

Railtalk Magazine

Issue 118 | July 2016 | ISSN 1756 - 5030



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Issue 118
July 2016
ISSN 1756 - 5030

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Submissions

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

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From the Editor...

Welcome to Issue 118 and your monthly roundup from across the UK.

July, July July. Was it not a few weeks ago we were welcoming in the New Year?! Anyway, firstly I must apologise for the delay in the magazine this month. This being due nothing more than myself enjoying a trip (or should I say stewarding) on the Retro Railtours' trip to Canterbury which actually terminated in the end at Margate - What a lovely place that is!

I can't remember if it was RT116 or 117 where I commented on how pro-enthusiast DRS are and yet again they have proved this, as for the Retro tour from day one, DRS promised a Class 68 that hadn't seen passenger work. As the months passed, more and more of the class saw passenger duty and with only a week until the tour all but one had worked in passenger service.

However DRS kept their promise and provided said loco, Class 68 018 for the railtour. On top of their commitment, I can't help but comment on their fantastic staff including some excellent and very friendly Guards and Drivers. Hats off to DRS a fantastic company, with excellent staff willing to give their part towards making the company great. Also I must mention all the above comes without any payment from any DRS hierarchy!

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: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, John Balaam, Geoff Barton, Robert Bates, Brian Battersby, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Pete Cheshire, Julian Churchill, Nick Clemson, John Coleman, Keith Davies, Neil Davies, Steve Donald, Robert Duff, Eddie Emmott, Derek Elston, Mark Enderby, Dave Felton, Greig Gibson, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Colin Kennington, Ken Livermore, Michael Lynam, Jonathan McGurk, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Gerald Nicholl, Jeff Nicholls, Andy Parkinson, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Tim Richardson, Alan Rigby, Charlie Robbins, Neil Scarlett, Stephen Simpson, Gary Smith, Stewart Smith, Steve Stepney, Steve Thompson, Brian Turner, Tim Ward, Andrew Wilson, David Wood, Leuan Wood, Shep Woolley and the guys at RailUK.

Front Cover: LMS 5MT Class 4-6-0 No. 44970 passes Class 26 038 'Tom Clift' on the approach to Levisham during the Scottish Branch Gala at the NYMR on May 14th.
[Shep Woolley](#)

This Page: LMS Jubilee Class 4-6-0 No. 45699 'Galatea' working the 1Z45 London Paddington - Pwllheli passes Walcot on June 5th. [Carl Grocott](#)



Charter Scene:

GBRf Staff Charter - Tonbridge Trailblazers

A very rare appearance of Class 73s in the Avon/Somerset area on June 18th as Class 73 964 and 73 961 working the 1Z61 Ashford - Weston-super-Mare passing Freshford. [Sam Bilner](#)



GBRf Staff Charter - Tonbridge Trailblazers

Class 73 961 'Alison' and 73 964 'Jeanette' approach Clapham Junction on June 18th working the 1Z61 Ashford (Kent) to Weston-super-Mare GBRf charter.
Derek Elston



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

Right: Class 67 015 leads the 1Z78 past Keynsham on June 25th with the ECS for the return Bath - Eastleigh VSOE Charter. Class 67 018 was on the rear. [Sam Bilner](#)

Main: DB Cargo liveried Class 67 015 leads the 08:43 London Victoria to Chesterfield Belmond Pullman with 67 018 'Keith Heller' on the rear, seen passing Harrowden Junction on June 22nd. [Derek Elston](#)



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

SR re-built Bullied Pacific No. 34046 'Braunton' masquerading as No. 34052 'Lord Dowding' picks up speed as it passes through Byfleet & New Haw with the 1Y82 London Victoria to London Victoria on June 18th. [Derek Elston](#)



Railway Touring Company - THE WHITE ROSE

Left: Class 47 580 is seen on the rear of the return working to London Kings Cross from York on June 18th. [Steve Thompson](#)

Main: LNER A3 Class No. 60103 'Flying Scotsman' races through Doncaster with the return working of the charter from York to London Kings Cross. [Steve Thompson](#)

Below: 'Flying Scotsman' is pictured approaching Doncaster with the outward working to York on June 18th. [Steve Thompson](#)



PMR Tours - THE YORKSHIRE CORONATION

On June 18th, 'Princess Elizabeth' suffered a hot-box so the good people of Swinton had to put up with Class 57 313 and 57 315 instead on this Sheffield - Derby - Scarborough charter. [Steve Thompson](#)



Private Charter

In absolutely vile weather - pouring rain - LMS Royal Scot Class No. 46100 'Royal Scot' passes Golborne Junction with a private charter from Crewe to York via Copy Pit on June 14th. At this point the train was already over ten minutes ahead of schedule. Class 67 022 brings up the rear. [Jeff Nicholls](#)



Railway Touring Company - THE EAST YORKSHIREMAN

LMS Jubilee Class No. 45690 'Leander' pauses at a wet and dull Sheffield on June 25th whilst working this Manchester Victoria to Scarborough charter.

Richard Hargreaves



Railway Touring Company - THE EAST YORKSHIREMAN

With LMS Jubilee Class 4-6-0 No. 45690 'Leander' having been removed at Milford Jct., the return working to Manchester continued behind Class 47 245 and 47 746, seen here at a very wet Sheffield on June 25th. [Class47](#)



Steam Dreams - THE EMERALD ISLE EXPLORER

LNER A3 Class No. 60103 'Flying Scotsman' is seen on the approach to Bodorgan Station with the London Euston to Holyhead charter on June 15th. [David Wood](#)



Steam Dreams - THE EMERALD ISLE EXPLORER

LNER A3 Class No. 60103 'Flying Scotsman' passes Roodee Junction with the London Euston to Holyhead charter on June 15th. [Brian Battersby](#)



Railway Touring Company - THE TYNESDER

Well at least it wasn't raining on June 11th, although it tried it's best as 'Scotsman' makes it's approach past Frodingham Jct. with the 1Z42 from Cleethorpes to that well-known tourist magnet of Morpeth. [Steve Thompson](#)



Steam Dreams - The Cambrian Coast Express (Day 4)

LNER A3 Pacific No. 60103 'Flying Scotsman' passes Long Garden with the 1Z72
09:40 Holyhead - London Paddington on June 8th. [Keith Davies](#)



Steam Dreams - The Cambrian Coast Express (Day 4)

LNER A3 Pacific No. 60103 'Flying Scotsman', running 38 mins late, passes Llandevenny on June 8th working the 1Z72 Holyhead to London Paddington.
Brian Turner



Steam Dreams - The Cambrian Coast Express (Day 4)

Left: LMS No. 46115 'Scots Guardsman' prepares to depart Crewe on June 8th having taken over from 'Scotsman' for the run back to London Paddington.
[Steve Stepney](#)

Main: West Coast's seemingly most popular Class 47, No. 47 580, was attached to the rear of the London Paddington bound charter.
[Steve Stepney](#)



Railway Touring Company - The Yorkshireman

LNER A3 No. 60103 'Flying Scotsman' is seen as it attacks the climb to Sharnbrook summit working 'The Yorkshireman' on June 25th with Class 47 580 attached on the rear. [Derek Elston](#)



North East Railtours - Holyhead Excursion

On June 25th, Class 47 832 and 47 854 top'n'tail the Berwick upon Tweed to Holyhead charter, seen here passing Dunham. [Brian Battersby](#)



UK Railtours - The Scarborough Flyer

LNER A1 No. 60163 'Tornado' working from London Kings Cross to Scarborough, passes Colton Jct. on June 4th. [Steve Thompson](#)



UK Railtours - The Scarborough Flyer

LNER A1 No. 60163 'Tornado' simmers under the roof at York on June 4th whilst working the London Kings Cross to Scarborough charter. [Richard Hargreaves](#)



UK Railtours - The Scarborough Flyer

Class 90 020 approaches Doncaster on June 4th with the return working of 'The Scarborough Flyer' from York to London Kings Cross. LNER A1 No. 60163 'Tornado' had working the train from London to Scarborough and back as far as York. [Class47](#)



Nenta Tours - The Tyne & Wear Boat Train

West Coast's Class 57 316 leads a Norwich to Newcastle charter service through Colton South Junction on May 28th. [Robert Bates](#)



Belmond - Northern Belle

Class 68 016 top'n'tails 68 017 working the 1Z33 Chester - Cardiff through Kemps Eye on June 3rd. Keith Davies



Belmond - Northern Belle

Class 57 305 and 57 312 work the 1Z31 Cardiff - Chester past Burgs Lane on June 3rd. Carl Grocott



Belmond - Northern Belle

Class 57 305 and 57 312 pass Bayston Hill working the 1Z31 Cardiff - Chester on June 3rd. Keith Davies



Steam Dreams - THE CAMBRIAN COAST EXPRESS

LMS Jubilee Class 4-6-0 No. 45699 'Galatea' working the 1Z45 London Paddington - Pwllheli passes Telford on June 5th. [Richard Hargreaves](#)



Railway Touring Company - THE YORKSHIREMAN

On June 25th, LNER A3 No. 60103 'Flying Scotsman' speeds towards Swinton working a London Victoria to York charter. [Class47](#)



West Coast Railway Co. - The Peaks and Fells Explorer

On June 14th, under threatening skies, LMS 5XP Class 4-6-0 No. 45699 'Galatea' accelerates away from Kirkby in Furness with the returning 'Peaks and Fells Explorer' rail tour. The Coniston Fells form a moody backdrop. [Shep Woolley](#)



Steam Dreams - THE CATHEDRALS EXPRESS

On May 28th, LNER A3 No. 60103 'Flying Scotsman' speeds past Crofton with the 1Z60 London Paddington - Salisbury charter. [Sam Bilner](#)



West Coast Railway Co - The Salisbury Cathedral Express

Class 57 316 top and tailed with 57 313 passes Filton Abbey Wood on June 21st with the 1Z62 Carnforth - Salisbury. [Sam Bilner](#)



Steam Dreams - The Cambrian Coast Express

Class 97 304 and 37 516 cross the Barmouth Bridge on June 5th working the 1Z45 London Paddington - Pwllheli. [Carl Grocott](#)



Steam Dreams - The Cambrian Coast Express

Class 97 304 and 37 516 pass Pensarn Harbour with the 1Z45 08:31 London Paddington - Pwllheli on June 5th. [Keith Davies](#)



Steam Dreams - The Cambrian Coast Express

On June 5th the tour is pictured passing Trewern with Class 97 304 leading 37 516.
Phil Martin



Nenta - The Settle, Carlisle & Cumbrian Coast Circular

Class 57 316 and 57 313 arrive into Doncaster on June 25th working this charter from Norwich to Appleby. [Class47](#)



ECS and Light Engine Moves

On June 12th, the charter stock move from Barnetby to Carnforth was delayed for a couple of hours or so by a signalling fault. Here running late, West Coast's Class 57 316 and 57 313 pass Cleethorpes. Steve Thompson



ECS and Light Engine Moves

On June 2nd, the 5Z28 Carnforth - Barnetby charter stock passes Cleethorpes worked by Class 57 313 and 57 316. This was for the following day's trip to Portsmouth Harbour. [Steve Thompson](#)



ECS and Light Engine Moves

Right: Class 92 014 with 92 010 DIT are seen passing through Wigan North Western working the 5Z93 11:13 Crewe to Crewe via Preston on June 16th. [Andy Parkinson](#)

Main: For two days in June. Class 92 014, along with a dead 92 010, undertook some test runs from Crewe to Rugby via Preston (once) or Crewe-Preston-Crewe. On June 16th three return trips were made, the last of which is seen here at Red Bank during a thunderstorm during which the photographer was soaked to the skin! On northbound runs 92 010 was 'inside' 92 014, on southbound runs it was left dead on the rear of the train. The Mark One coaching stock was 'borrowed' from the SRPS at Bo'ness. [Jeff Nicholls](#)



ECS and Light Engine Moves

On June 30th, LMS 5XP Class 4-6-0 No. 45699 'Galatea' passes through Nuneaton on a positioning move from Carnforth - Southall. [Michael Lynam](#)



LMS Princess Coronation Class 4-6-2 No. LMS No. 46233 'Duchess of Sutherland' exits the tunnel as it eases through Stamford running as 5Z34 10:55 Dereham UKF to Butterley MRC on June 27th. [Derek Elston](#)



At the moment of shut-off, LMS 4-6-0 No. 45690 'Leander' hurries its support coach past Mytholmroyd in torrential rain whilst heading back to base at Carnforth after working 'The East Yorkshireman' on June 25th. [Gerald Nicholl](#)



On June 6th, LNER A3 No. 60103 'Flying Scotsman' is pictured arriving at Crewe on a loco move from York NRM - Crewe Heritage Centre. [Michael Lynam](#)

ECS and Light Engine Moves

LNER A3 Pacific No. 60103 'Flying Scotsman' cruises downhill through a heat haze towards Greenfield on a positioning move from York to Crewe on June 7th.
Gerald Nicholl



Pictures:

Arriva Trains Wales

Class 67 013 passes Roodee Junction on June 8th working the Cardiff to Holyhead WAG service. [Brian Battersby](#)



Left: Class 67 013 passes Leaton with the 1W96 17:15 Cardiff Central - Holyhead service on June 6th. [Keith Davies](#)

Main: Class 67 001 heads over the viaduct at Chirk on June 2nd working the 1W96 Cardiff - Holyhead WAG service. [Phil Martin](#)





Left: On June 23rd, Class 67 008 is seen supplying the power for the Holyhead - Manchester Piccadilly service, seen here at Chester. [Michael Lynam](#)

Main: Class 67 002 heads past Long Gardens with the 1W96 17:16 Cardiff Central - Holyhead WAG service on June 22nd. [Keith Davies](#)



Chiltern Railways

DRS liveried Class 68 008 races towards Kings Sutton station at the head of 1K45, the 16:15 London Marylebone - Kidderminster Chiltern Mainline service, first stop Banbury on June 6th. [Jeff Nicholls](#)



As Class 168 003 departs south with a Stratford-on-Avon to Marylebone service, 68 010 thunders north through Kings Sutton station with 1K50, the 17:15 Chiltern Mainline service from Marylebone to Kidderminster on June 8th. [Jeff Nicholls](#)



Chiltern Mainline Class 68 013 passes the rapidly disappearing sight of semaphores at Banbury on June 6th with a Birmingham bound working. [Richard Hargreaves](#)



DRS liveried Class 68 008 arrives into Leamington Spa on June 2nd working a London Marylebone to Birmingham Moor St. service. [Michael Lynam](#)



On June 2nd, DVT No. 82303 leads a Birmingham Moor Street - London Marylebone service into Leamington Spa with Class 68 010 on the rear. [Michael Lynam](#)

Colas Rail

Class 60 026 working the 6C37 Chirk - Carlisle empty logs, passes Walcot on June 5th. [Carl Grocott](#)



On June 4th, Class 56 087 runs light engine through Doncaster, heading into Belmont Yard. [Class47](#)



Class 70 805 passes through Leamington Spa on June 2nd with a Westbury - Bescot engineers working. [Michael Lynam](#)



Class 56 302 passes Stenson Junction with a Washwood Heath to Boston steel train on May 24th. [Robert Bates](#)



Class 60 026 passes through Warrington Bank Quay on June 5th, stopping for a crew change whilst working the Carlisle to Chirk log train. [Robert Bates](#)

Class 60 096 passes through Barnetby on June 24th with empty oil tanks from Rectory Jct. (Colwick Colas) - Lindsey oil refinery. [Michael Lynam](#)



On June 12th, Class 60 056 and 60 096 head through Scunthorpe working 0Z60 to Immingham. [Steve Thompson](#)



Class 70 808 and 70 801 pass through Nuneaton on June 30th with a Westbury - Bescot engine. [Michael Lynam](#)



Class 56 113 storms through Adwick on June 4th, hauling a RailVac to the worksite at Bentley, which confusingly is behind the loco. [Class47](#)

On June 4th, Class 60 096 approaches Normanton on Soar with the 6E38 13:54 Colnbrook to Lindsey empty fuel tanks. Mark Pichowicz



CrossCountry

Power car No. 43378 (with No. 43321 on the rear) arrives into Derby on June 15th with a service to Plymouth. [Michael Lynam](#)



DB Cargo

Class 66 152 passes Scunthorpe on June 5th, making its regular appearance on the 6N38 to Lackenby. [Steve Thompson](#)



Running three and a quarter hours late behind Class 66 181, with the 'bin' train finally arrives into Scunthorpe. [Steve Thompson](#)



Class 66 078 passes Walcot on June 23rd with the 6Z42 12:48 Donnington RFT - Dowlow Briggs Sidings. [Keith Davies](#)



On June 22nd, the 09:29 Radlett Redland Roadstone to Mountsorrel Sidings approaches Harrowden Jct. in the capable hands of Class 66 149. [Derek Elston](#)



Class 66 060 heads a Trafford Park - London Gateway liner through Stafford on June 7th. [Michael Lynam](#)

Class 67 021 hauling 90 024 fresh from Toton paint shop in it's new Malcolm livery, as 0Z73 Toton - Crewe, passes a wet Burton on June 24th. [Stuart Hillis](#)



Class 60 091 passes through Scunthorpe on June 8th working the 6D11 Lackenby - Ent C slab empties. [Steve Thompson](#)



Class 66 005 working the 6Z42 Donnington RFT - Dowlow, passes Walcot on June 3rd. [Carl Grocott](#)



Class 66 009 leads an evening freight working southbound through Acton Bridge on June 23rd. [Brian Battersby](#)



Class 66 061 works the 11:30 Tolworth Sidings to Cliffe Brett Marine through Clapham Junction on June 18th. [Derek Elston](#)



A nice bit of evening sunshine on June 4th illuminates Class 66 152 as it slogs through Scunthorpe with the 6N80 Ent C - Lackenby slab train. [Steve Thompson](#)

Class 66 004 leads 59 204 through Reading on June 6th. [Richard Hargreaves](#)



Class 66121 drifts along E Line at Scunthorpe on June 2nd with the 6D11 Lackenby - Ent C empty BAA/BBAs. [Steve Thompson](#)



Class 66 035 approaches Barnetby on June 24th with a Drax power station - Immingham Biomass working. [Michael Lynam](#)



Class 66 113 works the 6X01 Scunthorpe - Eastleigh rail train through Burton on June 2nd. [Stuart Hillis](#)

Class 66 152 working the 6N57 Tees North Yard - Hendon No. 1 Siding Sunderland Docks is seen passing Hartlepool Newburn on June 7th. This was the first commercial run to reopen the Sunderland Docks branch. [Michael J Alderdice](#)



On June 6th, Class 59 203 heads an empty stone train through Reading. [Richard Hargreaves](#)



Class 60 100 heads a Wolverhampton to Immingham steel train through Stenson Junction on May 24th. [Robert Bates](#)



Class 66 129 heads away from the setting sun on June 23rd, passing southbound through Acton Bridge with a rake of cement tanks. [Brian Battersby](#)



June 4th was the last day for DB's contract on the Scunthorpe Iron Ore traffic. The coal having succumbed the previous day. On the final departure from Santon FOT, Class 60 020 opens up on the descent of Appleby Bank at the start of its trip on 6K27 to IBT. [Steve Thompson](#)



Class 66 147 passes Walcot on June 30th hauling the 6Z41 23:27 Dowlow Briggs Sidings - Donnington RFT. Keith Davies



On June 10th Class 60 017 and 60 059 are seen working the 6G84 Immingham SS - Ent C slab empties. Class 60 017 itself was en-route to work a charter, from York to the north-east and back, which it ended up working through to London Kings Cross! Steve Thompson



Class 66 238 passes Bayston Hill on June 3rd working the 6V75 09:30 Dee Marsh - Margam steel. Keith Davies



Class 66 136 and 66 027 pass through Burton on June 15th with a Bescot - Toton engineers working. Michael Lynam



Class 60 074 approaches Barnetby on June 24th with an oil train from Humber Oil Refinery - Kingsbury. Michael Lynam

Class 66 121 and 66 115 top'n'tail the 6W01 10:10 Crewe Basford Hall - Craven Arms past Bayston Hill on June 18th. Keith Davies



Class 66 132 passes Leamington Spa on June 2nd hauling a Southampton - Masborough liner. Michael Lynam



Class 66 140 approaches Burton on Trent station on June 15th with a Burton - Felixstowe liner. Michael Lynam



Class 66 115 approaches Derby on June 15th with a stone train from Walsall to Dowlow Briggs Sidings. Michael Lynam

Class 66 128 passes through Stockport on June 8th working a Hope St. to Tunstead empty stone train. [Brian Hewertson](#)



Class 66 174 is pictured at Duncote Mill with the 6Z42 12:48 Donnington RFT - Dowlow Briggs Sidings on June 8th. [Keith Davies](#)



Class 66 185 climbs Battlefield Bank with the 6T40 12:48 Donnington RFT - Dowlow Briggs Sidings on June 16th. [Keith Davies](#)

In this head-on picture, taken from the bridge north of Westbury station, Class 60 100 departs with the 7A15 16:16 Merehead to Acton. In the Up Yard in the distance is Class 60 017, Colas' 70 809 and an unidentified DB 66. In the left background a Class 159 approaches with the 15:23 Portsmouth Harbour to Cardiff service as Colas' 70 806 leaves light engine heading for Eastleigh, there being no traffic for 6031 17:35 departure. [Stewart Smith](#)



Class 66 020 approaches Nuneaton on June 30th with a Trafford Park - Southampton liner. [Michael Lynam](#)



Class 66 111 passes Walcot on June 2nd working the 12:48 Donnington RFT - Worksop. [Keith Davies](#)



Class 66 012 speeds through Warrington Bank Quay on June 18th heading a southbound Malcolm Logistics, Daventry bound working. [Brian Battersby](#)



Class 66 076 approaches Stafford on June 7th with a Trafford Park - Southampton liner. [Michael Lynam](#)

Since the withdrawal of the Westbury Yard Class 08, shunting power has been provided mostly by Class 60s (supported with 66s), starting with 60 039. In June both Yard Pilots were Class 60s - Nos. 60 007 and 60 017, although occasional forays were made to Eastleigh or Botley. Meanwhile 60 100 has been allocated to the Mendip flows to cover for 59 204 and 59 206 on repair at Toton. This panorama has Class 60 017 between shunts in the Up Yard, 59 004 with Theale to Merehead empties, 66 090 after running round the Chichester to Merehead empties, and 60 007 doing a spot of shunting in the Down Yard spoil tip. [Stewart Smith](#)



Class 66 139 with the 6E08 Wolverhampton - Immingham steel carriers, heads through Burton Wetmore passing Nemesis Rail on June 13th. [Stuart Hillis](#)



Class 66 058 'Derek Clark' works the 6E08 Wolverhampton - Masborough covered steel carriers through Burton on June 30th. [Stuart Hillis](#)

Direct Rail Services

On June 7th, Class 68 017 hauls a freshly painted Greater Anglia Class 90 008 through Stafford on a move from Crewe - Willesden. [Michael Lynam](#)



Class 37 401 working the 2C41 Barrow - Carlisle service, calls at Whitehaven on May 31st. [Carl Grocott](#)



Class 66 424 and 66 431 head north light engine through Stafford on June 7th running from Daventry - Crewe Gresty Bridge. [Michael Lynam](#)



Class 37 402 leading the 2C49 Barrow - Carlisle service passes Kirkby-in-Furness on May 31st. [Carl Grocott](#)



Class 68 001 hauling the 6U77 Mountsorrel - Crewe loaded ballast, passes Burton on June 27th. [Stuart Hillis](#)



Class 37 607 and 37 605 working the 6E44 Kingmoor - Seaton power station are seen passing the seawall at Hartlepool on June 21st. [Michael J Alderdice](#)



On June 8th, Class 57 301 'Goliath' eases through Crewe working 0Z55, the 14:00 Crewe Gresty Bridge (Drs) to Carlisle Kingmoor Siding(Drs) conveying 57 010, 57 012 and 57 011 for storage. [Derek Elston](#)



Diverted away from the West Coast main line due to engineering work, Class 66 425 and 66 421 head north from Daventry to Mossend on 28th May, seen here passing Colton Jct. [Robert Bates](#)



Class 37 422 propels 975025 'Caroline' past Harrowden Junction working as 5Z02 09:30 Willesden Brent DRS to Derby RTC on June 22nd. [Derek Elston](#)



Class 68 021 'Tireless' works the 6U77 Mountsorrel - Crewe loaded ballast for the first time on June 29th, seen here at Burton on Trent. [Stuart Hillis](#)

Class 66 415 leads a northbound engineers working through Warrington Bank Quay on June 18th. [Brian Battersby](#)



Class 68 001 'Evolution' is seen leading 68 025 'Superb' through Wigan North Western working 4S43 06:16 Daventry Drs (Tesco) to Mossend Euroterminal on June 29th. [Andy Parkinson](#)



Class 68 016 'Fearless' grows its way through Stafford working the 6G94 12:22 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings, June 8th. [Derek Elston](#)



Class 37 402 stands at Barrow in Furness on June 9th. [Michael Lynam](#)

Class 37 069 and 68 020 working the 6E44 Kingmoor - Seaton power station are seen arriving into Hartlepool on June 7th. Michael J Alderdice



Class 68 003 heads a Crewe Basford Hall - Bescot engineers train through Stafford on June 7th. [Michael Lynam](#)



Class 37 425 waits to depart Whitehaven on June 9th working a Barrow - Carlisle service. [Michael Lynam](#)



Class 68 002 hauling the 4N47 Inverness - Mossend, storms through Coatbridge Central on June 15th. [Michael J Alderdice](#)



Virgin Trains East Coast

On June 4th, Class 91 130 stands under the roof at York whilst working a London Kings Cross to Edinburgh service. [Richard Hargreaves](#)



Power car No. 43274 'Spirit of Sunderland' is seen at London Kings Cross on June 7th, having arrived with a service from Leeds. [Jeff Nicholls](#)

Class 91 101, in Flying Scotsman livery, awaits departure time at a damp London Kings Cross with a Leeds service on June 7th. [Jeff Nicholls](#)



East Midlands Trains' power cars Nos. 43060 and 43064 are seen working a Virgin Trains East Coast service across the Forth Bridge on June 7th. [Richard Jones](#)



East Midlands Trains

Power car No. 43064 leads a Neville Hill to Nottingham empty stock move through Wakefield Westgate on June 25th. [Richard Hargreaves](#)



Power car No. 43064 leads the 1D22 10:15 London St. Pancras International to Nottingham past a damp Harrowden Junction on June 22nd. [Derek Elston](#)



First Great Western

Power car No. 43193 stands at Oxford on June 6th with a London Paddington service. Richard Hargreaves



Right: Power car No. 43002 'Sir Kenneth Grange' is seen on the rear of a London Paddington bound service at Crofton on May 28th. [Sam Bilner](#)

Main: Power car No. 43005, with 43041 on the rear, departs Plymouth on June 27th working the 1A83 10:00 Penzance - London Paddington service. [Steve Andrews](#)



Freightliner

Class 66 610 arrives into Chester on June 6th with a North Wales Coast bound engineers train from Crewe. [Brian Battersby](#)



Right: Class 66 553 arrives at Sutton Bridge Jct. with a Bescot Up Engineers Sidings - Shrewsbury English Bridge Jct. working on June 11th. [Keith Davies](#)

Main: The historic first loaded iron ore train worked by Freightliner on June 5th, as the 6T24 Immingham Bulk Terminal - Foreign Ore Terminal, with Class 66 622 on the front, ascends Appleby Bank. [Steve Thompson](#)



On June 6th, Class 66 572 powers a Southampton bound liner through Tamworth. Paul Godding



Class 66 525 speeds through Acton Bridge on June 23rd with a northbound liner. Brian Battersby



Complete with dodgy grey bits, Class 66 416 passes Scunthorpe on June 7th with the 6L49 fuel tanks to Ipswich and it's substantial load of 2 TDAs and 2 TTAs. Well, they were loaded! Steve Thompson



Passing the soon-to-be-redundant semaphore signals at the south end of Banbury station on June 7th is Class 66 549 with a Southampton - Garston service. Also to be seen is Banbury South Signal Box. Jeff Nicholls

Right: Class 66 533 passes through Leamington Spa on June 2nd with a Southampton - Garston freightliner. [Michael Lynam](#)

Main: On June 23rd, Class 66 599 catches the evening sunshine as it passes through Acton Bridge with a northbound engineers working. [Brian Battersby](#)

Below: On July 1st, Class 66 551 heads out of the sidings at Aberthaw power station. [Ken Mumford](#)



Class 66 549 eases past Ely station on June 7th with the 4L93 from Lawley Street to Felixstowe. Jeff Nicholls



On June 2nd, Class 86 603 and 86 638 pass through Stafford with a Felixstowe to Trafford Park freightliner. Michael Lynam



On June 6th, Class 66 623 passes Roodee Junction with an engineers train. Brian Battersby



Class 86 614 passes through Crewe station on June 6th, running light engine from Crewe to Garston. Michael Lynam



Photographed through the bridge at the north end of Banbury station, Class 66 504 hurries south past Banbury North Signal Box with the 4015, 07:43 Hams Hall to Southampton on June 7th. [Jeff Nicholls](#)



Powerhaul liveried Class 66 504 runs light engine through Wakefield Westgate on June 25th. [Richard Hargreaves](#)



Class 70 003 approaches Stafford on June 7th with a Coatbridge - Daventry intermodal. [Michael Lynam](#)



Class 66 529 passes Burton on June 10th with 4M83 Crewe - Derby Litchurch Lane and 6 hopper wagons being used as barrier vehicles for new EMU deliveries from Derby. [Stuart Hillis](#)



Class 70 005 passes through Stafford on June 7th with a Daventry - Coatbridge intermodal working. [Michael Lynam](#)



On June 24th, Class 66 620 approaches Barnetby with an Immingham Bulk Terminal - Scunthorpe loaded coal working. Michael Lynam



Class 90 048 heads through Stafford on June 7th with a northbound working from Felixstowe - Crewe. [Michael Lynam](#)



Class 47 830 (No. D1645) 'Beechings Legacy' is seen stabled on Leeds Midland Road depot on June 24th. [Michael Lynam](#)



Class 66 621 heads an empty ore train from Scunthorpe - Immingham Docks through Barnetby on June 24th. [Michael Lynam](#)



Class 66 516 is pictured undergoing maintenance at Leeds Midland Road on June 24th. Note the accommodation bogies. [Michael Lynam](#)

Royal Scotsman liveried Class 66 743 heads north light engine through Doncaster on June 25th, heading for Tyne Yard. [Richard Hargreaves](#)



The final Class 66 for GBRf, No. 66 779 'Evening Star', is seen on display outside the NRM on June 4th. [Brian Battersby](#)



On May 31st, Class 66 759 worked the 6D35 Rylstone - Immingham NCB loaded stone for the A160 reconstruction. The wagons appeared to be new JNAs, quite an impressive rake as it passes through Scunthorpe. [Steve Thompson](#)



6M32, the 09:47 Neasden Charrington GBRf to Bardon Hill GBRf is seen as it negotiates Harrowden Junction behind Class 66 768 on June 22nd. [Derek Elston](#)

Class 66 702 'Blue Lightning' approaches East Croydon working the 6G10 14:59 Woldingham to Eastleigh East Yard on June 18th. [Derek Elston](#)



Class 66 778, the latest loco released into traffic by GBRf, works the 6K50 Toton - Crewe engineers train through Burton on June 1st. [Stuart Hillis](#)



Class 66 735 hauling the 6M83 Tinsley Yard - Bardon Hill Quarry empty stone hoppers, passes through Burton on June 6th. [Stuart Hillis](#)



Class 92 038 passes through Stafford on June 2nd working a Garston Car Terminal - Dagenham Docks rake of car transporters. [Michael Lyam](#)

Class 66 757 working the 6K50 Toton - Crewe engineers passes Searchlight Lane Jct. on June 2nd. Carl Grocott



Class 92 014 and 66 720 depart Crewe on June 6th, running light engine to Edge Hill. Michael Lynam



Class 66 721 approaches Nuneaton on June 30th working a Felixstowe - Hams Hall liner. Michael Lynam



Class 66 752 'The Hoosier State' with 3 coaches arrives at Burton as 5D66 Crewe sidings - Burton Nemesis Rail depot, June 7th. Stuart Hillis



Class 66 768 works the 6M83 Tinsley - Bardon Hill with empty hopper wagons - all of which had been heavily graffitied - through Burton on June 2nd. Stuart Hillis

MSC ship liveried Class 66 708 working the 6K50 Toton - Crewe engineers, with only 4 wagons in tow, heads through Burton on June 30th. [Stuart Hillis](#)



Class 66 772 working the 6K50 Toton - Crewe engineers with 5 box wagons, passes Burton on June 17th. [Stuart Hillis](#)



Class 66 720 works the 5Z55 Derby - Nemesis Rail ECS through Wetmore on June 10th, conveying coaches from a weekend tour to Swanage. [Stuart Hillis](#)

Network Rail

Right: On June 20th, Class 37 422 approaches Solihull with test coach 'Caroline' on a Derby - Weymouth Jersey Sidings outing. [Chris Morrison](#)

Main: Class 37 422 propels 'Caroline' through Cleethorpes on June 7th, heading towards the grand metropolse of Barton-On-Humber! [Steve Thompson](#)



Left: Class 97 302 runs light engine through Burton on June 6th. [Paul Godding](#)

Main: Class 37 175 (with 37 421 on the rear) heads a Network Rail test train through Ferriby on May 31st. [Robert Bates](#)



Class 68 004 and 68 020 top'n'tail the 1Q31 Derby - Heaton T&RSMD as it arrives into a dull Middlesbrough on June 27th. [Michael J Alderdice](#)



Rail Operations Group

Class 37 884 rests in the north bay at Derby station on May 24th. [Robert Bates](#)





Left: Now part of the ROG fleet, Class 47 848 and 47 812 are seen passing through York on June 18th with a GWR HST stock move working 5V47 05:15 Kilmarnock (Barclay Sidings) to Laira T&RSM. [Andy Parkinson](#)

Main: Class 47 848 'Titan Star' and 47 812 working the 5Z47 Kilmarnock - Plymouth Laira with refurbished and repainted GWR green HST coaches and barrier vehicles, pass Burton on June 18th. [Stuart Hillis](#)



Units: DMUs and EMUs

Thameslink's Class 319 453 and 319 433 working the 1G73 16:22 Elephant & Castle - Bedford approach London Blackfriars on June 8th. Jonathan McGurk



London Midland's Class 350 257 approaches Acton Bridge station on June 14th working the 1F39 10:36 service from Birmingham New Street to Liverpool Lime Street. Dave Felton



3

An Arriva Trains Wales Class 153 DMU working the Cardiff Queen Street - Cardiff Bay shuttle service on June 12th is photographed from the Ibis Hotel, Cardiff. Keith Chapman



Thameslink's Class 377 522 arrives into London Blackfriars on June 8th working the 2W46 14:59 Three Bridges - Bedford service. Jonathan McGurk

20



The 10:33 Wembley Euro Freight Ops Centre to Crewe proving run passes through Northampton on June 17th with the final build unit, Class 387 227 paired with 387 225. Derek Elston

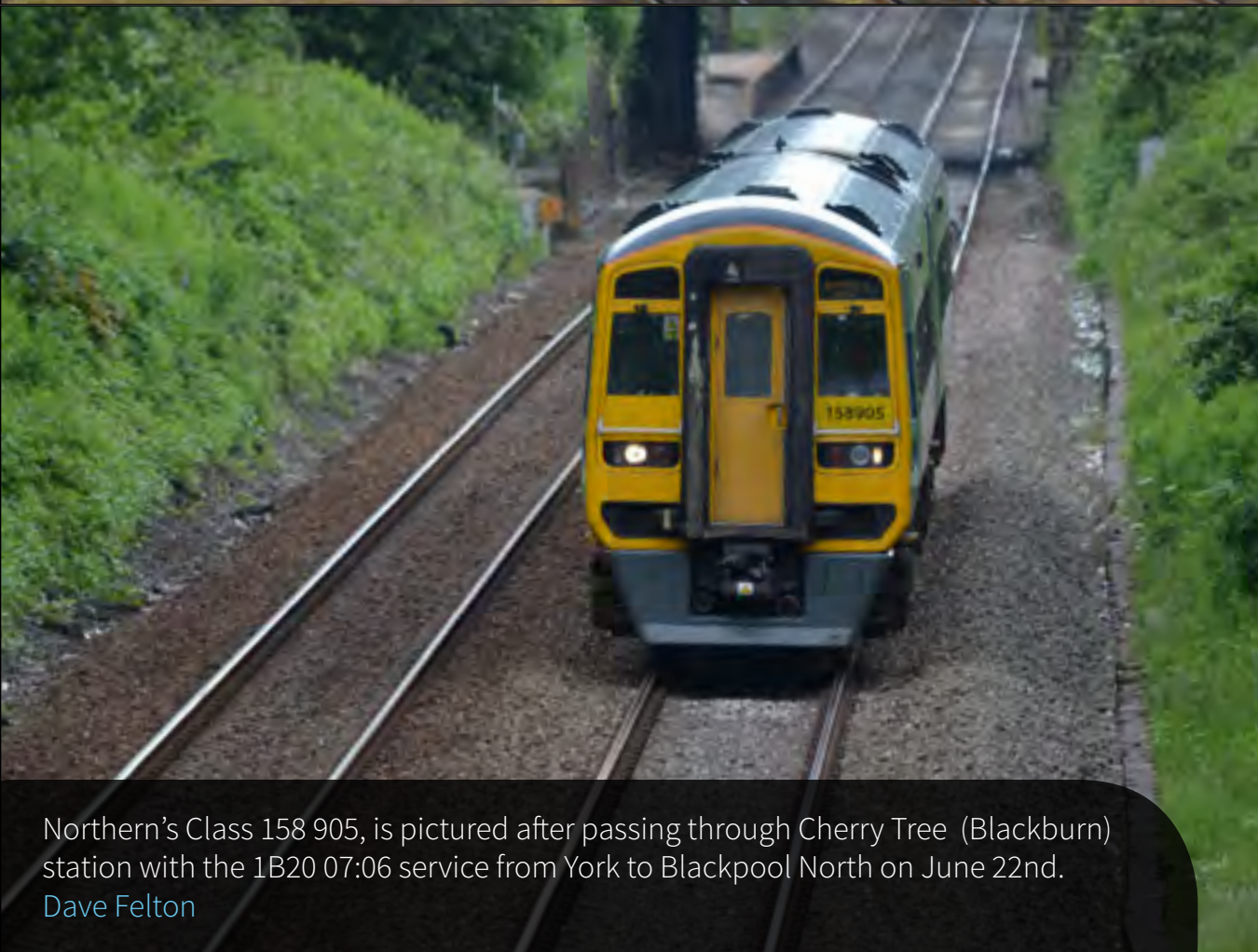
Chiltern Railways' Class 168 004 pauses at Leamington Spa on June 2nd whilst working a Birmingham - London Marylebone service. [Michael Lynam](#)



TransPennine Express' Class 185 108 working the 1B91 Manchester Airport - Cleethorpes, approaching Frodingham Jct. on June 5th. [Steve Thompson](#)



South West Trains' 1L37, the 13:20 London Waterloo to Exeter St. Davids formed of Class 159 012 and 159 107 scurry through Byfleet & New Haw. [Derek Elston](#)



Northern's Class 158 905, is pictured after passing through Cherry Tree (Blackburn) station with the 1B20 07:06 service from York to Blackpool North on June 22nd. [Dave Felton](#)



London Midland's Class 350 256 calls at Acton Bridge on June 23rd with a Liverpool Lime St. to Crewe working. [Brian Battersby](#)

Great Western Railway's Class 166 214 stands at Reading on June 6th working a service to London Paddington. [Richard Hargreaves](#)



On June 18th, South West Trains' 2F38, the 13:32 Woking to London Waterloo worked by Class 455 911 stands at Byfleet & New Haw. [Derek Elston](#)



Thameslink's Class 319 003 and 319 456 working a late running 2V79 14:44 Luton - Sutton (Surrey) calls at London Blackfriars on June 8th. [Jonathan McGurk](#)



On June 24th, TransPennine Express' Class 185 101 approaches Barnetby working a Cleethorpes - Manchester Piccadilly service. [Michael Lynam](#)

Virgin Trains' Class 221 111 passes Roodee Junction on June 8th with a London Euston to Holyhead working. [Brian Battersby](#)



Northern's Class 156 444 departs Bolton station working the 2J54 09:46 service from Clitheroe to Manchester Victoria on June 2nd. [Dave Felton](#)



CrossCountry's Class 170 102 arrives at Stamford working 1N53, the 11:27 Stansted Airport to Birmingham New Street service, June 27th. [Derek Elston](#)



Arriva Trains Wales Class 150 253 arrives into Chester on June 23rd with a service to Crewe. [Michael Lynam](#)

First Great Western's Class 165 128 is seen on the rear of a London Paddington bound service at Didcot on June 6th. [Richard Hargreaves](#)



London Overground's Class 378 144 stands at Clapham Junction on June 18th, forming the 9M14 09:14 Clapham Junction to Shadwell. The line being closed beyond due to engineering work. [Derek Elston](#)



Southern's Class 377 708 arrives into Kensington Olympia working the 2M33 10:10 East Croydon to Milton Keynes Central on June 18th. [Derek Elston](#)



Northern's Class 323 239 approaches Chelford on June 23rd working a Crewe - Manchester Piccadilly service. [Michael Lynam](#)

On June 6th, First Great Western's Class 180 108 calls at Reading whilst working a service to London Paddington. [Richard Hargreaves](#)



Virgin Trains' Class 221 106 calls at Telford Central on June 23rd with a London Euston service. [Paul Godding](#)



Virgin Trains' Class 390 107 now sports Independence Day Resurgence vinyls, seen here departing Preston on June 18th, heading to London Euston. [Class47](#)

On June 2nd, Northern's Class 150 150 departs from Bolton station working the 2H00 09:56 service from Blackpool North to Hazel Grove. [Hazel Grove](#)



Southern's Class 313 216 calls at Havant on May 25th working a Brighton Coastway service. [Paul Godding](#)



Though in many places the overgrown and sand-covered track was giving the impression of an abandoned railway, the Cambrian Coast Line in West Wales seemed to be well patronised by both locals and holidaymakers over the half-term holiday. All passenger trains are in the hands of the staple class of the line, the Class 158 DMU; only these units and a handful of converted Class 37 diesels have the correct ERTMS equipment to allow them to run on this test-bed line, which unfortunately precludes excursions, especially the once very popular steam-hauled summer trains of a few years back. Here Class 158 841 slowly pulls out of Barmouth and heads for the viaduct crossing the Afon Mawdach, with a train for Birmingham on June 1st. [Ben Bucki](#)

Greater Anglia's Class 153 335 arrives into Doncaster on June 25th from Norwich for attention at the works. Richard Hargreaves



London Midland's Parry People Mover Class 139 002 stands at Stourbridge Town on June 2nd. [Michael Lynam](#)



London Midland's Class 172 220 departs Birmingham Moor Street on June 2nd working a service to Stratford upon Avon. [Michael Lynam](#)



Gatwick Express' Class 387 220 and 387 210 approach Clapham Junction on June 18th. [Derek Elston](#)



An unidentified Virgin Train's Pendolino speeds through Chelford on June 23rd with a London Euston to Manchester Piccadilly service. [Michael Lynam](#)

On May 25th, South West Trains' Class 444 045 departs Poole empty stock.
Paul Godding



On June 23rd, Northern's Class 142 046 arrives into Chester with a Manchester Piccadilly via Altrincham terminating service. Paul Godding



Southern's Class 455 809 has charge of the 15:07 Caterham to London Bridge as it approaching East Croydon on June 18th. Derek Elston



Arriva Trains Wales' Class 158 819 stands in Manchester Piccadilly on June 30th with a service from Holyhead. Michael Lynam

TransPennine Express reliveried Class 185 108 departs a dull grey Doncaster on June 4th working a service to Manchester Airport. [Richard Hargreaves](#)



Northern's Class 150 140 approaches Bolton station on June 2nd with the 2F85 09:16 service from Huddersfield to Wigan Wallgate. [Dave Felton](#)



South West Trains' Class 450 567 is seen on the rear of the 2C31 11:50 London Waterloo to Reading at Clapham Junction on June 18th. [Derek Elston](#)



On June 23rd, Merseyrail's Class 507 010 stands at Chester with a service to Liverpool Central. [Michael Lynam](#)

News and Features:

Scotrail - life north of the border

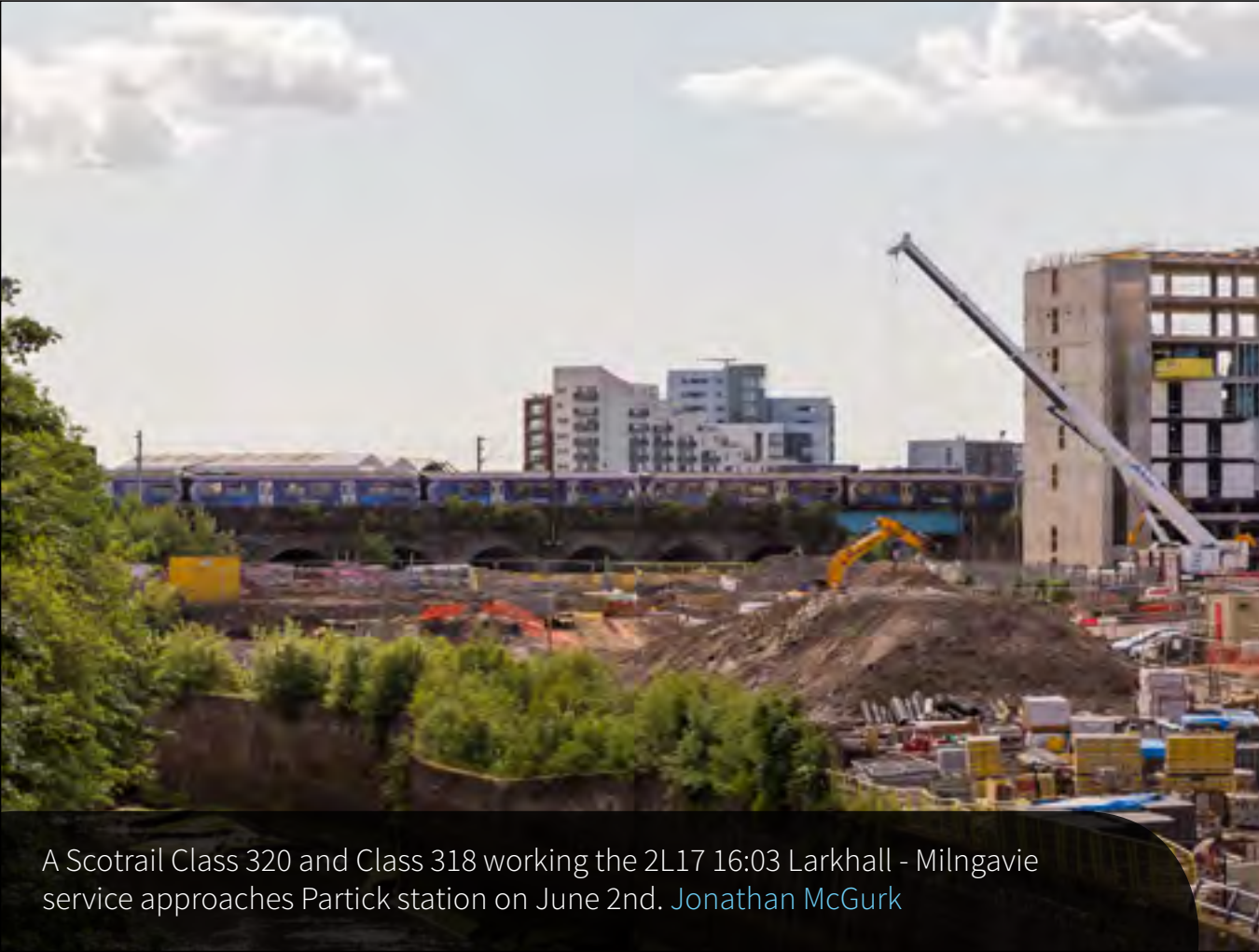
Class 334 005 and 334 018 working the 2H11 14:24 Edinburgh Waverley - Helensburgh Central are seen passing between Blackridge and Caldercruix on June 4th. Jonathan McGurk



A look at the E.G.I.P. Project Works taking place at Glasgow Queen Street station on June 2nd. Jonathan McGurk



On June 4th, Class 334 039 and 334 014 working the 2H53 15:21 Edinburgh Waverley - Helensburgh Central passes between Armadale And Blackridge. Jonathan McGurk



A Scotrail Class 320 and Class 318 working the 2L17 16:03 Larkhall - Milngavie service approaches Partick station on June 2nd. Jonathan McGurk



Scotrail's Class 334 037 and 334 022 working the 2M33 15:38 Edinburgh Waverley - Milngavie are seen passing between Armadale and Blackridge on June 4th. Jonathan McGurk

Class 170 417 and 170 410 working the 1S77 16:07 Glasgow Central High Level - Aberdeen pass through Coatbridge on June 23rd. [Jonathan McGurk](#)



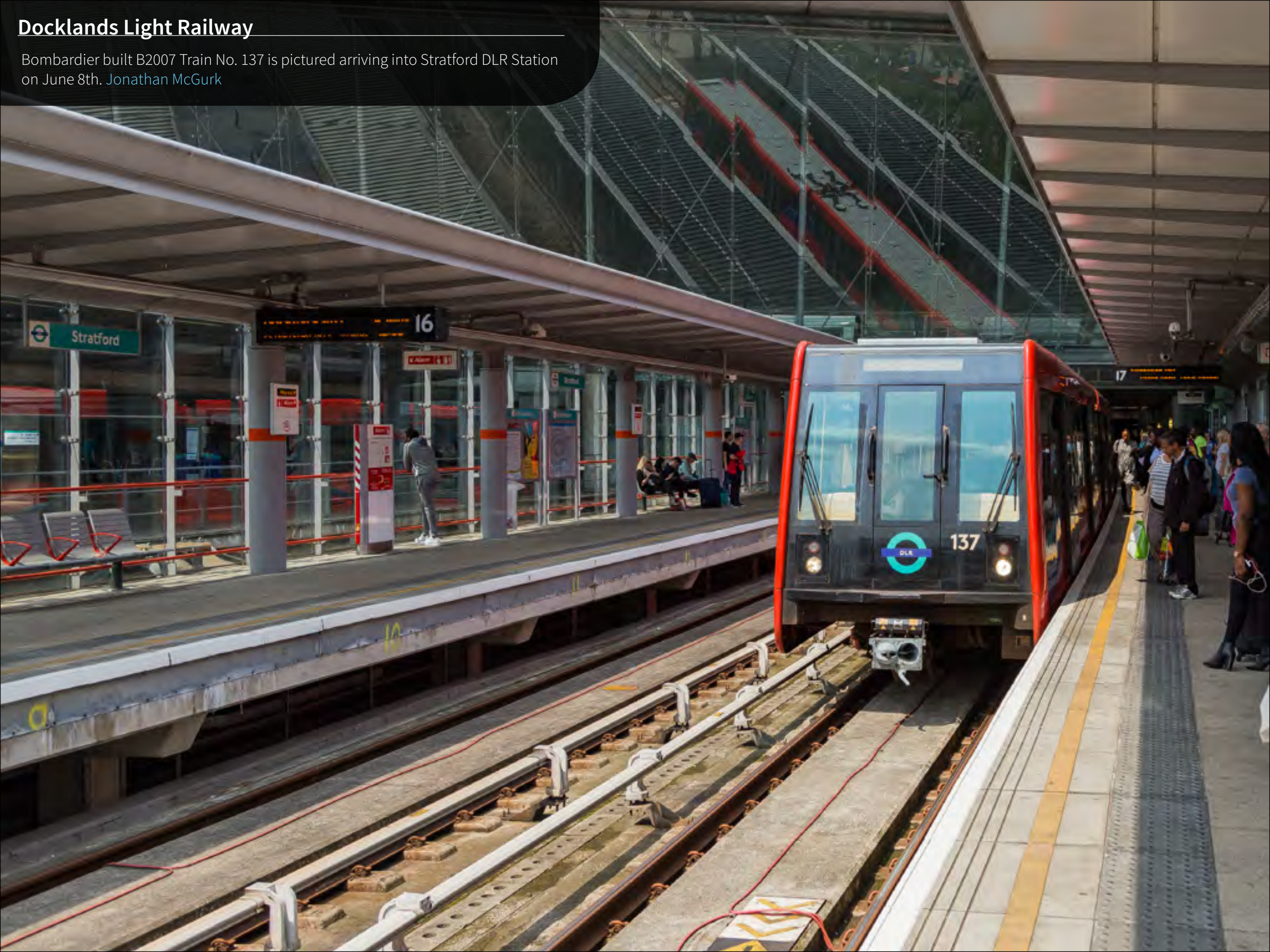
Class 318 259 working the 2F05 16:22 Cumbernauld - Anderston service is seen arriving into Coatbridge station on June 23rd. [Jonathan McGurk](#)



Scotrail's Class 334 013 and 334 012 call at Armadale station on June 4th working the 2M30 15:53 Milngavie - Edinburgh Waverley service. [Jonathan McGurk](#)

Docklands Light Railway

Bombardier built B2007 Train No. 137 is pictured arriving into Stratford DLR Station on June 8th. Jonathan McGurk



Tramlink

London Tramlink Stadler Variobhan No. 2562 is seen arriving at East Croydon station on June 18th with a Wimbledon service. [Derek Elston](#)



Sheffield Supertram

Siemens-Duewag Supertram No. 120, in heritage Sheffield corporation livery, calls at Sheffield station on June 25th with a service to Herdings Park.
Richard Hargreaves



Manchester Metrolink

A new advert tram, No. 3007 for Cadbury's Crunchie, stands at the Queens Road stop on a Bury - Piccadilly Station service, June 17th. [Michael Lynam](#)



Going Underground

District line 'D' stock No. 7018 arrives into St. James's Park with a Wimbledon train on June 11th. Chris Morrison



District line 'D' stock No. 7046 arrives at St. James's Park with an Ealing Broadway train on June 11th. Chris Morrison



District line 'D' stock No. 7034 departs from Temple eastbound on June 11th. Chris Morrison

Midland Metro

On June 4th, CAF tram No. 36 stands outside the Birmingham New St. terminus having worked a service from Wolverhampton. Richard Hargreaves



Blackpool Trams

Progress Twin Car No. 675 + 685 is seen in some glorious sunshine heading along the seafront on June 18th working a Fleetwood to Starr Gate heritage service.
Michael Lynam



On June 18th, Boat Car No. 230 travels along the Golden Mile on a Heritage service from Starr Gate - Bispham. [Michael Lynam](#)



Centenary car No. 648 stands at Pleasure Beach on June 18th working to the unusual destination of Ash Street, Fleetwood, as Fleetwood Carnival prevented trams progressing further. [Phil Martin](#)



Red and Cream liveried Boat Car No. 227 heads along the sea front with a circular tour to North Pier. [Phil Martin](#)



The popular Marton tram No. 31 passes Pleasure Beach on June 18th with a Starr Gate to Royal Oak (Fleetwood) working on June 18th. [Class47](#)





Balloon Car No. 717 is seen inside Rigby Road depot on June 18th.
Brian Battersby

Fares Advice *with RailUK*

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

Off Peak Return - Outward Journey

Q: I do a weekly commute from Shotton to St Neots via London using an Off Peak Return. Somehow I've got into the cycle of buying the reverse route - St Neots to Shotton. I'm headed to Wimbledon for the tennis tonight returning back to Shotton tomorrow evening. If I buy an Off Peak Return from St Neots to Shotton for today am I OK to use it today for St Neots to Kings Cross, and then tomorrow Evening Euston to Shotton? I'm using the tube with Oyster card to get to Wimbledon.

If I'd bought the journey the other way round it wouldn't be a problem as the return portion is valid any day within a month of the outward date. I'm assuming that the overnight 'Break of Journey' is OK or does that only apply on the return portion? I'm also sure somewhere I saw that the outward portion was valid on the date of travel specified and up to 3 days after? The alternative is just to buy a St Neots to Shotton Off Peak Return for tomorrow (Friday) and not use the Outward portion to Kings Cross and also buy a single to Kings Cross for today.

A: Looks like it's not clear cut. As you say according to the Fares Guide it is valid for 2 days on the outward portion but subject to restriction - which are not clear.

Off-Peak Return (and Super Off-Peak Return): Not always valid at all times (although an Off-Peak Return sometimes might be; check individual ticket restrictions).

Outward portion is valid for 2 days (although the journey must be commenced on the first day) and break of journey may be restricted;

*see individual ticket restrictions for details. An overnight stay en-route is allowed as follows: If the individual ticket restrictions allow break of journey. Overnight stay anywhere en-route allowed if the passenger so wishes; it is his/her decision alone. If the individual ticket restrictions prohibit break of journey Overnight stay only allowed if the journey cannot reasonably be completed in one day - although it is still the passenger's decision where to stop off; it does not necessarily involve travelling as far as possible before services stop for the night. In both cases the journey may be resumed at any time (taking account of any validity restrictions) on the second day.**

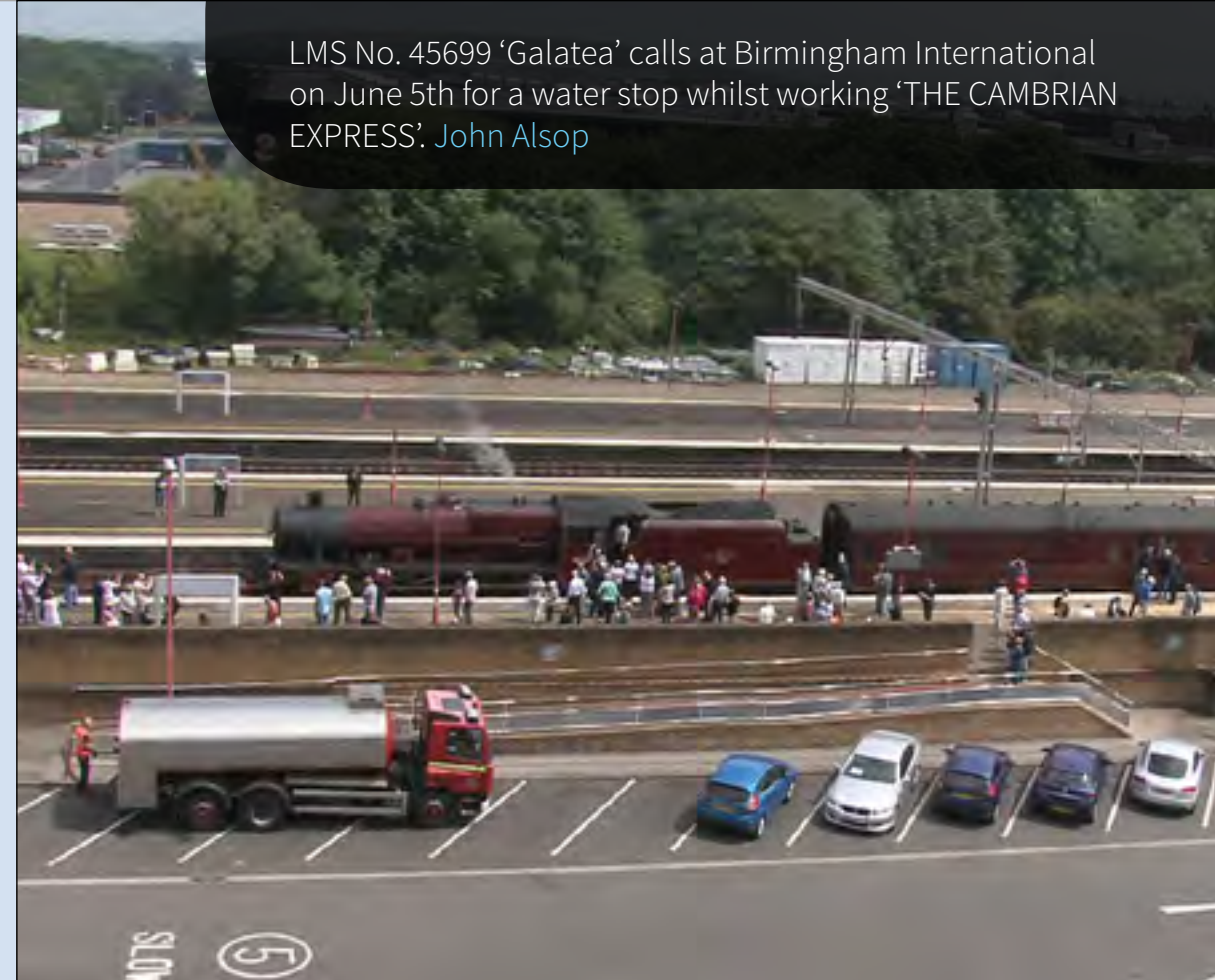
Return portion is valid for 1 calendar month and has no restriction on break of journey, allowing multiple overnight stays en-route if desired.

The ticket is valid for a break of journey on the outward leg. This is not obscure or some kind of loophole. The principle that the journey cannot be completed does not specify why, so if you are busy eating dinner, going to Wimbledon or just sleeping is neither here nor there. As the fares guide here says, it is the passengers decision alone. If break of journey were not permitted, why would the restrictions for travel on the second day be so clearly spelt out?

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routing' 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!

LMS No. 45699 'Galatea' calls at Birmingham International on June 5th for a water stop whilst working 'THE CAMBRIAN EXPRESS'. [John Alsop](#)



On June 25th, LMS Jubilee Class No. 45690 'Leander' working 'The East Yorkshireman' charter from Manchester Victoria to Scarborough calls at Denton station. [Brian Hewertson](#)

Freightliner first in the UK to build box wagons out of recycled coal hoppers

Freightliner becomes the first UK rail operator to build European Standards compliant new box wagons from a significant proportion of recycled materials, as Freightliner Heavy Haul places into use a new fleet of wagons made using parts from redundant coal hoppers.

In support of a new a contract with Tarmac, the UK's leading building materials and construction solutions provider, Freightliner needed to provide a fleet of modern, high capacity box wagons and decided to investigate the possibility of using recycled parts from HHA (102t) coal hoppers that had recently been made redundant by the national decline in coal usage. With the help of Greenbrier Europe, Freightliner's wagon provider of choice, it



was determined that, with some modifications, the bogies (framework carrying wheels attached to the wagon) and some of the braking equipment from the hoppers would be compatible with an existing design of box wagons that Greenbrier had previously produced.

As a result, in November 2015, Freightliner Maintenance Ltd (FML) in York began the recovery and modification of the bogies which were then transported by Freightliner Road Services to Greenbrier Europe in Poland who completed the production of the wagons. The first 23 brand new MWA (102t) open box wagons have now arrived in the UK, transported by Freightliner Poland. Throughout the whole complex process Freightliner engaged fully with the Office of Rail and Road (ORR) to ensure that UK and European safety standards and legal requirements were met. "This project has been a success thanks to the effective collaboration between Freightliner businesses: Heavy Haul, Maintenance, Road Services and Freightliner Poland. We would also like to thank our key suppliers Greenbrier and SNC Lavalin for their support with the project," said Paul Smart, Managing Director, Freightliner Heavy Haul Limited.

Joerg Greshake – Sales & Marketing Director of Greenbrier Europe commented: "The great working relationship we have with Freightliner meant that we could work together to find an innovative and sustainable box wagon solution that fully met the needs of both the customer and ORR standards."

Chris Swan, senior manager, rail and shipping at Tarmac, said: "Modern, efficient wagons have an important role to play as we drive freight expansion and increase the transportation of materials from production sites to construction markets. It's good to see equipment and materials being repurposed, especially as this is a key part of Tarmac's approach to sustainability and business."

The creative approach taken by Freightliner meant that redundant assets were given new life in the form of recycled bogies and brake components that would have stood unused and deteriorating, reducing waste and saving energy.

On June 4th, LNER No. 60103 'Flying Scotsman' passes Kegworth whilst working 'The Yorkshireman' from London Victoria to York. [John Alsop](#)



A Greater Anglia Class 170 is pictured between Stowmarket and Needham Market working the 2W23 15:44 Cambridge - Ipswich service on June 1st. [John Balaam](#)

Class 59 004 passes through Reading on June 6th working a loaded Mendip Rail stone train. [Richard Hargreaves](#)



Greater Anglia's Class 90 015 passes between Stowmarket and Needham Market with 1P51 16:00 Norwich - London Liverpool Street service, June 1st. [John Balaam](#)

Virgin Trains new executive chef James Martin serves up sweet surprise

Award winning chef James Martin was on board Virgin Trains serving up treats from his new seasonal menu to surprised customers in a newly refurbished First Class Carriage. The train operator's new executive chef then put his catering skills back into action as he travelled from King's Cross to Leeds, delighting customers with samples from the new menu.



On arrival in Leeds, James met suppliers whose food is featured on his recently launched First Class menu, which is currently being served to Virgin Trains' customers on the east coast route. Amongst these was award winning rare-breed farmers, Taste Tradition. James said: "It was great to hear from the local suppliers whose produce has gone into making the new Virgin Trains seasonal menu and to be able to share with them the great feedback we have had so far from customers".

Alison Watson, Customer Experience Director at Virgin Trains on the east coast, added: "We're delighted that James' new menu showcases the delicious foods produced on our route. It gives us an opportunity to support our local communities and offer a fine dining experience to our First Class customers."

A new James Martin menu is being rolled out to Standard Class customers in autumn as part of Virgin Trains' ongoing £40m investment in its fleet.

Photo: Award winning chef James Martin was on board Virgin Trains serving up treats from his new seasonal menu to surprised customers in a newly refurbished First Class Carriage. ©Virgin Trains

Virgin Trains launches its ground-breaking entertainment portal – on-board entertainment beamed straight to your device

‘BEAM’ will provide free on-board entertainment for customers

Virgin Trains has launched its industry-leading, complimentary on-board entertainment service, which is streamed directly to customers’ own devices.



The brand-new app, BEAM, will give customers access to an array of free entertainment through their own device. And with around 200 hours of incredible films, TV episodes, magazines and games there is now even more reason for people to take a Virgin train.

BEAM content includes a selection of classic and new films such as *The Wolf of Wall Street*, *Breakfast at Tiffany’s*, *Bridesmaids*, *Theory of Everything* and *Despicable Me 2* as well as a mix of popular box sets and TV series from *House of Cards*, *Poldark* and *Fortitude*. To keep the kids busy, BEAM will have a separate section for children, playing popular TV shows like *Peppa Pig*, *Ben 10* and *Horrible Histories*. A selection of leading magazines will also be available, including *Newsweek*, *Men’s Health*, *Top Gear*, *Total Film*, *Hello*, *Grazia*, *Living Etc.*, *Ideal Home* and *Marie Claire*.

Class 150 and 153 DMUs working Arriva Trains Wales’ Valley Lines services are pictured at Cardiff Queen Street station on June 12th. The photo was taken from 3rd floor of the Ibis Hotel. [Keith Chapman](#)



To celebrate its launch, Virgin Trains has partnered with Hollywood blockbuster *Independence Day: Resurgence*, the sequel to the Oscar-winning *Independence Day* which is also available on BEAM. The BEAM entertainment system is complimentary to all Virgin Trains customers. To access the huge selection of entertainment, customers need to simply download the BEAM app from the Apple or Android app store on their phone or tablet before they get on-board, either at home or by using the free station Wi-Fi. And if the destination arrives before the end of the film, then BEAM will remember exactly where it left off, allowing customers to finish their new favourite viewing on the return leg.

Patrick McCall, Co-Chairman for Virgin Trains, said, “The new BEAM app will make our passengers’ journeys fly by, feeling like they’ve arrived at their destinations before they know it. We’ve worked really hard to provide a fantastic range of entertainment to cater to all of our customers’

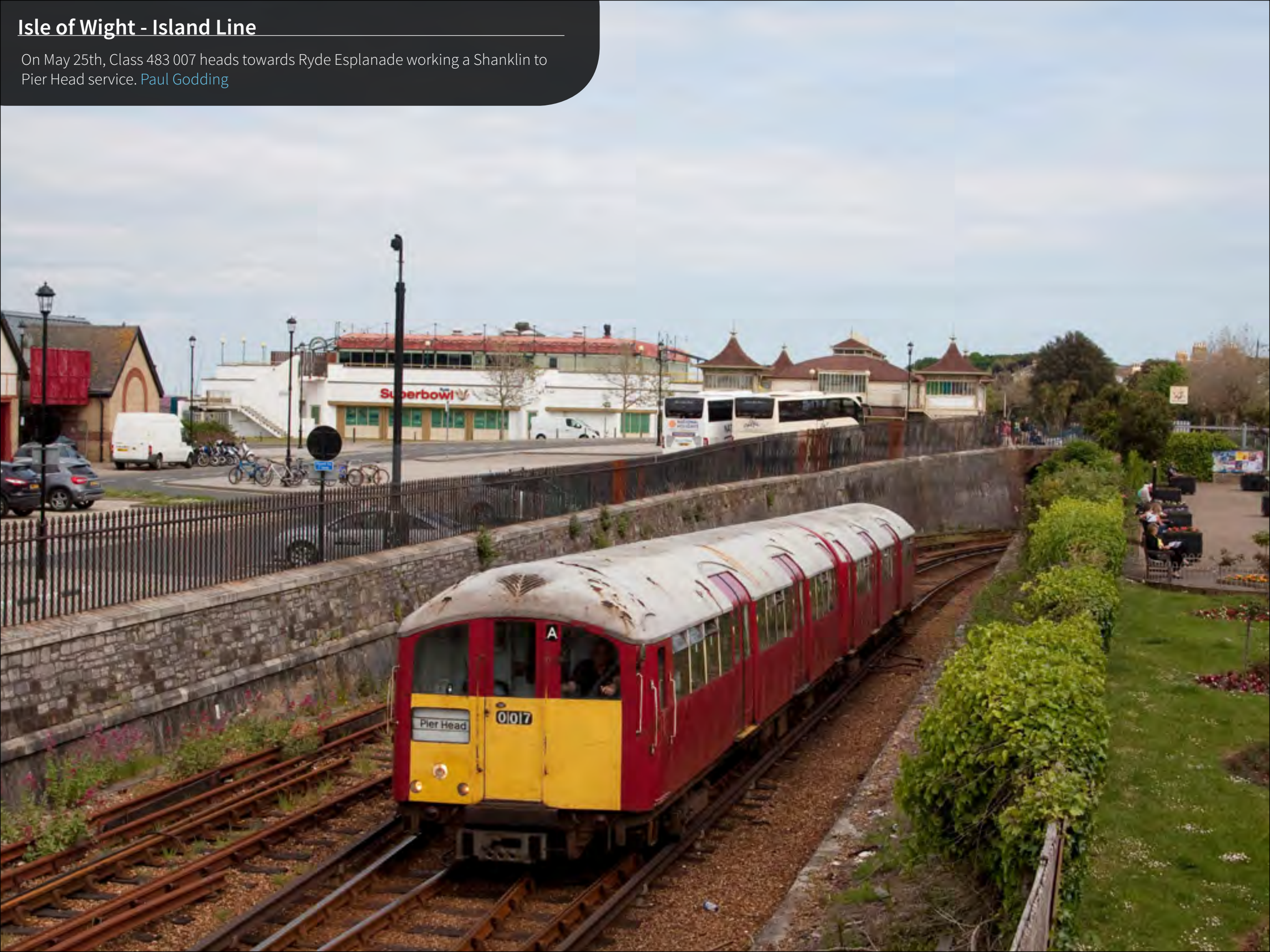
tastes and are really proud to offer this service that is the first of its kind to the train industry. At Virgin Trains we pride ourselves on continuously improving our customers’ on-board experience and so will continue to update the content on BEAM to guarantee our passengers have the latest entertainment on offer. The new service is more advanced than the systems currently available on planes as customers use their own devices, which normally have larger screens with better picture quality than standard seat-back devices.”

The industry-leading on-train entertainment service was developed by Virgin Trains in conjunction with GoMedia. The entertainment includes films which are updated monthly and the magazines’ latest issues.

Exact content will vary across the two franchises. Free Wi-Fi is being rolled out during 2016 across Virgin Trains managed stations on the East Coast route.

Isle of Wight - Island Line

On May 25th, Class 483 007 heads towards Ryde Esplanade working a Shanklin to Pier Head service. [Paul Godding](#)



Thameslink's new train enters passenger service

Thameslink's new Siemens-built Class 700 train has performed well as it enjoyed its maiden voyage in passenger service on the 10.02 service from Brighton to London Bridge. Unit 700108, one of the 55 12-carriage trains to be built, made a total of four trips on this route in the off-peak on Monday 20 June as it was given a "gentle introduction" to passenger service.

On Tuesday the train, which is capable of carrying up to 1,750 in air conditioned comfort, ran nine times between the two stations helping move passengers caught up in the Southern conductors' strike. The train continues to be used on the four off-peak journeys after which it will begin service on the wider Thameslink route through central London to and from Bedford.

The train's features include:

- Wider doors and aisles to make getting on and off easier
- Spacious walkways between carriages to make it easier to move through the train to give a greater sense of security Two-by-two seating to create more room
- Lots of luggage space – essential for airport travellers
- Adaptive climate-controlled air conditioning which adjusts to the number of passengers to keep things comfortable
- Electronic signs showing which carriages have more space to sit or stand Screens with real time service information

- Fully accessible toilets for disabled passengers and those with pushchairs or needing baby changing facilities

- Spaces for full-sized bikes in the off-peak; storage for fold-up bikes in the peak

Govia Thameslink Railway's Engineering Director Gerry McFadden said: "We are thrilled that our new Thameslink train is performing well. In future, as the train continues to prove itself, we will begin running it across London to Bedford.

"Ultimately the train will give passengers much-needed additional capacity with longer trains throughout the rush-hour, creating at least 1,000 extra standard class seats."

On board the very first service on Monday was Brighton's Middle Street School which was taking a group of 35 six-year-olds dressed as pirates to see the Golden Hinde in London. Teachers said the new train really added to the excitement.

Anita, a Brighton businesswoman on board, was pleased to hear that peak hour services from Brighton would be run in fixed formation with 12-carriages – half as long again as most Thameslink trains today.

Another passenger, Roger Felkis of Haywards Heath, said: "The wide gangways mean I can get past suitcases without problems. The train's smooth and comfortable."

There were also cyclists returning from Sunday's London to Brighton bike ride who made use of the dedicated bike storage area.

This was the first of the trains to enter service. GTR's intention is to run the

Bolton Corporation Tramways tram No. 66 heads along the Blackpool seafront on June 18th, heading to Pleasure Beach. [Phil Martin](#)



12-carriage trains in the peak from Brighton. It means Thameslink will have at least 1,000 extra standard class seats from the town in the morning peak once the new fleet and timetable is introduced.

Ultimately there will be 115 new trains running on an expanded Thameslink network to additional destinations such as Peterborough and Cambridge. In total, 55 of these will be in 12-carriage formation and 60 will have eight carriages.

Siemens Thameslink Programme Director Dave Hooper said: "This success represents a step change in cross-London commuter train experience with the latest state-of-the-art train design and on board systems equipment. This has been achieved by many people across our European in-house team and supply chain in design, testing, train manufacturing and depot construction. The service team at Three Bridges depot is very proud to take over the leadership of these new trains from the development phase into passenger service operation and we look forward to entering more new trains into service over the coming months."

Andy Pitt, Executive Chairman of Cross-London Trains, said: "I am delighted that the new Class 700 trains are entering into passenger service. It's great to see that passengers are starting to benefit from the massive investment in this brand new train fleet which will deliver much needed additional capacity to the rail network."

Jumbo trains help DB Cargo UK build partnership with aggregates specialist

DB Cargo UK has agreed a new five-year contract with established customer Mendip Rail to deliver more than 100 trains of aggregates per week. A key feature of the service is the use of 'jumbo trains'. These mammoth trains are the heaviest operating in the UK. Each train is 44 wagons long and can carry over 3,300 tonnes of aggregates.

A single Class 59 locomotive is used to haul each jumbo train from quarries in Somerset to West London. Here the jumbo train is split into two or three shorter trains for delivery to depots in London and the South East. This efficient delivery method reduces the environmental impact of transportation and maximises the use of rail paths on the busy rail network in West London.

DB Cargo UK's relationship with Mendip Rail can be traced back to the 1970s. The rail freight operator currently serves 33 depots for Mendip Rail, loading materials at seven points:

- Hanson Aggregates Whatley Quarry (Somerset)
- Aggregate Industries Isle of Grain Wharf (Kent)
- Hanson Aggregates Machen Quarry (South Wales)
- Midland Quarry Products Cliffe Hill Quarry (Leicestershire)
- Hanson Aggregates Dagenham Wharf (East London)
- Avonmouth Docks (Bristol)

The products carried on the service include aggregates for use in concrete and asphalt and rail ballast for the London Underground network.

To underline its commitment to excellent customer service, DB Cargo UK has introduced a dedicated management team to ensure everything runs smoothly. Daily joint Performance Management Centres are held at the Mendip Rail offices at Merehead in Somerset to focus on any issues that may impact on customer service over the coming days. This has already led to improved performance and greater efficiency for both parties.

Mick Tinsley, Head of Building, Infrastructure and Construction at DB Cargo UK, said: "I'm very pleased to see our long-term relationship with Mendip Rail being extended further. Our proven ability to reliably deliver the high volume requirement of the contract is a major factor in Mendip Rail choosing to continue working with DB Cargo UK. Over the coming years we are jointly committed to meeting the increasing demands of the busy South East construction market."

LNER A3. No. 60103 'Flying Scotsman' stands at Bangor on June 15th with the return working of 'The Emerald Isle Explorer' charter. [David Wood](#)



Network Rail's Weedkiller, Nos. DR98905 and DR98955 worked the 6Z08 York Works - Barton - Scunthorpe on May 31st and is seen fighting a losing battle on the Outward Line at Scunthorpe. [Steve Thompson](#)

Arriva Trains Class 09 204 is pictured stabled on LNWR Crewe, June 8th.
Derek Elston



DB Cargo UK and CEMEX introduce 'pop-up' rail depot

DB Cargo UK and CEMEX have opened a 'pop-up' rail depot to serve the growing North West construction market and reduce the number of HGVs transporting materials from the picturesque High Peak countryside.

The 'pop-up' depot was installed in weeks on land adjacent to the West Coast Mainline using a readymade weighbridge and office.

The temporary site, based in Warrington, Cheshire, will handle around 125,000 tonnes of aggregates each year.

The aggregates are transported from Dove Holes Quarry in Derbyshire on two weekly rail services, with each train carrying approximately 1,540 tonnes of aggregates. Up to 150 HGVs would be needed to carry this by road.

The service provides significant environmental benefits as rail freight produces around 76% less CO2 than HGVs for the equivalent journey.

DB Cargo UK is also responsible for unloading the aggregates at Warrington, where they are later transported to local concrete plants and construction sites by road.

Mark Grimshaw-Smith, Head of CEMEX Rail and Sea, said: A pop-up rail depot can be installed in weeks rather than months and gives the flexibility to move aggregates from quarries to areas where they are needed, especially in the short term. So with the right piece of land close to the rail network you can create a depot.

"Rail has considerable economic and environmental benefits compared to road transportation with significant CO2 savings and on busy roads, a major time saving. In 2015 we transported 2.3 million tonnes by rail equivalent to 80,000 truck movements."

Mick Tinsley, Head of Sector, Building, Infrastructure and Construction at DB Cargo UK, said: The pop-up depot and service we provide demonstrates how rail transportation is becoming more flexible and innovative. We are delighted to be working with our long-standing customer CEMEX on this project, which will have significant benefits for local areas of the High Peak by easing road congestion."

Loco Fleet List 2016

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.

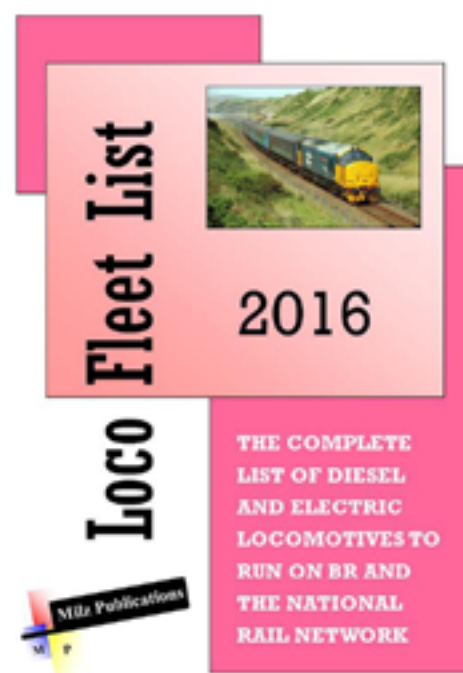
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

Contents

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

Loco Fleet List 2016 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



As the sun sets, Class 68 017 top'n'tails 68 016 on a Northern Belle working from Swindon - Par - Swindon passing Newton St. Loe on June 4th. [Sam Bilner](#)



First pictures of new c2c carriages in production

National Express train operator c2c has released the first pictures of its new carriages in production.

The 24 new carriages, which are being built in Derby, are the latest version of c2c's existing fleet of trains. Key features include: 225 seats in each 4-carriage train. That means combined the new carriages will provide 13,500 extra seats at peak times every week.



Wider seats, which are around 10% wider than the seats on current c2c trains, each seat also comes with arm rests and personal reading lights.

There are two toilets and two dedicated wheelchair areas on board each 4-carriage train - double the current provision on existing c2c trains.



Each carriage is fully air-conditioned and also has a number of plug sockets. There are also improved luggage areas compared to our current trains

Each 4-car unit is inter-connected, so passengers can walk through all the carriages if there are no free seats in their section.

The new trains, which are called Class 387 Electrostars and are built by Bombardier, are scheduled to all be in service on c2c by the end of the year.



SB Rail's No. DR77002 passes through Northampton working the 09:27 Harlesden Jct. to Coventry Civil Engineers Sidings on June 17th. [Derek Elston](#)

What would Harry Potter think of this painting of No. 5972? It is situated near the entrance to a Leisure & Caravan Park in the Vale of Glamorgan. Ken Mumford



Abellio Greater Anglia hires additional locomotives and carriages

Class 68 diesel-powered set will cover for damaged Class 170 diesel unit on regional routes

Abellio Greater Anglia (AGA) is hiring an additional train to give passengers on its regional routes the best possible service over the months ahead - including the busy summer season on its local lines. The train will operate with two Class 68 diesel locomotives and three Mk2 carriages on the Norwich to Great Yarmouth and Norwich to Lowestoft routes, to cover for a damaged Class 170 unit diesel unit - which was involved in an incident in April, which has necessitated extensive and lengthy repairs. The additional train is scheduled to operate on Mondays to Fridays from Monday 11 July to Friday 30 September on the following scheduled services:

06.52 Norwich to Great Yarmouth; 07.30 Great Yarmouth to Norwich
08.09 Norwich to Great Yarmouth; 08.46 Great Yarmouth to Norwich
10.05 Norwich to Lowestoft; 10.57 Lowestoft to Norwich

16.40 Norwich to Great Yarmouth; 17.18 Great Yarmouth to Norwich
18.06 Norwich to Great Yarmouth; 18.47 Great Yarmouth to Norwich
20.40 Norwich to Great Yarmouth; 21.18 Great Yarmouth to Norwich
22.05 Norwich to Lowestoft

Although the train operator has been able to cover for the damaged diesel unit in the short term, that arrangement was not practical or sustainable in the medium term. AGA has therefore come to an agreement with Direct Rail Services to hire the additional train until 30 September. It will help maintain performance and customer standards on the operator's regional routes by improving punctuality and reliability and protecting seating capacity, enabling the planned service to be operated across all of AGA's regional routes on a consistent basis, as well as providing extra seats over the busy summer period. The Class 68 locomotives are brand new, powerful diesel locomotives. It is the first time they have been used on regular passenger services in East Anglia so, as well as performing their core purpose of protecting service delivery standards for customers, they are likely to prove popular with rail enthusiasts. Generating 3,800 horsepower they are some of the most powerful diesel locomotives ever used on the UK rail network.

This extra train operates in addition to the Class 37-powered train also used on some of its Norwich to Great Yarmouth and Norwich to Lowestoft services.

AGA is still looking at options for ongoing cover from October onwards until the Class 170 diesel unit is repaired and returned to service. It will announce those further plans once they are agreed.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

On June 21st, Class 66 741 working a Liverpool to Drax Biomass service, heads through the forest of Stalybridge. [Brian Hewertson](#)



On June 17th, Network Rail's No. DR98003 leads the 10:10 Rugby Depot Access Line to Chelmsford D.G.L. overhead maintenance train through Northampton, also in the consist were Nos. DR98011, DR98054 and DR98010. [Derek Elston](#)



ScotRail announces second summer of steam on Borders Railway

Tickets are now on sale for the much-anticipated return of ScotRail steam services on the Borders Railway, beginning on Sunday 7 August. Following the success of last year's sell-out trips, on Sundays during August and September, customers are being offered the chance to travel from Edinburgh Waverley to Tweedbank and back, all in the comfort of a beautifully refurbished vintage carriage. August's trips will be hauled by 46100 'Royal Scot', and September's will see the return of the popular 60009 'Union of South Africa' on the Borders Railway.

These journeys are offered in partnership with Steam Dreams, and two trips will run every Sunday from 7 August until 25 September. Tickets will be priced at £150 for first class tickets (includes gourmet dining experience in a private compartment), £130 for premier dining tickets (includes meal in first class carriage), and £55 for standard class tickets. ScotRail has also partnered with local Scottish Borders companies to offer add-on passenger excursions upon arrival in Tweedbank.

Cathy Craig, Commercial Director for the ScotRail Alliance, said: "It is with great pleasure that we're announcing the return of steam services to the Borders Railway. These journeys give people a chance to appreciate the new Borders Railway from the wonderful setting of a vintage steam train. This is a fabulous opportunity to showcase the line, and in such a romantic style. Not many train journeys can match the outstanding scenery on this route, and I look forward to seeing how successful these trips will be."

Cabinet Secretary for Tourism, Fiona Hyslop said: "It's fantastic that 2016 will see the return of these iconic trains to the Scottish Borders Railway. After their sell out season last year the opportunity to visit Abbotsford and other attractions in the area shows the prospects for different sectors to work together to grow the tourism economy of the Scottish Borders."

Councillor David Parker, Leader of Scottish Borders Council, said: "I am delighted to see the return of the steam train trips to the Borders Railway. The trips were extremely successful last year with thousands of people visiting the Borders thanks to the journeys. I am pleased a number of local companies will be involved in 2016 to build on this success. With the tremendous Flying Scotsman day last month, the Borders Railway is now becoming one of the great scenic rail journeys to experience."

City of Edinburgh Council Leader, Councillor Andrew Burns, said: "These trips will give those travelling on the newly-reopened Borders Railway a unique perspective on the beautiful landscape between Edinburgh and Tweedbank. Since its launch, the new railway has proven its popularity amongst commuters, visitors and holiday-makers alike, and steam trains will enable summer travellers to discover what's on offer in Edinburgh and elsewhere along the route in style."

Danny Cusick, Chair of the Borders Railway Blueprint Leaders Group, said: "Following a hugely successful inaugural steam train experience last year, we are delighted that this year will see an even better and enhanced steam train experience for the Borders Railway. World-famous steam trains will allow passengers to see one of the world's most beautiful and scenic railway routes in classic style, and we're confident that this will attract visitors from all over the world to the area to experience a truly wonderful journey and the very best of what Scotland has to offer."

Malcolm Roughead, Chief Executive of VisitScotland said: "The Borders Railway opened last September and has already provided a real boost to Scottish tourism and the wider economy with hundreds of thousands of passengers making the journey and experiencing the great variety of attractions and businesses on the route. To have steam train journeys available again this summer for visitors and residents alike is brilliant news. It really is a chance for passengers to step back in time and enjoy the beautiful countryside on another level as these majestic locomotives make their way through Edinburgh, Midlothian and the Scottish Borders."

Raillive 2016 - Long Marston

Raillive 2016 was an indoor and outdoor rail show held in June aimed at the entire rail sector. The event enabled exhibitors to showcase a wide range of products and services in a real rail environment.

Listed as : “RailLIVE 2016 takes you far beyond the confined walls of a traditional exhibition centre to provide a practical and grass-roots approach to innovation in rail against the backdrop of a real rail environment. RailLIVE 2016 offers organisations the opportunity to exhibit and actually demonstrate the benefits and virtues of their products and services. Throughout the two days there was a comprehensive timetable of events and demonstrations taking place. Seminars and presentations were delivered by high profile industry leaders and also experts in their fields.”

Here are some of the photos taken during the exhibition at Long Marston. © John Alsop



Minister views progress as engineers reach half-way in £60m tunnel renewal

Engineers working to renew the railway in Glasgow Queen Street tunnel have completed the first line of track through the kilometre-long structure. Since the high level station closed to trains on March 20, over 2,100 engineers have invested more than 150,000 work hours to renew track through the tunnel and to lengthen and rebuild platforms and track layouts within the station. With the 20-week scheme progressing to plan, the project team has now completed the first line of new slab-track and remains on course to reopen the high level station on August 8. Work has now begun on laying the second line of new slab-track through the tunnel. Over the last 10 weeks Network Rail engineers, who are renewing the tunnel for the ScotRail Alliance, have removed over 5,000 tonnes of concrete and rock, created a new 945m concrete base and installed 820m of new slab-track units and 2000m of new rail.

Transport Minister, Humza Yousaf, said: “Delivering any major infrastructure programme in a live rail environment is a challenging undertaking and the Queen Street tunnel is certainly no exception. This is a massive logistical operation by Network Rail that has seen over 150,000 hours worked to date and I am pleased to see it reach the halfway point on schedule. Whilst acknowledging the ongoing success of ScotRail’s communications and service alterations, which are keeping the public informed and keeping them moving, I would also like to thank rail passengers who are affected by these works for their ongoing patience and understanding. This work is literally paving the way for Scotland’s new fleet of electric trains, which will begin to be introduced in to service next year.”

David Dickson, ScotRail Alliance infrastructure director, added: “We have now passed the half-way point in this vital project and our engineers have completed a huge amount of work as they stay on course to reopen the tunnel for passengers on August 8. The renewal of the tunnel track, and the installation of overhead power equipment, will allow the introduction of faster, longer and greener trains on the main Edinburgh-Glasgow line – delivering thousands of extra seats, shorter journey times and improved accessibility for customers. Although, this is a massive engineering challenge it has been meticulously planned and we’d like to thank customers for their support and understanding while we deliver this investment in Scotland’s railway.”

The tunnel renewal is being delivered by engineers working on the Edinburgh Glasgow Improvement Programme (EGIP) to electrify the main Edinburgh-Glasgow line. Through EGIP, 70 Hitachi Class 385 electric trains will be rolled out on a number of routes by December 2018. These will allow ScotRail to run trains of up to eight carriages on the main Edinburgh-Glasgow line once the new Glasgow Queen Street station is complete. The Scottish Government’s investment in the redeveloped Glasgow Queen Street station, which is due to be completed in 2019, will see the station transformed into a modern facility with increased concourse space, improved accessibility and remodelled passenger facilities.

June 21st - Midsummer’s Day - sees the sun shining on Stafford as a sparkling clean Class 68 001 passes northwards through Platform 5 with the daily Mountsorrel - Crewe Basford Hall ballast train. In the old Royal Mail platform an equally clean Caledonian blue Class 92 014 waits for the road with a light test run from Willesden to Crewe. [Gerald Nicholl](#)



Caledonian Sleeper liveried Class 92 038 is seen stabled at Crewe on June 8th. [Steve Stepney](#)

Running over 70 minutes behind schedule at this point, LMS 4-6-0 No. 46100 'Royal Scot' weaves along the Calder Valley through the site of the long-closed Luddendenfoot station with a charter from Crewe to York on June 14th. [Gerald Nicholl](#)



Did you Know - Ken Mumford

Barnstaple to Ilfracombe Woes

In years gone past, the time taken for passengers to alight with their luggage added considerable delay to trains along the line. The intermediate stations e.g. Braunton, Morteohoe & Woolacombe, were all destinations where holidaymakers alighted. Imagine this at these stations (and at Ilfracombe) with families struggling with their suitcases, children and maybe prams; this could take some time to get sorted out and thus the train would have additional delays. Indeed it was not unknown for a long train of holidaymakers to take a **FULL HOUR** to clear at Ilfracombe station!!

There is an amusing story of a guard on a departing train who in order to see his driver had to claw his way through the crowds. He duly waved his green flag but was unable to get back to his train as it drew out of the station. He was reunited with his train at Morteohoe & Woolacombe station after a very speedy taxi ride!!

Old Railway Adverts

British Rail runs out of steam

Last steam train makes
historic special farewell journey
Sunday August 11th



This will be the very last time to operate on standard gauge track (excluding R.F. mainline routes). 504 coaches (incl. 100 baggage vans with facilities, incl. air, other refreshments, current television and mail).
Liverpool-Liverpool Day (11.00-11.45)
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For tickets, write quickly to Passenger Marketing Manager, British Rail, London Midland Region, London House, London W1A 1LH. Mail your envelope (postal and return 11p) in a separate packet. Money immediately refunded if the 478 seats have already been sold.



First time in Birmingham! 'LOCOMOTION'

the replica engine from the
Rail 150 Cavalcade

With a Vintage train of two Liverpool and
Manchester Railway Replica coaches

BIRMINGHAM RAILWAY MUSEUM STEAM OPEN DAY

Sunday 3rd October 1976
10.00 am - 5.30 pm

Also in Steam

**7029 'CLUN CASTLE'
7752 ex GWR PANNIER TANK**

Access to footplates
Superb Showman's Engines

**The Steam Depot, Warwick Road,
Tyseley, Birmingham**
(adjacent Tyseley Station)

Admission: 50p Adults/15p Children

Masquerading as NCB loco No. 35 from Hartley Main in Northumberland, USA 0-6-0T No. 30065 departs from Andrews House for Sunnyside on the Tanfield Railway during their Legends of Industry weekend on June 11th. [Robert Bates](#)



Also at Tanfield on June 11th, Hawthorn Leslie 0-4-0 ST No. 2 and Robert Stephenson and Hawthorn 0-4-0ST No. 3 'Sir Cecil A. Cochrane' depart Marley Hill for Sunnyside. [Robert Bates](#)



On July 2nd, LMS Jubilee Class 4-6-0 No. 45699 'Galatea' approaches Twyford (Berks) heading west with an excursion to Worcester. [John Johnson](#)



Freightliner's Class 86 614 and GBRf's Class 92 014 both wait to depart Crewe on June 6th, heading to Garston and Edge Hill respectively. [Michael Lynam](#)



Preparatory work to upgrade the railway in 130-year-old Severn Tunnel reaches important milestone

Over 40 tonnes of soot has been removed from the Severn Tunnel – an important milestone in the preparatory work ahead of a six week project to upgrade the railway running through the 130-year-old tunnel this autumn. 3,500 hours of work is under way ahead of the tunnel closing to trains for six weeks between 12 September and 21 October 2016. During this period Network Rail will deliver a critical milestone in the project to deliver the new fleet of brand new electric trains, which will result in faster, quieter, greener trains for tens of thousands of passengers in South Wales, set to be in place by 2018.

The work forms part of Network Rail's Railway Upgrade Plan to provide a bigger, better, more reliable railway for passengers. As well improved journeys, the electrification of the line between South Wales and London will deliver an economic boost for South Wales thanks to better connectivity to the UK capital, a critical factor for attracting inward investment. Network Rail's 'orange army' has now completed work to remove the soot and is carrying out repair and maintenance work during Saturday nights, while passenger trains are not scheduled to run, minimising disruption. A custom-made drilling rig is also being used to prepare holes for the anchors that will support new equipment which will power a fleet of electric trains.

During the six-week closure, 200 members of the orange army will be working day and night to install over eight miles of conductor rail, designed to provide power to the new electric trains. The scale of the engineering challenge involved and the extensive amount of machinery required to upgrade the four mile-long tunnel means that the closure is unavoidable.

Dan Tipper, area director at Network Rail Wales, said: "It was initially anticipated that around four to five tonnes of soot would be cleared, but the build-up of soot was greater than anticipated, and the team of engineers have removed over 40 tonnes. Removing the build-up of soot is an essential element of the extensive programme of preparation work that is taking place. The team has been working extremely hard every Saturday night since February as we deliver an essential phase of the work to upgrade the tunnel in preparation for a fleet of electric trains to run. Once this work is finished we will undertake an extensive six-week project to install the new electrical equipment. Wales is open to passengers and freight traffic during the upgrade but we are urging people to check before they travel. Without a six-week closure, it would take engineers up to five years to complete the upgrade, causing long-term disruption for passengers and delaying the introduction of the new electric trains. Electrification of the Great Western Main Line will transform the railway to make journeys faster, more reliable, greener and quieter for tens of thousands of passengers."

Model Railways

Review

Northcliffe Park

Northcliffe Park is the location of the track of the Bradford Model Engineers Society and on June 18th/19th a large meeting was held for the group, with a variety of visiting live-steam, diesel, and battery-electric motive power in use.



Above: This replica Planet diesel has just left the station and is rounding the curve near the turntable. - Ben Bucki

Top Right: The day featured a large number of trains running of differing types on both the ground-level and raised tracks. A very nice model of a Class 25 ticks-over in the platform road in the station. - Ben Bucki

Bottom Right: Stalwart of the regular service is "Amos", a 7 1/4" petrol-electric locomotive, seen here at the junctions for the prep area.- Ben Bucki



A Different View

Major work has been taking place in Shrewsbury station during June, with repairs focussed on the bridge parapet over the river. [Richard Hargreaves](#)



The abandoned and disused L.N.E.R. North Woolwich Pier looking over the River Thames to South Woolwich is pictured on June 8th. [Jonathan McGurk](#)



The cab of Class 37 411 is seen under restoration in the car park of The Alexandra Hotel Derby, and a view of some of the other railway memorabilia inside the hotel.
Michael Lynam



Preserved and Industrial Railways: Peak Rail / Heritage Shunter Trust

Class 03 099 and 03 180 are seen on display at Rowsley on June 4th, during the Heritage Shunter Trust's gala. [Andrew Wilson](#)



Class 03 No. D2272 awaits restoration. Andrew Wilson



Class 07 001 passes the HST shed whilst giving Brake Van rides at Rowsley. Andrew Wilson



An immaculate EWS liveried Class 09 001 is seen giving Brake Van rides at Rowsley. Andrew Wilson



Another Class 03 under restoration seen at Rowsley is Class 03 027. Andrew Wilson

Gloucestershire Warwickshire Railway

The resident Class 117 DMU, led by No. W51363, departs Toddington with the 11:04 service to Cheltenham Racecourse on June 8th. [Jeff Nicholls](#)



South Devon Railway

Class 33 No. D6501 waits to depart Buckfastleigh on June 25th with a service to Totnes. Steve Andrews



Severn Valley Railway

On June 5th, Class 50 049 stands at a quiet Bridgnorth station, working an afternoon service to Kidderminster. [Richard Hargreaves](#)



Class 52 No. D1062 'Western Courier' is seen stabled in the headshunt at Bridgnorth station on June 5th. [Richard Hargreaves](#)



BR Class 08 No. D3586 (08 471) basks in the summer sunshine at Bridgnorth on June 5th. [Richard Hargreaves](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

TORNADO HEADS TO LINCOLN WITH 'THE MAGNA CARTA'

London to Lincoln on Saturday 8th October 2016

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, is delighted to announce the 'The Magna Carta' and Tornado's first visit to Lincoln since 2013. This main line steam railtour will run from London King's Cross to Lincoln and back, picking up passengers at Potters Bar (for M25) and Stevenage. This tour will feature new build Peppercorn Class A1 No. 60163 Tornado, completed in 2008, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey.

On Saturday 8th October 2016, The A1 Steam Locomotive Trust will re-create the magic of travelling by steam through the English countryside with new ex-LNER Peppercorn Pacific No. 60163 Tornado and 'The Magna Carta' main line steam railtour. Lincoln is a great destination at any time of year. In the 'low town', close to the station, is the modern Brayford Pool waterfront, a vibrant centre with many places to eat and drink. Alternatively, passengers can make their way uphill through the superb shopping centre and to the 'high town' where lots of little shops and inns cluster around the castle and cathedral. Lincoln Castle is notable for housing an original copy of the 1215 Magna Carta and Lincoln Cathedral, the tallest building in the world for almost 250 years, the home of the legendary Lincoln Imp.



Photo: 'Tornado passes Copmanthorpe with the 'Silver Jubilee Talisman' © A1SLT

Wensleydale Railway

Former Arriva Trains Wales' Class 121 'Bubble Car' No. 55032 stands in the yard at Leeming Bar on May 28th. Andrew Wilson



Unrestored BR Class 9F No. 92219 stands in the yard at Leeming Bar on May 28th.
Andrew Wilson



Now in Network South East livery, Class 47 715 'Haymarket' prepares to depart Leeming Bar with a Redmire bound service. Andrew Wilson

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!

Visiting for the gala on May 28th was DRS Class 37 059 seen here standing at Leeming Bar. [Andrew Wilson](#)



Class 26 007 stands at the current terminus of Redmire on May 28th but plans are afoot to extend the line to Aysgarth. [Andrew Wilson](#)



Another visitor to the line for the diesel gala was DRS's Class 66 305, seen here stabled at Leeming Bar. [Andrew Wilson](#)



The lines resident Class 37 674 moves out of the yard at Leeming Bar, ready to work the next service to Redmire. [Andrew Wilson](#)

Chinnor and Princes Risborough Railway

Class 66 185 departs Chinnor with the 14:10 service to Thame Junction on June 5th. [Jeff Nicholls](#)



GWR Pannier tank No. L92 approaches Horsenden Lane Crossing on June 5th.
Jeff Nicholls



The signalman hands the token to the driver of sole surviving 'Clayton' No. D8568 as it brings in the stock for the 15:30 departure at Chinnor. Jeff Nicholls



Class 08 825 pauses at Horsenden Lane Crossing for the gates to be unlocked as it heads for Thame Junction with the 13:10 from Chinnor on June 5th. Jeff Nicholls



Smoking like a steam loco, 'Bubble Car' No. 55023 returns to Chinnor after a short foray to Wainhill Crossing Halt on June 5th. Jeff Nicholls

North Yorkshire Moors Railway

BR 4MT Class 2-6-0 No. 76001 approaches Levisham during the Scottish Branch Gala at the line on May 14th. [Shep Woolley](#)



BR 4MT Class 2-6-0 No. 76001 powers through Thomason Foss with a Pickering service during the Scottish Branch Gala on May 14th. Shep Woolley



BR Standard Tank 2-6-4 No. 80126 approaches Levisham during the Scottish Branch Gala on May 14th. Shep Woolley



BR Standard Tank 2-6-4 No. 80126 climbs through Darnholm during a Matt Fisher charter on May 13th. [Shep Woolley](#)



With Fylingdales on the horizon, Class 40 No. D213 'Andania' heads north past Moorgates with a Pickering to Grosmont service, June 17th. [Robert Bates](#)



Keighley and Worth Valley Railway

There was a special timetable on the Keighley and Worth Valley Railway on June 18th, featuring double-headed Class 08 diesel shunters. The event was to officially mark the entry into the fleet of newly arrived 08 993, which has been beautifully restored and repainted. This machine is somewhat special in that it was modified to have a cut-down superstructure, for work on the now-closed Burry Port and Gwendraeth Railway in South Wales; a line that was built along the bed of a drained canal for much of its length, and thus featured some very tight bridges. The cut-cab 08 is seen in the company of the long-term resident yard shunter from Haworth, 08 266 which has also been superbly repainted into a more contemporary livery. The train is seen passing through the new housing estate built on the old mill at Ingrow, near the tunnel, with a train for Keighley. [Ben Bucki](#)



Class 08 266 and 08 993 have just left Mytholmes Tunnel, near Haworth, with a train heading for Oxenhope. [Ben Bucki](#)



On June 18th, Class 08 993 and 08 266 stand at Keighley during the Class 08 day at the line, featuring the first run in preservation of Class 08 993. [Andrew Wilson](#)



Ffestiniog Railway

On the Ffestiniog Railway, the Double-Fairlie locomotive 'David Lloyd George' races through the woods at Tanybwllch on June 4th, with a train to Porthmadog, seen here from one of the many small level crossings which dot the line at this point. This locomotive, a new-build from the 1990's stands in somewhat stark contrast to its earlier forebear, the 'Earl of Merrioneth' which was built in the late 1970's/early 1980's, and which will be withdrawn at the end of this season, effectively life-expired. [Ben Bucki](#)



In glorious sunshine on the Ffestiniog Railway, the Double-Fairlie locomotive 'Earl of Merrioneth' climbs through the woods near Tanybwllch on the approach to the station. This locomotive, one of the first 'new build' steam engines of the railway preservation era, will be withdrawn at the end of this season, effectively life-expired after many years of hard work on the Ffestiniog. Parts of the loco will contribute to a new Double Fairlie being built to modern standards, and it is hoped that the remains of this locomotive can be cosmetically restored for display to mark its significance. [Ben Bucki](#)



Swindon and Cricklade Railway

On June 22nd, the remains of burnt out Thumper trailer No. 1302 are seen being cut at Blunsden. A very sad sight indeed. [Ken Mumford](#)



A preserved Wickham Type 27A Trolley is seen at Blunsden on June 22nd, housed inside its very own shed. Ken Mumford



Welsh Highland Railway

At the Harbour Station terminus of the Ffestiniog and Welsh Highland Railways, Garratt loco No. 87 draws slowly over the street-running section on the Britannia Bridge, approaching the platform with a service from Caernarfon on June 5th. Ben Bucki



Garratt loco No. 138 heads away from the halt at Pont Croeser (near Porthmadog), with a service to Caernarfon on June 4th. Ben Bucki



Great Central Railway

During a Time Line Events photographic charter at the Great Central Railway and under cloudy skies on May 25th, LMS Class 7F 2-8-0 No. 53808 passes Woodthorpe with a rake of mineral wagons. [Robert Bates](#)



Swanage Railway

On June 14th, LSWR M7 No. 30053 runs round it's train at Norden having arrived with the 10:00 service from Swanage. [Derek Elston](#)





NEW £500,000 ‘PROJECT WAREHAM’ LEVEL CROSSING FULLY USED FOR FIRST TIME – TO SIGNAL AN EXCURSION TRAIN FROM DERBY

A new £500,000 level crossing – provided thanks to the ‘legacy’ support of the Wytch Farm oil field’s previous and current operators – that will enable regular passenger trains to run from Swanage and Corfe Castle to the main line at Wareham has been fully used for the first time. Half a mile north of Corfe Castle, the newly commissioned Norden Gates level crossing has taken dedicated Swanage Railway volunteers four years and more than 3,000 hours of design, building and testing work to bring to fruition. A key part of the Swanage Railway’s Project Wareham – and its two-year trial train service to Wareham from June, 2017 – Norden Gates level crossing was used for the first time to signal a 12-carriage ‘Purbeck and Bournemouth Explorer’ excursion train from the midlands on Saturday, 11 June, 2016.

Carrying some 450 passengers, and hauled by two late 1960s-built Class 50 British Rail express heritage diesel locomotives, the train started its journey at Derby and was operated by Pathfinder Tours and GB Railfreight. Located west of the Swanage Railway’s Norden station, the state of the art level crossing called ‘Norden Gates’ allows trains to cross a busy and important road giving access to the Wytch Farm on-shore oilfield as well as Purbeck District Council’s car park next to Norden station.

Project Wareham director Mark Woolley said: “It was wonderful and very exciting to see the long excursion train from the midlands use our new level crossing at Norden Gates on its way down to Corfe Castle and Swanage. The safety of the public, and our passengers, is our paramount concern. The new full-barrier level crossing will enable regular passenger trains to run from Swanage and Corfe Castle to the Wareham for the first time since 1972.

We are grateful to former Wytch Farm oil field operator British Petroleum (BP) for promising the ‘legacy’ payment of £500,000, to the current operator Perenco for delivering the payment and to Dorset County Council for administrating the process which has enabled the new Norden Gates level crossing to be built,” he added.

When the Wytch Farm oil field access road was built off the A351 Wareham to Corfe Castle road in 1988 – crossing the then disused railway trackbed at Norden – BP paid for a basic level crossing road surface, with rails, to be installed in anticipation of when our relaid tracks would reach that point.

Mark explained: “Our tracks reached the Wytch Farm access road in 1999 with BP committing to pay the £500,000 cost of an up to date railway crossing at Norden that conformed to exacting national railway safety standards. By the time that work had to start on the level crossing in 2012, Perenco had taken over the operation of the Wytch Farm oil field from BP. Equipped with full barriers, warning lights and audible alerts, the signal box for Norden Gates level crossing has been built of wood – with a slate roof – in the style of the branch line signal box at Lyme Regis station in west Dorset.

“A lot of detailed work has gone into designing, building and installing the signal box and signalling system at Norden Gates, together with its electrical operation and safety systems, and I thank everyone who has been involved.

“I also pay tribute to long-time Swanage Railway volunteer Frank Roberts, the scheme’s project



manager, who contributed a huge amount of time and commitment into making Norden Gates level crossing a successful reality.

“Thank also go to the small team of experienced technical testers – who normally work on level crossings across the national railway network – for their meticulous work on this challenging, complex and critical project,” added Mark, a dedicated Swanage Railway volunteer for more than 30 years.

Approved by the Government’s Department for Transport, the level crossing’s computer-controlled safety systems, crossing barriers and road user warning systems were designed and installed by Schweizer Electronic of Switzerland.



The 12-carriage Derby excursion train was hauled by late 1960s-built heritage Class 50 locomotives No. 50 007 ‘Hercules’ and No. 50 050 ‘Fearless’.

Photos: © Andrew P M Wright

On June 14th, SR U Class 2-6-0 Mogul No. 31806 stands ready for coaling at Swanage having been positioned by Class 08 436. [Derek Elston](#)



Class 108 DMU Nos. 51933 and 56504 are seen parked in the bay platform at Swanage on June 14th, prior to entering service. [Derek Elston](#)



SR 4-6-2 'Battle of Britain' Class No. 34070 Manston, having arrived with the last train of the day on June 12th, heads off to the shed at Swanage. [Derek Elston](#)



SR U Class 2-6-0 Mogul No. 31625 awaits its turn for restoration in the yard at Corfe Castle. [Derek Elston](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive No. 60163 Tornado, is delighted to announce two special main line steam railtours for the Christmas season – ‘The Bath Spa Christmas Express’ on Thursday 1st December and ‘The Christmas Canterbury Tale’ on Monday 12th December. Both trains will feature new build Peppercorn class A1 No. 60163 Tornado, completed in 2008, hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey, including a four course Christmas dinner.

On Thursday 1st December 2016 No. 60163 Tornado will set out from London Victoria and head for the spa city of Bath and the historic port of Bristol, picking up passengers at Staines and Ascot. The first of our two Christmas steam specials, this main line venture with No. 60163 Tornado takes ‘The Bath Spa Christmas Express’ into Great Western Railway territory. The route, outward and return, is via Reading, Newbury, the Westbury East Chord and along the bucolic Avon Valley by way of Trowbridge. Passengers will have around four hours in Bath, or around three and a half if they choose Bristol. The graceful city of Bath is a wonderful place to visit at any time of year, but never more so than in the festive tide. Bath Christmas Market sees the centre of Bath transformed into a magical Christmas paradise as over 170 chalets packed full of individual Christmas gifts line the streets surrounding the Roman Baths and Bath Abbey. The aroma of warming mulled wine and freshly baked mince pies, enjoyed with a generous sprinkling of cheering carols, will get even the biggest of humbugs into the Christmas spirit! Bath is a compact city and the station is only moments from the Baths and the Abbey.

‘The Bath Spa Christmas Express’ also offers an alternative destination, Bristol, awash with centuries of seafaring history. Maybe hop on a sightseeing bus to visit the dramatic Clifton Suspension Bridge, the SS Great Britain or the historic docks. Here also, the Christmas shopping possibilities are endless

To meet the great demand at this time of year most seating is First Class Dining (£235.00 per person) but a limited number of Standard Class seats (£99.00 per person) are also available.

TIMES (PROVISIONAL)	OUTWARD	RETURN
London Victoria	09:30hrs	21:50hrs
Staines	10:10hrs	21:05hrs
Ascot	10:30hrs	20:45hrs
Bath	13:30hrs	17:00hrs
Bristol	13:50hrs	16:45hrs

On Monday 12th December No. 60163 Tornado will set out from London Victoria with ‘The Christmas Canterbury Tale’, picking up passengers at Bromley South and Sevenoaks. This is a very pleasant and gentle itinerary, featuring Tornado for the whole journey, with very civilised start and finishing times, ideal for a pre-Christmas day out. The train’s outward route takes Tornado into “the Garden of England” by way of Tonbridge and Ashford. From Canterbury West station it is a short walk to the city centre and the cathedral. Canterbury’s skyline is dominated by the stunning Cathedral, the oldest in England, generally regarded as the cradle of English Christianity. But the cathedral is only part of the story; the ancient ruins of St Augustine’s Abbey and St Martin’s Church form Canterbury’s UNESCO

TORNADO HEADS TO BATH & BRISTOL AND CANTERBURY FOR CHRISTMAS

World Heritage Site. Although Canterbury is a place steeped in tradition it is also a modern and vibrant city with a fine range of interesting and individual shops, cafes and pubs. There are no hills to cope with so it’s an easy place to explore and passengers will have around three hours in this most welcoming of English cities. The way home is a circular tour via Sandwich and Deal, and passengers may glimpse the odd vestige of the area’s coal mining past set amidst the otherwise idyllic coastal scenery. The train pass the Channel Ports of Dover and Folkestone before passing by the iconic White Cliffs of Dover. There will be a short break at Paddock Wood while Tornado takes on water. Again, as befits the season, the train will be mostly First Class Dining (£215.00 per person), but a limited number of Standard Class seats (£89.00 per person) are available too.

TIMES (PROVISIONAL)	OUTWARD	RETURN
London Victoria	09:45hrs	18:55hrs
Bromley South	10:05hrs	18:30hrs
Sevenoaks	10:35hrs	17:55hrs
Canterbury	12:00hrs	15:00hrs

Terms and conditions are available on request. Guaranteed ‘tables for two’ in First Class Dining and First Class Non-Dining are available for a supplement of £25.00 per person. All profits from this tour go towards keeping Tornado on the main line in future years. First Class Dining: Seats at a table for two* or four in a First Class carriage. Includes a silver service Great British Breakfast on the outward journey and a four course Christmas dinner on the return leg. Standard Class: Seats at a table for four in a heritage carriage. An on-board buffet serving snacks and hot & cold beverages will be available.

Online and telephone bookings are handled by our booking agents UK Railtours. Please visit www.ukrailtours.com to make an online booking, or call 01438 715050 to book over the phone. In the event of cancellation or haulage problems please see our full terms and conditions of carriage.

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: “What better way to get into the Christmas spirit, than being pampered in an historic railway carriage with traditional silver service and fine wines as you pass through the English countryside hauled by Britain’s newest main line steam locomotive. ‘The Bath Spa Christmas Express’ and ‘The Christmas Canterbury Tale’ both offer appropriately seasonal destinations as well as the magnificent sights and sounds that will accompany a fast, express passenger steam locomotive working hard... an experience not to be missed!”

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

Photo: ‘Tornado’ passes through Sydney Gardens, Bath. © Mick Rogers



East Lancs Railway

LMS Hughes/Fowler 'Crab' 2-6-0 No. 13065 is on the menu for the 'Red Rose Diner' on June 4th. Seen approaching Summerseat, the engine just about catches the last bit of soft evening sunshine. [Gerald Nicholl](#)



The lamps stand sentry-like on a deserted platform as Standard Class 4 2-6-4T No. 80080 departs Rawtenstall station on June 5th. [Gerald Nicholl](#)



From the Archives

Virgin Train's Cross Country service, the 06:55 Birmingham New St. - Glasgow, passes Winwick on May 5th 2001 with Class 86 231 in charge. [Nick Clemson](#)



Right: Class 56 092 passes Knottingley with an empty MGR train on June 23rd 1992. [Michael Lynam](#)

Main: Class 56 007 working the 6T91 10:50 Shrewsbury to Bescot engineers train stands at Shrewsbury on March 27th 2002. [Carl Grocott](#)



Right: Class 87 014 heads past Winwick Quay on May 5th 2001 hauling the 08:30 London Euston - Glasgow service. [Nick Clemson](#)

Main: BR Class 25 Diesel Locomotives Nos. 25 263 and 25 254 are seen hauling a tank train passed Springs Branch motive power depot in May 1981. [Dave Felton](#)

Below: Railfreight's Class 47 145 is seen stabled at Tinsley depot on October 29th 1993, alongside Class 37 108. [Derek Hopkins](#)





Left: Stanier Mogul Crab No. 42954 after being withdrawn from service, stands alongside Class 05 No. D2557 at the side of Springs Branch motive power depot, Wigan on April 23rd 1967. [Dave Felton](#)

Main: Class 37 Diesel locomotives Nos. 6989 (37 189) and 6929 (37 229) are pictured stabled at Cardiff Canton motive power depot on October 9th 1971. [Dave Felton](#)

Below: On October 22nd 1993, Class 56 111 passes Monk Fyston with an MGR working. [Paul Hewertson](#)



Class 76 Electric locomotives Nos. 76 054, 76 015 and 76 008 are seen stabled at Reddish motive power depot on July 10th 1981. Dave Felton



Right: Freightliner's Class 47 209 is seen stabled at Hither Green on March 29th 1997. [Paul Godding](#)

Main: Class 158 867 working the 12:15 Cardiff - Nottingham service passes Coedkernow in a proposed Alphasine livery on May 7th 2001. [Nick Clemson](#)

Below: Class 47 476 and 47 482 arrive at Bolton parcels depot with vans from Longsight on September 20th 1991. [Michael Lynam](#)



Class 60 079 approaches Carlisle on December 28th 2007 running light engine from Workington to Kingmoor. [Jonathan McGurk](#)



Now in service with Europhoenix/ROG, Railfreight Coal sector liveried Class 37 800 stands at Hither Green on April 19th 1995. [Paul Godding](#)



Class 40 099 is seen stabled at Longsight in May 1981. [Brian Hewertson](#)



Class 37 503 and 37 415 pass Coedkernow on May 7th 2001 with the 08:53 Dee Marsh - Margam empty steel. [Nick Clemson](#)

The Back Page

A line up of Eurostars at London St. Pancras International on June 7th.
Jeff Nicholls

