

Railtalk Magazine

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Royal Scots Grey - looking good, sounding great

Welcome

Welcome to Issue 46 of Railtalk Magazine. Each month we bring you a jam packed round up of the best pictures, news and reports.

Once again, this month I have to say a really big thank you to all our contributors, this has been another really great month for photography and although we cannot possibly include all your photos in the magazine we really and honestly do appreciate each and every one that is sent in.

Wow another month gone, only X amount of weeks now until.... ok I won't mention it... ok I will, until it gets dark, wet and miserable. But until then lets keep snapping, because its the first year for a while that we have had sun on consecutive days.

There are a couple of events happening recently that I must mention, firstly I must congratulate Martin Walker and his team for the superb work on 55022. Its great to see such a fine loco back on full power, secondly, I must also congratulate the Class 58 Group on a successful purchase of 58 016, well done boys, and on the purchase for spares of 58 045.

Finally, and a first in this editorial I would just like to say Happy Birthday to RailUK, one of the best and most informative of all the rail forums, who turned 5 last month. It makes you think, where has all that time gone, and we're not that far behind.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Dawson, Jonathan McGurk, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, James Stoker, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Robert Beardwell, Stephen Beardwell, Phil Martin, Alan Usher, Christopher Sutcliffe, James Paice, TeesideAnth, Yorkie, Stephen Marsh, Danny Sladdin, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Darrel Hendrie, and as always a big thanks to the RailUK team for assisting.

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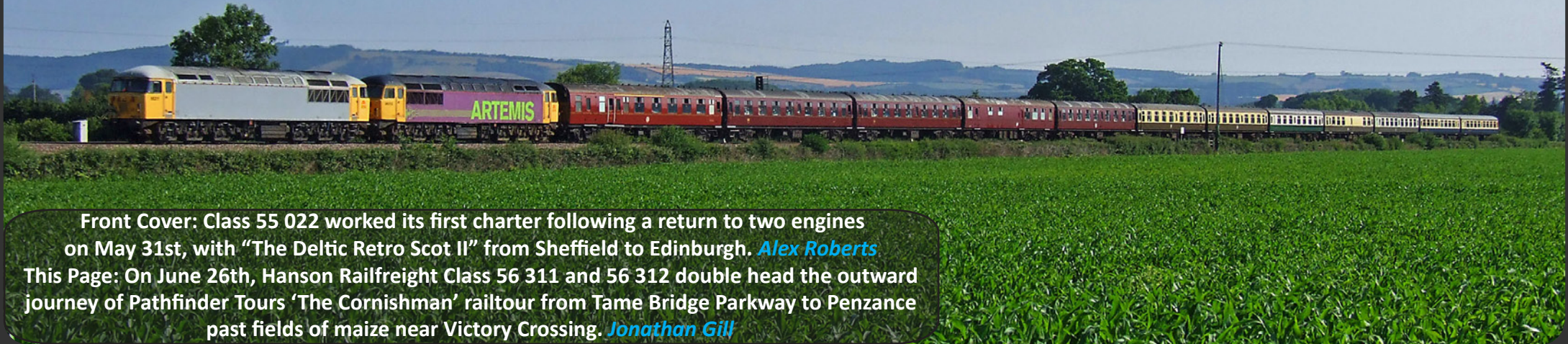
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Front Cover: Class 55 022 worked its first charter following a return to two engines on May 31st, with "The Deltic Retro Scot II" from Sheffield to Edinburgh. [Alex Roberts](#)
This Page: On June 26th, Hanson Railfreight Class 56 311 and 56 312 double head the outward journey of Pathfinder Tours 'The Cornishman' railtour from Tame Bridge Parkway to Penzance past fields of maize near Victory Crossing. [Jonathan Gill](#)



A1 No. 60163 "Tornado" powers through Hatfield Peveral with "The Great Eastern Explorer" charter heading for Colchester and Norwich on May 28th. [Charlie Robbins](#)



In a real turn up for the books, having only been spotted on Castleton Junction waiting for service trains to pass, British Rail Class 40 145 "East Lancashire Railway" heads a Branchline Society excursion from Crewe to Rawtenstall and back. Here the tour is seen on the return leg, with 40 145 leading making an outstanding noise passing Mill Hill station on June 12th. [CJ Sutcliffe](#)



Grid action as Class 56 311 leads 56 312 on 1Z80 Tame Bridge - Penzance Mazey day charter at Daignton Bank on June 26th. [Carl Grocott](#)



Spitfire's tour of Scotland from June 18th - 21st featured a pair of DRS Tractors.
In this shot Class 37 610 and 37 608 are working 1Z38 Kyle - Inverness through Achnasheen on June 19th. [Carl Grocott](#)

Charter Scene

charter.scene@railtalkmagazine.co.uk



More from Spitfire's tour of Scotland

Left: Heading for home as Class 37 610 leads 37 608 over Culloden Viaduct with 1241 Inverness - Birmingham Int. [Carl Grocott](#)

Bottom Left: Class 37 608 and 37 610 are seen arriving at Kyle with 1237 Inverness - Kyle on June 19th. [Carl Grocott](#)

Below: Class 37 608 and 37 610 are seen on June 19th with 1237 Inverness - Kyle at Strathcarron. [Carl Grocott](#)





DRS Class 37 218 and 37 259 are seen at Restormel with the return 1283 Penzance - Gloucester Mazey day charter on June 26th. [Carl Grocott](#)



Another Mazey day charter on June 26th was Class 67 016 and 67 024 with 1284 Paddington - Penzance seen here at Daignton Bank on June 26th. [Carl Grocott](#)



On June 26th, DRS Class 37 259 and 37 218 pass fields of maize near Victory crossing whilst heading west with the outward journey of Spitfire Railtours 'Kernow Explorer' railtour from Gloucester to Penzance. [Jonathan Gill](#)



Left: Class 90 020 “Collingwood” heads the second of two “Footex” runs from Blackpool to Wembley (Changing From A Class 67 to a Class 90 at Preston) for the Football play-offs, seen here passing Euxton on May 22nd. [Robert Beardwell](#)

Bottom Left: “The Cheshireman” charter from Cleethorpes to Chester and back, utilising LMS Black 5 No. 44871. The stock worked from Carnforth to Barnetby on June 11th and is seen passing Keadby Canal hauled by West Coast’s Class 47 826. [Steve Thompson](#)

Below: Class 66 056 is in charge of 1259 Holyhead to Carmarthen, The Heart of Wales Scenic Rambler, as it passes Burgs Lane, Bayston Hill with 66 090 was on the back, June 5th. [Pete Cheshire](#)



Charter Scene

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Left: On June 11th, LMS Black 5 No. 44871 heads alongside the Keadby Canal heading for Barnetby. The loco will work "The Cheshireman" on the following day. [Steve Thompson](#)

Bottom Left: On June 26th GWR No. 5029 "Nunney Castle" and No. 6024 "King Edward I" are seen climbing up through Devonport after departing Plymouth heading for Par. [Steve Andrews](#)

Below: D1015 "Western Champion" waits in the siding at Par, before operating "The Cornish Riviera Express" to Penzance. [David Beeston](#)





GWR No. 6024 "King Edward I" is seen with D1015 "Western Champion" working the Bishops Lydeard to Minehead leg of the "Great Western Limited" railtour on June 20th. [Steve Andrews](#)



Left: GWR 4073 Class No. 5043 "Earl of Mount Edgumbe" heads 1253 Solihull to Swansea passed Claydon foot crossing, June 19th.

Derek Elston

Bottom Left: The Citadel Express - LMS No. 6233 "Duchess of Sutherland" passes Euxton Heading For Carlisle, in new LMS Black livery on May 8th. *Robert Beardwell*

Below: Take 2, Royal Scot - Once again LMS No. 6233 "Duchess of Sutherland" passes Euxton heading for Carlisle this time on May 22nd. *Robert Beardwell*





LMS 5MT Black 5 No. 44932 is seen on a test run from Carnforth - Hellifield - Preston - Carnforth passing Pleasington Golf Course on June 30th. [Colin Irwin](#)



Top Left: In connection with the Three Peaks Challenge, Class 87 002 leads 67 029 working 1T56 Euston - Bangor through Hademore on June 24th.

Pete Cheshire



Bottom Left: West Coast's Class 37 706 heads north through Winwick Jct. in glorious sunshine with the 5Z37 Southall - Carnforth empties on June 4th.

Dave Harris



Right: Bang on time at 05:57 on June 12th, Deltic Class 55 022 "Royal Scots Grey" ascends Miles Platting bank upon departure from Manchester Victoria, operating Spitfire Railtours' "The Capital Deltic" from Preston to London Kings Cross and back. [CJ Sutcliffe](#)

Above: Later on the same day, Class 55 022 is seen crossing onto the Great Western Main Line at Acton heading for Oxford with a mini tour from London Kings Cross. [Class47](#)





Above: A1 No. 60163 "Tornado" runs down the bank to Christchurch on the outward leg, of the 1282 "Purbeck Tornado" Railtour from London Victoria to Swanage and return to Waterloo, on what we think was Tornado's first outing into Dorset.

Derek Hopkins

Bottom Right: A1 No. 60163 "Tornado" passes Postern Lane, near Tonbridge, Kent, with Pathfinders 1227 06:18 Bristol Temple Meads - Canterbury West "Canterbury Tornado" railtour, on May 15th.

Craig Stretten





Main: On June 16th, A1 No. 60163 "Tornado" is seen working the 1282 Victoria to Swanage "Purbeck Tornado" approaching Holton Heath.
Inset: The return working 1283 Swanage to Waterloo with Class 67 029 hauling Tornado at the rear, is seen at Poole station. *Both: Julian Churchill*



DRS Class 47 802 "Pride Of Cumbria" climbs the bank at Garswood Arch Lane with a Compass tour to Carlisle on June 13th. [Dave Harris](#)



Above: On June 18th, Compass tours ran a charter from Nuneaton - Dundee featuring Class 67 018 and 67 029. This is Class 67 029 leading the tour through Perth on the 1234 return working. [Richard Jones](#)



Right: DB Schenker liveried Class 67 018 brings up the rear on the same train, heading back to Nuneaton. [Richard Jones](#)



Top Left: On May 16th West Coast's Class 37 516 stands at Faversham, Kent, after trailing Shepherd Neame's "The Spitfire" Raitour from Sheerness. Class 37 706 was on the other end.

Craig Stretten



Bottom Left: With the return "Deltic Retro Scot II" 1Z88 Edinburgh - Sheffield charter Class 55 022 is seen pausing at York after storming down the East Coast Main Line on May 31st.

Danny Sladdin



Above: Class 37 423 and 37 607 pass Cilcewydd Mil with 1Z59 07:12 Bristol Temple Meads to Newtown "The Powys Chugger" on June 5th. [Pete Cheshire](#)

Top Right: Hanson Class 56 312 "Artemis" and EWS Class 66 148 head "The Scenic Settler" to Carlisle on the May 22nd past Euxton, WCML. [Robert Beardwell](#)

Bottom Right: D1015 "Western Champion" is seen passing Ruscombe working 5Z61 West Ealing Loop - Eastleigh on June 20th. [Wayne Radford](#)



LMS No. 6233 "Duchess of Sutherland departs Crewe bound for Blackpool, with 1260 Sheffield - Blackpool North on June 6th.
Inset: The train arrived at Crewe from Sheffield behind Class 47 270 "Swift" and 57 601. *Both: Derek Elston*

Scot-Rail with Jonathan McGurk



Right: BON VOYAGE - A young couple say goodbye at this time as one is about to set off from Edinburgh Waverley on a First Transpennine Express service to Manchester Airport on June 18th.

Jonathan McGurk

Below: Class 318 254 is seen coming into stop at platform 1 at Dalmarnock station while working the 13.23 2C49 Lanark - Dalmuir service. This station has been given the go ahead this week for a £9 million refurbishment in aid of the Glasgow 2014 Commonwealth Games as the station will be the main station to get to and from the main games arena (currently being built).

Jonathan McGurk





The Airdrie - Bathgate project update

Top Right: A view of the new Scotrail Bathgate depot entrance.

Bottom Right: Progress at Armadale station as seen on June 15th.

Below: D.B. Schenker Class 66 106 is seen slowly pulling away from Bridgeton Yard, having just been loaded with sleepers onto Balfour Beatty sleeper wagons which will be attached to a classmate locomotive (Top and Tailed). The locomotives will then deliver the sleepers to Bathgate as track laying has well commenced ahead of the new Airdrie - Bathgate railway line opening in December 2010. *All: Jonathan McGurk*





The Airdrie - Bathgate project update

Track laying is moving at a rapid pace with Balfour Beatty's very own track laying machine and track is now laid as very as Blackridge station

Right: Balfour Beatties track laying machine is seen in action in June.

Jonathan McGurk

Below: Progress at Blackridge station. Got to be on of the most modern and longest D.D.A. (Disability Discrimination Act) compliant footbridge you have ever seen, wouldn't you say so?

Jonathan McGurk





Singles that cannot be bought singly

There are two Off Peak Singles available for many flows on the West Coast Main Line. Yes, really! Same terms, same name, but one is approximately half the price of the other and is not available singly.

The former Saver Half is now an Off Peak Single and only available as part of a return journey, ie, in conjunction with an Advance ticket the other way.

Only Virgin do this, but there is no excuse for any other TOC not to follow suit. I'd like to see them go further though, and allow it to be purchased as a standalone product.

All Line Rover restrictions

No, the All Line Rover isn't restricted, and ATOC says there are no plans to restrict it..... However in case you hadn't heard already, there were claims that spread across the internet that restrictions were proposed. Several informed sources have revealed that the proposal originated from Virgin Trains (this makes sense given that Virgin's first class fares are artificially high in order to pay for inclusive meals), and several other TOCs were keen on the idea, however the threat of bad publicity meant that more senior staff put a stop to the plans.

We'll never know the full truth, but it does not surprise me if the TOCs are plotting and

scheming to find ways to treat their most loyal customers in ways that no other service industry would ever contemplate.

Refusal to issue tickets in advance

A member of staff, who I will not name here, refused to issue a customer advance tickets because he had missed the deadline by three minutes. A deadline that is not visible anywhere on the door to the ticket office, nor on the TOCs own website, despite the staff member being adamant that it was advertised both on the door and on the website. He refuses to apologise, accepted he was wrong, but would still not issue the tickets, and spent longer arguing. This is the sort of Basil Fawlty-style attitude that gives the railway a bad name.

The member of staff certainly is making a name for himself, as further investigating revealed he has given incorrect information and been rude to other customers. However most people do not complain, and when they do, as he himself said "it's my word against yours". While I am not in favour of the 'compensation culture' we often find ourselves in, it is important to report such people as a matter of principle. For it is they who discourage passengers from travelling by rail and that affects us all.

Another issue is that some ticket clerks are refusing to issue off peak tickets, and rovers, until the time these tickets become valid. This is even in cases where a train leaves just

a minute or two after the morning restriction. In such cases I would consider the ticket office effectively 'closed' and buy on board. The staff who are doing this are clearly in the wrong.

The National Rail website states that Off Peak tickets are available to "buy any time, travel off peak". Any ticket clerks that think Off Peak tickets should only be sold off peak can be shown a printout from the relevant page on the website.

Breaking journeys overnight

You cannot choose to break your journey overnight on an Off Peak Day ticket. The ticket is valid until 0230 on the following day, you can only break your journey overnight and resume after this time if it is "not possible to complete the journey before this time", in which case, "travel is allowed until 1200 the day after travel - but no further break of journey is allowed".

However, for Off Peak outward portions, the conditions are much more lenient and that choice is available. The rules were recently clarified in a way that makes it a lot easier to justify overnight breaks. The conditions state "Where a passenger wishes to stop overnight or the journey cannot be completed within one day, break of journey for an overnight stay is allowed. Where a journey continues into the next day, travel must resume before 1200..." (my emphasis). So if I have a York to Penzance Off Peak

Return, and on the outward journey I leave after work and get to London at, say, 7pm, I am not forced to take the sleeper that night.

Despite the validity of the ticket only specifying it is valid for 1 day, I am perfectly within my rights to stay in London (or Reading, Slough, Bristol...) and resume the next day, although I must catch a train before 1200 and I can't do any further break of journey.

A lot of people are confused by this, and don't realise that an Off Peak allows considerably more flexibility than an Off Peak Day. ATOC continue to claim that they are effectively the same 'product' and it's all so 'simple' however the products are very different, and this is just one example of how they differ.

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.



On May 12th, the regular 6L48 Garston - Dagenham car train ran with Class 90 018 leading 92 001 "Victor Hugo" dead in transit, the latter having worked 0L48 from Crewe to Garston with 90018 in tow. Here the train is seen passing a farm stay in the outskirts of Acton Bridge, having just crossed the Weaver Viaduct. [CJ Sutcliffe](#)



Now that DRS has two Class 37/4's in traffic, saloon "Caroline" has a choice of partners.

This is recently returned to traffic Class 37 409 working 2Z39 Shrewsbury - Crewe at Shrewsbury on June 23rd. [Carl Grocott](#)



Above: Network Rail power car “John Armit” heads through York station on June 7th, heading for London.

Dave Harris



Left: Freightliner’s Class 70 002 is seen arriving into Carlisle on June 2nd.

Stephen Beardwell



On its last day in service with South West Trains, class 421 3-CIG No. 1497 approaches Lymington Town with a Brockenhurst to Lymington Pier service, May 22nd. [Craig Stretten](#)



Above: On June 2nd, a very late “LessCo” Tesco intermodal service drew through Carlisle, with Class 92 007 at the head of the train conveying the normal Tesco rake plus 66 090 dead in tow heading for Mossend. [CJ Sutcliffe](#)



Right: Unbranded Class 90 046 heads 4M88 Felixtowe to Coatbridge liner passing Chapel Brampton, on June 6th. [Derek Elston](#)



Above: DRS Class 37 218 and 37 259 T&T a Serco test train running as 1Q12 Derby RTC to Old Oak through Isham on June 7th.

Steve Madden

Right: Freightliner Class 86 604 and 86 613 head through Acton Bridge on June 11th with a southbound liner, heading for Crewe Basford Hall.

Brian Battersby





Above: On June 4th, GBRf Class 66 704 heads along the line from Doncaster - Scunthorpe with an Eggborough - Immingham rake of empty MGR wagons. [Andy](#)

Left: Arriva Trains Wales Class 57 315 is seen passing Stapeton, near Dorrington, south of Shrewsbury working the regular weekday Cardiff - Holyhead service on June 17th. [Phil Martin](#)



Left: : Arriva Trains Wales Class 175 107 is seen at Helsby on June 11th with a Manchester to Llandudno service.

Brian Battersby

Above: On June 2nd, Freightliner Class 66 606 seen here on the rarely used Haydock branch off the WCML at Golbourne. The loco is pushing classmate 66 602 up the incline from the Hanson (Kelbits) plant with the 6Z62 to Basford Hall. With passenger traffic stopping in 1952 the line has not seen regular use for many years. Built originally by the Great Central this branch served Haydock Park race course and provided a through route to St Helens. *Dave Harris*



DRS Class 66 424 is seen crossing Culloden Viaduct on June 21st with the 4Z50 Inverness - Grangemouth. [Carl Grocott](#)



Network Rail Class 31 106, on the rear, heads into York on June 7th, reported to be giving a “lively performance.” [Dave Harris](#)
Inset: Class 31 106 is seen a couple of weeks earlier working 4Q24 Immingham TMD to Derby RTC through Worksop on the May 25th. [John Martin](#)



A First Transpennine Class 185 is seen working a service from Cleethorpes - Manchester Airport along the side of the Keady Canal on June 4th. [Andy](#)



On June 22nd, Class 31 128 is seen at Middlesbrough working 0Z31 to Grosmont, NYMR. The loco is going on hire to assist during a steam ban. *James Stoker*



Above: : Class 37 607 leads 37 059 working 4M71 Tilbury to Daventry sugar train on June 2nd.
Derek Elston

Top Right: Mainline liveried Class 60 011 rumbles through Barnetby working 6D03 Tinsley - Immingham Nordic Loaded Steel Slabs on June 19th.
Daniel Stanbridge

Bottom Right: Freightliner's Class 70 002 departs Warrington Arpley on June 19th heading for Fiddlers Ferry Power Station.
Richard Hargreaves





Above: On May 11th, Class 395 003 arrives into Platform 1 at Canterbury West with the 1J21 09:05 Ramsgate - St Pancras service while Class 375 703 waits in the siding. [Daniel Leach](#)

Top Left: Class 57 309 and 66 402 head away from the Severn Tunnel at Pilning with 2C79 14:00 Cardiff Central to Taunton, whilst 66 610 sits in the loop with 6M37, on June 26th. [Pete Cheshire](#)

Bottom Left: Class 47 832 takes the Reedham line whilst working 1V41 Great Yarmouth - Norwich passed Breydon Water on June 5th. [Wayne Radford](#)



Double Colas on the logs as Class 47 739 leads 66 843 on the Carlisle - Chirk service past Euxton on the WCML, May 5th. [Robert Beardwell](#)



Three for the price of one today with Class 66 524 heading away from Frodingham Trent Jct. on 6M07 Roxby-Dean Lane bin train, while, in the background, 66 151 negotiates the crossovers towards the North Lindsey Light Railway on 6D56 Entrance C - Normanby Park. In the Goods Yard, 66 237, having run-round it's train, is waiting a path with 6C75 from Immingham Bulk Terminal to the Coal Handling Plant. [Steve Thompson](#)



Above: : Class 73 141 "Charlotte" and 73 208 "Kirsten" sit in the beautiful sunshine in Hastings whilst working 0Y22, Tonbridge - St Leonards Depot. on June 28th. *Daniel Stanbridge*

Top Right: Class 73 208 "Kirsten" leads refreshed translators 6377 and 6376 working 5Y23 St Leonards - Tonbridge West Yard on June 28th. *Daniel Stanbridge*

Bottom Right: Freightliner's Class 90 043 leads 4M88 Felixtowe to Coatbridge liner through Chapel Brampton, on June 2nd. *Derek Elston*





On May 12th, in conjunction with the opening of a new service depot in Liverpool, Virgin Trains ran the WB64 “Pretendalino” stock on a special train between Liverpool Lime Street and London Euston. The locomotives allocated to this run were Class 57 301 “Scott Tracy” and 57 312 “The Hood”. 57 312 is seen here approaching Acton Bridge station north of Crewe, on the first of 4 passes the train would make during the day. [CJ Sutcliffe](#)

Top Right: On June 4th, Class 66 414
"James the Engine" enjoys the summer sun as it passes through
Winwick Jct. with the 4S44 Daventry - Grangemouth
Intermodel service.

Dave Harris

Bottom Right: First Capital Connect Class 319 446 departs
East Croydon on the 2T40 13:37 Brighton - Bedford service.

Daniel Leach

Below: WSMR workings still continue to fill our
inbox, this is Class 67 013 passing across the viaduct
at Shifnal on June 4th.

Phil Martin



Top Right: Class 70 003 is seen working 6Z63 Chalmerston to Fiddlers Ferry over the S&C and down through Blackburn. It is seen here powering up Pleasington bank on a very wet June 1st.

David Hollowood

Bottom Right: Class 37 409 and 37 423 propel saloon 975025 "Caroline" whilst working the 2Z01 Willesden to Southampton via Yeovil seen approaching Holton Heath near Poole on June 15th.

Julian Churchill

Below: Class 378 146 is seen waiting to depart Dalston Junction with the 10:20 London Overground service to West Croydon on June 10th. *Steve Madden*



Top Right: On June 26th First Great Western Class 150 249 is seen at Par heading a late running Exeter St. Davids to Penzance service.

Barry Beeston

Bottom Right: Freightliner Class 70 002 passes Skelton Jct., York working 6Z85 Ravenstruther - York on June 1st.

Danny Sladdin

Below: Class 31 601 leads the 1Z14 Selhurst - Dollands Moor with 31 465 on the rear, passing of Tonbridge Yard on June 4th.

Wayne Radford





On June 3rd, London Overground Class 378 150 is seen departing Norwood Jct. heading for West Croydon whilst in the background a two car Class 456 unit heads into the depot at Selhurst.. [Charlie Robbins](#)



Above: Another ex Southeastern Class 58 unit heads for store Telford International Railfreight Terminal on June 10th. With Class 67 018 hauling 508 210 the working is seen at Telford.

Richard Hargreaves

Left: Earlier in the day, Class 67 018 is seen hauling 508 210 through Harrow and Wealdstone, running as 5272 Stewarts Lane - Donnington.

Wayne Radford

Right: Colas Class 47 739 heads a 6247
Doncaster - Donnington Rail Freight Terminal
working on June 11th conveying
wagons for storage.

Carl Grocott

Below: Royal Mail
Class 325 004 slows for a signal check at
South Kenton whilst working a
Willesden PRDC -Sheildmuir
service on June 3rd.

Charlie Robbins





Still carrying the defunct Fastline livery, Class 66 434 is seen heading north through Winwick Jct. on June 4th with a loaded 6C19 Chirk - Carlisle. [Dave Harris](#)



One of the latest batch of Manchester Metrolink trams heads for Eccles past the site of the old Manchester Central station on June 19th. [Richard Hargreaves](#)

The Nosh Report with Steve Roberts



Welcome to another "Nosh Report", remember that this is your chance to let everyone know where to go for something to eat or drink, (eg: cafe, takeaway, sandwich shop) when out and about. It can also be about whilst you are on a railtour or sampling the delights of on train catering.

This months recommendation comes from Alan Young who has been to:

The Griffin
Citadel Railway Station
Court Square, Carlisle, Cumbria CA1 1QX
01228 598 941

Opening hours: Mon-Thu 9am-11pm
Fri-Sat 9am-12am
Sun 10am-10:30pm

The Griffin, is a lovely large building which was formerly a bank, offers you plenty of food, drink and live sport entertainment. Breakfast is served until 12.00 and Meals start being served at 11.00. I can highly recommend this spot

for some very nice drinks and meals. The problem here is two fold for me, firstly whilst it was great during a weekday I can imagine that it will get very busy and noisy on some evenings



and at weekends, secondly, whilst busy eating, you miss all the freight going through the station!

But an excellent menu even if you just want a snack. Pot of Tea is very reasonable and the Sausage and Onion Baguette is first class.

Meals all seem reasonably priced and service is quick and efficient, although again I can imagine it being much slower at busy times, but that is to be expected.

If visiting Carlisle then give them a try, you won't be disappointed, and please let me know your thoughts.

If you know of anywhere that is worth a mention then please let me know, I always enjoy visiting new places and discovering new locations.

Until next month,

steve.roberts@railtalkmagazine.co.uk
Stephen W Roberts

View from the Outside by Megan Thomason



I am sorry but I haven't been out anywhere train wise to inform you all of this month.

I could lie as Andy suggested and say that where we went in July today to take photos actually happened in June but I won't....

I have been far too busy doing something that I love which is performing on stage at the theatre this month. I was in Grace Darling-the musical and I must say I have lived and breathed performing for the past week none stop with performances every night and if you all feel the same passion for trains as I do for performing then good on you all for doing what you love and I wish you another fantastic month doing what you love to do!

Andy certainly has a passion for trains as he has planned to go on holiday during the week that I get back from holiday, and since it's a "train holiday" he must love trains more than me... *inserts smiley face here* ...any way I wish you all a good month until next time, and remember, plan your train trips around your family commitments....wives don't tend to be happy when you forget your wedding anniversary.

All you singletons out there, don't feel bad about your single life, be glad that you are free to go out for train days without your other half nagging at you back at home.

Anyway have another good railway month and I hope it is nice and sunny for you all. I really must go stress about an

exam now. It's a shame my exam isn't on trains otherwise I would get an A.

If you have any comments, about my articles or any ideas about what I could write about please drop me an email, I always love the fan mail.

megan.thomason@railtalkmagazine.co.uk



Runcorn Revival?

On Sat June 26th 2010 Northern Rail ran a Special passenger service from Chester to Liverpool South Parkway via the Halton Curve. The curve is located just north of Frodsham station providing a direct route from Chester to Liverpool via Runcorn, where it joins up with the WCML at Halton Jct.

Regular passenger traffic ceased using this route during 1975, since then services have been infrequent and in more recent times a Parliamentary service has been in place on summer Saturdays only, running non stop from Chester to Runcorn. Currently the line is only signalled for train's to Liverpool but local pressure groups have been lobbying for bi directional working, not least the NCRUG North Cheshire Rail User's Group, to re-introduce a regular service on the line. To mark the 20th anniversary of NCRUG. Northern Rail provided a "one off" special train from Chester to Liverpool South Parkway with additional stops at Helsby, Frodsham and Runcorn.

Photo: Northern Rail Class 150 148 approaches the stop at Frodsham with the 2F80 "Special" Chester - Liverpool South Parkway. June 26th. [Dave Harris](#)

Virgin Trains confirms missing Rhino safe and well

Concerns over the disappearance of a rhino from Chester's Rhino Mania have been calmed after Virgin Trains confirmed it is safe and well and being cared for at its Crewe station.

The day-old rhino was found in First Class onboard the 1935 Virgin Trains service last night from Chester and claimed to be heading for the bright lights of London. Crewe Station Manager Sam Dixon, who was travelling on the train was concerned that the baby rhino was unaccompanied and out so late in the evening. Baby rhino claimed that the fast and frequent Virgin Trains service to London was the talk of Chester.

Sam said: "We take customer service very seriously at Virgin Trains and there was no way that we would leave a vulnerable rhino on a train on its own. My staff at Crewe are caring for the rhino and if it still wants to go to London we have arranged for it to make its home in our First Class Lounge at Euston station.

"The rhino has now been adopted by Virgin Trains and we will be asking our staff to suggest a name."



BIRMINGHAM GATEWAY PROGRESS REVEALED

The transformation of Birmingham New Street station is underway and after the Government reiterated its support for the project in the emergency budget, the key backers of the Gateway project visited the site (yesterday 24 June 2010) to see how work is progressing.

Construction on site started in April and Network Rail's project team are currently removing more than 7,500 tonnes of concrete from the car park next to the station to create a new concourse. Work has also started to refurbish the first of New Street's 12 platforms.

The leader of Birmingham City Council and chair of the New Street Gateway Funders' Board, Cllr Mike Whitby, said: "In a time when the media is full of reports of major projects being cut, it is great news for Birmingham that work on New Street continues apace and we are very much on track to deliver a much-needed world-class station to the city by 2015."

Welcoming the Chancellor's express backing for the New Street Gateway project during his emergency budget speech earlier in the week, Cllr Whitby added: "I am delighted that George Osborne has recognised the strategic importance of the scheme and reiterated the Government's support for a project that is not only significant regionally and nationally but is also a statement about how Britain values good public transport infrastructure." Andrew Skidmore, scheme sponsor at Network Rail said: "Britain relies on rail and the Government has this week acknowledged the importance of investing in our transport infrastructure and backed the rebuilding of New Street. Gateway will deliver a world class station and is at the heart of our plans to restore pride in Britain's stations. We've planned the work to minimise disruption so while we're working hard behind the scenes to deliver a new station, train services will continue to operate."

The Gateway project is backed by Network Rail, Birmingham City Council, Advantage West Midlands,

Centro and the Department for Transport. It will be delivered by Network Rail.

Mick Laverty, chief executive at Advantage West Midlands, said: "Birmingham Gateway is one of the region's flagship projects which are going to help power the West Midlands out of recession and into economic recovery. "It will be a world-class station for a world-class region, which is why Advantage West Midlands has invested £100 million in the project – the single biggest investment by any regional development agency in the country."

Centro's vice chairman Cllr Christine Mills, added: "The thousands of people using New Street Station each day would have a real shock if they saw the scale of work going on just a few yards away behind the scenes. "It's certainly exciting to see so much activity on a project that will ultimately give passengers the sort of iconic, 21st century station they need and deserve."

On site, the project team are using cutting edge technology including diamond tipped saws and concrete chewing "brock" machines to cut up and remove an entire floor of the old car park. The concrete is then removed progressively with over 1000 pieces of concrete being removed, some weighing up to 10 tonnes at a time. 85% of the material taken out will be recycled.

The space created will form a new station concourse which will open in 2012 as Phase 1 of the project completes. Phase 2 will see the old concourse redeveloped with the project due to be fully completed in 2015.



BLACKFRIARS' HISTORY LIVES ON IN SOUTH WALES

Ten Victorian cast iron columns from the original Blackfriars railway station in London are being given a new lease of life in south Wales.

Donated by Network Rail, the 124 years old columns will be used by the Pontypool and Blaenavon heritage railway to construct a new station at Big Pit Museum. The columns will be returned to their former glory and repainted to their original colours of gold and black.

They will become an architectural feature for the new station on the new Big Pit branch line to be built by the heritage railway.

Jerry Swift, head of corporate responsibility, Network Rail, said: "We are pleased to have found a good home for the columns, where they can get a new lease of life and continue to serve for this century and probably beyond. As we continue to build and maintain a modern railway, we are also proud of the marvellous Victorian legacy. This initiative will help a piece of our rich railway history to live on."

Robin Cornelius, chairman of Pontypool and Blaenavon Railway said: "We are delighted to give these historic columns a home in south Wales and will make good use of them at our new station at Big Pit mining museum, where we plan to build a canopy to protect passengers from the weather. It is good to know that Network Rail respect the heritage of our railway system. We, for our part, will take good care of these treasured artefacts."

This initiative comes off the back of the congestion-busting Thameslink programme that includes the redevelopment of Blackfriars.

The columns were removed from the original and existing station building, which has been in operation since 1886. The Big Pit branch line will run from Furnace Sidings round to a small station to Big Pit, where the station will be built. Pontypool and Blaenavon railway plans to operate a 'collier's train' consisting of a couple of wagons or vans, pushed by a suitably small engine after the line is built.

Photo: Blackfriars Station © Network Rail



ARMED FORCES SURRENDER TO NETWORK RAIL



Who's tougher? The Army, Air Force or Navy? None of them – it's Network Rail. So proved our apprentices in the annual Junior Leaders Field Gun Competition, held at HMS Collingwood in Gosport, Hampshire.

In the ultimate battle of strength, endurance, speed, accuracy and team work, Network Rail apprentices forced the armed services to surrender. Fending off the strength of all three military services our apprentices claimed victory for the second year running.

The competition is open to those aged 16-25, with each crew of 18 required to run, dismantle, reassemble and fire the antique 12-pounder field gun – equivalent in weight to a small car – in the shortest possible time. The Network Rail team gunned down 15 other teams from the three military services and other organisations.

Network Rail entered three teams in the competition. One was made up of the class of 2006 who are all now working full-time within the company. The two other teams comprised apprentices currently studying at HMS Sultan and it was one of these teams that won the battle with an impressive time of one minute 21seconds. The second apprentice team came in forth place meanwhile the 'old boys' won the runners up Plate competition.

Bill Alexander, national apprentice manager said: "Once again our apprentices have done us proud. It shows they are really well drilled and of the highest calibre. In the definitive test of teamwork their dedication and grueling training regime has really paid off."

ECO-FRIENDLY NEWPORT STATION GETS BUBBLE WRAPPED

Work to clad the newly-built Newport station with 31 futuristic air-filled plastic cushions - a look made famous by the Eden Project and the 'Water Cube' from the Beijing Olympics - has started.

This marks the final major installation in the construction of south Wales' greenest station and the new station is set to be ready for passenger use this September.

Over the next few weeks, 925 square metres of the two oculli steel structures will be covered in ETFE (Ethylene Tetrafluoroethylene), which will be inflated with air to form the roof of the main concourse buildings.

These lightweight 'cushions' are created using two layers of film measuring 250 microns, around two to three strands of hair in thickness, to form a distinctive bubble wrap effect.

ETFE is among the most cutting-edge materials in the world and this is the first time that it is being used to construct a railway station in Wales.

Mike Gallop, principal programme sponsor, Network Rail said: "Our innovative approach will produce a distinctive station that is cost-effective to build and maintain, eco-friendly and fit for the 21st century and beyond. Our work has been non-stop since the scheme began last year and we are progressing on track with all the major installations nearly completed now. We will continue to work hard to complete the transformation in the next coming months. Passengers will soon have the station they deserve and Newport city will have a landmark to be proud of."

Ian Bullock, customer services director at Arriva Trains Wales commented: "This is a very exciting project. Newport station is now leading the way in terms of its green credentials and we hope that it will become a flagship of how to construct in an environmentally friendly way."

Chris Pembridge, project design director, Atkins, said: "As the final cladding is installed, the true form of the building becomes apparent and visitors will appreciate the combination of engineering excellence and a building that is also highly visually appealing. A key consideration was how to minimise the building's energy demands and carbon emissions and that meant using state of the art design tools to optimise the design. We believe the building will provide an outstanding feature for the people

of Newport as well as proving a highly efficient and interesting station for travellers to enjoy." The station is now standing tall with the majority of the steelwork now completed; engineers will now be focusing on interior constructions in the next few months.

Refurbishment work on the existing canopies on the station platforms has also started. Newport station is a joint project by Network Rail and the Welsh Assembly Government, with support from Arriva Trains Wales and the Newport City Council



REDRUTH STATION WELCOMES SUMMER WITH NEW LOOK

Passengers traveling into Redruth this summer to enjoy the Cornish sun will be welcomed with a bright and clean railway station.

Work to revamp Redruth station is completed and it now boasts a 122 year-old footbridge that has been restored to its former glory. The canopy of the station has also been refurbished with modern materials that significantly improve the station ambience.

Amanda Hoyland, route enhancement manager, Network Rail said: "Redruth station is a focal point for those traveling to and from the town and serves nearly 350,000 passengers each year. These improvements to passenger facilities will give passengers a welcoming environment and a better travel experience."

Sara Rogers, station manager for First Great Western said: "We are constantly looking at ways to improve the customer experience on our trains and at stations and this work is a welcome improvement. Redruth is a key station on our network and to see it returned to its former glory is just fantastic."

The station is located within a conservation area so Network Rail had to apply to the council for consent to carry out the work, which had to be sympathetic to the existing station structure.

The Grade II listed footbridge had to be removed temporarily for strengthening and repainting to its original colour in a workshop. Whilst the work was being carried out, a temporary walkway was installed at the station to minimise disruptions to passengers.

A crash deck was also installed on the roof to allow refurbishment work on the canopy to be carried while trains continue to run as normal



The Rhino now arriving at London Euston...

Virgin Trains is supporting Chester's Rhino extravaganza by ensuring that London's Euston station – the rail gateway from London to Chester – is a key part of Rhino Mania, which launches on July 5th. Sixty-two individually designed rhinos created by talented artists from the North West will transform the city of Chester, along with a further 116 'mini rhinos' designed by Chester's imaginative schoolchildren.

Virgin Trains' Chief Operating Officer Chris Gibb took time out during a visit to Chester on June 30th to wish the Virgin Trains Rhino - called Maximus Rhinoceros to link into Chester's Roman heritage - well on its journey to London Euston, where it will be on full display on the station concourse. A 'mini rhino' will also be located at Euston station, in the Virgin Trains First Class Lounge. Virgin Trains operates an hourly service between London, Milton Keynes and Chester with 14 trains a day completing the London-Chester journey in around two hours. From Milton Keynes the journey time to Chester is just 90 minutes.

Chris Gibb said: "Chester is one of Virgin Trains' fastest growing destinations from London Euston so it is appropriate that we have a Rhino at London Euston - the Gateway to Chester."

Rhino Mania is the most ambitious and all-inclusive public art project Chester has ever staged and will animate the city's streets and public spaces for ten exciting and unforgettable weeks, further establishing Chester's reputation as a must-see European visitor destination.

The trail will wind its way all over the city and out to Ellesmere Port and Cheshire Oaks as well as flying the Chester flag in Liverpool Airport, Liverpool Lime Street Station and London Euston. Trail maps will be available for free from selected outlets, including the Visitor Information Centre near the Town Hall and Chester Zoo.

Rita Waters, Chief Executive of Chester Renaissance said: "Chester Renaissance has been overwhelmed at the show of support and commitment from sponsors including Virgin Trains, who have responded so positively to this event. It is great that Virgin Trains with its fast rail links between Chester and London has enabled the only rhino to 'escape' from the north west region to travel to London and there are rumours that Virgin Trains' mini rhino is already planning its journey around the Virgin rail network taking the Chester message far and wide.

"I would encourage visitors to hit the trail and see Chester's enviable cultural and retail offer, but just as importantly, I would ask everyone who lives in and around Chester to visit the event and to re-discover their city through new eyes."



Machine lays up to a kilometre of track a day on Airdrie-Bathgate rail link

A 200-tonne mobile factory has begun laying track on the new Airdrie-Bathgate rail link at a rate of up to a kilometre a day as part of the Network Rail's construction of the new £300m* rail link.

The NTC machine, which is over 100 feet long, will lay track along the path of the new 24km (15-mile) stretch of railway between Airdrie and Bathgate. The new link will provide up to four trains per hour on a new electrified route between Edinburgh and Glasgow and will link communities along the line with a passenger rail service for the first time in over fifty years. The machine will lay 14km of track (7km in each direction) between Bathgate and Blackridge over a three week period in June, before returning in July and August to complete the full length of the line.

Ron McAulay Network Rail director, Scotland, commented:

"After several difficult weeks during the winter, we have enjoyed much more favourable conditions in recent months, allowing us to make excellent progress in delivering this new line. The arrival of the track-laying machine is a major milestone for the project and a clear indication that we remain on target to open the new line in December 2010.

"The use of this machine presents several advantages. It enables us to lay up to a kilometre of track per day, which is far quicker than using manual labour. The machine works by laying the track in front of it, so it travels along the route it has just created. This means that we can move much of the materials required to build the line using the newly built railway, taking haulage traffic off the roads.

Transport minister Stewart Stevenson said:

"The Scottish Government has ambitious plans for improving the country's rail network and is delivering the biggest transport construction programme seen in Scotland in a generation.

"The Airdrie - Bathgate Rail Link will improve connections between communities in North Lanarkshire and West Lothian providing increased opportunities for business, education and leisure. I'm delighted with the very real progress being made on this exciting project. Once complete this new route will offer travellers a real alternative to the car and enable people to make better use of public transport networks."

The Airdrie-Bathgate Rail Link Project is funded by Transport Scotland and delivered by Network Rail.

DRS Secure Access Rights to the Scottish Highlands

Direct Rail Services (DRS) is delighted to announce that it has successfully secured valuable access rights to the Scottish Highlands in Inverness to support its fast moving domestic intermodal network. The news comes following lengthy negotiations with Network Rail and DB Schenker.

This break through means the company can now launch its ambitious plan for new services into its purpose built terminal in Inverness. The Needlefield terminal was built in 2009 in a partnership with John G Russell, the Scottish road haulier.

For the last 8 months DRS has been running an over night service on behalf of John G Russell between Coatbridge and Inverness and this new path will open up further potential for DRS to secure significant volume on this service.

Chris Connelly, DRS Commercial & Strategy Director said "I have great visions to move the company forward in a number of major markets as the UK emerged out of recession. Securing a night path to Inverness will ultimately open up new business opportunities for us in the Scottish Highlands. DRS' performance reliability is the best in the industry and working in partnership with John G Russell we will be able to offer innovative as well as reliable rail and road transport solutions to our customers."

Direct Rail Services re-launched a pioneering rail service between Daventry and Mossend.

Direct Rail Services (DRS) working in partnership with one of the UK's leading Logistic companies The Malcolm Group have, on Tuesday 8th June 2010 re-launched a pioneering rail service between Daventry in the Midlands and Mossend in Scotland. With industry leading levels of customer service performance, the DRS /The Malcolm Group partnership has once again secured sufficient volumes for this service to return to traffic.

The service will run five days per week with each daily train hauling up to 26 containers. It is estimated that CO2 savings of 12,000 tonnes per year will be made. This equates to removing over 13,000 lorry journeys off the road network between Daventry and Mossend which will have a significant impact on reducing congestion and improving safety.

Chris Connelly, Commercial and Strategy Director for DRS is confident that DRS will see more services of this nature in the near future. He added, "DRS' performance and reliability is the best in the industry. Our unique partnerships with premium road hauliers such as The Malcolm Group has allowed us to bring together best practises in the fusion of logistics efficiencies demanded in this competitive market environment." Jim Clark, the Managing Director for Malcolm Logistics commented, "We are delighted to be operating this service again and it is important that we continue to work closely with DRS to find transport solutions and develop an integrated transport package to suit the needs and demands of customers."

Increased demand sees more berths added to Sleeper trains

Train operator First Great Western has increased the number of beds on its Night Riviera Sleeper trains, which operate between London Paddington and Penzance, by popular demand. Business along the route is now doing so well that the number of sleeping cars has been increased from three to four every night, meaning a train can now sleep up to 60 customers in either direction, seeing the service likened to a mobile hotel. Key weekend trains on Friday night from London and Sunday night from Cornwall have even more beds, sleeping up to 75 customers. The Night Riviera operates every Sunday to Friday, with one train running in either direction and customers are offered a hot breakfast to set them up for the day. With on-demand televisions in all single berths, First Great Western's Regional Manager for the West of England, Julian Crow, thinks that train really is the best way to travel. Julian added: "We're pleased with the continuing increase in popularity of our Night Riviera Sleeper trains and happy to announce these extra beds each night to meet the growing demand. "This growing popularity shows how effective the sleeper service really is for travel between Cornwall and London, enabling customers to sleep away the miles and arrive at their destinations refreshed and ready to face the day. "With demand so high, customers are advised to book in advance to avoid disappointment."

LOCO FLEET LIST 2010

This 74 page book contains everything from early prototype shunters to the latest Class 70 General Electric/Freightliner 'PowerHaul' locomotives and includes unclassified types.

This information was put together to give fellow rail enthusiast easy reference to the numbering and naming of each loco and lists all withdrawn, preserved and currently operating machines in TOPS classification order. This will be very useful for spotters, photographers and bashers alike to clearly identify everything they've either: spotted, photographed, had or missed out on 'all in one book'.

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Channel Tunnel Locomotives
- Unclassified & Prototype Locos



Loco Fleet List 2010 is available via mail order for just £6.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and send to: Milz Publications, 7 Wood Street, Warrington, Cheshire, WA1 3AY or with Paypal through the web address below:

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Loco Fleet List



2010

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



PLANS TO DELIVER MORE TRAINS AND FASTER JOURNEYS ON DISPLAY IN DONCASTER

Plans to improve journeys for thousands of rail passengers using the East Coast main line have been on display in Doncaster recently. The plans, by Network Rail, look to separate freight trains from passenger services by building a flyover at Shaftholme Junction, to the north of Doncaster.

At the moment freight trains, running between ports on the Humber to the Aire Valley power stations, have to run on the East Coast main line for up to 14 miles, slowing the passenger services which run between London and Scotland.

Richard Lungmuss, route director for Network Rail, said: "The past decade has seen a 35% increase in passenger numbers between Doncaster and York. This scheme will allow us to run faster trains and more of them. It will also allow us to provide space for the massive increase in the amount of freight being transported by rail, supporting business and keeping lorries off our congested roads."

The East Coast main line (ECML) is one of the busiest railway lines in Britain. It is a vital transport link between London, the North East and Scotland and serves many commuter and regional passengers. A number of constraints along the route need to be addressed in order to deliver a better railway in the future. These will help open up the line for additional trains, improve journey times, reduce delays and provide more reliable services for passengers and freight operators.

As well as tackling a crucial bottleneck on the line, this project is part of Network Rail's vision for freight that will allow many of the increasing numbers of freight containers coming into Britain's ports to be transported by rail. The alternative would be to take the containers by road, adding to traffic congestion. Taking freight by rail rather than by road reduces CO2 emissions by 74%, helping the UK to improve its carbon footprint.



Freightliner's Class 86 make over

Freightliner's first class 86 has received a dynamic make over as a result of a repaint in Freightliners Group's new Livery. The repaint follows Freightliner's introduction of the new streamlined livery introduced with the delivery of the new PowerHaul locomotives in late 2009.

Locomotive 86 637 is the first of Freightliner's pre PowerHaul fleet to receive the company's new livery design. The streamlined curves, the addition of the colour silver and incorporation of Freightliner Group's new logo to the livery is part of a rebrand, which was announced in late 2009 and will be applied to the rest of the fleet



Locomotive repainted to celebrate 175 years on the Great Western Railway

A specially re-painted locomotive has been unveiled to mark the 175th anniversary of the Great Western Railway. First Great Western has teamed up with heritage group, the Great Western Society to launch the new-look sleeper locomotive, Pendennis Castle, which has been repainted in original Great Western Green.

The repainted Class 57 (57604) was unveiled at Didcot Railway Centre on June 20th, alongside a much older steam locomotive of the same name, which is currently undergoing restoration work at the site.

The new-look Pendennis Castle will haul the Night Riviera Sleeper, which operates between London Paddington and Penzance. Built at Brush in Loughborough in 1965, it was originally part of a fleet of 512 locomotives.

Using the most advanced technology of the time, the steam locomotive No.4079 Pendennis Castle was pitched against a range of locomotives, including the Flying Scotsman, in a series of trials in 1925, and proved the better of the two.

During an almost faultless 40-year career No.4079 clocked up 1.75 million miles and still remains in its original condition. Saved from scrapping in 1964, it was subsequently bought by Hammersley Iron Propriety Ltd of Australia and shipped abroad in May 1977, where it was used to haul tourist trains before the need for a complete overhaul saw it put out of use in 1994.

The cost of repairs was high and it was donated to the Great Western Society at Didcot, who agreed to repatriate it. Shipped back to England in 2000, a lengthy restoration project is still ongoing and it is hoped the steam locomotive Pendennis Castle will be back in use in a few years time.

First Great Western Engineering Director, Andy Mellors, said: "It is very exciting to be able to celebrate our heritage in this way. A huge thanks goes out to the Didcot Railway Centre for their support and agreeing to host the event. It is a great contrast of the history of the railways, while looking forward to the future and what exciting developments lie ahead.

Drew Fermor, Pendennis Castle Restoration Team Leader at Didcot Railway Centre, said: "We were delighted when we found out that FGW's Pendennis Castle was coming to meet ours during the 175th Anniversary year of the original Great Western Railway.

"It is fantastic that FGW has continued this long tradition by giving the name to one of its

locomotives and even more so to see it in a highly appropriate livery this year."

Great Western Society chairman, Richard Croucher, said: "We still have more work to do on our Pendennis Castle but we hope that, when she is complete, the two locomotives can perform together out on the main line as a living demonstration of both the fascinating history of the Great Western Railway and the vital contribution that it still makes to our modern society."



Photo: First Great Western Class 57 604 now sports GWR Green Livery complete with GWR crest and cast numbers as seen at Reading on June 20th.

Wayne Radford

Halifax MP submits Early Day Motion in praise of Grand Central

Linda Riordan, the MP for Halifax, has submitted an Early Day Motion (EDM) in praise of Grand Central's new West Riding service.

The EDM, which was submitted on Monday the 14th June, also calls on the Department for Transport to engage more widely with Open Access Operators like Grand Central to see whether there are things the operators could do that would save the Department money on franchised services.

The full wording of the EDM says:

That this House congratulates the train operator Grand Central on the excellent start it has made to its new direct train service from Bradford to London; praises Grand Central for its initiative in spotting a gap in the rail market and having the vision, dedication and patience to see its plans come to fruition; welcomes the fact that these new London services are serving towns like Halifax and Brighouse which haven't had a direct train service to London for decades; further welcomes the fact that the trains are proving to be very popular with the general public and the business community; praises Grand Central staff for their helpful and courteous manner; further praises everyone who helped campaign for these services, particularly the local newspaper the Halifax Evening Courier; recognises that allowing rail operators like Grand Central to link towns like Halifax with London provides new jobs and investment opportunities in the North; urges the Department for Transport to encourage more open access rail operators to introduce new services linking London with towns and cities not currently served by trains to London; further asks the Department to engage more widely with open access operators to see whether there are things the operators could do that would save the Department money on franchised services; and looks forward to Grand Central increasing the number of services in each direction from three to four, giving people in places like Halifax even more opportunity to get to London for business or leisure.

Tom Clift, Managing Director of Grand Central Railway, said "We are delighted to receive such a glowing public affirmation from a local MP. Grand Central has been overwhelmed by the support that we have received from MPs, Peers and other stakeholders for both our West Riding and North Eastern services. "Clearly Parliamentarians recognise that Open Access Operators can play a role in stimulating the regions, promoting social cohesion and increasing passenger choice and all without taxpayer support!" he added

Early day motions (EDMs) are formal motions submitted for debate in the House of Commons. However, very few EDMs are actually debated. Instead, they are used for reasons such as publicising the views of individual MPs, drawing attention to specific events or campaigns, and demonstrating the extent of parliamentary support for a particular cause or point of view.

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Pictures with a different view



I know there has to be cutbacks, but the new Royal Train stock look a little basic!
The NRM's Class 47 798 is seen shunting stock at the museum on June 7th. [Dave Harris](#)



This rather smart BR parcels delivery van was spotted recently in the yard at Toddington on the Gloucester and Warwickshire Railway. [Richard Hargreaves](#)



All they had to do was to reverse the loco by about 5ft!
This Class 8F tries to take on water at Carlisle after the driver over shot the tower. [Stephen Beardwell](#)

Preserved Railways



The Gloucester and Warwickshire's Cotswold Festival of Steam/GWR 175 gala at the beginning of June was an excellent day out with plenty to see and travel behind. This is Great Western Railway No. 5322 which was built in October 1917 and sent when new to France, along with other members of the class, to haul supply trains between Calais and railheads for the front line, painted in authentic Railway Operating Division khaki livery the loco makes an impressive sight at Winchcombe on June 5th. [Richard Hargreaves](#)



Some more from the GWR 175 event....

Top Left: Awaiting restoration, and seen at Toddington was GWR Castle Class No. 5051 "Earl Bathurst".

Top Right: GWR 0-4-2T No. 1450 is seen resting on the shed at Toddington during the GWR 175 event.

Bottom Left: LMS class 8F No. 8274, attended the event running as LMS No. 8476, seen here awaiting departure to Winchcombe from Toddington.

All: Richard Hargreaves



Last one from the Gloucester and Warwickshire's 175 event, the locomotive is a Robert Stephenson & Hawthorne 0-4-0ST (by courtesy of the Gwilli Railway) which is presented as GWR Swansea Harbour shunter No. 1144. This loco was giving trips along the short siding at Gotherington West. [Richard Hargreaves](#)



Over the weekend of June 12th and 13th, the Keighley and Worth Valley Railway held a diesel weekend, and featured many visiting locos alongside the home fleet in the roster for the weekend. This shot of Haworth Yard gives us an overview of some of the traction there that weekend, from left to right: Class 25 No. D5185 "Castell Dinas Bran", DRS Class 37 194, Class 33 109 (from the ELR), Class 37 901 "Mirlees Pioneer" (from the ELR), WCRC Class 37 706, and EE Prototype shunter No. D(0)226 "Vulcan", recently restored into BR Brunswick Green.. [CJ Sutcliffe](#)



Class 33 109 leads Class 25 No. D5185 heading southbound on an Oxenhope - Keighley service. [CJ Sutcliffe](#)



More from the Keighley and Worth Valley Diesel Gala...

Above: Class 33 109 leads Class 25 059 out of Haworth on a Keighley - Oxenhope service during the KWVRs diesel weekend on June 10th.

CJ Sutcliffe

Top Left: - DRS Class 37 194 climbs out of Mytholmes Tunnel with 50 015 "Valiant" behind her on a Keighley - Oxenhope service.

CJ Sutcliffe

Bottom Left: Class 25 No. D5185 heads north alone on a Keighley - Oxenhope service.

CJ Sutcliffe



The last image from the Worth Valley Railway, sees a triple header, DRS Class 37 194, leads Class 50 015 "Valiant" and Class 37 901 "Mirlees Pioneer" on an Oxenhope - Keighley service. [CJ Sutcliffe](#)



West Somerset Railway's
Mixed Traffic Gala

Above: BR(W) 2-6-2T No. 4160 and its crew are
seen enjoying a rest at Bishops Lydeard.

Richard Hargreaves

Top Left: Great Western Railway 2-8-0
No. 3850 is seen resting
at Minehead. *Richard Hargreaves*

Bottom Left: On June 12th, "Hymek" No. D7017 and
ex. GWR 2-6-2T No. 4160 double head the 1500
Bishops Lydeard to Minehead past Watersmeet
Bridge. D7017 has only recently been repainted in
two-tone green livery. *Jonathan Gill*



More from the WSR's
Mixed Traffic Gala held in June

Above: An ROF Barclay shunter is seen in
the yard at Dunster. [Richard Hargreaves](#)

Top Left: Class 47 No. D1661 "North Star"
is seen running light engine into Bishops Lydeard
on June 12th. [Richard Hargreaves](#)

Bottom Left: On June 12th, "Warships" D832
"Onslaught" & D821 "Greyhound" power uphill
past Watersmeet Bridge with the 1800 Bishops
Lydeard to Minehead. [Jonathan Gill](#)



On June 12th, during the West Somerset Railway's Mixed Traction Weekend, D1062 "Western Courier" and D1010 "Western Campaigner" power out of Sandhill Cutting shortly after departure from Bishops Lydeard with the 1100 service to Minehead. D1062 (along with "Warship" No. D821) was visiting the WSR for the event from its home base at the Severn Valley Railway. This was D1010's first special event following its return to service after lengthy overhaul. [Jonathan Gill](#)



Final shot from the West Somerset Railways Mixed Traffic Gala, sees D1062 "Western Courier" and D1010 "Western Campaigner" departing Bishops Lydeard heading for Minehead on June 12th. [Steve Andrews](#)



DELTIC SET TO STAR IN MAIL BY RAIL GALA FULLY RESTORED Mk1 MAIL SET TO TAKE A BOW

Great Central Railway star summer visitor, Deltic number D9009 "Alycidon" will set the pace for the line's Mail By Rail Gala. Over the weekend of the 24th and 25th of July the Deltic will be joined by another diesel visitor, Class 26 007 and three steam locomotives which will operate an intensive timetable.

It's not only the first chance to clock up some passenger miles behind the Deltic visitor, but to see it in action on the non stop postal drop. The two tone green liveried machine will pair up with the fully restored MK 1 travelling post office train. The four vehicles will all be wearing a smart new 1950s Royal Mail livery for the first time for the gala. The set, owned by Railway Vehicle Preservations Ltd, will make up to four non stop mail drops on Saturday and Sunday with a variety of motive power in charge.

"There will undoubtedly be a lot of variety at the Mail by Rail gala, and we hope enthusiasts will thrill to the mail drop with the Deltic in charge," said GCR President Bill Ford. "The locomotive will be a sight to behold on the freshly repainted mail train. There will also be a lot of other action on the double track."

A 'fish and chip special' planned to run on Saturday evening.

More details, including the fares and timetables will be available on the GCR website closer to the event.

Current and past employees of the Royal Mail and anyone visiting the event with them will be entitled to discount tickets.



The North Norfolk Diesel Gala sees Class 25 057 working a Sheringham to Holt service on June 5th. [Steve Madden](#)



On a very wet Saturday at the ELR's 1940s event, BR Class 8P No. 71000 "Duke of Gloucester" is seen in Irwell Vale Station heading towards Rawtenstall. [Robert Beardwell](#)



cfps class 40 preservation society

The Class Forty Preservation Societies next Railtour will feature Class 40 145 running from the East Lancashire Railway at Rawtenstall to Cambridge on 4th September 2010. This follows on from the outstanding success of the CFPS's last tour to Cornwall over the weekend of 15th/16th May.

The train will pick up at Rawtenstall, Ramsbottom, Bury, Heywood, Stockport and Chesterfield.

Set down points will be Peterborough, Ely and Cambridge.

We are hoping to run an 'add on' tour from Cambridge to Stansted Airport (top and tailing with an as yet unspecified locomotive).

Booking forms are available on the CFPS website at <http://www.cfps.co.uk/tours.htm>,

in the next edition of the Whistler and in ELR news due shortly"

Some more from the rain soaked ELR 1940's gala

Top Left: LMS Maroon liveried 8F No. 8624 approaches Ramsbottom Station heading towards Rawtenstall.

Robert Beardwell

Bottom Left: Well the cows had some shelter, BR 8P No. 71000 "Duke of Gloucester" passes through Burrs County Park heading towards Ramsbottom. *Robert Beardwell*

C58LG

CLASS 58
LOCOMOTIVE
GROUP

The Class 58 Locomotive Group was formed in 2001 with the aim of one day preserving a Class 58 locomotive and we invite you to join us!

For more information on the C58LG, please see our website www.c58lg.co.uk, e-mail info@c58lg.co.uk or you can write via 'snail mail' to: C58LG, 107 Woolaston Avenue, Cardiff, CF23 6EW.



See our website for information on our new fund raising initiative: "£58 for a 58" – sponsor a part of a 58!

Class 58 016 secured for group

The Class 58 Locomotive Group is proud to announce that on Monday 28th June 2010 DB Schenker confirmed that a bid placed for the purchase of Class 58 No. 58016 had been accepted and thus the locomotive would become the first preserved example of its type. Since the announcement of the freight company's recent tender list, on Monday 19th April 2010, the C58LG committee and its supporters have been acting fast and working hard, realising that this first opportunity to consider purchasing a Class 58 was potentially too significant to ignore.

With the date for sealed-tender submissions set for Tuesday 15th June 2010, a hectic process began of registering interest, receiving tender documents, arranging depot visits and inspecting engines. These activities were supplemented by enhanced fund raising, notably the well publicised 'Save Me' appeal, which thanks to the support and generosity of several individual C58LG members helped place the group in a realistic financial position.

Following visits to Eastleigh, Toton and Crewe Electric Depots, to conduct detailed inspections of all seven engines available, Nos. 58002, 58003, 58014, 58016, 58019, 58028 and 58045, a decision was made and a bid was to be placed. Whilst one of the above engines, namely 58016, appeared relatively intact, the remainder were heavily stripped (and in some cases even vandalised).

Thanks to the generous financial support from five individual group members, which was combined with the Class 58 Locomotive Group's contribution, a consortium bid was placed; with the resultant outcome being the purchase for preservation of the sixteenth member of the once fifty strong Class.

A second locomotive bid was also made; so as to hopefully secure a donor engine to provide spares for 58016, however this was sadly unsuccessful and now attention must turn towards sourcing any required additional parts, potentially from scrap merchants who may have purchased some of the remaining six engines. Built by BREL Doncaster; 58016 entered traffic at Toton on 5th October 1984, the locomotive's home until 10th April 2001, when it was transferred south to allocation at Eastleigh Depot.

Un-named throughout its career, the engine's original Railfreight red stripe livery was initially replaced by Trainload Coal grey, before a repaint into plain aircraft blue livery in 1994. 'Mainline' branding was applied on 1st September 1995 prior to a full repaint into EWS maroon livery in June 1996, the colour scheme worn until withdrawal on 5th August 2002. Fortunately for Number 16 storage was not to be indefinite, as 3 years later, on 14th May 2005, following an overhaul and repaint into Fertis white livery, the locomotive was despatched to France for a tour of duty hauling infrastructure trains. Prematurely returned to the UK some 375 days later, reputedly due to an alternator failure, the engine was subsequently deemed unsuitable for any further use abroad. Initially stored at Old Oak Common depot, the engine was moved by road to its current location of Crewe Electric Depot during 2009, ahead of the West London site closing.

Time and effort over the coming weeks shall focus on moving the engine to her new home, Barrow Hill Roundhouse, near Chesterfield, so as detail assessment can commence ahead of a programme of restoration. This Midlands depot, now a heritage centre, was very familiar with Class 58s in their heyday, with examples frequently stabled there until closure on 9th February 1991. This date was in fact the day when 58016 worked out of the depot as the last of the Class to leave there in BR service and the second to last ever BR working from the site. It is hoped that the first official public appearances for 58016 shall be during Barrow Hill's 'Model Rail Live' event on 25th & 26th September 2010, when our trade stall will also be in attendance.

On behalf of the Class 58 Locomotive Group committee I would like to thank everyone who has contributed to date on helping us realise an ambition of preserving a Class 58, however as one chapter finishes another begins. The group recognises that the initial purchase of a locomotive is often the easy part for any restoration project and therefore we must reiterate the ways in which our group can be supported and ultimately help return 58016 to her former glory.



Above: The Kent & East Sussex Railway gala over the Bank Holiday Weekend at the start of May had as one of the star attractions BR Standard 4MT Tank No. 80072, visiting from the Llangollen Railway in Wales. *Craig Stretten*

Top Left: Class 33103 approaches Corfe Castle Station hauling preserved VEP unit No. 3417 during the first day of the Swanage Railway's Diesel Gala weekend on May 7th. *David Mead*

Bottom Left: At the Kent and East Sussex Railways gala SE&CR P class No. 753, Manning Wardle 0-6-0ST No. 14 "Charwelton" and Austerity Saddle Tank No. 23 "Holman F Stephens" triple head the 12:00 Tenterden Town - Bodiam service into Northiam station during a downpour, on May 2nd.

Craig Stretten



The A1 Steam Locomotive Trust New Steam for the Main Line

LOCOMOTIVES CREATE HISTORY IN YORK

History was created in York on June 22nd when the city played host to a spectacular sight at the National Railway Museum (NRM).

Two of the world's most famous steam locomotives, Mallard and Tornado, were united in the Museum's car park to give visitors an amazing opportunity to get up close to them, before they travelled together to Locomotion, the NRM's sister Museum in Shildon, County Durham, on Wednesday 23rd June.

Mallard is one of the most well known steam locomotives in the world - famous for breaking the world speed record for steam traction by reaching a speed of 126mph on 3rd July 1938. Tornado, the new £3m Peppercorn class A1 pacific steam locomotive, was built over almost 20 years by The A1 Steam Locomotive Trust in Darlington. Frequently headlined in the press and on TV, 60163 Tornado was the subject of a BBC documentary 'Absolutely Chuffed: The Men Who Built a Steam Engine' and starred in an episode of the BBC 'Top Gear'.

Prior to the event, Steve Davies, Director of the NRM, said: "It's going to be a spectacular sight and we'd love for Mallard and Tornado fans to come along to the Museum to watch them leave together on 23rd June. Fitting in with mainline operating schedules means that we won't know exactly when Mallard will leave until nearer the time. But the public are welcome to witness the occasion no matter what time it occurs. If it ends up being in the early hours of the morning, we realise that it won't be possible for everyone to come along which is why we're displaying the locomotives in our car park from 11am on Tuesday 22nd June.



This will give more people a chance to see Mallard and Tornado together up close and have the opportunity to take some impressive photos, which I'm sure they will treasure for a long time."

Mark Allatt, chairman, The A1 Steam Locomotive Trust, added:

"It is a great honour for Tornado, very much 'the new kid on the block', to be associated with Mallard's move from the NRM to Locomotion."

Photo: Tornado is seen hauling Mallard with support coach and Class 47 798 through Heighington station on June 23rd.

(Alan Usher)



Class 33 063 “R. J. Mitchell” accelerates towards Pokehill Crossing, between Groombridge and High Rocks, Kent, working the 10:37 Groombridge Junction - Tunbridge Wells West service during the Spa Valley Railway’s diesel dunning day on June 5th.

Craig Stretten



News

Perhaps you have heard that Deltic locomotive 55 022 “Royal Scots Grey” has performed superbly on it’s return to Mainline Passenger Charter work? Both the ‘Deltic Retro-Scot 2’ and Capital Deltic’ Railtours ran as planned and both trains were sell outs!! Each train providing enjoyment to well over 550 passengers, and the many thousands of people out at stations or on the lineside simply savouring the Napier action, or filming and photographing the loco working hard.

Following the trips to Edinburgh, London and Oxford and another 1500 miles under her belt, 22 is now back at her Bury home, where she will continue to operate regular as part of the East Lancashire Railway Diesel Fleet. In addition to routine maintenance as per our VMI – Vehicle Maintenance Instruction, recent work on RSG has seen both silencers receive attention to cracks and improvements made to minimise ingress of exhaust fumes and materials in to the engine room, this work was done to an high standard by HNRC at Barrow Hill. Also while at Barrow Hill, both units were load bank tested and slight adjustments made to ensure the locomotive is providing the correct power output. We are now extremely proud of how the loco is performing and the huge improvements made over the last few years following operational experience. We are now having 4 coolant fan prop-shafts overhauled that have been removed from our other Deltic locomotive D9016 “Gordon Highlander”, these will be fitted to 55 022 and the ones removed also overhauled and installed in D9016. 55 022 will also be having her annual VAB inspection over the next week or so, as part of the locos annual mainline registration. We are continuously working on plans for future mainline work and are delighted that 55 022 has been selected by GB Railfreight to work their Staff and Customer Charter from Newcastle to Scarborough and return on Saturday 24th of July. September 11th should see a return to Kings Cross with Spitfire Railtours “Norseman” train running from the Capital to York and Newcastle, routing along much of the Classes traditional East Coast Main Line stamping ground.

We are looking forward to another full train that day, should anyone wish to join us, a booking form is now available on our website www.royalscotsgrey.com Following the flurry of activity with 55 022, “Gordon Highlander” should be moved inside Baron Street shed at Bury over the next few weeks and a complete bodywork overhaul is due to commence. Power Unit 413’s overhaul is progressing steadily and we hope to have 16’s bodywork restored and the engine completed at a similar time and see 16 return to traffic at the ELR.

As is often the case, funding is a serious issue with these 2 large projects; the 2 recent trains have helped immensely thanks to everyone’s generosity with our raffles and buying items from our Sales Department. Please support us the best you can either by donating towards the future well-being of 2 Deltic locomotives or making purchases from us, it’s quite easy to do on our website and our sales service is probably second to none in the preservation world.



Class 37 254 "Driver Robin Prince M.B.E." approaches Pokehill Crossing, between High Rocks and Groombridge, Kent, with the 11:10 Tunbridge Wells West - Groombridge Junction service during the Spa Valley Railway's Diesel running day on June 5th. [Craig Stretten](#)



I have a fond affection for the Hampshire Diesel Electric Multiple Units and in particular the one which is preserved on the Mid-Hants Railway - 1125. Here I have extracted a slide which I took on 11 April 1968 - at the age of 19 - of 1125 in Green Livery and three coaches working the 16.54 Romsey - Eastleigh service approaching Chandlers Ford. This line was double-track and was a through line opened in 1847 to serve through traffic from Portsmouth Harbour via Fareham - Botley - Eastleigh to Romsey and Bristol. Passenger services survived until 1989, in latter days using the Hampshire diesels. The line gradually declined and was singled with only occasional diversions, specials and stone trains. However, revival came in 2003 when Chandlers Ford station was re-built and passenger services re-introduced on the line, alas never to be re-doubled. [David Mead](#)



Amongst others stabled at Grangemouth Depot on May 31st 1987 can be seen Class 37 178 47 203, and 37 191. [Derek Hopkins](#)



In September 1998, when Virgin Trains held the Crosscountry franchise and those dreaded Voyagers were still a few years off, HST power car 43101 named "The Irish Mail" is seen at Warrington Bank Quay with a northbound XC working. [Brian Battersby](#)



Class 47 231 is seen on March 11th 1977 at the Totton End of the Eling Tramway, taken from the former High Street Level Crossing, Totton, Hampshire. In 1851, at a site on the main Southampton and Dorchester Railway known as Eling Junction, a small branch line was built to serve a small inland quay at the north west end of the tidal stretch of Southampton Water, known as Eling.

It was approx one mile and was to serve small cargoes of "tramp vessel produce" that used the harbour. Over the years within the length of the line, various small industries emerged to include over the years, a wood and pit-prop industry and a tar distillery. Also during most of its working life, an industrial steam loco was based there. The branch, known as the Eling Tramway became very busy and even up until the late 1970's there was a daily freight in and out.

However, access to the branch required an awkward reversal around a sharp curve from the main line and with the general demise of small freight consignments, the line was rendered out of use by 1993. Evidence of the line still remains today and some rails can still be seen. The quay still exists, now for private yachting and also an ancient tide mill. open for visitors, still produces flour! *David Mead*



We couldn't let this month's archive section go by without congratulating the Class 58 group in their acquisition of Class 58 016. Here she is in EW&S livery heading through Newport on March 29th 2001. [Richard Hargreaves](#)



Top Left: Class 25 057 is seen shunting at Shrewsbury on January 14th 1984.

Pete Cheshire

Top Right: W51505 leads W59082 and W51511 into Severn Tunnel Jct. in December 1984. *Pete Cheshire*

Left: Class 37425 "Sir Robert McAlpine/Concrete Bob" is seen in pre North Wales coast fame, at Eastfield Depot on May 30th 1987. *Derek Hopkins*



Class 37 069 and 37 038 pass a waterworks near Dungeness, Kent, whilst working 6M95 Dungeness - Willesden Brent flasks on June 4th. [Craig Stretten](#)