

10th
Birthday



Railtalk Magazine

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Welcome

Welcome to Issue 120 and your monthly roundup from across the UK.

So it's official, we made it! 10 years of Railtalk Magazine. Usually at this point we have a "let's look back at the past 10 years", however due to the sheer amount of work gone into this issue, we unfortunately didn't have time. However should you wish to, just glance across at our brand new website (plug intended) which is currently hosting all our back issues, so please have a look back and see what's changes have occurred across the rail network both here in the UK and across the World. I'm sure it will surprise you as to how long ago things have happened.

Unfortunately, as Xtra beat the main magazine out, you will already be aware of the Brand New look to the Magazines. This is something we have been working on for nearly a year, with help from Graphic Design companies and industry experts we have brought the Magazine bang upto date. Everthing has changed from the page size to the logo and font. As we move more and more to tablet devices, a recent survey at the type of devices used to read the magazine recently showed that 80% of our readers now use an iPad or similar to view the magazine. Hence the new magazine looks beautiful and designed perfectly for the iPad Air. However we have tried to ensure that the Magazine is perfect for whatever device

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Submissions & Contributions

Railtalk Magazine, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

LMS Class 5MT 4-6-0 No. 45407 crosses Glenfinnan Viaduct with the morning Jacobite service on July 22nd.
Colin Irwin

This Page

GBRF's Class 66 728 passes a sunny Church Brampton on August 12th working a Felixstowe to Hams Hall liner.
Geoff Barton

Next Page

Class 37 403 working the 2C45 Barrow - Carlisle Northern service, passes Millom on August 6th. *Carl Grocott*





you have from Phone to PC or even should you wish to print the Magazine, the new layout functions perfectly in this area too.

As always we always appreciate your feedback, so please get in contact with us whichever way you feel. Our contact details can be found on the previous page.

So a lowdown of the past 10 years within the Magazine, from 2006 to 2016. We now have 2 Magazines, 215 Issues, 4 Servers, nearly 10,000 readers across the world, 70+ regular contributors, we spend on average about 24 hours a month responding to emails and on average over 110 hours a month producing both magazines. What started out as a hobby has quickly turned into another full time job, and we do it all for free..

I suppose I really should mention the UK Rail Network at this point, smoothly flowing on with the subject of time. Within weeks the RHTT season will kick off again. Yes, Winter is coming, however as I write this it really doesn't seem like it. I'd also like to congratulate everyone involved in the GBRF15 tour, who raised so much money for Charity. As it's a September event photos from across the country will be featured in the next issue, however I couldn't really miss this opportunity to say well done to all involved.

Finally, so what's in store for the next 10 years of Railtalk Magazine & Railtalk Magazine Xtra. Well who really knows. We have come so far and I truly believe we may have something special here. So, as they say, please watch this space. To the next 10 years of Railtalk.

Andy Patten
Editor

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Charter Scene

West Coast Railway
Co.
The Jacobite

LNER K1 No. 62005 'Lord of the Isles' departs
Fort William with the morning Jacobite on July
24th. *Colin Irwin*



Charter Scene

West Coast Railway Co. The Jacobite

- ▶ LMS Class 5MT 4-6-0 No. 45407 accelerates away from Glenfinnan with the morning Jacobite on July 22nd. *Colin Irwin*
- ▶ LNER Class 5MT No. 44871 approaches Fort William Junction with the afternoon 2Y68 Jacobite service to Mallaig. *Michael Lynam*
- ▶ LMS Class 5MT 4-6-0 No. 44871 roars out of Beasdale Tunnel with the afternoon Jacobite working on July 22nd. *Colin Irwin*



Charter Scene

West Coast Railway
Co.
The Jacobite

LNER K1 No. 62005 'Lord of the Isles' climbs Beasdale Bank with the morning Jacobite service on July 24th. *Colin Irwin*

Charter Scene

**Railway Touring
Company**
The Cumbrian Mountain
Express

Despite the inclement weather, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' put on a fine display as it speeds 'The Cumbrian Mountain Express' towards Shap summit on August 20th.
Shep Woolley



Charter Scene

Railway Touring Company The Cumbrian Mountain Express



▶ LMS Stanier 4-6-0 No. 46115 'Scots Guardsman' trundles over Kents Viaduct with the returning 'Cumbrian Mountain Express' on August 20th. *Gerald Nicholl*

▶ A fortunate glimpse of sunshine as LMS 5XP Class 4-6-0 No. 45690 'Leander' leads the return leg of 'The Cumbrian Mountain Express' over Shap summit on August 6th. *Shep Woolley*

▶ Having been routed through Barrow in Furness, LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' works through Dalton with the return leg of 'The Cumbrian Mountain Express' on August 20th. *Shep Woolley*





Charter Scene

**Railway Touring
Company**
The Cumbrian Mountain
Express

LMS 5XP Class 4-6-0 No. 45690 'Leander' heads 'The Cumbrian Mountain Express' towards Shap summit on August 6th. *Shep Woolley*



Charter Scene

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

With paintwork starting to look a little weather-worn (compare the finish on the support coach), LMS 4-6-0 No. 46115 'Scots Guardsman' is photographed heading 'The North Wales Coast Express' from Crewe to Holyhead under the wires on the down slow line through Levenshulme station on 21 August 2016. The loco was removed at Chester apparently after running low on water. *Gerald Nicholl*



Charter Scene

Steam Dreams The Cathedrals Express

Three photos from August 23rd, as LMS Princess Royal Class No. 6201 'Princess Elizabeth' and Class 47 580 'Great Eastern' en route from London Victoria to Bishops Lydeard and looking like models, are seen from Bratton Camp (a.k.a. Westbury White Horse). *Stewart Smith*



Charter Scene

Steam Dreams The Cathedrals Express

LMS Princess Coronation Class No. 46233
'Duchess of Sutherland' approaches Tallington
crossing at the head of 'The Cathedral Express',
1Z46 09:06 London Kings Cross to York on
August 14th. *Derek Elston*





Charter Scene

Railway Touring Company

The Coast to Coast Express

- ▶ On July 30th, LMS Jubilee Class 7P 4-6-0 No. 45690 'Leander' passes Chinley with the outward journey from Liverpool to Scarborough. *Colin Irwin*
- ▶ On July 30th, 'Leander' is seen passing Plumley heading from Liverpool to Scarborough. *Colin Irwin*
- ▶ LMS Jubilee Class 7P 4-6-0 No. 45690 'Leander' passes Lostock Gralam with the outward working to Scarborough. *Colin Irwin*



Charter Scene

Railway Touring Company

The Coast to Coast Express

The light and colours are fading fast as LMS 4-6-0 No. 45690 'Leander' eases down Hoghton Bank heading for base at Carnforth after working the 'Coast To Coast' excursion from Liverpool to Scarborough and Milford on July 30th.

Gerald Nicholl

Charter Scene

Steam Dreams The Cathedrals Express

▶ On August 23rd, seen from the upper deck of the new car park, LMS Princess Royal 8P Pacific No. 46201 'Princess Elizabeth' effortlessly accelerates a 'Cathedrals Express' working to Minehead, West Somerset Railway, through Wokingham after a signal check. *John Johnson*

▶ 'Princess Elizabeth' is seen joining the West Somerset Railway at Norton Fitzwarren on August 23rd, heading the tour to Minehead. *Steve Andrews*





Charter Scene

**Railway Touring
Company**
The Dorset Coast Express

On August 17th, LMS Class 5MT No. 45699 'Galatea' with Class 33 207 on the rear, cruises through Eastleigh working the 1Z67 London Victoria to Weymouth. *Julian Churchill*

Charter Scene

Railway Touring Company The Dorset Coast Express

On August 10th, West Coast's Class 33 207 'Jim Martin' passes the Maritime Freightliner Terminal, between Millbrook and Redbridge Maritime maintenance shed with the 16:35 Weymouth to Waterloo 'Dorset Coast Express'. LMS Jubilee Class No. 45699 'Galatea' brings up the rear. The train will reverse at Southampton Central and 'Galatea' will work the train forward. In the foreground, Freightliner's Class 70 010 has been at Maritime for a little while under repair, while 66 587 in front, arrived on the 4051 09:52 from Wentloog the same morning.

Stewart Smith

Charter Scene

Torbay Express Ltd.
The Torbay Express

Class 66 093 heads past Dawlish on July 24th working the Kingswear bound 'Torbay Express' and deputising for a failed steam loco.
Richard Hargreaves



Charter Scene

Torbay Express Ltd. The Torbay Express

LNER A1 Class No. 60163 'Tornado' passes Dawlish Warren and rounds past Langstone Rock onto the sea wall with 'The Torbay Express' on August 7th. *Steve Andrews*



Charter Scene

Torbay Express Ltd.
The Torbay Express

On August 7th, LNER A1 No. 60163 'Tornado' working the 1Z27 Bristol - Kingswear, steams through Dawlish. *Steve Thompson*

Charter Scene

Rail Operations Group Class 442 Railway Children Charity Charter

Class 442 415 and 442 418 with Rail Operations Group's 1Z43 15:25 Poole to London Waterloo, the final (?) passenger working of the 'Plastic Pigs' on the South Western main line, August 29th. *Stewart Smith*



Charter Scene

UK Railtour's The Edinburgh Tattoo (Northern Belle)

DRS' Class 68 022 and 68 005 top and tail the UK Railtour's 'Edinburgh Tattoo' Edinburgh - London Kings Cross working through Colton Junction on August 8th. *Neil Scarlett*



Charter Scene

Belmond British Pullman The Royal Scotsman

GBRF's Class 66 746 is seen on the rear (with 66 743 at the front) of 1H87 07:46 Bridge of Orchy - Kilmarnock, as it calls at Glasgow Central on August 7th. *Jonathan McGurk*

Charter Scene

Abellio Scotrail The Fife Afternoon Circular

LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' working the 1Z41 11:44 Edinburgh Waverley - Edinburgh Waverley is seen passing near Kinghorn railway station on August 20th.
Jonathan McGurk

Charter Scene

Abellio Scotrail
Scotrail Borders Line Steam
Special

LMS Royal Scot Class 4-6-0 No. 46100 'Royal Scot' passes Eskbank on August 14th working the morning departure from Edinburgh to Tweedbank. *Richard Jones*



Charter Scene

Hertfordshire Railtours The Ayr Apparent

Class 90 020 'Collingwood' seen here hauling 1Z70 'The Ayr Apparent' railtour from London Euston to Carlisle through Red Bank cutting, on August 27th. *Dave Harris*



Charter Scene

**Railway Touring
Company**
The Royal Duchy

On August 7th, LMS Princess Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' speeds along the sea wall and through Dawlish working the 1Z37 Bristol Temple Meads to Par.
Steve Thompson



Charter Scene

Railway Touring
Company
The Royal Duchy

On August 7th, LMS Princess Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' speeds onto the sea wall heading towards Dawlish and its destination of Par. *Steve Andrews*



Charter Scene

West Coast Railway
Co.
The Scarborough Spa
Express

Class 47 237 and 37 669 are pictured between
Farrington Curve Jct. and Lostock Hall with the
1Z25 06:55 Carnforth - Scarborough on August
18th. *John Balaam*





Charter Scene

West Coast Railway
Co.
The Scarborough Spa
Express

Class 37 668 and 37 669 lead 'The Scarborough Spa Express' into Normanton, West Yorkshire, on August 4th. *Neil Scarlett*





Charter Scene

Steam Dreams The Cathedrals Express

On July 19th, LMS 6P Royal Scot Class No. 46115 'Scots Guardsman' passes Dean with 'The Cathedrals Express' 16:35 Weymouth to London Victoria. *Stewart Smith*



Charter Scene

Steam Dreams The Cathedrals Express

LMS Princess Royal Class No. 6201 'Princess Elizabeth' leads the 1Z16 09:07 London Kings Cross to Matlock Peak Rail, pictured on the approach to St. Neots, on August 28th. However due to operational restrictions the tour terminated at Derby. *Derek Elston*



Charter Scene

Railway Touring Company The Waverley

▶ Making light work of the climb to Brampton, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' heads the return leg of 'The Waverley' on August 14th. *Shep Woolley*

▶ LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' powers towards Carlisle with 'The Waverley' rail tour on August 14th. *Shep Woolley*

▶ On August 21st, LNER A3 Class 4-6-2 No. 60103 'Flying Scotsman' opens up at Haltwhistle with the Carlisle to York return working. *Colin Irwin*

Charter Scene

ECS and Light Engine Moves

West Coast's Class 37 516 'Loch Laidon' heads an evening ECS move from Fort William to Carnforth alongside the M6 at Lowgill in the Lune Valley on July 30th. The trackbed of the disused line from Tebay to Ingleton is just visible on the right of the photo. *Gerald Nicholl*



Charter Scene

ECS and Light Engine Moves



▶ LMS Class 5MT No. 45699 'Galatea' passes Church Brampton on August 25th on it's way home to Carnforth from Southall after its railtour duties. *Geoff Barton*



▶ On August 5th, LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' passes Chapel Brampton, heading south from Butterley to Southall ready for railtour duties. *Geoff Barton*



▶ Class 47 580 'County of Essex' and LMS 8P No. 46233 'Duchess of Sutherland' are seen taking the coaching stock from Southall to Bristol on August 27th for the following day's steam excursion to the West from Bristol. This movement is pictured passing South Marston (about 2 miles east of Swindon Station). *Ken Mumford*

Charter Scene

ECS and Light Engine Moves



▶ LNER No. 60163 'Tornado' departs Chesterfield working the 5Z62 12:45 ECS from the Robin Hood excursion from London Kings Cross, to Barrow Hill L.I.P. on August 13th. *Derek Elston*

▶ On August 8th, LMS Class 5MT No. 45699 'Galatea' passes Winwick, heading from Carnforth to Southall. *Alan Rigby*

▶ LNER A1 No. 60163 'Tornado' heads past Compton Beauchamp on August 9th heading for Stewarts Lane with its support coach. *Ken Mumford*





Charter Scene

ECS and Light Engine Moves

▶ Europhoenix's Class 37 800 and 37 884 top'n'tail the 5T37 Derby - Burton Nemesis Rail ECS with 5 repainted coaches from RVEL Derby, seen about to enter the Nemesis depot on August 23rd. *Stuart Hillis*

▶ Class 68 022 and with 68 005 on the rear, are seen returning the 12 coach set ECS from Kidderminster to Burton Nemesis (from a Gloucester-Alnwick railtour) arriving at Nemesis depot on August 28th. *Stuart Hillis*



Charter Scene

ECS and Light Engine Moves (and a private charter)



▶ West Coast's Class 57 313 and 57 316 top'n'tail a 1Z13 6 coach private charter from Scarborough - Stratford-On-Avon, through Burton on August 16th. *Stuart Hillis*

▶ LMS Princess Royal Class No. 6201 'Princess Elizabeth' and support coach work 5Z46 Butterley MRC - Southall through Burton on August 22nd. *Stuart Hillis*

▶ With hardly any sound, apart from wheels on the rails, LMS Princess Royal Class No. 46233 'Duchess of Sutherland' passes Twyford (Berks) on its way from Bishops Lydeard to the WCRC at Southall on August 8th. *John Johnson*



Arriva Trains Wales



▶ Another livery for the Arriva Trains Wales service as DB red liveried Class 67 015 pushes the 07:38 Chester - Manchester Piccadilly service up Vulcan Bank, Earlestown on August 24th.
Jeff Nicholls

▶ Class 67 015 runs through Daresbury on August 15th, working the 1D30 Manchester Piccadilly - Llandudno service. *Dave Harris*

▶ At Deansgate, a Northern Class 319 working a Liverpool to Manchester Airport service passes Class 67 015 working a Manchester Piccadilly to Holyhead service. *Brian Hewertson*



Arriva Trains Wales

Class 67 015 calls at Helsby working the 1D31
16:50 Manchester Piccadilly - Holyhead service
on August 17th. *Nick Clemson*

Caledonian Sleeper



▶ On August 15th, Class 73 967 and 73 969 are stabled at Fort William with the sleeper, ready to work the evening portion for London Euston, which they will work to Edinburgh.

Michael Lynam

▶ On August 12th, Class 90 045 races past Ashton working the 1M16 20:44 Inverness to London Euston 'Caledonian' sleeper service.

Matthew Bird

▶ Class 66 705 and 73 966 stand at Inverness on August 19th with the stock for the evening sleeper service. *Paul Godding*





Colas Rail



▶ Class 60 002, the former 'High Peak' rolls through Daresbury with the 6J37 Carlisle - Chirk timber on August 15th. *Dave Harris*



▶ On August 11th, Class 60 047 approaches Pleasington with an empty oil train from Colas Ribble Rail Preston, heading to Lindsey oil refinery. *Michael Lynam*



▶ Class 60 096 leads the 6E38 13:54 Colnbrook Colas Rail to Lindsey Oil Refinery empty tanks through Irchester on August 17th. *Derek Elston*



Colas Rail

Class 70 809 heads through Berkley Marsh with the 13:45 Exeter Riverside - Westbury on August 5th. *Nick Clemson*

Colas Rail



▶ Class 70 809 passes through Dawlish on July 26th working the 6C97 Liskeard - Eastleigh empty Rail Delivery Train. *Steve Thompson*



▶ On August 3rd, Class 70 802 passes Walcot with a light load on the 6M50 07:38 Westbury Down TC - Bescot Up Engineers Sidings. *Keith Davies*



▶ On August 2nd, Class 60 026, the former 'William Caxton' hauls 30 PCA wagons through Red Bank, running as 6V22 Carlisle - Aberthaw Tarmac. *Dave Harris*

Colas Rail

Class 70 808 passes Duncote with the 6X50
07:55 Westbury Down TC - Bescot Up Engineers
Sidings on August 8th. *Keith Davies*



Colas Rail



▶ On July 16th, Class 70 805 emerges onto the Teignmouth sea wall working 6X54 Dainton to Exeter Riverside with Railvac No. 4 in tow.
Matthew Bird



▶ On August 2nd, Class 70 804 is seen at Westbury with a rake of stone wagons.
Richard Hargreaves



▶ A glimpse of Class 70 803 which remains at Laira following its accident back in February.
Class47

Colas Rail

Class 60 095 working the 6S26 Seaham Harbour - Oxwellmains, departs Seaham on August 31st.
Michael J. Alderdice





CrossCountry



On August 6th, power cars Nos. 43366 and 43207, having waited for the sun to go in, pass by Dawlish running 18 late working the 1V54 Dundee - Newquay. *Steve Thompson*

Power cars Nos. 43384 and 43303 working the 1V50 Edinburgh - Plymouth service, pass through Burton on August 16th. *Stuart Hillis*

Power car No. 43301 heads through North Stafford Jct. on September 1st working the 06:06 Edinburgh - Plymouth service. *Nick Clemson*





DB Cargo



▶ Class 66 125 working a diverted 6M48 Southampton to Halewood, is about to pass through the defunct station at Castlethorpe near Milton Keynes. *Matthew Bird*

▶ Class 59 002 eases its way through Westbury on August 2nd hauling a rake of Hanson stone wagons. *Richard Hargreaves*

Rail-connected facility would reduce road movements in London

An innovative scheme to bring building materials into the heart of London by rail will be considered by the London Legacy Development Corporation (LLDC) for planning committee in September. Bow East Goods Yard has served its community since the 1800s, delivered goods to London, helped build an historic London 2012 Olympics and, if planning consent is granted for this development, will help create the next generation of housing and offices for the city. The development would create jobs, reduce congestion and pollution on London's roads and improve construction supply chains.

As part of the important project, three separate planning applications have been submitted to the LLDC from S. Walsh & Sons Ltd, Brett Concrete Limited and Hope Construction Materials. United Asphalt has also submitted pre-application plans. The parties would lease their sections of the site from DB Cargo UK, and building materials would be brought into the heart of London by rail.

Much of the material handled on site will be secondary aggregates which will be recycled to make products such as concrete, asphalt and building blocks. Forty per cent of building activity in the UK takes place in the South East of

England but only five per cent of the blocks used are produced in the area. Les Morris, Head of Sales at DB Cargo UK, said: "Construction demand in London results in a much higher requirement for building materials and bringing these in by rail means fewer trucks on the road.

"The site is one of the last large rail connected sites in the capital. We are currently running two trains per day from the site, which move the equivalent of 140 lorry loads per day that would otherwise be transported by road. "If permission is granted we expect to run around five trains

per day which would remove approximately 350 long distance road movements per day from London's roads, bringing a positive impact for other road users and the environment.

"Once operational we expect more than 100 jobs to be created at this site. We recognise that people living near this site are our neighbours and we take any concerns raised seriously" Morris explained.

"This is why we have commissioned independent reports to ensure issues are considered including extensive assessments of potential environmental effects. We have ensured this information has been provided as part of the planning process. We are working closely with parties involved to carefully design mitigation and enhancement measures to address concerns and protect the environment."

Some examples of commitments made should the applications be granted, include the hiring of a crossing patrol officer to assist with increased traffic or pedestrians close to the site on football match days (West Ham Utd) and when other events are held at the nearby London Stadium. Planting and landscaping will also take place at the site.

Westley Pickup, Commercial Director of S. Walsh & Sons Ltd, said: "We have worked closely with DB Cargo UK to develop a solution that will massively reduce lorry movements across London.

We want the local community to know that our approach is different and supports our motto of 'helping to build a greener, greater London'. If permission is granted, we will be employing people to work on the site and introducing an apprenticeship scheme. We plan to recruit local people wherever possible."



◀ Class 60 063 with the 6M57 07:15 Lindsey - Kingsbury bogie tanks, passes North Stafford Jct. on September 1st. *Nick Clemson*



DB Cargo



▶ On August 12th, Class 90 018 is paired up with 90 020, passing the camera at Ashton, working 6M76 Mossend to Wembley wagon-load, in place of the usual China Clay slurry tanks. *Matthew Bird*

▶ Class 60 020 passes through Scunthorpe on August 20th working the 6N73 Ent C - Lackenby slabs. *Steve Thompson*

▶ Class 59 202 'Alan Meddows Taylor MD Mendip Rail' hammers through Kensington Olympia on August 10th working the 6V18 Allington - Whatley. *Derek Elston*



DB Cargo



▶ Class 60 063 working the 6M57 Lindsey - Kingsbury loaded oils, powers away from Burton on August 16th. *Stuart Hillis*



▶ On August 11th, Class 66 037 working the 4M11 Washwood Heath - Peak Forest empty limestone wagons, heads through Wychnor Junction. *Stuart Hillis*



▶ Class 66 134 hauling the 6M82 Walsall - Dowlow limestone empties passes through Burton on August 3rd. *Stuart Hillis*



DB Cargo

On August 11th, some ten months after the original start date, the Roxby Spoil finally got under way. Class 60 092 had worked the loaded in from Belmont in the early morning, after loading at Rossington the previous day, and then worked the late morning departure back to Belmont, seen here on 6D29 approaching Frodingham Jct. after running round in Trent Yard. *Steve Thompson*

EWS liveried Class 66 082 at the head of the Round Oak to Margam TC, crosses Malvern Common on August 8th. *Neil Pugh*

Class 60 007 'The Spirit of Tom Kendall' hauls a ballast working through Harrowden Junction on August 28th. *Derek Elston*



DB Cargo



▶ A change from the normal pair of Class 90s, and running two hours late, as Class 66 138 lays a trail of smoke over Winwick with the 6S94 Dollands Moor to Irvine china clay tanks on August 24th. *Jeff Nicholls*

▶ Class 59 201 eases the 09:23 Ardingly to Acton T.C. through Kensington Olympia on August 10th. *Derek Elston*

▶ On August 12th, Class 60 020 takes the Transfer Line at Frodingham Jct. hauling the 6D88 Goole Docks - Ent C, the consist being a mixture of IGA and BQA, used for conveying rail. *Steve Thompson*





DB Cargo

▶ Class 66 169 hauling the 6V41 15:54 Eastleigh East Yard to Westbury comprising a single 5-wagon Autballaster rake, passes Millbrook on August 29th. *Stewart Smith*

▶ Class 66 005 heads up Hencote Bank, Shrewsbury with the 6M86 10:29 Margam - Dee Marsh Yard on August 17th. *Keith Davies*

▶ On September 1st, Class 66 131 in the wide open spaces of Searchlight Lane Jct. is seen hauling the 6M48 10:34 Southampton Eastern Dock - Halewood empty car carriers. *Nick Clemson*



DB Cargo



▶ On August 10th, Class 59 001 'Yeoman Endeavour' passes Kensington Olympia working the 7068 Acton Yard - Purley, passing London Overground's Class 378 204 heading to Stratford. *Derek Elston*

▶ On August 18th, Class 66 185 had worked from Belmont to Roxby and back to Trent Yard, where 66 206 was added for the final leg of 6D29's journey to Belmont Yard. *Steve Thompson*

▶ On July 28th, Class 66 164 passes Cockwood Harbour hauling the 6C53 St. Blazey - Exeter Riverside Yard. *Steve Thompson*



DB Cargo



Class 90 020 and 90 018 head past Red Bank, Warrington on August 17th working the 6S94 02:32 WO Dollands Moor - Irvine china clay tanks. *Nick Clemson*



Class 66 091 passes through Stafford on August 11th with a Trafford Park - Southampton liner. *Michael Lynam*



Class 66 199 approaches Doncaster on August 4th heading a Wakefield-Felixstowe intermodal. *Michael Lynam*



DB Cargo



▶ Class 59 002 with the 6V18 11:19 Allington ARC Siding - Whatley Quarry approaches Frome on August 5th. *Nick Clemson*



▶ Class 90 028 and 90 029 approach Stafford with a Mossend - Daventry intermodal on August 11th. *Michael Lynam*



▶ Class 66 044 heads north with the 6M66 03:46 Southampton Western Dock - Garston TC near Norton Bridge on August 15th. *Nick Clemson*

DB Cargo



▶ Class 90 035 in EWS livery, leads 90 037 in patched livery, past Heamies Farm with 4M25 06:07 Mossend - Daventry on August 5th.

Nick Clemson

▶ Class 66 012 powers the late running 14:01 Hanslope Jct. to Crewe Basford Hall S.S.M. engineers train through Church Brampton on August 28th. *Derek Elston*

▶ Class 66 037 working the 4M07 Felixtowe - Burton modal, passes Nemesis Rail's depot whilst CrossCountry's Class 170 102 overtakes with the 1V61 Birmingham New St. - Nottingham service, August 4th. *Stuart Hillis*





DB Cargo



Class 66 143 passes Barrow-on-Trent with the 6E54 10:35 Kingsbury - Humber empty tanks on September 1st. *Nick Clemson*



On August 10th, Class 66 097 passes through Stockport with a stone train from Peak Forest - Hope St. Salford. *Michael Lynam*



Class 59 203 with the 7A15 16:16 Merehead Quarry - Acton passes the 11:19 Allington - Whatley Quarry hauled by 59 002 at Berkley Marsh on August 5th. *Nick Clemson*



Direct Rail Services



▶ Awaiting a possible return to traffic, after all you can never have enough 37/4s can you? Class 37 413 is seen outside RVEL on August 20th.
Richard Hargreaves

▶ Class 68 004 and 68 017 head north through Red Bank, Warrington with the 4S43 06:16 Daventry International - Mossend Euroterminal 'Tesco Express', on August 17th. *Nick Clemson*



Direct Rail Services



Class 37 403 working the 2C40 Carlisle - Barrow, heads past Green Road on August 6th.
Carl Grocott

Direct Rail Services



On August 11th, Class 37 401 'Mary Queen of Scots' stands at Crewe with inspection saloon 'Caroline'. *Richard Hargreaves*



Class 68 016 stands at Lingwood station on August 11th, with a service from Great Yarmouth. Class 68 019 was on the rear. *Charlie Robbins*



Class 37 716 and 37 612 working the 6C53 Crewe - Sellafeld, passes Green Road on August 6th. *Carl Grocott*

Direct Rail Services



▶ A massive two wagon load for Class 68 008 as it passes through Stafford on August 11th, heading for Crewe Basford Hall. *Richard Hargreaves*



▶ Class 68 023 'Achilles' is seen stabled at Norwich on August 2nd. *Derek Elston*



▶ Class 37 405 top'n'tailed with 37 422 pass through Brundall working the 14:55 Norwich to Lowestoft service on August 1st. *Derek Elston*

Direct Rail Services

Class 37 419 pulls into Reedham station (with 37 422 on the rear) working a Lowestoft service on August 11th. *Charlie Robbins*



Direct Rail Services



▶ Class 37 403 pushes away from Grange-over-Sands station with the 05:15 Carlisle - Preston on August 16th. *Nick Clemson*



▶ Class 37 405 stands at Norwich waiting to power the 10:36 to Great Yarmouth on August 2nd, with 37 422 on the rear. *Derek Elston*



▶ Class 66 425 complete with 'DRS London on a Mission' headboard leads the 10:21 Eastleigh Arlington (Zg) to Willesden Brent DRS through Kensington Olympia on August 10th. *Derek Elston*

Direct Rail Services



▶ Nearly bowled by the pair of Class 153 units seen in the distance had they stopped at the station, fortunately there were no passengers waiting as Class 37 402 calls at Kirkby-in-Furness with the 11:40 Barrow - Carlisle on August 16th.

Nick Clemson

▶ Class 57 310 comes off the Blackburn line at Hellifield with inspection coach Caroline in tow on a journey from Crewe to Crewe via Hellifield and Workington.

Michael Lynam

▶ Class 37 401 'Mary Queen Of Scots' with Inspection Saloon No. 975025 'Caroline' working as 2Z02 Crewe - Birmingham New Street via Birmingham - Burton (reverse) - Worcester is seen passing Wychnor Junction on August 11th.

Stuart Hillis





Direct Rail Services

▶ Class 37 603 leads 37 604 at Stone Road, Norton Bridge with 6M63 11:58 Bridgewater - Crewe nuclear flasks on September 1st. *Nick Clemson*

▶ Class 68 001 heads off the deviation at Heamies hauling the 6U77 13:42 Mountsorrel - Crewe Basford Hall on August 15th. *Nick Clemson*

▶ DRS put in an appearance from time to time at Scunthorpe, working various bits of Rail Delivery Trains to and from York Works for maintenance/repair. On August 10th, a manipulator and a power wagon were returned to Scunthorpe by Class 66 302, running as 6Z54 to Trent Yard. *Steve Thompson*



Direct Rail Services

Heather covers the flanks of Little Fell on Black Comb above Class 37 402 as it heads south at Holmegate Farm, Bootle with the 14:35 Carlisle - Barrow service on August 16th. *Nick Clemson*





Direct Rail Services

Class 68 025 and 68 005 top'n'tail a 12:25 Barrow Marine - Carlisle Kingmoor driver training run near Nethertown on August 16th.

Nick Clemson



Class 68 016 'Fearless' and 68 019 'Brutus' top and tail a set of former Anglia coaches, pictured stabled alongside Norwich station on August 3rd. *Derek Elston*

East Midlands Trains



Complete with 'Pebbles' headboard, power car No. 43089 stands at Grantham on August 20th with the summer Saturdays only working from Derby to Skegness. Full marks to EMT and its crew for the use of this set to move huge amounts of people and luggage and for their enthusiasm. *Richard Hargreaves*

Power car No. 43046 leads (with 43083 on the rear) the 14:40 London St. Pancras International to Leeds as it passes Kettering North Junction on August 14th. *Derek Elston*



Freightliner



The view on August 10th from the road bridge across the mainline/ Maritime Freightliner Terminal, between Millbrook and Redbridge, leading to Dock Gate 20, sees Class 70 014 which had arrived dead-in-train on 4049 09:22 from Basford Hall, while 66 567 arrived from Leeds on 4054 06:12 ex Stourton. A busy evening for Maritime with both gantry cranes, two straddle-carriers and a reach-stacker all in use. In the background is MSC "Diana", a massive container ship over 202k tonnes dead weight, is seen almost ready to depart for Bremerhaven.

Stewart Smith

Freightliner



▶ Class 70 006 comes off the new deviation near Heamies Farm with 4Z44 12:13 Daventry International - Coatbridge FLT on August 15th. *Nick Clemson*



▶ Class 90 048 in Freightliner Grey livery, heads south past Heamies Farm with 4L90 11:17 Trafford Park - Felixstowe South on August 15th. *Nick Clemson*



▶ Class 66 545 works the 6G07 Barnetby Rec - York Yard South through Scunthorpe on August 7th. *Steve Thompson*

Freightliner



▶ Class 66 604 working the 6E92 Tunstead Sidings - Seaham Harbour, arrives at Seaham on August 31st. *Michael J. Alderdice*



▶ On August 26th, Class 66 602 approaches Frodingham Jct. with the 6K27 York Yard South - Immingham Bulk Terminal. *Steve Thompson*

▶ The 16:00 Hanslope Junction to Bescot Up Engineers Sidings passes Church Brampton with Class 66 520 in charge on August 28th. *Derek Elston*



Freightliner



On August 22nd, Class 66 607 hauls a rake of coal empties. *Keith Davies*



Class 66 595 and 66 047 are pictured at Malvern Wells during track re-laying works. *Neil Pugh*



On August 20th, Class 66 603 (with 66 617 on the rear) passes through Scunthorpe with the 6Y30 Belmont - Retford via Barnetby, conveying a loaded RDT and a few odds and sods on the back. *Steve Thompson*

Freightliner



▶ On August 24th, Class 66 566 hauling the 4018 03:14 Lawley Street to Maritime, is pictured passing Millbrook. In the background 'Seven Seas Voyager' has recently arrived at Berth No. 106 in the Western Docks. *Stewart Smith*

▶ Class 66 513 leads 70 020 into Doncaster on August 4th with a Felixstowe - Leeds working. *Michael Lynam*

▶ Class 90 016 heads north from Searchlight Lane Junction with the 4M88 09:32 Felixstowe North - Crewe Basford Hall on August 15th. *Nick Clemson*



Freightliner



Class 66 587 heads a Southampton - Garston freightliner service through Stafford on August 11th. *Michael Lynam*



On August 26th, the iron ore sets returned from their holiday at York, here Class 66 606 is seen passing through Scunthorpe Station on 6K26 York Yard South - Immingham Bulk Terminal. *Steve Thompson*



Class 66 620 gets away from Bedford after a crew change on August 16th, working to West Thurrock. *Derek Elston*

Class 66 614 passes Winwick on August 10th, hauling the 6Z51 Hardendale Quarry - Tunstead Sidings. *Alan Rigby*

Freightliner



▶ Class 66 544 working the 12:58 Ferrybridge - Fiddler's Ferry loaded coal, heads through Pontefract Monkhill on August 16th.

John Balaam

▶ On August 10th, Class 66 953 heads over Stockport Viaduct working a Ferrybridge to Fiddlers Ferry coal. *Brian Hewertson*

▶ On August 17th, Heavy Haul' Class 66 526 heads an Aberthaw power station working along the coast at White House Bay. *Ken Mumford*





Freightliner



On August 21st, 6K32 passes Fodingham Jct. hauled by a decidedly tatty-looking Class 66 622. As an aside, the train is passing Fodingham Goods Yard where, about 45 years ago, these wagons were stored for a while pending entering service. When it came to moving them, they were found to have filled up with water, so it was then deemed expedient to drill some drainage holes in the floor of each wagon. In later years, these became a problem as, with constant wear, the holes became enlarged, allowing iron ore pellets to drop out, hit the sleeper ends and fly through any window that happened to be in its path, usually Elsham signal box! *Steve Thompson*



On August 9th, Class 66 571 passes Compton Beauchamp working a Cardiff (Wentloog) to Southampton Docks liner. *Ken Mumford*

Class 66 558 pilots 66 599 with a liner through Church Brampton, heading north from Southampton to Garston on August 12th. *Geoff Barton*

Freightliner



Class 70 011 eases a Crewe - Southampton liner through Stafford on August 11th.

Michael Lynam



On August 29th, Class 66 506, 66 525 and 66 550 working from Crewe Basford Hall to Leeds Balm Road, head out of Stalybridge.

Brian Hewertson

Class 66 540 'Ruby' passes Millbrook FLT with 4M55 08:48 Maritime to Lawley Street. The cranes in Maritime terminal can be seen in the distance, together with the dockside cranes in ABP's Prince Charles Container Terminal.

Stewart Smith

GBRf



On August 9th, the 7X10 Amersham - Derby Litchurch Lane working with Class 20 314 and 20 107, barriers, LUL sets Nos. 301 and 302 and 20 905 and 20 132 on rear, pass through Burton on Trent. The 'S' stock is being returned to Derby for fitment of cab signalling. *Stuart Hillis*

MSC liveried Class 66 720 'Sorrento' is seen departing Stafford on August 11th with a ballast working to Crewe Basford Hall. *Richard Hargreaves*



GBRf



▶ Class 66 722 'Sir Edward Watkin' works 6M83 Tinsley - Bardon Hill empty hopper wagons at Burton on August 18th. *Stuart Hillis*



▶ Class 66 727 'Andrew Scott CBE' working the 4N61 12:45 Drax - Tyne Coal Terminal Biomass empties, passes through Pontefract Monkhill on August 16th. *John Balaam*



▶ Class 66 703, working a Liverpool Bulk Terminal - Drax Biomass, passes Winwick on August 8th. *Alan Rigby*



GBRf



Class 59 003 'Yeoman Highlander' works the 6M83 Tinsley Yard - Bardon Hill Quarry empty stone hoppers, with 66751 dead on rear, through Burton on August 30th. *Stuart Hillis*

GB Railfreight invests in new wagons to service Sibelco contract extension in UK

On August 31st, GB Railfreight (GBRf) confirmed that it has invested in new wagons in order to service a contract extension with Sibelco Europe in UK. The extension will see the operator provide freight services for Sibelco's silica sand product for a further five years, until December 2022.

GBRf is leasing 41 new 101.6 tonne hopper wagons from Nacco Leasing for a minimum of five years, with the option to extend. Built by Poland-based Greenbrier, the investment in these assets allows GB Railfreight to deliver a more efficient service for Sibelco by:

- Almost doubling carry load (from 36 tonnes per wagon to 70 tonnes).
- Operating on more efficient and track-friendly bogies.
- Assisting staff in carrying out easier and more effective maintenance responsibilities.

The contract extension is scheduled to come into force in August 2017, when the freight operator will see the new-build aggregate sand wagons enter service. It means that GBRf will continue to transport silica sand from Sibelco's quarry in Kings Lynn, Norfolk, to Guardian Industries' UK plant in Goole, Yorkshire, and Ardagh Group's UK glass sites in Barnsley and Doncaster.

The deal highlights the operator's commitment to deliver for its clients and to further expand into the aggregates market. Investment in assets is vital if freight is to remain competitive, especially in potential core commodity markets such as aggregates.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight recognises the challenges that the freight industry currently faces and that, in order to create sustainable

growth, modern and innovative solutions are needed for our customers. This contract extension with Sibelco is a primary example of close working between ourselves and the customer to better understand what is needed to improve services. In this case, it was agreed that we would invest in new-build hopper wagons to increase capacity and efficiency. I am delighted that Sibelco has agreed to work with us for another five years, and we will continue to evaluate how we can boost our offering and ensure rail freight remains competitive."

Andrew Smith, UK Logistics Manager of Sibelco Europe, said: "We are delighted to have finalised this supply agreement and contract extension with GB Railfreight, who we have worked successfully with since 2014. The glass industry is incredibly important to Sibelco and maintaining the high quality of our product and service is critical, these new wagons will enable us to supply our customers with confidence for the future."

GBRf



On a dull and wet August 19th, Class 66 767 hauls GBRf's 10:51 service from Tinsley Yard - Bardon Hill through Coalville. *Keith Chapman*



Class 66 753 hauling the 6M83 Tinsley - Bardon Hill empty stone hoppers, passes Moira on August 9th. *Stuart Hillis*

Class 66 752, in charge of an empty coal train from Doncaster - North Blyth, heads through Doncaster on August 4th. *Michael Lynam*

Class 66 720 hauling the 6K50 15:13 Toton Yard North - Crewe Basford Hall, passes Searchlight Lane on August 15th. *Nick Clemson*

GBRf



▶ Class 66 742, working a Mountfield to Southampton Docks loaded Gypsum train, passes through Eastleigh on August 17th.
Julian Churchill



▶ Class 92 032 passes Winwick on August 22nd working 0M49 Carlisle - Crewe. *Alan Rigby*



▶ Class 66 725 'Sunderland' leads the 09:58 Hoo Junction Up Yard to Whitemoor Yard L.D.C. through Kensington Olympia on August 10th.
Derek Elston

GBRf



▶ Class 66 703 passes through Stockport on August 10th with a Liverpool - Drax power station Biomass. *Michael Lynam*



▶ Class 66 710 hauling Caledonian liveried Class 92 033 as 0Z33 Crewe - Loughborough Brush, passing Burton on August 4th. *Stuart Hillis*



▶ Class 66 766 hauls a rake of box wagons from Hexthorpe - Gasgoine Wood is seen rounding the curve as it approaches Doncaster on August 4th. *Michael Lynam*



Great Western Railway

On July 23rd, Class 57603 'Tintagel Castle' is seen at Exeter St. Davids working the Saturday's only loco hauled service to Par. *Richard Hargreaves*

Powercar No. 43198 leads a London Paddington bound service through Dawlish on July 23rd. *Richard Hargreaves*

Powercar No. 43027 leads a London Paddington service at Newton Abbot on July 27th. *Richard Hargreaves*





Great Western Railway

On July 31st, power car No. 43143 heads a London Paddington - Plymouth service along the sea wall at Dawlish. *Richard Hargreaves*





Great Western Railway



▶ Power car No. 43191 'Blwch Signalau Panel Caerdydd' arrives into Liskeard on July 27th working the 1C77 10:06 London Paddington - Penzance. *John Balaam*

▶ Power car No. 43145 'Harry Patch' heads towards Frome leading the 14:13 London Paddington - Exeter St David's on August 5th. *Nick Clemson*



Network Rail



On August 10th, Class 37 219 and 37 254 top'n'tail a test train on a round the system jaunt, passing Ashbury Crossing (Shrivenham) heading for Bristol. *Ken Mumford*



On August 11th, power car No. 43062 stands at Crewe on the rear of the NMT which had arrived from London Euston. *Richard Hargreaves*



On August 23rd, a Derby RTC job blessed with sunshine, now there's a thing! 1Q23 ran from Doncaster West Yard to Derby via a reversal at Scunthorpe Station. Here Class 37 609 leads the way at the top of Gunhouse Bank and runs into the station, 37 602 was on the rear. *Steve Thompson*



Network Rail



With Class 73963 on the front and 73961 bringing up the rear, the Derby to Eastleigh Arlington test train is pictured at Harrowden Junction on August 29th in some lovely summer sunshine. *Geoff Barton*



Class 37 603 passes Kempsey Shrewsbury with the 3Z01 15:22 Pengam Sidings - Coleham on August 11th. *Keith Davies*



On August 21st, Class 37 057 is pictured at Bayston Hill with 5Z01 15:37 Cardiff Canton Sidings - Crewe (L&NWR) Site. *Keith Davies*



Network Rail



▶ Class 73 962 and 73 963 (with 73 965 on the front) are seen departing Derby on August 20th with a test train working to Tonbridge. *Richard Hargreaves*



▶ Track Recording Unit Class 950 001 working Shrewsbury - Derby RTC, passes through Burton on August 3rd. *Stuart Hillis*



▶ Class 73 138 working light as 0Z75 Derby RTC and back via Crewe, passes Burton on August 3rd. *Stuart Hillis*



Network Rail



▶ Power cars Nos. 43013 and 43062 working the 1Z32 Cardiff Canton - Derby RTC, pass through Burton on August 4th. *Stuart Hillis*

▶ Power car No. 43062 'John Armitt' leads Network Rail's New Measurement Train into Stockport station on August 18th. *Keith Chapman*

▶ On August 25th, Class 37 116 and 37 175 top'n'tail a test train at Manchester Victoria whilst working from Neville Hill to Derby. *Brian Hewertson*





Network Rail



Class 37 175 heads through Stenson Junction on September 1st with a Derby RTC - Tyseley test train. *Nick Clemson*



DBSO No. 9714 leads the 3Z06 12:35 Hither Green P.A.D. to Derby R.T.C. (Network Rail), propelled by Class 37 254 and running 4 hours late as it speeds through Church Brampton on August 28th. *Derek Elston*



On August 26th, Class 97 302 and 97 304 top'n'tail the 6C70 Machynlleth - Bescot ballast working through Walcot. *Carl Grocott*



Rail Operations Group



▶ Class 37 800 passes Moira on August 5th hauling 47 847, 47 843 and 47 848 from Burton to Leicester. *Stuart Hillis*



▶ On August 3rd, Class 37 800 passes Burton whilst hauling Class 73 951 and 73 952 as OZ74 Kidderminster SVR - Derby RTC. *Stuart Hillis*



▶ Class 37 800 passes Kettering North Junction dragging South Eastern's Class 375 702 on the 13:56 Acton Lane to Derby Litchurch Lane, August 14th. *Derek Elston*



Units: DMUs and EMUs

▶ Great Northern's Class 365 522 leads an eight car formation working the 1P46 09:22 London Kings Cross to Peterborough as it approaches St. Neots on August 28th. *Derek Elston*

▶ Following repairs, Arriva Trains Wales Class 142 077 prepares to depart Doncaster on August 18th, for the long journey home to Cardiff. *Brian Hewertson*

▶ An Arriva Trains Wales Class 150 working a Bridgend to Aberdare service passes White House Bay, with the tower of Aberthaw Power Station showing above a grass-covered heap of spent ash from the power station, on a very warm and sunny August 16th. *Ken Mumford*





Units: DMUs and EMUs



▶ National Express liveried C2C Class 357 028 working the 2R05 14:40 Grays to London Fenchurch Street, passes the DLR station at Shadwell on August 10th. *Derek Elston*

▶ Class 387 223 and 377 511 stand on adjacent platforms at Bedford on August 16th. *Derek Elston*

Units: DMUs and EMUs



▶ Northern's Class 323 234 is pictured on a Rail Operations Group working at Church Brampton on August 12th, heading from Longsight Car.M.D. to Wolverton. *Geoff Barton*

▶ Northern's Class 142 024 is seen arriving at Castleford on August 16th working the 2L41 13:33 Leeds - Sheffield service. *John Balaam*

▶ Northern's Class 158 903 departs Nottingham on August 20th working a service to Leeds. *Richard Hargreaves*





Units: DMUs and EMUs

- ▶ Northern's Class 150 133 and 150 144 stand in the bay platform, number 3A, at Stockport station on July 31st. They will work the 11:15 service to Southport. *Keith Chapman*
- ▶ South West Trains' Class 159 104 stands at Exeter St. Davids on August 2nd, having arrived with a terminating service from London Waterloo. *Richard Hargreaves*
- ▶ On August 24th, First Great Western's Class 150 925 departs Dawlish working the 2T30 Exmouth - Paignton, soaking up the last of the sun for the evening. *Steve Thompson*



Units: DMUs and EMUs



▶ CrossCountry's Class 221 123 passes North Stafford Jct. on September 1st working a Plymouth - Glasgow Central service.
Nick Clemson

▶ Northern's Class 156488 passes Salwick with the 1N65 15:46 Manchester Piccadilly - Blackpool North service on August 29th. *John Balaam*

▶ On August 29th, CrossCountry's 1M62 15:45 Bournemouth to Manchester Piccadilly service passes First Great Western's Class 158 957 working the 1F26 15:23 Portsmouth Harbour to Bristol Temple Meads at Millbrook.
Stewart Smith



Units: DMUs and EMUs

On August 16th, an Arriva Trains Wales Class 158, working the 07:52 service from Barmouth to Machyllneth, crosses Barmouth Bridge at High Tide. *Phil Martin*

Units: DMUs and EMUs



▶ Grand Central's Class 180 114 arrives into Pontefract Monkhill on August 16th working the 1D71 10:48 London Kings Cross - Bradford Interchange. *John Balaam*



▶ Northern's Class 142 060 is seen ready to depart Preston with the 07:33 service to Ormskirk on July 25th. *John Balaam*



▶ The 15:55 Kettering to Corby service formed of East Midlands Trains' Class 222 104 passes Kettering North Junction on August 14th. *Derek Elston*



Units: DMUs and EMUs



▶ Thameslink's Class 700 113 working the 2W30 10:59 Three Bridges - Bedford approaches Crystal Palace on August 11th. *Jonathan McGurk*



▶ First Great Western's Class 150 128 arrives into Looe on July 27th with the 12:16 service from Liskeard. *John Balaam*



▶ On a wet August 1st, First Great Western's Class 153 372 arrives into Exeter St. Davids working a service to Exmouth. *Richard Hargreaves*

Units: DMUs and EMUs



▶ London Midland's Class 170 632 working a Birmingham New Street to Hereford service crosses Malvern Common on August 8th.
Neil Pugh



▶ First Great Western's Citizen Rail liveried Class 153 325 stands at Westbury on August 2nd working a service to Swindon.
Richard Hargreaves



▶ An unidentified Grand Central Class 180 hurries the 1A81 07:55 Bradford Interchange to London Kings Cross service through St. Neots on August 28th. *Derek Elston*



Units: DMUs and EMUs

▶ South West Trains' Class 444 042 leads the 1W64 14:20 Weymouth to London Waterloo service through Millbrook on August 29th. *Stewart Smith*

▶ Northern's Class 142 053 pauses at Pleasington on August 11th working a Blackpool South - Colne service. *Michael Lynam*

▶ Arriva Trains Wales' Class 142 077 working Doncaster - Cardiff Canton, passes Burton on August 18th. *Stuart Hillis*





Units: DMUs and EMUs

▶ On August 13th, South West Trains' Class 444 038 passes through Witley with a Portsmouth Harbour to London Waterloo service. *Stewart Smith*

▶ Virgin Trains' Class 390 004 passes Church Brampton on August 28th, heading for London Euston. *Derek Elston*

▶ On August 28th, Manchester Pride liveried TransPennine Express Class 185 104 is seen at Scunthorpe working a service to Manchester Airport. *Steve Thompson*



Units: DMUs and EMUs



▶ Northern's Class 142 051 and 156 486 forming the 07:33 Warrington Bank Quay - Wigan North Western ECS passes Red Bank as a Virgin Train's Pendolino working the 06:58 Lancaster - London Euston heads south. *Nick Clemson*



▶ On August 7th, with some nice evening sun on the retaining wall, East Midlands Trian's Class 158 863 and 158 812 arrive at Sheffield on a Liverpool bound service. *Steve Thompson*

▶ First Great Western's Class 158 954 is seen heading over Malvern Common for Great Malvern station to form the 14:50 service to Weymouth. The track around Malvern Wells has recently been re-laid and re-signalled, which accounts for the clean ballast and smart new semaphores. *Neil Pugh*

Virgin Trains to offer a range of milk drinks for customers on the moo-ve!

Virgin Trains is supporting a Tyneside-based start-up business and offering customers a new range of healthy milk drinks on-board its east coast services. 'Canny Milk' is the creation of Newcastle businessman Liam Watson and uses natural flavourings to help create the selection of fun milk drinks.

'Canny Milks' comes in a variety of flavours including strawberry, chocolate, vanilla and banana. The product is gluten free, uses British Red Tractor semi-skimmed milk, and joins a new line-up of Standard Class food, snacks and drinks onboard Virgin Trains, which promises to transform the onboard dining and shopping experience for customers.

The new Standard Class food and drink line-up is all part of the rail operator's £140m investment into its trains, stations and travel experience for customers. To date, this has included revamped First Class lounges, a First Class menu created by James Martin, refurbished train interiors and the launch of Beam, its ground breaking onboard entertainment portal that streams content direct to customers' devices.

Ali Watson, Virgin Trains Customer Experience Director on the east coast, said: "We've completely refreshed the products offered to customers in Standard Class, and we're delighted to be able to bring flavours and tastes from producers on our route to our onboard offer, including Liam's delicious, new drink. As part of this complete Standard Class revamp, we're also introducing some of the tasty James Martin dishes currently served in First Class. We're sure these will be as popular in Standard as they are in First, and we also hope customers will love Canny Milk as much as we do."

Liam Watson, Co-Founder of Canny, said: "It's great that Virgin Trains has signed-up to sell Canny Milk on-board its trains. As a start-up business, it's just amazing to have this opportunity for people using Virgin Trains to buy my product."

To celebrate the launch of the new healthy drinks on-board Virgin Trains, customers at Newcastle Central Station were treated to free samples from Liam with the help of Virgin Trains crew.



Virgin Trains East Coast



◀ On August 13th, DVT No. 82210 and Class 91 119 pass Eaton Lane, Gamston, working a late running 1E98 Edinburgh - London Kings Cross on a lovely summer's evening.
Steve Thompson



Virgin Trains East Coast

Virgin Trains' apprentices join "steam team"

Engineering apprentices from Virgin Trains are helping to build Britain's most powerful steam locomotive.

The apprentices have been helping the team at Darlington Locomotive Works where steam locomotive No. 2007 Prince of Wales is being built at a cost of £5m.

Virgin Trains is sending apprentices to gain firsthand experience of working on the steam engine as part of a sponsorship agreement it has established to help the A1 Steam Locomotive Trust as it builds the class P2 2-8-2 'Mikado' locomotive. The trust, which is well known for having built Peppercorn Class A1 locomotive No. 60163 Tornado from its original drawings, had asked the public to choose its next project.

Mark Allat, Chairman of the Trust, said: "With its elegant and unusual smoke deflectors, this big and beautiful design by Sir Nigel Gresley was the overwhelming choice of people polled. There were originally six of these locomotives which were built to haul up to 15 carriages on the arduous Edinburgh to Aberdeen route until a rebuilt version was

scrapped in 1961.

"They were once the most powerful express passenger steam locomotives in the UK, and we're using modern computer techniques to enable this new version to deliver its full potential to take passengers at high speed from 2021. We're delighted that apprentices from Virgin Trains are now working with us to build No. 2007 Prince of Wales, a true inheritor to this route's combination of speed and style."

Michael Olley and Simon Nadolny, both 23, are usually stationed at Virgin's Bounds Green Depot in London.

As part of their apprenticeships in Electrical Mechanical Systems Maintenance Engineering, they work on the maintenance and repair of Virgin Trains' electric 225 fleet, which is in daily service on its east coast route.

Simon, who is from Doncaster, said: "We've been getting down to basics, bending metal and hammering nuts and bolts into place, helping to install three large fabricated frame stays and

assembling the smokebox lifting sheets. It's been a real privilege and I'm proud to have played a small part in creating what will be the UK's most powerful steam engine."

Michael, from London, said: "It's been great to have the opportunity to work in a different type of environment. The Trust's approach to solving problems has provided really good insights which we can take back to the day job."

John Doughty, Engineering Director for Virgin Trains, said: "While we look forward to introducing our new Virgin Azuma train fleet from 2018, it's important to promote and preserve the history and heritage of our east coast route. Our sponsorship of the trust gives our apprentices the opportunity to experience a very valuable taste of the heavier side of railway mechanical engineering."

Power car No. 43314 stands at Grantham on August 20th on the rear of a London Kings Cross to Leeds service. *Richard Hargreaves*



Virgin Trains East Coast



Northbound and Southbound services cross on the Royal Border Bridge at Berwick on Tweed, Northumbria, as an Intercity 225 set heads south for Kings Cross, passes an Intercity 125 with a service to Scotland. *Ben Bucki*

On hire to East Coast from East Midlands Trains, power car Nos. 43059 and 43061 arrive into Doncaster working a London Kings Cross - Leeds service on August 4th. *Michael Lynam*

Late evening in Belford, Northumbria, and an Intercity 225 draws sparks as it races south with a train for London Kings Cross. *Ben Bucki*

Scotrail



▶ On August 20th, Class 170 406 approaches Dundee with an Edinburgh service.
Paul Godding



▶ Class 334 033 departs Haymarket on August 20th working an Edinburgh - Glasgow service.
Paul Godding



▶ Class 380 006 stands at Edinburgh Waverley on August 20th working a North Berwick service.
Paul Godding

Scotrail



▶ On August 15th, a pair of Scotrail Class 156s pass Corpach with the 1Y41 service to Mallaig from Glasgow. *Michael Lynam*



▶ A pair of Scotrail Class 156s approach the swing bridge at Banavie which carries the line over the start of the Caledonian Canal to Inverness. *Michael Lynam*

▶ On August 15th, Class 156 446 and 156 449 wait to depart Mallaig with a service to Glasgow via Fort William. *Michael Lynam*

Scotrail



▶ Class 314 215 working the 1G92 21:48 Gourock - Glasgow Central High Level, stands at Port Glasgow on August 27th. *Jonathan McGurk*



▶ Class 320 415 (formerly London Midland's Class 321 415) and Class 318 263 working the 2L03 18:33 Larkhall - Milngavie, stand at Milngavie. *Jonathan McGurk*

▶ Class 156 495 and 156 508 are seen departing Glasgow Queen Street working the 2N51 17:52 Glasgow Queen Street - Dunblane. Note that Glasgow Queen Street has now reopened following refurbishment and OHLE equipment fitting as part of the EGIP work. *Jonathan McGurk*



Scotrail

Class 156 500 working the 1Y26 14:41 Oban - Glasgow Queen Street H.L. passes Bowling, as seen from Bowling Basin in West Dunbartonshire on August 16th. *Jonathan McGurk*

National Tramway Museum, Crich



▶ Blackpool 'Pantograph' car No. 167 is seen in the yard. *Phil Martin*

▶ Former London Metropolitan Electric Tramways No. 331 is seen returning to the Main Street at Crich following a run along the line. *Phil Martin*

▶ Leeds City Transport 1931 built 'Showboat' tram No. 180 is seen working at Crich on August 13th. *Richard Hargreaves*

National Tramway Museum, Crich

Former Blackpool 'Boat' car No. 236 makes a wonderful sight as it passes through the street at Crich during the 1940's event on August 13th.
Richard Hargreaves



National Tramway Museum, Crich



Full marks to Crich for putting on a superb 1940's event during August. Here, Leeds City Tramways No. 399 stands in the street along with other vehicles from a similar era.

Richard Hargreaves

Built in 1919, Glasgow Corporation Tramways No. 1068 arrives into Crich having had a trip along the line here to the Glory Mine terminus.

Richard Hargreaves

Going Underground



▶ 'London Underground Track Recording Train (Nos. L132, TRC666 and L133) is seen departing Kensington Olympia on August 10th.

Derek Elston

▶ District Line 'D' Stock No. 7530 brings up the rear of an Ealing Broadway - Upminster service, leaving the rather austere station at Stepney Green on August 20th. *Chris Morrison*

▶ 'D' Stock No. 7007 arrives into Cannon Street on District Line diagram 001, a Richmond - Upminster service on August 20th.

Chris Morrison





Going Underground

'D' Stock No. 7108 passes the old train describers at Gloucester Road working an Upminster - Ealing Broadway service on August 6th.
Chris Morrison



Docklands Light Railway

DLR unit No. 36 is pictured on the rear of a three set train departing Shadwell on August 10th.
Derek Elston



NET: Nottingham Trams

- ▶ Bombardier Incentro AT6/5 tram No. 206, in eye catching eon livery, approaches Nottingham station working a service to Toton Lane on August 8th. *Richard Hargreaves*
- ▶ Bombardier Incentro AT6/5 tram No. 205, approaches Nottingham station working a service to Toton Lane on August 8th. *Richard Hargreaves*
- ▶ NET Alstom Citadis 302 tram No. 226 arrives into Nottingham Station on August 8th working a service to Clifton South. *Richard Hargreaves*

Electrification work signals timetable changes for Central Scotland

Work to electrify the railway across Central Scotland will mean timetable changes on some routes from Sunday, September 4, as engineers complete the electrification of the main Edinburgh-Glasgow line. Engineers will be working to install stanchions and run power cables on the Edinburgh-Glasgow, via Falkirk High, line as part of the Edinburgh-Glasgow Improvement Programme (EGIP).

Electrification will help to transform journeys on Scotland's railway delivering more seats on new faster, longer, greener trains on the Edinburgh Waverley-Glasgow Queen Street high level line from summer 2017.

To deliver this work by next summer, weekday evening and weekend service alterations will be in place between September 4, 2016, and March 31, 2017 on some routes.

The routes affected by timetable changes are:

Edinburgh – Glasgow via Falkirk High

Perth / Dunblane / Stirling – Edinburgh

Inverness/Aberdeen/Dundee/Alloa – Glasgow

Trains on some routes will start later on Sunday mornings, and will only operate on part of the route between Sunday and Thursday evenings,

after approx. 8.30pm. Buses will replace trains on portions of each route at these times.

Direct travel between Edinburgh and Glasgow will be maintained via the Airdrie-Bathgate line and no work is planned on the main line on Friday or Saturday nights. These service alterations will also be suspended over the Christmas period – from December 8 to January 7.

David Dickson, ScotRail Alliance infrastructure director, said: "Central Belt electrification will allow us to run faster, longer, greener trains and cut journey times while increasing the number of seats available. The work we are delivering represents a huge investment in Scotland's railway that will help transform travel on our network.

"We understand the inconvenience this work will cause our customers and every effort has been made to minimise disruption as much as we possibly can. We are urging people to check their journey now and certainly before they set off. All of the information that people will need to plan their journey during these improvement works is already available on the ScotRail app and website. We will of course have extra staff on hand at key stations to assist customers."

Details of the changes from 4 September can be found at www.scotrail.co.uk/electrification.

Fares Advice with RailUK

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

Oyster, Gatwick and capping

Q: I made a number of journeys using my Oyster card, which is linked up to my 16-25 Railcard. All of the journeys were after 10am. First, I took the Thameslink from Gatwick to St Pancras, for which the fare is £5.30. I then made a number of Underground journeys within zones 1-2, for which the cap would be £4.30.

Rather than costing me £9.60, the day has capped at £12.50. This seems to be the maximum possible cap for off-peak travel with a Railcard (equivalent to Z1-9 + Shenfield).

Had I used two separate Oyster cards, one for Gatwick to St Pancras and the second for my journeys in Z1-2, I'd have spent £9.60 as expected. I could also have saved some money by buying a paper ticket from Gatwick (which is £6.80 rather than £5.30) as the £4.30 cap would have applied to the rest of my travel.

It seems the capping has been affected by the Gatwick journey and I have been charged more than expected - and haven't got the best deal. Has this been worked out correctly, or is it a glitch? Could I successfully apply for a refund for the extra £2.90?

A: Oyster does not claim to be the cheapest way of getting to Gatwick, the page at southernrailway.com states that if making a return journey then a paper ticket may be cheaper. This seems counter-intuitive since TfL have spent years trying to discourage paper tickets and charging a considerable premium for those who wished to continue using paper. And TfL are privately fuming about the mess that GTR/DfT have forced on them with fares and caps to Gatwick. Sadly you were correctly charged. By starting at Gatwick you ensured that the only cap which would apply is the Gatwick to zones 1-9 which is £12.55. Had you finished at Gatwick after making several zone 1-2 journeys

then you would have been charged as you hoped. Contactless would also have charged as you hoped, albeit without the railcard discount, so you would still have paid more.

The unquestionable mantra is that Oyster at Gatwick is a convenience rather than value for money, and given that you often need more money on the card than you are going to pay for the journey, even a convenience is pushing things a bit. Thinking about what the cheapest ways to make the journey would have been:

£9.60 by using one Oyster card for Gatwick to St Pancras (£5.30) and a second card for the travel in Z1-2 (capping at £4.30)

£11.10 by using a paper ticket from Gatwick to St Pancras (£6.80) then Oyster for the travel in Z1-2 (capping at £4.30)

£12.50 by putting everything onto the one Oyster card.

Or by jumping off the train at East Croydon to touch-out & touch-in again: £9.25 - Gatwick Airport to East Croydon (£2.00) and travel in Z1-5 (capping at £7.25)

Although you have to 'step-back' a train at East Croydon and this assumes all travel is off-peak. I'm certain this would be what you'd pay if you had two Oyster cards, but with all the confusion about Oyster fares to Gatwick who knows what the cap would be if you only used one card!

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!

Stoneblower No. DR80215 stands at Sellafeld, on August 16th. A DRS Class 57 and Class 37 can be seen further down the line. *Nick Clemson*



Two-thirds of new London Bridge station concourse opens

Two-thirds of a brand new concourse at Britain's fourth-busiest railway station opened to passengers on August 29th, in time for commuters returning to work from the late August bank holiday. The concourse is part of a major redevelopment of London Bridge station which started four years ago. Once complete in 2018, the redevelopment will provide passengers with a bigger, better railway including a concourse the size of the pitch at Wembley.

Over 80 retail units will help to improve the local economy when the development is complete – including a number set aside for local start-up companies – and passengers will benefit from improved connections and better options to more destinations including Cambridge and Peterborough.

The redevelopment is part of Network Rail's railway upgrade plan and the government-sponsored Thameslink programme which will transform north-south travel through London by 2018. The programme includes new track and modern trains to provide more reliable journeys for passengers. Network Rail is also untangling the track on the approaches to London Bridge

station to reduce the time trains wait for platforms to clear and cut delays.

Mark Carne, Network Rail's chief executive said, "This is a big step towards the bigger, better railway passengers deserve. The opening of two-thirds of the concourse marks a major milestone in the redevelopment of London Bridge and, while there is plenty still to do, I am pleased passengers can now see the benefits beginning to come through."

"We are essentially rebuilding Britain's fourth busiest station – the tracks, the platforms and the infrastructure which enables trains to run – while keeping the station open and doing our best to keep passengers moving."

Throughout the redevelopment Network Rail and construction partner Costain have worked with train operators Southern and Southeastern to keep the station open for the 56 million passengers who use it every year. The orange army started construction on the south side of the station and worked in phases to build the new platforms and concourse below.

Richard Dean, Train Services Director at Southeastern said: "We would like to thank passengers for bearing with us during this crucial stage of the London Bridge rebuild. We're really pleased that you'll now be able to start using the new station."

There's still work to be done, and in order for it to happen we've had to change some of our services."

Dyan Crowther, Govia Thameslink Railway Chief Operating Officer, said: "Our passengers are benefiting from the newly unveiled escalators, stairs and lifts and will be impressed by the new concourse. We're looking forward to the completion of the station in 2018, with its new track and signalling, allowing the return of a new and improved Thameslink service at London Bridge."


The complete station redevelopment will open in January 2018.



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

There are various ways to help the C58LG:

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

A photograph of the front of a Class 58 locomotive, number 58016. The locomotive is yellow and red, with the number 58016 clearly visible on the front. It has a sign that says "CLASS 58 LOCOMOTIVE GROUP" and another that says "fertis". The locomotive is on a track, and the background is a blurred outdoor setting.

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!

On August 23rd, LMS Princess Royal Class No. 46201 'Princess Elizabeth' speeds past Wincersh Triangle working 'The Cathedrals Express' from London Victoria to the West Somerset Railway. *Ken Livermore*

Railway upgrade under way in Ilkeston

The transformation of the railway around Ilkeston will advance in September as work begins on the reconstruction of Awsworth Road Bridge, as part of Network Rail's Railway Upgrade Plan to bring passengers a bigger, better railway.

Awsworth Road Bridge, a 106-year-old structure which carries the road over the railway, will be replaced between September 2016 and April 2017 with a new stronger and more resilient steel structure.

The £3 million project will also deliver an improved road over the bridge giving drivers better visibility on approach and forms part of Network Rail's Railway Upgrade Plan taking place across the region.

The start of work on the bridge comes as work continues on the £10 million investment in a new station for Ilkeston, which is being led by Derbyshire County Council and delivered by Network Rail.

Network Rail is advising drivers using Awsworth Road to allow extra time for their journeys from 12th September.

Gary Walsh, Network Rail's area director for the East Midlands said: "It is an exciting time for passengers in the East Midlands and this investment is another important step in our plan to upgrade infrastructure to improve journeys and move freight from road to rail.

"We appreciate that the diversions and road closures are inconvenient and so we have worked hard with Derbyshire County Council to minimise the impact on travellers.

"Road closures are the only way we can keep road users, pedestrians and our orange army safe while delivering these improvements. I would like to thank for the people of Ilkeston for their patience while this work takes place."



Railtalk Magazine

National Rail



Balfour Beatty's Plasser & Theurer Tamper/Liner No. DR73943 passes through Kensington Olympia, heading towards Clapham Junction on August 10th. *Derek Elston*



Passengers to benefit from improvements at Knaresborough station

Improvements to the railway station buildings at Knaresborough will get under way in the coming weeks as Network Rail's engineers will be on site for around 12 weeks making the station building watertight and carrying out repairs to the chimney stack on the signal box.

Network Rail's area director, Mark Tarry, said: "Knaresborough station sits in the most beautiful surroundings and is an



important gateway to the town which it serves. The building has suffered from damp which our team will be fixing as well as tidying up the outside of the building, replacing the guttering and pipes and improving the station environment for passengers. The Chimney stack at Knaresborough signal box dates from around the late 1800s. This will be removed and rebuilt as part of the project. We are working hard with Northern to minimise the disruption to passengers during these improvements and I want to thank passengers for their patience."

All work in the platform canopy will be carried out at night to minimise the impact on passengers. However, three parking spaces will be taken up to be used as the compound for the work.

Paul Barnfield, Regional Director for Northern, said: "The impact on our customers during the work will be minimal but the improvement to the station once the work is carried out will be evident. Knaresborough is a beautiful station, steeped in history and this will create an even more welcoming arrival to the town." The station upgrade is part of Network Rail's Railway Upgrade Plan. Additional funding has been provided by the Railway Heritage Trust, enabling the cosmetic improvements to be carried out at the same time as the structural work.

Andy Savage, executive director of the Trust added: "We are delighted to be able to contribute to improving the appearance and heritage state of the station in conjunction with the works going on there. We also hope, in due course, to be able to grant aid work to bring some of the empty rooms back into use."

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.

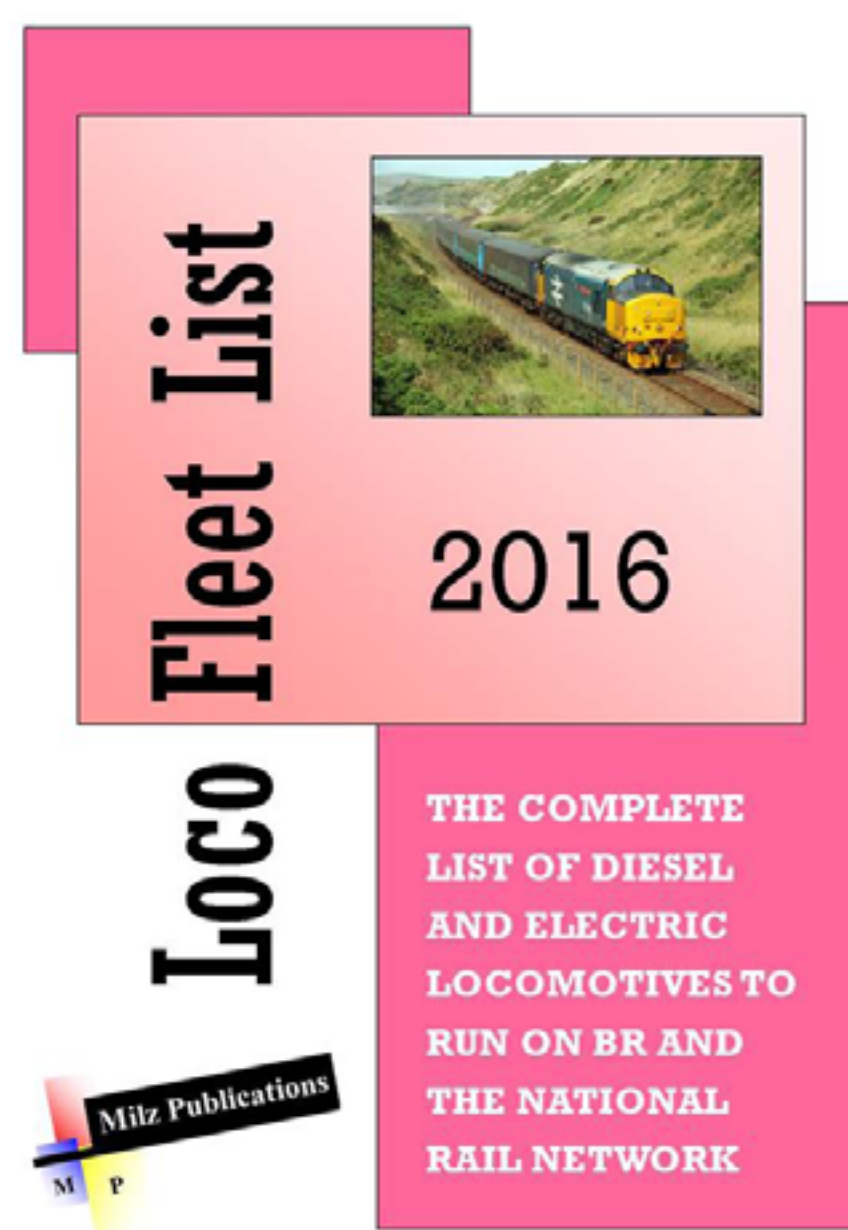
This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

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



Virtual reality technology helping Network Rail redevelop Liverpool Lime Street

Network Rail is using virtual reality technology to save time and money and improve safety as it prepares to redevelop one of Britain's major stations.

Liverpool Lime Street will undergo major work to transform it into a station to meet the needs of the growing numbers of passengers who use it every year.

As part of Network Rail's Railway Upgrade Plan, £340m is being spent across Merseyside to improve the railway for passengers, including changing the layout and length of Lime Street's platforms to accommodate more and longer trains and upgrading signalling to make it more reliable.

The virtual reality technology has enabled Network Rail to carry out 4D virtual modelling to prepare for the work, reducing the

amount of time needed on track and the potential to impact on train services.

Safety and efficiency of work is improved as virtual reality enables planners to avoid overlaps between different engineering teams as well as identifying potential risks and hazards which could potentially impact on reopening the railway on time.

Graeme Whitehead, Liverpool Lime Street project manager, said: "On major projects, where you have people laying track, moving bridges and installing electrical wires overhead, all at the same time, we need precise planning to avoid overlaps that could potentially cause projects to overrun or risk the safety of those working."

"Using this state-of-the-art technology we can spot those clashes before they happen making the project safer and more efficient. This delivers benefits for passengers, taxpayers and our orange army of engineers."

Simon Wray, managing director of Specialist Project Integration, the company which developed the software, said: "Liverpool Lime Street is the first rail project in Britain to have a virtual reality model at its core."

"A unique feature of the system is that it works on multiple formats including mobile devices. Liverpool Lime Street is also the first project to use Oculus Rift virtual reality technology, which allows for a fully immersive experience for training and engagement."



▶ A view of the Nemesis Rail with 08 704, 45 112, 47 488, 37 227 and 37 198 seen outside.
Stuart Hillis

▶ "Galatea" passes Southampton Maritime on August 10th working the return 'Dorset Coast Express' to London Victoria. *Stewart Smith*



£76m signal and track upgrade completed on time as Network Rail reopens railway between Banbury, Bicester and Leamington

The railway line between Banbury, Bicester and Leamington Spa has reopened after Network Rail completed a £76m upgrade to track and signalling on the Chiltern main line. Engineers have replaced the signalling through Banbury by upgrading it to a more reliable and modern system which will be controlled from the West Midlands Signalling Centre in Birmingham.

The work by Network Rail, part of the Railway Upgrade Plan, will help improve the punctuality and reliability of train services on the Chiltern main line, providing Chiltern Railways passengers with a better railway between Birmingham and London and CrossCountry passengers with a better railway through the area.

As part of the railway upgrade at Banbury 14,000 metres of new rail has been laid and 50,000 tonnes of ballast – the stone which forms the foundation of the track – has been used. A total of 24 new points – which allow trains to change from one track to another – has been installed.

Much of the work had already taken place prior to the nine-day closure between Leamington, Bicester North and Banbury, keeping disruption to passengers to an absolute minimum.

In addition to the new track layout through Banbury station and the modern signalling being installed, a new fourth platform was constructed allowing for greater capacity and flexibility at the station. The investment also provides the necessary infrastructure for a new depot south of Banbury which is currently being built. This will provide essential maintenance provision for the growing Chiltern Railways train fleet.

Martin Ball, area director for Network Rail, said: “This work was completed on time and with the least amount of disruption to passengers and is an important part of modernising the railway through the area to provide passengers with a more reliable, better railway.

“Our engineers worked quickly and safely to complete this work on time and on budget and we worked closely with the train operators involved to carefully plan these improvements to cause the least amount of disruption to passengers. I’d like to thank passengers for their patience while the improvements took place.

“Our Railway Upgrade Plan is delivering significant investment into the railway network which will provide a better, more reliable railway for passengers.”

Dave Penney, managing director at Chiltern Railways said: “The work at Banbury was an essential investment in the long term reliability of the railway and was successfully delivered on time. Through a modernisation of the signalling system, Chiltern Railways services can remain some of the most punctual in the country. The 18 month project is now complete and I would like to thank all of our customers

who have shown patience and understanding during the improvements, particularly during the recent nine day line closure between Leamington Spa and Bicester.”

Andy Cooper, managing director of CrossCountry, said: “We are delighted this important work was finished as planned and that our customers are once again able to complete their journeys by train. We would like to thank everyone affected for their patience while this was taking place, and know that this investment in a bigger and better railway will benefit our customers for years to come.”



Class 20 107 (with 20 314 on the rear) heads over Lymington Viaduct with “The Buffer Puffer 13.0: The Early Worm” at 05:50 on August 20th. *Sam Bilner*

Great Central Railway’s Class 101 DMU is seen in operation on the Mountsorrel branch on August 20th. *John Alsop*



Tunnel vision for underground visitors as Network Rail outlines repair

Local politicians visited Liverpool Central station during August to take a rare look at the tunnels beneath the city, revealing the seldom-seen passages used by trains every day and the challenges involved in maintaining a safe and modern railway for passengers. The visit illustrated why essential track renewal work, due to start in January 2017 and take place over six months, is essential in order to maintain the safety and reliability of Merseyrail services, as part of Network Rail's Railway Upgrade Plan. The tunnels range in age between 45 and 150 years old and vary in size and depth. Some sections under the River Mersey were once used for steam trains, in contrast with others which are much smaller and built 40 years ago to create the famous Liverpool loop.

It is these 1970s tunnels on the Wirral line that will be subject to essential renewal work next year, following Network Rail's announcement in March. This work is part of Network Rail's and the Liverpool City Region's £340m investment in the rail network. The repairs will involve a six-mile round trip for maintenance vehicles, as well as the pumping 140 lorry-loads of concrete 40 metres underground. The track in the underground 'loop', which forms the one way section of the Wirral line under Liverpool city centre has been continuously maintained. However, 40 years on, the concrete that supports the track in the single bore tunnels needs to be replaced. To minimise disruption, Network Rail is taking the opportunity to replace the track under the riverbed between James Street and Hamilton Square at the same time.

Stephen Townley, Network Rail's scheme programme manager, said: "This work is essential to maintain the safety and reliability of the railway. Replacing the track and undertaking other maintenance can only be done when we can safely access the railway – which unfortunately means closing

this part of the railway for passengers. Like the original 19th century pioneers, working conditions 40 metres underground are still challenging, and mean that lighting, water, ventilation and a supply of compressed air all need to be installed before work can begin. We have worked closely with Merseyrail and Merseytravel to plan the work to cause the least amount of disruption possible." The work means that from January to June 2017, Wirral line trains will not be able to serve Moorfields, Lime Street and Liverpool Central stations. At certain times, trains towards Liverpool will be unable to travel beyond Birkenhead Central and Birkenhead North, including the first six weeks, the last few weeks and most weekends. Northern line services will remain unaffected throughout and will call at Moorfields and Liverpool Central as normal. Merseyrail, working with Merseytravel and Network Rail will do everything possible to ensure Wirral line passengers can continue to travel into Liverpool city centre while the work takes place. This will involve passengers using alternative transport such as replacement bus services. Full details on the alternative travel arrangements will be available in the autumn when passengers should check before they travel.

Jan Chaudhry-van der Velde, Merseyrail's managing director, commented: "The Wirral line track renewal work will involve the closure of the loop for six months from January 2017, as well as the partial closure of the stretch of track along the riverbed for six weeks at the start, a few weeks at the end of this period and most weekends. Our focus now is ensuring that we put in place robust alternative transport arrangements, and while this work will be disruptive, the onus will be on keeping inconvenience to a minimum so that people can continue travelling to and from the Wirral. In the autumn, we will be in a position to say exactly what these plans are."



National Rail

DR98014+98012+98009 working from Swindon to Crewe Electric, passes through Tamworth on July 14th. *Stuart Hillis*

SOUTHERN COUNTIES RAILWAY SOCIETY

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





Did you Know - Ken Mumford

GWR v LNWR
 The GWR company directors, when challenged on why it was that the LNWR could build three 4-6-0s for the price of two 'Star' class 4-6-0s, Churchward (the GWR Chief Mechanical Engineer at that time) is reputed to have replied:
 "Because one of mine could pull two of their **** things backwards!"

The photo below shows a British Rail Class 70, a class of three 3rd rail Co-Co electric locomotives. Built in 1945 and seen here in the scrap yard of Cashmore's at Newport.



Another Photo at Cashmore's Scrapyard in Newport shows North British built Class 22 loco No. D6306 about to be cut up.



Innovative Electrification Training Centre inspires Indian railway project

Indian government railway officials were left inspired following a visit to Network Rail's brand new Electrification Training Centre and say techniques used on the project could be implemented on rail and metro programmes in India. The officials were visiting the centre to find out more about some of the concepts used in the Great Western Electrification Project, with particular interest in the overhead line equipment, as they look to implement them into the Indian railway. The delegation included Manuj Singhal, chief electrical engineer and Anand Kumar, deputy chief electrical engineer from the Railways Indian Ministry who had a first-hand look at the new facility in Swindon, which was officially opened earlier this year.

The centre was built as part of Network Rail's Railway Upgrade Plan to provide a bigger, better, more reliable railway for passengers as the company works to electrify the Great Western Main Line bringing faster, more reliable journeys, more seats and improved stations along the route.

Manuj Singhal, head of electrification in India, hopes to implement some of the concepts into rail and metro projects in Delhi. He said: "We were very keen to see how the rail systems work in England and how modifications to electrification were being made. The visit was very informative and we particularly learnt a lot about the engineering school and overhead line equipment which we hope to implement to projects in India."

Network Rail's Samantha Patterson, sponsor for electrification, said: "It was a great honour to show our Indian visitors the exciting new training centre. I am thrilled that they gained so much from the visit and we are pleased our Railway Upgrade Plan has provided inspiration for their own projects in India.

The Indian officials were given a tour of the new centre by Network Rail and were joined by representatives from Furrer + Frey UK, the company that produces the overhead line equipment used on the project.

The £10m state-of-the-art centre features overhead line equipment identical to that being used on the project, on a section of track not connected to the main line. This enables Network Rail's engineering orange army to learn how to install and maintain the new system in a safe environment.

The centre also hosts a range of progressive courses which help apprentices, maintenance and operations staff to develop their technical abilities.

As part of the electrification project, train operator Great Western Railway will take delivery of a brand new fleet of Intercity Express Trains which will start to be seen in passenger service on select routes from next year. The trains will slash the age of the Great Western fleet by half, and provide more seats, more frequent services and quieter, faster and greener journeys.

Loram, the company who own RVEL, have reliveried Class 73 139 to promote their repair business, the loco seen here outside RVEL on August 20th. *Richard Hargreaves*

Come and meet Ken
 Ken Mumford will be at these future presentations:

- | | |
|---|---|
| RAILWAY ALLSORTS 2 at the Hereford branch of the WORCESTER LOCOMOTIVE SOCIETY in November | THE ELAN VALLEY RAILWAY at Reading and SIBERIAN YORKSHIRE at Bromsgrove in November |
|---|---|

A Different View

On August 7th, a South West Trains' Class 450 is pictured crossing the Lymington River working the 07:44 from Lymington Pier to Brockenhurst.
Stewart Smith

A Different View



▶ Another splendid display of flowers at Telford Central as London Midland's Class 170 633 calls with a Wolverhampton bound service. *Richard Hargreaves*



▶ An Arriva Trains Wales Class 142 and Class 143 are photographed framed in a stile (part of the Wales Coastal Path) as the pair head for Bridgend on a very warm August morning. *Ken Mumford*

▶ The red and whites have it! The 16:33 London Kings Cross - Leeds service crosses Ings Road on the approach to Wakefield Westgate station on August 18th. *Neil Scarlett*

A Different View

An unidentified Great Western HST passes under the Milky Way at Newton St. Loe on August 28th, taken from Kelston Park (near Bath).

The Milky Way was faint due to the light pollution around and the HST is the white 'streak' above the trees. *Sam Bilner*



Preserved Railways

Lathalmond

Hunslet 0-4-0 shunter No. 251 (ex-MOD Rosyth Dockyard) is seen operation at the Shed 47 site, Lathalmond on August 20th. Sister locomotive, No. 250 is also on site.

Paul Godding

Preserved Railways

East Lancs Railway



▶ Preserved Class 45 108 passes under the impressive semaphore signal gantry at Bury Bolton Street station on August 13th working the 10:00 Heywood - Rawtenstall service.
Neil Scarlett

▶ LMS Crab No. 13065 storms out of Irwell Vale on August 26th with the 12:10 from Heywood to Rawtenstall. This train was augmented to nine coaches by the addition of the Dining Car set.
Jeff Nicholls

▶ In an almost timeless scene, W51382 comes to a halt at the East Lancashire Railway's Irwell Vale station on the afternoon of August 26th with a service from Rawtenstall to Heywood.
Jeff Nicholls



Preserved Railways

Severn Valley Railway

Western's meet at Bridgnorth as Class 52 No. D1015 arrives with a service from Kidderminster and No. D1062 await to depart to Kidderminster on August 21st. *Richard Hargreaves*

SR West Country Class 4-2-6 'Pacific' No. 34027 'Taw Valley' prepares to depart Bridgnorth on August 6th with an afternoon service to Kidderminster. *Richard Hargreaves*

Recently repainted Class 20 No. 8188 stands in Kidderminster station on August 6th. *Richard Hargreaves*



Preserved Railways

Severn Valley Railway



▶ Deputising for an unavailable steam loco, Class 50 035 heads up Eardington on August 20th, heading for Bridgnorth. *Phil Martin*

▶ Inter-City liveried Class 50 031, working a Bridgnorth to Kidderminster service, runs down Eardington Bank on August 20th. *Phil Martin*

▶ At the lines 'Western Weekend' on August 27th, Class 52s Nos. D1015 'Western Champion' and D1062 'Western Courier' are seen at Kidderminster. *John Alsop*



Preserved Railways

South Devon Railway



▶ GWR 0-6-0PT No. 1369 stands at Totnes on August 2nd working a service to Buckfastleigh. *Richard Hargreaves*

▶ GWR 0-6-0 No. 3205, built by the GWR in Swindon in 1946 and is the sole surviving member of the 120-strong 2251 Class of locomotives designed by C. B. Collett. Pictured here awaiting departure time from Totnes. *Richard Hargreaves*

▶ Class 122 'Bubblecar' single car unit No. W55000 is currently in grey primer, seen here at Buckfastleigh on July 25th. *Steve Thompson*





Preserved Railways

South Devon Railway

Class 37 No. 6975 stands at Buckfastleigh, ready to work a service to Totnes. *Richard Hargreaves*



50th ANNIVERSARY OF THE LAST REGULAR BRITISH RAIL STEAM TRAINS BETWEEN WAREHAM, CORFE CASTLE & SWANAGE



Dedicated Swanage Railway volunteers have marked the 50th anniversary of the last regular British Rail steam trains between Wareham, Corfe Castle and Swanage – a move that heralded the beginning of the end for the Purbeck branch line. In a strange twist of fate, the driver of the last regular steam train from Swanage to Wareham in September, 1966, drove the final British Rail train from Swanage – a diesel unit – five years later in 1972. It was on Sunday, 4 September, 1966, that the final timetabled steam-hauled passenger trains operated on the ten-mile branch line that left the main London to Weymouth line west of Wareham. From the next day – Monday, 5 September, 1966 – the Purbeck train service timetable was changed so it could be operated by a three-carriage ‘Hampshire’ class diesel-electric multiple unit (known as a DEMU) built at Eastleigh in Hampshire during 1957.

The driver of the last timetabled British Rail steam train from Swanage on Sunday, 4 September, 1966, was Bournemouth-based ‘Johnny’ Walker who later had the honour of driving the last train from Swanage in January, 1972. His locomotive for that last timetabled steam train from Swanage in 1966 was early 1950s-built British Railway Class 4 2-6-0 wheel arrangement tender locomotive No. 76010 while

his train in 1972 was composed of two grimy moaning and juddering ‘Hampshire’ class DEMUs.

Swanage Railway Trust chairman Gavin Johns said: “After No. 76010 made the last steam run from Swanage to Wareham on the evening of Sunday, 4 September, 1966, the train returned to Bournemouth where the locomotive went back to the engine shed and had its fire dropped for the last time.”

“Being withdrawn from service, No.76010 was stored at Bournemouth shed for a few weeks before being sold for scrap. It was towed to a scrapyards in Newport, South Wales, where it was cut up in March, 1967.”

“The end of regular timetabled steam trains between Wareham and Swanage in 1966 marked the rapid decline of the ten-mile branch line. The introduction of diesel trains meant the many tracks at Swanage required for steam operation were no longer needed so, in 1967, the station’s signal box was closed and demolished – with the signalling removed and the tracks reduced to just one. By September, 1972 – just six years after the end of British Rail steam trains between Wareham and Swanage – the line had been closed and demolished with the rails being melted down for scrap and the wooden track sleepers sold off to farmers for fencing,” added Mr Johns.

Swanage Railway Company chairman Trevor Parsons added: “A lot has happened since the sad events of September, 1966, and the end of regular steam trains on the Swanage branch line. Few people thought that the line would ever be rebuilt after it was closed in 1972 but now – 50 years after the last regular British Rail steam trains ran through Corfe Castle to Swanage – it’s as though the branch line was never demolished. Since 1976, the Swanage Railway has been rebuilt from nothing and the first steam trains returned to Swanage in 1980 when volunteers operated trains over a few hundred yards of second-hand track to just beyond the station’s disused Victorian engine shed,” explained Mr Parsons.

For an informal chat, potential Swanage Railway volunteers should contact Swanage Railway volunteer co-ordinator Mike Whitwam on 01929 475212 or email volunteer@swanagerailwaytrust.org.uk.

Photos: © Andrew P. M. Wright

Revised Train Service

Swanage Branch

From Monday, 5 September, the existing weekday steam service between Wareham and Swanage will be withdrawn and replaced by a modern diesel-electric multiple unit service. Trains will run at the following times:

WAREHAM	dep.	07 15	08 11	09 11	10 09	11 15
CORFE CASTLE	dep.	07 27	08 22	09 22	10 20	11 26
SWANAGE	arr.	07 36	08 31	09 31	10 29	11 35

WAREHAM	dep.	12 18	13 18	14 15	15 40
CORFE CASTLE	dep.	12 27	13 29	14 26	15 51
SWANAGE	arr.	12 36	13 38	14 35	16 00

WAREHAM	dep.	15 44	16 00	17 03	17 55	18 48
CORFE CASTLE	dep.	15 55	16 11	17 14	18 06	18 59
SWANAGE	arr.	16 04	16 20	17 23	18 15	19 08

WAREHAM	dep.	19 44	21 27
CORFE CASTLE	dep.	19 55	21 38
SWANAGE	arr.	20 04	21 47

SWANAGE	dep.	06 50	07 40	08 35	09 35	10 34
CORFE CASTLE	dep.	06 59	07 49	08 44	09 44	10 43
WAREHAM	arr.	07 10	08 00	08 55	09 55	10 54

SWANAGE	dep.	11 40	12 40	13 42	14 45
CORFE CASTLE	dep.	11 49	12 49	13 51	14 54
WAREHAM	arr.	12 00	13 00	14 02	15 05

SWANAGE	dep.	16 06	16 22	16 25	17 27	18 19
CORFE CASTLE	dep.	16 15	16 31	16 34	17 36	18 28
WAREHAM	arr.	16 26	16 42	16 45	17 47	18 39

SWANAGE	dep.	19 13	20 24
CORFE CASTLE	dep.	19 22	20 33
WAREHAM	arr.	19 33	20 44

SO Sats. only.
SX Sats. excepted.

A Until 15 October, 1966 and from 1 April, 1967.

B From 22 October, 1966 to 25 March, 1967.



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REVISED TRAIN SERVICE

SWANAGE BRANCH LINE

From MONDAY, 5 SEPTEMBER, the existing weekday steam services between WAREHAM and SWANAGE will be withdrawn and replaced by a modern diesel electric multiple unit service.

Please ask at this station for leaflet giving train timings.

Preserved Railways

Preserved Railways

Paignton and Dartmouth Railway

▶ On August 3rd, GWR 4500 Class 2-6-2T tank engine No. 5542 approaches Kingswear with a service from Paignton. *Richard Hargreaves*

▶ Class 25 No. D7535 is seen inside the shed at Paignton on July 26th. *Richard Hargreaves*

▶ Class 03 No. D2192 'Titan' await its next shunting duties at Kingswear on August 3rd. *Richard Hargreaves*



Preserved Railways

Ribble Steam Railway



▶ Hawthorne Leslie No. 3931/1938 'Linda' crosses the swing bridge on its return to the Riverside Station. *Michael Lynam*



▶ Now based at the Ribble Steam Railway having been on the Worth Valley for many years, USA 0-6-0 tank No. 30072 built 1943, currently on display in the museum waiting restoration. *Michael Lynam*

▶ Andrew Barclay 880/1929 0-4-0CT crane Glenfield No. 1 stands in the queue for restoration. *Michael Lynam*

Preserved Railways

Aln Valley Railway



▶ The new-build, and rapidly expanding headquarters of the Aln Valley Railway, with sitting in the second platform road at Alnwick Lionheart station the Drewry shunter (similar to the BR class 04, but built for industrial service) 'Drax' tops a rake of under-restoration Mk.1's. Alongside is the new-build NER-style brakevan, used for passenger shuttles. *Ben Bucki*

▶ A general view of the shed roads at the headquarters of the Aln Valley Railway at Alnwick Lionheart station, Northumbria, with the Class 11 'Shirley' stabled at the head of a rake of engineers wagons. Shortly due a repaint into BR black livery, this loco promises to be essential for the impending extension work to rebuild the line to Alnmouth (ECML). *Ben Bucki*

▶ Under-restoration tank loco 'Penicuik' stands alongside the industrial diesel No. 615, of historical significance being the final surface-locomotive to work for the National Coal Board, operating on lines nearby. *Ben Bucki*





Preserved Railways

Peak Rail

46 035

Class 58 022, destined to be rebuilt as LMS 10000 and former Crewe resident Class 46 035 'Ixion' are seen stabled at Peak Rail on July 30th. *Colin Irwin*





Preserved Railways

Lakeside and Haverthwaite Railway

▶ BCRW Class 110 Nos. 52071 and 52077 approach Newby Bridge Halt with the 09:44 Haverthwaite-Lakeside service on August 16th. *Nick Clemson*

▶ Class 20 214 is seen inside the shed at Haverthwaite on August 16th. *Nick Clemson*

▶ LMS 4MT 2-6-4T No. 42073 is one of only two Fairburn's in preservation, seen inside Haverthwaite's shed on August 16th. *Nick Clemson*



Preserved Railways

Midland Railway Centre



▶ Class 20189 runs round its train at Hammersmith station during the lines 'Indie Tracks' event on July 30th. *Colin Irwin*

▶ GWR locomotive No. 5521, still masquerading as London Transport No. L150, arrives at Hammersmith station during the lines 'Indie Tracks' event on July 30th. *Colin Irwin*

▶ LMS Princess Royal Class Nos. 6201 'Princess Elizabeth', 6203 'Princess Margaret Rose' and 46233 'Duchess of Sutherland' are pictured during a Midland Railway Photo Charter on July 30th. *Colin Irwin*



Preserved Railways

Barrow Hill



▶ Class 37 521 is seen inside the DPS shed on August 13th, undergoing attention.
Derek Elston

▶ Former Southern region electric No. E5001 looks in need of some TLC, as it is seen parked in the yard at Barrow Hill. *Derek Elston*

▶ Former EWS Class 08s Nos. 08 685 and 08 676 stand in the yard at Barrow Hill on August 13th.
Derek Elston



Preserved Railways

Barrow Hill

▶ DRS stored Class 20 308, 20 309, 20 302, 20 304 and 20 301 are seen at Barrow Hill.
Derek Elston

▶ DRS Class 20 312 is seen receiving attention inside the DPS depot at Barrow Hill on August 13th.
Derek Elston

▶ 1957 built 0-4-0 Drewry shunter No. 12589, receives attention inside the roundhouse.
Derek Elston



Preserved Railways

Mangapps Railway Museum



▶ On August 29th, Class 03 081 runs into the platform with three brake vans out of the yard, ready for a turn on the passenger shuttles. *Derek Elston*

▶ Class 117 driving trailer No. W51381 stands at the Mangapps platform with Class 04 No. D2325 supplying the traction. *Derek Elston*

▶ Former LT Northern line driving trailer No.2044 is seen inside the museum. *Derek Elston*



Preserved Railways

Mangapps Railway Museum



▶ Class 31 430 'Sister Dora' paired with Class 302 EMU vehicles, departs the station at Mangapps on August 29th, behind it is Class 47 579 'James Nightall G.C.' *Derek Elston*

▶ Andrew Barclay 0-4-0ST No. 8 'Fambridge' passes the signal box on August 29th. *Derek Elston*

▶ Elland No. 1, an 0-4-0 Hudswell Clarke, ex Elland Power Station awaits restoration. *Derek Elston*



Preserved Railways

Rushden Transport Museum



Recent arrival is Class 03 179 in First Capital Connect livery. This was the former Hornsey depot shunter. *Derek Elston*



W. Bagnall 0-6-0ST No. 2654 'Cherwell' is pictured receiving some TLC, on August 28th. *Derek Elston*



Class 31 206 in Departmental Grey livery, is seen at the museum on August 28th. *Derek Elston*

Preserved Railways

West Lancs Light Railway



▶ Hunslet 0-4-0ST 'Alice' Class 'Irish Mail', formerly from the Dinorwic Slate Quarry, Wales, is seen working a train towards Becconsall on August 7th. *John Balaam*

▶ Hudswell Clarke No. 1172 of 1924 'Alpha' is seen at Delph on August 7th. *John Balaam*

▶ Hudswell Clark 0-6-0T 'Alpha' works No. 1172 of 1924 and 'Joffre' Class 0-4-0T+WT works No. 2405 of 1915 depart from Becconsall. *Ken Abram*





Preserved Railways

West Lancs Light Railway

▶ Orenstein & Koppel, 0-4-0T+WT 'Utrillas' works No. 2378 of 1907, approaches Becconsall Station. *Ken Abram*

▶ Resident locos Quarry Hunslet 0-4-0ST 'Irish Mail' works No. 823 of 1903 and Kerr Stuart 'Joffre' Class 0-4-0T+WT works No. 2405 of 1915 depart from Delph. *Ken Abram*

▶ Former Spanish loco Orenstein and Koppel 0-4-0T+WT 'Utrillas' and former French loco Kerr Stuart 0-6-0T+WT 'Joffre' stand at Delph on August 7th. *John Balaam*



Preserved Railways

Embsay and Bolton Abbey Railway

Great Western Railway 0-6-2T No. 5643 is pictured running round its train at Bolton Abbey on August 12th. *John Balaam*

Preserved Railways

Embassy and Bolton Abbey Railway

The Furness Railway Trust's GWR 0-6-2T No. 5643 heads away from Bolton Abbey with a mid-afternoon service on August 13th.
Gerald Nicholl



Preserved Railways

Cholsey & Wallingford Railway



▶ On a flying visit from the South Devon Railway is GWR 0-6-0PT No. 6430 seen here parked at Wallingford on August 7th. *Derek Elston*

▶ Former Guinness Brewery shunter at Park Royal, London, was Hibberd No. 3270/1948 'Carpenter' seen here stabled at Wallingford station out of use. *Derek Elston*

▶ Withdrawn from BR use in 1985, No. 13030 (D3030/08 022) 'LION', is preserved in Guinness livery, seen here at Wallingford on passenger duties with 08 123 on August 7th. *Derek Elston*



Preserved Railways

Chinnor and Princes Risborough Railway

▶ Class 17 No. D8568 is seen on the rear of the final departure of the day from Princess Risborough at Horsenden Lane Crossing, August 8th.
Derek Elston

▶ GWR57xx Class 0-6-0PT No. L92 (5787) in London Transport livery, leads the final departure of the day from Princess Risborough at Horsenden Lane Crossing. *Derek Elston*

▶ On August 7th, Class 121 'Bubble Car' No. W55023 is pictured stabled in the yard at Chinnor. *Derek Elston*





Preserved Railways

Gloucestershire Warwickshire Railway



Preserved GWR Modified Hall Class No. 7903 'Foremarke Hall' stands at Toddington on August 29th. *Martin Hill*



Class 117 DMU, comprising cars W51405 (DMS), W59510 (TCL), W51363 (DMBS), is seen in glorious sunshine at Toddington on August 29th waiting departure time with a service to Winchcombe. *Martin Hill*

Heeresfeldbahn No. 1091, built by Henschel & Sohn of Cassel, Germany (works No. 15968) in 1918 and was one of approximately 2,500 0-8-0T's built to the same design by various companies to provide motive power on the systems to the front line on the German side of the battlefields in WW1. Seen here in operation at the Toddington Narrow Gauge Railway. *Martin Hill*



From the Archives:

A general view of Manchester Piccadilly Station on August 12th 1968. *Dave Felton*

From the Archives:



Class 31 125 and 37 426 are seen stabled at Manchester Victoria on April 6th 1992.
Michael Lynam



In days of proper trains on Trans Pennine services, Class 47 405 calls at Stalybridge on October 22nd 1981 working a Newcastle bound service.
Brian Hewertson

Class 37 194 working the 1Z20 10:45 Dumbarton C.-Fort William, stands in the loop at Dumbarton Central on May 6th 2007. This loco is currently stripped for spares and unlikely to return to traffic.
Jonathan McGurk

From the Archives:

BR Class 81 electric locomotive No. 81014 is seen with a tank train at Oxenholme on June 14th 1979. *Dave Felton*



From the Archives:



▶ Class 37 707 and 37 895 top'n'tail the 1Z96 11:48 Nantwich - Bescot RHTT working through Cosford on October 24th 2004. *Carl Grocott*



▶ Trainload Petroleum liveried Class 37 705 powers through Aldwarke Jct. on November 18th 1993. *Paul Hewertson*



▶ EW&S liveried Class 37 717 is pictured stabled on Newport Godfrey Road on September 4th 1999. *Paul Godding*

From the Archives:



▶ Class 26 040 is seen stopped at a signal, as it approaches Lostock, suffering with brake problems. The train was an enthusiasts special from Manchester Victoria - Barrow on April 25th 1992. *Michael Lynam*

▶ BR Standard 9F Class No. 92058 stands at Warrington Dallam (8B) Motive Power Depot on April 23rd April. *Dave Felton*

▶ LMS Stanier Black 5 Class No. 45431 with BR Britannia Class No. 70014 'Iron Duke' just peeping its nose out from behind the Black 5 are seen at Lostock Hall Motive Power Depot on July 9th July. *Dave Felton*

