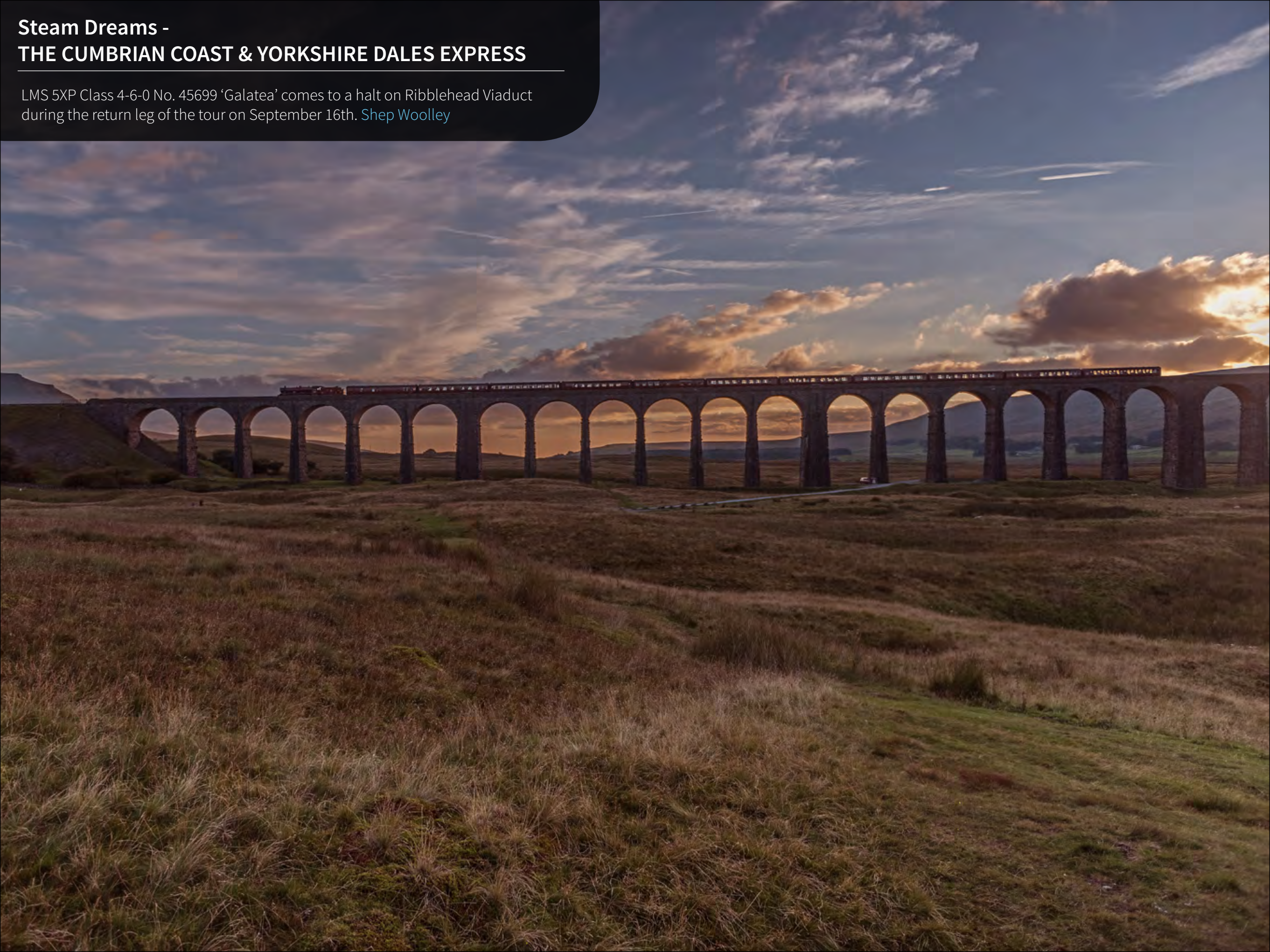
**Steam Dreams -
THE CUMBRIAN COAST & YORKSHIRE DALES EXPRESS**

LMS Jubilee Class 6P 4-6-0 No. 45699 'Galatea' can be seen powering off Kent Viaduct heading for Carlisle via the Cumbrian Coast on September 16th.
Gerald Nicholl



**Steam Dreams -
THE CUMBRIAN COAST & YORKSHIRE DALES EXPRESS**

LMS 5XP Class 4-6-0 No. 45699 'Galatea' comes to a halt on Ribblehead Viaduct during the return leg of the tour on September 16th. [Shep Woolley](#)



Great UK Railtours - The East Coast Seaside Express

West Coast's Class 47 854 'Diamond Jubilee' enters Bridlington with a Barrow to Scarborough charter service on September 16th. [Robert Bates](#)



Steam Dreams - The Lakes Express

Right: LMS 'Princess Coronation' Class 4-6-2 No 46233 'Duchess of Sutherland' creates a lot of exhaust as it flies through Balshaw Lane Junction with the northbound 'The Lakes Express' London Euston to Penrith on September 14th.
[Ken Abram](#)

Main: Stanier Pacific No. 46233 'Duchess Of Sutherland' sprints along familiar turf on the WCML near Bay Horse with 'The Lakes Express' on September 14th.
[Gerald Nicholl](#)



Steam Dreams - The Lakes Express

Right: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' passes through Acton Bridge working 1Z54 from Tebay - London Euston. [Michael Lynam](#)

Main: Having spent a few days in the lake district, a short burst of exhaust and a brief spot of sunshine coincided with the arrival at Balshaw Lane of L.M.S. 7P 'Royal Scot' Class 4-6-0 No 46115 'Scots Guardsman' on the return leg of 'The Lakes Express' from Tebay to London Euston, September 17th. [Ken Abram](#)



Steam Dreams - The Lakes Express

Right: Class 47 760 passes Wilsons Crossing working the 1Z54 Tebay to London Euston and running late after 'Scots Guardsman' was failed and removed from the train at Rugby. [Derek Elston](#)

Main: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' flies through Lancaster with the return leg of 'The Lakes Express' on September 17th. Unfortunately the loco failed at Rugby whilst working back to London Euston. [Shep Woolley](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

With the rain coming down, LMS 5XP Class 4-6-0 No. 45690 'Leander' races through Helwith Bridge with the northbound 'Cumbrian Mountain Express', September 12th.
[Shep Woolley](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

West Coast Railway's Class 47 245 approaches Ramsgreave and Wilpshire station hauling 1Z64 Railway Touring Company 'The Cumbrian Mountain Express' on September 12th, LMS Jubilee Class No. 45690 'Leander' would take over at Hellifield. [Dave Felton](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

We're not sure what they were burning, but with the sun out LMS 5XP Class 4-6-0 No. 45690 'Leander' powers through Shapback Gate with the returning 'Cumbrian Mountain Express' on September 12th. [Shep Woolley](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

It's almost dark under a huge black cloud, and in heavy rain but the superb sound of the three-cylinder beat echoes around the fells as Jubilee Class 4-6-0 No. 45690 'Leander' blasts up the climb at Horton-in-Ribblesdale with the northbound 'Cumbrian Mountain Express' on September 12th. [Gerald Nicholl](#)



Vintage Trains - THE COTSWOLD EXPLORER

Deputising for a poorly No. 4965 'Rood Ashton Hall', Class 47 773 heads just east of Swindon with this Tyseley to Oxford charter on October 3rd. [Ken Mumford](#)



Pathfinder Tours - The Autumn Chieftain

Class 37 218 leads 37 425 at Walcot with the 1Z31 05:09 Exeter St. Davids - Carlisle 'The Autumn Chieftain' on September 25th. [Keith Davies](#)



Pathfinder Tours - The Autumn Chieftain

Class 37 425 and 37 218 pass Leaton on September 28th working the 1Z38
Carlisle - Exeter return charter. [Carl Grocott](#)



Vintage Trains - THE WELSH MARCHES

On September 26th, GWR Hall Class 4-6-0 No. 4965 'Rood Ashton Hall' passes Blakedown, heading towards Hereford. [Colin Irwin](#)



Vintage Trains - THE WELSH MARCHES

As the Autumn sun begins to drop in the sky, GWR Hall Class 4-6-0 No. 4965 'Rood Ashton Hall' passes Blakedown with the return working to Tyseley. [Colin Irwin](#)



Steam Dreams - THE CATHEDRALS EXPRESS

Murky conditions in the Garsdale area as LMS 5XP Class 4-6-0 No. 45699 'Galatea' works through Lunds with the northbound 'Cathedrals Express' on September 8th.
Shep Woolley



Steam Dreams - THE CATHEDRALS EXPRESS

Jubilee Class 4-6-0 No. 45699 'Galatea' slogs away from Selside with the northbound 'Cathedrals Express' on September 8th. [Gerald Nicholl](#)



Steam Dreams - THE CATHEDRALS EXPRESS

A vast improvement in the weather sees LMS 5XP Class 4-6-0 No. 45699 'Galatea' with the return leg of the 'Cathedrals Express' passes Staingills on September 8th.
Shep Woolley



West Coast Railway Co. - The Dalesman

LMS Jubilee Class No. 45699 'Galatea' stands at Carlisle having arrived with the last Dalesman' of the 2015 season on August 27th. [Michael Lynam](#)



Vintage Trains - The Coastal Explorer

Right: Class 47 773 rescued the tour after No. 5043 failed at Carlisle with a hot box. Seen here heading along the Cumbrian coast at Parton with the return working to Tyseley. [Colin Irwin](#)

Main: On September 19th, GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' hides in the shadow of its own exhaust as it blasts away from Tebay towards Greenholme with 'The Coastal Explorer'. [Gerald Nicholl](#)



UK Railtours - Glorious Devon

Class 67 029 'Royal Diamond' stands at a wet Northampton at the head of 1Z14 the 'Glorious Devon' charter service from Northampton to Paignton on September 5th.
Derek Elston



Railway Touring Company - The Cheshireman

Right: Class 47 746 is seen on the rear of 1Z40 07:32 Bristol Temple Meads - Chester steam charter as it passes Sutton Bridge on September 12th. [Keith Davies](#)

Main: LMS Stanier Class 5 4-6-0 No. 45231 passes Kemps Eye with the 1Z41 16:13 Chester - Bristol Temple Meads 'The Cheshireman' return steam charter on September 12th. [Carl Grocott](#)



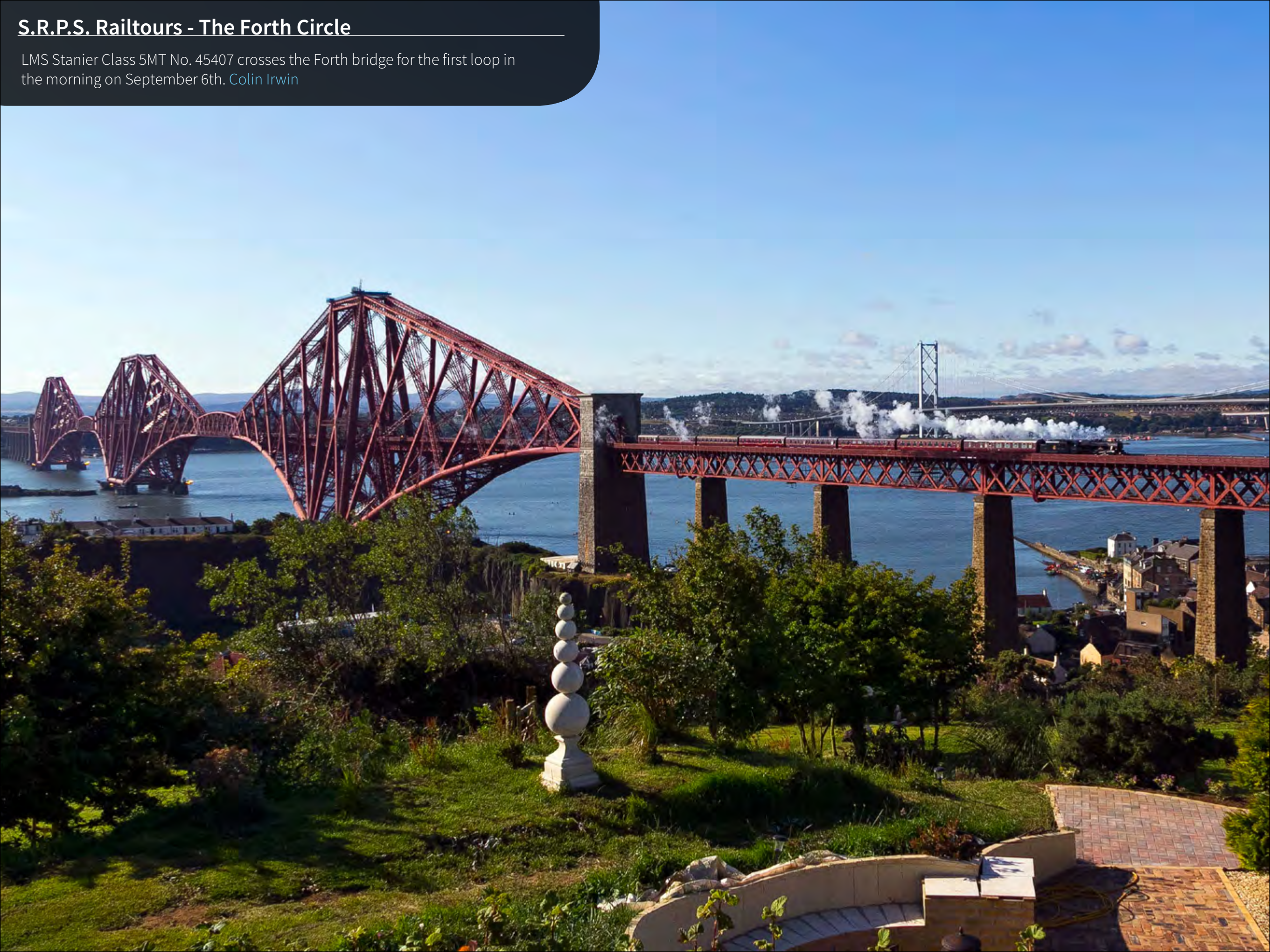
S.R.P.S. Raitours - The Forth Circle

On September 6th, LMS Class 5MT 4-6-0 No. 45407 climbs Bannockburn for the first loop in the morning heading from Linlithgow to Stirling. [Colin Irwin](#)



S.R.P.S. Raitours - The Forth Circle

LMS Stanier Class 5MT No. 45407 crosses the Forth bridge for the first loop in the morning on September 6th. [Colin Irwin](#)

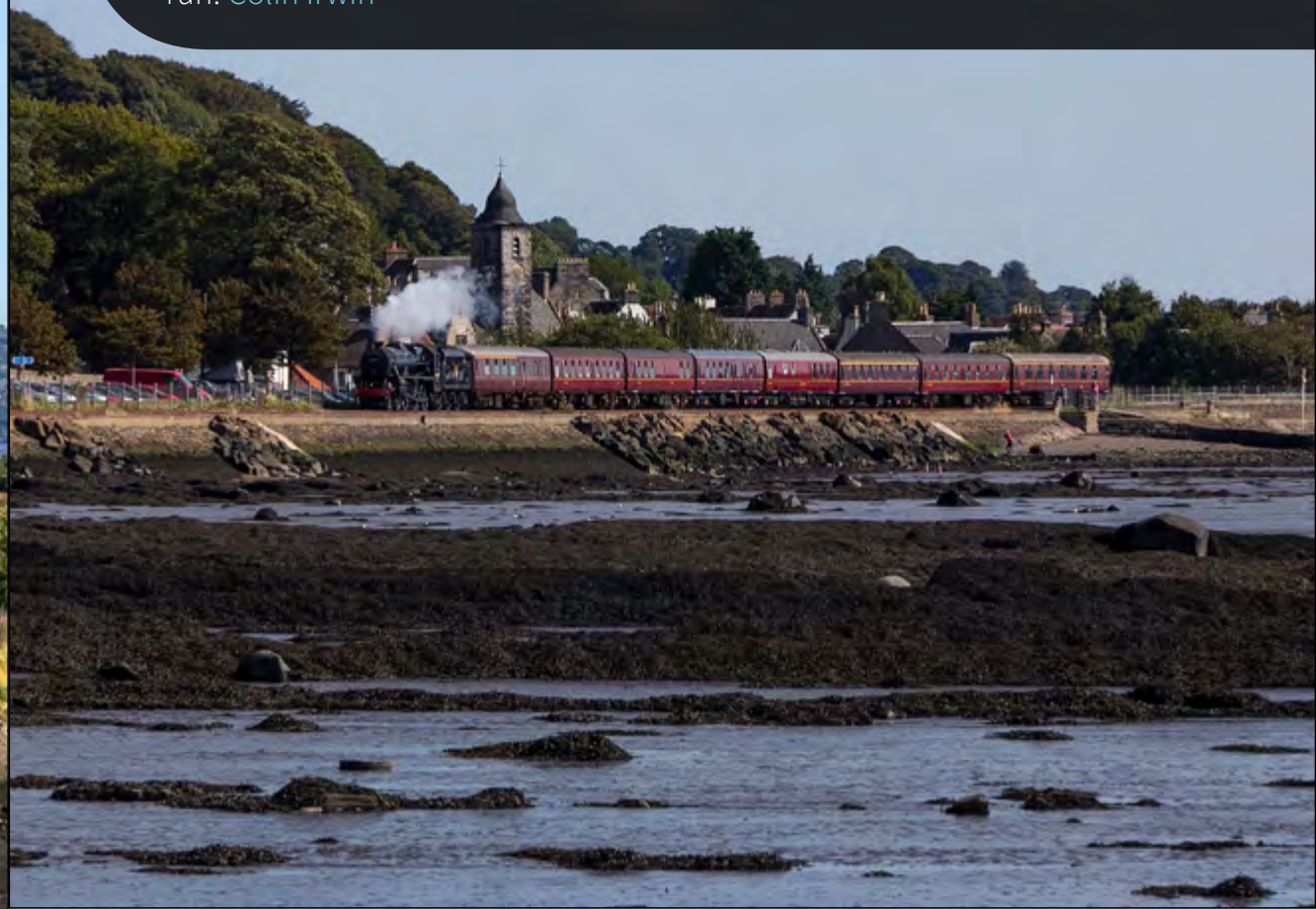


S.R.P.S. Railtours - The Forth Circle

LMS Class 5MT 4-6-0 No. 45407 departs the Longannet loop on the second loop in the afternoon, September 6th. [Colin Irwin](#)



Stanier 'Black 5' No. 45407 passes Culross on September 6th with the morning run. [Colin Irwin](#)



LMS Stanier Class 5MT No. 45407 ends its second loop crossing Linlithgow Viaduct on September 6th. [Colin Irwin](#)

S.R.P.S. Railtours - The Forth Circle

LMS Class 5MT 4-6-0 No. 45407 approaches Cowdenbeath with the morning working on September 6th. Richard Jones



Ruggex

Class 57 310 'Pride of Cumbria' stands on the blocks at London Paddington having worked in the ECS for the 09:12 to Cardiff Central 'Ruggex' on September 19th. Derek Elston



Steam Dreams - The Cathedrals Express

LNER B1 Class No. 61306 'Mayflower' speeds the 1Z42 08:20 Horsham to Bristol charter through the Avon valley near Claverton on September 22nd. [Stewart Smith](#)



Belmond - British Pullman

On September 23rd, LNER A1 No. 60163 'Tornado' heads the 08:45 London Victoria to Bristol charter, passing the Kennet & Avon Canal at Crofton. [Stewart Smith](#)



Belmond - British Pullman

LNER A1 No. 60163 'Tornado' drifts into Wokingham on September 23rd with a Belmond British Pullman service from London Victoria to Bristol Temple Meads.
John Johnson



Royal Train

Class 67 029 'Royal Diamond' heads south through Red Bank with the 1Z80 royal train and HRH The Prince Of Wales. Classmate 67 005 'Queens Messenger' was on the rear, September 11th. [Dave Harris](#)



Belmond - Northern Belle

Right: On September 12th, Class 57 301 and 57 310 top'n'tail the ECS from Neville Hill to Cleethorpes, where it reversed to form 1Z77 to York, seen here passing Appleby. [Steve Thompson](#)

Main: Autumn is upon us as Class 57 310 heads north through Winwick Junction on September 9th with an ECS from Crewe to Aberdeen. Class 57 305, in Northern Belle livery, is just out of sight on the rear. [Jeff Nicholls](#)



Belmond - Northern Belle

On September 13th, Class 57 310 heads towards Sheffield running ECS to there from Cleethorpes, seen here at Frodingham Jct. with 57 301 'Goliath' on the rear. Steve Thompson



ECS and Light Engine Moves

SR Battle of Britain Class 4-6-2 No. 34067 'Tangmere' is seen at Royal Oak on the rear of 5Z70 ECS working for 'The West Somerset Steam Express' on September 19th. [Derek Elston](#)



GWR Castle Class 4-6-0 No. 5043 'Earl of Mount Edgcumbe' cruises alongside the M6 near Brock with its support coach on a positioning move from Tyseley to Carnforth on September 18th. [Gerald Nicholl](#)



A main line outing for Class 40 No. D345 on September 18th as it passes through Deansgate with a Longsight to ELR stock move. [Brian Hewertson](#)



A night shot of Class 40 145 working the 5Z92, heading back to the East Lancs Railway from Longsight, passing through Newton-le-Willows. [Jeff Nicholls](#)

ECS and Light Engine Moves

On September 30th, SR Battle of Britain Class 4-6-2 No. 34067 'Tangmere' heads north through Church Brampton working from Southall to Carnforth. [Geoff Barton](#)



Class 37 518 (now deprived of her glorious Inter-City livery) powers over Mossband Bridge with the 5Z92 12:56 Craigentenny T.&R.S.M.D to Carnforth Steamtown on September 16th. [Colin Irwin](#)



On September 17th, LMS Princess Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' leads LMS Jubilee Class No. 45690 'Leander' past Tupton, Chesterfield working as 5Z56 Carnforth to Barrow Hill. [Stephen Simpson](#)



ECS and Light Engine Moves

WCRC hired in Class 47 580 'County Of Essex' and 47 245 double head the 5Z61
Carnforth - Crewe empty stock through Red Bank on September 11th. [Dave Harris](#)



Pictures: Arriva Trains Wales

On September 3rd, Class 67014 heads a Manchester Piccadilly - Holyhead service through Winwick Jct. [Michael Lynam](#)



Class 67 014 heads through Deansgate on September 18th working a Manchester Piccadilly to Holyhead service. [Brian Hewertson](#)



DVT No. 82307 (with Class 67 001 on the rear) passes Bayston Hill with the 1V94 08:06 Holyhead - Cardiff Central 'Ruggex' on September 5th. [Keith Davies](#)



Class 67 001 leads the 17:16 Cardiff Central to Holyhead into Newport on September 1st. [Derek Elston](#)

DVT No. 82307 leads 67 001 at Battlefield with the 1V74 08:07 Holyhead - Cardiff Central 'Ruggex' on September 19th. Keith Davies



Chiltern Railways

Right: A Chiltern Railways Class 68 prepares to enter Kidderminster main line station with its train for London Marylebone on September 19th. [Robert Bates](#)

Main: Class 68 011 stands at Birmingham Snow Hill with the 06:51 departure to London Marylebone on September 18th. [Derek Elston](#)

Below: Taking a break from passenger duties, Class 68 012 passes Burton on September 23rd working the 6U77 Mountsorrel - Crewe loaded ballast. [Stuart Hillis](#)



Caledonian Sleeper

Right: Class 86 401 'Mons Meg' is seen at London Euston having arrived with the Wembley to Euston ECS working on September 6th. [Derek Elston](#)

Main: Class 92 023 is seen stabled at Rugby on September 12th. [Richard Hargreaves](#)



Colas Rail

On September 30th, Class 70 805 passes Helsby and becomes the first Colas Class 70 to work the Carlisle - Chirk logs throughout and believed to be the very first Class 70 to work between Helsby and Chester. [Brian Battersby](#)



Class 60 085 passes through Carlisle with the daily loaded log train from Carlisle - Chirk, August 27th. [Michael Lynam](#)



On September 24th, Class 60 085 arrives at Toton depot, having run light engine from Doncaster for maintenance. [Michael Lynam](#)



On September 7th, Class 60 095 passes the West Yard nature reserve at Scunthorpe working the 6E32 tanks to Lindsey. [Steve Thompson](#)



Class 60 087 passes through Wigan on September 14th working the Carlisle to Chirk logs. [Brian Hewertson](#)



Class 56 087, with the Railvac in tow, is seen being shunted at Tyne Yard by Class 08 752 on September 11th, with the Angel of the North on the skyline. Robert Bates



Class 60 056 and Class 70 805 run light through Leyland station on September 28th, working 0Z37 Bescot to Carlisle Kingmoor. [Dave Felton](#)



Class 70 805 hauls the 6J37 12:58 Carlisle Yard to Chirk Kronospan up Hoghton incline on October 1st. [Dave Felton](#)



Class 60 047 stands in Blackburn station goods loop with 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on September 28th. [Dave Felton](#)



On September 3rd, Class 60 087 runs light engine through Acton Bridge with a Toton - Warrington move for an engine change on the logs. [Michael Lynam](#)



Class 60 047 approaches Cherry Tree (Blackburn) station hauling the 6M32 Lindsey to Preston Docks loaded bitumen tanks on September 3rd. [Dave Felton](#)





Class 50 007 leads 50 017, 47 727 and 56 113 through Burton on September 2nd working 0Z56 Derby - Washwood Heath. [Stuart Hillis](#)

Class 66 097 is pictured passing through the Cherry Tree area of Blackburn hauling the 6M90 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement empty cement tanks on September 5th. [Dave Felton](#)



Class 66 084 passes Preston Boats on September 24th working a late running 6G51 07:45 Arpley - Donnington RFT. [Keith Davies](#)



DB Schenker's Class 66 003 approaches Crewe with an empty car train from Southampton - Halewood. [Michael Lynam](#)



On September 5th, Class 66 063 heads an engineers train through East Croydon. [Class47](#)



Class 60 015 leads the 6H10 Bletchley to Peak Forest stone empties at Husborne, Crawley on September 23rd. [Derek Elston](#)

Right: The classic late afternoon view of Barnetby East signal box with Class 60 019 'Port of Grimsby and Immingham' heading west on a Lindsey to Kingsbury loaded oil train, September 7th. [Robert Bates](#)

Main: On September 26th, Class 66 221 is seen stabled on Acton Yard. [Derek Elston](#)

Below: Class 90 035 approaches Crewe with a set of car carriers off maintenance at Warrington Arpley, en route to Crewe LNWR. [Michael Lynam](#)



On September 3rd, Class 66 017 and 66 112 head an empty car train from Southampton Eastern Docks - Halewood through Acton Bridge. [Michael Lynam](#)



Class 60 039 heads the 6T55 Belmont - Trent Jct. on September 6th, hauling 20 Autoballasters, seen passing Frodingham Jct. [Steve Thompson](#)



Class 60 054 working the 6M24 Lindsey oil refinery - Kingsbury Oil Terminal, passes Barnetby East Box and its semaphores on a sunny September 29th. A scene soon to disappear! [Jeff Nicholls](#)



Recently repainted Class 66 114 approaches Acton Bridge with a Halewood - Southampton Eastern Docks car train, September 3rd. [Michael Lynam](#)

Right: Class 60 066 passes through Newport on September 1st, working the Theale to Robeston discharged tanks. [Derek Elston](#)

Main: Class 90 018 and 90 019 are seen in charge of a Mossend - Daventry intermodal as it passes through Acton Bridge on September 3rd. [Michael Lynam](#)



On September 3rd, Class 90 021 leads 66 122 and 67 006 with a Warrington to Crewe IEMD move through Acton Bridge. [Michael Lynam](#)



On September 17th, Class 66 100 passes Sutton Bridge with the 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)



Class 66 089 passes over Selby swing bridge with a Hull to Drax loaded Biomass train on September 4th. [Robert Bates](#)



Class 60 017 working the 6E41 Westerleigh - Lindsey empty oil tanks, passes through Burton on September 9th. [Stuart Hillis](#)



Right: A quadruple header at Winwick on September 23rd as Class 66 119 and 66 034 haul a pair of failed Class 90s with 4M25 Mossend to Daventry. [Jeff Nicholls](#)

Main: Class 60 001 passes Barrow upon Trent on September 26th working the 6E54 10:40 Kingsbury to Humber empty tanks. [Mark Pichowicz](#)



Class 66 171 passes Scunthorpe on September 13th working the 6T71 Brigg to Up Decoy, not, apparently, having discharged much of it's load. [Steve Thompson](#)



Class 66 040 heads the 09:48 Arpley Sidings to Alexandra Dock Jct. T.C. through Newport running 76 mins early on September 1st. [Derek Elston](#)



On September 3rd, Class 60 017 heads through Burton hauling the 6E08 Wolverhampton - Immingham covered steel carriers. [Stuart Hillis](#)



Class 60 059 at the head of a Doncaster - Tyne Yard engineers, passes through Doncaster on September 9th. [Michael Lynam](#)

Right: Class 66 075 is pictured being loaded with stone at Peak Forest on September 19th. [Dave Felton](#)

Main: Class 90 018 double heads 90 039 on the 6S94 Dollands Moor to Irvine, china clay slurry tanks at Winwick Junction on September 16th. [Jeff Nicholls](#)

Below: Mainline freight liveried Class 58 023 is seen in the storage compound at Toton depot on September 24th. [Michael Lynam](#)



On September 28th, Class 60 044 passes through Hyde Central with a Pendleton to Tunstead working. The loco is covered in stone dust. [Brian Hewertson](#)



Class 66 025 works the 09:30 Dee Marsh Reception Sidings to Margam T.C., seen as it crosses the River Usk at Newport on September 1st. [Derek Elston](#)



Class 66 057 passes Meole Brace on September 28th working the 6V75 09:30 Dee Marsh - Margam steel. [Keith Davies](#)

Right: On September 1st, Class 66 136 leads the 12:59 Avonmouth National Power Silo No. 1 to Onllwyn Washery through Newport. [Derek Elston](#)

Main: DB liveried Class 90 029 leads 90 035 with the 4M25 Mossend - Daventry Intermodal through Red Bank on September 11th. [Dave Harris](#)



Semaphores galore at Barnetby on September 29th with Class 60 100 at the head of the 6E54 from Kingsbury Oil Terminal to Lindsey. [Jeff Nicholls](#)



On September 23rd, Class 66 193 reverses the 4D76 Bescot - Burton into Maurice Hill sidings. [Stuart Hillis](#)



On September 15th, Class 90 026 heads a short rake of intermodal wagons off maintenance approaching Crewe from Warrington Arpley. [Michael Lynam](#)

UK Rail

Class 56 081 and 56 104 run light through Burton on September 11th working from Tyseley Depot - Leicester LIP. [Stuart Hillis](#)



Direct Rail Services

Class 57 311 and 57 310 (with 57 012 and 57 009 DIT) head south through Wigan Boars Head working 6K74 08:49 Sellafield B.N.F. to Crewe Coal Sidings (DRS) on September 5th. Andy Parkinson



Right: On September 12th, Class 57 307 'Lady Penelope' stands in the sunshine at Rugby. [Richard Hargreaves](#)

Main: Class 37 402 working the 2C49 Barrow-in-Furness to Carlisle approaches Flimby on September 7th. [Colin Irwin](#)

Below: On September 16th, Class 47 818 heads through Stalybridge working a York to York outing with 'Caroline'. [Brian Hewertson](#)



Right: Class 37 401 passes Nethertown on September 18th working the 2C34 Carlisle - Barrow-in-Furness Northern service. [Carl Grocott](#)

Main: Class 20 308 and 20 305 top'n'tail a pair of wagons from Gresty Bridge to Basford Hall yard through Crewe. [Michael Lynam](#)

Below: On September 25th, Class 37 038 is pictured stored at Barrow Hill, still in the old DRS livery. [Derek Elston](#)



Class 37 409 on a Barrow-in-Furness to Carlisle Northern service, clags out of Seascale on September 7th. Colin Irwin



Class 66 427 has charge of the 04:31 Coatbridge F.L.T. to Daventry DRS as it passes through Stafford on September 5th. [Derek Elston](#)



Class 66 421 working the 12:13 Daventry DRS (Sains) to Coatbridge F.L.T. heads through Rugeley Trent Valley on September 14th. [Colin Irwin](#)



Class 37 405 arrives into Carlisle on August 27th, with 5Z45 empty coaching stock from Crewe to Carlisle yard. [Michael Lynam](#)



Class 66 301 powers the 4L48 12:37 Daventry DRS to Purfleet Deep Water Wharf through Northampton on September 17th. [Derek Elston](#)



Class 37 401 passes Parton on September 16th working the 2C49 11:38 Barrow-in-Furness to Carlisle service. Colin Irwin



On August 27th, Class 37 401 'Mary Queen of Scots' waits to depart Preston with a service to Barrow. Michael Lynam



Class 37 409 is seen arriving into Carlisle with a Cumbrian Coast service on August 27th. Michael Lynam



Class 37 402 working the 2C47 Preston - Barrow service passes Lindal on September 18th. Carl Grocott



Class 57 301 passes Acton Bridge on September 14th, heading light engine to Crewe Gresty Bridge. [Colin Irwin](#)



Class 66 433 heads north through Acton Bridge on September 3rd working a Daventry - Coatbridge intermodal. [Michael Lynam](#)



Class 47 818 is seen propelling 'Caroline' heading south from Derby to Willesden Brent passing the site of the former Finedon Station on the Midland main line, September 29th. [Geoff Barton](#)

Class 57 002 and 57 012 pass through Doncaster on September 29th with the 6Z50 10:15 York Thrall Europa to Stowmarket RHTT wagon move. [Derek Elston](#)



Class 37 402 heads past Nethertown on September 18th working the 2C34 14:37 Barrow-in-Furness - Carlisle. [Keith Davies](#)



Class 66 303 is pictured stabled at Gresty Bridge depot on September 15th. [Michael Lynam](#)



Class 37 606 leads 57 301 'Goliath', 20 305 'Gresty Bridge' and 20 308 with just one wagon heading from Sellafield to Crewe through Warrington BQ. [Robert Bates](#)

Class 37 402 departs Parton with the 2C34 14:33 Carlisle to Barrow-in-Furness Northern service on September 19th. Colin Irwin



East Coast

Right: Repainted Virgin power cars Nos. 43313 and 43274 work an all grey East Coast set into Doncaster on September 9th. [Michael Lynam](#)

Main: A Virgin Trains HST set working the 1S11 09:45 London Kings Cross to Aberdeen service crosses the Forth bridge on September 6th. [Colin Irwin](#)

Below: Class 67 012 hauls 91 132 and DVT No. 82231 working the 1Y11 Newcastle - London Kings Cross, diverted via the Durham Coast passing Newburn Bridge Hartlepool on September 3rd. [Michael J Alderdice](#)



Class 67 012 drags DVT No. 82227 and 91 105 working the 1E21
Edinburgh - Kings Cross, diverted via the Durham Coast
at Hartlepool on September 4th. [Michael J Alderdice](#)



First Great Western

Right: Bristol liveried power car No. 43126 is seen at Newport on the rear of the 11:15 London Paddington to Cardiff Central service on September 1st. [Derek Elston](#)

Main: Power cars Nos. 43187 and 43188 in the new Great Western Railway livery are seen at Plymouth on September 25th. [Steve Andrews](#)



Class 57 602 'Restormel Castle' is seen returning the Penzance sleeper ECS to Old Oak Common as it departs Paddington with 57 303 'Pride of Carlisle' on the rear, September 19th. [Derek Elston](#)



Power cars Nos. 43162 and 43147 arrive into London Paddington on September 26th working the 1A02 the 06.58 from Swansea. [Derek Elston](#)

On September 23rd, power car No. 43071 is seen on the rear of the 06:45 Penzance to London Paddington as it passes alongside Crofton Lock No. 60. [Stewart Smith](#)



On September 5th, the 07:24 from Swansea approaches Pembroke Dock with power car No. 43180 on the front and 43134 at the rear. [Tim Bott](#)



Power cars Nos. 43176 and 43017 work the 10:45 London Paddington to Swansea service as it arrives into Newport on September 1st. [Derek Elston](#)

Freightliner

Class 66 621 passes near Hadnall working the 6V82 13:30
Tunstead Sidings - Westbury Lafarge cement tanks,
September 6th. Keith Davies



Right: Class 66 954 approaches Doncaster on September 9th with an empty oil train from Ipswich, heading for Lindsey oil terminal. [Michael Lynam](#)

Main: Class 66 524 passes through Scunthorpe on September 5th working the 6Y31 Trent Jct. - Up Decoy with loaded spoil. [Steve Thompson](#)

Below: Class 66 534 heads the Ipswich - Humber train of empty TEAs past the soon to be condemned semaphores at Barnetby on September 29th. [Jeff Nicholls](#)



On September 30th, Class 66 414, in it's new livery, heads northbound at Church Brampton with a Felixstowe to Crewe liner. [Geoff Barton](#)



On September 17th, the 12:57 London Gateway Freightliner to Crewe Basford Hall S.S.N. is seen at Wilsons Crossing with 66 954 supplying the traction. [Derek Elston](#)



Class 66 420 and 66 593 double head a northbound Felixstowe - Leeds liner through Doncaster on September 9th. [Michael Lyam](#)



Class 86 604 heads a Garston - Crewe Basford Hall working through Acton Bridge on September 17th. [Michael Lyam](#)

Right: Class 66 561 (with 66 415 on the front) passes Sutton Bridge with the 6Y20 07:30 Leckwith North Jct. - Crewe Basford Hall, September 6th. [Keith Davies](#)

Main: Class 66 955 working the 4055 Leeds - Southampton modal, passes through Burton on September 9th. [Stuart Hillis](#)

Below: On September 22nd, Class 66 507 passes through Navigation Road with an empty bin train from Runcorn - Brindle Heath. [Michael Lynam](#)





Left: On September 13th, Class 66 599 top'n'tails 66 554 with the 6Y30, taking Autoballasters from Up Decoy to Ulceby for tipping between New Holland and Barton. [Steve Thompson](#)

Main: Class 66 522 heads an empty bin train from Runcorn - Brindle Heath through Acton Bridge on September 3rd. [Michael Lynam](#)

Below: On September 11th, Class 66 545 heads out of Tyne Yard with an engineers train. [Robert Bates](#)



On September 3rd, Class 86 628 heads a Garston FLT - Crewe Basford Hall liner through Acton Bridge. [Michael Lynam](#)



Class 70 020 passes on the avoiding lines at Crewe with a Garston - Basford Hall liner. [Michael Lynam](#)



Class 86 627 and 86 638 power the 4M54 10:10 Tilbury to Crewe Basford Hall liner into Northampton on September 17th. [Derek Elston](#)



Class 66 529 approaches Deansgate Lane Junction on September 22nd on route learning duties from Fiddlers Ferry power station to Leeds. [Michael Lynam](#)

Class 66 956 arrives into Carlisle from Fiddlers Ferry with empty hoppers for Hunterston. [Michael Lynam](#)



Class 70 018 passes through platform 14 at Manchester Piccadilly station running light engine from Crewe Basford Hall - Trafford Park FLT. [Michael Lynam](#)



Class 70 011 is seen leading the 4L39 Crewe to Felixtowe liner through Northampton running around 30 minutes early on September 30th. [Derek Elston](#)



Class 66 622 passes Steel Heath near Whitchurch, heading towards Shrewsbury, with the 6V82 Tunstead - Westbury cement on September 27th. [Phil Martin](#)



Class 70 011 approaches Chesterfield on September 24th working a Leeds to Southampton container train. Robert Bates



Right: Class 70 004 heads southbound through Acton Bridge on September 3rd with a working from Ditton - Felixstowe. [Michael Lynam](#)

Main: Class 90 048 speeds through Nuneaton on September 12th working a Felixtowe to Crewe liner. [Richard Hargreaves](#)

Below: Class 66 615 working the 6M49 Immingham - Rugeley power station loaded coal passes Burton on September 22nd. [Stuart Hillis](#)



On September 28th, Class 47 843 and 47 848 had worked a coal set from Eggborough to Immingham Mineral Quay, in comparative secrecy, and worked back to Down Decoy with 1 IIA hopper. 4C42 is seen here approaching Frodingham Junction with 47 848 leading in the last bit of evening sun. [Steve Thompson](#)



On September 5th, Class 66 712 leads the 09:00 Ironbridge power station 'G' to Liverpool Bulk Terminal through Stafford. [Derek Elston](#)



Class 66 772 arrives into Carlisle working 5Z66 ECS from Crewe to Carlisle yard. [Michael Lynam](#)



Class 66 727 heads north through Crewe on September 27th working a car and van train from Dagenham Docks - Garston Car terminal. [Michael Lynam](#)

Right: On September 30th, the 0Z92 09:56 Crewe to Willesden is seen approaching Northampton with Class 66 716 leading 92 010 and 90 036. [Derek Elston](#)

Main: Class 66 711 'Sence' passes through Selby station on September 4th with a Selby Potter Group to Felixstowe container train. [Robert Bates](#)

Below: On September 12th, Class 66 717 and 66 709 pass through Stalybridge heading to Doncaster from Trafford Park. [Brian Hewertson](#)



Class 66 729 'Derby County' returns south with a North Blyth to Cottam loaded coal train passing through Ouston Junction on September 11th. [Robert Bates](#)



Class 20 118 and 20 132 along with a couple of barrier wagons are seen stabled alongside Derby station on September 25th. [Derek Elston](#)



Class 66 721 working the 6M01 Tinsley - Bardon Hill quarry with stone hoppers, is seen near Moira West Junction on September 2nd. [Stuart Hillis](#)



Class 66 712 passes Steel Heath on September 27th working the 6G57 Liverpool - Ironbridge loaded Biomass. [Phil Martin](#)



Class 66 742 approaches Doncaster on September 9th with a Middleton Towers - Barnby Dun sand train. [Michael Lynam](#)

Class 47 843 'Vulcan' and 47 848 'Titan Star' haul an train of empty coal hoppers through Melton Ross on September 28th. [Robert Bates](#)



Class 66 712 passes Ruckley Sidings on September 28th with the 4F61 13:00 Ironbridge power station - Tuebrook Sidings GBRf . [Keith Davies](#)



Class 66 712 exits the slow line at Acton Bridge with empty Biomass hoppers from Ironbridge, heading to Liverpool Bulk Terminal. [Michael Lynam](#)



Class 66 746 with the 6M01 Tinsley Yard - Bardon Hill quarry conveying stone hoppers, passes Moira on September 10th. [Stuart Hillis](#)



On a dull September 5th, Class 66 763 and 66 706 lead a rake of stone hoppers through East Croydon. [Class47](#)



Abellio Greater Anglia

An unusual visitor at Toton on September 24th, as Class 90 009 'Diamond Jubilee' waits to enter the paint shop following maintenance at Doncaster. [Michael Lynam](#)



Network Rail

The NMT with power cars Nos. 43013 and 43062 in charge, works south from Mossend to Derby through Winwick on September 16th. [Jeff Nicholls](#)



Right: Class 150 DMU No. 950 001 is seen stabled at Preston on August 27th.
Michael Lynam

Main: Another outing for the 'Yellow Peril', as Class 950 001 arrives into Doncaster West Yard on September 9th. Michael Lynam



It's been several months since anything went down the Nth Lindsey Light Railway, alias the Roxby Branch, but there is talk of a flow of traffic starting up again. After having been mothballed, the line was fettled up again for Class 950 001 to make a trip along it on September 7th. This is it's return working, passing the site of Crosby Mines signalbox. [Steve Thompson](#)



Class 67 003 and DVT No. 82145 work a 1Q23 Crewe - Liverpool - Crewe test train through Acton Bridge on September 3rd. [Michael Lynam](#)



Class 37 667 basks in late afternoon sunshine at Barnetby on September 29th at the head of a Network Rail circular tour from Derby to Doncaster. [Jeff Nicholls](#)



On September 14th, Network Rail's NMT passes Tebay near sunset working the 16:25 Heaton T&R.S.M.D. to Derby R.T.C.(Network Rail). [Colin Irwin](#)

On September 29th, Class 37 601 and 37 604 are seen working a Crewe to Carlisle test train at Preston. [Michael Lynam](#)



Units: DMUs and EMUs

Former Thameslink Class 319 379 is seen here passing through Manchester Oxford Road working 5X19 Stockport - Wolverton Works on September 10th. [Dave Harris](#)





Left: CrossCountry's Class 221 121 working a Manchester Piccadilly to Bournemouth service, calls at Stafford on September 5th. [Derek Elston](#)

Main: On September 26th, London Midland's Class 172 214 passes Blakedown working a Kidderminster service. [Colin Irwin](#)

Below: Northern Rail's Class 142 053 and 142 037 stand at Stalybridge on September 14th working a service to Manchester Victoria. [Brian Hewertson](#)



Right: Northern's Class 158 849 stands at Preston working a Blackpool North to York service. [Michael Lynam](#)

Main: Virgin Trains (West Coast) Class 390 103 passes through Tamworth Low Level station with the 1H29 14:00 London Euston to Manchester Piccadilly. [Dave Felton](#)

Below: On September 19th, London Midland's Class 323 209 stands at Wolverhampton working a service to Walsall via Birmingham. [Paul Godding](#)



Northern's Class 156 434 passes Nethertown on September 18th working the 2C37
13:31 Barrow-in-Furness - Carlisle service. Keith Davies



First Great Western's Class 150 128 forming the 2U16 12:08 Taunton to Cardiff Central service is seen at Newport on September 1st. [Derek Elston](#)



An unusual visitor to Crewe recently was London Midland's Class 323 208, seen here in platform 2 en route from LNWR to Soho following maintenance. [Michael Lynam](#)



Northern Rail's Class 142 035 arrives at Rishton station on September 28th working the 2S11 10:36 Burnley Central to Blackpool South service. [Dave Felton](#)



Northern's Class 150 148 is pictured departing from Rishton station with the 2N16 09:20 Blackpool South to Colne service on September 28th. [Dave Felton](#)

On September 1st, First Great Western's Class 158 951 working the 09:23 Portsmouth Harbour to Cardiff Central, calls at Newport. [Derek Elston](#)



London Midland's Class 321 416 waits to enter Doncaster works for a repaint in to ScotRail colours following its end of lease with London Midland. [Michael Lynam](#)



On September 18th, a pair of Northern Class 153 DMUs approach Nethertown working the 2C33 11:23 Lancaster - Carlisle service. [Keith Davies](#)

Nearing the end of their time with First Transpennine, Class 170 303 arrives into Doncaster from Manchester Airport on a Cleethorpes service. [Michael Lynam](#)



On September 14th, a Virgin Trains' Pendolino speeds through Rugeley Trent Valley with the 1H18 10:20 London Euston to Manchester Piccadilly service. [Colin Irwin](#)



CrossCountry's Class 170 101 arrives into Tamworth High Level station with the 1V12 15:10 Nottingham to Cardiff Central on September 19th. [Dave Felton](#)



On September 22nd, Northern Rail's Class 150 103 approaches Deansgate Lane Junction with a service from Chester - Manchester Piccadilly. [Michael Lynam](#)



Right: Southern's Class 319 216 passes through Northampton with the 5B01 10:45 Northampton EMD to Bletchley C.S. ECS working, September 28th. [Derek Elston](#)

Main: Virgin Train Class 221 106, with Festival No. 6 branding, calls at Rugby on September 12th working a London Euston service. [Richard Hargreaves](#)

Below: Northern Rail's Class 158 787 departs Doncaster working a local service to Sheffield, September 9th. [Michael Lynam](#)



Virgin Trains celebrity Pendo' Class 390 151 with decals for 'Business is Great' stands at Carlisle, having arrived from London Euston. [Michael Lynam](#)



Great Western Class 166 204 in GWR Green is seen alongside 165 123 at London Paddington on September 19th. [Derek Elston](#)



Northern Rail's Class 156 469 passes Parton with the 2C43 15:33 Barrow-in-Furness to Carlisle service on September 19th. [Colin Irwin](#)

London Midland's Class 150 107 is seen as it passes Husborne Crawley working a Bletchley to Bedford service on September 23rd. [Derek Elston](#)



Northern's Class 156 479 arrives at Silverdale with the 2C42 09:38 Carlisle - Lancaster service on September 7th. [John Balaam](#)



Northern Rail's Class 158 753 heads towards Preston passing through the Cherry Tree area of Blackburn working the 1B16 09:18 service from York to Blackpool North on September 5th. [Dave Felton](#)



Heathrow Express' Class 323 003 heads into London Paddington from Heathrow Airport, passing Royal Oak on September 19th. [Derek Elston](#)

On September 5th, East Midlands Trains' Class 158 813 calls at Peterborough whilst working a service to Norwich. [Class47](#)



Virgin Trains' Class 221 115 passes Ruckley Sidings on September 28th with the 5G14 13:06 Shrewsbury - Wolverhampton ECS working. [Keith Davies](#)



London Midland's Class 350 128 is seen departing from Tamworth Low Level station working 1U37 13:46 London Euston to Crewe, September 19th. [Dave Felton](#)



Northern Rail's Class 150 224 and 142 037 pass through the Cherry Tree area of Blackburn working the 2N10 11:21 Blackpool South to Colne on September 5th. [Dave Felton](#)

Northern Rail's Class 158 752 heads the 1B18 10:27 service from York to Blackpool North near Blackburn on September 5th. [Dave Felton](#)



Heathrow Connect's Class 360 204 arrives into London Paddington on September 26th with the 09:21 service from Heathrow Airport. [Derek Elston](#)



Carriages from South West Train's Class 458 014 arrive at Doncaster aboard Allelys low loaders on September 29th, for conversion into 458/5s. [Derek Elston](#)

News and Features: Scotrail - life north of the border

A pair of Scotrail Class 158s head across Linlithgow Viaduct on September 6th.
Colin Irwin



Right: On September 6th, two Scotrail Class 170s head across Linlithgow Viaduct with an Edinburgh service. [Colin Irwin](#)

Main: The 15:50 Invergordon to Inverness service reaches its destination crossing the River Ness with Class 158 720 still in First Scotrail livery. [Tim Ward](#)



Inverness and ,as is usual, a near dominance of DMUs. Tim Ward



Returning from the Kyle of Lochalsh to Inverness, Class 158 713 calls at Dingwall with the 15:50 departure. Tim Ward



Class 158 705 with the 07:02 Inverness to Wick, in the far north of Scotland, pauses at Forsinard. Tim Ward



The stations at Thurso and Wick are similar but distinct in style. Here at the latter, Class 158 715 'Haymarket' awaits to depart for Inverness with the 16:00 service. The picturesque journey takes over 4 hours to reach the Highland capital. Tim Ward

Nottingham Trams

Bombardier built tram No. 212 and Alstom No. 217 sit at the new Toton Lane terminus. Michael Lynam



Alstom tram No. 220 departs the new Nottingham railway station tram stop, working a service to Clifton South. Michael Lynam



Alstom tram No. 217 departs Toton Lane with a service for Hucknall. Michael Lynam



Alstom trams Nos. 228 and 229 wait their next turn of duty at the Wilkinson Street depot. Michael Lynam



Blackpool Trams

English Electric Boat car No. 227 passes the Cabin on September 26th, during the Blackpool Tramway's 130th anniversary celebrations. [Brian Battersby](#)



Built in 1901 by Electric Railway & Carriage Co., Bolton No. 66 is seen at the Pleasure Beach. [Richard Hargreaves](#)



Stored Brush car No. 632 is pictured outside the Rigby road depot. [Richard Hargreaves](#)



English Electric Boat tram No. 600 is seen at Bispham on September 26th. [Brian Battersby](#)



On September 19th, the 'Western Train' illuminated tram No. 733 prepares for its first tour of the evening from Pleasure Beach. Mark Pichowicz

English Electric twin car Nos. T2 and 272 arrive at Pleasure Beach with a special working on September 26th. Richard Hargreaves



Balloon tram No. 715 returned to service as part of the Heritage Fleet in May 2015, is seen here heading towards Little Bispham at North Pier. Brian Battersby

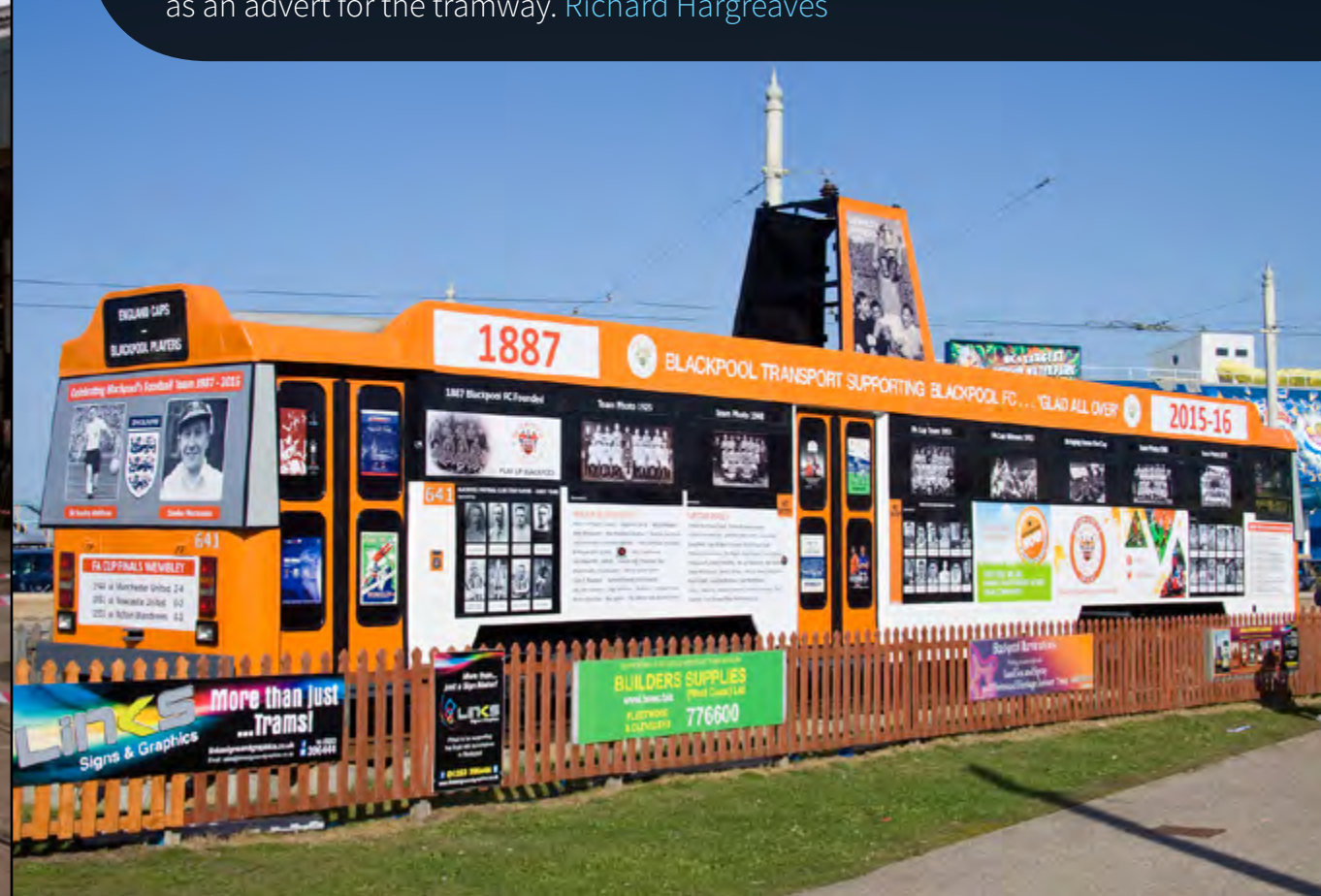


English Electric twin car Nos. 685 and 675 pass Balloon No. 719 at North Pier. Richard Hargreaves

Coronation trams Nos. 663, 660, and 304 are seen lined up outside Rigby Road depot. Brian Battersby



Centenary Car No. 641 has replaced the Brush Railcoach at Pleasure Beach as an advert for the tramway. Richard Hargreaves



Balloon tram No. 723 returned to passenger use during the 130th Anniversary events in September 2015, seen here at Pleasure Beach. Richard Hargreaves



Jubilee tram No. 761 stands outside the Rigby Road depot on September 26th. This tram is privately owned and not part of the heritage fleet. Brian Battersby

Croydon Tramlink

Stadler Rail Variobahn tram No. 25542 is seen departing East Croydon station working a Line 2 service to Beckenham Jct. [Class47](#)



Going Underground

District line 'D' stock No. 7073 approaches West Ham on September 5th with a service to Barking. [Class47](#)



London Underground battery locos Nos. L15 and L16 top'n'tail a ballast train at Royal Oak on September 26th. [Derek Elston](#)



London Underground battery locos Nos. L53 and L19 are seen in the possession between Paddington and Royal Oak on September 26th. [Derek Elston](#)



Major engineering work to the Hammersmith and City lines on September 26th, sees no less than 6 London Underground battery locos in the possession at London Paddington. [Derek Elston](#)



Fares Advice *with RailUK*

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

Are RailCo's legally obliged to sell you cheapest ticket

Q: I have noticed that at my local ticket office (Redhill) they are selling weekly season tickets for London Bridge as London Terminals to passengers that only want London Bridge as there is no London Bridge only option from Redhill =- cost is £65.

However this ticket is more expensive than a London Bridge only weekly season ticket from Gatwick valid only on Southern services (£59.80). All but one service from Redhill to London Bridge is operated by Southern. The Gatwick ticket is fully valid through Redhill. So are they doing something wrong here? Or is it up to the passenger to know these things.

A: They are obliged under the TSA to offer the cheapest appropriate fare for the flow that is requested. i.e. If a passenger requests a season from Redhill to London, then the cheapest appropriate ticket from Redhill to London should be offered. They are not obliged to search for split tickets, tickets from other stations and whatnot. This would cause huge queues at the ticket office and could cause other TOCs to complain if they suggested a loophole ticket that was revenue extracting to the other TOC.

That said, passengers are free to research tickets in their own time, and if they ask for a specific ticket, it should be sold - just the onus is on the passenger to do the legwork

Excess on Two Together if one can't travel

Q: Unfortunately my partner cannot accompany me on a forthcoming advance ticket with the Two Together discount. Is it possible to pay an excess of the discount amount applied ahead of travelling or is the ticket completely invalid?

A: *There is no provision for this type of excess in the official procedures, so officially it is a new ticket, but it can't hurt to give it a go. East Coast ticket offices I heard are quite good at excessing away Railcard discounts, so perhaps Stevenage is a possibility for you.*

Alternatively depending on the journey, it may also be possible to wait till departure and explain your circumstances to the guard. Since you have paid more than one full fare ticket, I cannot imagine many guards having an issue, but obviously this approach is not always possible, especially if you have gatelines at your origin station and/or you have multiple legs to your journey

*I must admit that this is one I think needs addressing in the Railcard T&C - as someone with two tickets and a Two Together will always have paid more than one ticket, I think it should be acceptable to travel alone provided you hold both sets of tickets *and* the Railcard. That isn't the case at present, though if you don't ask (*before* boarding) you don't get.*

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!

Swanage Railway's U Class locomotive No. 31625 (not yet operational) appeared as a static exhibit at the recent Great Dorset Steam Fair. [Andrew PM Wright](#)



NCB Austerity No. 66, visiting from Buckinghamshire railway, is seen at Chasewater on September 5th. [John Alsop](#)

On hire to Colas Rail, Class 37 No. D6757 passes through Nuneaton on September 12th running light from Cardiff to Derby. [Class47](#)



Solid foundation for a long-term partnership

DB Schenker Rail UK and Hope Construction Materials have laid solid foundations for their future partnership by signing a five-year contract for comprehensive transport services.

The two companies celebrated on Wednesday, 16th September, by further cementing their relationship when DB Schenker Rail UK's Class 60 locomotive (60044) was named Dowlow, in honour of Hope Construction Materials' Dowlow Quarry in Derbyshire.

The naming ceremony was performed by DB Schenker Rail UK CEO Geoff Spencer and Hope Construction Materials CEO Chris Plant. Afterwards they both enjoyed a cab ride on the locomotive.

The new five-year contract covers the transport of aggregates from the quarry at Dowlow near Buxton to ten locations across Britain. In 2015 a new depot has been opened at Walsall in the West Midlands, with further depots planned to open during the contract. Coal is also conveyed twice per week from South Wales to the cement plant in Hope.

The locomotive naming ceremony took place at the official opening of Hope's new £1.2m upgraded site in Walsall which includes a railhead and concrete plant.

Geoff Spencer said: "This is the beginning of a long-term partnership between DB Schenker Rail UK and Hope Construction Materials. The volumes are expected to grow significantly during the contract and we are proud to be supporting Hope Construction Materials in achieving its goals. We were delighted to name our loco 60044 in honour of Dowlow Quarry and to further cement our relationship

with Hope Construction Materials, a young company that is quickly establishing itself in the British market."

Chris Plant said: "Our investment in our Walsall Plant means that we can now bring in aggregates by rail from our quarry near Buxton in Derbyshire; and we can also bring in cement by rail from our Works at Hope, also in Derbyshire. This in turn means that we have all the key ingredients for concrete here on one site, ready to provide a slick and efficient first class supply service to construction companies in this very busy area. In addition to marking the official opening of our new Walsall Plant, it was a pleasure to work with DB Schenker Rail UK to officially name the locomotive which will pull the wagons of aggregates, 'Dowlow'."

‘DURHAM CATHEDRAL’ TRAIN ARRIVES FOR A SPECIAL DEPARTURE

On September 29th, Virgin Trains unveiled a locomotive specially designed to celebrate Durham Cathedral and the retirement of the Dean of Durham, The Very Reverend Michael Sadgrove. Locomotive 91114 proudly features a ‘Durham Cathedral’ name plate and has been given an extensive design-makeover by Virgin Trains to include a silhouette of the historic building, St Cuthbert’s Cross and other details from the architecture of the Cathedral.



The train cab also features the name ‘The Very Reverend Michael Sadgrove, Dean of Durham’ along with the dates of his service to mark his retirement. Dean of Durham, The Very Reverend Michael Sadgrove welcomed the train as it arrived at Durham station today before joining the service to Newcastle where the train was officially blessed. Durham Cathedral Choristers sang to customers at Durham and Newcastle stations as well during the journey between the two cities on the East Coast Main Line. The Dean used the on-

board address system to deliver a short message to those on-board the service.

Michael Sadgrove said: “It is truly an honour to have a train named after Durham Cathedral and I am humbled to see my name on the cab of the locomotive too. “Throughout my time here as Dean of Durham, I have travelled along this stretch of railway line and, along with so many others, marvelled at the breathtaking view the stretch into Durham affords of the Cathedral.

“For so many, that view of Durham Cathedral is a symbol of ‘coming home’, a feeling that we have been privileged to share for the last 12 years, and it will remain a special view to us forever.”

An official blessing was performed by The Dean of Durham at Newcastle station along with Railway Chaplain for the Newcastle area, Helen Bartlett.

David Horne, Virgin Trains Managing Director, said: “We’re honoured The Very Reverend Michael Sadgrove is launching and blessing our newly designed ‘Durham Cathedral’ locomotive as his final official engagement as the Dean of Durham. We’ve worked closely with the Durham Cathedral community to create this design and I’m confident our customers like it when it’s out and about on our route promoting this amazing city with spectacular views to the rest of the UK.”

Photo: Virgin Trains Managing Director David Horne with Dean of Durham Michael Sadgrove and Railway Chaplain (Newcastle area) Helen Bartlett.

A pair of 1938 Isle of Wight units are seen in the sunshine at the lines depot on September 9th. [John Alsop](#)



A1X Terrier Class 0-6-0T No. W11 ‘Newport’ and Adams 02 Class No. W24 ‘Calbourne’ are seen at Havenstreet on September 9th. [John Alsop](#)

The boiler from Ivatt 2-6-2T No. 41312 boiler is seen on test at Ropley on September 28th. [Ken Livermore](#)



Class 56 104, 56 081 and 37 905 pass Harrowden Junction working the 0Z37 Alton to Leicester on September 17th. [Derek Elston](#)



VIRGIN TRAINS TO LAUNCH NEW SERVICE FROM SUNDERLAND

Virgin Trains has launched tickets for its newest destination – Sunderland. The city will benefit from a new direct return service to London from 14 December 2015. Virgin has also started selling tickets for a new return service from Stirling to London King’s Cross. Both of these new services, from Monday 14 December, will feature early morning departures making them ideal for a day of business or leisure in London. The company will also sell tickets from today for an additional return service from Leeds to London on Saturdays, a move designed to appeal to leisure travellers and families wishing to travel to the capital in the run-up to Christmas.

David Horne, Managing Director at Virgin Trains, said: “This is a hugely exciting day for us as we move towards operating more services, and adding Sunderland to the Virgin rail map. “The new services mark a major milestone in Virgin Trains’ ambitious plans to transform services on its East Coast

route, which also includes £140m investment to deliver an improved service and more personalised customer experience. “Business customers have been calling for more early-morning departures that will give them a longer day in the capital and we’re delighted to be delivering on our promise by launching these extra services. We’re also responding to demand in Leeds, with an extra return service which will be great for leisure travellers and those families wishing to head to London in the run-up to Christmas.”

Rail Minister Claire Perry said: “The new Sunderland service will provide better journeys for customers across the region and boost economic ties between the north east and the capital, stimulating growth. It will play an important role in our ambitious plans to build a Northern Powerhouse and create a balanced, healthier economy. Along with the additional services for Scotland and Yorkshire, this is further proof that the new East Coast franchise is delivering real benefits for customers across the UK.”

The additional weekday Stirling service will launch on Monday 14 December with a 05.26 weekday departure, arriving in London King’s Cross at 10.52. This is 46 minutes faster than the existing 05.30 departure, which requires a

change of train and arrives in London at 11.42. The train will also call at Falkirk Grahamston, and will link with the existing 06.26 departure from Edinburgh Waverley. The return service will depart London King’s Cross at 15.00, arriving in Stirling at 20.16.

Customers in Sunderland will see a new 05.40 departure, arriving in London King’s Cross at 09.08. With the return service departing London at 20.00, both services will be faster than existing direct trains to Sunderland, by seven minutes southbound and 11 minutes northbound.

Customers in Leeds will see an additional 09.40 departure on Saturdays starting on Saturday 17 October: the new service will also call at Wakefield and arrives at King’s Cross at 11.51. The return service will depart London at 19.04 and arrive in Leeds at 21.21.

Tickets for the new Sunderland service and additional trains from Stirling and Leeds are now on sale at <http://www.virgintrainseastcoast.com/>

The first of GB Railfreight's new fleet of 73/9s go into service

GB Railfreight has confirmed that the first three of a new fleet of refurbished 73/9s have gone into service following a 10-year lease agreement with Network Rail. They will be supporting the infrastructure provider's ongoing track and engineering operations.

The three 73/9s (73961-73963) went into service for Network Rail on 16th September and will be rotated around two types of work:

- (1) Infrastructure monitoring – hauling trains that monitor the track and any defects that have occurred
- (2) Possession management – hauling day/overnight engineering trains

GBRf has spent millions of pounds refurbishing these locomotives. Keeping the same underframe, Brush Traction has replaced the original 600hp English electric engine with brand new 1600hp MTU R43 4000 V8, providing increased power, improved fuel economy and enhanced versatility. A further eight 73/9s are currently undergoing refurbishment and testing at Brush Traction to go into service on other contracts later this year. This increased power and versatility means that Network Rail will be able to cover a much wider area on their monitoring and possession work, extending beyond the southern region.

The award of this contract highlights the crucial investment that GBRf is making in supporting the growth of rail freight over the medium-long term. Earlier this year, GB Railfreight brought the first of their 21 new Class 66s into service, for use on various work across the network. At present, GBRf's total fleet includes 72 Class 66s, 20 Class 73s, 16 Class 92s, 4 Class 08/09s and

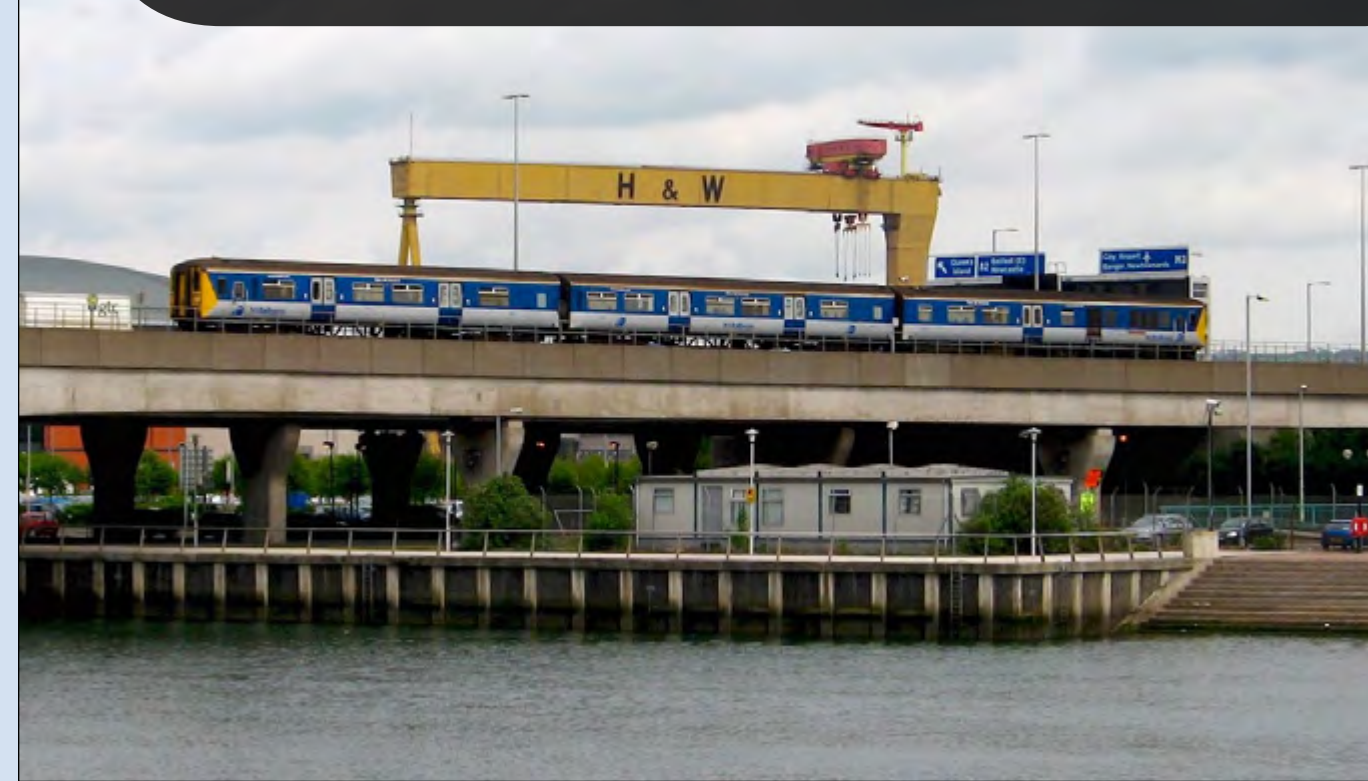
12 D18 shunters. This number will increase with the arrival of an additional six Class 66s in January 2016.

John Smith, Managing Director of GBRf, said: "GB Railfreight is delighted that the first of its new Class 73/9s have entered into service and that they will be supporting Network Rail with its infrastructure work across the UK rail network. These electro-diesel 73/9s are incredibly versatile and powerful, and can be used on a wide variety of routes across the regions. This deal is another sign of the significant investment GBRf is making in the domestic freight industry."

Paul Gilbert, operations director for Network Rail National Supply Chain, said: "Our infrastructure monitoring and engineering trains are absolutely vital to the work we do each and every day. The introduction of the 73/9s is a quick and cost effective way of boosting our fleet and will improve reliability and increase in our overall capability."

Doug Loudon, Managing Director of Brush Traction, said: "Wabtec, through its Brush Traction business, is delighted to have worked with GBRf to return these locomotives to service. The locomotives have benefited from a full physical overhaul as well as having had significant engineering upgrades applied to provide a highly engineered specification. Wabtec will provide full service support to GBRf and Network Rail over many years of service as part of its commitment to the program. The activity to refurbish a further seven locomotives is at an advanced stage in support of entry in to service later this year."

A Northern Ireland Railways Class 450 DEMU is photographed against a background of the Harland & Wolff shipyard in Belfast. [Keith Chapman](#)



Staff pitch in to spruce up Great Yarmouth rail station

A team of Abellio Greater Anglia employees have completed a makeover of Great Yarmouth station to create a more welcoming environment for passengers and tourists.

The two-day project was undertaken earlier this summer by Abellio Greater Anglia managers and staff who volunteered their time to give the station an overhaul and create a better impression to visitors.

The work, which is now complete, included: Cleaning and repairing the front fascia of the station; Repairing and repainting the ticket office and mess room; Repainting all visible white paint, doors, fences and bollards; Deep cleaning of the floors; Installing new netting

to deter pigeons; Installing, painting and planting flower tubs and hanging baskets; Clearing weeds and tidying the grassed area at the front of the station.

The Abellio Greater Anglia team was also assisted by staff from contractors, Railscape and Holywell.

Abellio Greater Anglia's Area Customer Service Manager, James Reeve, said, "Everyone worked really hard over the two days and it was also very enjoyable, with everyone participating with real enthusiasm. The team has made a real difference, significantly improving the overall appearance of the station and creating a better impression to customers and visitors to the town."

Wabtec shunter Class 08 669 'Bob Machin' is seen working alongside Doncaster works as an 0-4-2 with one set of wheels not connected. [Derek Elston](#)



On September 22nd, Manchester Metrolink T68s Nos. 1023 and 1020 await their fate at the Old Trafford depot. [Michael Lynam](#)



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



GWR 0-4-2-T No. 1450 stands at Bridgnorth, Severn Valley Railway, with the Autotrain on September 19th. [Phil Martin](#)

Class 67 020 drags DVT No. 82219 and Class 91 109 working the 1E17 Edinburgh - Kings Cross and diverted via the Durham Coast at Hartlepool on September 15th. [Michael J Alderdice](#)



Virgin Trains launches new menu

Acclaimed chef, Bryn Williams, has launched a new on-board menu, especially for two routes on the West Coast Mainline in collaboration with Virgin Trains. Bryn, of Odette's Primrose Hill and newly opened Bryn at Porth Eirias, Colwyn Bay, has developed the new Evening Menu, which is exclusive to the North Wales and Shrewsbury routes; it is the second Bryn has created for Virgin Trains passengers, since the partnership began in January 2015. Available to customers travelling in First Class on Monday – Friday evenings, the new menu offers a choice of three mains (Slow Roast Chicken; Herb Gnocchi; or Hand Cured Salmon); and two desserts (Lime and Lemon Posset; or Cheese and Biscuits).

Rob Taylor, Virgin Trains First Class Product Development Manager, said: "Working with local people and suppliers is something we take real pride in, so to have Bryn on board for a second menu is fantastic. We're passionate about the quality of our food. Bryn's culinary expertise along with our knowledge and experience, has allowed us to create something special for our First Class customers."

The partnership began when a member of the Virgin Trains on-board team from Holyhead approached Bryn with the idea of working with Virgin Trains, after she noticed he was travelling regularly between London and North Wales whilst setting up his new restaurant at Porth Eirias in Colwyn Bay.

Bryn Williams, who is from Denbigh, said: "It is amazing to work with Virgin Trains and do something like this on my home patch. I'm proud to be able to offer customers quality food that is tasty and well thought-out; the dishes are classic combinations, using seasonal ingredients. The collaboration is a great team effort with people who share the same dreams and passion. Virgin Trains has this in abundance – from the catering team that produce the food to the on board staff who serve it, and without them it wouldn't have been possible."

Vicki Jones, North Wales Customer Experience Leader, said: "We're really proud to offer our customers something unique and tasty that has been developed by an acclaimed local chef. Bryn has been fantastic to work with and listens to what we and our customers want. The new food has only been available for one week and it is already going down a treat." The new menu is available now until 8th January 2016.

GB Railfreight and FCC Environment reopen strategic freight site in Cricklewood

On September 8th, GB Railfreight ran its first train transporting waste from its new North London Railfreight Terminal, a strategic freight site in Cricklewood that the company has leased from Network Rail.

The new 3-year contract is for one train a day (Monday to Friday) in partnership with FCC Environment, who GBRf have signed a material storage, handling and haulage deal with. Each loaded train is formed of 20 box wagons, which is the equivalent of removing about 70 lorries from the road or 350 lorries per week. The site handles soil waste from a variety of locations in London, including construction sites and development areas. Waste material arrives at the site by lorry where it gets deposited, prior to being transported by rail.

Locomotive 66709 departed the North London Railfreight Terminal at 12:15 and was the first train to run under the new agreement to take spoil up to FCC Environment's Calvert Waste Management Facility in Buckinghamshire. The ultimate end use of the materials is reuse or recovery rather than disposal. GBRf have signed a head lease with Network Rail to commence operating from the Cricklewood site, a location that had not been in use for a number of years.

GB Railfreight have called down and leased the strategic freight site through a property deal with the infrastructure provider and are now working in partnership with FCC Environment, who procure the material and arrange road movement into site, and Material Handling Ltd, who manage the handling, storage and loading of material. John Smith, Managing Director of GB Railfreight, said: "As London continues to build, more and more construction soils and materials need to be able to leave the capital efficiently and with least cost to the environment at a time when London's roads are already seriously under strain. With major projects like HS2 and Crossrail 2 in the pipeline the rail freight sector can provide a reliable solution. This new service out of Cricklewood demonstrates our commitment to doing our bit to support the construction sector in London, removing 350 lorries from the road per week."

Phil Amos, Senior Accounts Manager of GB Railfreight, said: "The successful commencement of operations at this location, and the running of trains from Cricklewood to Calvert, reflects the hard work of a number of parties over many months to return this site to an active railfreight terminal. We very much look forward to providing FCC Environment with GBRf's customary high levels of performance and customer service on this flow."

ON TRACK TO CELEBRATE 40 YEARS OF BRITAIN'S PREMIER RAIL MUSEUM

Virgin Trains East Coast teamed up with the National Railway Museum (NRM) on September 23rd to celebrate four decades of the first national museum outside London – with help from three volunteers who've been there from the very beginning.



David Horne, Virgin Trains East Coast Managing Director, and Paul Kirkman, National Railway Museum Director, named locomotive number 43238 'National Railway Museum 40 Years 1975 – 2015' on the platform at York station. The same locomotive previously carried the name 'National Railway Museum – The First Ten Years 1975 – 1985' for 12 years from 1985. It now wears a distinctive and specially-designed livery, depicting key exhibits from the Museum's collection, including the working replica of Stephenson's 'Rocket', and 'Locomotion No.1' which is currently on loan to Darlington's Head of Steam Railway Museum.

Invited guests and passengers joined in the celebration, with the three long-serving volunteers – David Eastoe, Peter Brumby and Rob Tibbits – marking a collective 120 years' service at the event. Together, they blew out candles on a specially-designed celebration cake which re-created the unique livery worn by the locomotive named at York station.

The train operator and the Museum also announced that an exclusive Hornby model of locomotive 43238 is to be made, with a limited production run going on sale in Spring 2016.

David Horne, Virgin Trains East Coast Managing Director, said: "Our Virgin red trains represent a new era in railway history, just as the National Railway Museum's birthday marks a milestone in our railway heritage.

As part of the branding of our train fleet in Virgin red, we have taken the opportunity to restore locomotive 43238's association with the NRM and to celebrate the 40th anniversary of the Museum's opening.

It seems only fitting that we should dedicate one of our locomotives to mark four decades of this amazing

visitor attraction, which has created special memories for millions of visitors in Britain and around the world, and which now attracts hundreds of thousands of people to York, the heart of our network. The Hornby model will make an exciting and unique keepsake of this milestone in the history of Britain's railways, and we're sure it'll be in great demand from collectors and rail enthusiasts alike."

Paul Kirkman, National Railway Museum Director, said: "Anniversaries are times of reflection, and it is with huge pride that we recognise the development of the National Railway Museum over the last 40 years. I am truly grateful to the many organisations that have worked with us over that time – especially our esteemed counterparts in the railway industry. They help us to tell the amazing stories of the railways, old and new, so that our visitors can understand the importance of the industry and its impact on us and the world.

"Anniversaries are also a time for looking forward. Forty years ago, rail passenger numbers had been declining since the 1950s and stood only a little above their all-time low. To many, it must have felt as though a golden age had passed and the glory days were consigned to history. How different the world feels now: passenger numbers continue to grow and the country's most significant infrastructure schemes are railways."

Long-serving National Railway Museum volunteer Rob Tibbits said: "It's been a pleasure being present at all the milestone moments for the Museum, including the opening of Station Hall in 1995 and the addition of Search Engine in 2008, big rail events including the Railfest celebrations of 2004 and 2012, the award-winning Mallard 75 season, and numerous Royal visits.

"We can't wait to see what the next 40 years will bring, starting with next year's return of the legendary steam loco 'Flying Scotsman'"

Locomotion, the National Railway Museum at Shildon, County Durham, is sister venue to the NRM in York, and is a joint venture between the National Railway Museum and Durham County Council.

Chairman of the Locomotion Joint Management Board Brian Greenwood said: "We're delighted to support the event, which recognises 40 years of promoting railway heritage at the National Railway Museum in York.

"It's also excellent news that an exclusive Hornby model of locomotive 43238 in its impressive new livery is to be produced, and I'm sure this limited edition model will be in high demand when it goes on sale next Spring."

Museum visitors past and present are also being invited to share their memories, photos and videos of 40 years of the National Railway Museum via a dedicated page on the attraction's website. For more information, visit: <http://www.nrm.org.uk/NRM-40/>.

For more information on Virgin Trains East Coast services and great value fare deals to visit the National Railway Museum in York, visit: <http://www.virgintrainseastcoast.com>.



Groceries, post and automobiles ride the rails - Britain fills 80 more freight trains per week than last year as shoppers get hungry

Mackerel in May, asparagus in autumn and figs in February - the demands of Britain's shoppers for goods out of season, rapid delivery and specialist produce are today helping to fill 80 more freight trains per week compared to this time last year, according to new research from Network Rail. Figures show this demand has been steadily increasing over the last decade, with a 75% uplift in the volume of consumer goods travelling by train since 2005. Today rail freight plays an ever more important role in delivering everything from loo roll and luxury cars to refrigerators and rhubarb across the UK, with trains covering an extra 20,000 miles each month compared to the same time last year and more than 600,000 miles in total. In order to handle the escalating load, Network Rail has been consistently upgrading the railway, with new links to major UK ports being constructed to support foreign trade. New longer freight trains capable of carrying greater loads have also been introduced as well as significant track enhancements to improve the flow of freight traffic and ultimately get goods to customers more quickly.

Network Rail's director of freight, Paul McMahon, said: "The next time you enjoy a chocolate bar with your afternoon cuppa, consider that it has more than likely travelled by train to get to you, and at Christmas when you send a flurry of cards to friends and family, they will join millions of other pieces of mail moving daily by train to get to their destination. Quite simply, many of the things we rely on wouldn't get to us as quickly or efficiently as we expect without rail freight. We're continuing to work on increasing capacity for more freight trains, making the network more efficient to allow longer trains to carry more containers, and importantly separating flows of passenger and freight traffic - and our Railway Upgrade Plan is helping to make this all possible."

According to the Rail Delivery Group, the rail freight industry is now adding over £1.6 billion a year to the UK economy and this is predicted to rise to £2 billion in 2023 with continued investment.

The increase in rail freight also continues to fuel British trade. For example, in Southampton where significant changes have been made to improve efficiency, such as extending platform lengths, updating signalling and enhancing terminal technology. With Chinese imports now representing 60% of the containers received through Southampton port, rail freight plays an important role in supporting international trade to the UK.

Loco Fleet List 2015

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

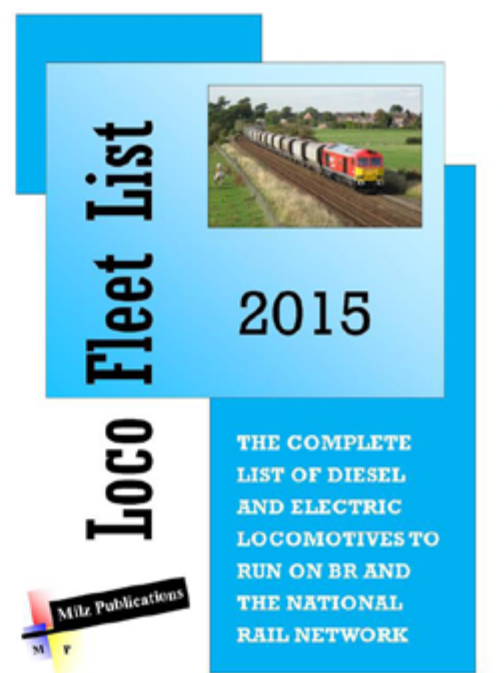
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

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

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



SB Rail Plasser & Theurer Tamper No. DR 94904 'Thomas Telford' is seen stabled in sidings adjacent to Blackburn station.
Dave Felton



Work starts on site to replace Ufton Nervet level crossing with a bridge

Network Rail's plan to improve safety at Ufton Nervet level crossing has reached an important milestone as work started to prepare the site for the replacement of the level crossing with a bridge. The building of a bridge will completely separate road and rail traffic at this site, which has experienced several incidents of deliberate misuse following a collision between a train and a car on the crossing in 2004 in which seven people died and 71 people were injured. The preparatory work currently taking place involves moving the location of the memorial garden from the south to the north side of the crossing to make it more accessible once the new bridge has opened. The memorial garden is dedicated to those who died and those affected by the 2004 collision. As well as being more accessible, its new location will also mean it joins the memorial garden dedicated to Mr Stanley Martin, the driver of the train.

Daniel Collins, Network Rail's scheme sponsor for the project said: "This is an important step towards our goal of improving the safety of passengers and the wider public at Ufton Nervet. Replacing the level crossing with a bridge will completely separate road and rail traffic at this site, significantly reducing the risk of a tragedy, like the 2004 collision, happening again."

'Tree World Services' is carrying out the work on behalf of Network Rail to move the location of the memorial garden. This company is located near to the crossing and its staff assisted the emergency services in the aftermath of the 2004 collision. As a result, they feel very connected to the work to replace the crossing and were keen to be involved in the project. Construction of the new bridge will start in early 2016 and will take approximately a year to complete.

Did you Know - Ken Mumford

Cambrian Tyranny

In 1892 at Ellesmere Station the Cambrian Railway made its mark in the annals of trade union history. John Hood, the Stationmaster, had given evidence before a Parliamentary Committee inquiring into over-long hours worked by railwaymen - a 60 hour working week was nothing unusual and only the Welsh regard for Sunday observance kept the hours worked from being even more.

Around the same time, the Secretary of the Amalgamated Society of Railway Servants of the United Kingdom denounced the Cambrian, saying that 'little railways were a gigantic mistake' and the Labour press thundered 'Cambrian Tyranny.'

Dickens in a bridge crash

Charles Dickens almost lost his life on June 9th 1865 when a fast boat express from Folkstone was wrecked about 1½ miles from Staplehurst station. A bridge under repair, and by some grave failure on the part of the man in charge a rail was taken out, forgetful of the fast boat train's approach.

The train left the rails, and a part of it ended up in the stream below. Ten people were immediately killed and over fifty injured. Interesting that exactly five years to that very day that great author passed away. Dickens' many friends thought that his end was quickened by the awful shock of this accident.

Did You Know?

Swindon Works [Loco & Carriage Department] was responsible on February 1921 for repairing a shoulder strap for Caerleon's Station Master's artificial limb. The Bill [not stated] was charged to the Traffic Department.

Did You Know?

The design of the only Great Western Pacific type locomotive - 'The Great Bear' was closer to a 4-8-0 than a 4-6-2 as the rear set of wheels had a very limited amount of side-play - hence one of the reasons why it was restricted to a very limited route availability and spent most of its brief life between London and Bristol.



Class 90 042 hauls 90 018, 92 018 and 87 002 through Northampton on September 17th running as 0Z92 09:59 Crewe Basford Hall SSM to Willesden TMD. [Derek Elston](#)



Robert Stephenson 0-6-0T No. 3 'Twizell' is side by side with Hawthorn Leslie 0-4-0ST Lambton and Hetton Collieries No. 14 at Marley Hill shed on the Tanfield Railway, September 11th. [Robert Bates](#)



GB Railfreight increases capacity at the Port of Felixstowe

On September 2nd, GB Railfreight ran its first train in its new slot at the Port of Felixstowe, enabling the freight operator to increase its capacity at the Port by over one fifth (23%). The new slot, GB Railfreight's 7th at the Port, was awarded after a competitive bidding process. It marks an important milestone in GB Railfreight's operations at the Port, its first new slot since 2012. This slot allows trains to run from Felixstowe to Birmingham Intermodal Freight Terminal (BIFT) at Birch Coppice in the West Midlands, a major intermodal freight terminal owned by Maritime Transport. It is the first train to serve this route out of the Port, meaning it will be actively switching freight from road to rail. Trains will run to and from the Port once a day, five days a week (Monday to Friday) over the next five years. The first train, locomotive 66761, left the Port for Maritime Transport's Birmingham Intermodal Freight Terminal, Birch Coppice, at 10:29 am. To begin with, the trains will consist of 33 wagons. However, GBRf has placed an order for a further 15 Ecofret triple-platform wagons, which will make the train 45 wagons in length. This will allow the freight operator to continue to serve the demand for 40 foot containers and increases GBRf's capacity at the Port by 23% - over one fifth.

John Smith, Managing Director of GB Railfreight, said: "This is a really exciting day for us. We have worked extremely hard to identify opportunities to increase our capacity to and from the Port. As a result, we now run the longest intermodal freight trains on the network

with wagons that can accommodate 40 foot-containers. The winning of our 7th slot is an important milestone as it enables us to further expand our capacity, helping us to continue to meet the demand from our customers and support the growth of the intermodal rail freight market and its potential to take freight off the roads."

John Williams, Group Managing Director of Maritime Transport, said: "BIFT is an important strategic freight interchange in the West Midlands and we are delighted that GBRf has chosen our rail terminal for their new service."

Clemence Cheng, Chief Executive Officer of the Port of Felixstowe and Managing Director of HPH Europe division, said: "As well as being the busiest container port in the UK, Felixstowe also operates the country's biggest intermodal rail facility. In 2014 we handled close to 900,000 TEU by rail. This record volume was achieved by the investment we made in our newest terminal, the North Rail Terminal, and the dedicated employees in our rail team working closely with our customers and Network Rail to improve on our efficiency and the handling of longer trains. The 30+ wagon trains that run from there are the longest intermodal trains in the UK. Capacity at the North Rail Terminal is being further enhanced by two new Rail-Mounted Gantry Cranes. Together with the new service launched, this investment further enhances the unique range and frequency of services available at Felixstowe giving port users greater choice and more opportunities to strip carbon from their supply chains."

First Great Western Becomes Great Western Railway as Part of Historic Re-brand

On September 20th, railway company First Great Western was re-named Great Western Railway (GWR) as it marks the biggest investment in the railways since Brunel. The re-brand is centred on the company's commitment to putting its people and customers first. Inspired by the legacy of Brunel, the new branding is a modern adaptation of the traditional Great Western Railway look and feel, drawing on its 182-year-old heritage to inspire a new identity. As part of the new look, travellers will soon be able to see refreshed branding, new uniforms and the phased introduction of new train liveries. Central to GWR's activity is an improvement package, put together with the Department of Transport (DfT), which will deliver huge benefits to passengers in terms of journey times, capacity and reliability.

Alongside the ongoing £7.5 billion investment in improvements to the rail network, a massive fleet upgrade will see new or more modern trains, all with free WiFi, on every area of the network by December 2018. During the same time frame, the addition of new trains will slash the average age of First Great Western's train fleet by more than half – and also help to create three million additional seats across the network. A major timetable change in December 2018 will see quicker train journeys across the route with a reduction of journey times between South Wales, Bristol and London, shaving travel time into Bristol by up to 17 minutes and Cardiff by up to 14 minutes. These new services will also see more direct trains into Devon and double the number of trains into and out of Cornwall. This will be supported by 100 extra members of customer-facing staff, and the introduction of dedicated Customer Ambassadors at key stations across the route to help customers with local information, directions and onward travel options.

Local businesses also stand to benefit as a result of being better connected to new and prosperous markets. Independent research conducted for the South West Economic Regional Development Agency (now LEAs) has shown that electrification will boost the South West economy by £120m per year alone.

Great Western Railway Managing Director, Mark Hopwood said: "This investment represents a historic milestone for us and so it was a perfect opportunity to launch the Great Western Railway once again. We are committed to improving the journeys of our passengers, as well as the economic prosperity and social footprint of the regions and communities we serve. It's a new dawn for our railway and we're excited to be at the helm." Local communities along the Great Western Railway service will also benefit from financial support. A £2.2m Customer and Communities Improvement Fund, which will support areas of the railway where there is a real social need will be deployed, as well as a commitment to redevelop branch lines, offer free travel to jobseekers on their way to interviews and introduce a paid work placement programme for the long term unemployed.

FirstGroup Chief Executive Tim O'Toole said: "FirstGroup is the proud operator of GWR, a railway steeped in years of tradition, and our new brand for the franchise represents this strong heritage." "We will be using our unrivalled knowledge and experience of the network to help deliver significant upgrades over the next few years and are already working closely with the DfT and Network Rail to deliver the initial phases of a £7.5bn investment programme to transform a key part of the country's transport infrastructure. "Under our experienced management, the franchise will see new or refurbished trains on every part of the network, resulting in more frequent and faster journeys and an increase in the number of seats, keeping people moving and communities prospering across the GWR network."

Shops to make way for a brighter, more spacious concourse at Leeds station

Leeds station users can look forward to a brighter future as Network Rail prepares to increase the space in the main passenger concourse. The three retail units next to the exit on to New Station Street, currently occupied by Burger King, Paperchase and Journeys Friend, will all be demolished to allow in more light, to create more space and to allow passengers and shoppers enter and exit the station more easily. The shops were closed from Monday 28 September, with work to remove them starting in early October. Most of the work will take place during the day with materials being removed during the night so as not to disrupt passengers. The project will last around six weeks, with the exits onto New Station Street remaining open at all times. Helen Dawson, Network Rail's station manager for Leeds, said: "Taking away these units will allow more light into the concourse and helps take out some bottlenecks that can build up at the station doors during peak times. The space vacated by the shops will also make waiting in the concourse a more comfortable experience for those checking the timetable boards or waiting to meet friends, family and colleagues."



A view of the Nemesis Rail Depot at Burton on September 23rd, with Class 09 006 and 08 994 recently arrived from Toton. [Stuart Hillis](#)

A Different View

Virgin Trains East Coast power cars Nos. 43208 and 43319 head onto the Forth Bridge at South Queensferry, September 6th. [Richard Jones](#)



Numbers & Dots: As West Country Pacific No. 34092 passes a milepost marker at the East Lancs Railway on September 10th. [Gerald Nicholl](#)



GWR Hall Class 4-6-0 No. 4965 'Rood Ashton Hall' catches the evening sunlight as it passes Uffington on September 26th working the 1Z64 Hereford - Tyseley. [Carl Grocott](#)



With the skyline of Bolton in the background, work can be seen well advanced for the demolition of Orlando Bridge. [Dave Felton](#)

This dramatic photo was taken on the London Transport Museum's 'S7' charter up to Amersham on September 26th September, between Chorleywood and Chalfont & Latimer using a Leica Monochrom, Zeiss 21mm, f16, 1/15sec. [Peter Marsden](#)



Preserved and Industrial Railways: Chasewater Railway

Built in 1911 by Andrew Barclay of Kilmarnock for their customer Colin McAndrew, the 0-4-0ST is pictured here at Chasewater Heaths on September 5th.
Richard Hargreaves



Right: 1941 built Peckett No. 2012 'Teddy' arrives into Chasewater light engine.
Richard Hargreaves

Main: Hunslet Austerity 0-6-0ST No. 66 in its NCB livery, departs Chasewater Heaths with a passenger train on September 5th. Richard Hargreaves



Former BR Class 08 No. D3429 shunts a rake of MGR hoppers at Chasewater on September 5th. Richard Hargreaves



Hunslet 0-4-0 diesel hydraulic locomotive No. 6678 shunts some brake vans at Chasewater. Richard Hargreaves



PLEDGES TOWARDS BUILDING P2 REACH £2M IN JUST TWO YEARS

Pledges towards the building of new Gresley class P2 steam locomotive No. 2007 Prince of Wales have already reached £2m in just two years since the launch of the project in September 2013. The new locomotive is already over one-third complete by weight. This rapid construction has been fuelled by the project's successful fundraising campaigns which have seen pledges of 40% of the £5m required to complete Britain's most powerful steam locomotive by 2021. In only 18 months since the launch of the project's 'P2 for the price of a pint of beer a week' (£10 per month) regular donation - or covenant - scheme, funds either already donated or pledged by Standing Order have already reached £2m.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (a registered charity and builders of famous new steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and almost 700 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch a year ago. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each - target 100 people, now closed), The Boiler Club (almost 90 people have pledged £2,000 each - target of 300 people), Dedicated Donations (£120,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of £2m (including Gift Aid) of the £5m needed over the next seven years.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight. With No. 60163 Tornado's overhaul now complete, our team at Darlington Locomotive Works has resumed the erection of No. 2007 Prince of Wales's frames, fitting the frame stretchers, horn guides and other components manufactured by external contractors over the past few months." "We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales next winter and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. "I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Boiler Club. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

East Lancashire Railway

Bulleid West Country Pacific No. 34092 'Wells' leaves Irwell Vale on the ELR with the 13:29 service for Rawtenstall on September 10th. Local landmark Musbury Tor is on the skyline above the engine. [Gerald Nicholl](#)



On a perfect autumn morning, Class 37 109 arrives at Ramsbottom from Rawtenstall during the Diesel Gala on September 27th. [Jeff Nicholls](#)



Class 33 109 approaches Irwell Vale working the 2J60 Rawtenstall to Bury service on September 26th. [Michael Lynam](#)



It could be a scene from the 1980s as Class 50 015 'Valiant' leaves Ramsbottom bound for Rawtenstall with a rake of blue/grey stock. [Jeff Nicholls](#)



Class 14s Nos. D9537 and D9531 depart Irwell Vale working the 2J57 Bury to Rawtenstall. [Michael Lynam](#)

Rudyard Lake Steam Railway

No. 6 'Excalibur' is a 2-4-2T built by Exmoor Steam Railway, works No. 294/1993 and is seen here at the depot on September 27th. Michael Lynam



No. 8 'King Arthur' an 0-6-2T built by Exmoor Steam Railway, works No. 324/2005 is seen operating at the line near Leek on September 27th. Michael Lynam

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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Bo'ness and Kinneil Railway

Class 08 No. D3558, Class 26 038 and a Swindon built DMU are seen at Bo'ness depot. Michael Lynam



Class 20 020 stands at Bo'ness depot on August 24th. Michael Lynam



Carrying the DRS livery, Class 37 703 is pictured outside the depot at Bo'ness. Michael Lynam



LNER Class D49 No. 62712 'Morayshire' is seen being prepared for the days duties. Michael Lynam

Barrow Hill

LMS Class 5 (Black Five) 4-6-0 No. 45305, Stanier 8F No. 8274, Ivatt Class 4 No. 43106 and LMS Class 3F Jinty 0-6-0T No. 47406 line up in the yard at Barrow Hill, during the 'Ticket to Ride' event on September 25th. [Derek Elston](#)



Ivatt Class 4 No. 43106 and Midland Railway No. 1000 are pictured stabled in the roundhouse at Barrow Hill. [Derek Elston](#)



Also seen in the roundhouse were, LMS Class 3F Jinty 0-6-0T No. 47406 and LMS 2500 Stanier 4MT 2-6-4T tank engine No. 42500. [Derek Elston](#)

Stanier Class 8P Coronation Class 4-6-2 Pacific No. 46233 'Duchess of Sutherland' heads out of the yard with a passenger service. [Derek Elston](#)



New build Patriot, No. 45551 'The Unknown Warrior' is seen on display inside the Barrow Hill Roundhouse. [Derek Elston](#)



An immaculate English Electric Type 4 No. D213 'Andania' is seen in the yard at Barrow Hill on September 25th. [Derek Elston](#)



Jubilee Class 6P 4-6-0 No. 45690 'Leander' is pictured side by side with Class 4MT 2-6-0 No. 43106 and Class 5MT 4-6-0 No. 45305. Robert Bates

Lancashire and Yorkshire Railway (L&YR) 0-6-0 Class 27 'Aspinall' No. 12322 arrives into the yard with a passenger service off the branch. [Stuart Hillis](#)



The crew of Vulcan Iron Works 0-4-0T 'Vulcan' await their next duty. [Stuart Hillis](#)



Stanier 8F No. 8274 heads out of the yard at Barrow Hill with a working up the branch. [Stuart Hillis](#)

West Lancashire Light Railway

Over the weekend of September 19th/20th, the line held an event to commemorate the 100th anniversary of the construction of Kerr Stuart Joffre class 0-6-0 locomotive No. 2405 built 1915. Built in Stoke for the French Artillery Railway in WW1, two working Joffre locomotives were in steam for the first time in preservation with the special appearance of Moseley Railway Trust's Kerr Stuart 3014 built in 1916. Here Kerr Stuart No. 3014/1916 and 'Joffre' No. 2405/1915 are seen at Delph. [Michael Lynam](#)



'Utrillas', built by Orenstein & Koppel, Germany, works No. 2378/1907, an 0-4-0 Tank + Well Tank is seen at Beconsall. [John Balaam](#)



Autumn Steam Gala to Feature Six Locomotives 16th - 18th October

A classic Southern Railway N15 King Arthur class locomotive is to star in the Swanage Railway's three-day Autumn Steam Gala – an event featuring six locomotives in action spanning more than half a century. The real Southern steam event takes place between Friday and Sunday, 16 to 18 October, 2015, inclusive.

There will be a frequent train service between Norden, Corfe Castle, Harman's Cross and Swanage. It will be the first time the majestic No. 777 'Sir Lamiel' – built for the Southern Railway in 1925 – has visited the Swanage Railway in more than five years.

It was in July, 2010, that the 80-ton locomotive hauled the popular 'Swanage Belle' excursion train from London to Corfe Castle and Swanage when it was painted in British Railways Brunswick Green livery and numbered No. 30777. The Autumn Steam Gala will also be the first time that two Southern Railway steam locomotives designed by the company's Chief Mechanical Engineer Richard Maunsell have worked together on the Swanage Railway – 'Sir Lamiel' and fellow tender locomotive 'U' class locomotive No. 31806.

Also being put through their paces during the Gala will be Victorian-designed T9 class locomotive No. 30120 dating from 1899, M7 tank No. 30053 built in 1905, Battle of Britain class Bulleid Pacific No. 34070 'Manston' dating from the mid-1940s and British Railways Class 4 Tank No. 80104 built in 1955. Swanage Railway General Manager Matt Green said: "It will be great to see 'Sir Lamiel' back at Swanage and everyone is very much looking forward to welcoming the locomotive back to the Isle of Purbeck. Our Autumn Steam Gala will be an event not to be missed with six locomotives spanning more than half a century hauling trains from Norden to Corfe Castle, Harman's Cross and Swanage. It will also be a first for the Swanage Railway to have two Richard Maunsell-designed locomotives – 'Sir Lamiel' and our 'U' class No. 31806 – hauling trains on the relaid Purbeck Line.

Like the iconic T9 No. 30120, 4-6-0 wheel arrangement 'Sir Lamiel' is part of the National Railway Museum's national collection based in York. A class 5 in terms of power, No. 30777 'Sir Lamiel' was built for the Southern Railway in June, 1925, at North British Locomotive Company's Hyde Park works in Glasgow. A total of 30 of the N15 class locomotives were built. The locomotive was named after a fictional Knight of the Round Table in the 12th Century legend of King Arthur, Sir Lamiel of Cardiff, who was said to be a great lover. No. 30777 was first based at the Nine Elms depot in London before moving to Battersea, Bournemouth, Dover, Feltham and Basingstoke. On withdrawal in October, 1961, 'Sir Lamiel' was stored at Fratton, Stratford & Ashford. Later adopted by Humberside Locomotive Group in June 1978. Now sporting a 1930s malachite green livery of the Southern Railway, 'Sir Lamiel' is maintained and operated by the 5305 Locomotive Association and is based on the Great Central Railway at Loughborough in Leicestershire. The N15 King Arthurs were based at Bournemouth for main line work for more than 40 years through to the early 1960s. In the early 1950s, there were 12 of the class on the books at Bournemouth but by 1960 there were just four; the locomotives having been eclipsed by the Bulleid Pacifics. The last King Arthur locomotive was withdrawn by British Railways in 1961.

Swanage Railway train times – and special event details – are available online at www.swanagerailway.co.uk or by telephone on 01929 425800.

Severn Valley Railway

LMS 4-6-0 No. 46100 'Royal Scot' is seen at Bridgnorth on September 13th.
Richard Hargreaves





GWR 4500 Class No. 4566 stands at Bridgnorth ready to work an afternoon service to Kidderminster on September 6th. [Richard Hargreaves](#)

BR Standard Class 7MT 4-6-2 No. 70000 'Britannia' is pictured at Bewdley on September 18th. [Robert Bates](#)



Class 52 No. D1062 'Western Courier' stands at Bridgnorth on September 28th. [Richard Hargreaves](#)



Visitors for the forthcoming diesel gala are seen gathering at Kidderminster on September 20th with Class 52 No. D1015 and Class 17 No. D8568 joining resident Class 50 035. [Class47](#)

On September 29th, Class 50 049 is seen on display in the Autumn sunshine at Kidderminster. [Richard Hargreaves](#)



On September 18th, GWR 0-4-2T No. 1450 stands at Bewdley with the Autotrain. [Derek Elston](#)



Class 17 'Clayton' No. D8568 stands at Kidderminster on September 28th, ready to work a service along the line to Bridgnorth. [Richard Hargreaves](#)



SR Battle of Britain Pacific No. 34053 'Sir Keith Park' waits to come off shed at Bridgnorth, when it will take out the 10:27 to Kidderminster Town. [Derek Elston](#)

On September 18th, LMS Class 2 2-6-0 No. 46521 and GWR 4500 Class No. 4566 arrive at a misty Kidderminster prior to working the 08:30 service to Bridgnorth.
Derek Elston



GWR 4-6-0 Manor Class locomotive No. 7812 'Erlestoke Manor' stands at Bridgnorth on September 19th, awaiting departure time with a freight working to Bewdley.
Phil Martin



Swindon and Cricklade Railway

Thumper No. 1302 departs Pirton with the first service of the day on August 29th.
Derek Elston



Polish-built Tkh 0-6-0T locomotive No. 3135 'Spartan', the railway's first wholly-owned steam locomotive, is seen at Pirton on August 29th. [Derek Elston](#)



Ribble Steam Railway

Bagnall No. 2682, 'Princess', visiting the line from the Lakeside and Haverthwaite Railway, is seen returning from Strand Road on September 13th. [John Balaam](#)



'Princess' a Bagnall 0-6-0ST built in 1942 for Preston Docks, heads for Strand Road.
Michael Lynam



Recently overhauled Birchwood No. 4, a Bagnall 0-6-0ST built in 1942, has been painted to resemble 'Courageous', a long lost Preston Docks engine, seen here on Navigation Way swing bridge.
Michael Lynam



Hawthorn Leslie 0-6-0ST 'Linda' works No. 3931 and recently restored at the RSR, heads alongside the river towards Riverside Station, September 12th.
Ken Abram



Bodmin and Wenford Railway

Class 50 042 and 37 142 are seen heading for Bodmin Parkway on September 26th.
Steve Andrews



Midland Railway Centre

On September 27th, Capriotti 5MT No. 73129 crosses Butterley reservoir.
Mark Pichowicz



North Yorkshire Moors Railway

LNER A4 Class 4-6-2 No. 60007 'Sir Nigel Gresley' passes Moorgates with a Grosmont to Pickering service, September 2nd. [Robert Bates](#)



LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' passes Moorgates with a Grosmont to Pickering service on September 10th. [Robert Bates](#)



Southern Railway U Class 2-6-0 No. 31806 is seen passing Moorgates with a Grosmont to Pickering service on September 25th. [Robert Bates](#)



West Country Class 4-6-2 No. 34092 'Wells' passes Esk Valley with a Pullman stock ECS from Grosmont to Pickering on September 25th. [Robert Bates](#)



Hampshire Narrow Gauge Railway Trust - Bursledon Brickworks

Right: Simplex 'Ashey' (Motor Rail No. 8694 of 1943) plus 'DVT' is seen on a passenger working along the short U-shaped 2-foot gauge running line (the Old Kiln light railway). Stewart Smith

Main: 'Brambridge Hall' (Motor Rail No. 5226 of 1930) is seen working a demonstration freight train. Stewart Smith



Great Central Railway

LMS Stanier 8F No. 48624 passes Woodthorpe on September 26th with the 10:00 departure from Loughborough. [Mark Pichowicz](#)



Lakeside & Haverthwaite Railway

Bagnall 0-6-0ST No. 2996 'Victor' leaves Newby Bridge Halt on September 16th with the 11:21 service for Haverthwaite. [Gerald Nicholl](#)



Isle of Man

Isle of Man Railway No. 10 'G. H. Wood' stands at Port Erin on September 9th.
[John Balaam](#)



Isle of Man Railway No. 12 'Hutchinson' is seen arriving at Colby with 13:50 Douglas - Port Erin service. [John Balaam](#)



Isle of Man Railway No. 8 'Fenella' is pictured departing Castletown with 10:05 Port Erin - Douglas service on September 11th. [John Balaam](#)



Manx Electric Railway cars Nos. 6 and 47 stand at Ramsey on September 10th, working the 12:40 service to Douglas. [John Balaam](#)

Manx Electric Railway cars Nos. 7 and 48 arrive into Laxey with the 13:40 Ramsey - Douglas service on September 10th. [John Balaam](#)



Manx Electric Railway cars Nos. 19 and 46 are pictured arriving at Laxey with the 13:40 Douglas - Ramsey service on September 10th. [John Balaam](#)



Douglas Horse Tram car No. 36 and 'Robert' are seen working through the streets on September 9th. [John Balaam](#)



Snaefell Mountain Railway car No. 5 is seen at Laxey on September 10th. This is the only car on the line not original, having been rebuilt following a fire. [John Balaam](#)

Built in 1895, Snaefell Mountain Railway car No. 6 stands at Laxey on September 10th. [John Balaam](#)



From the Archives

Class 47 098 and 47 367 along with 2 unidentified Class 37s are seen stabled at Buxton station on July 23rd 1985. [Dave Felton](#)



Right: BR Britannia Class No. 70038 'Robin Hood' is seen departing from Preston station with a parcels train with less than 3 months to go before being withdrawn from service on May 14th 1967. [Dave Felton](#)

Main: Class 50 020 arrives at Lostwithiel with the 09:20 Liverpool - Penzance service on May 14th 1983. [Nick Clemson](#)

Below: A Class 108 DMU is seen arriving into Bolton on September 6th 1991 with a service from Manchester. [Michael Lynam](#)



Right: Class 47 500 'Great Western' stands at Manchester Piccadilly on May 14th 1989 working a Cross Country service. [Brian Hewertson](#)

Main: Class 47 485 hauls the 1T32 through Kirkham with Class 20s Nos. 20 018 and 20 061 attached the rear of the train on February 15th 1992. [Dave Felton](#)

Below: Class 47 157 heads a Southampton bound liner through Eastleigh on June 18th 1999. [Paul Godding](#)



Right: LNER Peppercorn Class A1 locomotive No. 60149 'Amadis' stands at Doncaster motive power depot on September 3rd 1966. [Dave Felton](#)

Main: Class 47 853 hauls the 1Z47 08:30 Manchester Piccadilly - Cardiff 'Ruggex' special through Inwood on March 2nd 2003. [Carl Grocott](#)

Below: All is not what it seems in this photo as Class 50 012 and 50 014 stand in Taunton yard on March 26th 1989, as they are part of the train and not pulling it, for they were on way to Berry's scrapyard in Leicester. [Brian Hewertson](#)



Class 37 040 heads 47 523, 31 512, 31 118, 37 371, 37 407 and 37 890 in a line up at Warrington Arpley on August 8th 1997.
Steve Stepney



Right: Class 56 083 hauls an MGR working through Knottingley station on January 6th 1994. [Brian Hewertson](#)

Main: Class 142 025, L103 (Class 122 No. 55003) and P460 (Class 118 No. 51302 nearest) in (British) Telecom advertising livery are seen at Exeter St. Davids stabling point on May 2nd 1987. [Nick Clemson](#)

Below: Ruston & Hornsby built diesel shunter (Class 07) No. D2986 and fellow unidentified class members are stabled Eastleigh on August 4th 1969. [Dave Felton](#)



Right: Class 37 682 and 47 456 are seen amongst many others stabled at Buxton depot on April 19th 1989. [Brian Hewertson](#)

Main: Class 47 814 stands at Bolton on September 6th 1991 working a Cross Country service to Edinburgh. [Michael Lynam](#)

Below: Class 37 695 passes Haston, near Hadnall with a Cardiff - Warrington Arpley enterprise freight on August 7th 1998. [Keith Davies](#)



The Back Page

On September 5th, Eurostar power car No. 3001 leads a Brussels bound service through Stratford International. [Class47](#)

