

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 70 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Firstly, I must say what another cracker of the month it has been. But I do need to apologise for the delay, as some of you may know, we had a massive data loss at the beginning of June and several dozen emails were lost. Whilst we contacted most people regarding this, if your email and photos did get lost then we do apologise.

As both David and myself both work with data and computers, we really should know better. than not to have a regular backup.

Also I've been informed that I witter on too much on about the weather, so I'm not going to mention it this month... I promise. Its been so rubbish though, right that's it, nothing more, apart from to say that the livery colours this month more than make up for the lack of the big yellow fella.

The biggest event, for this month, this year (yes even better than the Olympics) was the Railfest event at the NRM. The pictures are in the Xtra version of the magazine, in the "From the UK" section, behind the pictures of those funny looking proper trains, from the big place called Central Europe.

Have a look, and if you have any comments please get in contact with us.

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Carl Grocott, Dave Harris, Jon Jebb, Derek Elston, Pete Cheshire, David Mead, Brian Battersby, Steve Andrews, David Hollowood, Steve Thompson, Richard Jones, Gary S. Smith, Craig Stretten, Jonathan Gill, Alex Roberts, Julian Churchill, Colin Irwin, Steve Madden, Ian Furness, Mike Byrne, Phil Martin, Alan Usher, CJ Sutcliffe, Chris Morrison, Yorkie, Derek Hopkins, Charlie Robbins, Mike Williams, Daniel Stanbridge, John Coleman, John Martin, Wayne Radford, Barry Beeston, Robert Barton, Ben Bucki, Darrel Hendrie, Neil Davies, Geoff Barton, John Alsop, Alan Naylor, Chris Stanley, Lewis Mitchell, Richard Holmes, John Edkins, James Bartlett, Mark Walker, Matt Price, Martin Hill, Geoff Barton, Nathan Gibson, John Edkins, Mark Summers, Steve Dave, Paul Montague, TeesideAnth, Stuart Hillis, Graham Court, Andrew Wilson, Matt Edkins, Joseph May, Michael J Alderdice, Chris Smetham, Gerald Nicholl, Paul Montague, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner and the guys at RailUK.

Front Cover: On June 28th, Class 47 812 and 47 847 are seen at Chelmscote, south of Bletchley, working 5Z31 Willesden - Crewe. [Lorenzo D'aniello](#)
This Page: Class 20 905 and 20 901 approach Wychnor Junction whilst working 7X09, Old Dalby - Amersham LUL stock move on June 20th. [Laurence Sly](#)

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Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine

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Lowestoft Air Show Shuttles

To avoid clashing with the Olympic games in August, the 2012 Lowestoft Air Festival was held at a weekend in June instead of two weekdays later in the summer. As in previous years, there were loco-hauled trains between Norwich and Lowestoft with traction provided by DRS. On June 24th, Class 37 425 leaves the town of Oulton Broad with the 1G95 Lowestoft - Norwich.

Gary S. Smith





Lowestoft Air Show Shuttles

Above: On June 24th, Class 47 828 runs through Oulton Broad, Suffolk with an empty carriage stock working from Norwich Crown Point. This had run in replacement of a scheduled passenger service from Norwich station that had been cancelled when sister Brush type four locomotive 47 841 failed. Class 37 425 was at the other end of the ECS train. [Gary S. Smith](#)

Below: June 23rd and on the approach to Lowestoft, Class 47 828 takes the 1G94 from Norwich through the Oulton Broad North station. One consequence of running these loco-hauled trains on the Saturday was that the Norwich - Great Yarmouth drags could not be run unlike previous years. [Gary S. Smith](#)



Railway Touring Company - The Hadrian

Above: LMS Princess Coronation Class No. 46233 "Duchess of Sutherland" heads this northbound Leicester - Carlisle "The Hadrian" charter near Langcliffe on June 2nd. [Gerald Nicholl](#)

Steam Dreams - The Cathedrals Express

Below: BR Class 8P No. 71000 "Duke of Gloucester" deputising for A1 No. 60163 "Tornado" stands at Challow taking on water with this Southend - Gloucester trip on June 16th. [John Alsop](#)



Railway Touring Company - The Cumbrian Mountain Express
Class 86 259 "Les Ross" passes Stableford whilst working 1Z86, 06:26
London Euston - Carlisle (Cumbrian Mountain Express) on June 14th.
Laurence Sly





Pathfinder Tours - The York Flyer

Above: On June 2nd, Class 55 022 "Royal Scots Grey" heads south through Colton Jct. with "The York Flyer" return charter from York to Didcot. [Lewis Mitchell](#)

Below: Further down the East Coast main line, Deltic '22 speeds through Doncaster heading for Didcot. [Steve Thompson](#)



RAIL NUTS is the answer to all your dreams! You can blog away to like-minded people all day long. RAIL NUTS is dedicated to people worldwide who are passionate about railways. Not just engines, but the whole railway scene. The railways changed and enhanced our world now RAIL NUTS can increase the clarity of your interest. Join a community of passionate, like-minded people who wish to get the facts right. The

latest technology will be employed to give you absolutely top quality photographs and yes, more importantly, videos, enabling all of us to see in real time any special events or, indeed, sometimes mundane events, happening on railways throughout the world.



Cheshire Cat ECS

Class 37 606 and 37 611 are photographed passing Marshfield on July 1st, working 5Z49 Pengam - Crewe ECS. This coaching stock was used for a Cheshire Cat Raitour from Cardiff to York & Scarborough the previous day. [Lewis Mitchell](#)





Cheshire Cat Tours

Above: On June 30th, Class 37 606 and 37 611 are seen under the roof at York whilst working the Cheshire Cat railtour from Cardiff to York and Scarborough. [Richard Hargreaves](#)

Below: On the return working, 1Z48 Scarborough - Cardiff, Class 37 611 and 37 606 are seen passing Malton. [Chris Morrison](#)



Cheshire Cat Tours

Above: The 1Z48 Scarborough - Cardiff with Class 37 611 and 37 606 are seen passing Milford on June 30th. [Steve Thompson](#)

Pathfinder Tours - The 3-2-C

Below: On June 9th, DRS Class 37 606 and 37 609 stand at Bristol Temple Meads with Pathfinder's 1Z20 Crewe - Parkandillack 3-2-C tour. [Lewis Mitchell](#)





Vintage Trains - The Scarborough Flyer

Above: Another tour to visit Scarborough on June 30th was Vintage Trains's Tyseley - Scarborough excursion seen here at York awaiting departure to the seaside with LMS Princess Coronation Class No. 46233 "Duchess of Sutherland" in green livery at the helm. [Jon Jebb](#)

Below: Earlier in the day, No. 46233 "Duchess of Sutherland" is seen working 1270 Tyseley to Scarborough approaching Stenson Junction. [Derek Elston](#)



Vintage Trains - The Scarborough Flyer

Above: Vintage Trains's Tyseley - Scarborough storms through Sherburn-in-Elmet with LMS Princess Coronation Class No. 46233 "Duchess of Sutherland" in charge. [Steve Thompson](#)

Saltburn Railtours - Saltburn Solent

Below: Saltburn Railtours 1240 Saltburn - Portsmouth/Isle of Wight is seen with Class 47 580 "County Of Essex" and Class 47 760 on the rear passing Burton on Trent, June 29th. [Stuart Hillis](#)



Northern Belle

DRS Class 47 805 and 47 790 on the rear, this Northern Belle working on June 30th, the 1275 from York to Bath, is seen passing Stenson Junction. [Derek Elston](#)





Northern Belle

Above: The Northern Belle is seen at Newton St. Loe, near Bath, June 9th working a Doncaster - Bath Spa service. [Sam Bilner](#)

Below: Class 47 832 is seen on the rear of the Northern Belle as it passes Newton St. Loe, near Bath, June 9th working a Doncaster - Bath Spa service. [Lewis Mitchell](#)



Northern Belle

Above: The return working on June 9th of 1248 Bath - Doncaster "Northern Belle" with Class 47 832 "Solway Princess" leading and 47 790 "Galloway Princess" on the rear, passing Wetmore, Burton on Trent. [Stuart Hillis](#)

Below: On June 30th, the York to Bath Spa "Northern Belle" working had Class 47 805 leading and 47 790 "Galloway Princess" on the rear, seen passing over North Staffs Jct. heading south towards Burton on Trent. [Stuart Hillis](#)



Railway Touring Company - The Thanet Belle
Stanier Black 5 No. 44932 covers for Bulleid Pacific No. 34067 "Tangmere" working
the Railway Touring Companies "The Thanet Belle" 1Z82, passing
Holmethorpe, Redhill on June 28th. [Nathan Gibson](#)



Statesman Rail - The Settle and Carlisle Statesman

Above: BR Class 47 580 "County Of Essex" near Langcliffe with the northbound "Settle & Carlisle Statesman"
on June 2nd. [Gerald Nicholl](#)

Below: Earlier in the day, Class 47 580 is seen departing Crewe with the Newport to
Carlisle Statesman railtour. [Brian Battersby](#)



Railway Touring Company - The Cumbrian Mountain Express
In typical Shap variable weather conditions, LMS Coronation Class 4-6-2
No. 46233 "Duchess of Sutherland" makes light work of the gradient at
Scout Green with the northbound "Cumbrian Mountain Express" on
June 14th. [Gerald Nicholl](#)





Steam Dreams - The Cathedrals Express
Peppercorn A1 No. 60163 "Tornado" heads the 1269 Westbury - Canterbury West
through Ruscombe on June 26th. [Wayne Radford](#)

NRM - Olympic Flame Special

On June 20th, LMS Royal Scot No. 46115 "Scots Guardsman" is seen approaching Shildon. This train had taken the Olympic Flame from York to Thirsk. [TeesideAnth](#)



NRM - Olympic Flame Special

West Coast's Class 37 676 shunts the charter into the NRM at Shildon to allow Scots Guardsman to be watered. [TeesideAnth](#)



Statesman Rail - The Diamond Jubilee Fellsman
On June 6th, LMS Stanier 8F No. 48151 is seen in pretty poor weather at
Pleasington with this Lancaster - Carlisle tour. [Colin Irwin](#)



Statesman Rail - The Golden Arrow Statesman
Bulleid Pacific No. 34067 "Tangmere" works Statesman
Rails "The Golden Arrow Statesman" tour passing Ravenesbourne Station after a
signal check on May 20th. [Nathan Gibson](#)





First Great Western - HST to Railfest

Above: A rare sight of a First Great Western HST set working 1Z31 Bristol - York private charter passing Burton on Trent on June 9th with power cars Nos. 43003 "Isambard Kingdom Brunel" leading and 43002 on the rear. [Stuart Hillis](#)

Below: The FGW HST set is seen heading for York, rounds the curve at Doncaster off the Sheffield line and onto the East Coast main line. [Richard Hargreaves](#)



North East Railtours

Above and Below: 1Z35 North East Railtours excursion from Berwick On Tweed to Stratford On Avon with West Coast's Class 47 854 sporting its new nameplate "Diamond Jubilee" leading and 47 270 "Swift" on the rear are seen passing Burton On Trent, June 23rd. [Stuart Hillis](#)





Statesman Rail - Northumbrian Statesman

Above and Below: On June 30th and in fading light, Class 47 798 heads the return charter through Sherburn running as 1Z31 Berwick - Hereford with Class 57 601 on the rear. The Class 57 had worked the charter north that morning.
[Steve Thompson](#)



SRPS - The Aviemore and Inverness

Above: LMS Royal Scot No. 46115 "Scots Guardsman" heads through Murthly on June 30th with this SRPS tour from Glenrothes - Inverness. [Richard Jones](#)

Below: Later the same day, West Coast's Class 37 676 leads the tour over the Tay Viaduct. [Richard Jones](#)



UK Railtours - The The Broadsman and Blickling Hall & Gardens
After reversing at North Walsham to be able to entrain passengers at the correct platform, Class 66 081 leads the 5267 empty carriage stock working from Norwich TC to Hoveton & Wroxham station, past the hamlet of Frankfort, near Sloley, Norfolk a second time on June 16th.

The train had been organised by UK Railtours and their tours are often hauled by Class 67 diesel locomotives. However that class is not cleared to work the line between Whitlingham Junction and Sheringham whereas the Class 66 is. [Gary S. Smith](#)





Vintage Trains - The Railfest 2012

Above: Great Western 4073 Castle Class No. 5043 "Earl of Mount Edgumbe" is seen arriving into York on June 9th with this 1250 Tyseley - York charter for the NRM's Railfest. [Derek Elston](#)

Below: The return working is seen being readied for departure at York. [Brian Battersby](#)



NENTA Train Tours - York and Beyond

Above: Class 47 580 "County of Essex" leads 47 851 departing York with NENTA Tours 1250 Norwich to Newcastle on June 9th. [Derek Elston](#)

Below: Class 47 580 speeds through Doncaster with the return working to Norwich on June 9th. For the return working Class 47 851 (which had failed) was tagged on the rear of the train. [Brian Battersby](#)



Spitfire Railtours - The Kernow Explorer
Class 37 517 and 37 676 are seen departing Penzance for Long Rock on June 23rd
with the ecs off the 1Z37 Birmingham International - Penzance arrival.
Steve Thompson





Spitfire Railtours - The Kernow Explorer

Above: Class 37 516 and 37 676 head for Penzance along the sea wall at Dawlish. [Steve Thompson](#)

Top Right: Class 37 516 and 37 676 head through Beam Bridge with 1237 Birmingham International - Penzance on June 23rd. [Lewis Mitchell](#)

Pathfinder Tours - The Mazey Day Cornishman

Bottom Right: Class 55 022 is also seen at Beam Bridge heading for Penzance on June 23rd. [Lewis Mitchell](#)

Below: Class 55 022 is seen working the 1255 Birmingham Int. - Penzance just south of St. Austell near Coombe on June 23rd. [Barry Beeston](#)



Pathfinder Tours - The Maze Day Cornishman
Class 55 022 is seen working the 1255 Birmingham Int. - Penzance
along the sea wall at Dawlish on June 23rd. [Steve Thompson](#)





West Coast Railway - The Jacobite

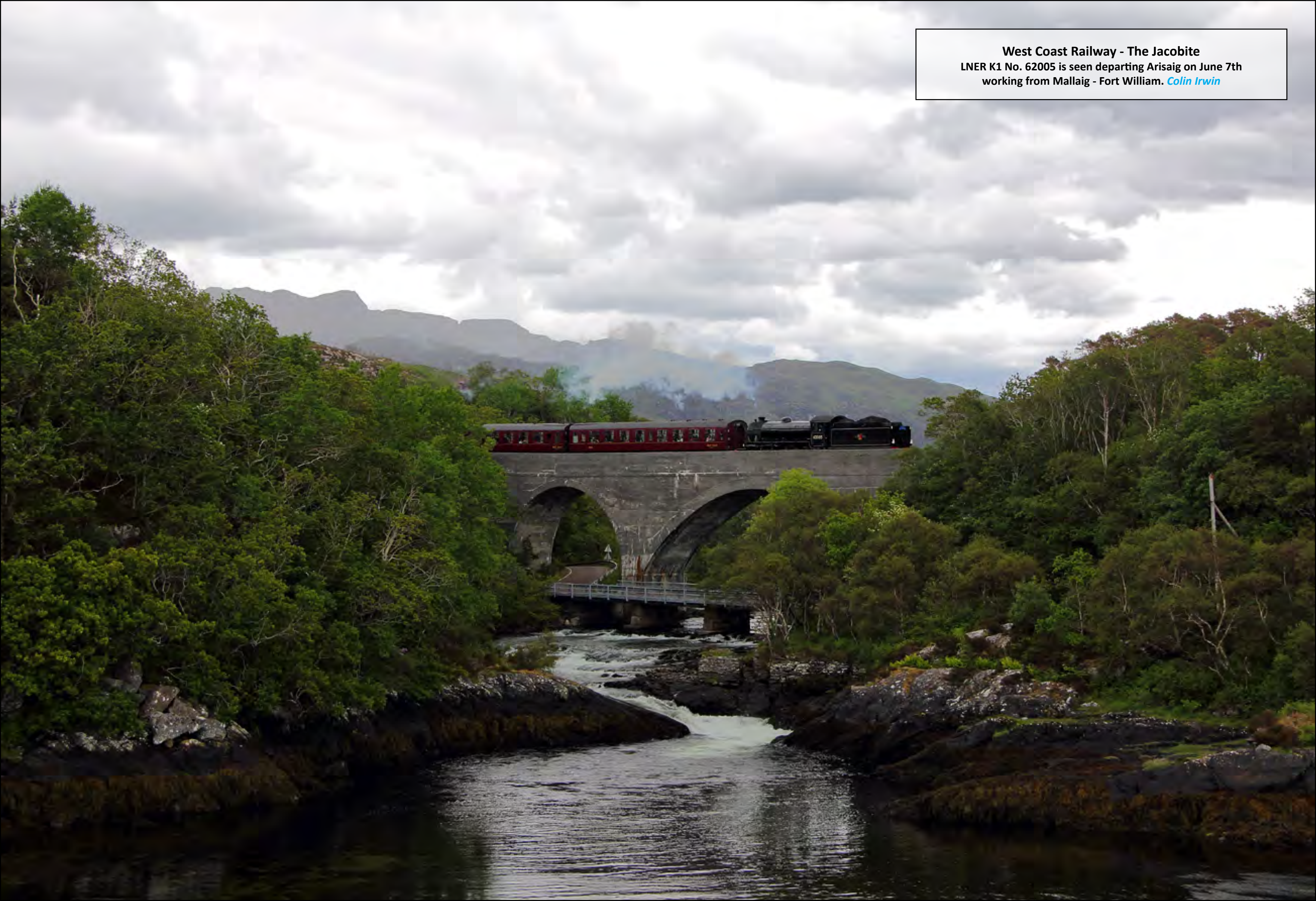
Above: Heading the afternoon working and seen descending Glenfinnian on June 7th, was LMS 4-6-0 Black 5 No. 44871. [Colin Irwin](#)

Right: On June 8th, West Coast's Class 37 706 departs Fort William with the empty Jacobite stock, which is now trapped after Class 66 734 derailed and blocked the line caused by heavy rain in the Loch Treig area. [Colin Irwin](#)

Below: Another shot of LNER K1 No. 62005 climbing to Glenfinnan on June 7th. [Colin Irwin](#)



West Coast Railway - The Jacobite
LNER K1 No. 62005 is seen departing Arisaig on June 7th
working from Mallaig - Fort William. [Colin Irwin](#)



West Coast Railway - The Jacobite
LNER K1 No. 62005 heads through Locheilside on June 7th
with the regular Fort William - Mallaig Jacobite service.
Colin Irwin





Steam Dreams - The Cathedrals Express

Above: On June 30th, Peppercorn A1 No. 60163 "Tornado" is seen arriving into York with the outward leg of this London Kings Cross - Durham charter. [Richard Hargreaves](#)

Below: Heading back south, No. 60163 "Tornado" is seen creeping through Doncaster with the return charter from Durham to London Kings Cross. [Jon Jebb](#)



Steam Dreams - The Cathedrals Express

Above: A1 No. 60163 "Tornado" is seen passing Bishops Wood with the return 1268 Durham - London Kings Cross on June 30th. [Steve Thompson](#)

Cheshire Cat Tours - Cumbrian Coast and Fells

Below: Class 20 308 and 20 309 are seen hauling Cheshire Cat Tours "Cumbrian Coast & Fells" in association with Pathfinder Tours, from Stratford-Upon-Avon to Carlisle on June 16th. Seen here arriving into Telford Central. [Richard Hargreaves](#)





Statesman Rail - The Settle and Carlisle Statesman

Above: West Coast Railways Class 57 601 pauses at Sheffield on June 16th with the return working of 1296 "The Settle and Carlisle Statesman" from Carlisle to Peterborough. [Class47](#)

SRPS - Chester and Llandudno

Below: Class 47 854 is seen at Helsby on June 16th with this SRPS railtour from Glenrothes to Llandudno. Fellow West Coast loco Class 47 270 was on the rear. [Brian Battersby](#)



ECS - NRM Olympic Flame

Above and Below: On June 19th in connection with the following days Olympic Flame special, LMS Royal Scot No. 46115 "Scots Guardsman" is seen approaching Bolton Percy with a Carnforth - York NRM ECS. Class 37 676 was attached to the rear. [Andy](#)





Railway Touring Company - The Easterling

Above: The Railway Touring Company's 'The Easterling' railtour on Sunday 17th June 2012 should have been hauled by the steam locomotive No. 70013 "Oliver Cromwell" but that became unavailable as was the replacement Black Five. Therefore the tour train was top 'n' tailed by the two West Coast Railway Company diesel locomotives that had brought the coaching stock from Carnforth. This is Class 47 500 leading the tour train through Somerleyton, Suffolk on the Norwich to Lowestoft leg. [Gary S. Smith](#)

Below: Class 47 760 leads the tour train over the Mutford Bridge at Oulton Broad on the return from Lowestoft. [Gary S. Smith](#)



Railway Touring Company - The Yorkshireman

Above: Seen northbound at Harrowden Junction on the Midland, Class 47 760 and 47 500 top 'n' tail "The Yorkshireman" heading for York Railfest running approx 96mins late, and appearing to be making as much smoke as Oliver Cromwell which they replaced. [Geoff Barton](#)

Cruise Saver Travel - The Cruise Saver Express

Below: On June 2nd, Class 47 802 and 47 805 pause at Leamington Spa whilst working the Glasgow - Southampton Cruise Saver Express. [Richard Hargreaves](#)





ECS and light engine moves

Above: On June 4th Class 67 020 and 91 110 are seen heading through New Zealand Bridge, Sandy working the 5250, 09:00 Doncaster West Yard - Bounds Green. [Lorenzo D'aniello](#)

Top Right: LNER A4 No. 4464 "Bittern" plus support coach forms the 5245 from Crewe Heritage Centre to Southall hauled by Class 67 019 seen here at Tamworth Low Level on June 2nd. [Richard Hargreaves](#)

Bottom Right: Class 67 019 slowly passes Northampton with LNER A4 No. 4464 "Bittern" in tow working 5245 Crewe - Southall on June 2nd. [Derek Elston](#)

Below: Class 56 311 and 33 103 depart Burton Nemesis Rail on June 26th on a journey to Doncaster and Wolsingham. [Stuart Hillis](#)





Railfest ECS move

Above and Below: Heading along the East Coast main line on May 30th is First Great Western HST power car No. 43159, along with reliveried Mk3 trailer, barrier coach, and Class 57 604 on the rear. [Barry Beeston](#)



ECS and light engine moves

Above: Newly refurbished Class 37 425 and three coaches along with 66 426 on the rear, have just passed over Stenson Junction working 5Z33 Barrow Hill - Crewe Gresty Lane on June 13th. [Stuart Hillis](#)

Below: Class 31 601 and 56 312 are seen working an 0Z56 York NRM to Bristol Barton Hill move on June 17th. [Stuart Hillis](#)





After its recent naming at Railfest, Class 91 110 quickly returned to normal duties, seen here at Doncaster on June 16th heading for London Kings Cross.

[Class47](#)



A look at the other side of Class 91 110 as it heads through Doncaster, The loco has different vinyls on each side, along with vinyls on the roof. [Richard Hargreaves](#)

Anglian Class 90s

Class 90 011 "Lets Go East Anglia" is seen at the head of the 13:30 departure from Norwich to London Liverpool Street as it is passed by Class 158 799 which is departing to Liverpool Lime Street, June 7th.

Derek Elston





Class 90 009 "Diamond Jubilee" is seen at London's Liverpool Street station on June 25th. [John Coleman](#)



Network Rail wanderings

Above: Class 37 259 and with 37 038 on the rear of 1Q14 Derby RTC to Eastleigh pass through Burton on Trent, June 17th. [Stuart Hillis](#)

Top Right: On June 20th, Class 950 001 passes Wynchnor Junction heading for the RTC at Derby. [Derek Elston](#)

Bottom Right: DRS Class 37 682 is seen here propelling DBSO 9714 on 3Z15 Derby - Carlisle at Red Bank cutting on June 10th. [Dave Harris](#)

Below: Class 37 605 heads a Network Rail test train through Headlands Bridge, Kettering on June 22nd. [John Coleman](#)



On Diamond Jubilee Monday June 4th, Class 950 001 made another visit to the Ryecroft Junction - Rugeley Trent Valley line whilst working the 2Q08 Derby RTC - Tyeley LMD. The unit is seen returning early through Moor's Gorse on the way back to Walsall. A very popular cycle trail crosses the railway here and, following many near-misses on the existing level crossing, seen in the background, trees had been felled earlier in the year in preparation of the construction of embankments on both sides of the railway for a new bridge to enable cyclists and walkers to safely cross the railway. When the bridge has been built this scene will be different but it is hoped the bridge will provide a good vantage point to view trains including the traffic to and from the Rugeley power station. Also, the replacement of the semaphore signalling on the line is progressing and installation of the colour-light signals that will enable an increase of the line speed cannot be far off completion.

Gary S. Smith



Class 97 302 along with 97 301 on rear are seen at Plymouth on June 22nd working the 1Q88 test train in place of the NMT HST.

Steve Andrews





Class 67s out and about

Above: Class 67 019 hauls Class 90 021 through Crewe on June 2nd. [Brian Battersby](#)

Top Right: Class 67 001 heads north through Waverton with the evening Cardiff - Holyhead WAG service on June 12th. [Brian Battersby](#)

Bottom Right: On June 6th, Class 67 001 eases its way non-stop through Hereford with the 1W91 Cardiff Central - Holyhead, a train sponsored by the Welsh Assembly Government. [Gary S. Smith](#)

Below: On June 18th, Class 67 029 "Royal Diamond" is seen working 0F54 Bescot - Toton through Burton on Trent. [Stuart Hillis](#)



Grid Action

Top Right: DCR branded Class 56 311 with a fully laden scrap metal train 6Z69 from Derby Chaddesden sidings where the train had been left overnight to Cardiff Tidal passing Burton on Trent southbound on June 19th. [Stuart Hillis](#)

Bottom Right: In fading light Class 56 311 leads 33 103 and 31 601 through Heighington station en route to Wolsingham Depot running as 0Z33, June 26th. [TeesideAnth](#)

Below: Class 56 312 is seen working the 0Z56 Plymouth Laira to Bristol Barton Hill on June 18th. [Steve Andrews](#)



Freightliner's GE locos

Top Right: Class 70 017 takes a southbound liner through Acton Bridge on May 24th. [Brian Battersby](#)

Bottom Right: Double headed Class 70's as 70 013 and 70 016 are working 6U77 Mountsorrel - Crewe VQ with ballast boxes, only half of which are filled, moving from the goods line onto the main at Burton on Trent, June 27th. [Stuart Hillis](#)

Below: On May 12th, Class 70 013 heads through Severn Tunnel Junction station working 4F56 East Usk - Portbury. [Sam Bilner](#)



Seen heading south just near Kings Sutton with an intermodal on July 5th is Class 70 008. [Geoff Barton](#)



Recent Class 60 workings

Top Left: Class 60 079 heads north through Stenson Junction on June 22nd. [Geoff Barton](#)

Bottom Left: On July 2nd, Class 60 065 is seen with a light load of 8 MHAs, more or less loaded with spoil, from the previous nights exertions at Barnetby. It was heading for Doncaster Up Decoy as 6T71, which should have started from Althorpe but it didn't make it out of the possession in time! [Steve Thompson](#)

Below: On June 21st, there was some evening sunshine just in time for Class 60 091 with the 6T27 Immingham Bulk Terminal - Santon Foreign Ore Terminal as it passes Appleby. [Steve Thompson](#)



On June 20th, running an hour late, Class 60 099 heads the 6E32 seen here in the cutting on the approach to Scunthorpe station, hauling 14 ICAs for Lindsey Oil Refinery. [Steve Thompson](#)





Above: On June 16th, DB Schenker liveried Class 60 079 heads an early evening engineers train through Doncaster heading for Thorne. [Class47](#)

Top Left: Take 2! Class 60 079 is seen at work this time powering through Tamworth with the 6E54 Kingsbury to Humber empty tanks, June 22nd. [Derek Elston](#)

Bottom Left: Take 3!! Class 60 079 was in action on June 10th this time working 6T54 ballast spoil back to Doncaster Up Decoy from Brocklesby after it's exertions on the previous night's engineering work. [Steve Thompson](#)

Below: Class 60 015 brightens up the surroundings on June 2nd as it passes through Scunthorpe Station with 6D03 Tinsley - Immingham SS slab train. [Steve Thompson](#)





Once again it's this month's favourite Tug, as Class 60 079 leads the 6E54 10.34 Kingsbury to Humber empties passing Arleston on June 20th. [Derek Elston](#)



Above: On June 13th, Tata liveried Class 60 099 is working 6E54 Kingsbury - Humber empty bogie tanks nearing Stenson junction, whilst test train 3Q37 with Class 37 604 is awaiting the signal for the North Staffs branch to Crewe. [Stuart Hillis](#)

Top Left: On May 29th, Class 60 091 heads the 6F07 Ratcliffe Power Station - Liverpool Bulk Terminal Coal empties through Collins Green. The new ballast approaching the bridge is due to the track being lowered a few weeks earlier here in preparation for electrification. [Dave Harris](#)

Bottom Left: DB Class 60 091 is working 6M57 Lindsey Oil Refinery to Kingsbury loaded bogie tanks passing Burton on Trent, June 23rd. [Stuart Hillis](#)

Below: Just for a change, Class 60 079 is seen working 6E54 Kingsbury - Humber empty bogie tanks through Burton on Trent, June 11th. [Stuart Hillis](#)



Direct Rail Services

Top Right: Class 37 603, 37 609 and 37 038 form a Derby to Crewe working on June 2nd, seen here at Crewe departing for Crewe Gresty Road. [Brian Battersby](#)

Bottom Right: Malcolm liveried Class 66 434 heads north at Scout Green on May 26th. [Alan Naylor](#)

Below: In lovely evening sunlight, a smoky Class 20 312 heads through Acton Bridge on June 25th with a Sellafield - Crewe flask working. [Brian Battersby](#)





Above: Malcolm liveried Class 66 434 is seen in the yard at DRS Kingmoor on May 19th. [Brian Battersby](#)

Top Left: Class 20 309 and 20 312 drift down towards Red Bank cutting with 6K73 Sellafield - Crewe and load one FNA, June 25th. [Dave Harris](#)

Bottom Left: Class 37 409 and Saloon "Caroline" head past Coychurch on June 14th. [Lewis Mitchell](#)

Below: A DRS convoy was in charge of 6C53 Crewe - Sellafield on June 19th with Class 57 007 and 57 008 powering the train and the rest of the consist was Class 37 606, 37 611 and one FNA. [Dave Harris](#)



Class 37 419, now in use with DRS, was utilised to take a driving van trailer from Norwich Crown Point to Doncaster West Yard on June 18th. The 5282 passes the Harling Road signal box. This was to have become the temporary fringe to the Cambridge Power Signal Box the following weekend, as the resignalling of the Ely - Norwich route progresses, but that has been delayed by two months and there is still time to watch the signalman manually opening and closing the crossing gates. Harling Road station serves the Norfolk village of East Harling, 3 kilometres away. [Gary S. Smith](#)



Class 37 603 and 37 606 approach Snargate Crossing, near Appledore in Kent, whilst working 6M95 Dungeness - Willesden Brent flask train on May 25th. [Craig Stretten](#)



Colas Rail

Top Right: Class 47 749 is pictured in Doncaster works on June 9th in connection with the testing of some East Coast Mk4 stock. [Class47](#)

Bottom Right: Class 66 848 heads a Chirk bound log train through Mickle Trafford on June 16th. [Brian Battersby](#)

Below: On June 6th, Class 66 849 (what else?) enters Scunthorpe Station with the 6D86 Wolsingham - CHP. [Steve Thompson](#)





Above: Class 56 094 heads the 6E07 Washwood Heath - Boston docks empty steel carriers passing Burton on Trent, June 12th. [Stuart Hillis](#)



Top Right: Class 56 094 leads the 6E07 Washwood Heath to Boston through Chellaston on June 20th. [Derek Elston](#)

Bottom Right: Class 47 739 "Robin Of Templecombe" is seen working the 6E07 Washwood Heath - Boston Docks near Stenson Junction on June 13th. [Stuart Hillis](#)

Below: On its way to Devon with the 6Z50 Chirk - Teignrace empty timber wagon train on June 6th, Class 66 846 passes through Leominster, Herefordshire. [Gary S. Smith](#)



Class 56 094 heads north through Stenson Junction
on June 22nd with the 6E07 Washwood Heath - Boston Docks.

Geoff Barton



DB Schenker's Sheds and 90s

Top Left: Class 66 077 passes the quarry at Wynchnor working the 6K50 Toton to Basford Hall on June 20th. [Derek Elston](#)

Bottom Left: On June 20th, Class 66 005 heads 17 empty HOA/IIA wagons running as 4G79 from Redcar seen here heading through Scunthorpe. [Steve Thompson](#)

Below: Class 66 080 is working 6M00 Humber - Kingsbury loaded fuel tanks on June 18th. [Stuart Hillis](#)





Above: Class 66 077 takes a load of rails through Doncaster on June 9th, heading up the East Coast for an engineering possession near Thirsk. [Richard Hargreaves](#)



Top Right: DB Schenker liveried Class 66 097 is working 6D44 Bescot - Toton departmental with a ballast discharge train, seen approaching Stenson Junction on June 13th. [Stuart Hillis](#)

Bottom Right: Class 66 065 on 6V67 Redcar - Margam coke hoppers passing Burton on Trent heading southbound on June 15th. [Stuart Hillis](#)

Below: Class 66 126 is working Washwood Heath - Peak Forest empty stone hoppers through Burton on Trent, June 11th. [Stuart Hillis](#)



On July 5th, Class 66 009 heads north with a rake of empty car transporters. The village of Kings Sutton can be seen in the background. [Geoff Barton](#)





Above: On May 5th, Class 66 120 and 66 124 head a Crewe bound engineers train through Acton Bridge. [Brian Battersby](#)



Top Right: Class 66 018 and 59 204 along with a loaded self discharge train head through Burton on Trent working 6D44 Bescot - Toton departmental on June 11th. The Class 59 was off to Toton for a repaint. [Stuart Hillis](#)

Bottom Right: Class 66 136 is working 6E08 Wolverhampton - Immingham empty steel carriers passing Burton on Trent, June 8th. [Stuart Hillis](#)

Below: Class 66 115 slows for Wynchnor Junction working 6M46 Aldwarke to Crewe Basford Hall on June 20th. [Derek Elston](#)





Above: Class 90 019 and 67 005 haul a rake of empty car transporters through Acton Bridge on May 8th. [Brian Battersby](#)



Top Right: On June 29th, Class 66 097 has a less than taxing load of three empty coil-carriers working 6V19 Immingham Sorting Sidings - Margam. [Steve Thompson](#)

Bottom Right: Class 66 114, 66 063 and 66 161 work the 6D44 Bescot - Toton departmental service conveying ballast and sleepers, seen passing Burton on Trent. June 4th. [Stuart Hillis](#)

Below: Class 66 001 is pictured working the 6Z01 Doncaster Decoy - Westbury with empty ballast wagons passing Burton on Trent, June 6th. [Stuart Hillis](#)



Class 90 036 is seen working the Highland Sleeper, 1M16 20:46 Inverness to London Euston passed Road on June 14th. [Steve Madden](#)



On June 23rd, the 7D99 Bescot - Toton departmental move is seen at Burton on Trent with Class 66 059, 66 116, 66 136, 60 065 "Spirit Of Jaguar", and 66 050. [Stuart Hillis](#)





GBRf workings

Above: Ex Freightliner Class 66 739 heads a southbound GBRf Coal train through York on May 30th. [Barry Beeston](#)

Top Left: Class 66 434 in Malcolm livery leads the 4L48 Daventry IRFT to Tilbury though Northampton on a wet June 21st. [Derek Elston](#)

Bottom Left: MSC liveried Class 66 709 "Sorrento" passes through Northampton at the head of the 4M23 Felixtowe to Birch Coppice on June 2nd. [Derek Elston](#)

Below: On June 23rd, Class 66 729 and 66 737 are seen operating a Crossrail spoil working just outside London Paddington. [Derek Elston](#)



Class 20 905 and 20 901 lead with 20 189 and 20 227 on the rear of the 7X09 Old Dalby to Amersham through Wynchnor Junction on June 20th. [Derek Elston](#)



A meeting of Class 66s at Shugborough, Staffordshire on June 2nd as Freightliner's Class 66 601, moving slowly as it approaches Colwich Junction with the 6K16 Basford Hall - Rugeley Power Station laden limestone hoppers, is passed by GBRf's Class 66 713 hauling the 4M29 Felixstowe - Barton Dock intermodal train. [Gary S. Smith](#)





Above: Class 66 723 "Chinook" heads a rake of box wagons through York on May 31st. [Barry Beeston](#)



Top Right: Class 66 732 heads a MGR working south through Doncaster on June 30th. [Richard Hargreaves](#)

Bottom Right: On July 2nd, the usual GBRf light engine trip was utilized to convey a couple of HYAs from Doncaster Down Decoy to Immingham Mineral Quay. Demonstrating their complete mastery over this substantial load are Class 66 741 and 66 717. [Steve Thompson](#)

Below: Dodging between showers, GBRf Class 66 731 "Interhub GB" hauls a loaded scrap train the 6297 Beeston - Cardiff Tidal passing Burton on Trent southbound on June 6th. [Stuart Hillis](#)



On June 30th and under a threatening sky, the modern era is represented by Class 66 732, just about staying ahead of the cloud, working 6Y21 North Blyth - Doncaster Down Decoy. [Steve Thompson](#)



Freightliner's workings

Top Left: Class 86 610 and 86 637 head through Acton Bridge on June 25th, with a light engine move to Garston. [Brian Battersby](#)

Bottom Left: Shanks liveried Class 66 522 heads a MGR service through Wellington on June 18th. [Paul Godding](#)

Below: On July 5th, Class 66 570 heads north through Kings Sutton station. [Geoff Barton](#)





Above: Class 86 501 sports rather bright yellow front ends as it passes through Crewe on June 2nd. [Brian Battersby](#)



Top Right: Class 66 617 powers through Tamworth High Level with a loaded coal train on June 22nd. [Derek Elston](#)

Bottom Right: Freightliner's Class 66 543 heads south with an intermodal through Stenson Jct. on June 22nd. [Geoff Barton](#)

Below: On a dismal June 1st, Class 90 047 passes Church Brampton working the 4M81 Felixtowe - Crewe. [Derek Elston](#)





Above: Class 90 049 heads south through Northampton working 4L75 Crewe Basford Hall - Felixtowe on June 21st. [Derek Elston](#)



Top Right: On June 6th, Freightliner's Class 66 506 is seen working through Scunthorpe with the 6M06 bin train from Roxby to Bredbury. [Steve Thompson](#)

Bottom Right: On July 5th, Class 66 564 heads through Kings Sutton with a southbound liner. [Geoff Barton](#)

Below: Class 66 536 leaves Didcot at Denchworth heading for Swindon on June 16th. [John Alsop](#)





Above: The evening sun on June 26th catches the side of former DRS Class 66 413 as it works the 4E23 Barrow Hill US - Humber Import Terminal service. [Steve Thompson](#)



Top Right: Class 66 534 "Oocl Express" heads light engine on the goods line passing Burton on Trent towards Derby with a route learning trip on June 26th. [Stuart Hillis](#)

Bottom Right: Class 66 601 "The Hope Valley" is seen working the 6U77 Mountsorrel - Crewe VQ with loaded ballast boxes on June 18th. [Stuart Hillis](#)

Below: Class 66 543 is seen working 4O55 Leeds - Southampton modal service passing Burton on Trent southbound, June 18th. [Stuart Hillis](#)



Class 92 highlights

GBRf Europort Class 92 032 "ImechE Railway Division" is seen working 0092 Peterborough - Dollands Moor, passing Ravensbourne on June 28th. [Nathan Gibson](#)





HSTs

Above: On May 30th, East Coast's HST power car No. 43305 is seen on the rear on a London Kings Cross service speeding through Doncaster. [Richard Hargreaves](#)

Top Right: CrossCountry HST power cars Nos. 43321 and 43366 head north through Tamworth on a grey and dismal June 2nd. [Brian Battersby](#)

Bottom Right: On May 30th, East Coast's HST power car No. 43308 heads a southbound London Kings Cross service out of York. [Barry Beeston](#)

Below: FGW HST power car No. 43 125 arrives into Great Malvern on June 6th with a London Paddington service. [Richard Hargreaves](#)





Above: First Great Western's HST power car No. 43153 heads a London Paddington to Penzance working as it passes Long Rock depot, nearing its final destination. [Barry Beeston](#)

Right: A First Great Western HST emerges from Twerton Tunnel on June 9th. [Lewis Mitchell](#)

Below: Grand Central's HST power car No. 43467 departs York on the rear of a Sunderland service, June 30th. [Richard Hargreaves](#)





Above: First Great Western's HST power car No. 43131 is seen departing London Paddington passing Royal Oak on June 23rd. [Derek Elston](#)



Top Right: Following exhibition at the NRM's Railfest, MK3 Coach No. E12002/42353 is seen at London Paddington in the consist of a First Great Western HST rake, alongside power car No. 43122. [John Coleman](#)

Bottom Right: Cross Country HST power cars Nos. 43304 and 43285, head the 1E73 Plymouth - Leeds through Dawlish on June 22nd. [Steve Thompson](#)

Below: Diamond Jubilee liveried FGW HST power car No. 43186 is seen at London Paddington on June 19th. [John Coleman](#)



FGW power cars Nos. 43027 and 43140 work a 1C87 Paddington - Penzance service through Dawlish on June 22nd.

Steve Thompson



Just to prove that there has been some sunshine this month, on June 9th First Great Western HST power car No. 43012 is seen on the rear of a London Paddington service departing Gloucester. [Paul Godding](#)





Units, Units, Units

Above: Arriva Trains Wales Class 158 834 approaches Ruabon on June 23rd with a service to Holyhead. [Andy](#)

Left: First Great Western's Class 150 104 arrives into Gloucester on June 9th with a working from Swindon. [Paul Godding](#)

Below: First Great Western's Class 150 131 heads past Long Rock depot heading into Penzance on March 26th. [Barry Beeston](#)





Above: Arriva Trains Wales Class 158 836 arrives at Barmouth with the 11.52 departure for Pwelli, June 12th. [Derek Elston](#)



Top Right: First Great Western's Class 153 305 and 153 329 are seen standing at Penzance as spare units on March 26th. [Barry Beeston](#)

Bottom Right: First Great Western's Class 150 249 arrives into Gloucester with service to Westbury on June 9th. [Paul Godding](#)

Below: National Express/C2C Class 357 019 is seen at Upminster station on May 28th advertising the Queen's Diamond Jubilee with a big Union Jack on the side of the coach. [John Coleman](#)





Above: On June 23rd, Class 165 121 is seen arriving at Bourne End from Marlow before departing with a service to Maidenhead. [Derek Elston](#)

Top Left: Cross Country's Class 220 003 is seen working the 1V50 Manchester - Paignton through Dawlish on June 22nd. [Steve Thompson](#)

Bottom Left: Arriva Trains Wales Class 158 821 is seen departing Telford Central working the 15:50 service to Birmingham International. [Paul Godding](#)

Below: Heathrow Express Class 332 009 approaches journeys end at London Paddington, June 23rd. [Derek Elston](#)





Above: On June 9th London Midlands Class 323 205 is seen at Birmingham New St. with the unlikely destination of Salford Crescent. [Paul Godding](#)

Left: On June 9th a Carlisle bound Pendolino passes Greenholme in stormy light. [Colin Irwin](#)

Below: Class 156 214 carrying Central trains modified livery arrives at Norwich whilst Arriva Trains Wales liveried Class 150 280 works a Sheringham service, June 7th. [Derek Elston](#)





Above: First Great Western DMU Class 166 201 arrives at Maidenhead working a Paddington to Oxford service, June 23rd. [Derek Elston](#)

Top Left: London Midland Class 170 507 approaches Wellington with a Shrewsbury service on June 18th. [Paul Godding](#)

Bottom Left: Class 156 412, still in the colours of previous operator Central Trains (but later transferred to National Express East Anglia) with Greater Anglia 'go faster' stripes, arrives at Worstead station, Norfolk on a service from Sheringham to Norwich on June 16th. [Gary S. Smith](#)

Below: Cross County Class 170 107 departs Oakham bound for Stanstead Airport on June 13th. [Derek Elston](#)





Above: Lyca mobile liveried Class 378 221 is seen at Hackney Wick station on a Stratford to Clapham Junction service on June 19th. [John Coleman](#)



Top Right: Following overhaul, Scotrail's Class 320 316 stands in Doncaster West Yard during a brief sunny moment on June 30th. [Richard Hargreaves](#)

Bottom Right: On June 16th, TPE Class 185 142 on a Manchester Airport service passes Northern's Class 142 009 at Layton, Blackpool. [Colin Irwin](#)

Below: One of the two Class 460s left in traffic, Class 460 002 passes East Croydon station with the 16:00 from London Victoria to Gatwick Airport service on June 19th. [John Coleman](#)





Above: First Capital Connect (still in Southern livery) Class 319 013 is seen at the new London Blackfriars station on June 19th. [John Coleman](#)



Top Right: On June 6th, London Midland's Class 172 218 and 172 222 approach Droitwich Spa. [Richard Hargreaves](#)

Bottom Right: As it heads towards Thetford on a Norwich to Liverpool Lime Street service on June 25th, East Midland Trains Class 158 858 rounds the curve on Roudham Heath, Norfolk. [Gary S. Smith](#)

Below: First Capital Connect Class 377 212 pauses at Farringdon station with a Bedford to Brighton service on June 19th. [John Coleman](#)





Above: On June 22nd, FGW Class 150 104 leaves Dawlish station with the 2T25 St James' Park - Paignton. [Steve Thompson](#)

Top Right: London Midland's Class 172 342 and 172 341 pass at Tyseley on June 2nd. [Brian Battersby](#)



Bottom Right: The resignalling of the Ely - Norwich line is progressing. The semaphore signals and manual level crossing gates at Attleborough are now expected to last until the end of 2012. East Midlands Trains Class 158 846 passes two of the signals as it arrives on an early morning Ely to Norwich service on June 19th. [Gary S. Smith](#)

Below: On June 23rd, Class 465 033 waits to depart Blackfriars with the 08.10 service to Sevenoaks. [Steve Madden](#)



A fine display of semaphores as First Great Western Class 150 249 pauses at Great Malvern on June 6th. [Richard Hargreaves](#)





On May 26th, an unidentified 11 car Pendolino begins its climb up Shap at Scout Green. [Colin Irwin](#)



Odds and Sods

Above: Class 57 005 is seen in the West Coast Railway Co. yard at Carnforth on May 19th. [Brian Battersby](#)

Top Right: FGW liveried Class 08 410 is seen at Long Rock depot on March 26th. [Barry Beeston](#)

Bottom Right: The Loram C21 Rail Grinders tend to be nocturnal beasts, but this one was captured at 06:24 on the morning of June 5th, passing Appleby working 6Z01 Heeley Loop - Barnetby. [Steve Thompson](#)

Below: Class 59 004 and 59 202 pass through Reading station with a lengthy stone train on June 19th. [John Coleman](#)



Scot-Rail - life north of the border

Scotrail Class 380 010 and 156 430 are seen at Glasgow Central on May 19th. [Richard Hargreaves](#)

News and Features





Scot-Rail - life north of the border continued...

Above: On May 19th, Scotrail's Class 156 495 and 156 500 are seen departing Glasgow Central. [Richard Hargreaves](#)

Top Right: Colas Class 66 847 heads through Cowdenbeath with the return Linkwood tanks to Grangemouth on June 20th. [Richard Jones](#)

Bottom Right: On June 7th, Class 156 365 is seen at Fort William. This unit is one of those trapped after Class 66 734 derailed and blocked the line caused by heavy rain in the Loch Treig area. [Colin Irwin](#)

Below: Class 314 212 heads out of Glasgow with a train for Newton on May 19th. [Richard Hargreaves](#)



Going Underground

Metropolitan Line "A60" No. 5109 arrives at Farringdon on April 28th
with an Aldgate - Uxbridge service. [Chris Morrison](#)





Going Underground continued...

Above: "A60" series stock No. 5040 approaches Northwick Park with a service to Rickmansworth on April 6th. [CJ Sutcliffe](#)

Top Right: Metropolitan Line "A62" stock No. 5219 glides out of Euston Square on the rear of an Aldgate - Uxbridge service on May 12th. [Chris Morrison](#)

Bottom Right: New "S" series stock DM No. 21071 is seen working an Aldgate service. [CJ Sutcliffe](#)

Below: Bakerloo Line 1972 stock is seen working into Oxford Circus on June 23rd. [Chris Morrison](#)



Going Underground continued...

Top Right: New Metropolitan line "S" No. 21103 calls at Liverpool St with an Aldgate train on May 12th. [Chris Morrison](#)

Bottom Right: Piccadilly Line 1973 stock and Metropolitan line "S" stock pass at Ickenham on June 23rd. [Chris Morrison](#)

Below: Metropolitan Line "A60" stock No. 5012 departs Euston Square on June 2nd. This unit was withdrawn on June 25th, just short of its' 51st anniversary in service on the Metropolitan line. [Chris Morrison](#)





Going Underground continued...

Veteran A60 unit No. 5034 crosses the Grand Union Canal at Croxley with a Watford - Baker Street service on June 23rd. [Chris Morrison](#)

Manchester Metrolink

Top Right: On June 15th, Tram No. 3008 stands in the new station at Failsworth on the Oldham Loop.

Colin Irwin

Bottom Right: M5000 series Tram No. 3023 is seen at the new Newton Heath and Moston Station on the Oldham Loop.

Colin Irwin

Below: On June 14th, Manchester Metrolink Tram No. 3011 is seen arriving into Oldham Mumps Station on the Oldham Loop. *Colin Irwin*



Trams and Metro

Top Right: Looking very smart in the original livery Midlands Metro No. 13 departs from Bilston Central en route to Wolverhampton. [Paul Godding](#)

Bottom Right: At Blackpool, new Bombardier Flexity tram No. 009 crosses Gynn Square, Blackpool on June 4th. [Chris Morrison](#)

Below: Pretty in Pink, Midlands Metro No. 05 is seen at St. Georges in Wolverhampton prior to working a service to Snow Hill. [Paul Godding](#)



Fares Advice with RailUK

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

Received new card; have tickets uncollected on old card

Q: Looking for advice: I've got tickets to collect with my current debit card (travelling on 28th July) with expiry date end of July. But I got a new card through the post today for the same account which it says I can use right away (start date June). I booked through East Coast's website and it says "Please note that this card is due to expire near to your travel date". What should I do? Would using the new card cancel the old one, leaving me unable to collect my tickets? What if I used my old card again now (as there's no way to guarantee when I'd get the new card through the post).

A: This is a common question, with resultant complaint, and the message from the TOC is quite confusing. People often dispose of the old card, not being aware they need to retain it simply to collect the tickets. Using the new card results in failure to issue the tickets on some card types as some financial institutions change the number each time they re-issue the card. Others don't. It's the ones which change that have potential difficulties with uncollected tickets from TVMs. It's not valid.

Oyster card on Javelin

Q: A bit confused! Ordinarily one cannot use an Oyster card on the Javelin services but can use the special Games Travelcard between St. Pancras and Stratford International stations?

A: That is correct. Once the Javelin services start running later this month, Games Travelcards will be valid on them, but other Travelcards and Oyster Pay As You Go (PAYG) will not

All Line Rover - before 10h00 restriction

Q: I am considering an ALR ticket and in the planning stages I am confused by the pre 10h00 boarding restrictions at some stations. Is the restriction specific to embarkation at that station or embarkation of a train that picks up at the named station before 10h00? My last ALR was before the 10h00 restriction was introduced. E.g. If I travel from Sandwell and Dudley at 07h15 do I fall foul of the Birmingham New Street 10h00 restriction on VTs?

A: Not valid for boarding or alighting train services operated by CrossCountry, East Coast, East Midlands Trains, Virgin Trains, before 10:00 Mondays – Fridays at the following stations: Birmingham New Street, Bedford, London Euston, London Kings Cross, London St. Pancras International, Luton, Luton Airport Parkway, Milton Keynes Central, Stevenage, Watford Junction. No restrictions apply on Saturdays, Sundays and Bank Holidays. As the restriction states it only applies to boarding or alighting from train services operated by the named TOCs, before 10:00 Mondays – Fridays at the named stations. There are no restrictions for travelling through Birmingham.

Off Peak restrictions from North Wales stations to London

Q: Why do so some train websites

such as London Midland, RedSpottedHanky show off peak return fares starting on a Sunday night from Flint, Heswall etc arriving Monday before 9am in London as valid whilst Virgin, National Rail do not. It shows an off peak return starting in Flint on a Sunday night with a long break and arriving London 7.28 for £74.20 Similar route for Heswal leaving 10.35 to London starting Sunday night arriving London 8.07. These also apply to Upton etc As I'm travelling from London are these fares valid as they only show on some websites and not others. If you are travelling back from Flint, Heswall on your return journey can you start the journey at Shotton or Chester.

A: Different booking engines interpret rules differently. In some cases one of the booking engines is making a mistake. If you make a booking on a site, are given an itinerary, and you stick precisely to that itinerary, I would expect the ticket to be honoured. So far I've not seen any evidence of TOCs or ATOC trying to get out of any bookings. Admittedly a small number of guards have attempted to claim that bookings are void if the websites make a mistake, but providing the passenger sticks exactly to the itinerary (and bring the itinerary and/or reservations, as applicable on your journey) then in all known disputes I've heard of, the customer has been refunded.

Ticket Advice for All

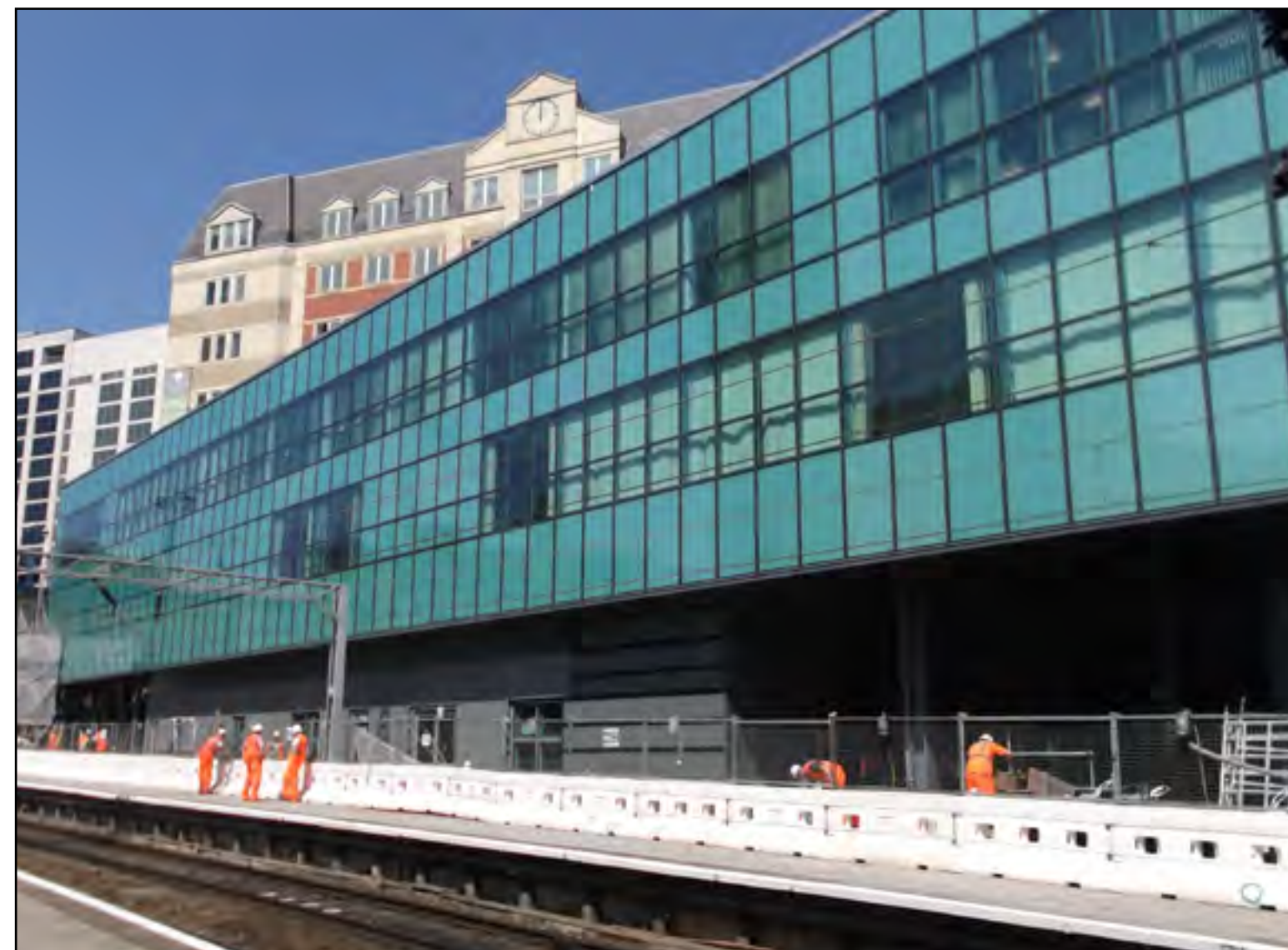
Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the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

NEW TRAIN CREW CENTRE LIGHTS UP NEW STREET

Birmingham has seen the opening of one of the rail network's greenest buildings in June as a new base for railway staff officially arrived at platform 1 at Birmingham New Street station.

The new building, known as the Lamp Block, sits on the west end of platform 1 at the station rising above Hill Street and Navigation Street. It was delivered by Network Rail for CrossCountry and is now the base for over 450 of their train crew who run CrossCountry services across Great Britain.

Built in less than a year within a very challenging environment between a rock face and the railway, it sits on



the site of a 19th century depot which supplied gas lamps to workers who maintained the railway tunnels either side of New Street station.

Chris Montgomery, project director for Network Rail said: "The opening of the Lamp Block not only provides a fantastic facility for CrossCountry staff; it also marks an important step towards the redevelopment of New Street to deliver a better station for passengers. We've worked carefully to avoid disruption to train services during

construction and offset the building's carbon footprint by incorporating green technology as part of the building design."

The new facility is expected to receive a BREEAM (Building Research Establishment Environmental Assessment Method) rating of excellent. It boasts a number of sustainable features including solar panels to generate electricity, a solar thermal system to generate hot water, sub-metering for all water, heating and cooling to monitor energy consumption and an energy efficient lighting system. Sharing the space with the solar panels is also the building's green roof, containing over 14 different species of plant to contribute to the area's biodiversity and reduce rainwater run off into the drainage system.

This renewable technology is expected to reduce the building's carbon emissions by 10%. Over 85% of all

non-hazardous construction and demolition waste for the build has either been re-used or recycled.

Andy Cooper, CrossCountry's managing director, added: "Our new train crew centre replaces accommodation more than 50 years old and reflects the standards expected in a modern business. The innovative solution provided by the Lamp Block has released even more space on the main station to provide a better environment for our customers too. We are very pleased with the result."

ScotRail takes tough stance on alcohol-fuelled anti-social behaviour

ScotRail is to ban the consumption and carrying of alcohol on its trains between 9pm and 10am. The move comes in response to concerns from the travelling public about anti-social behaviour on trains and calls from the Scottish Government for action. ScotRail will also refuse travel to people who are not considered fit to do so due to the effects of alcohol.

Scottish Ministers support the train operator's drive to reduce anti-social behaviour and improve the travelling experience of rail passengers. This was underlined in a Parliamentary statement on rail, when Transport Minister Keith Brown MSP committed to taking forward with ScotRail and British Transport Police more measures to ensure anti-social behaviour is driven out of our trains.

Cabinet Secretary for Justice Kenny MacAskill also welcomed the actions. And public support for the move is underpinned by a survey which found 84% of respondents in favour of banning alcohol from trains after 9pm.

The crackdown from 20 July, 2012 is designed to send out a clear message that anti-social behaviour at stations and on trains is unacceptable. ScotRail today stressed the purpose of the ban is to prevent a small minority having a disproportionate negative impact on the majority of passengers.

Steve Montgomery, ScotRail's managing director, said: "Anti-social behaviour fuelled by alcohol has no place on our trains or at stations. Customers should be able to travel in a safe and friendly environment." He added: "It's time to call a halt on the irresponsible minority who spoil journeys for the majority. These individuals disrupt services, abuse staff and fellow customers, and cause accidents."

In the past six months alone, the ScotRail review uncovered at least 260 occasions when British Transport Police had to respond to drink-related incidents; an increasing number of trains delayed due to anti-social behaviour - affecting customer perceptions of the railway and damaging ScotRail's reputation, and at least one accident a week caused by excessive alcohol.

Mr MacAskill said that tackling alcohol misuse is a priority for the Scottish Government and the development was welcomed. The Cabinet Secretary for Justice said: "We want everyone to enjoy themselves on nights out, but consideration for others is also vitally important. A journey home on a train shouldn't be a worrying or upsetting experience for any passenger." "Responses to the Rail 2014 consultation clearly showed there is concern from passengers who have to travel in the company of those under the influence of alcohol and the anti-social behaviour that can sometimes come with it."

He continued: "I welcome the decision by ScotRail to act on those concerns, which will greatly benefit and reassure responsible passengers and encourage more people to use public transport. It sends out a message loud and clear that drunken, loutish behaviour on our trains will no longer be tolerated. "Tackling alcohol misuse is a priority for this Government and this is a development we welcome as we continue working to rebalance Scotland's damaging relationship with alcohol."

Chief Superintendent Ellie Bird, area commander for the Scotland Area of BTP, said: "Crime on Scotland's railways is at a record low. However, combating anti-social behaviour and disruption to the rail network remains a priority for us."

Ms Bird, who was instrumental in successfully introducing alcohol restrictions for TfL on the London Underground, added: "It is well documented that excessive alcohol consumption can be a pre-cursor to anti-social behaviour.

"The Scotland area of BTP wholeheartedly supports ScotRail's plans and we will enforce the restrictions under the current Railway Byelaw or other legislation at our disposal.

"All passengers and rail staff have the right to travel unhindered and without the threat of encountering any kind of criminality. The enhanced restrictions will go a long way to helping reducing the opportunity for disruption.

"The consumption of alcohol is prohibited on other forms of public transport, such as buses, and trains should be no different."

ScotRail will now launch a four-week campaign to make customers aware of the impending ban from 20 July, to be followed by a fortnight-long 'softly, softly' stance.

It follows a year-long review by the train operator, which found that customers perceived that travel on late night trains, and even during early mornings, can be unpleasant due to anti-social behaviour directly related to alcohol.

In addition, ScotRail took into account the responses to the Rail 2014 consultation which made clear there was wide support for action on the irresponsible consumption of alcohol and policing of anti-social behaviour - and many respondents were in favour of a total ban on alcohol on trains due to the impact on other passengers.

The ban will be enforced by British Transport Police (BTP) through the national Railway Byelaws which allow a train operator to stop people in a state of intoxication from travelling, and to publicly declare that certain services are so-called 'dry trains' where the consumption and carrying of alcohol are banned.

The only exception to the 9pm - 10am rule will be the overnight Caledonian Sleeper train to and from London, often dubbed a 'hotel on wheels.'

It is understood ScotRail is the first train operator in the UK to make such a radical overhaul of conditions related to travel, although alcohol is already banned on certain services during football, rugby and other special events.

Mr Montgomery said the announcement comes as the Scottish Government continues to signal its intent to tackle Scotland's unhealthy relationship with alcohol. He added: "ScotRail's message is clear. As a business, we must ensure our customers and staff can make rail journeys safely and with confidence, and our measures are aimed at the irresponsible minority.

"Anti-social behaviour is unacceptable and people must take responsibility for their own actions."

He continued: "We believe the ban will be welcomed by the public and will result in falls in anti-social behaviour, crime, accidents, and customer complaints - and an increase on the number of people who feel comfortable to use late night trains."

Mr Montgomery said that the practice of bringing large amounts of alcohol on board to drink while travelling has resulted in complaints from passengers, and declared: "Anyone who is unfit to travel will be turned away. And anyone deemed to have committed an offence will be reported to the local Procurator Fiscal by BTP, which is supporting us on tackling this issue."

BTP said it has engaged with a wide range of stakeholders - MPs, MSPs, community groups, passenger groups and train operators on the issue of alcohol related anti-social behaviour.

It has also pledged to enhance its station and on-train patrols during the initial phases of the campaign to mitigate the possibility of staff assaults and other offences.

ScotRail stressed that customers' bags will not be searched before or during their journeys, and is using existing Railway Byelaws as the most expedient way to introduce the crackdown on anti-social behaviour and to send out a clear message that it expects customers to be able to travel in a safe, friendly environment and not have journeys disrupted.

'Last orders' will apply on trains with catering services. Alcohol will not be sold from 8.30pm and customers will be asked to finish any alcoholic drinks by 9pm.

BTP will be alerted if passengers refuse to leave after being declined access to trains or if behaviour causes concern to train crew or customers during a journey.

Whisky industry gets logistics boost as rail route to Poland established

The growing Scottish whisky industry has seen its logistics trading corridor to Poland strengthen through the utilisation of a weekly rail freight service, operated by DB Schenker Rail, between the UK and Wroclaw in Poland.

Thousands of bottles of whisky are now moving in intermodal containers on freight trains from central Scotland to Barking in London. At Barking, the containers are transhipped to the weekly London to Wroclaw Polish service, which travels to mainland Europe via the High Speed 1 rail route and the Channel Tunnel.

The volume of whisky moved by rail to Eastern Europe is expected to increase over the coming months in line with the usual pre-Christmas peak.

As the rail service avoids the need for long distance road haulage from Scotland to Poland, emissions are reduced and thousands of lorry miles avoided through this modal shift.

The cargo is being moved through a joint agreement between J.G.Russells and DB Schenker Rail.

Carsten Hinne, Managing Director Logistics for DB Schenker Rail (UK) Ltd, said: "Mainland Europe is an important trading partner for Scotland, and these rail freight services provide a seamless transport route to Poland. The Scottish whisky industry needs regular, secure and reliable supply chain solutions. We are delighted to have delivered that through long distance rail freight services to Poland that incorporate existing logistics solutions."

DB Schenker Rail will introduce a second weekly service between the UK and Poland this autumn, strengthening further the supply chain to Eastern Europe for the Scottish whisky industry.

Virgin Trains is best in class again

Virgin Trains has once again been given top marks by its customers, with the highest satisfaction ratings ever achieved in the National Passenger Survey by a long-distance rail franchise operator.

The rail watchdog Passenger Focus carries out large-scale independent research across the industry twice a year. Virgin Trains has earned the highest overall satisfaction rating ever achieved by a long-distance franchise since the Survey began in 1999, with 91% of passengers 'satisfied' or 'very satisfied' with the service they received. This is the sixth successive survey in which Virgin Trains has been ranked top of long-distance franchised operators.

Virgin Trains' Chief Executive Officer, Tony Collins said: "These results are a gold medal for Virgin Trains' staff. We recently carried record numbers of customers, with more than 30million people travelling with us last year, double the number of six years ago. More and more people are choosing to travel with us because of our fast and frequent trains and the excellent customer service provided by our staff. We now need to put our best foot forward for the Olympics and these results show we are up for the challenge.'

Virgin Trains also achieved the highest ratings ever achieved by long-distance rail franchise operators on the following individual aspects of service: speed of journey, connections with other train services, room for passengers, ease of getting on and off our trains, and personal security while on board.

ScotRail completes wind turbine at Montrose

Montrose has become the first staffed station in Scotland to produce its own wind power, thanks to the completion of a £75,000 wind turbine project.

The 5kW turbine is now generating electricity to help power heating, lighting and information signs at the ScotRail station, after being lifted into place in early June.

ScotRail expects it to create up to 9,000kWh of eco-friendly energy annually.

Steve Montgomery, ScotRail's managing director, said: "This is a landmark project for Scotland's railways.

"The turbine is reducing carbon emissions without impacting on the quality service we offer our customers at Montrose."

The project has been made possible with support from Transport Scotland.

Transport Minister Keith Brown said: "I am encouraged that ScotRail has successfully installed this wind turbine which will power the electrical needs of the station and help to deliver further reductions in carbon emissions in Scotland.

"This builds upon previous work to install PV panels at four stations and I look forward to seeing a continuing roll out of this funding

to reduce energy consumption and progress Scotland's railways' environmental performance."

The turbine mast is 10 metres tall, while its rotor blades have a 2.7 metre radius.

It is the second environmental project to take place at Montrose station during the last 12 months. ScotRail worked with the Scottish Wildlife Trust last summer to install permanent bird-watching equipment at the station, allowing customers to view birds including pink-footed geese and red knot.

FINAL TESTING PAVES THE WAY FOR HIGHER SPEEDS AND MORE SERVICES

London Midland passengers are set to benefit from faster journey times and extra services as final testing clears the way for timetable improvements later this year.

During the Summer, London Midland is conducting a series of final tests in advance of introducing 110mph running on some of its services into London from December.

Journey times to London will reduce by up to half an hour and, as a result of increased capacity on the line, London Midland will be introducing an additional service each hour, off peak, between Milton Keynes, Rugby and London Euston.

Journey times from stations in the Trent Valley area, including Rugeley, Lichfield Trent Valley, Tamworth, Atherstone and Nuneaton, to London will reduce by up to 32 minutes – shaving just under an hour from the return journey from Nuneaton for example.

This improvement follows the introduction of hourly Sunday services to the capital from Trent Valley stations in April.

The main line between London and Rugby is the most intensively used bit of railway in Europe.

London Midland is modifying its fleet of 30 class 350 trains to run at the faster speeds which, in turn has the added benefit of creating more train paths into London. From 2014,

London Midland will take further advantage of the increased speed by introducing seven brand new trains onto the route, adding eight new services during morning and afternoon peak periods into and out of the capital.

The speed increases and extra off-peak services will be introduced from Monday, 10 December 2012.

Commenting on the forthcoming improvements, London Midland's Head of Franchise Management Nicola Moss said: "The testing we are carrying out is going really well and we are on-track to introduce these improvements from December. This is really good news for our passengers and from 2014 we will be able to make even greater improvements to journeys into London with new trains and plenty more seats."

RECORD SPEED ON MIDLAND MAIN LINE

Test train hits 125mph near Bedford

Network Rail and East Midlands Trains have operated a diesel train at 125mph for the first time on the Midland main line.*

Special permission was received to run an East Midlands Trains Meridian unit at its maximum speed during a Sunday run in June, travelling between Bedford and the site of the former Amphill station, a distance of 8.5 miles.

The high speed test was set up to research the effects of travelling at such a rate on the line's infrastructure.

Network Rail's route managing director Martin Frobisher said: "This test run shows Network Rail's commitment to increasing speeds on the Midland Main Line and improving passengers' journeys.

"It also shows how much research has to go in to preparing for an increase in speed. Work carried out on test runs like these won't just be used on this stretch of railway but will be used in many future rail projects.

"With the upcoming redevelopment of Nottingham station, it's an exciting time in the region."

Network Rail is working to increase speeds on the route between from spring 2014, to reduce the journey time between Sheffield and London to under two hours.

Scientists from University of Birmingham were invited on the run to examine the aerodynamic effects and pressure waves created running at 125 mph through Amphill Tunnel. It is intended that the research will then feed in to work on other railways, including the proposed HS2.

Meanwhile East Midlands Trains was researching the driver's views of the line and its signals at high speed, as well as the all-important 'coffee-cup test' inside the coaches.

David Horne, Managing Director for East Midlands Trains, said: "This trial is a small but important test which will eventually lead to faster journeys between Sheffield and London. Taking the train is already faster than driving from South Yorkshire to London.

"This exercise will allow rail to retain its competitive edge over the car and help improve our customers experience. It shows that by working hard, in partnership with Network Rail, we will deliver an even better service to our passengers who use our London services."

One foot crossing, at Amphill, was closed and monitored by Network Rail staff, when the train passed by – with two runs in each direction.

The current maximum speed anywhere on the line is 110mph.

*British Rail's gas turbine Advanced Passenger Train went at 125mph on test.



NETWORK RAIL'S NEW NATIONAL CENTRE OPENS FOR BUSINESS IN MILTON KEYNES

The first of around 3,000 people have moved into Network Rail's new national centre in Milton Keynes recently, putting the city at the centre of Britain's railway operations and helping cut millions of pounds a year from the cost of running the railway.

The Quadrant:MK, as the new building is called, brings together teams from across the country under one eco-friendly roof, improving the way Network Rail coordinates activities to build a bigger and better railway.

The move to Milton Keynes is part of a programme of structural reform of Network Rail which has seen day-to-day control of the railway devolved to local level and the creation of a new, regional infrastructure projects business. Sitting at the centre of Network Rail's operations, the national centre will provide support to the routes and regions based in places such as York, Glasgow, Cardiff and Birmingham.

Moving so many people to a single location will save Network Rail tens of millions of pounds a year in office rental costs, helping cut the cost of the railway and delivering better value for money for taxpayers and fare payers.



David Higgins, Network Rail chief executive, said: "The national centre is at the heart of our plans to improve the way we work and will help deliver a better and more efficient railway for passengers and freight. We'll be bringing 3,000 people who play an integral part in the running of the railway into one location, complementing the changes we have already made to our business to bring us closer to our customers and more responsive to their needs.

"This is an exciting time for the rail industry. Over the next ten years, Britain's rail traffic will increase by around a third, making ours the fastest growing railway in Europe. The railway is vital to Britain's future economic success – connecting commerce and communities across the country. Our people based in Milton Keynes will play an integral part in its transformation."

The new building sits on the site of the former national hockey stadium, revitalising an underused corner of central Milton Keynes and providing a huge boost to the local economy. Many of the 3,000 people moving to the Quadrant:MK are existing employees who are relocating to the area. In addition, Network Rail is recruiting 700 new roles at all levels and across all functions. Half of the successful candidates to date come from Milton Keynes and Northampton postcodes.

For those existing employees who have moved or are moving to Milton Keynes, a series of drop-in days, workshops, spouse support days and familiarisation tours have been put on over the last year to introduce people to Milton Keynes and all it has to offer. Network Rail has worked closely with a number of local stakeholders, notably Milton Keynes Council, to make sure people new to the area have all the support they need as well as information about housing, schools and leisure facilities.

Matthew Lutz works in human resources for Network Rail at the company's MK Central office, which will close in September once the move into the Quadrant:MK is complete. He and his wife Charlotte, who also works for Network Rail in Milton Keynes, moved to the city from Birmingham in March 2011 looking for a better quality of life for them and their 10-year-old daughter.

"We'd been talking about moving away from Birmingham for a while," said Matthew. "When the move to Milton Keynes came up at work, we agreed it was the right move for us as a family. I can't wait to move into the new national centre and I certainly don't miss the long daily commute."

The 400,000 sq ft Quadrant:MK is at the forefront of new office developments in the country and is one of the most sustainable buildings in the country, with a combination of cutting-edge design and the latest environmentally-friendly features. The building is naturally ventilated with little reliance on air conditioning, uses recycled rainwater to flush toilets and draws power and heating from the local district energy scheme.

Tim Coucher, Network Rail project director for the Quadrant:MK, said: "The Quadrant:MK will bring more than environmental benefits. It will bring the right people together in a single location and improve the way we work across the business, creating an environment that encourages faster and smarter ways of working with great career opportunities.

"We chose Milton Keynes as the site for our new national centre because it offers a fantastic way of life, with all the amenities of a major city in the heart of the countryside. We're committed to the city for the long-term and look forward to becoming part of the fabric of life here."

Over the next three months, approximately 250-300 people will move into the Quadrant:MK each week, with the building fully operational in September.

View from the Outside

I haven't been anywhere train related this month, as I have been so devastated when my cat died. I have also left University for the Summer and I have got a job in York.

My cat made me as happy as trains make you. People may not understand why you like trains... Or why I love my cat so much... But who cares... It's who we are.

I would like to dedicate this article to my cat that I have had since I was six years old... If I could describe my cat to you in train language... I would say that my cat was like your favourite engine, or when you get excited when the engine of a train roars, or the way you will run and smile when there's an exciting train to photograph.

Keep on loving trains until next month everyone!

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

RAILWAY FACTORY MEANS NEW JOBS AND INVESTMENT FOR DONCASTER

production methods.

"Doncaster is the ideal location for this factory as these sidings are already used as a hub for engineering trains and its central location will make distribution across Britain's rail network easier and more efficient."



Plans for a new factory to supply vital components to Britain's rail network have been given the go-ahead by Doncaster Council. The new factory will produce hundreds of thousands of concrete sleepers needed for Network Rail's programme of track improvement works.

Supply of concrete sleepers from Britain is limited to just two suppliers – one of which has given notice that they plan to close their plant. Network Rail decided to seek a build and supply contractor in 2009. Trackwork Moll won this process and the scheme received board approval in spring 2011.

Freightliner Ltd, the leading intermodal rail freight operator in the UK, has made a significant investment in new replacement cranes at Southampton Maritime Terminal to boost reliability and support the forthcoming berth enhancements at the port.

Liebherr Container Cranes Ltd, the leading manufacturer of container cranes in Europe, have recently completed production of two rail head gantry cranes in Ireland which are currently being shipped to Southampton Port and due for installation in August 2012. The enhancement follows complementary additional schemes for new cranes at Birmingham and Manchester.

The new cranes will improve the lift rate with the capability to span 13 roads in comparison to the 7 roads that the existing cranes can facilitate. The crane design also allows for substantial additional height to provide access for the day-to-day integrated and unique Freightliner/DP World operation of double and now triple high straddle carriers directly into the Freightliner terminal. The cranes also replace the existing requirement of ancillary machines to support the overhead cranes. It is envisaged that the cranes will eventually increase lift capacity by up to 80%, although the overall capacity will be increased in stages. The initial increase will meet the new demand driven by the recent gauge enhancements that has allowed 9'6 high cube containers to be hauled on standard wagons to the Midlands, Northwest and Scotland.

Further infrastructure improvements are also planned for the rail terminal, specifically to add more roads and increase track length to coincide with the Southampton Port's scheme to upgrade 201/2 berth. The new cranes will provide the opportunity to completely overhaul and improve the operations in Southampton and generate enhanced working methods with DP World Southampton. Freightliner currently operates 14 daily round trip services from Southampton to 10 inland terminals throughout the UK, 7 of which are owned and operated by Freightliner.

Adam Cunliffe, Managing Director, Freightliner Ltd commented: "Freightliner remains the only rail freight operator to provide and continually invest within its supporting port and terminal network. The replacement cranes at Southampton represent the largest and most efficient port or terminal rail cranes in the UK. The cranes again confirm Freightliner's unparalleled capital commitment to support its unique service offering, further enhancing the ability of our customers to reliably use rail as the preferred mode of choice for inland distribution."

Martin Elwood, director of Network Rail's National Delivery Service, said: "This factory is crucial if we are to deliver better value for money whilst maintaining a safe, reliable railway.

"We need around 700,000 concrete sleepers each year and, once commissioned, this factory will produce around 400,000 of those. It will also directly create around 30 new jobs, with knock-on benefits to the local supply chain." Located on the former Woodyard site near Ten Pound Walk in Doncaster, the factory will be owned by Network Rail but built and operated by a new consortium, Trackwork Moll.

On 25 June 2012, Doncaster Council agreed planning permission for the new building and a formal agreement between Network Rail and Trackwork Moll has now been signed.

Peter Heubeck, general manager for Trackwork Moll, added: "We are delighted to have been successful and look forward to providing an excellent service from this very efficient new plant."

Martin Elwood added "This is a strategic decision by Network Rail to protect the supplies which are vital for our track programme. At the same time, we can reduce costs by increasing competition and introducing more modern

Clearance of the Woodyard site has already begun and construction is due to start in July with full production due to begin in spring 2013.

The Nosh Report

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.

Well it's back to me this month I'm afraid and I've had to



work for a change! But once again I have found a lovely little cafe purely by accident, This cafe called "The Buttered Crust" is in Llangollen and it was only by visiting the railway and I'd arrived a little early so I thought a walk around town would fill in the time.



Apparently the Buttered Crust Cafe opened in May 2008 in place of the long established Country Kitchen.

It is located in the heart of historic Llangollen, at 20 Market Street, opposite the main entrance to the large car and coach park on Market Street. They are open for breakfasts, lunches, snacks and tea & coffee and all visitors are sure to receive a warm and hospitable welcome from the Buttered Crust staff.

I had a breakfast and it was superb, there was plenty on the plate, it was all freshly cooked and whilst this meant that there was some waiting time, it also meant that the food was piping hot. So what are the drawbacks, well I would have to say that in my opinion they don't open early enough, as on a gala day at the railway you could do to have them opening at 08:00. The other problem I can see is that it will get very busy and seating is limited. This will also increase the waiting time for hot food I guess.

If you want to get involved and review somewhere yourself then please let me know, alternatively suggest some places and I will try to visit myself.

Until next month,

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

Buttered Crust	
breakfast (served until 11.45am)	
All of our delicious breakfasts are prepared and cooked to order. Please allow a few minutes during busy times.	
The Big Breakfast	£6.95
2 sausages, 2 rashers of bacon, 2 fried eggs, 2 hash browns, tomato, mushrooms, beans & 2 rounds of toast, PLUS your choice of a mug of tea or filter coffee	
Traditional Breakfast	£4.95
Sausage, bacon, fried egg, hash brown, tomato, mushrooms, beans & toast PLUS a mug of tea or filter coffee	
Vegetarian Breakfast	£4.95
2 vegetarian sausages, fried egg, hash brown, tomato, mushrooms, beans & toast PLUS a mug of tea or coffee	
Breakfast Muffin	£3.65
A toasted English muffin with sausage, bacon & a fried egg	
Sausage Bap (add a fried egg for 50p)	£2.85
Bacon Bap (add a fried egg for 50p)	£2.85
Beans on Toast	£2.85
Served on brown or white toast	
Two Eggs on Toast	£2.95
Fried, scrambled or poached with brown or white toast	

RAF VETERAN TAKES TO THE FOOTPLATE ON EAST COAST EXPRESS

Train operator arranges cab ride for retired pilot and rail enthusiast

It was a day to remember for retired pilot and rail enthusiast David Porter, as he sampled a trip in the driver's cab of East Coast's record-breaking electric express loco, 'Battle of Britain Memorial Flight'. David, from Darlington, was among the thousands who watched the locomotive being named in June at the National Railway Museum in York by TV star Carol Vorderman, as the Flight's iconic aircraft – the Spitfire, Hurricane and Lancaster – soared overhead.

East Coast arranged for David to travel in the driver's cab of electric locomotive 91110 on its journey from York to London King's Cross. Earlier, David also sampled a journey from Darlington to York on the footplate of one of East Coast's diesel High Speed Trains, travelling at speeds of up to 125 mph through the North Yorkshire countryside.

David, a pilot who flew reconnaissance missions in the 1950s and 1960s for the RAF's photographic branch, said: "I was absolutely thrilled when East Coast offered me the opportunity to travel on the footplate of one of their express trains – and most of all, on 'Battle of Britain Memorial Flight'.

"The train looks marvellous in its specially-designed livery, including the Spitfire, Hurricane and Lancaster. When we arrived to join the train at York, people were already taking pictures of it on the platform – it's deservedly the centre of attention."

The trip was organised by East Coast with help from David's son Charles, who runs a North Yorkshire-based mobile communications business.

Charles, who travels regularly on East Coast trains for business, said: "My dad has always loved trains – in the late 1960s he owned the last steam locomotive to run on British Railways, Stanier Class 5 loco 45110 'RAF Biggin Hill'. He still maintains a long-standing connection with the Severn Valley Railway where the loco is today.

"He was thrilled when I told him he would ride in the cab of an East Coast train today. Huge thanks to East Coast for making this happen."

East Coast spokesman John Gelson said: "We were only too pleased to organise this special trip for David. Given his association with railways and the RAF, it was appropriate that he travelled on 'Battle of Britain Memorial Flight' – our named and liveried loco which is turning heads everywhere it goes on the East Coast route."

Photo: DAY TO REMEMBER ... former RAF pilot and rail enthusiast David Porter on the footplate of East Coast's electric loco 91110 'Battle of Britain Memorial Flight' at York station



A Different View

A look at the Chiltern refurbished MK3 coaches with the new "Plug" door system installed. [Richard Hargreaves](#)



Top Right: An unusual tank wagon seen at the Great Central Railway during a recent visit. WS Atkins Rail, Braking Development No. TRL 51408. [Richard Hargreaves](#)

Bottom Right: An immaculate looking booking office at Quorn and Woodhouse on the Great Central Railway, still sees regular operation. [Richard Hargreaves](#)

Below: Semaphores at Worcester Shrub Hill. [Richard Hargreaves](#)



Top Right: Signals at Worcester Shrub Hill. [Richard Hargreaves](#)

Bottom Right: Warning don't smoke in the tunnel! This is Milford Tunnel seen some minutes after the passage of Duchess of Sutherland on June 30th. [Derek Elston](#)

Below: The superbly restored station at Great Malvern. [Richard Hargreaves](#)



Llangollen Railway

Class 109 DMU Nos. 56171 and 50416 stand at Llangollen during the lines DMU gala on June 23rd. [Andy](#)

Preserved Railways



Llangollen Railway continued...

Top Right: Class 108 DMU Nos. 54490 and 51907 are seen arriving into Llangollen during a brief dry and sunny June 23rd. [Richard Hargreaves](#)

Bottom Right: Class 127/108 DMU Nos. 51618 and 56223 make a smoky departure from Carrog on June 23rd. [Class47](#)

Below: Class 104 DMU Nos. 50528 and 50454 are seen arriving at Glyndyfrdwy with a Llangollen - Carrog service. [Brian Battersby](#)



Llangollen continued...

Star of the DMU gala was ex West Yorkshire PTE liveried Class 141 113, seen here departing Carrog with a service to Llangollen. [Richard Hargreaves](#)



Great Central Railway

Top Right: On June 27th, Class 07 No. D2989 looks in a sorry state stabled at Loughborough awaiting restoration to working order. [Derek Elston](#)

Bottom Right: Class 20 No. D8098 is seen at Loughborough in the company of Class 47 No. D1705 and Class 31 No. D5630. [Richard Hargreaves](#)

Below: LMS Ivatt 2MT 2-6-0 No. 46521 was also in action on June 16th. [Class47](#)





Great Central Railway continued...

Above: LMS 8F No. 48624 repainted into LMS Crimson livery stands amongst the various items at GCR Loughborough shed on June 26th. [Derek Elston](#)

Top Right: Visiting engine to the Great Central in June was Class 33 002 "Sea King" seen here arriving into Loughborough with a service from Leicester North on June 16th. [Richard Hargreaves](#)

Bottom Right: Class 08 694, still in faded EWS livery is seen in the yard at Loughborough. [Derek Elston](#)

Below: On June 27th, Class 33 002 "Sea King" is seen stabled alongside Loughborough station. [Derek Elston](#)



Great Central Railway continued...

Top Right: Just before the rain Class 37 198 is seen approaching Loughborough on June 16th, with a working from Rothley. [Richard Hargreaves](#)

Bottom Right: Seen parked in a rather deserted Quorn Yard, Class 37 255 looks to be assisting in the laying of track. [Richard Hargreaves](#)

Below: Class 101 DMU made up of E51427 and E50321 is seen stabled in the loop at Loughborough, June 16th. [Class47](#)





Severn Valley Railway

Above: Class 20 No. D8188 carries out some shunting in the yard at Bridgnorth on June 5th. [Richard Hargreaves](#)

Top Right: On June 5th Warship Class 42 No. D821 "Greyhound" is seen departing Bridgnorth with an afternoon service to Kidderminster. [Richard Hargreaves](#)

Bottom Right: Bulleid Battle of Britain Rebuilt Pacific No. 34053 "Sir Keith Park" continues its steady progress for returning to traffic. [Richard Hargreaves](#)

Below: Undergoing restoration at Kidderminster, Hymek Class 35 No. D7029 is seen sheeted over on June 5th. [Richard Hargreaves](#)



Severn Valley Railway continued...

Because of a shortage of serviceable steam locos, Western Class 52 No. D1062 "Western Courier" was in action on June 5th, seen here departing Kidderminster. [Richard Hargreaves](#)



Severn Valley Railway continued...

Below: The 82045 Steam Locomotive Trust is in the process of building the next member of the extinct Riddles 3MT 2-6-2 tank class. The frames are seen in the yard at Bridgnorth. [Richard Hargreaves](#)

Bottom: GWR 78xx Class 7812 "Erlestoke Manor" and LMS Stanier Mogul No. 42968 are pictured outside Bridgnorth MPD on June 10th. [Richard Hargreaves](#)



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

There are various ways to help the C58LG:

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



C58LG
Class 58 Locomotive Group

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

Barrow Hill

One could write "this loco gave its life in order that others would live", always a sad time when a working loco gets the chop, but possibly a last look at DRS Class 37 087 before stripping for spare parts for other members of the fleet. [Mike Byrne](#)



Barrow Hill continued...

On June 13th, Class 37 425 is seen on test at Barrow Hill in the company of soon to be stripped Class 37 087. [Mike Byrne](#)



Middleton Railway

Top Right: Furness Railway No.20 was constructed by Sharp Stewart & Co to order 440, this 0-4-0 tender locomotive was one of a batch of eight locomotives constructed for the Furness Railway. It was completed in 1863 and is the country's oldest working steam locomotive, seen here with Slough Estate No.3 which is quite modern, dating from 1924. This engine worked its whole life for the Slough Trading Company until the closure of the system in the 1970's. [John Alsop](#)

Bottom Right: Bagnal Saddle Tank No. 2842 typical of the products of Bagnall's Castle Works, Stafford. One of the firm's 14" saddle tanks, weighing 27 tons in working order, it was delivered new to the Kent Electric Power Company at Littlebrook Power Station, near Dartford on 31 July 1946, seen here at Moor Road with a Manning, Wardle 1890s built L Class contractors locomotive. It was built for the contractors Logan and Hemingway as No.20, before later becoming No.10. After use on several railway contracts, it was sold in 1935 to the Cranford Ironstone Company, Kettering where it received the name Sir Berkeley from a similar engine. [John Alsop](#)

Below: Replica Steam Elephant a six-wheeled locomotive of approximately standard gauge with a centre-flue boiler having two vertical cylinders of about 9 inches (229 mm) x 24 inches (610 mm) set into its top centreline. The cylinders drove slide bar mounted beams which turned crankshafts driving the axles through 2:1 reduction gears between the frames. It had a tall, tapering chimney, the lower part being surrounded by a feedwater heater. It would have weighed about 7.5 tons and had a top speed of around 4.5 miles per hour (7 km/h) and a load capacity of about 90 tons over a short distance. [John Alsop](#)





Covered
Eating
Area

M.S.C.

67

Middleton Railway continued...

Hudswell Clarke 0-6-0T M.S.C. 67 (works number 1369 of 1921) was just one of the many locos on display at the line on June 23rd. [John Alsop](#)



West Somerset Railway

Above: First Great Western's Class 150 248 is seen at Bishops Lydeard on the Taunton - Bishops Lydeard Shuttle, June 16th. [Sam Bilner](#)

Top Right: Deltic Class 55 022 "Royal Scots Grey" departs Washford at the West Somerset Railway's Mixed Traction Gala on June 16th. [Sam Bilner](#)

Bottom Right: Class 33 No. D6566 is pictured at Washford on June 16th. [Sam Bilner](#)

Below: Warship Class 42 No. D832 "Onslaught" and Hymek Class 35 No. D7017 are seen departing Bishops Lydeard during the West Somerset Railway Mixed Traction Gala on June 16th. [Sam Bilner](#)



West Somerset Railway continued...

On June 23rd, GWR Manor Class No. 7828 "Norton Manor" departs Blue Anchor for Minehead on the West Somerset Railway. [Lewis Mitchell](#)



North Norfolk Railway

Left: GWR 14xx class No. 1401 (actually 1450) is seen at Holt station during the "Titfield Thunderbolt" gala on June 24th. [Martin Hill](#)

Below: LMS Black 5 No. 45337 is seen at Holt station during the "Titfield Thunderbolt" gala on June 24th. [Martin Hill](#)

Bottom: BR Standard Class 9F No. 92203 "Black Prince" is seen at Sheringham station on June 24th. [Martin Hill](#)



www.southerncountiesrailwaysociety.co.uk

SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southampton, Hampshire, Dorset and the surrounding area.

Established in 1948 by a group of school friends who shared the common interest in transport, particularly the Railways. The aim of the Society was to foster an interest in rail transport by arranging meetings and visits to railway installations. This still can be found today with regular meetings and a monthly new letters all full of information related to the area formerly operated by Southern Railways.

Membership is open to any persons aged 14 years or older. Subscriptions Annually; £10.00, Family (Two or More c/o same address) £15.00

North Norfolk Railway continued...

Top Right: On June 6th, steam heat fitted Class 25 057 is seen on shed at Weybourne. [Derek Elston](#)

Bottom Right: Class 101 DMU Nos. 51228 and 56062 arrive at Sheringham having worked in empty from Weybourne in preparation of working the first train of the day, June 7th. [Derek Elston](#)

Below: Veteran LNER J15 No. 7564 runs light engine back to Weybourne at the end of the days services on June 6th. [Derek Elston](#)



Wensleydale Railway

A huge welcome back to Class 37 250, seen here on its first running weekend since returning to traffic as it passes Preston under Scar on June 23rd. [Mike Byrne](#)





Welsh Highland Railway / Ffestiniog Railway

Above: Built in 1879 and normally used on the Ffestiniog Railway, "Merddin Emrys" passes through Maunfawr on the Welsh Highland Railway, June 12th. [Derek Elston](#)

Top Left: 1937 built South African 2-6-2 + 2-6-2 (ex-SAR NGG 16 Class Garratt) No. 87 is seen working the 11.00 departure from Porthmadog to Caernarfon on June 11th. [Derek Elston](#)

Bottom Left: Baugley diesel "Criccieth Castle" runs round the stock at Porthmadog on the Ffestiniog Railway, June 12th. [Derek Elston](#)

Below: Ex South African 335 hp diesel hydraulic locomotive "Castell Caernarfon" is seen here arriving at Rhyd Ddu with a service from Caernarfon, June 11th. [Derek Elston](#)



Avon Valley Railway

Class 31 130 is seen at Avon Riverside station on June 9th. [Lewis Mitchell](#)





Preserved Odds and Sods

Above: Preserved AEC railcar No. 22. is seen outside at GWR Didcot. [Steve Dennison](#)

Top Right: No. 6 "Norfolk Heroine" is seen at the Wells and Walsingham Light Railway on June 5th. [Derek Elston](#)

Bottom Right: Weasle a tram engine is pictured at Wells on the Wells and Walsingham Light Railway, June 5th. [Derek Elston](#)

Below: Class 20 031 departs Haworth on the Keighley and Worth Valley Railway on June 4th. [Lewis Mitchell](#)



On a glorious summers day. (remember them?) Class 50
No. D400 heads a West of England service through Eastdon,
July 28th 1991. *Richard Hargreaves*



From the Archives

continued...

Right: Class 50 038 "Formidable" and 47 079 "G J Churchward" are seen in the unmistakable Birmingham New St. on December 23rd 1986. [Richard Hargreaves](#)

Bottom Left: Peak Class 45 062 is seen stabled at Liverpool Lime Street on September 6th 1986. These locos were regular visitors to the station with Trans Pennine workings from Newcastle hauling six or seven coaches. Nowadays it's a three car Class 185 unit, and this is called progress? [Richard Hargreaves](#)

Bottom Right: Railfreight liveried Class 47 298 is seen at Crewe Basford Hall during an open day on August 28th 1995. [Paul Godding](#)



From the Archives

continued...

Left: ADB 968021 (ex Class 84 009) is seen at Crewe Electric Depot Open Day on October 15th 1994.

Brian Battersby

Below: "Peak" Class 45 116 approaches Manchester Victoria with a Trans Pennine Newcastle - Liverpool Lime St. working on November 29th 1986. Seven coaches, one a first class, and a proper buffet counter, plenty of space for luggage and passengers.

If anyone from TPE reads this please take note!

Richard Hargreaves



From the Archives

continued...

Right: Class 37 114 "Dunrobin Castle" is seen at Inverness, date unknown. [Derek Elston](#)

Bottom Left: Now in service with West Coast Railways, Freightliner's Class 57 001 heads south through Stafford on August 14th 1999. Also of note here is a Class 158 adjacent to the Class 57 that was in use with Virgin Trains at this time. [Paul Godding](#)

Bottom Right: Large logo liveried Class 37 427 heads the "Cambrian Coast Express" through Shrewsbury on March 14th 1987. [Richard Hargreaves](#)



From the Archives

continued...

Left: Southern 2-BIL unit (2-car Bi-Lavatory stock) were so-called because each set had two lavatories, one in each car. Unit No. 2090 is seen at London Waterloo on November 22nd 1986. [Richard Hargreaves](#)

Bottom Left: Class 40 006 passes Northfield with "The East Anglian" railtour in October 1979. [Chris Morrison](#)

Bottom Right: Class 302 297 at London Fenchurch Street, with a working to Barking, date unknown. [Derek Elston](#)



From the Archives continued...

Class 37 102 and 37 037 leave York for Scarborough with the East Coast Pullman Tribute raitour on May 20th 1978. [Chris Morrison](#)





Another look at East Coast's Class 91 110 seen here at London Kings Cross station on June 19th. [John Coleman](#)