





Welcome

Welcome to Issue 129 and your monthly roundup from across the UK.

Wow, what a fantastic month it's been, both on the mainline and preservation scene. We have a fantastic issue from a rather large mailbag and it seems that the sunshine has really brought you all out of hibernation! Many of the preserved lines have held galas this month and there has been some interesting visitors including Class 88 003 'Genesis' to the Severn Valley and even slightly more unusual, the visit of an EMT Class 153 to the Ecclesbourne Valley.

On the mainline, we have seen some excellent railtours, including Class 88 002 'Prometheus' making its first ever mainline passenger run with the Northern Belle stock, followed closely by Pathfinders 'The Settle & Carlisle Pioneer' which saw the locomotive showing off its bi-mode capabilities.

Moving on and I don't think I've ever done this before but I'm actually going to get slightly political here - Yes it's not going to happen again very soon, don't worry! But within the mainstream media there has been a lot of discussion regarding the re-nationalisation of railways and I for one was a big advocate for it. One company working together, not against each other seems a benefit. The advantages being better availability of Stock/Motive Power, possibilities of more staff to cover absences/unavailability, the possibility of cheaper travel as

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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 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

Deltic D9009 'Alycidon' bursts out of Welwyn South Tunnel with the 06:00 Willington - London Kings Cross railtour on May 6th. *Chris Morrison*

This Page

On May 5th, Class 37 558 'Avro Vulcan' gets away from a signal check at Shenfield working a Norwich Crown Point - Crewe working, hauling two Class 90s. *Charlie Robbins*

Next Page

On May 20th, Class 88 002 and 68 025 work the 1Z40 Appleby to Didcot pass Pleasington, powered by the Class 88 in diesel mode until Farrington Junction was reached. *David Hollowood*



a result of TOC not having to pay for franchise agreements, the list of advantages goes on.

However, my support changed dramatically with one sentence from one person, regarding the Royal Mail. Now yes there maybe massive differences between the two, however this statement is still very much the same across both. After complaining about poor service and getting nowhere, a response from a colleague was “What’s the point of complaining, it’s not like you can go anywhere else”.

A very valid point, does franchising actually improve our railways though Quality of Service and Competition? Have passengers or fellow enthusiasts actually gone out of their/your way to avoid using a TOC? I’d be interested to know. With passenger numbers at some of the highest in history in the UK, would a re-nationlised railway put us backwards or improve our railways. But which is the best for the UK?

Like many things, there always will be positives and negatives to each side, however I for one currently enjoy the mixture of operators and their liveries across our network.

Finally, as always, enjoy the month to come and we can all convene here next month, when hopefully we will have enjoyed even more sun, trains and photography.

Andy Patten
Editor

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Railtalk Magazine Charter Scene

Pathfinder Tours
The Hull and Leeds Executive

Class 55 No. D9009 'Alycidon', looking superb with a rake of blue/grey carriages, passes Harringay on May 6th with the return working of the tour from London Kings Cross to Leeds. *Chris Morrison*

Charter Scene

Pathfinder Tours The Hull and Leeds Executive

▶ Class 55 No. D9009 'Alycidon' opens up as she passes through Lincoln on May 6th, heading for London Kings Cross. *Richard Hargreaves*

▶ Deltic D9009 (55009) 'Alycidon' arrives at the Nemesis Rail depot, Burton after running light engine as OZ10 from York NRM on May 4th to collect the stock for the railtour from Willington - Hull - London Kings Cross on the 6th. *Stuart Hillis*

▶ Class 55 No. D9009 complete with working headcode box passes Haxey working the Willington - Hull - London Kings Cross charter, looking very much the part with the air-con stock, apart from the Class 68 tagged on the rear! *Steve Thompson*









Charter Scene

UK Railtours The Class 88 VIP Launch Train

▶ With Class 88 002 'Prometheus' leading and 68022 'Resolution' on the rear, the 1Z88 London Euston to Carlisle heads through Winwick on May 9th. *Alan Rigby*

▶ Class 88 002 'Prometheus' makes it's debut as 1Z88 Northern Belle/Class 88 launch, London Euston - Carlisle with 68 022 on rear, passing Lichfield Trent Valley on May 9th. *Stuart Hillis*

▶ On May 9th, Class 88 002 and 68 022 top'n'tail the 'Northern Belle' stock through Euxton heading from London Euston to Carlisle. *David Hollowood*



Charter Scene

UK Railtours The Class 88 VIP Launch Train

▶ Class 88 002 'Prometheus' and with 68 022 'Resolution' on the rear, works the 1Z88 London Euston to Carlisle through Leyland station on May 9th. *Alan Naylor*

▶ Blue skies and blossom at Winwick on May 9th as Class 88 002 tops and tails with 68 022 on the first passenger working of Class 88, a VIP special from London Euston to Carlisle. *Jeff Nicholls*

▶ Class 68 022 is seen on the rear of the train as it heads through Acton Bridge. *Brian Battersby*













Charter Scene

Vintage Trains The East Midlands Rambler

▶ GWR Pannier tanks Nos. 9600 and 9466 work as 5Z94 Burton - Nemesis Rail depot for a 2 hour layover, seen here arriving alongside the Nemesis depot on May 9th. *Stuart Hillis*

▶ On May 13th, having deposited the passengers, Tyseley Panniers Nos. 9600 and 9466 head away from Burton upon Trent for servicing at Wetmore Sidings. *Chris Morrison*

▶ GWR Pannier tanks Nos. 9466 and 9600 pass Castle Gresley with 1Z96 15:11 Burton-on-Trent - Tyseley on May 13th. *John Balaam*







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Charter Scene

Belmond British Pullman
The Royal Scotsman

Class 66 743 working the 1Z60 London Victoria to Garlochhead, passes Pleasington on May 27th. *David Hollowood*





Charter Scene

Steam Dreams THE CATHEDRALS EXPRESS



▶ LNER Class A3, No. 60103 'Flying Scotsman' works 1Z45 Carlisle to London Euston (with steam haulage as far as Crewe) through Leyland station on May 16th. *Alan Naylor*

▶ West Coast's Class 47 746 'Chris Fudge' assist at the rear as it heads through Leyland station. *Alan Naylor*

▶ LNER A3 Class No. 60103 'Flying Scotsman' speeds between Euxton Jct. and Balshaw Lane Jct. on May 16th with 1Z45 15:05 Appleby - London Euston, the charter returning after a four day trip to Scotland. *John Balaam*





Railtalk Magazine Charter Scene

Steam Dreams
The Cathedrals Express

On May 26th, LNER A3 No. 60103 'Flying Scotsman' approaches Fairwood Junction, with the 1Z42 Bishops Lydeard - Bristol - Bishops Lydeard circular. *Stewart Smith*



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Charter Scene

Steam Dreams
The Cathedrals Express

On April 26th, LMS Royal Scot Class No. 46100 'Royal Scot' (with Class 47 760 on the rear) hauls the 07:33 Horsham to Bristol Temple Meads, through Freshford. *Stewart Smith*



Railtalk Magazine

Charter Scene

West Coast Railway Co.
The Dalesman

West Coast's Class 37 669 and 37 516 speed through Dunham on May 30th heading from Chester to Carlisle. *Brian Battersby*



Charter Scene

West Coast Railway Co. The Dalesman

▶ LMS 7P Class 4-6-2 No. 46115 'Scots Guardsman' powers away from Tebay on the climb to Greenholme and beyond with the first of 'The Dalesman' railtours on May 30th. *Shep Woolley*

◀ Racing through Smardale on the approach to Kirkby Stephen, LMS 7P Class 4-6-2 No. 46115 'Scots Guardsman' with the return leg of 'The Dalesman' railtour on May 30th. *Shep Woolley*





Railtalk Magazine

Charter Scene

Railway Touring Company
The Great Britain X

On May 4th, LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' working the Glasgow - Oxenholme Lake District leg of round Britain tour, passes Docker. *Alan Rigby*



Railtalk Magazine Charter Scene

Railway Touring Company
The Great Britain X

Approaching Arnside station, LMS 5XP Class 4-6-0 No. 45699 'Galatea' heads 'The Great Britain X' off the viaduct en-route to Bristol. *Shep Woolley*



Railtalk Magazine

Charter Scene

Railway Touring Company
The Great Britain X

Running twenty mins early, LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' drifts through Hincaster with the ECS of 'The Great Britain' rail tour heading for Carnforth. *Shep Woolley*



Charter Scene

Railway Touring Co. The Great Britain X



▶ LMS Stanier Pacific No. 46233 'Duchess Of Sutherland' leans into the curve near Viver taking the ECS from 'The Great Britain X' tour from Oxenholme to Carnforth on May 4th.
Gerald Nicholl



▶ On May 5th, LMS 5XP Class 4-6-0 No. 45699 'Galatea' passes Meole Brace with the 1Z49 08:45 Grange over Sands - Bristol TM.
Keith Davies



Railtalk Magazine

Charter Scene

Hastings Diesels
The Oxford Rover

Hastings unit No. 1001 passes the GWS, Didcot working 'The Oxford Rover', 1Z19 07:37 Hastings to Oxford on May 27th.
Derek Elston









Railtalk Magazine

Charter Scene

Belmond British Pullman
V.S.O.E.

On April 26th, Class 67 006 'Royal Sovereign' and 67 029 'Royal Diamond' top-and-tail the 09:43 London Victoria to Bath Spa through Freshford in the Avon Valley. *Stewart Smith*





Railtalk Magazine

Charter Scene

Vintage Trains
The Red Dragon

On May 27th, GWR Castle Class 4-6-0 No 5043 'Earl of Mount Edgumbe' passes through Beeston working this Tyseley to Blaenau Ffestiniog charter. *David Wood*







Railtalk Magazine

Charter Scene

Railway Touring Company
The Hadrian

In the presence of leaking drain cocks and ravenous midges. LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' works through Langcliffe with the northbound 'Hadrian' railtour, May 27th.
Shep Woolley



Charter Scene

Railway Touring Co. The Hadrian

▶ On May 27th, with thunder and lightning all around, LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' powers away from Shotlock Hill tunnel with the return leg of 'The Hadrian' railtour. *Shep Woolley*

◀ Some sunshine as Class 47 760 is seen on the rear of the tour as it passes Helwith Bridge. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

▶ Class 67005 heads south near Hartford Junction with an empty stock move of an Aintree Race special (London Victoria - Runcorn). Tailed by 67006 the rake of Pullman stock was heading for Crewe CS for servicing. *Nick Clemson*

▶ On May 3rd, LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' running as 5Z32 is seen accelerating away from Carnforth en-route to Carlisle and to join up with the 'Great Britain X' in Glasgow. *Shep Woolley*

▶ Rebuilt SR 'Merchant Navy' Class Pacific No. 35018 'British India Line' carrying the nameplates from 'Bodmin' pulls away slowly from a lengthy inspection stop near Clapham station after reportedly suffering from a hot bearing during its first light mainline test run from Carnforth to Hellfield and back on May 18th. *Gerald Nicholl*





Charter Scene

ECS and Light Engine Moves

On May 5th, Southern Rebuilt Light Pacific 4-6-2 No. 34046 'Braunton' (running as No. 34052 'Lord Dowding') pause at Swindon whilst running as 5Z80 Southall - Bristol. *Ken Mumford*

On May 25th, Class 57 306 and 57 307 work a York Holgate - Kidderminster SVR Northern Belle ECS, seen here passing Burton on Trent. *Stuart Hillis*

On May 9th, West Coast's Class 47 245 and 57 315 top'n'tail the 5V42 Carnforth - Stafford ECS move through Winwick. *Alan Rigby*





SR WC/MN Class 4-6-2 'Bodmin' aka 'British India Line', trundles through Starricks during its light engine introduction to the mainline. David Smith and his staff at West Coast are to be congratulated on returning this engine from scrapyard condition back to where it belongs on the main line. *Shep Woolley*

Charter Scene

ECS and Light Engine Moves

▶ West Coast's Class 47 245 and 57 315 top'n'tail the 5V42 empty coaching stock from Carnforth - Stafford through Charnock Richard on May 9th. *Michael Lynam*

▶ StanierPacificNo.46233'DuchessOfSutherland' gears up to tackle Hoghton Bank heading for Hellifield and duty on the steam leg of the RYTC 'Hadrian' tour on May 27th. *Gerald Nicholl*

▶ On May 31st, Class 47 245 leads 37 518 hauling a couple of coaches on a 5Z72 Carnforth - Crewe ECS move, seen here passing Winwick. *Alan Rigby*





Charter Scene

ECS and Light Engine Moves



▶ LNER A3 Class No. 60103 'Flying Scotsman' eases through Northampton, working as 5Z72 Keighley Worth Valley Railway to Southall West Coast Railways on April 11th. *Derek Elston*



▶ Class 57 315 passes Balshaw Lane Jct. on April 28th with a Carnforth - London ECS for the following day's Great Britain tour. *John Sloane*

▶ LMS Jubilee 4-6-0 No. 45699 'Galatea' working the 5A43 10:19 Southall - Carnforth passes Searchlight Lane on April 3rd. *Nick Clemson*



LNER A4 Class 4-6-2 NO. 60009 'Union of South Africa' crosses Capernwray Viaduct on its way to York for Great Britain X duties. Unfortunately it was later found unfit and withdrawn from the Great Britain tour. *Shep Woolley*

Arriva Trains Wales



Approaching the high level Mersey crossing, Class 67 020 heads south with 1D34 09:40 Manchester Piccadilly - Holyhead on April 18th. *Nick Clemson*



Class 67 029 nears Bomere Heath with the 1W96 17:16 Cardiff Central - Holyhead service on May 25th. *Keith Davies*



Class 67 010 passes Wollascott with the 1W96 17:16 Cardiff Central - Holyhead WAG on May 4th. *Keith Davies*



Arriva Trains Wales



▶ Class 67012 passes Leaton on April 26th working the 1W96 17:16 Cardiff Central - Holyhead WAG service. *Keith Davies*

▶ On May 30th, Class 67022 heads through Helsby with the Manchester to Holyhead WAG. *Brian Battersby*

▶ Class 67 029 leads the WAG into Chester on May 25th. *Brian Battersby*







Caledonian Sleeper



▶ Class 92 010 is seen stabled at Edinburgh Waverley in the east end bay platform on May 1st. *Derek Elston*



▶ On May 22nd, Class 92 033 is stabled at Edinburgh Waverley ready to work the evenings southbound sleeper to London Euston. *Derek Elston*



▶ Having a break from sleeper ECS duties, Class 86 101 is seen stabled in Wembley Yard on May 3rd. *John Sloane*



Chiltern Railways



▶ Class 121 DMUs Nos. 55034 and 55020 pass Mount Way crossing with the 17:00 Princes Risborough - Aylesbury service on May 19th, the last day of the 1960 built units operating on the main line. *Chris Morrison*

▶ Class 121 034 runs through Little Kimble station working 2A50 18:06 Princes Risborough to Aylesbury on May 16th. *Derek Elston*

▶ Farewell to the Chiltern 'Bubbles' as Class 121 020 (No. 55020) and 121 034 (No. 55034) are seen stabled at Aylesbury on April 28th. The pair were due for withdrawal at the end of the winter timetable in mid May. *John Alsop*



Chiltern Railways



On May 2nd, Class 68 008 arrives into Birmingham Moor Street with a service from London Marylebone. *Michael Lynam*



DVT No. 82309 stands at Birmingham Moor Street on May 2nd having arrived on the rear of a service from London Marylebone. *Michael Lynam*

Class 68 013 stands at Leamington Spa on May 2nd, working a London Marylebone to Birmingham Snow Hill service. *Michael Lynam*





Colas Rail



Brand new Class 70 817, 70 814, 70 815 and 70 816 pass Slindon on May 4th working 0Z98 Crewe - Bescot. *Carl Grocott*



Class 60 087 works the 6J37 Carlisle Yard Colas Rail to Chirk Kronospan Colas Rail through Village Croft, Euxton on May 17th. *Alan Naylor*



Class 70 813 stands at Ladbroke Grove on April 14th with an engineers train. *Derek Elston*





Colas Rail



▶ Class 56 087 leads 56 078 through Hadnall with the diverted 4Z44 10:00 Leeds Stourton R.M.C. - Pengam Sidings. *Keith Davies*



▶ On a sunny May 20th, Class 56 078 arrives into Doncaster, on route learning duties. *Class47*



▶ Class 56 078 working light engine from Washwood Heath - Doncaster, passes Burton on May 18th. *Stuart Hillis*

Colas Rail



▶ Class 56 094 passes Walcot on May 9th with the 14:13 Donnington RFT - Pengam Sidings.
Keith Davies



▶ The evening sunshine catches Class 56 078 as it heads through Chester on May 14th with a ballast working. *Brian Battersby*

▶ Now that Colas have taken over the running of the Drax tanks, the train is worth keeping an eye on. It employed a Class 56 last time out, and the same should have happened this time. Events, however, conspired against it and Class 60 095 was substituted at the last minute. On May 13th, 6D13 is seen returning the discharged train to Lindsey, passing through Scunthorpe.
Steve Thompson

Colas Rail



On May 17th, Class 60 047 crosses Strand Road with discharged tanks, working 6E32 Total Oil Preston Dock - Lindsey oil refinery.

Michael Lynam

Class 70816 passes Burton on May 26th, running light engine from Barnetby to Westbury.

Stuart Hillis

Class 60 002 works light engine from Toton - Bescot as 0Z61 through Burton on May 24th.

Stuart Hillis





DB Cargo UK and TAS launch pioneering digital route learning programme

DB Rail freight operator is now offering digital route learning for its drivers.

DB Cargo UK has filmed rail routes across the country using a specialist camera to create an online route programme that drivers can access via tablet or computer.

The programme was created in collaboration with Track Access Services Limited (TAS) and runs high quality footage of the route alongside a moving map, whilst advising on other areas including speed and signals.

Rail freight drivers are traditionally provided with a route that they learn in an allotted period of time by physically travelling over it. Using streamed media offers several advantages as it

enables drivers to review the route multiple times, and go back or move forward through the footage to review certain sections again.

Digital learning also reduces the number of trains on the busy UK rail network, as additional journeys do not need to be undertaken for route learning, reducing costs. This also allows faster mobilisation for geographic or seasonal spikes in workload, making the rail industry more competitive with other modes of transport.

Andrew Byrne, Head of Resources at DB Cargo UK, said: "This has opened up huge potential for us and for the whole rail industry as it provides a more efficient and effective method

for route learning and retention of route knowledge. We have had very positive feedback from our drivers and other industry stakeholders about the programme.

"We have filmed around 40% of the UK rail network, covering a substantial number of routes already. We are continuing our work so that we can roll out digital route learning even further."

David Reed at Track Access Services Limited, said:

"The new web based delivery solution provides unlimited access for a variety of tablets and mobile devices. We are pleased to be working on this joint collaboration with DB Cargo UK, and see great potential for the rail industry using this technology."



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DB Cargo



Class 60 021 passes Cossington with the 6E38 Colnbrook-Lindsey on May 10th. *Mark Pichowicz*



DB Cargo



▶ Class 66 065 has charge of the 13:17 Trafford Park Euro Terminal to London Gateway DB Cargo as it passes through Northampton on April 11th. *Derek Elston*

▶ Class 66 066 working the 6E26 Knowsley Freight Terminal - Wilton EFW Bin Liner passes Winwick on May 31st. *Alan Rigby*

▶ Class 59 206 passes Southampton Maritime on April 14th, Freightliner's Class 70 015 can be seen waiting to depart in the distance. *John Sloane*





DB Cargo



▶ On May 4th, Class 66 167 approaches Swinton with a stone train from Peak Forest to Selby.
Michael Lynam



▶ Class 66 089 passes through Leicester on May 11th with empty stone wagons for Mountsorrel Sidings.
Michael Lynam



▶ Class 90 028 and 90 037 pass Standish Jct. with the 4M25 Mossend to Daventry on April 26th.
John Sloane





DB Cargo



▶ Class 66 066 working the 'Bin' train passes through Acton Bridge on May 30th.
Brian Battersby

▶ Class 66 125 passes Wigan NW with an Avonmouth to Clitheroe cement empties on April 22nd. *John Sloane*

▶ In a brief patch of sunshine Class 66 018 climbs away from Great Rocks with the 6H52 13:05 Dowlow - Ashburys loaded stone wagons.
Nick Clemson

DB Cargo



▶ Class 59 002 'Allan J. Day' passes Romsey with 7V07 the 12:41 Chichester to Merehead aggregate empties. *Stewart Smith*



▶ A Class 60 on the Lackenby is always good to see and on April 30th, Class 60 001 worked 6D37 Tees Yard - Ent C empty BBA/BAA slab carriers, seen coming off E Line at Scunthorpe, skirting the desolate site of the erstwhile West Yard. *Steve Thompson*



▶ Class 90 040 leads 90 037 with a late running 4M25 Mossend - Daventry through Winwick on May 31st. *Alan Rigby*



DB Cargo



▶ Class 90 028 leads 90 036 at Heamies with the 4M25 06:06 Mossend Euroterminal - Daventry IRFT, on May 10th. *Keith Davies*



▶ On May 18th, in a patch of sunshine, 6D68 Roxby - Belmont spoil empties makes it's way along the Outward Line at Scunthorpe behind Class 60 054. *Steve Thompson*



▶ Class 66 108 heads through Rainford on May 25th with a Wilton EFW - Knowsley Freight Terminal working. *Alan Rigby*



DB Cargo



▶ On May 8th, a late departure gave the opportunity to photograph 6N31 Ent C - Lackenby, the heavy load of slabs and blooms being hauled up the gradient towards Scunthorpe station by Class 60 100. *Steve Thompson*

▶ Class 66 128 crosses the River Mersey and heads into Arpley Yard with 6M90 05:06 Avonmouth - Clitheroe empty cement tanks. *Nick Clemson*

▶ Class 66 136 heads a stone train through Stafford on May 25th heading from Dowlow Briggs Sidings - Theale Hope Cement. *Michael Lynam*





DB Cargo

▶ Class 66 105 works the diverted 4S49 Davenport to Grangemouth intermodal past Beningborough, York, on April 29th. *Neil Scarlett*

▶ Class 66 024 passes Battlefield on May 23rd with the 6W55 18:40 Crewe Basford Hall - Llandridnod. *Keith Davies*

▶ Taken from Culcheth foot crossing, Class 66 014 is seen on the western fringes of Chat Moss with a Wakefield - Kirkby empty 'Bin Liner', rerouted because of the closure of Manchester Victoria in the wake of the Manchester atrocity on May 26th. *Jeff Nicholls*



DB Cargo



Long term stored locos Class 60 070 and 60 064 rust away at the rear of Toton depot.

Mark Pichowicz



On May 10th, Class 66 068 passes Searchlight Lane with the 6M66 04:53 Southampton Western Docks - Garston. *Keith Davies*



Class 66 102 heads south through Northampton on May 30th with the 14:47 Daventry International Railfreight Reception Rfd to Dollands Moor Sidings. *Derek Elston*

DB Cargo



▶ At Lambridge, between Westbury South Jct. and Fairwood Jct., Class 59 206 passes with the late running (24 hrs!) 7V07 12:41 Chichester to Merehead empties. *Stewart Smith*

▶ Class 59 205 with 7A97 16:16 Merehead to Colnbrook, passes Lambridge on May 26th. *Stewart Smith*

▶ Class 66 145 passes Heamies with 6O42 11:31 Halewood (Jaguar Cars) - Southampton Eastern Dock on May 10th. *Keith Davies*





DB Cargo



▶ Class 60 063 works the 6M57 Lindsey - Kingsbury loaded oils through Burton on May 2nd. *Stuart Hillis*



▶ Class 66143 passes the UKRL depot at Leicester on May 11th in charge of a Corby - Margam working. *Michael Lynam*



▶ Class 60 059 'Swinden Dalesman' working the 6E54 Kingsbury - Humber discharged tanks, passes Burton on May 25th. *Stuart Hillis*

DB Cargo



▶ On May 4th, Class 66 128 approaches Scunthorpe station with 6X01 Ent C - Eastleigh LWR train.
Steve Thompson



▶ On May 26th, looking down on Porthkerry Viaduct, Class 66 006 heads across with a working to Aberthaw.
Ken Mumford



▶ On May 14th, the 6D37 Lackenby - Ent C empty slab carriers was double-headed by Class 60 066 and 66 078 as it passes through a somewhat damp Scunthorpe station.
Steve Thompson

Direct Rail Services



▶ Class 37 259 and 37 609 are seen arriving at Eastleigh from Gresty Bridge on April 13th in preparation for working a railtour to Scotland. *John Sloane*



▶ Class 66 430, in place of the usual Class 68, works the 6U77 Mountsorrel - Crewe loaded IOA's through Burton on May 10th. *Stuart Hillis*

▶ On May 10th, Class 66 430 is captured at Searchlight Lane with 6U77 13:42 Mountsorrel - Crewe Basford Hall. *Keith Davies*

Direct Rail Services



▶ Sporting the plain DRS livery, Class 68026 heads through Acton Bridge on May 14th with a short engineers train heading for Crewe.
Brian Battersby



▶ Class 88 002 and 88 025 passing Red Bank with 6Z89 10:53 Crewe - Carlisle New Yard on April 6th.
Nick Clemson



▶ Class 37 602 and 37 609 speed through Wigan NW in the dark on April 19th working the 6K73 Sellafield to Crewe, conveying two flasks.
John Sloane

Direct Rail Services



▶ A quartet of DRS locos as Class 68 004 leads 68 002, 66 303 and 68 025, seen at the head of the 6K27 14:43 engineers from Crewe to Carlisle. Only the leading loco was under power. This service takes a leisurely six hours to complete the 140 or-so mile journey!. *Jeff Nicholls*

▶ Class 37 409 pushing 'Caroline' passes Charnock Richard on a Derby to Inverness move on May 2nd. *John Sloane*

▶ On May 9th, one of the occasional DRS engineers' wagon movements from York Works to Frodingham Trent Yard passes through Scunthorpe station behind Class 66 432. The train, 6Z51, comprised 5 HQA autoballasters and an empty rail delivery train. *Steve Thompson*







Direct Rail Services



On May 2nd, Class 68 001 working a Mountsorrel - Carlisle Kingmoor loaded ballast, heads through Colton Jct. *Alan Rigby*



Taking a break from Chiltern duties, Class 68 015 works the 6U77 Mountsorrel - Crewe loaded IOA's through Burton on May 16th. *Stuart Hillis*



Class 68 026 works the 6K05 Carlisle N.Y to Crewe Coal Sidings engineers through Village Croft, Euxton on May 17th. *Alan Naylor*





Direct Rail Services



▶ On a glorious morning, Class 68 002 and 68 025 lead the 4S43 06:16 Daventry - Mossend intermodal past Daresbury. *Nick Clemson*

▶ DRS have started using their Class 68s on nuclear flask trains. The first such working to Heysham took place on May 3rd using Class 68016 and 68017, seen coming off the Heysham line at Hest Bank. *Colin Kennington*



Direct Rail Services



▶ In early May, Class 68 022 became 'resident' at Nemesis Rail Depot Burton for some days after working several railtours, seen here on May 2nd. *Stuart Hillis*

▶ On May 23rd, Class 66 431 and 66 429 head the Daventry (Tesco) - Mossend Intermodal through Hest Bank. *Michael Lynam*

▶ On May 2nd, Class 66 432 and 66 426 are seen stabled at York. The DRS locos stabled here, appear to regularly work engineers trains in the area. *Alan Rigby*





Direct Rail Services

On May 16th, Class 68026 working the 6X05 from Carlisle to Basford Hall on a test working after it failed on 4S43 the previous week. The normal working for 6X05 has been utilising the WCML for about a year now and this working may just see the S&C coming back into its normal path once more. *David Hollowood*

Inspection saloon No. 975 025 'Caroline' pushed by Class 37 409 'Lord Hinton' as 2Z02 Nottingham - Nottingham via the East Midlands, passes Moira on May 9th. *Stuart Hillis*

The 6C89 Mountsorrell to Carlisle ballast train approaches Colton Jct., York, on April 3rd under the care of Class 68 016. *Neil Scarlett*





Direct Rail Services



Class 37 405 powers through Brundall on May 12th with Class 37 403 on the rear, with the Norwich - Great Yarmouth short set. *Charlie Robbins*

Class 37 059 and 37 716 head an engineers train from Crewe - Bescot through Stafford on May 25th. *Michael Lynam*

On May 23rd, Class 37 403 passes Hest Bank with a late running Preston - Barrow service. *Michael Lynam*



Freightliner



▶ On May 2nd, Class 66 418 slogs through Scunthorpe station on 4L87 from Redbourn Sidings to Ipswich SS. *Steve Thompson*



▶ On May 20th, Class 66 415 hauls 66 525, 66 951 and 66 550 from Crewe Basford Hall to Toton via Bescot, passing through Burton. *Stuart Hillis*



▶ On May 14th, the 4C77 Hunslet Yard-Immingham Bulk Terminal produced three locos, Class 66 614, 66 619 and 66 603, seen here at Scunthorpe. *Steve Thompson*



Freightliner



On May 9th, Class 90 044 and 90 045 working the 4S44 Daventry - Coatbridge, pass Winwick. *Alan Rigby*



Class 66 603 approaches New Mills South Junction with 6H43 0746 Pendleton - Tunstead return empties. *Nick Clemson*

Class 66 525 (with 66 547 on the rear, not in view) passes through Northampton on April 11th working the 5Y69 15:11 Bescot Up Engineers Sidings to Bletchley via Willesden. *Derek Elston*



Freightliner



On April 14th, Class 70 006 and 66 571 are seen stabled at Southampton Maritime depot as a northbound CrossCountry 'Voyager' passes by. *John Sloane*



On May 31st, Class 66 552 working a very late running 4M27 Coatbridge - Daventry passes Winwick. *Alan Rigby*



Class 90 043 leads 90 048 through Heamies with the 4M27 05:25 Coatbridge - Daventry intermodal. *Nick Clemson*

Freightliner



▶ Class 70 005 heads north off the deviation at Heamies with 4M44 12:14 Daventry - Coatbridge intermodal. *Nick Clemson*



▶ Hunslet Engine Company's Class 08 873 carries out shunt duties at Southampton Maritime on April 14th. *John Sloane*



▶ Class 08 785 is seen stabled at Southampton Maritime depot on April 14th. *John Sloane*





Freightliner



▶ Class 66 504 passes Eastleigh on April 14th with a Southampton bound intermodal service. *John Sloane*

▶ Class 90 049 and 90016 head north through Hest Bank on May 23rd with a Daventry - Coatbridge intermodal. *Michael Lynam*

▶ Class 66 416 with the 4K45 12:52 Ditton - Crewe Basford Hall liner, is seen approaching Hartford Junction. *Nick Clemson*



Freightliner



▶ Class 66 603 (in need of a touch up) with the 05:35 Ferrybridge power station - Fiddlers Ferry power station loaded HHA's crosses the River Mersey near Acton Grange. *Nick Clemson*

▶ Instead of the usual Class 70s or 90s, on April 18th, Class 66 512 and 66 562 head the 4M27 04:23 Coatbridge - Daventry intermodal south through Daresbury. *Nick Clemson*

▶ On May 9th, Class 66 610 passes Charnock Richard working the 6H51 Hardendale Quarry - Tunstead empty box wagons. *Michael Lynam*





Freightliner



▶ Class 86 637 leads 86 604 through Cannonbury on May 4th working a Coatbridge - Felixtowe liner. *John Sloane*



▶ Class 66 531 leads the 04:19 Trafford Park F.L.T. to Felixstowe North F.L.T. through a sun drenched Northampton on May 25th. *Derek Elston*



▶ Class 70 020 leads the 4Z44 12:13 Daventry - Coatbridge intermodal north past Heamies. *Nick Clemson*





Freightliner



On May 23rd, Class 66 605 approaches Langley Mill with a Bury St. Edmunds to Barrow Hill working. *Mark Pichowicz*



Class 66 534 leads the 12:32 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. intermodal approaching Wilson's Farm crossing, Kingthorpe on May 26th. *Derek Elston*



On May 1st, Class 66 549 heads through Deansgate working a Runcorn Folly Lane to Brindle Heath bin train. *Brian Hewertson*



Freightliner



On May 2nd, Class 70 011 accelerates through Leamington Spa heading a Southampton - Garston liner. *Michael Lynam*



Class 66 598 working a Trafford Park to Crewe liner, passes through Manchester Oxford Road on May 20th. *Brian Hewertson*



Class 66 613 works the 6H51 Hardendale Quarry to Guide Bridge ballast train through Village Croft, Euxton on May 13th. *Alan Naylor*

Freightliner



▶ A rare pairing of Class 70 007 and 70 019 on the 4095 Leeds - Southampton on May 18th, seen here heading through Burton. *Stuart Hillis*



▶ Class 90 045 and 90 047 pass Balshaw Lane Jct. with the 4S44 Daventry - Coatbridge on April 28th. *John Sloane*



▶ Class 66 953 passes Heamies with 4M33 12:49 Crewe Basford Hall - Derby Adranz Litchurch Lane, May 10th. *Keith Davies*

Freightliner



▶ Class 86 607 and 86 613 pass Searchlight Lane with the 4M87 11:13 Felixstowe North FLT - Trafford Park on May 10th. *Keith Davies*



▶ Class 70 006 heads a Crewe Basford Hall - Felixstowe liner through Stafford on May 25th. *Michael Lynam*



▶ The 12:05 Daventry International Railfreight Recep Fl to Southampton M.C.T. approaches Cheddington with Class 66 555 providing the power on May 25th. *Derek Elston*

GBRf



On May 3rd, Class 66 718 approaches Palmers Green with a Wembley - Foxton spoil train.

John Sloane



Class 66 735 passes Haxey on May 7th working the 4R33 Doncaster Down Decoy - Immingham MQ coal empties.

Steve Thompson



A far cry from Fiddlers Ferry coal circuit duties in the 1980s, as Class 20 118 and 20 132 await their next call to duty in Tonbridge West Yard on May 19th.

Jeff Nicholls



GBRf And MSC Extend Their Successful Intermodal Partnership

GB Railfreight (GBRf) has announced it has won a three-year contract extension with Mediterranean Shipping Company (MSC), running container services out of the Port of Felixstowe.

GBRf first began their relationship with MSC in 2002, as the first and only remaining customer of the Port of Felixstowe who contracts dedicated whole trains. GBRf run three services daily, one to Newell and Wright in Rotherham, and two to ABP Connect in Hamshall.

Through 2015, GBRf and MSC worked towards running the longest Intermodal train on the network at 610m long. TEU capacity was increased by 52 on a round trip basis, removing an estimated 26208 lorry movements per annum.

The new contract with MSC is for three years and under the new contract, GBRf will be running 98 rail platforms daily, with a mix of 60' FEA wagons and 40' friendly ECOfret triples.

John Smith, Managing Director of GBRf, said: "GB Railfreight welcomes the extension of our contract with MSC, and I am proud we get to continue playing such a significant role in supporting the Port of Felixstowe.

"The container market is an important source of growth for the industry, and it's vital that we provide the terminal and network infrastructure that allows us to meet present and future consumer demand."

Dan Everitt, Managing Director of MSC UK, commented: "MSC is delighted to be extending our contract with GB Railfreight as we enter our 15th year of working together.

"Rail is an integral part of our supply chain enabling us to move our customers' containers closer to their final destination, while offering a reduction in CO2 emissions.

"Our decision to extend the contract for an additional three years is testament to our long-standing successful partnership with GB Railfreight that in turn allows us to deliver a reliable, seamless rail service to our customers."



▶ Class 66 742 with the Liverpool Bulk to Drax Biomass heads through Winwick on May 31st. *Alan Rigby*

▶ On May 19th, the 6D63 Doncaster Decoy Yard to Rylstone Tilcon quarry (near Grassington) heads through Hirst Wood, near Saltaire, and is seen crossing the River Aire as it heads north hauled by Class 66 764. *Ben Bucki*



GBRf



▶ Class 66 725 'Sunderland' with 6M83 Tinsley - Bardon Hill quarry empty hoppers, passes Burton on May 5th. *Stuart Hillis*

▶ Class 66 760 'David Gordon Harris' working the 6M83 Tinsley - Bardon Hill quarry stone empties passes Moira on May 23rd. *Stuart Hillis*

▶ Class 66 725 'Sunderland' with 6M83 Tinsley - Bardon Hill quarry stone empties passes Castle Gresley on May 24th. *Stuart Hillis*



GBRf



▶ Class 66 705 'Golden Jubilee' eases a lightweight 4L18 14:18 Trafford Park Euro Terminal GBRf to Felixstowe North GBRf through Northampton on April 11th. *Derek Elston*

▶ On May 2nd, Class 66 777 passes Leamington Spa with an Eastleigh - Mountsorrel working, conveying empty box wagons. *Michael Lynam*

▶ Class 92 044 'Couperin' and 66 721 'Harry Beck' haul the 6S94 Dollands Moor to Irvine china clay through Balshaw Lane Jct. *John Sloane*



GBRf



Class 66 711 is seen at Preston Boats on April 26th hauling the 6Z37 13:50 Coton Hill GBRf - Wellingborough. *Keith Davies*



On May 31st, at Skipton, North Yorkshire, GBRf Class 66 722 'Sir Edward Watkin' crawls light engine through the station. The loco had arrived with train 6D72, empty wagons for the quarry at Grassington (reached via a reversal in the sidings outside the station) and the loco was using the platform roads to run-round. *Ben Bucki*



On May 20th, Class 66 714 passes through Manchester Oxford Road working a Felixtowe to Trafford Park liner. *Brian Hewertson*

GBRf



▶ Class 66 728 'Institution of Railway Engineers' leads the 4M23 Felixstowe to Hams Hall intermodal past Kingsthorpe, Northampton on May 26th. *Derek Elston*



▶ On May 10th, Class 92 032 is seen on arrival at Northampton working 0Z92 12:28 Willesden T.M.D to Northampton. *Derek Elston*

▶ The 6M01 12:17 Cricklewood North End GBRf to Calvert GBRf spoil train passes through Aylesbury behind Class 66 720 on May 16th. *Derek Elston*

GBRf



Class 73 136, 73 212, 73 213 and 73 119 line up in Tonbridge Yard on May 19th. *Jeff Nicholls*



On May 2nd, Class 66 741 'Swanage Railway' hauls 33 108 on a 0Z33 Barrow Hill - Crewe Heritage Centre move, to collect a Class 47 then head to Kidderminster for the SVR diesel gala. *Stuart Hillis*

On April 28th, the 7X23 Derby Litchurch Lane - Old Dalby test track comprised of Class 20 107 and 20 096 leading barrier wagons and 'S' Class LUL, stock with 20 314 and 20 311 on the rear, passing here at Moira. *Stuart Hillis*

GBRf



▶ Class 66 714 nears Hartford Junction with the 6L48 14:08 Garston Car Terminal - Dagenham Dock car carriers. *Nick Clemson*



▶ On April 13th, Class 73 141 is seen stabled at Eastleigh. *John Sloane*



▶ On May 2nd, Class 66 739 catches the sun as it passes through York working a Tynes Dock GBRf - Drax loaded Biomass. *Alan Rigby*







Network Rail



Class 97 303 and 97 304 top'n'tail a single coach working 5Z98 Coleham - Derby, passing Cosford on May 26th. *Carl Grocott*



Class 37 116 (with 37 219 'Jonty Jarvis' on the rear) works 1Q18 Derby RTC - Carlisle High Wapping, crossing over to gain access to WCML at Lichfield T.V. Junction signalbox on May 9th. *Stuart Hillis*



The New Measurement Train, running as 1Q26 Craigentenny to Crewe in the hands of powercars Nos. 43013 and 43014 'The Railway Observer' is seen here passing Mill Lane at mile post 186 on May 24th. *Dave Harris*

Network Rail



▶ On May 9th, Class 37 116 and 37 219 top'n'tail the 1Q18 Derby - Carlisle track inspection train through Charnock Richard. *Michael Lynam*

▶ Powercars Nos. 43013 and 43014 speed through Hest Bank on May 23rd working from Derby - Edinburgh. *Michael Lynam*

▶ Class 37 099 and 37 057 are seen stabled at Doncaster on May 4th with Network Rail's Overhead Line Inspection train. *Michael Lynam*



Network Rail



▶ Class 37 116 passes through Appleby on May 20th working 1Q17 08:52 Derby RTC (Network Rail) to Heaton T&R.S.M.D. *Andy Parkinson*



▶ On May 6th, after Class 37 057, resplendent in its BR green livery, brought 1Q68 into Scunthorpe station from Doncaster, the train reverses and Class 37 099 leads on a meandering return to Derby. *Steve Thompson*

▶ Class 37 025 'Inverness TMD' is seen on the rear of the 3Z03 10:14 Derby RTC (Network Rail) to Tonbridge West Yard passing Harrowden Junction with 37 254 Cardiff Canton leading on April 21st. *Derek Elston*

Network Rail



▶ Class 37 219 and 37 116 top'n'tail the 1Q18 Blackpool North to Derby RTC (Network Rail) through Bamber Bridge on May 19th.

Alan Naylor

▶ On May 4th, Class 67 023 and 67 027 top'n'tail through Brigg with a test train working from Cleethorpes to Sheffield. *Steve Thompson*

▶ Network Rail's Class 950 001 tries to match the field full of buttercups at Winwick on May 16th as it heads north on a Crewe - Preston Docks - Derby working. *Jeff Nicholls*



Network Rail



▶ GBRf Class 73 963 and 73 965 top and tail the 3Z27 14:35 Derby RTC - Cricklewood, passing Ratcliffe power station and East Midlands Parkway on May 27th. *Chris Morrison*



▶ Class 67 023 and 67 027 pass Colton Jct., York, with an 09:00 Heaton Depot to Derby RTC test train. *Neil Scarlett*



Network Rail



▶ Class 37 608 'Andromeda' stands at Derby on May 13th, working a Reading to Derby RTC test train. *Class47*



▶ A Derby - Carlisle test train working heads north through Winwick on May 9th with Colas duo Class 37 116 and 37 219 in charge. *Jeff Nicholls*

▶ Power cars Nos. 43014 and 43013 are captured just south of the former Standish Jct. on a Craigentny to Crewe test train on April 26th. *John Sloane*



Rail Operations Group



▶ Class 37 800 with Great Western's Class 387 150 in tow, working 5X74 13:28 Bletchley T.M.D. to Reading Traincare Depot approaches Cheddington on May 25th. *Derek Elston*



▶ With the power applied, Class 47 812 picks up speed dragging Class 319 434 through Woverton working 5M99 10:15 Wolverton Centre Sidings to Loughborough Brush on May 11th. *Derek Elston*



▶ Class 37 800 hauls a refurbished South Eastern Class 375 EMU as the 10:06 Wembley NY No. 1 Road to Ramsgate EMU depot seen approaching Clapham Junction on May 29th. *Derek Elston*



Units: DMUs and EMUs



▶ Northern's unbranded Class 319 450 passes Standish on a Preston - Liverpool service on April 27th. *John Sloane*

▶ The 1A30 10:00 London Victoria to Brighton service is seen arriving at its destination formed of Gatwick Express EMUs Nos. 387 209 and 387 225. *Derek Elston*

▶ SouthWest Trains' Class 444 037 passes Southampton Maritime on April 14th working a service to London Waterloo. In the distance Class 70 015 waits to depart with a northbound liner. *John Sloane*

Units: DMUs and EMUs



▶ First Great Western's Class 150 219 forming the 2E26 15:08 Weymouth to Gloucester service passes Lambridge on May 26th. *Stewart Smith*



▶ Greater Anglia's refreshed Class 321 321 is seen at Northampton working as 5J70 Wolverton Works to Wolverton Works on May 10th. *Derek Elston*



▶ Great Western's Class 387 152 and 387 153 pass Wilson's Farm Crossing working the 14:04 Crewe to Wembley Euro Freight Ops Centre unit proving run on May 26th. *Derek Elston*



Units: DMUs and EMUs

▶ Arriva Trains Wales' Class 158 841 heads through the greenery at Conwy working a Chester bound service on May 5th. *Paul Godding*

▶ The 1B17 12:12 London Bridge to Brighton formed of Southern's Class 377 437 stands at Three Bridges on April 15th. *Derek Elston*

▶ On May 19th, the 2S10 08:41 departure from Bradford Foster Square to Skipton, formed of Class 333 008, heads through Hirst Wood, near Saltaire. The busy footpath crossing at this spot has recently been renovated with a long fenced path to the railside gates on each side, opening up a nice new (and safe) angle for photographers. *Ben Bucki*





Units: DMUs and EMUs

▶ On May 26th, SouthEastern's Class 376 005 departs Waterloo East. *Paul Godding*

▶ A Northern Class 333 EMU on a service from Skipton to Bradford Forster Square crosses the River Aire at Hirst Wood, Saltaire on May 26th. *Ben Bucki*

▶ The 1W25 10:40 Bedford to Brighton service formed of Thaneslink's Class 700 031 arrives into Three Bridges on April 15th. *Derek Elston*



Units: DMUs and EMUs

- ▶ London Midland's Class 350 373 heads north through Heamies with the 12:36 Birmingham New Street - Liverpool Lime Street service.
Nick Clemson
- ▶ Great Western Railway's Class 158 950 passes Southampton Maritime on April 14th.
John Sloane
- ▶ Southern's Class 313 203 working the 2H19 10:43 shuttle service to Hove, stands at Brighton on April 15th. *Derek Elston*





Units: DMUs and EMUs



▶ CrossCountry's Class 170 518 working the 1D59 Birmingham New St. - Nottingham service passes Nemesis Rail at Burton on May 4th.
Stuart Hillis

▶ London Midland's Class 323 215 is about to depart Lichfield T.V. high level platform with the 2R37 service to Redditch on May 9th.
Stuart Hillis

▶ Arriva Trains Wales Class 150 256 arrives at Rhoose station on May 26th working the 16:15 service to Bridgend. *Ken Mumford*



Units: DMUs and EMUs

▶ On May 5th, Arriva Trains Wales Class 150 280 arrives into Llandudno Jct. with a service to Llandudno. *Paul Godding*

▶ Northern's Class 319 364 working the 2F21 Manchester Victoria - Liverpool Lime St. stopping service, passing Highfield Moss on May 11th. *Dave Harris*

▶ Gatwick Express Class 387 211 passes Thameslink's Class 700 039 and 700 106 stabled on Three Bridges depot whilst working the 1A53 12:18 Brighton to London Victoria service on April 15th. *Derek Elston*





Units: DMUs and EMUs

▶ On May 26th, Great Western's Class 158 798, the all-over advert unit, running 48 minutes late with 2090 12:51 Great Malvern to Weymouth. service passes Lambridge. Door problems had delayed this train. *Stewart Smith*

▶ On May 21st, SouthEastern's Class 395 016 is captured departing London St. Pancras. *Paul Godding*

▶ SouthEastern's Class 375 615 arrives into Tonbridge on May 24th working a service to London Charing Cross. *Paul Godding*



Units: DMUs and EMUs



On April 25th, Class 142 013 arrives at Parbold, passing Parbold Cabin with a Southport bound service. *John Sloane*



Great Western's Class 387 149 and 387 148 head south at Heamies with the 14:04 Crewe - Wembley returning test run. *Nick Clemson*

Thameslink's Class 700 006 arrives into Three Bridges, it's final destination, with the 2W29 10:24 service from Bedford on April 15th. *Derek Elston*

Units: DMUs and EMUs



London Overground's Class 378 224 calls at Gospel Oak on May 4th. *John Sloane*



Northern's Class 319 366 works the 13:51 Warrington Bank Quay to Liverpool Lime Street through Winwick. *Neil Scarlett*



Thameslink's Class 377 523 leads 377 516 into Brighton working the 1W19 09:10 from Bedford on April 15th. *Derek Elston*



Units: DMUs and EMUs

On May 2nd, London Midland units Class 172 334 and 172 222 pass at Birmingham Moor Street on services to Stourbridge Jct. and Stratford upon Avon respectively. *Michael Lynam*

London Midland's Class 153 334 eases into Northampton's platform 2 working 5S00 09:45 Birmingham New Street to Bletchley on May 25th. *Derek Elston*

On May 21st, TransPennine Express' 'Cash for Kids' branded Class 185 146 calls at Scunthorpe whilst working a Cleethorpes to Manchester Airport service. *Steve Thompson*





Units: DMUs and EMUs

▶ Eurostar e320 unit No. 4006 hurtles across the Medway Bridge on May 19th with the 13:13 Paris Nord - London St. Pancras service. *Jeff Nicholls*

▶ On May 5th, Arriva Trains Wales' Class 175 004 departs Llandudno Jct. working a Holyhead to Manchester Piccadilly service. *Paul Godding*

▶ Greater Anglia's Class 156 407 is seen outside Wabtec Doncaster on April 6th. *Brian Hewertson*



Units: DMUs and EMUs



▶ TransPennine Express' Class 350 410 departs Preston on May 16th with the 1S61 13:00 Manchester Airport - Glasgow service.
John Balaam



▶ On April 29th, Northern's Class 142 043, 142 011 and 142 057 stand at Salybridge whilst working a Newton Heath to Manchester Piccadilly empty stock move. *Brian Hewertson*

Units: DMUs and EMUs



▶ Great Northern's Class 313 031 calls at Palmers Green on May 3rd working a Hertford loop service from Moorgate. *John Sloane*



▶ Supplementing the regular Class 333 EMUs, Northern's Class 321 903 is seen departing the tastefully restored ex-Midland Railway station at Bingley with a service for Skipton on May 26th. *Ben Bucki*



▶ Reliveried Northern's Class 150 275 stands at Huddersfield on April 29th working a service to Manchester Victoria. *Brian Hewertson*



Units: DMUs and EMUs



▶ Having just emerged from beneath the River Thames near Dartford, SouthEastern Javelin Class 395 022 slows for Ebbsfleet with the 14:55 from London St. Pancras International to Faversham on May 19th. *Jeff Nicholls*

▶ Chiltern's Class 165 028 speeds through Little Kimble on May 16th working the 2A48 16:53 London Marylebone to Aylesbury service. *Derek Elston*

▶ On May 6th, London Midland's Class 350 371 stands at Birmingham New Street, now advertising on-board entertainment. *Richard Hargreaves*

Units: DMUs and EMUs



Greater Anglia's Class 321 301 is seen outside the Wabtec works at Doncaster on May 20th.
Class47



Northern's Class 319 364, in unbranded white livery, works the 1F09 Preston to Liverpool Lime Street, through Leyland on May 16th.
Alan Naylor



SouthWest Trains' Class 455 869 stands at Dorking Main forming the 13:33 service to London Waterloo on April 29th.
Derek Elston

Virgin Trains

With St. Walburge's church in the background, a Virgin Train's Class 390 departs Preston with the 1S58 11:30 London Euston - Glasgow service on May 16th. *John Balaam*



Sir Richard Branson calls for start-ups to revolutionise rail travel

Sir Richard Branson is looking for the very best disruptive innovators to help transform the future of the railway with a new business accelerator programme – Platform-X. A joint venture between Virgin Trains on the East Coast and Virgin StartUp, Platform-X is designed to find the next generation of start-up firms who could help to revolutionise train travel.

The two Virgin companies have teamed up to identify and inspire start-ups with a series of four real innovation challenges to win the chance to take part in Platform-X. Those who are successful will benefit from access to funding for in market trials through the £25M Virgin Trains East Coast Innovation Fund as well as mentoring from the Senior Management Team at Virgin Trains on the East Coast, who will be able to help develop go-to-market strategies.

Sir Richard Branson, Virgin Group Founder said: “Business is at its best when it’s pushing boundaries and disrupting the status quo. I’m proud to see both Virgin StartUp and Virgin Trains coming together with the ambition to change the face of rail travel for those up and down the east coast. We are all capable of innovating, and should be encouraged to do so whenever possible. Even the most simple ideas can revolutionise standards, I’m excited to see what solutions are put forward to our teams. Good luck everybody!”

Nicola McGuinness-Brown, Head of the Innovation Fund at Virgin Trains on the east coast said “As a Virgin company we are here to disrupt the industry and we need entrepreneurs across the UK to help. Platform-X gives us a great opportunity to invite ideas from technologists and start-ups about how we could transform

rail journeys in the future and in return provides them with the opportunity to grow and scale their business. We’re really excited about hearing from the brightest and best innovators about how we can do things differently, and we hope we can help take some of these start-ups with us on a journey that will help make their ideas become reality”.

Speaking about Virgin StartUp’s involvement in the project, Mei Shui, Managing Director said “Virgin has a history of empowering and supporting those looking to create positive disruptive change. The apple hasn’t fallen far from the tree where Virgin StartUp is concerned; we’ve so far supported over 1800 entrepreneurs and from our experience this community is one of the most vibrant in the business world.”

Virgin Trains unveils one-stop-shop for UK and European getaways

Train tickets, accommodation and attractions can be booked online all in one place – saving time and money

Planning summer escapes is a breeze with hundreds of online packages available

Escaping for a relaxing break this summer has never been easier with the new Virgin Trains Escapes website, a one-stop shop for train tickets, accommodation and attractions.

The brand-new website packages together the best deals on offer, from London to Edinburgh or Glasgow, and plenty of other destinations in-between, including York, the Lake District, Newcastle and Manchester. The new site even includes popular European destinations, such as Paris, Amsterdam and Brussels.

Booking couldn't be easier. Customers simply select their rail, hotel and attraction choices from hundreds on offer and pay online all in one go – saving time and money. Whether you crave a day trip, a city break or a holiday abroad, Virgin Trains Escapes can help you get there with the minimum of fuss and without breaking the bank.



Popular attractions in the UK now available on Virgin Trains Escapes include: The Making of Harry Potter Experience, the Cadbury World tour and West End shows such as Book of Mormon, to name a few.

Breaks beyond the UK are just a few clicks away on Virgin Trains Escapes, where you can travel by train from Virgin Trains' stations all the way to Paris Gare Du Nord.

Patrick McCall, Co-Chairman of Virgin Trains said: "At Virgin Trains, we are proud to offer dozens of exciting travel destinations to our customers at great prices. But now, it's easier than ever before to

book fuss-free travel breaks across the UK and in Europe. Whether travelling on our West Coast or East Coast routes, customers can escape for less this summer, all whilst enjoying the comfort of our trains".

For more details visit: <http://www.virgintrainsescapes.co.uk/>

Virgin Trains



Class 67 030 photographed on Thunderbird duty on May 4th as it drags a Leeds - London Kings Cross service out of Doncaster, with 91 120 on the rear and running 21 mins late.
Michael Lynam



Virgin Trains



Virgin Trains adds extra trains and increases availability of its lowest fares at weekends

Virgin Trains has announced that customers can take advantage of even more trains on its east coast route and that it is increasing the number of affordable fares available on these services.

The company confirmed that 22 additional Saturday services will run from stations including Leeds, Wakefield, Doncaster, Peterborough, and Grantham. The timetable improvements which have been introduced from May 21 are part of Virgin Trains' £140m investment in the east coast route in a bid to give customers the best possible experience.

The new timetable means there will be an extra 600,000 seats available compared to a year ago. Following improvements made to the timetable in December 2016, these latest changes increase the number of seats by 410,000, representing a significant investment in services.

half-hourly service between Leeds and London to include Saturdays. As well as a considerable boost to customers travelling between Leeds and London, other towns will also benefit. Those travelling from Wakefield will be served by the 22 additional Saturday services, and Doncaster will see another 15 services on Saturdays. Eleven more services will stop at Grantham on Saturdays, and Stevenage will also benefit with nine additional trains serving the station.

As well as improving its timetable, the train company has also made more of its lowest fares available to encourage more customers to leave the car at home at weekends and take the train. Customers travelling between Leeds or Wakefield and London will be able to take advantage of 115,000 more seats available for £16 on the additional Saturday services. Similarly, the new services mean an additional 30,000 seats will be available between Doncaster and London from £14 each way, and 23,000 extra seats will be priced at £12 each way between Grantham

and London on Saturdays.

David Horne, Managing Director of Virgin Trains on its east coast route, said: "We're making significant improvements to our trains and stations as well as making journeys even more affordable. We know customers want further options to travel by train and we hope these additional services as well as budget-friendly fares will encourage even more people on-board one of our newly refurbished trains. We'll be continuing to invest in improvements at stations and on-board ahead of the introduction of our ground-breaking Azuma trains next year."

The news comes following Virgin Trains' recent announcement that customers will be able to take advantage of cheaper advance ticket prices and seat reservations on the day of travel. Based on the number of walk-up fares currently bought by customers, Virgin Trains calculated that the changes could save customers £7.1m a year.

On May 21st, a London Kings Cross to Aberdeen HST crosses the Forth Bridge. *Richard Jones*





Scotrail



▶ Class 158 869 stands at Edinburgh Waverley forming the 2T78 11:25 to Tweedbank on May 22nd. *Derek Elston*



▶ Class 334 029 and 334 036 arrive into Edinburgh Waverley with the 2H46 09:26 from Helensburgh Central on May 22nd. *Derek Elston*



▶ Class 380 109 stands on the blocks at Edinburgh Waverley after arriving with the 2D86 11:02 service from Dunbar. *Derek Elston*

Going Underground



▶ On May 7th, 'D' stock No. 7032 heads the farewell tour as it approaches Wimbledon Park.
Chris Morrison



▶ 'S7' stock No. 21554 brings a Hammersmith and City line train into Plaistow on May 7th.
Chris Morrison



▶ 'D' stock No. 7007 leading the farewell tour, is seen heading for Plaistow at South Kensington on May 7th.
Chris Morrison





Blackpool Trams



▶ Balloon tram No. 701 passes Brush Railcoach No. 631 at North Pier. *Phil Martin*



▶ On May 6th, Blackpool Boat No. 600 terminates at North Pier stop. *Michael Lynam*



▶ Blackpool Railcoach, built in 1935 No. 680 prepares to depart from North Pier and head to Pleasure Beach. *Phil Martin*



Sheffield Supertram



On May 4th, new Vossloh/Stadler tram Class 399 207, for the Rotherham extension, is seen undergoing commissioning at Nunnery Depot. *Michael Lynam*



Tram No. 101 departs the Nunnery Square stop on May 4th, en route to Meadowhall. *Michael Lynam*

Tram No. 117 arrives at the Meadowhall terminus on May 4th. *Michael Lynam*

More trains and over 100,000 extra seats in Greater Anglia's summer timetable

Rail passengers in East Anglia now benefit from more trains and over 100,000 extra seats per week as Greater Anglia's summer timetable begins..

The train operator has recently hired 22 additional trains to use to add extra carriages to some existing services – mostly at peak times – and to run some additional trains.

The extra trains, 12 Class 317s and 10 Class 321s, will also be used to enable Greater Anglia to install wi-fi on more of its trains and undertake a new programme of initiatives to improve train reliability.

Extra seats will be available on services between Cambridge and London, Hertford East and London, Stansted Express services between Stansted Airport and London, Bishop's Stortford and Stratford, Southend Victoria and London and between Ipswich, Harwich International, Colchester Town, Chelmsford and London, with an extra four carriages added to over 80 services each weekday.

In addition, extra summer Sunday services will operate on the Norwich, Ipswich and Colchester to London route and between Norwich and Lowestoft, Ipswich and Peterborough and Ipswich and Felixstowe, as well as additional summer services on Mondays, Fridays and Saturdays on the Norwich to Great Yarmouth line.

There will also be new stops in the summer timetable at the brand new station, Cambridge North, which offers direct services to London, Norwich and Ely, with convenient connections to many other destinations.

The new station has easy public transport access to the Cambridge Science Park and a six-minute rail journey into the city for people living north of Cambridge.

Andy Camp, Greater Anglia's Commercial Director, said, "As demand continues to grow we are delighted to be able to offer over 100,000 extra seats on our services this summer. These seats will mostly be available during the peak travelling periods to ensure a more comfortable journey for the 1 million passengers we serve every week. We are also operating many additional summer services, enabling great days out for both residents and visitors to East Anglia alike during the summer months."



Fares Advice with RailUK

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

TPE: "Must sell the lowest advertised fare??" Err...

Interesting one this, was shown a ticket purchased by a passenger, which was more than the fare advertised on the NRE App. The fare charged by the TVM at Manchester Airport was 80p more than the one shown on National Rail's App. Initially I thought perhaps it was an online-only ticket. But not a CDS for that amount.

Then, I was fairly sure I knew what the problem was, the app was showing the TPE ONLY Man Air-Man Stns CDS. The TVM at Manchester Airport is set up in such a way that this fare does not show (or show easily), and points passengers to the Man Air-Man CTLZ SDS.

I suggested the passenger approach TPE with a polite request for the 2x 80p back. I roughly typed it out for him. In reply, TPE refused to honour their own fare advertised on the ATOC NRE site:

Quote:

Originally Posted by TPE Cust Svcs

"Thank you contacting us regarding your recent ticket purchase. I was very sorry to learn of the difficulties you encountered when using the self-service ticket machine at Manchester Airport.

We want to make it as easy as possible for people to buy tickets but clearly on this occasion you ran into difficulties. I can confirm that not all promotions available online are available at the fast ticket machines located in stations. Fares are subject to changes depending on a number of factors. If you ever find yourself in a similar situation, I would advise purchase the ticket online and subsequently collect the tickets from the ticket machines and I am unable to refund you the difference in ticket price. The reason being is that at the time of purchasing the tickets, you

agreed to accept the purchase price and any terms and conditions associated with those specific tickets."

Am I missing something here? Are these ATOC fares, or a selection of 'fun' promotions?!

Ten years ago, I raised an (internal) complaint about regarding multiple & repeat customer complaints about the Man Airport TVMs being set up to (imo) sell customers a FDS TPE-Only ticket. That was never rectified then either.

Have there been any other TOCs taking this approach, or is it just TPE?

A: TVMs don't have to be impartial.

But really, in this case TPE can't win. If they point passengers to their own ticket (which restricts the trains you can take AND doesn't include onward tram travel) and they're accused of hiding the any permitted fare. Point passengers to the any permitted fare, which lets them use any train includes onward tram travel, and they're accused of ripping people off.

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!



Railtalk Magazine

National Rail

GBRf Class 66 779 hauling an Arcow quarry to Bredbury stone train, heads through Hyde Central on May 9th. *Brian Hewertson*



Modern air-conditioned trains take over King's Lynn route as Great Northern services are doubled at Ely

On May 22nd, Great Northern, run by Govia Thameslink Railway, replaced all the trains between King's Lynn and Cambridge with modern, air-conditioned carriages, just in time for summer. And in the next few months, passengers will be able to log on to free Wi-Fi.

At the same time, Great Northern doubled the service at Ely station and introduced a twice-hourly service between London King's Cross and the new station at Cambridge North.

Govia Thameslink Railway Infrastructure Director Keith Jipps said: "These cool trains are a refreshing change for our passengers along the route to King's Lynn. We think people will really click with the free Wi-Fi that we'll be adding in the coming months and the on-board information systems and power points at every pair of seats."

"Parents with buggies, passengers with luggage and people with restricted mobility will also welcome the train's accessible toilets and designated areas for wheelchair users. This is part of a plan to replace three-quarters of our trains by 2020 – in just a few short years, we'll be moving from one of the oldest fleets in the country to one of the newest."

New station

The arrival of the new trains, on 21 May, coincides with the opening of a new station, Cambridge North.

Keith added: "With two Great Northern trains an hour from King's Cross to the new station, it's never been easier

for companies from the UK and across the globe to do business at the renowned Cambridge Business Park.

"Our service will support the economic growth of Cambridgeshire by attracting commercial and residential development to the area."

40% more seats at Ely

One of the Cambridge North trains will continue on to Ely, giving Ely a half hourly Great Northern service in each direction all day, which adds over 3,300 more seats across the day (40% more) by doubling the frequency in the off-peak and plugging service gaps at this station in the peak.

Keith said: "This should ease crowding on the King's Lynn services which will be a real boon for our passengers."

King's Lynn itself will have an extra early off-peak service at 09.30 via Cambridge North but otherwise trains here will run to the same timetable as before.



Class 50 008 'Thunderer' hauls 56 303 as 0Z50 Washwood Heath - York Holgate on May 5th. *Stuart Hillis*

No. DR73914, a Plasser & Theurer tamper of S. B. Rail passes Searchlight Lane en route from Bescot Up Engineers Siding - Crewe Basford Hall. *Nick Clemson*

Network Rail continues work to electrify the Midland Main Line

Piling - the process of installing foundations for the masts and gantries that will carry electrified wires along the railway – started on Saturday, 13 May between Kettering and Corby and will continue for several months.

‘Piling’ is a noisy activity as it involves driving cylindrical steel piles deep into the ground to provide a secure base for gantries. There can also be noise from vehicle movements as safety rules dictate that a horn must be sounded when moving vehicles in the vicinity of the railway.

Although noise levels are dependent on the distance of homes from the train line and piling locations – which are installed every 50 to 60 metres - residents are being advised to expect some disturbance whilst this work takes place. The majority of piling will take place overnight, as this is the time when it causes the least impact on passenger services.

Network Rail is inviting residents wishing to find out more about the work to attend one of its upcoming information events. Network Rail workers will be on hand to answer any questions which residents may have



Accessibility improvements in site for West Calder station

Engineers have started work on a new pedestrian footbridge at West Calder station.

The new structure will be constructed next to the existing bridge and will provide both stair and lift access. This is part of wider work on the Shotts line being delivered by Network Rail ahead of the electrification of the route by 2019.

The work, which started on June 4, will be ongoing until December 2017 will deliver step free access across the railway improving the station for people with impaired mobility, travelling with luggage, children or cycles.

Work will be delivered from the site compound previously used to deliver the A71 bridge works and will see the new accessible footbridge constructed during the next six months, including lifts and stairs. It will replace the existing bridge which will be removed after the new structure has been opened.

Pedestrian access will be maintained over the existing footbridge during the majority of the work, however, there will be points in the construction programme where pedestrian access

will be over the road bridge for safety reasons but this will be kept to a minimum.

Work will be a combination of both day and night shifts with day shift (7.30am – 6pm) works ongoing throughout the project. Night shift works will take place on Saturdays (11pm to 9am) and Sunday to Thursday from 8pm to 6am.

Mak Kader, Network Rail programme manager, said “We are continuously seeking opportunities to make our stations more accessible. This new bridge will help ensure that everyone in the community has the opportunity to easily access services at West Calder station and thus enable even more people to travel by train.”

The work at West Calder station is being delivered by contractor Bam Nuttal who delivered the A71 bridge works ahead of programme, on behalf of Network Rail.

National Rail



Balfour Beatty’s Plasseur & Theurer GP-TRAMM No. DR98216 is seen parked alongside the carriage shed at Clapham Junction.

Derek Elston

With the evidence of the arson attack in 2016 all too depressingly evident, the unique Drewry Inspection Railcar from the Middleton Railway in Leeds is seen en-route to the Ingrow West base of the Vintage Carriages Trust, on the Worth Valley Railway. The low-loader, under police escort, makes its way through the edge of Keighley and nears its destination, where repairs to the bodywork will be carried out and which will hopefully see this unit back in action again on its home line before too soon.

Ben Bucki



Here's looking at you – ScotRail increases CCTV coverage at stations

Over 300 new CCTV cameras have been installed across the ScotRail Alliance's network of 359 stations to improve security for customers and staff.

The work has been undertaken as part of a commitment to improve station facilities across the country. Customers with bikes will be one of the biggest groups to benefit, as additional cameras have been placed at 200 stations to monitor cycle parking areas.

Cameras and monitors have been placed at the entrances to 30 of the network's busiest stations, as part of a move to highlight the presence of CCTV on trains and stations.

A total of 76 stations previously not covered by CCTV have seen it installed since the start of the present ScotRail franchise in April 2015.

David Lister, the ScotRail Alliance's safety and sustainability director, said: "Train travel is safe but that doesn't mean we take our customers' safety for granted. With the installation of these additional cameras, we're sending a clear message that we do not tolerate crime on the railway.

"Footage from our cameras has previously been used by the police to investigate crime, and also to secure prosecutions in court."

Chief Superintendent John McBride, from British Transport Police, said: "The rollout of these new CCTV cameras by ScotRail Alliance is great news as undoubtedly it will help us further deter and disrupt criminal activity.

"Likewise, this is also great news for staff and railway users, particularly bike users. Thanks to these additional cameras, staff and officers will be able to remotely monitor bike shelters and quickly report suspicious behaviour to police.

"Our priority is the safety of the travelling public, and we will continue to work closely with ScotRail Alliance to achieve this day in, day out. Of course, the public are also the eyes and ears of the network and can report crime and concerns to BTP discreetly by sending a text to 61016."



National Rail

▶ Class 67 015, with 67 006 on the tail, leads the Belmont Orient Express running as 1Z55 08:43 London Victoria to Chesterfield as it passes Harrowden Junction on April 21st. *Derek Elston*

▶ Under lowering skies, a trio of Class 325 EMU's crawls northwards along the bi-directionally signalled Up Slow line at Winwick with a mail working for Sheildmuir on May 16th. *Jeff Nicholls*



National Rail

▶ With Class 321 403 in the background, Class 58 016 leads a line up of 56 006, 56 018, large logo 47 847 and 47 843 at Leicester LIP on May 11th. *Michael Lynam*

▶ An Elizabeth Line poster displayed outside Paddington Station. *Derek Elston*

▶ DR 73114, a Plasser & Thurer tamper heads north at Searchlight Lane on its way from Reading to Crewe PAD. *Nick Clemson*





National Rail

On May 10th, DCR's Class 56 303 eases through Northampton with 6Z56 11:27 Leicester L.I.P. to Wembley Euro Freight Operations Centre.

Derek Elston

On May 11th, EE 350hp shunter Class 08 629 'Wolverton' complete with translator wagon is seen en route back into Wolverton Works after dispatching Class 319 434 to Brush Loughborough.

Derek Elston

Class 50 050 and 50 017 pass Aldridge on May 3rd working 6Z33 Bescot - Washwood Heath.

Carl Grocott

Next Stage of Scotland-Wide Rail Upgrade Means Journey Changes

Major infrastructure works underway across the network

Journeys may be affected after the end of the evening peak period

Customers advised to check dedicated webpage for info on their journey

The ScotRail Alliance is reminding customers to check before they travel as the next phase of the Scotland-wide rail upgrade programme gets under way.

Work is being carried out to improve the network in Central and Northern Scotland. On those routes affected by the work, there will be changes to journeys after the end of the evening peak period.

To help customers plan ahead, the ScotRail Alliance has summarised the key changes at different times of day between now and December on a dedicated webpage at scotrail.co.uk/improvements.

Journey times will be longer and customers can expect to see queuing systems in operation at key stations.

As well as increasing the overall reliability of the rail network, the improvement work takes the next step towards introduction of new faster, longer, greener trains for Scotland – meaning more seats and shorter journey times.

Jacqueline Taggart, ScotRail Alliance Customer Experience Director said: “No one likes having their journey changed. However, this short term disruption will lead to a more reliable, better rail network that will rank amongst the very best.

“We are going through a massive period of change on Scotland’s railway. The work that we are carrying out over the next few months will bring about a revolution in rail – with more and better trains, more services and more seats than ever before. However, while we transform the railway, there is inevitably going to be some impact on people’s services. We are doing everything we can to minimise this, and to keep people moving.”

Timetable Summary by route:

Glasgow – Alloa / Stirling / Dunblane / Perth
On Sunday to Thursday evenings after 8pm, until Sunday 10 September, trains may be diverted or cancelled. Replacement buses operate when there are no trains running. The last trains of the day heading north may depart earlier than usual.

Glasgow Queen Street - Dundee / Aberdeen / Inverness
On Sunday to Thursday evenings after 8pm, until Sunday 10 September, services may be diverted via Polmont or cancelled. Replacement buses operate when there are no trains running. The last trains of the day heading north may depart earlier than usual.

Glasgow - Falkirk Grahamston
On Monday to Thursday evenings after 8pm, until Thursday 7 September, trains may be cancelled. Trains between Glasgow Queen Street Low Level and Cumbernauld run as normal with replacement buses operating between Cumbernauld and Falkirk Grahamston.

Glasgow Central - Edinburgh via Shotts
On Sunday all day and Monday to Thursday evenings after 8pm, until Thursday 7 December, trains may be cancelled or operate between West Calder – Edinburgh only at certain times of the day. Replacement buses operate when there are no trains running. Customers can also use Lanark trains, which run as normal, between Glasgow Central – Bellshill in both directions.



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

There are various ways to help the C58LG:

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

C58LG
Class 58 Locomotive Group

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

On April 29th, West Coast’s Class 47 746 passes through Northallerton with the York to Perth leg of the 9 day ‘The Great Britain X’ railtour, after issues with the scheduled loco for the tour, LNER A4 No. 60009 ‘Union of South Africa’
Brian Hewertson



Time to 'shift to Smart'

New Smart Flexipasses designed for shift workers

Massive expansion of current paper system – now available for 1350 journey options

ScotRail aiming to have 60% of all journeys using queue-busting smart tickets by 2019

ScotRail has announced a massive expansion of its Flexipass ticket – meaning that shift workers can benefit from discounted rail travel in more parts of Scotland.

Flexipasses – where people buy 10 single tickets that can be used over one month from the first date of travel – offer the flexibility required by people who work irregular hours or shift patterns which mean that a season ticket is unsuitable for them. Typically, a 10-journey Flexipass costs the same as nine single tickets. Prior to now, Flexipasses were only available as paper products. People can now buy their Flexipass at home, load them onto their smartcard and travel on 28 routes.

Changing how customers buy tickets and giving them flexibility is a major benefit offered by Smart ticketing. It has taken a huge infrastructure project involving eight suppliers delivering mobile device and back office upgrades to deliver this technology across the Scottish rail network. As a result, 60% of all ticket types will be available on Smart in 2017, signalling the move away from paper ticketing. Popular off peak single, day and period returns are also available on the system and more customers are being encouraged to convert from traditional paper tickets to Smart.

A benefits package – offered in partnership with key high street brand names - where season ticket users can get a bit more value for money from their Smartcard journeys is also now in place.

The ScotRail Alliance's Commercial director Cathy Craig said: "These new smart Flexipasses are great news for the tens thousands of people who work shifts and irregular hours across Scotland. In the past people would have had to buy single tickets for each journey they made – or bought a season ticket that they didn't get the best value from. Now they can load tickets on their smartcard and use them when they need to. It is a huge step forward in our efforts to transform the way people travel in Scotland. Our queue-busting Smart cards are now available for every route in Scotland and already thousands of people are enjoying hassle free travel through our stations. Over the course of the next few weeks we will be launching even more Smart products. With new trains on their way and stations being upgraded right across the country, this is a really exciting time for Scotland's railway."



Railtalk Magazine

National Rail

Volker Rail tamper No. DR75404 passes Harrowden Junction working the 09:35 Burton on Trent to Leagrave Tamper Siding on April 21st. *Derek Elston*

Loco Fleet List 2017

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 2017 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 using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk

Email: lee@locofleetshop.co.uk

Loco Fleet List



2017

THE COMPLETE LIST OF DIESEL AND ELECTRIC LOCOMOTIVES TO RUN ON BR AND THE NATIONAL RAIL NETWORK





A8 contraflow enables Cutty Sark bridge refurbishment

Network Rail engineers have begun work to repair and strengthen the iconic 'Cutty Sark' railway bridge. There will be a contraflow in place on the A8 near the showcase cinema for 20 weeks from Monday 5th June while the refurbishment of the bridge takes place. The project is part of a wider, rolling programme of maintenance on our structures which is designed to extend their lifespan and keep our railway network safe and reliable.

Work on the bridge, includes strengthening the main girders and bridge deck, blast cleaning and repairing the metalwork, applying corrosion protection to steelwork, painting the entire bridge, repairing masonry and clearing adjacent vegetation.

To deliver this work safely and efficiently, a contraflow will be in place on the A8 for a period of 20 weeks between the new A8/A89 roundabout and Bargeddie junction (A752).

Network Rail has brought forward its plan to refurbish the structure to earlier than anticipated and liaised with Transport Scotland and Scottish Roads Partnership who are coordinating improvement works on the A8/M8 corridor in order to reduce overall disruption to the road network.

Billy McKay, Network Rail programme manager, said: "We understand that this will be inconvenient for road users which is why we have worked with the Scottish Roads Partnership to deliver our programme at a time where there is other planned work on the A8 in order to minimise disruption.

"Delivering this work, in 20 weeks is a logistical challenge but we have planned the job carefully with our contractors and will complete it with the minimum possible inconvenience.

recognised landmark structure will be welcomed by the many people who have driven under it, or travelled over it by rail.

Graeme Reid, Project Manager for the M8 M73 M74 Motorway

on road users. It is an excellent example of joining up very different work programmes to deliver the maximum amount of activity while traffic management is in place on the road.



Improvements Project said: "The opening of the new M8 motorway in April has significantly reduced traffic flow on the A8 allowing these essential Network Rail works to be undertaken.

"While the contraflow is in place, Scottish Roads Partnership will take the opportunity to undertake resurfacing of the newly aligned A8 and Transport Scotland and Scottish Roads Partnership have worked in close collaboration with Network Rail to coordinate these works and minimise the overall impact

The refurbishment of this well-known railway bridge will also contribute to the significant improvements being undertaken in this area as part of the M8 M73 M74 Motorway Improvements Project."

If you have any questions about this work you can contact Network Rail's 24 hour national helpline on 03457 11 41 41. For latest information and progress updates follow on twitter @ NetworkRailScot

▶ Arlington's former Class 508 barrier vehicles Nos. 64664 and 64707 stand in Doncaster West Yard on May 20th. *Class47*

▶ Class 67 024 passes through Stalybridge on May 29th, hauling a Huddersfield to Wembley 'Footex' organised by Retro Railtours. *Brian Hewertson*



Did you Know - Ken Mumford

Easy Express Running

The Western Morning News for July 25th 1923 had the following news item:-
On arrival at Plymouth of the Cornish Riviera Express, two spanners and a hammer, accidentally left on the footboard of one of the coaches were found undisturbed after a journey of 225¾ miles, run at an average speed of 55 m-p-h. The impedimenta was returned to Paddington none the worse for this journey!

From around September 1923

During watering it is often necessary for firemen to stand on the top of the side tank of many classes with nothing for him to steady himself with.

Thus there is an element of danger, especially in stormy weather.

On the Brighton Section of the Southern Railway, one of Mr. Billington's large "E6X" radial tanks [No. 407 stationed at New Cross, London] has been fitted with handrails on each side of the top of the dome, to obviate this danger.

Pioneer Car Ferry

Although the Severn Tunnel car ferry service was probably a pioneer on the G.W.R., a similar arrangement had applied over the Connel Ferry Bridge on the Oban to Ballachulish branch, in Scotland, 15 years earlier (from 1st July 1909); the bridge was converted so that cars, etc., might proceed across it 'under their own power' from 22nd June 1914.

Great Western Divergence

In 1937, the scheme for an inland by-pass of the GWR coast line through Dawlish and Teignmouth had been modified by a proposed divergence from the present route at Exminster, instead of at Dawlish Warren as originally intended. The length of the new line would be between 12 and 13 miles. Powers for its construction were applied for in the then session of Parliament.

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk



Railtalk Magazine

National Rail

Wells & Walsingham Light Railway No. 6 'Norfolk Heroine' is seen arriving at Wells on May 8th.
John Balaam



A Different View

On May 19th, three generations of transport in the Aire Valley, West Yorkshire (and two generations of rail transport for that matter) at Bingley as a Class 333 heads into the station with the 2H31 Skipton to Leeds service, passing the departing 2H84 Leeds - Heysham Port. They pass traffic on the Bingley Bypass whilst a narrowboat prepares to negotiate Three-Rise Locks on the Leeds - Liverpool Canal in the foreground. *Ben Bucki*





A Different View



▶ 'Flying Scotsman' heads over the Forth Bridge on May 14th working 'The Fife Lunchtime Circular'. *Richard Jones*



▶ A very smart looking South West Trains' van is seen at Andover on May 31st. *Ken Mumford*



▶ LNER A1 steam loco No. 60163 'Tornado' arrives at the Bodmin and Wenford Railway to music provided by the Liskeard Silver Band who were invited to play prior to the ribbon-cutting ceremony by the Lord Lieutenant of Cornwall. *Ken Mumford/Liskeard Silver Band*



Preserved Railways

Severn Valley Railway



▶ Class 33 035 storms through Foley Park on May 20th heading a Kidderminster service. *Brian Battersby*



▶ Class 47 828 heads towards Kidderminster on May 20th, passing Foley Park. *Brian Battersby*



▶ GRBf's Class 73 965 is seen on the rear of a service from Kidderminster as it arrives into Bewdley on May 18th. *Andrew Wilson*

Preserved Railways

Severn Valley Railway



▶ Sole surviving Class 17 No. D8568 passes Foley Park with a Bewdley to Kidderminster bound local service on May 20th. *Brian Battersby*

▶ InterCity liveried Class 50 031 with matching coaching stock departs Bewdley on May 21st with a Bridgnorth service. *Carl Grocott*

▶ On May 20th, Class 08 635 is seen inside the diesel depot under repair at Kidderminster. *Richard Hargreaves*



Preserved Railways

Severn Valley Railway



Under a very stormy looking sky, Class 45 041 arrives light engine into Bewdley to work a service to Kidderminster. *Richard Hargreaves*

Class 31 271 and 45 060 'Sherwood Forester' are seen between duties at Kidderminster. *Michael Lynam*

Ruston and Hornsby 165hp diesel electric shunter No. 319290 stands at Highley and during the diesel gala was employed giving Brake Van rides. The loco was supplied new on March 27th 1953 to Robertson Thain Ltd, Ellesmere Port, Cheshire. *Brian Battersby*







Preserved Railways

Llangollen Railway

▶ Class 37 240 working a Corwen - Llangollen service is seen departing Carrog on May 7th.
Carl Grocott

▶ For 'Petes 50th Birthday Special' Class 47 449 leads a Llangollen - Corwen service past Bonwm on May 7th. *Carl Grocott*



Preserved Railways

Llangollen Railway

▶ BR Standard Tank No. 80072 approaches Glyndyfrdwy with the 11:00 departure from Llangollen on April 16th. *Derek Elston*

▶ GWR Prairie 2-6-2T No. 5532 is seen under repair in the workshops at Llangollen. *Derek Elston*

▶ BR Black liveried EE 350hp shunter No. 13265 stands in Llangollen shed yard. *Derek Elston*





Preserved Railways

Llangollen Railway

English Electric type 3, later known as Class 37, No. 6940 stands in the yard at Llangollen on April 16th. *Derek Elston*

Yorkshire Engine Co. No. 2782 'Pilkington' stands outside the workshops at Llangollen. *Derek Elston*

LMS Black 5 No. 45337 climbs away from Llangollen station working an ECS move on April 16th. *Derek Elston*



Preserved Railways

North Norfolk Railway



▶ Class 101 DMU Nos. 51192 and 56062 stands at Weybourne on May 9th with a service to Holt.
John Balaam

▶ BR Standard 4MT 2-6-0 No. 76084 arrives at Weybourne with the 10:30 Sheringham - Holt service on May 9th. *John Balaam*

▶ WD No. 90775 is seen in the final stages of restoration at Weybourne on May 9th.
John Balaam





Preserved Railways

Nene Valley Railway

▶ Class 31 271 'Stratford 1840 -2001' basks in the sun, on shed at Wansford during the diesel gala, May 9th. *Derek Elston*

▶ Class 60 007 'The Spirit of Tom Kendall' approaches Ferry Meadows with a service to Peterborough on April 9th. *Derek Elston*

▶ Class 50 008 'Thunderer' awaits departure time from Wansford on April 9th. *Derek Elston*





Preserved Railways

Keighley and Worth Valley Railway

▶ Veteran ex-English Electric demonstrator loco No. D0226 'Vulcan' took over the diesel diagram from the Class 25 on May 27th due to a minor defect. Seen here in the loop at Damems as it makes its way to Keighley. *Ben Bucki*

▶ BR Class 25 059 was rostered for the diesel diagram for the May date of the popular 'Diesel Ale Days' event (held on the last Saturday of each spring/summer month, each sponsored by a different local brewery). The loco is seen running-round at Oxenhope, May 27th.

Ben Bucki

▶ BR Standard Class 4MT No. 75078 draws to a halt at Haworth Station with a train for Oxenhope, on May 27th. *Ben Bucki*





Preserved Railways

Bluebell Railway



SE&CR C Class 0-6-0 No. 592 approaches Horstead House Farm crossing working the 11:50 Horstead Keynes to East Grinstead during the branch line gala on May 13th. *Derek Elston*



Proudly sporting a headboard which proclaims 'Bluebell Railway. Dave and Maria, 20th May 2017', Southern Railway Maunsell S15-class 4-6-0 No. 847 runs round its wedding special at Sheffield Park on May 20th. *Jeff Nicholls*



Former Dorking Greystone Lime Works Fletcher Jennings 0-4-0T No. 3 'Baxter' carries out shunting in the yard at Horstead Keynes during the branch line gala on May 13th. *Derek Elston*

Preserved Railways

Bluebell Railway

▶ London & North Western Railway 0-6-2T 'Coal Tank' No. 58926 (LNWR No. 1054) stretches her legs emerging from at Sharpthorne Tunnel on May 21st. *Ken Livermore*

▶ Southern Railway Maunsell S15 Class 4-6-0 No. 847 stands at Horstead Keynes on May 21st. *Ken Livermore*

▶ A timeless scene as British Railways Standard Class 5 4-6-0 No. 73082 departs Horstead Keynes. *Ken Livermore*



Preserved Railways

Mid Hants Railway



▶ LMS Stanier Black 5 No. 45379 stands on shed at Ropley. *Derek Elston*



▶ A tatty looking English Electric 350hp shunter, No. D3358 stands on shed at Ropley on May 6th. Behind it is West Country Pacific No. 34007 'Wadebridge'. *Derek Elston*



▶ Built by BR Eastleigh in 1959, 2 car Class 207 diesel electric unit No. 1125 is seen stabled in the sidings at Alresford on May 6th. *Derek Elston*



Preserved Railways

Gloucestershire Warwickshire Railway

▶ Great Western Railway 2800 Class 2-8-0 No. 2807 heads along the line on May 27th during the 'Festival of Steam' gala. *Neil Pugh*

▶ SR Merchant Navy Class No. 35006 'Peninsular & Oriental S. N. Co.' runs light engine into Toddington during the steam gala on May 27th. *Richard Hargreaves*

▶ On May 28th, BR Standard Class 4MT No. 76017 approaches Winchcombe with the 14:50 from Cheltenham Racecourse. *Derek Elston*



Preserved Railways

Churnet Valley Railway



▶ USATC No. 6046 was built as works No.70280 by the Baldwin Locomotive Company in Philadelphia, Pennsylvania, USA, seen here at Cheddleton on May 7th. *Mark Enderby*

▶ Class 33 102 heads past Frognall on May 7th. *Mark Enderby*

▶ At the S160 event on May 7th, USATC S160 Nos. 6046 and 5197 storm past Bradnop. *Mark Enderby*

Preserved Railways

Great Western Society Didcot



▶ Andrew Barclay No. 11, visiting from the East Anglian Railway Museum eases through the yard with a single coach in tow ready to take up passenger duties on the branch line at Didcot, on May 27th. *Derek Elston*

▶ GWR 2-6-0 Mogul No. 5322 and 4575 Class 2-6-2T No. 5572 stand outside Didcot shed. *Derek Elston*

▶ Parts donor for the 47XX project, 2-8-2T No. 5227 in scrapyard condition is seen at the GWS, Didcot on May 27th. *Derek Elston*



Preserved Railways

Ecclesbourne Valley Railway

▶ Class 101 DMU Nos. 50253, 59303 and 50170 stands at Wirksworth on May 13th awaiting its next duty. *Richard Hargreaves*

▶ On display at Wirksworth, Derby Lightweight DMU's Nos. 79018 and 79612 which are part way through restoration. *Richard Hargreaves*

▶ In BR blue/grey livery, Class 108 No. E53599 and Class 119 No. W51073 await their next duty at Duffield on May 13th. *Richard Hargreaves*









Preserved Railways

East Lancashire Railway

▶ Class 14 No. D9531 working the 2F27 Heywood to Rawtenstall departs Irwell Vale on May 21st.
Alan Naylor

▶ Carrying a wreath in remembrance of the victims of the Manchester Arena attack, GWR 'Modified Hall' Class 4-6-0 No. 6990 'Witherslack Hall' departs Irwell Vale on May 29th.
Michael Lynam

▶ Southern West Country Class No. 34092 'City of Wells' works the first train of the day from Heywood to Rawtenstall past Irwell Vale on May 21st. *Alan Naylor*



Preserved Railways

Scottish Vintage Bus Museum, Lathalmond



▶ Hunslet MOD No. 250 carrying the fictional number D2650, is seen giving brake van rides, on May 21st. *Derek Elston*



▶ Under restoration, Andrew Barclay 0-4-0ST No. 13 is seen in the yard on May 21st. *Derek Elston*

Preserved Railways

Apedale Valley Light Railway



▶ Kerr Stuart 0-4-0 loco 'Diana' shunts wagons during the recent gala. The loco was visiting from the Bala Lake Railway. *Mark Enderby*



▶ 'Bent-Frame' Motor Rail Tractor works No. 2197 of 1923 (rebuild of WD loco), No. L.R. 2573 was one of the Simplex 20HP tractors that were successful in working the lightly-laid railways supplying the trenches. This example was rebuilt after the war for industrial use. *Mark Enderby*



▶ The line recently marked the centenary of Kerr Stuart Loco Works with a visit from 'Stanhope'. Kerr Stuart Loco Works were based in Stoke on Trent, this meant that 'Stanhope' was in steam less than five miles from where she was built! *Mark Enderby*



WORK STARTED ON ASSEMBLING CRANK AXLE FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

The Mikado Club funding the wheeling of No. 2007 Prince of Wales extended following early achievement of £200,000 target

The project to build new Gresley class P2 steam locomotive No. 2007 Prince of Wales is delighted to announce the achievement of significant milestones both in construction and fundraising. Work has started on assembling the crank axle at South Devon Railway Engineering Ltd in Buckfastleigh, Devon and The Mikado Club fundraising initiative to pay for the wheeling of the engine has reached its initial target of £200,000 pledged almost three months earlier than anticipated.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity, builders and operators of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The starting of work on the crank axle is a critical milestone for the project being the culmination of a long and expensive process including Finite Element Analysis (FEA) carried out by the railway engineering consultants, Mott MacDonald at Derby to eliminate a weakness in the original design that resulted in fracturing of the crank axle. It is anticipated that the assembly of the axle will be completed in early June which will permit final machining prior to fitting of wheels and tyres which will complete the wheelset. It is hoped they have the engine wheeled by before the end of 2017.

The Mikado Club was launched at the end of March 2016 to raise £200,000 from 160 members to wheel the engine. The work involved wheeling the engine to create the first standard gauge 'Mikado' since 1945 includes:

1. Machining axle and cannon box castings, manufacturing roller bearing details
2. Boring eight coupled wheel bosses to finished size
3. Assembling bearings and cannon box onto pony truck axle
4. Assembling bearings, cannon and axle boxes onto plain coupled axles
5. Trial fitting coupled axles to frame
6. Pressing Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings & axleboxes
7. Pressing plain coupled wheels onto axles, fitting and machining tyres
8. Assembling crank axle, fitting bearings & axleboxes, pressing wheels onto crank axle, fitting and machining tyres
9. Finish machining crank bosses & boring crank pin holes and machining & fitting all crank pins
10. Trial fitting wheelsets to frames at DLW.

Following a fundraising drive by the Trust, the last three weeks has seen over £33,000 donated to The Mikado Club and the achievement of its initial £200,000 pledged target almost three months ahead of plan. With a £142,500 order recently placed with I D Howitt Ltd of Crofton, West Yorkshire, for the assembly of the locomotive's tender frames and another for £33,000 with William Cook Group (the Trust's principal sponsor) of Sheffield for the remaining 67 castings for the locomotive (all apart from the three engine crossheads are for the tender), the Trust has decided to extend The Mikado Club's membership to 200 to raise sufficient funds to also wheel the tender.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and well over 830 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (around 120 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 160 people have pledged

£1,000 each – target now raised from 160 to 200 people and £200,000 to £250,000), Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of over 45% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Other recent progress includes:

- Frames: the hardened tender rubbing plate has been permanently fitted to the drag box and the inside of drag box and surrounding frame area has been finish painted along with the underside of the footplating under the cab. An order has been placed with North View Engineering Solutions in Darlington
- Wheelsets: assembly of the crank axle is under way at South Devon Railway Engineering (SDRE); the fully machined Cartazzi and pony truck axles and all the crank pins have been received at Darlington Locomotive Works from Unilathe of Stoke on Trent. The Cartazzi axle and wheels are shortly to be sent to South Devon Railway Engineering for assembly.
- Smokebox: the smoke lifting screen beading is now fully fitted; one of our volunteers has made a nice job of polishing out the remaining machining and smithing marks on the door hinges and centre boss
- Sandboxes: the original class P2 locomotives were fitted with gravity sanders for the leading coupled wheels and steam sanders for the driving (second) coupled axle - no back sanders were fitted; with No. 2007 likely to do significant work in reverse, mostly on heritage railways, haulage of substantial loads over significant gradients running tender first is likely to happen; all will now be air operated as per Tornado; Ian Matthews has assembled and fitted all six sandboxes and fitted them to the frames, and is assembling and fitting the sand box fillers
- Fittings: the superheater header has arrived at Darlington Locomotive Works
- Brake & spring gear: orders have been placed with D Howitt Ltd at Crofton for brake hangers and spring gear details
- Design: in addition to producing drawings for detailed manufacture of sandboxes, spring hangers and boiler cladding, details are being refined to finalise the design of the pony truck frame.



Railtalk Magazine

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Railways

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Ffestiniog Railway

▶ The Fairbanks-Morse speeder 'Rail Runner' from the Petit Train de la Haute Somme in France (complete with suitably attired crew) arrives into Porthmadog Harbour with a trip from the Welsh Highland line. *Ben Bucki*

▶ On April 29th, visiting Decauville tank loco 'Chuquitanta' leads Bala Lake based Kerr Stuart 'Diana' on a short freight (which includes a Saxa Salt-liveried wagon from Statfold Barn and a vintage Ffestiniog brake van). *Ben Bucki*

▶ Ex-Penrhyn Quarries mainline locomotive 'Linda', a staple of the Ffestiniog Railway fleet since the 1960's, picks up speed along The Cob embankment as it heads away from Porthmadog Harbour, April 30th. *Ben Bucki*



Preserved Railways

Ffestiniog Railway

▶ On the third day of the 'Quirks and Curiosities II' event, April 30th, veteran diesel 'Moelwyn' (built for service in the First World War), hauls a rake of vintage stock out of the sidings at Porthmadog Harbour. *Ben Bucki*

▶ On April 17th, the Double Fairlie 'Merddin Emrys' slows for the loop near Penrhyndeudraeth, with a south-bound service. *Michael Lovatt*

▶ On the fourth day of the Ffestiniog Railway 'Quirks and Curiosities II' event, on May 1st, railbus 'The Goose' (paired with Davenport-built steam loco 'Ryam Sugar Mill No. 1', both visiting from the Statfold Barn railway), edge their way out onto the street-running section of track in Porthmadog with a shuttle service onto the Welsh Highland Railway. *Ben Bucki*





Preserved Railways

Ffestiniog Railway

On the second day of the 'Quirks and Curiosities II' event, April 29th, the diesel shunter 'Moel Hebog' runs-round at Tanybwllch station, having arrived with a demonstration permanent way train from Porthmadog Harbour. *Ben Bucki*

At the 'Quirks and Curiosities II' event on April 29th, the Double Fairlie 'David Lloyd George' (piloting England Tank 'Prince') heads through the woods near Tanybwllch station with a train for Porthmadog Harbour. *Ben Bucki*



PUBLIC TRAIN SERVICE TO LINK SWANAGE & CORFE CASTLE WITH THE MAIN LINE AT WAREHAM – FOR THE FIRST TIME SINCE 1972

The volunteer-led Swanage Railway plans to run its first diesel-hauled passenger train into Wareham station on Tuesday, 13 June, 2017. That will be the achievement of a long-held aim by determined railway campaigners dating back to 1972 when the Purbeck branch line was controversially closed and demolished by British Rail.

The special first train will mark the start of a two-year trial public service using diesel trains operating on 60 selected days during this summer – with four trains a day in each direction between Wareham, Corfe Castle and Swanage. Visitors from London, and stations across the country, will be able to visit Swanage and Corfe Castle by train while the service will enable tourists in campsites around Wareham to visit Corfe Castle and Swanage by rail.

Swanage Railway Company chairman Trevor Parsons said: “This is the culmination of a far-sighted investment by our stakeholders of £5.5 million to re-connect Swanage and Corfe Castle with the main line at Wareham. We’re working very closely with our partners at Network Rail and South West Trains to finalise arrangements for what is a complex operation.



“The trial public service will be historic because it has been the Swanage Railway’s ambition to return passenger trains to Wareham for more than 40 years – with several generations of volunteers working to achieve this,” added the Swanage Railway volunteer signalman and train guard.

After the last public British Rail train ran to Corfe Castle and Swanage in January, 1972, – leaving a three-mile stub from the main line to Furzebrook for clay and later Wytch Farm oil field trains – few people thought that passenger trains from Swanage and Corfe Castle would ever return to Wareham.

It took seven short weeks to demolish Purbeck’s 87-year old rail link to the main line at Wareham but 40 long years for the Swanage Railway to rebuild it.

Swanage Railway Trust chairman Gavin Johns explained: “This is the culmination of a huge amount of hard work by our dedicated volunteers and the support of our valued stakeholders. It shows just what can be achieved thanks to a strong vision, determination and

working together in partnership. “My thanks go to the Purbeck Community Rail Partnership, the Government’s Coastal Communities Fund for its £1.8 million grant, Purbeck District Council, Dorset County Council, Network Rail, South West Trains and the Department for Transport for their help in reaching this historic milestone for Swanage and the Isle of Purbeck,” he added.

To enable a public train service to run from Wareham to Corfe Castle and Swanage, Purbeck District Council and Dorset County Council together made a strategic investment of £3.2 million – the money coming from a transport development fund paid into by housing developers across Purbeck. That £3.2 million enabled Network Rail to upgrade the track at Worgret Junction – a mile west of Wareham where the line from Swanage joins the main line – and also install new signalling equipment at Wareham and Worgret Junction. The investment also paid for Swanage Railway signalling equipment between Wareham station, Worgret Junction and Corfe Castle signal box. The trial public service of four return trains a day between Wareham, Corfe Castle and Swanage will operate on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays until Sunday, 3 September, 2017, inclusive.

On the first day of the public service – Tuesday, 13 June, 2017 – the first public train will be the 2.23pm from Swanage that will form the 3.15pm train from Wareham. The last train of the day will be the 4.23pm from Swanage and the 5.15pm from Wareham.

The first two trains from Swanage to Wareham and return on that day will be for Swanage Railway guests, stakeholders, volunteers, staff and supporters.

Main line train operator West Coast Railways is supplying two diesel locomotives and train crews to operate the Swanage Railway’s trial train service between Swanage, Corfe Castle and Wareham on 60 selected days during the summer. With a diesel locomotive at each end, the four-carriage trains will run four times a day – in each direction – between Wareham, Norden, Corfe Castle and Swanage with the ten mile journey taking 45 minutes. Train times and fares for the Wareham service can be viewed on the Swanage Railway website.

To enable regular passenger trains to again run to Wareham, three miles of former Network Rail line – from south of Worgret Junction to half a mile east of Furzebrook –has been restored and upgraded over a two-year period.

That challenging work has seen 1,200 wooden track sleepers replaced, half a mile of new track laid, a quarter-mile-long embankment upgraded as well as undergrowth and drainage ditches cleared along three miles of railway line. Linking the Swanage Railway with the national railway system, a unique and trail-blazing signalling system has been installed, tested and commissioned between Corfe Castle and Wareham

WITHDRAWAL OF RAILWAY PASSENGER SERVICE BETWEEN WAREHAM AND SWANAGE

The Southern Region of British Railways hereby give notice that on and from Monday 3 January 1972 the railway passenger service between Wareham and Swanage will be withdrawn and Corfe Castle and Swanage stations closed.

Details of the alternative bus services are available at local railway stations and bus offices.



in what was a four-year project. Thanks to a £500,000 legacy donation from BP, the Swanage Railway has built a new level crossing west of Norden station – on the access road to Perenco’s Wytch Farm oilfield – so that regular passenger trains can run to Wareham.

Tickets will be £15 for an adult or senior citizen day-return between Swanage and Wareham and £9 for an adult or senior citizen single. Children, aged 5 to 15, will be £10 for a return and £6 for a single. Swanage Railway Purbeck resident’s discount card holders will receive a 33 per cent discount while National Railcards will not be accepted.

The Swanage Railway’s Project Wareham director Mark Woolley said: “Our two 1960s-built heritage diesel trains, which together make up four carriages, will be used for the second year of the trial service to Wareham. “They are being refurbished and upgraded to main line standards which is challenging and specialist work because of the age of the heritage diesel units, their design as well as modern health and safety standards,” added Mr Woolley, a dedicated Swanage Railway volunteer since the mid-1980s.



Preserved Railways

Swanage Railway

▶ Southern Railway 4-6-2 Battle of Britain Class No. 34081 '92 Squadron', but running unnamed, heads into Swanage on a freight. *Martin Hill*

▶ No. 34053 'Sir Keith Park' heads away from Corfe and towards Norden. *Martin Hill*

▶ Bulleid No. 34046 'Braunton', running as classmate No. 34052 'Lord Dowding' arrives into Corfe with a service to Swanage. *Martin Hill*



Preserved Railways

Derwent Valley Light Railway

▶ Ruston & Hornsby shunter No. 3 'Ken Cooke' heads away from Murton Park with a heavily-loaded passenger service (using their custom-built carriage 'Sylvia'). *Ben Bucki*

▶ Fowler shunter 'Churchill' (a veteran of the pre-preservation DVL) sits in the siding awaiting restoration at Murton Park station, May 29th. *Ben Bucki*

▶ Ruston shunter No. 165 sets-back onto a passenger train at Murton Park station with the custom-built carriage 'Sylvia' and a brake van for the consist. *Ben Bucki*





TENDER FRAMES ORDERED FOR BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE

Work started on distinctive boiler cladding of No. 2007 Prince of Wales

The project to build new Gresley class P2 No. 2007 Prince of Wales is delighted to announce that it has placed a £142,500 order with I D Howitt Ltd of Crofton, West Yorkshire, for the assembly of the locomotive's tender frames. Ian Howitt was a major contractor during the construction of No. 60163 Tornado, working both at Darlington Locomotive Works and in his own workshops and was responsible for the assembly of the almost identical tender frames for Tornado from 2005 to 2007. The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly, the design was never fully developed and they were rebuilt in 1943/44 and scrapped by 1961. The A1 Steam Locomotive Trust (registered charity and builders of famous new 100mph steam locomotive No. 60163 Tornado) is building the seventh member of this class over seven years at an estimated cost of £5m. The project will demonstrate how the design can be fully realised through use of modern computer design techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The Trust had planned to start the tender frames this year, and to this end has already ordered the remaining steel castings for the new locomotive from William Cook Group (the Trust's principal sponsor) with delivery due in July 2017. Apart from the three engine crossheads, 58 of the 61 castings on the latest order are for the tender. Once Ian Howitt has made progress with manufacturing the fabricated drag boxes and has machined the castings, the fully machined tender frame plates (presently in store at Darlington Locomotive Works) will be moved to Crofton for assembly. It is expected that the frames will be delivered to Darlington Locomotive Works in late 2018.

In parallel with the assembly of No. 2007's tender frames, the Trust has started work on the distinctive boiler cladding for the new locomotive. In contrast to the method used to assemble Tornado's boiler cladding, this will be done by building a 'skeleton' which will enable the Trust to make the entire cladding before the actual boiler is delivered. This postpones the need for the boiler to be at Darlington Locomotive Works by at least six months. Once the boiler cladding is finished and primed, it will be dismantled and stored pending fitting to the boiler in 2020. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and well over 800 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (around 120 people have pledged £2,000 each - target of 300 people), The Mikado Club (over 135 people have pledged £1,000 each – target 160 people/£200,000), Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of over 45% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Other recent progress includes:

- Frames: the hardened tender rubbing plate has been permanently fitted to the drag box and the inside of drag box and surrounding frame area has been finish painted along with the underside of the footplating under the cab
- Wheelsets: assembly of the crank axle is imminent at South Devon Railway Engineering (SDRE); the Cartazzi and pony truck axles and all the crank pins have just been received at Darlington Locomotive Works from Unilathe of Stoke on Trent
- Smokebox: the smoke lifting screen beading is now fully fitted; a volunteer has made a nice job of polishing out the remaining machining and smithing marks on the door hinges and centre boss
- Sandboxes: the original class P2 locomotives were fitted with gravity sanders for the leading coupled wheels and steam sanders for the driving (second) coupled axle - no back sanders were fitted; with No. 2007 likely to do significant work in reverse, mostly on

heritage railways, haulage of substantial loads over significant gradients running tender first is likely to happen; all will now be air operated as per Tornado; Ian Matthews has assembled and fitted the leading and forward driving sandboxes and fitted them to the frames, and now has the kits for the back sandboxes

- Fittings: the superheater header has arrived at Darlington Locomotive Works
- Brake & spring gear: orders have been placed with I D Howitt Ltd at Crofton for brake hangers and spring gear details
- Design: in addition to producing drawings for detailed manufacture of sandboxes, spring hangers and boiler cladding, details are being refined to finalise the design of the pony truck frame.

P2 Roadshows

A1SLT continues to promote the P2 Project as widely as possible and have already held four P2 Roadshows in London, Peterborough, Doncaster and York. All were very well attended and resulted in substantial donations and sign-ups on the day, with more coming in over the following weeks. The presentations run from 11:00hrs to 13:00hrs on each of the days listed below, no booking is required, admission is free and open to existing supporters and interested members of the public:

- Saturday 17th June 2017 – Newcastle Mining Institute, Newcastle
- Saturday 1st July 2017 – Edinburgh Jury's Inn, Edinburgh
- Saturday 14th October 2017 – Dundee Heritage Trust Discovery Point, Dundee
- Saturday 25th November 2017 – Aberdeen Jury's Inn, Aberdeen.

These presentations are open to anyone wanting to know more about the project and we are encouraging our existing supporters to bring along interested family and friends.

Mark Allatt, P2 Project Director, The A1 Steam Locomotive Trust, commented:

"The order for the tender frames and the starting on the boiler cladding for No. 2007 Prince of Wales mark two significant milestones in the project to build Britain's most powerful steam locomotive. We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since construction started only three years ago. Thanks to our supporters' continued generosity, well over £1m has been spent on construction, over £1.3m donated and over £2.3m pledged. We are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales in 2017 having reached over 80% of our fundraising target for The Mikado Club and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. We would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Mikado Club. It's time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 Prince of Wales gathers pace."

Photo: No. 60163 Tornado's Tender right frame way up. © Nigel Facer/A1SLT





From the Archives



▶ Class 142 036 is pictured upon arrival with 13:30 from Shaw at the bay/terminus end of Manchester Victoria on August 4th 1986, what a contrast to the outside photo on the previous page!. *Nick Clemson*

▶ Class 37 430 stands at Crewe on October 12th 1991 working a service to Shrewsbury. *Michael Lynam*

▶ In pouring rain at Warrington Bank Quay, Class 90 127 heads north with a very mixed freight on April 24th 1992. *Michael Lynam*





From the Archives



Class 47 295 heads north through Doncaster on February 27th 1999 with an IBC container train.
Paul Godding



LMS Ivatt 4MT No. 43112 simmers at Stoke Motive Power Depot on August 28th 1966.
Dave Felton



Class 47 372 hauls withdrawn 45 143, 45 076 and 45 058 through Warrington Bank Quay on May 9th 1994.
Brian Hewertson





From the Archives



▶ An unidentified 8F emerges from Standedge tunnel with a rake of 16 ton empty coal wagons on March 11th 1968. *Dave Felton*

▶ Class 31 144 passes through Manchester Victoria on May 15th 1992. *Michael Lynam*