

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 71 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Being freshly back from a excellent trip to the Czech Republic is probably the wrong time to write about to British rail system, I will try my best not to completely slate the network.. but it's going to be hard. Especially when rail fares are so cheap and the excellent value 'all line' day rover costs so little. With plenty of loco hauled trains, where can you in the UK have that amount of fun for that amount of money! I know I shouldn't be so negative, but several countries in mainland Europe are like how the UK used to be in the good old days and it is good to enjoy them whilst you can, before they too go all "plastic".

In the UK however, I have to say its great to see D9009 back on the mainline, and i'm glad that it made a successful trip on its old stomping ground, it was also nice to see the Class 86/87 combo back on the ECML, an 86 in Doncaster was reminiscent of the Hull Train's services a few years ago. It looked splendid in the sun, as you can see in the pictures in this issue. Now where's my passport.....

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, Dave Gibson and the guys at RailUK.

Front Cover: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' passes Towyn with the return working of the North Wales Coast Express on July 29th. [CJ Sutcliffe](#)
This Page: Class 50 044 'Exeter' is pictured crossing the River Usk on July 21st after departing Newport with 1Z50 Cardiff Central - Paignton
GBRf Staff Charter with rainbow liveried Class 66 720 on the rear. [Lewis Mitchell](#)

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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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Charter Scene

GBRf Staff Outing No. 1

On July 14th, GBRf organised a staff outing from Newcastle to London. The train was top 'n' tailed by AC loco group's Class 87 002 'Royal Sovereign' and 86 101. This is a shot of the outward journey to London with Class 87 002 pausing at Doncaster in lovely sunshine. [Class47](#)





GBRf Staff Outing No.1

Above: Class 86 101 'Sir William A. Stanier FRS' is seen on the rear of the staff charter from Newcastle to London as it departs Doncaster on July 14th. [Class47](#)

Below: Having performed a double run round in London, Class 87 002 'Royal Sovereign' headed the train back to Newcastle on July 14th, seen here arriving into Doncaster. Once again Class 86 101 was on the rear. [Richard Hargreaves](#)



GBRf Staff Outing No.1

Above: Class 87 002 'Royal Sovereign' heads the 1Z87, 17:18 Kings Cross - Newcastle through New Zealand Bridge, Sandy on July 14th. Class 86 101 was on the rear of the train. [Lorenzo D'aniello](#)

Steam Dreams - The Cathedrals Express

Below: On July 9th, Merchant Navy No. 35028 'Clan Line' climbs Upwey bank out of Weymouth with a charter to commemorate the 45th anniversary of the last steam train out of Weymouth in BR days. [Martin Hill](#)



GBRf Staff Outing No. 2

A Class 50 on the sea wall! The train was, of course, the well-publicised GBRf Charity Charter from Cardiff to Paignton, with a mini-tour to Plymouth thrown in. The weather was fine (Pheew!) and Class 50 044 looked good as it passed through Dawlish with the colourful Class 66 720 on the rear. [Steve Thompson](#)





GBRf Staff Outing No. 2

Above: Heading back to Paignton, Class 50 044 storms through Totnes. [Steve Thompson](#)

Below: Class 50 044 heads past the Red Rock Cafe at Dawlish Warren on July 21st, heading for Plymouth.
[Richard Hargreaves](#)



GBRf Staff Outing No. 2

Above: Class 50 044 departs Plymouth heading for Paignton on July 21st. [Steve Andrews](#)

Below: Following its failure on the return leg of the tour near Bristol with Radiator Fan problems, Class 50 044 was dragged back to Kidderminster on July 23rd by Class 66 719, seen here at Lydney. [Andy](#)





GBRf Staff Outing No. 2

Above: Class 66 720 is seen on the rear of the tour as it heads towards Dawlish on July 21st. [Richard Hargreaves](#)

Below: Now running as 1Z53, the return from Paignton to Cardiff is seen passing through Newton Abbot. [Steve Thompson](#)



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Railway Touring Company - The North Wales Coast Express

Above: LNER Gresley Class A4 8P 4-6-2 No. 60009 'Union Of South Africa' soars across Holmes Chapel viaduct with the North Wales Coast Express on July 22nd. [CJ Sutcliffe](#)

Below: For the run to Holyhead on July 22nd, Class 47 270 'Swift' was on the rear on the tour, seen here running round the train at Holyhead. [CJ Sutcliffe](#)



Railway Touring Company - The North Wales Coast Express

Above: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' is seen racing through countryside of the Abergwyngregyn area making for her second stop of Llandudno Junction after calling at Bangor, July 22nd. [CJ Sutcliffe](#)

Below: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' passes Penmaenmawr with the outward leg of the North Wales Coast Express to Holyhead on July 29th. [CJ Sutcliffe](#)



Railway Touring Company - The North Wales Coast Express
'Union Of South Africa' is seen again on the return leg, passing through Mostyn Docks close by to where the ex-Liverpool based large passenger ferry 'The Duke Of Lancaster' lies in rack and ruin in a dry dock, July 22nd. [CJ Sutcliffe](#)





Railway Touring Company - The North Wales Coast Express

Above: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' passes Penmaenmawr eastbound with the return working of the North Wales Coast Express on July 29th. [CJ Sutcliffe](#)

Below: On its first charter since overhaul and under the wires at Manchester Piccadilly Station, A4 No. 60009 'Union of South Africa' heads the outbound 'North Wales Coast Express' on July 22nd. [Gerald Nicholl](#)



PMR Tours - The Flyde Coast Express

Above: On June 16th, LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' heads this Sheffield - Blackpool charter past Todderstaffe Lodge, Poulton-le-Fylde. [Colin Irwin](#)

Below: Seen hauling the return leg, which was steam hauled as far as Derby, No. 46233 'Duchess of Sutherland' is seen going over Carleton Crossing, Poulton. [Colin Irwin](#)



Railway Touring Company - The Weymouth Seaside Express
Bullied Pacific No. 34067 'Tangmere' storms away from Westbury, Wiltshire with
'The Weymouth Seaside Express' from Bristol Temple Meads on
Sunday July 15th. [Gary S. Smith](#)



Railway Touring Company - The Weymouth Seaside Express
Britannia Class No. 70013 'Oliver Cromwell' speeds past
Bathampton on July 22nd with the last 'Weymouth Seaside
Express' from Bristol Temple Meads that could be run before the Olympic
games sailing events that were to be held at the Dorset harbour town.

Gary S. Smith



West Coast Railway - The Jacobite
LMS 4-6-0 No. 44871 is seen working from Fort William - Mallaig
crossing Glenfinnan Viaduct on June 8th. [Colin Irwin](#)





West Coast Railway - The Jacobite

Above: On June 8th, K1 No. 62005 departs Banavie over the Caledonian Canal at the famous Neptune's Staircase Locks. [Colin Irwin](#)

Below: Running from Fort William - Mallaig, K1 no. 62005 is seen approaching Beasdale on June 8th. [Colin Irwin](#)



West Coast Railway - The Jacobite
Class 5 4-6-0 No. 45407 approaches Corpach with the outbound morning 'Jacobite' on July 11th. [Gerald Nicholl](#)





West Coast Railway - The Jacobite

Above: With sanders blowing, Class 5 4-6-0 No. 44871 gets to grips with the incline, away from Glenfinnan in heavy rain with the afternoon 'Jacobite' heading for Mallaig on July 11th. [Gerald Nicholl](#)

Below: Class 5 4-6-0 No. 44871 is seen at Drumsallie with 'The Cambrian' otherwise known as the afternoon Mallaig - bound 'Jacobite' on July 11th. [Gerald Nicholl](#)



West Coast Railway - The Jacobite

Above: Dwarfed by Ben Nevis, Class 5 4-6-0 No. 45407 departs from Fort William with the outbound morning 'Jacobite' on July 12th. [Gerald Nicholl](#)

Below: Spot the train!, heading along the edge of Loch Linnhe, Class 5 4-6-0 No. 45407 heads for Mallaig on July 12th. [Gerald Nicholl](#)





Spitfire Railtours - The Prisoner

Above: Class 37 676 and 37 685 are seen ready to depart Leeds with 1226 Leeds - Shrewsbury - Aberystwyth 'The Prisoner' railtour July 7th. [Andrew Wilson](#)

Below: Class 97 304 and 97 302 are seen at Shrewsbury taking the tour forward to Aberystwyth. [Andrew Wilson](#)



Spitfire Railtours - The Prisoner

Above: Spitfire's tour from Leeds to Abersytwth featured Class 37 676 and 37 685, seen here passing Hadnal heading for Shrewsbury on July 7th. [Phil Martin](#)

Below: Following a loco change at Shrewsbury, Network Rail's Class 97 304 leads 97 302 through Drawell St. and onto the Cambrian. [Phil Martin](#)



Spitfire Railtours - The Prisoner
Class 97 302 and 97 304 head the return Spitfire Charter from Aberystwyth to
Leeds through Borth on July 7th. [Chris Morrison](#)





Railway Touring Company - The Cumbrian Mountain Express

Above: LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland' is seen crossing Stockport viaduct on the approach to Stockport station, July 21st. [CJ Sutcliffe](#)

Below: No. 46233 'Duchess Of Sutherland' races past Rivington Motorway Service Station between Blackrod and Adlington (Lancs) working 1221 'The Cumbrian Mountain Express' from Crewe to Carlisle on July 21st. [CJ Sutcliffe](#)



Railway Touring Company - The Cumbrian Mountain Express
On July 28th, LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland' exits Gisburn tunnel north of Clitheroe heading for her water stop at Hellifield. [CJ Sutcliffe](#)





Railway Touring Company - The Cumbrian Mountain Express

Above: Stanier 4-6-2 No. 46233 'Duchess of Sutherland' climbs away from Langcliffe with the northbound 'Cumbrian Mountain Express' on July 21st. [Gerald Nicholl](#)

NENTA - The Canterbury and Kent Circular

Below: National Railway Museum's Class 47 798 'Prince William' heads the NENTA tour, 1Z84 from Sheringham to Canterbury past Shortlands footbridge with 47 580 'County of Essex' on the rear, July 21st. [Nathan Gibson](#)



Railway Touring Company - The Cumbrian Mountain Express
LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland' is seen passing through Reddish South bright and early at 06:57 on July 21st, working the Cumbrian Mountain Express. [CJ Sutcliffe](#)





Compass Tours - The Mersey Moorlander

Above: BR Class 5MT, No. 45305 approaches Pleasington with the outbound Mersey Moorlander from Crewe - Liverpool - Carlisle on July 30th. [Alan Naylor](#)

Below: A week earlier the tour was hauled over the same route by LNER A4 Class No. 60009 'Union of South Africa' seen approaching Pleasington on July 23rd. [Alan Naylor](#)



Compass Tours - The Mersey Moorlander

Above: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' is seen with the return working, passing through Tebay running non stop to Preston, July 23rd. [CJ Sutcliffe](#)

Below: With Pen-y-ghent shrouded in cloud, A4 No. 60009 'Union of South Africa' climbs past Selside with the northbound Mersey Moorlander on July 23rd. [Gerald Nicholl](#)





Statesman Rail - The Fellsman

Above: It must be summer, as the regular Wednesdays only Lancaster - Carlisle 'The Fellsman' has commenced. This is LMS Stanier Class 8F No. 48151 returning with 'The Fellsman' approaching Pleasington on July 25th. [Alan Naylor](#)

Below: LMS Stanier Class 8F No. 48151 approaches Pleasington with 'The Fellsman' on July 18th. [Alan Naylor](#)



Statesman Rail - The Fellsman

Above: On July 11th, Stanier Class 8F No. 48151 approaches Lostock Hall with the returning Fellsman railtour from Carlisle to Lancaster. [Alan Naylor](#)

Below: K4 No. 61994 'The Great Marquess' makes ease of starting its lengthy train on the wet rails out of Blackburn towards Preston with 1253 'The Fellsman' on the evening of August 1st. [David Hollowood](#)



Statesman Rail - The Fellsman

Stanier 8F 2-8-0 No. 48151 heads the first Fellsman of the regular Summer season northbound near Langcliffe on July 4th. [Gerald Nicholl](#)



Railway Touring Company - The Royal Duchy

Above: BR Standard Class 7 No. 70013 'Oliver Cromwell' is seen ready to leave Par working 'The Royal Duchy' back to Bristol on July 29th. [Barry Beeston](#)

The Royal Train

Below: LMS No. 6201 stands at Pontrilas for water whilst working the Royal Train from Newport to Hereford on July 11th. [John Alsop](#)



UK Railtours - The Rossendale Venturer
Topped and tailed by the DBS pairing of Class 66 165 and 66 003, UK Railtours' 'The Rossendale Venturer' from London Euston arrives at the East Lancashire Railway from the main line on June 30th. It is pictured at the Green Lane crossing, approaching Heywood station from Castleton. [Gerald Nicholl](#)



Torbay Express Ltd. - The Torbay Express
Steam Locomotive No. 70000 'Britannia' climbs Goodrington Bank
heading for Kingwear on July 1st. *Steve Andrews*



Torbay Express Ltd. - The Torbay Express
Steam Locomotive No. 70000 'Britannia' heads 'The Torbay Express'
Bristol - Paington through Highbridge on July 15th. *Dave Harris*



DELTIC NIGHT SHOOT

Photographic evening featuring 55 002, D9009, D9016, 55 019 and 55 022 at the East Lancashire Railway on Friday 21st September 2012 from 7:00pm until 9:00pm. Tickets are only £20.00 per person and are strictly limited to 50 places. To book for this event pre-booking is essential, please send your cheque payable to the East Lancashire Railway for £20.00 to East Lancashire Railway, Bolton Street, Bury, BL9 0EY including a stamped addressed envelope. Please clearly mark your payment as "DELTIC NIGHT SHOOT".



For further details please email: elnrnumber1@gmail.com

Photo Thanks to Martin Jones

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Torbay Express Ltd. - The Torbay Express
Steam Locomotive No. 70000 'Britannia' heads the first Torbay Express
of the 2012 season. Seen passing Aller Junction with the return 1Z28 Kingswear -
Bristol TM on July 1st. [Wayne Radford](#)



Torbay Express Ltd. - The Torbay Express
Steam Locomotive No. 70000 'Britannia' heads 'The Torbay Express'
Bristol - Paignton through Dawlish Warren on July 8th. [Steve Andrews](#)



Pathfinder Tours - The Tamar Devonian

On July 28th, BR Standard Class 8 Pacific No. 71000 'Duke of Gloucester' leads A1 No. 60163 'Tornado' through Dawlish Warren with this Eastleigh to Plymouth tour. [Steve Andrews](#)





Cruise Saver Travel - The Cruise Saver Express

Above and Below: On July 20th Class 47 818 and 47 802 'Pride of Cumbria' are seen heading through Burton on Trent with the 1Z81 Cruise Saver Express. [Stuart Hillis](#)



Railway Touring Company - The Scarborough Flyer
LMS Princess Coronation Class 8P 4-6-2 No. 46233 'Duchess Of Sutherland'
descends towards Moston with the returning Scarborough Flyer from
Scarborough to Crewe via Hebden Bridge on July 27th. [CJ Sutcliffe](#)





Steam Dreams - The Cathedrals Express

Above: On July 26th, Peppercorn A1 No. 60163 'Tornado' hurries past Road, running 9 minutes late working 1265, The Cathedrals Express from Northampton to Eastleigh, July 26th. [Derek Elston](#)

Railway Touring Company - The Cotswold Venturer

Below: BR Standard Class 7 No. 70013 'Oliver Cromwell' stands at Worcester after arriving with the charter from London Euston on July 7th. [John Alsop](#)



The Elizabethan

Above: July 25th, saw the eagerly-awaited 'Elizabethan' tour which took No. D9009 'Alycidon' from London KX to Edinburgh, it's first time out on the main line for a number of years. The loco is seen arriving into Doncaster 20 minutes late due to an exhaust fire, which was quickly extinguished. [Steve Thompson](#)

Below: After a delay of 17 minutes, for an NRN fault, it left the familiar Deltic Fog over Doncaster. [Steve Thompson](#)





Steam Dreams - The Cathedrals Express

Above: LNER on the GWR! A4 Pacific No. 4464 'Bittern' hauls its train out of the sidings and in to the station at Oxford, prior to working the 1Z85 Oxford to Lewes 'The Cathedrals Express' as far as Willesden, where Class 66 132 would work the remaining journey to Lewes, July 5th. [Craig Stretten](#)

Below: A4 No. 4464 'Bittern' stands in for No. 60163 'Tornado' on the 1Z84 Lewes - Oxford 'The Cathedrals Express' seen here heading through Ruscombe Cutting on July 5th. [Wayne Radford](#)



Cheshire Cat

Above: Class 20 309 and 20 312 make a rare appearance in Kent hauling a passenger train, as they head past Ninn Lane, Great Chart, near Ashford in Kent, with a 1Z42 Whitchurch to Canterbury West Cheshire Cat Tours' charter on June 16th. [Craig Stretten](#)

Below: Another Cheshire Cat tour was on July 7th as Class 20 308 and 20 309 head the 1Z21 Stratford Upon Avon - Carlisle charter through Golbourne. [Dave Harris](#)





Compass Tours - The Yns Mons Express

Above: On July 27th, Class 47 786 is seen departing Chester with the return working 1231 1805 Holyhead - Carlisle via Settle. [Brian Battersby](#)

Below: Having worked to Holyhead in the morning, Class 47 854 'Diamond Jubilee' was seen on the rear for the return to Carlisle. [Brian Battersby](#)



Railway Touring Company - The North Wales Coast Express

Above: LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' pauses at Chester whilst heading for Liverpool with the return working from Holyhead on July 29th. [Brian Battersby](#)

Below: Class 47 798 is seen on the rear of 1296 1745 Holyhead - Liverpool 'The North Wales Coast Express'. [Brian Battersby](#)





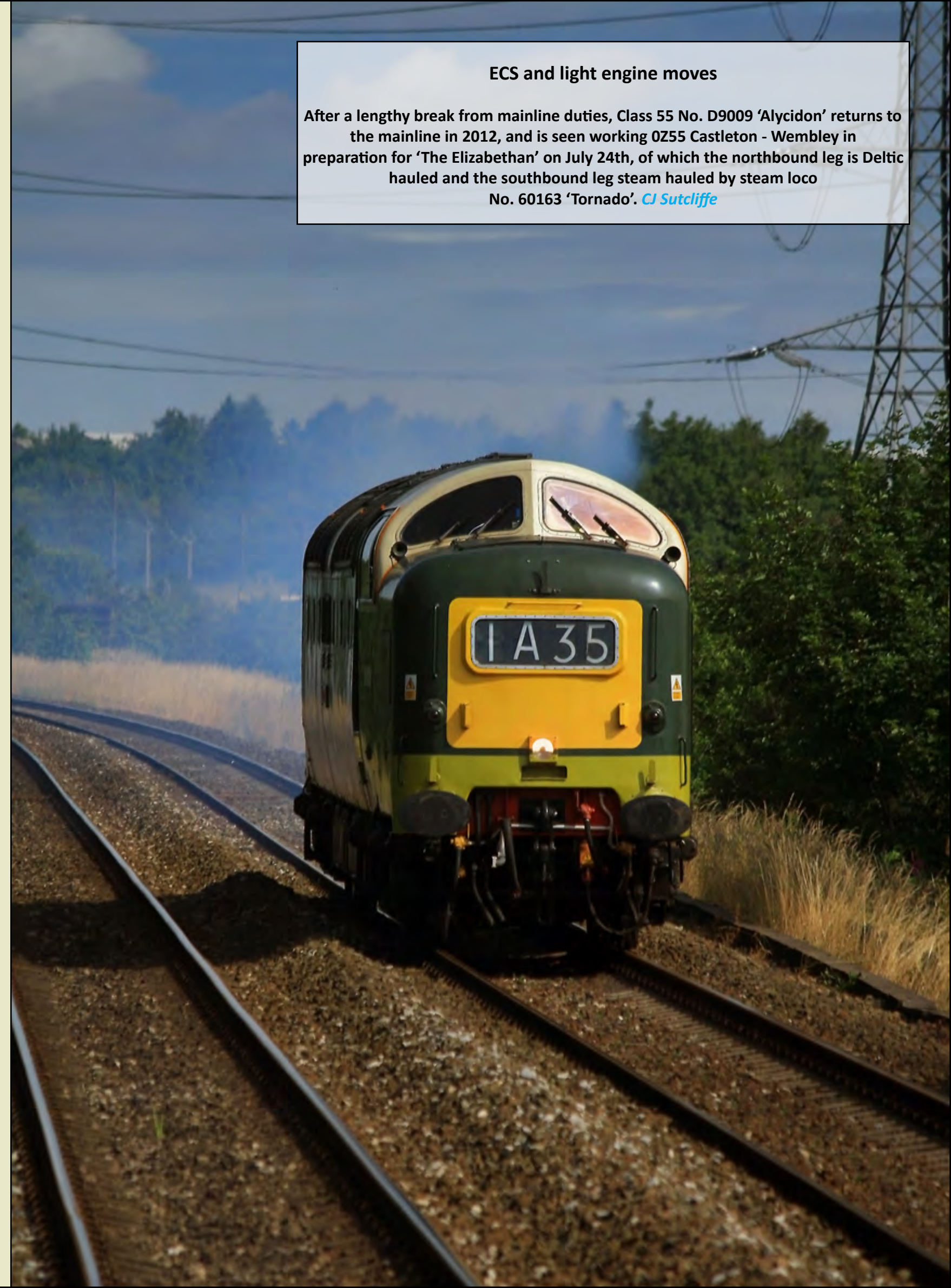
ECS and light engine moves

After a lengthy break from mainline duties, Class 55 No. D9009 'Alycidon' returns to the mainline in 2012, and is seen working 0255 Castleton - Wembley in preparation for 'The Elizabethan' on July 24th, of which the northbound leg is Deltic hauled and the southbound leg steam hauled by steam loco No. 60163 'Tornado'. [CJ Sutcliffe](#)

ECS and light engine moves

Above: On July 15th, Class 47 760 and 47 798 head the 5227 1117 Chester - Carnforth ECS. [Brian Battersby](#)

Below: No. 46233 'Duchess Of Sutherland' runs light engine with its support coach from The Midland Railway Centre at Butterley to Crewe HC passing a rainy Burton on Trent, July 19th. [Stuart Hillis](#)



ECS and light engine moves

Class 67 006 hauls LMS Princess Royal Class No. 6201 'Princess Elizabeth' and 67 026 on the rear, running as 5Zxx Hereford - Worcester seen heading past Upton on July 11th. [Carl Grocott](#)





ECS and light engine moves

Above: LNER A4 No. 60009 'Union of South Africa' nears Eldroth during its loaded test run, July 18th. [Gerald Nicholl](#)

Top Right: DRS Class 57 002 heads through Wilmcote with the 12:59 Stratford-upon-Avon - Crewe ECS on July 8th. [Chris Morrison](#)

Bottom Right: Class 33 207 is seen working a 0248 Barrow Hill to York NRM light engine move through Colton Junction on July 17th. [David Hollowood](#)

Below: Recently returned to traffic with West Coast and prior to its immersion in maroon, Class 57 006 is seen on the rear of the test run for A4 No. 60009 mentioned above. [Alan Naylor](#)





ECS and light engine moves

Above: Royal Train 'Skip' Class 67 006 heads through Polegate station in Sussex whilst working a 5284 Southall to Lewes (via Eastbourne), ECS for a Cathedrals Express Railtour with 66 132 on the rear, July 5th. [Craig Stretten](#)

Below: Class 31 601 tows LNER B1 No. 61306 'Mayflower' passing Water Orton 28 mins late as 0Z45 Washwood Heath to Dereham on July 12th. [Derek Elston](#)



ECS and light engine moves

Above: LMS Class 5MT No. 44871 is seen returning to Bury for wheel repairs, passing through Leyland on July 18th. [Alan Naylor](#)

Below: Deltic No. D9009 'Alycidon' stands at Northampton whilst running as 0Z55 Heywood to Wembley on July 24th. [Derek Elston](#)



At Long Rock Depot, Penzance on July 16th, First Great Western's Class 57 605 'Totnes Castle' is seen stabled during the day with previous night's sleeper service. [Dave Harris](#)



East Coast Diversions

On July 8th, East Coast services were diverted along the Stockton and Ferryhill branch resulting in several Class 67 drags. Seen passing through Stockton station, Class 67 025 drags the 1E13 Edinburgh - London Kings Cross with 91 109 'Sir Bobby Robson' on the rear. [TeesideAnth](#)





Some more East Coast drags and diversions from July 8th, where services were diverted along the Stockton and Ferryhill branch.

Above: Class 67 028 hauls Class 91110 'BBMF' northbound with 1S12 London Kings Cross - Edinburgh service through Stockton. [TeasideAnth](#)

Top Right: Class 91 109 'Sir Bobby Robson' is seen on the rear of a London bound service hauled by Class 67 025. [TeasideAnth](#)

Bottom Right: East Coast HST power car No. 43307 is seen on the rear of 1F16 as it heads through Stockton on July 8th. [TeasideAnth](#)

Below: East Coast HST power cars Nos. 43299 and 43311 are seen with the ex EMT set working 1E15 Edinburgh - London Kings Cross through Stockton on July 8th. [TeasideAnth](#)





Network Rail wanderings

Above: Power car No. 43014 is seen on the rear of the NMT as it heads north through Doncaster with the regular Saturday Derby to Heaton run on July 14th. [Richard Hargreaves](#)

Top Right: On July 28th, Class 97 304 heads towards Burton on Trent with an Old Oak Common to Derby working. [Class47](#)

Bottom Right: Network Rail's NMT heads south through Burton on Trent on July 10th working 1Q28 Derby to London Euston with power cars Nos. 43062 'John Armit' and 43014. [Stuart Hillis](#)

Below: Class 31 465 along with DBSO No. 9703 work the 3Z68 through Burton on Trent, July 20th. [Stuart Hillis](#)



On July 28th, Network Rail's Class 97 304 passes Coychurch with the 3Z33 Bristol - Derby via Milford Haven. [Lewis Mitchell](#)





Class 67s out and about

Above: Class 67 001 hauls the northbound WAG Cardiff - Holyhead service through Waverton on July 27th. [Brian Battersby](#)

Top Right: Class 67 013 heads a Chiltern Mainline service towards Birmingham Snow Hill near Banbury on July 27th. [Class47](#)

Bottom Right: On July 5th, Class 67 012 is seen at Banbury whilst working the 1H53 15:55 Birmingham Moor St. - Marylebone service (and it wasn't raining!). [Martin Hart](#)

Below: Class 67 015 'David J. Lloyd' heads light engine from Wembley to Brush Works, Loughborough passing Burton on Trent, July 19th. [Stuart Hillis](#)



Freightliner's GE locos

Top Right: Class 70 002 heads into Warrington Arpley on July 28th with a loaded MGR working for Fiddlers Ferry power station. [Brian Battersby](#)

Bottom Right: Class 70 015 approaches Glendon Junction with the first working of the class this far South on the Midland main line at the head of 4L87 12.37 Earles to West Thurrock on July 25th. [Derek Elston](#)

Below: On July 9th, Class 70 019 heads a Southampton bound liner through Leamington Spa. [Richard Hargreaves](#)





Above: Class 70 014 is at the head of the 4Z68 Ratcliffe PS - Crewe BS empty coal hoppers through Stenson on July 5th. [Stuart Hillis](#)

Top Left: On July 27th at Souldrop, north of Bedford, Class 70 015 is seen working the 6L87 12:37 Earles - West Thurrock. [Lorenzo D'aniello](#)

Bottom Left: On June 20th, Class 70 016 passes Ruckley whilst working the 6M61 loaded coal to Rugeley. [Phil Martin](#)

Below: Class 70 016 with a nearly full rake of yellow ballast boxes works the 6c64 Mountsorrel - Carlisle through Burton on Trent, July 10th. [Stuart Hillis](#)



Recent Class 60 workings

Top Left: Class 60 079 approaches Pleasington station with the Lindsey oil tanks on July 18th. [Alan Naylor](#)

Bottom Left: Class 60 074 heads towards Fiddlers Ferry with a loaded MGR working on July 28th, seen here departing Warrington Arpley. [Brian Battersby](#)

Below: On July 13th, Class 60 059 passes through Althorpe with the 6E32 Preston- Lindsey tanks. [Steve Thompson](#)



On July 24th, Class 60 059 passes Sharnbrook with the 6E38 13:54 Colnbrook - Lindsey tanks.

Lorenzo D'aniello



Class 60 040 'The Territorial Army Centenary' is pictured passing Llangewydd with the late running 6B33 Theale - Robeston Murco Tanks on July 24th. [Lewis Mitchell](#)





Above: On July 16th, Class 60 099 is seen passing through Scunthorpe working 6D43 Jarrow - Lindsey tanks. [Steve Thompson](#)

Top Left: On June 30th, Class 60 074 heads through Baystan Hill with the Dee Marsh - Margam steel empties. [Phil Martin](#)

Bottom Left: On July 18th, Class 60 059 is seen with 6E08 Wolverhampton Steel Terminal - Immingham Sorting Sidings, heading through Scunthorpe. [Steve Thompson](#)

Below: On July 8th, working 6T69 Ulceby - Doncaster Up Decoy, Class 60 071 passes through Scunthorpe Station, demonstrating a certain economy in the usage of the sand and stone at the work site! [Steve Thompson](#)





Above: Class 60 091 passes Water Orton working 6E41 Westerleigh to Lindsay Oil Refinery empty tanks, July 12th. [Derek Elston](#)



Top Right: On July 8th, 6T70 Humber Road to Doncaster Up Decoy, heads through sunny Scunthorpe with Class 60 059 in charge. [Steve Thompson](#)

Bottom Right: Class 60 079 is seen working 6E54 Kingsbury - Humber empty bogie tanks passing North Staffs Jct. at Stenson on July 5th. [Stuart Hillis](#)

Below: On July 11th, Class 60 091 heads through Scunthorpe with the Neville Hill fuel tanks. [Steve Thompson](#)



Direct Rail Services

Top Right: Class 37 261 tops the 2Q88 Derby - Derby via Liverpool with Class 31 285 on the rear. The train is seen crossing over into the bi directional goods loop at Earlestown before then heading off through platform three to Warrington and then returning to Liverpool, June 27th. [Dave Harris](#)

Bottom Right: Class 37 603 and 37 604 are seen heading into Eastleigh works for a short layover whilst working a Derby bound test train on July 25th. [Class47](#)

Below: Class 20 308 and 20 309 lead the 6K73 Sellafeld - Crewe through Carnforth on July 23rd. [CJ Sutcliffe](#)



Class 37 409 'Lord Hinton' and 37 610 'Ted T.S. Cassidy' depart Crewe as
0237 Gresty Road to Derby R.T.C. on July 21st. [Derek Elston](#)





Class 20 309, 20 312 and 37 038 provide the power for the Sizewell - Willesden flasks on July 5th, seen as it approaches Parsonage Lane crossing which is near Ingatstone on Great Eastern metals. [Charlie Robbins](#)

Colas Rail

Top Right: Class 47 739 'Robin of Templecombe' passes Northampton with 6X39 Dollands Moor to Longsight delivering new Pendolino intermediate coaches, July 20th. [Derek Elston](#)

Bottom Right: On July 11th, usual culprit Class 66 849 is seen passing through Scunthorpe on the 4N42 empties from the CHP to Wolsingham. [Steve Thompson](#)

Below: Class 66 850 is seen working the Sinfin - Grangemouth empty aviation fuel tanks through Willington on July 24th. [Stuart Hillis](#)





Above: Class 47 739 'Robin Of Templecombe' heads through Stenson with the 6E07 Washwood Heath - Boston Docks empty covered steel carriers on July 5th. [Stuart Hillis](#)



Top Right: Class 56 094 is pictured working 6E07 Washwood Heath - Boston Docks covered steel carriers passing Burton on Trent, July 3rd. [Stuart Hillis](#)

Bottom Right: Class 56 094 powers through Water Orton with 6E07 Washwood Heath to Boston Docks on July 12th. [Derek Elston](#)

Below: Class 66 847 is working the Thursday only 6Z97 Sinfin (Derby) to Grangemouth empty aviation fuel tanks passing over Stenson Jct. on July 5th. [Stuart Hillis](#)



DB Schenker's GMs and 90s

Top Left: Class 66 177 with its white roofs designed to reduce cab temperatures hauls a Leeds bound intermodal service through Doncaster on July 14th. [Richard Hargreaves](#)

Bottom Left: On July 18th, Class 66 043 passes through Leyland station. [Alan Naylor](#)

Below: Class EWS Class 66 160 hauls 6E32 Preston Docks - Lindsey bitumen tanks up Hoghton Bank on July 23rd. [CJ Sutcliffe](#)





Above: Class 66 138 heads a lengthy 09:00 4E05 Felixstowe to Wakefield Europort down through Doncaster on May 24th. [John Martin](#)

Top Right: On July 30th, Class 66 177 approaches Pleasington from the golf course bend with the Lindsey tanks. [Alan Naylor](#)

Bottom Right: Class 66 126 passes Road with 4L70 07.13 Rugby North T.C. to Ipswich Griffin Wharf, July 23rd. [Derek Elston](#)

Below: On July 11th, Euro Cargo Rail liveried Class 66 010 worked 6O19 Redbourne Siding - Dollands Moor, as far as Doncaster Belmont, seen here creeping through Scunthorpe. [Steve Thompson](#)



On July 5th, Class 66 027 passes Dorrington
with a Moreton on Lugg - Hunslet stone train.

Phil Martin





Above: On July 25th Class 66 181 approaches Pleasington with the Lindsey tanks. [Alan Naylor](#)

Top Right: Class 66 013, 60 040 'The Territorial Army Centenary' and 66 098 head the 6D44 Bescot - Toton departmental train through Burton on Trent, July 3rd. [Stuart Hillis](#)

Bottom Right: Class 59 203 'Vale of Pickering' powers through Stafford en route to Crewe, July 7th. [Derek Elston](#)

Below: In lovely evening light, Class 66 017 heads through Chester on July 27th. [Brian Battersby](#)





Above: Class 66 183 leaves Pleasington with a British Gypsum train on July 18th. [Alan Naylor](#)



Top Right: On a sunny May 24th, Class 66 139 takes the 4E28 Wakefield Europort to Tilbury through Doncaster. [John Martin](#)

Bottom Right: A newly painted Class 59 205 heads the 6M20 Whatley - St. Pancras Jumbo stone train through Ruscombe Cutting on July 5th. [Wayne Radford](#)

Below: Class 66 070 and 66 160 with the 6D44 Bescot - Toton comprising of empty open wagons, power up after crossing over North Staffs Jct. and about to take Stenson Jct. to Toton on July 5th. [Stuart Hillis](#)



On July 12th, Class 66 034 puts on the power working 6D44 Bescot to Toton departmental
with 66 127 and 66 009 dead in the consist. [Derek Elston](#)





Above: Class 66 204 passes Burton on Trent working the 6M00 Humber - Kingsbury loaded bogie tanks on July 30th. [Stuart Hillis](#)



Top Right: Class 66 199 enjoys some late afternoon sunshine as it heads a ballast working through the station at Doncaster on July 14th. [Richard Hargreaves](#)

Bottom Right: Class 66 047 is pictured working the 6E08 Wolverhampton - Immingham empty steel carriers north through Burton on Trent, July 10th. [Stuart Hillis](#)

Below: Class 66 018 leads 09:25 6D75 Scunthorpe to Doncaster Decoy through Doncaster on May 24th. [John Martin](#)





GBRf workings

Above: On July 17th, Class 66 727 heads through Colton Jct. with the 4N12 Cottam to Tyne Dock empty coal hoppers. [David Hollowood](#)

Top Left: Class 66 735 heads light engine through Doncaster on July 14th working from Selby to Peterborough. [Richard Hargreaves](#)

Bottom Left: The driver of 7X09 Old Dalby test track - Amersham pauses at Moira West signalbox on the freight only Leicester - Burton on Trent branch, July 11th with Class 20 905 and 20 901 plus barrier wagons, new "S" class tube stock, and with Class 20 189 and 20 227 out of sight on the rear. [Stuart Hillis](#)

Below: Class 66 716 heads an MGR up through Doncaster on May 17th. [John Martin](#)



Class 73 206 and 73 205 are seen stabled at a sunny
Eastleigh on July 25th. [Class47](#)



On July 17th, Class 66 743 trundles through Colton Junction with the
6D50 Tyne Dock to Doncaster West Yard.

David Hollowood





Above: Class 66 737 works the 4V94 Doncaster Roberts Road - Portbury empty biomass hoppers through Burton on Trent, July 25th. [Stuart Hillis](#)



Top Right: Class 66 732 leads the 4N99 Drax to Tyne Dock empty coal through Colton Junction on July 17th. [David Hollowood](#)

Bottom Right: Class 66 737 'Lesia' heads through Burton on Trent with with 4V94 Doncaster - Portbury empty biomass hoppers on July 24th. [Stuart Hillis](#)

Below: On July 24th, the 7X23 Derby Litchurch Lane - Old Dalby was hauled by Class 66 741 and with 66 717 'Good Old Boy' on the rear, seen on the Burton - Leicester goods only branch approaching Moira West. [Stuart Hillis](#)



Freightliner's workings

Top Left: Freightliner's Class 66 619 'Derek W. Johnson MBE' is pictured hauling the 6M49 Barrow Hill - Rugeley Power Station loaded coal hoppers exiting Stenson Jct. and heading onto the Derby - Birmingham main line, July 5th. [Stuart Hillis](#)

Bottom Left: On hire to Virgin Trains on July 9th, Class 90 048 is seen at Birmingham International with the 'Pretendalino' stock operating a London Euston bound service. [Richard Hargreaves](#)

Below: Class 90 046 heads south through Acton Bridge on July 19th. [Brian Battersby](#)





Above: Class 66 569 is working the Saturday's only 4056 from Burton Maurice Hill sidings - Southampton Intermodal service, seen at Burton on Trent just after departure on July 28th. [Stuart Hillis](#)



Top Right: Class 66 504 passes Road with a well laden 4L41 Basford Hall to Ipswich Intermodal on July 26th. [Derek Elston](#)

Bottom Right: Class 66 571 is seen working 4055 Leeds - Southampton Intermodal service passing over Stenson Jct. on July 26th. [Stuart Hillis](#)

Below: Class 66 585 heads into Warrington Arpley on July 28th with a rake of empty coal hoppers. [Brian Battersby](#)





Above: With that rare thing called sun shining, Class 66 415 passes Baystan Hill on June 30th working 6M55 Portbury - Rugeley coal. [Phil Martin](#)



Top Right: Freightliner owned but still in DRS livery, Class 66 420 is in charge of 4055 Leeds - Southampton Intermodal service at Burton on Trent, July 18th. [Stuart Hillis](#)

Bottom Right: Freightliner's Class 66 502 works the Leeds to Felixstowe through Doncaster on May 24th. [John Martin](#)

Below: Class 66 508 is seen at the head of 6M51 Immingham - Rugeley PS loaded coal hoppers in low evening sunlight passing Burton on Trent, July 20th. [Stuart Hillis](#)





Above: Class 66 599 works the 4E72 Rugeley PS - Hunslet (Leeds) empty coal hoppers passing Burton on Trent, July 28th. [Stuart Hillis](#)



Top Right: On July 19th, Freightliner's Class 90 047 heads a southbound working through Acton Bridge. [Brian Battersby](#)

Bottom Right: On July 13th Class 66 511 works the 6E06 Bredbury - Roxby bins through Althorpe. [Steve Thompson](#)

Below: During a heavy downpour, Class 66 413 passes through Shifnal working the 6M04 MGR service Rugeley, June 15th. [Phil Martin](#)



Class 92 highlights

DB Schenker liveried Class 92 031 works the 4543 Daventry - Mossend Intermodal
seen here passing Golborne on July 7th. [Dave Harris](#)



Right: DB liveried Class 92 031 heads through Atherstone with a Daventry - Mossend service on June 27th. [Phil Martin](#)

Bottom Left: On the evening of July 27th, Class 92 037 heads past Heamies Farm with a Mossend to Daventry working. [Andy](#)

Below: Several Class 92's have been on test for DB this month. This is Class 92 019, 92 027 and 92 025 with 6262 test train working from Carlisle to Warrington on July 18th, seen at Euxton. [David Hollowood](#)





HSTs

Above: On July 14th, East Coast's HST power car No. 43311 along with the ex East Midlands Trains set is seen departing Doncaster for London Kings Cross. [Richard Hargreaves](#)

Top Right: On July 28th, Cross Country HST power cars Nos. 43303 and 43321 pass through Quintrell Downs on the Newquay - Par line working the 19:55 Newquay - Plymouth service. [Barry Beeston](#)

Bottom Right: First Great Western HST power car No. 43029 leads the 11:00 Penzance - London Paddington on June 23rd, seen passing through Coombe (south of St. Austell). [Barry Beeston](#)

Below: Cross Country HST power cars No. 43384 leading on 1V54 Dundee - Plymouth service passes Stenson Jct. on July 5th. [Stuart Hillis](#)



A First Great Western HST and a Cross Country Class 170 speed towards Severn Tunnel Jct. station on July 24th. The HST was working a service from London Paddington and the Turbo was working a Nottingham Cardiff service. [Class47](#)



First Great Western HST power car No. 43181 is seen speeding through Highbridge with a Paddington - Paignton service on July 15th. [Dave Harris](#)





Units, Units, Units

Above: On July 21st, East Midlands Trains Class 153 308 departs Crewe with the 08.07 to Derby. [Derek Elston](#)

Top Left: Arriva Trains Wales Class 175 113 heads through Baystan Hill on June 30th with a Cardiff bound service. [Phil Martin](#)

Bottom Left: Northern's Class 158 757 is seen in platform 6 at York station having arrived with a service from Blackpool North. [Brian Battersby](#)

Below: First Great Western's Class 150 264 heads towards Newquay with 11:42 Par - Newquay on July 25th, seen just outside Quintrell Downs. [Barry Beeston](#)





Above: East Midlands Trains Class 222 009 approaches Glendon Junction with a Corby to St. Pancras service on July 25th. [Derek Elston](#)



Top Right: Northern's Class 322 483 and 321 902 stand alongside East Coast's Class 91 122 at Doncaster on July 14th. [Richard Hargreaves](#)

Bottom Right: Merseyrail's Class 507 006 approaches Bidston with a West Kirby to James Street service on July 7th. [Derek Elston](#)

Below: Date: On July 19th, an immaculate ex-works First Great Western Class 180 102 heads through Bletchley working 5Z80 10:00 Kilmarnock - Old Oak Common. [Lorenzo D'aniello](#)



Virgin Trains Class 221 101 has been running as a four car since vehicle 60851 caught fire. The shortened unit is seen here speeding through Towyn on 1D91 London Euston to Holyhead, July 11th. [David Hollowood](#)





Above: Working a Willesden to Warrington service, Class 325 012 heads north through Acton Bridge on July 19th. [Brian Battersby](#)

Top Left: First Great Western's Class 150 124 is seen heading out of Newquay working the 10:13 Newquay - Par near Quintrell Downs on July 26th. [Barry Beeston](#)

Bottom Left: Grand Central's Class 180 107 speeds towards York through Colton Junction on July 17th with a London Kings Cross - Sunderland service. [David Hollowood](#)

Below: Now fully repaired after its accident in November 2011, Class 175 002 arrives into Chester with a service for Manchester on July 29th. [Brian Battersby](#)



East Midlands Trains' Class 153 308 is seen working a Derby -
Crewe service through Willington on July 24th.

Stuart Hillis





Above: Arriva Trains Wales Class 158 838 pauses at Chester on July 27th with a Birmingham bound service. [Brian Battersby](#)

Top Left: On June 30th, the last pair of silver Arriva Class 158's, Nos. 158 826 and 158 819 pass Sutton Bridge Junction with a Birmingham - Aberystwyth and Pwelli service, a distant shout from the late 1980s when this train would have been 2 Class 37/4s and 12 Mk1 coaches. [Phil Martin](#)

Bottom Left: Class 153 370 and 153 369 are seen near Quintrell Downs on July 22nd, replacing the 09:57 London Paddington - Newquay service. The units will switch at Plymouth to the booked HST. [Barry Beeston](#)

Below: Arriva Trains Wales Class 150 278 heads through Waverton on July 27th. [Brian Battersby](#)





Above: Merseyrail's Class 507 014 is seen in the sunshine at Chester on July 29th with a service to Liverpool Central. [Brian Battersby](#)

Top Left: South West Trains' Class 450 109 with a Portsmouth Harbour service and 450 087 speed towards Eastleigh on July 27th. [Class47](#)

Bottom Left: First Transpennine Express Class 170 307 arrives into Doncaster on May 24th with the 09:37 1B38 Manchester Airport to Cleethorpes. [John Martin](#)

Below: Arriva Trains Wales Class 150 208 picks it's way through the weed strewn track bed approaching Wrexham General working a Bidston to Wrexham Central service on July 7th. [Derek Elston](#)





Above: Merseyrail's Class 507 016 is seen at Hooton on July 7th with a service from Liverpool's James Street to Chester. [Derek Elston](#)



Top Right: Northern Rail's Class 158 757 approaches Linstock Hall with a York to Blackpool North on July 18th. [Alan Naylor](#)

Bottom Right: Class 175 009 coasts into Abergele and Pensarn station on July 9th heading towards Manchester. [David Hollowood](#)

Below: Virgin Trains Pendolino Class 390 131 "City of Liverpool" passes Road at speed, July 23rd. [Derek Elston](#)





Above: Class 158 828 speeds along the coast at Towyn with an Arriva Train Wales Holyhead to Birmingham International service on the evening of July 11th. [David Hollowood](#)



Top Right: Class 325 011 is seen on the rear of a Willesden RMT to Shieldmuir working through Acton Bridge on July 19th. [Brian Battersby](#)

Bottom Right: First Great Western's Class 150 239 passes the former GWR signalbox at St. Erth as it comes off the St. Ives branch with a service to St. Erth on July 17th. [Dave Harris](#)

Below: On June 30th, Arriva Trains Wales Class 175 104 passes Baystan Hill with a Cardiff to Manchester Piccadilly service. [Phil Martin](#)



First Great Western's Class 153 329 heads past
Cockwood Harbour on July 24th. [Class47](#)



Arriva Trains Wales Class 158 820 forms the 1G60
Holyhead to Birmingham International passed Conwy Castle
on July 12th. [David Hollowood](#)





East Coast Class 91s

Above: Flying Scotsman liveried Class 91 101 works the 09:54 1E04 Edinburgh to Kings Cross out of Doncaster on May 24th. [John Martin](#)

Top Right: Still looking pretty good, the BBMF Class 91 110 calls at Doncaster on July 14th with a Leeds bound service. [Richard Hargreaves](#)

Bottom Right: Unique liveried Class 91 111 carrying the old National Express livery and still having the Terence Cuneo mouse located on its bodyside, approaches Doncaster on July 14th with a Newcastle service. [Richard Hargreaves](#)

Below: Class 91 117 carrying the new East Coast grey livery catches some rare sunshine as it heads towards London Kings Cross on July 14th. [Richard Hargreaves](#)





Odds and Sods

Above: On July 21st, Class 57 308 heads the 0840 Euston - Holyhead Pendolino through Abergele. The loco failed before departure on the return 14:38 from Holyhead and with no other 57 available, the train was cancelled. [Chris Morrison](#)

Top Right: On July 16th, First Great Western's Class 57 603 'Tintangel Castle' arrives at St. Erth with 1C99 'Night Riviera' Sleeper from London Paddington - Penzance. [Dave Harris](#)

Bottom Right and Below: On July 7th, as Class 66 549 headed a loaded coal service through Shrewsbury, the 4th wagon from the rear derailed upon heading out of the station and taking the Crewe line. This photo shows the wagon and track damage. [Phil Martin](#)



Scot-Rail - life north of the border

The 12:48 Fort William - Mallaig approaches Glenfinnan after crossing the Viaduct on June 8th. [Colin Irwin](#)

News and Features



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

Top Right: Colas Class 66 850 heads the Grangemouth to Linkwood tanks via the Tay Bridge on July 25th. [Richard Jones](#)

Bottom Right: East Coast HST power cars Nos. 43274 and 43239 pass through Wormit with the Aberdeen - London Kings Cross on July 25th. [Richard Jones](#)

Below: On July 31st, the 4A13 Grangemouth to Aberdeen is seen with Class 66 430 heading over Perth Viaduct. [Richard Jones](#)





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

Scotrail Class 314 203 is seen at Glasgow central working a Cathcart Circle service. [Richard Hargreaves](#)



Going Underground

Circle Line 'C' Stock No. 5709 departs Notting Hill Gate under the magnificent barrel roof on July 14th. The station is one of the oldest on the underground, being opened by the Metropolitan Railway on 1 October 1868. [Chris Morrison](#)



Going Underground continued...

Above: One of the last few Metropolitan Line 'A' Stock trains headed by No. 5034 arrives at Ruislip on a Baker Street service on June 23rd. Formerly No. 5008, car No. 5034 was in the first A60 unit (with No. 5004) to enter service on the Met in summer 1961. The last four eight-car trains are being used mostly in the Mon - Fri peaks with withdrawal predicted for September. [Chris Morrison](#)

Top Right: 'C' stock No. 5715 arrives at High St. Kensington with a Wimbledon - Edgware Road service on July 14th. [Chris Morrison](#)

Bottom Right: A train of District Line 'D' Stock arrives at Earls Court with a Wimbledon service, July 28th. [Chris Morrison](#)

Below: A Northern Line 1995 train arrives at Charing Cross bound for Edgware on July 28th. [Chris Morrison](#)



Manchester Metrolink

Top and Bottom Right: Work in Rochdale for Metrolink continues to dig up Drake St., Rochdale, causing utter chaos, but revealing the original tram lines that were just buried when trams became "uncool" in the 1930's. As can be seen in these two photos. [Colin Irwin](#)

Below: Metrolink Tram No. 3017 nears journey's end at Manchester Piccadilly on July 21st, whilst Tram No. 3022 departs for Media City. [Derek Elston](#)



Trams and Metro

A six car DLR train for Woolwich Arsenal approaches Pontoon Dock under the new cable car over the Thames from the North Greenwich (or O2) Arena, July 14th. [Chris Morrison](#)





Weymouth Olympics

With the 2012 Olympics upon us, a look at some of the specials working in the Weymouth area for the Sailing event.

Above: A First Great Western HST heads south from Dorchester to form a relief from Weymouth to Bristol on July 29th.

Top Right: Two unusual visitors to Weymouth (Cross Country Voyager from Birmingham New St. and a South West Trains Class 159 and 158 from Bournemouth) on July 30th.

Bottom Right: A South West Trains Class 159 and 158 arrive in Weymouth on shuttle from Bournemouth, July 29th.

Below: Happy passengers arriving in Weymouth off a Cardiff train, comprised of a five car Class 158.

All photos: Martin Hill



Immingham Docks Open Day

Olympic Year 2012 also represents an important milestone for Immingham.

The port and the town that grew up around it will be 100 years old. On July 22nd 1912, the village of Immingham welcomed King George V and Queen Mary. The King officially opened the dock complex that has since become the UK's number one port. One hundred years later, on July 22nd 2012, the port opened its gates to the public.

With many fascinating exhibits on display, we'll just concentrate on the rail sector here.

Top Right: Freightliner Heavy Haul's Class 70 004 is seen on display. [Steve Thompson](#)

Middle Right: GBRf Class 66 742 'Port of Immingham Centenary 1912 - 2012'. [Steve Thompson](#)

Bottom Right: GBRf Class 66 707 'Sir Sam Fay'. [Steve Thompson](#)

Below: The only surviving Grimsby & Immingham Tram, No. 14, kindly loaned by those nice people at Crich. Complete with original headboard carried by the last tram in service in 1961, it made a fine sight. [Steve Thompson](#)



Immingham Docks Open Day

continued...

Fresh from the paint shop, Class 60 019, bearing the nameplates formerly carried by 60 097, 'Port of Grimsby & Immingham' although without the ABP that the previous loco carried, is seen in the port along with some freshly overhauled wagons. [Steve Thompson](#)



Fares Advice with RailUK

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

Left tickets at home, booked replacements, can originals be refunded?

Q: I travelled down to the WM to take my daughter to Harry Potter at Warner Brothers new experience in Watford. We were travelling from Sandwell & Dudley to Watford Junction on two Advanced 1st Class Singles (there and back).

I had booked the tickets online at a cost of £62 in total and collected them from the machine at FKG prior to the trip. (Flew EDI to BHX and back). Imagine my consternation when at 11pm the night before the trip I realised I had left the tickets all bar one of the seat reservations in Falkirk and here I was in Dudley. I had the booking reference and print out of the journeys etc but not the flipping tickets. A quick check of the VT website seemed to suggest if I had lost the tickets I would have to buy replacements. Had I opted for the "print at home" I could have reprinted them.....salutory lesson there !!!

A quick check on the website revealed I could replace them at a cost of £82 in total for the same journey.....after midnight (no advance on day of travel) and it's up to £500 so I quickly booked replacements. Did I do the right thing - would they have let us travel with just the booking reference details and one of the reservation tickets ????

When I got home I found the missing tickets down the side of the sofa.

Further thought if I'd had the presence of mind could I have applied

for a refund on the original 1st Advanced Tickets I'd left in Falkirk after I'd booked the new ones (as it was before I travelled)

A: Yes, I do think you did the right thing in the circumstances. You would not have been able to obtain a refund. Advance tickets are not refundable unless the reserved train(s) are cancelled or heavily delayed.

You would have been able to change your bookings to other tickets which had the same origin and destination. But this would not have helped in your particular case. When you change Advance tickets in this way, the new tickets say, for example, 'VALID ONLY WITH TICKET 12345', and both old and new sets of tickets must be presented together.

What in the name of Dr Beeching is this all about??

Q: Was just looking at journeys from Grimsby to London - apparently now eastcoast (and anywhere else for that matter) will only supply advance tickets via Newark Northgate, i.e. the hourly route from Grimsby to Doncaster has no advance tickets (which is an hourly early till late train in both ways), so you reduced to a service that runs 7 trains per day there and back on the Newark line.

I assume this it is all above board for east coast to do this? (or whoever else has for that matter).

Filthy profiteering scoundrels - they proly know that this will force more people to buy open returns!

Any thoughts on this and is this common practice for the train companies to do this?

A: The idea of advance tickets is to manage yield, by getting people off busier trains and on to less busy ones (e.g. early afternoons). Also they can encourage people to take different routes. For example, for origins just North of York on the East Coast mainline, it is often cheaper to travel across to Leeds and catch the EC service from there to London, as these trains tend to be less full than the Edinburgh to Kings Cross service. They are unregulated fares so unless there is some franchise commitment to offer X number of advances on such-and-such a route it is perfectly above board. They are sold on a purely commercial basis to get 'bums on seats'. If the trains are busy, they shouldn't sell advances on them in my opinion. They often do though, but with a much reduced quota. This is also why CrossCountry's advances (especially the reasonably priced ones) tend to sell out quite quickly and you tend to be very lucky indeed to get the cheapest ones.

One imagines that trains fill up with passengers more at Doncaster than they do at Newark North Gate. Of course this is all speculation, after all, since when was ticket pricing rational?! By the way, it is indeed East Coast who set the prices for all the advances between Grimsby and London. Of course there is a solution, by advances on TPE from Grimsby to Donny and then another advance from DON to KGX.

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.

CABLE THEFT PASSENGER MISERY SHOWS NEED FOR SCRAP METAL LAW REFORM – NETWORK RAIL



Vandalism and cable theft on the railway in Bedfordshire is causing significant delays and disruption to passengers travelling between London and St Albans, Luton, Bedford and the East Midlands.

Almost 1km of signalling cable was stolen from the railway between Luton and Bedford in one night.

Metal thieves directly cost the railway around £19m each year, with the knock on costs and disruption to the economy around the same amount again. Network Rail, which supports a bill currently before parliament to strengthen regulation of scrap metal dealers, says that while increased security and anti-theft measures are helping drive down the number of cable thefts, these incidents highlight the need to choke off the market for illegal metal at its source.

Martin Frobisher, Network Rail route managing director, said: "Huge damage can be caused by just one theft. We firmly believe that without legal reform we will continue to see thousands of hours of delay and millions of pounds wasted on these crimes."

"Network Rail has taken extensive measures to protect our vital railway but we are only stemming the tide. Reform that effectively takes away the illegal market in scrap metal, including an effective licensing regime and adequate power to police and magistrates, is sorely needed to help stamp out the misery caused by these thieves."

"It takes just one criminal to disrupt people's journeys and we urge anyone with information about any thefts to contact the British Transport Police."

David Horne, managing director of East Midlands Trains, said: "We are extremely frustrated and disappointed that our passengers are being disrupted as a result of the irresponsible actions of petty criminals."

"We will continue to work with Network Rail to try and stamp out incidents of cable theft and will also be working hard with them to minimise any further disruption."

First Capital Connect customer service director Keith Jipps said: "This deliberate criminal act causes huge delays to thousands of our customers and is intensely frustrating for us all."

A British Transport Police spokesperson said: "Stealing or attempting to steal cable is extremely dangerous and anyone who has information about any incident is asked to come forward."

"What thieves don't realise is that the cable they are trying to steal could be live, carrying up to 25,000 volts, which can cause extensive burns. By attempting to steal it they are not only risking a court appearance, they are risking their lives."

NEW AERIAL PHOTOGRAPHY SHOWS CHANGING LONDON STATIONS

Network Rail has recently released new photographs from the air of many of its biggest projects in London which have undergone or are undergoing major redevelopments. They include views rarely seen by the general public of the stunning new concourse roof at King's Cross, the development of Farringdon where Thameslink and Crossrail services will meet the tube, and the changes at Stratford in the shadow of the Olympic stadium. The newly completed Shard also looms large over London Bridge and Borough viaduct which is being redeveloped as part of the Thameslink project. Images taken in June were captured by the Network Rail helicopter which flies daily to monitor the network checking for faults or potential issues before they arise. Here it also enabled engineering and architectural teams on the London stations see project development from a unique perspective.

Simon Kirby, managing director for infrastructure projects for Network Rail said: "London's stations are changing massively both on the ground and from the sky, and there's more to come. King's Cross is a great example of retaining the grandeur of original Victorian architecture but bringing new and modern facilities for the 21st century passenger and Stratford has changed remarkably ahead of the Games. As well as providing some spectacular images which we are happy to share, aerial photography is extremely useful to us to see these complex developments from a bird's eye view."

Blackfriars: Half of the photovoltaic roof panels have now been installed on the first station to span The Thames



Stratford: Massive redevelopment by Olympic Delivery Authority, Transport for London, Westfield and Network Rail including new station entrance at Westfield shopping centre and platforms lengthened



Farringdon: A new ticket hall for Thameslink passengers, future proofed for Crossrail passengers is nearly complete. From the air you can see its brown roof which provides a new habitat for the redstart bird.



King's Cross: The new concourse is the size of three Olympic swimming pools. From the air you can see some of the 1,200 triangular panels which make up this new structure.



London Bridge: Is the country's fourth busiest station and it is full. Today 50m passengers use the station a year. When completed, the redeveloped station will see more than 90m passengers travel through each year.



VOICE WARNINGS TO IMPROVE SAFETY AT LEVEL CROSSINGS

Network Rail is installing spoken warning equipment at 63 level crossings across the country, alerting pedestrians and motorists that while one train has passed through that another train is coming from the other direction. It is hoped that these clearer instructions will reduce the risk of someone mistakenly believing that it is safe to cross after the first train has passed.

The first few are being rolled out in July across the London North East route near York at Hunmanby Station, Nether Lane, Nafferton, Cranswick and Arram level crossings and near Selby at Wressle and Eastrington.

Currently these crossings have a two-tone yodel, where the second sound is a more high pitched tone and frequency, warning those waiting that a second train is approaching from the opposite direction. However, research by RSSB, the industry safety body, has suggested that voice messages mixed with the standard tones are more likely to be understood and obeyed. The new alarm now says "warning, another train is approaching". The spoken alarms will also be set to a lower volume at night so, whilst still audible, reduce the impact on anyone living or working near by.

Martin Gallagher, Network Rail's head of level crossings commented on the roll out of the spoken alarms: "We understand that waiting at a level crossing can be frustrating, particularly if one train has already passed and the barriers remain down or signals remain red, but by changing it from the yodel alarm to a spoken warning, we believe that it will make it much clearer to everyone that they should hang on and wait until it's safe to cross."

Michael Woods, Head of Operations and Management Research at RSSB said: "This was very thorough research which considered many different types of warnings and alerts. Providing a spoken warning for the second train has been proven to provide an obvious message to people wanting to cross. RSSB is pleased to be supporting Network Rail in improving crossing safety through the research we have done together."

This technology follows on from a successful trial at Scarrington level crossing in the East Midlands. Network Rail also has plans to install the technology to other crossings that do not have any audible alarm to enhance the safety warnings at these locations.

This work is part of Network Rail's £130m investment in reducing the risk at level crossings across Britain over the next couple of years. Other work includes closing more than 500 crossings since 2010, building footbridges to replace footpaths and rolling out 10 more level crossing enforcement vans to deter people from jumping the lights.

EAST COAST GETS IN ON THE ACT WITH ASSEMBLY FESTIVAL

Train operator transports performers to Edinburgh



East Coast Media and Communications Manager Paul Williams said: "The Ruby Dolls added a touch of vintage glamour to Edinburgh Waverley's platform as they welcomed our passengers off the train.

"It's great to once again be involved in bringing such a variety of acts to Edinburgh as part of Assembly Festival, which we have supported in previous years.

Stars from this year's Assembly Festival, part of the Edinburgh Fringe, welcomed people arriving into the capital on July 31st with a touch of cabaret.

The Ruby Dolls, who are performing throughout the festival which started on August 1st, put on a glamorous show for passengers arriving into Edinburgh Waverley station on East Coast trains.

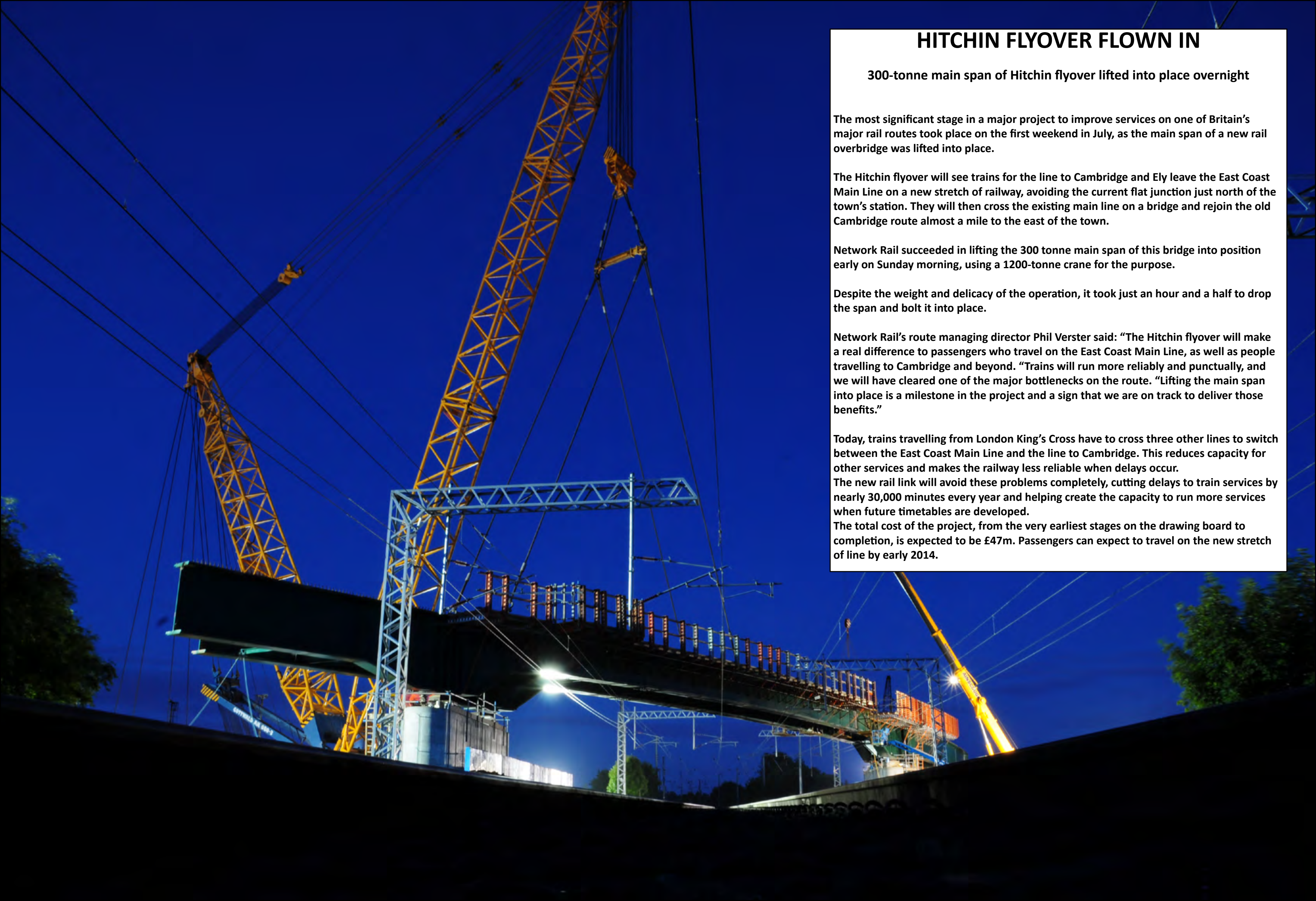
Acts from Assembly Festival, now in its 32nd year, travelled to Edinburgh with the support of East Coast who sponsored this year's festival, and offers a wide variety of comedy, theatre, music, cabaret and children's entertainment.

The Dolls have been rehearsing for their show Rubies in the Attic, which runs from 2-27 August at the Assembly's Roxy venue and will showcase a mix of their old-school style with a contemporary edge. The four-part harmony performances will deliver a variety of styles including swing, classical, folk and pop.

"East Coast is really proud to work with the festival again. It offers such a multitude of different styles and genres of performances for the city and its many thousands of visitors."

Margaret Moll, Assembly Festival's General Manager said, "We are grateful for the support of East Coast rail as it allows safe travel for many of our staff and artists not only during the festival but also throughout the year. The scenic journey and wifi allows staff to work during their journey from city centre to city centre, which many staff prefer."

Assembly is the longest running of all the Fringe "super venues". In over 30 years of operation it has established a reputation for excellence. The festival is one of the greatest arts and cultural showcases in the world and shows and performers from our programme have gone on to become household names on television, as well as establishing great standing in the arts and entertainment industry.



HITCHIN FLYOVER FLOWN IN

300-tonne main span of Hitchin flyover lifted into place overnight

The most significant stage in a major project to improve services on one of Britain's major rail routes took place on the first weekend in July, as the main span of a new rail overbridge was lifted into place.

The Hitchin flyover will see trains for the line to Cambridge and Ely leave the East Coast Main Line on a new stretch of railway, avoiding the current flat junction just north of the town's station. They will then cross the existing main line on a bridge and rejoin the old Cambridge route almost a mile to the east of the town.

Network Rail succeeded in lifting the 300 tonne main span of this bridge into position early on Sunday morning, using a 1200-tonne crane for the purpose.

Despite the weight and delicacy of the operation, it took just an hour and a half to drop the span and bolt it into place.

Network Rail's route managing director Phil Verster said: "The Hitchin flyover will make a real difference to passengers who travel on the East Coast Main Line, as well as people travelling to Cambridge and beyond. "Trains will run more reliably and punctually, and we will have cleared one of the major bottlenecks on the route. "Lifting the main span into place is a milestone in the project and a sign that we are on track to deliver those benefits."

Today, trains travelling from London King's Cross have to cross three other lines to switch between the East Coast Main Line and the line to Cambridge. This reduces capacity for other services and makes the railway less reliable when delays occur.

The new rail link will avoid these problems completely, cutting delays to train services by nearly 30,000 minutes every year and helping create the capacity to run more services when future timetables are developed.

The total cost of the project, from the very earliest stages on the drawing board to completion, is expected to be £47m. Passengers can expect to travel on the new stretch of line by early 2014.

NETWORK RAIL LAUNCHES NEW ULTRASONIC TEST UNIT

New test unit uses ground penetrating radar and ultrasonics to keep an electronic eye on the track

Network Rail has launched its fourth ultrasonic rail testing train into service, complete with ground penetrating radar, ultrasonics and rail profile laser scanner.



The company's test trains use ultrasonic equipment – the same technology used in medical situations – to detect minute flaws in the track.

With the original three units being used at their full capacity to keep the track compliant, the addition of a fourth means one can be taken out of use for servicing, making the service more resilient and flexible.

Network Rail's director of engineering Steve Yianni said: "Network Rail's number one priority is safety and the addition of this unit to our fleet means we can measure the safety and quality of our railway to much higher standards.

"It also means we can keep our test trains running more reliably and at more times across the country. With this we can improve the quality of the ride for all our passengers, and make sure they reach their destination in complete safety."

The new train, or UTU-1 as it is known, has more accurate positioning systems and an improved ability to test the track. It can also be used at a higher speed, an important part of Network Rail's plans for maintaining the network.

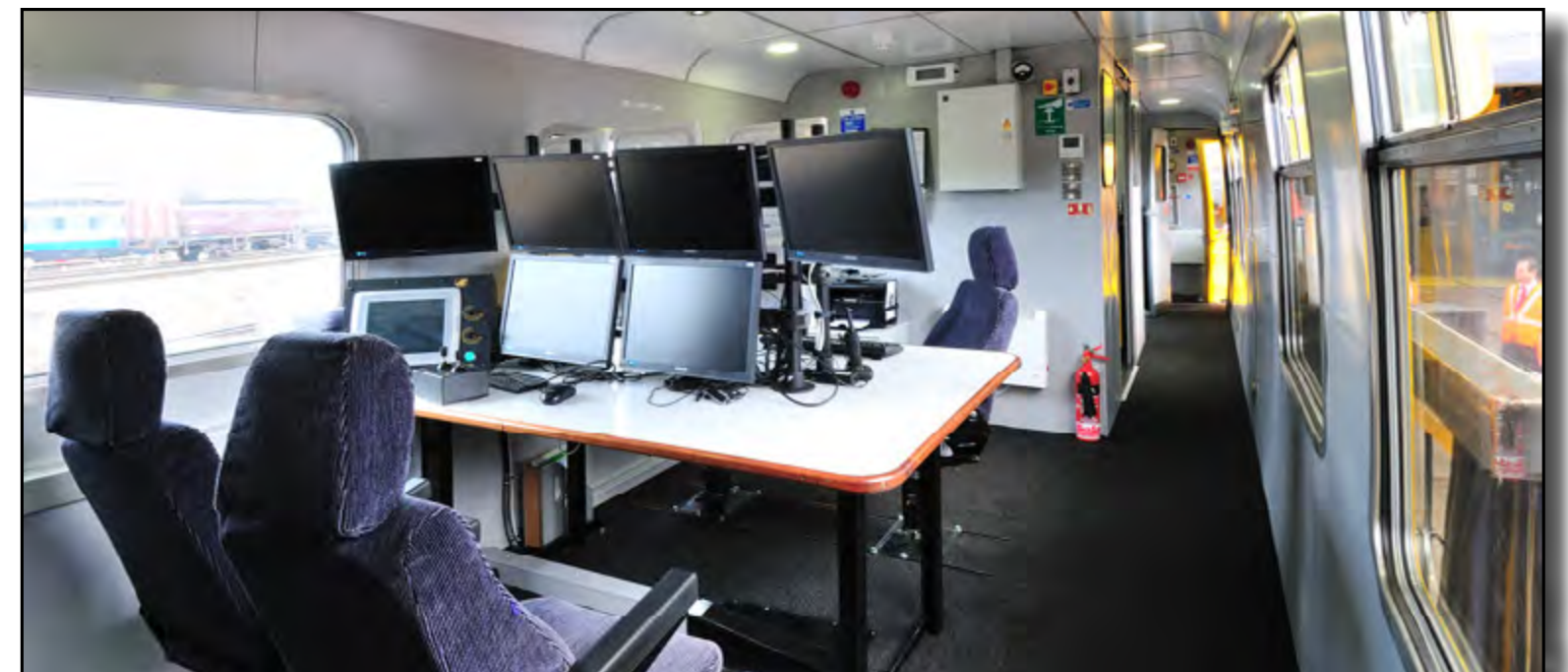
Most testing currently takes place at night at speeds of up to 30 mph. With further development and UTU-1, it is hoped to be able to test the track at 45mph.



The £700,000 UTU1's systems can analyse many different aspects of the permanent way:

- Its two separate ground penetrating radar units can detect irregularities in the ballast and formation up to two metres deep, including voids;
- The ultrasonic test equipment on board can give early warning of any problems that could later occur with the track;
- The UTU's rail profile scanner uses laser technology to compare the state of the railhead with a pre-programmed template to judge if the track is becoming worn out of shape, and in need of grinding.

The Network Rail UTU trains do not replace traditional track walks by permanent way staff – although they do reduce the need for them. Instead, they direct the focus of track walks to areas needing inspection, saving time and money, and increasing the safety of the network.



View from the Outside

My new baby cousin was born this month... and I drove down with my stepdad and my mum, I would have loved to go back and see him again this summer, but the cheapest tickets I have found from York to Milton Keynes where they live are fifty pounds.

So do we have to pay expensive fares to make up for those who don't bother paying for their train rides, or is this just rip-off Britain?

As I am a student I can't afford to pay the minimum fare I found of £50 for a return to Milton Keynes and it got even worse as some of the fares were as much as £180 for a return! Also why does the trip take 8 hours when you get the train from Selby rather than York? This is a puzzler! If anyone knows the answer please email me :)

Any advice on cheaper fares so that I can see my new baby cousin again whilst he is still small and cute would also be welcome! These fares were with a young persons railcard too!

No offence to it but what is there special at Milton Keynes apart from my cute tiny little cousin?

Keep on loving trains (but find me some cheap tickets please), 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

NEW LOOK FOR NEWQUAY

Newquay station refurbished to welcome summer visitors

With the summer rush not far away, Newquay station presents a smarter face to visitors thanks to investment from Network Rail.



In a £450,000 project, the former station canopies have been completely replaced with a light and airy modern structure, covering the café and travel centre and providing shelter in the previously-uncovered centre of the concourse. Network Rail contractors Murphy's have also replaced the cracked and worn paving slabs on the concourse with fresh tarmac and installed new lighting.

Network Rail route managing director Patrick Hallgate said: "Newquay is a classic holiday destination and more and more people are choosing to get there by train. This work will not only give those visitors a fine first impression of the town but also improve the journeys of people who use the railways of Cornwall day-in day-out."

A further £200,000 has been spent relaying the surface of the long platform, complete with tactile paving, ready to welcome the thousands of passengers who travel to Newquay from across the country every year.

£100m INVESTMENT SIGNALS NEW START FOR NOTTINGHAM

timetable for the period is currently being finalised, however the following changes are expected to take place:
- no London services will be able to serve Nottingham station and will instead be starting and terminating at East Midlands Parkway station with connecting replacement bus services.



The railway infrastructure in Nottingham stands on the brink of big changes, from new and refurbished station buildings, to a complete redesign of the tracks and signals. Network Rail is embarking on a £100m plan to completely renew the railway around the city, with the relaying of six miles of track, and the installation of more than 140 new signals. Also, recently the government has announced plans to electrify the line to Nottingham.

Three signal boxes and two footpath crossings will be closed, bringing greater efficiency and safety to the line, and two level crossings to the east will be renewed. Network Rail's resignalling work will bring a faster and more reliable railway infrastructure – as well as a new platform created at the station. This will complement the Nottingham Hub Project which is set to start in September and will deliver better station facilities at Nottingham.

Network Rail route managing director Martin Frobisher said: "This investment in Nottingham will bring a huge improvement for passengers. Nottingham is such an important city in the east midlands and the station improvements will create the gateway which the city deserves. The improvements to the railway infrastructure will improve the flexibility, speed and reliability of the services to and from the city."

As a result of the scale and complexity of the works, there will be some major changes to East Midlands Trains services between 20 July 2013 and 26 August 2013. The full

- in addition, services between Nottingham and Skegness will be affected, with services starting and terminating at Grantham during part of the work
- other services to/from Nottingham will be affected during the work and details will be confirmed at eastmidlandstrains.co.uk in advance of work starting.

Mr Frobisher added: "We realise this will cause disruption to passengers and have made every effort to minimise the length of time our resignalling will take. As the summer is the quietest period for the railway, this is the best time to do the work. We have worked very closely with the cricket ground to make sure that the railway improvement work does not conflict with the Ashes test match. A full timetabled train service will operate throughout the test match."

When the signals are commissioned on August 24 and 25 2013, it will mark the end of Trent power signal box after 44 years of service. The area will come under the control the latest generation of signal control centres at Derby, delivering greater reliability and efficiency.

David Horne, managing director of East Midlands Trains, said: "We are pleased that Network Rail will be making this investment in the railway at Nottingham. We will be working closely with them over the next year to prepare for the major work and keep our passengers informed about the changes they can expect to their service in Summer 2013 when this important improvement work will be carried out."

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.

This month Nosh Report comes to you from good friend of the magazine, David Mead and our dear editor who have been pushing it up down south. They have recently visited Il Palio, which is on Station Approach, Brockenhurst SO42 7TW. The restaurant is located in the old goods shed and one of the great benefits apparently is the large windows that let you the trains going through the station whilst you are eating.



David goes on to say: "Il Palio 2 is a very conveniently placed Italian Restaurant outside the station at Brockenhurst. Every visit I have therefore been able to use the train. The restaurant is ideal also for railway enthusiasts with the more mature taste for Italian cuisine and not scared of spending a few pounds. Inside are photos of the former use of the restaurant as a Goods Shed built by the LSWR. Inside there are still the high and low level and seating is arranged on both levels.

The old lifting crane inside is a relic from the by-gone age and adds a fitting decor to the interior. This restaurant is very popular during the summer months and therefore a table reservation for an evening meal is strongly recommended. Now on to the menu - there is a good choice and the portions are generally plentiful, so you may not wish to have starters if you are ordering a Palio Pizza for instance - the pizzas are huge.

Pasta dishes are plentiful and meat dishes are served with a side dish of vegetables of the day - you may be wise to

enquire the variety being offered that day unless you like everything. The main courses are priced what you expect from an Italian Restaurant and also the premises would attract high rent and priced a little on location - nevertheless if there are four of you why not suggest a bottle of wine shared - that works out cheaper than single glass purchases.

Drinks prices are an average and not honestly over-priced for the style of premises. The desserts are of course wonderful but yes, they are a little expensive and looking at between 4 and 5 pounds. I can recommend a visit but you must be a lover of Italian food and perhaps an interest in railways will make this a visit to remember. Study the menus and work out a meal within your budget before you order."



Andy just said: "Excellent Pizza!"

So there you have it,

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

PUBLIC CALL FOR INDUSTRY AND GOVERNMENT TO BE AMBITIOUS FOR BRITAIN'S RAILWAY

More ambition is needed if we're to have the railway the country needs and deserves' is the conclusion of a new detailed report into the public's view of what they want from Britain's railway in the future - "at some stage we have to get ahead of the game" said one business owner in Birmingham commenting on the need for investment in our railway's future.

Rick Haythornthwaite, Network Rail's outgoing chairman, who instigated the in-depth study said: "The railway is a vital piece of the wiring of this country, a view that has been reinforced across Britain as we talked to people about our railway and about its future. They wanted us to be confident and ambitious, to plan and invest properly in a growing and successful railway, a railway that they want to be proud of.

"We were not clear if the public would be interested in the future of our railway, especially non-rail users, but time and time again our scepticism has been found to be misplaced. The public have shown a great affection for their railway and strongly recognised its economic and social importance. This is a moment to grasp as we plan our railway for the next decade. The rail industry and the government can take confidence from the findings of this study - that the people want a strong, healthy, well financed railway that can deliver for today and for decades to come."

From chefs to nurses, plumbers to teachers, over 300 people were involved in 10 detailed workshops held across the length and breadth of the country over the first few months of 2012. Represented at these workshops were a range of people representing different interest groups and perspectives on the railway; commuters, small businesses, rural communities and non-rail using taxpayers.

The findings from these workshops has been compiled into a report published today called 'Our Railway's Future', which found that the public is willing to engage in a strategic debate about the future role of the railway. The public recognise the railway's role in economic growth and in bridging the North/South divide. They see it as an alternative to an already congested road network and want it to be universally accessible. And strikingly, people also want the railway to be a symbol of national pride. "They want us to be ambitious for the railway; they want us to have a vision for the future", Mr Haythornthwaite added.

But the public also recognises the trade-offs on punctuality, efficiency and capacity that the current railway has to make on a daily basis. The workshops indicate that, contrary to common misconceptions, there is a significant body of opinion which is prepared to back a considerable and sustained investment programme, even when the cost implications for fares and taxes are spelt out. However, transparency is essential and the government and rail industry need to be upfront about how money is spent and what people get in return.

Tim O'Toole, chairman of the Rail Delivery Group and chief executive of Firstgroup, said: "Growth for most industries is a sign of health and celebration; in rail it is too often discussed as if it were a burden. The rail industry was invented in this country; it is thriving and much improved in this country, so why isn't the public debate punctuated by pride and ambition, instead of timidity and crankiness? When Rick announced his intention to find out, his audience was supportive but sceptical, and yet here it is, the start of the conversation

"The rail industry is difficult to comprehend. It is in many parts. But the fact remains, it is enjoying unprecedented growth and handling that growth with ever safer operations and ever improving performance. If we are to craft the future those facts call for, we must elevate the debate as the effort reported on in this document attempts to start."

A Different View

A very tidy Helsby Junction signalbox is situated on the platforms at Helsby. Note the award signs attached with several more alongside the steps into the box. On July 21st, Northern's Class 142 040 is seen on the Ellesmere Port branch. [Derek Elston](#)



Top Right: Class 56 103 & Large Logo Class 47 847 re-create bygone years at Crewe Diesel Depot on July 7th. [Derek Elston](#)

Bottom Right: - LNER Class A4 4-6-2 No. 60009 'Union Of South Africa' is silhouetted as it crosses Frodsham viaduct after stopping for water, working the return of the North Wales Coast Express on July 29th. [CJ Sutcliffe](#)

Below: A Carlisle bound pendolino passes Greenholme in stormy light. [Colin Irwin](#)



The yard at Nemesis Rail, Burton on Trent is fascinating with locos appearing on a regular basis for repair and refurbishment.
This was the scene on July 11th. [Stuart Hillis](#)



Churnet Valley Railway

Class 33 102 and 33 021 stand at Consall Station during a loaded test run of 33 102. The load comprised of 33 021, 4 x Mk1 stock, 1 x Kitchen car, and 1 x Dining car. [Dave Gibson](#)

Preserved Railways



Churnet Valley continued...

S160 No. 6046 is pictured standing outside Cheddleton MPD building up steam for a number of runs up and down Cheddleton yard. The air pump was not fitted at this time so the runs had a diesel locomotive for braking. [Dave Gibson](#)





Foxfield Railway

Above: Florence No. 2, originally an NCB North Staffordshire Area engine, is obviously at home working at Foxfield Colliery on July 21st. [Class47](#)

Top Right: Austerity Saddle Tank 'Whiston' undergoes attention on Foxfield shed. [Class47](#)

Bottom Right: Bagnall No. 2 departs Foxfield Colliery and up the steeply graded bank towards Dilhorn Park on July 21st. [Class47](#)

Below: Dubs Crane Tank No. 4101 gives a demonstration of its usefulness at Foxfield Colliery on July 21st. [Class47](#)



Foxfield Railway continued...

Bagnall No. 2 and 'Bellerophon' are seen climbing the bank out of Foxfield Colliery and heading towards Dilhorn Park with a coal hoppers on July 21st. [Class47](#)





Appleby Frodingham

Above: 'Hutnik' 0-6-0T steam locomotive built by Fabryka Lokomotywim 'Feliksa Dzierztnskiego', Chrzanów, Poland (works number 3138) in 1954 awaits restoration. [Richard Hargreaves](#)

Top Right: Ruston Class 07 012 is seen tucked away inside the shed. [Richard Hargreaves](#)

Bottom Right: Janus, Yorkshire Engine Company No. 1 resplendent in Appleby-Frodingham Steel Company livery, stands outside the shed on July 14th. [Richard Hargreaves](#)

Below: Peckett 0-4-0ST steam locomotive built 1916 (works number 1438) stands outside the loco shed. [Richard Hargreaves](#)



Barrow Hill

Top Right: Class 33 108 is seen inside the Roundhouse at Barrow Hill on July 22nd. [Andy](#)

Bottom Right: Parked on the Turntable at Barrow Hill is Class 03 066, behind it are some of the AC loco groups' electrics and the Class 58 groups Class 58 016. [Class47](#)

Below: A glimpse of Class 20 132 in ex works condition carrying the Railfreight red stripe livery. Looking superb and hopefully returning to the main line very soon. [Class47](#)





Severn Valley Railway

Above: On July 22nd and still with a shortage of available steam locos, Class 50 135 'Ark Royal' in Loadhaul livery passes Eardington with a Kidderminster - Bridgnorth service. [Class47](#)

Top Right: Heading towards Kidderminster, Class 42 Warship No. 821 'Greyhound' enjoys an unexpected outing along the line. [Andy](#)

Bottom Right: The final working of the day heads back to Bridgnorth with Class 52 No. D1062 at the helm. This loco whilst working on two engines for the outward run, returned to Bridgnorth with only one engine working owing to a fault. [Jon Jebb](#)

Below: Class 52 Western No. D1062 'Western Courier' passes Eardington on July 22nd. [Andy](#)



Severn Valley Railway continued...

Once again in July the continued shortage of available steam locos meant that weekend turns at the line were covered by the diesel fleet. This is Class 50 031 heading for Kidderminster on July 22nd. [Jon Jebb](#)



Severn Valley Railway continued...

Top Right: British Railways Class 4MT, No. 43106 departs Highley with a Bridgnorth bound working on July 4th. [Alan Naylor](#)

Bottom Right: Great Western 5100 Class No. 5164 approaches Highley, with a Kidderminster to Bridgnorth service on July 4th. [Alan Naylor](#)

Below: Great Western 4-6-0 Manor Class locomotive No. 7812 'Earlstone Manor' departs Highley on July 4th, with a train to Kidderminster, The loco was being chased by a heavy downpour as can be clearly seen by the dark sky - normal UK summer weather then! [Alan Naylor](#)



Dean Forest Railway

Class 73 No. E6001 stands at Lydney on the Dean Forest Railway, July 23rd. [Andy](#)



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!

Swanage Railway

Unrebuilt Bullied 4-6-2 Battle of Britain class locomotive, No. 34070 'Manston' heads a service from Swanage into Norden on July 26th. [Andy](#)



Swanage Railway continued...

Top Right: BR Blue Class 33 111 departs Swanage on July 26th with a light engine move to Harman's Cross. [Class47](#)

Bottom Right: L&SWR Class M7 0-4-4T No. 53, designed by Dugald Drummond and built in 1907, still working well over 100 years later as it approaches Swanage with a morning service from Norden on July 26th. [Andy](#)

Below: Class 101 DMU set No. L833 has recently arrived at the line from Eastleigh works for spare parts recovery and subsequent disposal. [Class47](#)



Epping and Ongar Railway

One of the ex Lymington Branch units that is now based on the Epping and Ongar railway is seen being propelled into North Weald station with a service from Coopersdale, between Epping and North Weald on July 21st. [Charlie Robbins](#)



Epping and Ongar continued...

Great Western Hall Class No. 4953 'Pitchford Hall' gets ready to depart Ongar (with Class 37 No. D6729 on the rear) on the last service of the day, July 7th. [Charlie Robbins](#)





The A1 Steam Locomotive Trust
New Steam for the Main Line

Tornado takes HRH The Prince of Wales on The Royal Train to Northumberland



Pontypool & Blaenavon Railway

Above: On July 22nd, Transrail liveried Class 37 219 stands at the newly opened terminus of the Big Pit. [Martin Hill](#)

Below: 0-6-0ST No. 71515 'Mech Navvies' was also seen in action at Pontypool on July 22nd. [Martin Hill](#)



HRH The Prince of Wales travelled to Northumberland on July 23rd by The Royal Train, pulled by No. 60163 'Tornado' – Britain's newest steam locomotive. Highlighting small family businesses and community volunteering were the key themes of The Prince of Wales's first ever visit to the historic Northumberland coast. Staying as a guest of the Duke and Duchess of Northumberland at Alnwick Castle, The Prince spent Monday 23rd and Tuesday 24th July visiting a number of coastal locations including Warkworth, Amble, Lindisfarne, Bamburgh and Seahouses. The Prince's visit began on Monday 23rd July at Alnmouth, where he arrived by The Royal Train hauled by Tornado and was greeted by the Duchess of Northumberland, who is the Lord Lieutenant of the county.

Tornado was built over 18 years by The A1 Steam Locomotive Trust, a registered charity, and named by TRH The Prince of Wales and The Duchess of Cornwall on 19th February 2009 at York station. Tornado then hauled The Royal Train with Their Royal Highnesses on board from York to Leeds so that they could continue with the rest of their engagements in West Yorkshire. On 4th February 2010 Tornado was once again called upon to haul the Royal Train, this time taking Their Royal Highnesses to the Museum of Science and Industry (MOSI) in Manchester as part of a series of engagements they were undertaking in Greater Manchester. Tornado's appointment with HRH The Prince of Wales on 23rd July was the third time that Tornado has hauled The Royal Train, a record in the post-steam era on Britain's railways.

Mark Allatt, chairman of The A1 Steam Locomotive Trust, said, "The Trust and all of its supporters are deeply honoured that His Royal Highness The Prince of Wales, who named Tornado in 2009, has once again chosen to travel on The Royal Train hauled by Tornado. The occasion will see Tornado passing close to her birthplace in Darlington and then on to Edinburgh after His Royal Highness leaves the train at Alnmouth. This honour is recognition of the shared vision and determination of all of those who worked so hard over 19 years to bring Tornado into being and are now doing the same to keep her operating on the main line."

The Trust presented HRH The Prince of Wales with a Hornby model of Tornado in Brunswick Green and carrying The Prince of Wales feathers headboard accompanied by two Royal Train coaches during the day.

Photo: © Tornado hauling The Royal Train following her naming by TRH The Prince of Wales and The Duchess of Cornwall on 19th February 2009 (Geoff Griffiths/A1SLT)

Seaton Electric Tramway

Left: On Driver training at Seaton is Ex Bournemouth Tramway Car No. 16, built in 1921 as Bournemouth open top car 106 (3'6" gauge) and rebuilt at Seaton between 1974 and 1991. [Andy](#)

Below: Metropolitan Open Top Car No. 2, built in 1964 at Eastbourne and based on the London Metropolitan Tramways type A design is seen at Seaton alongside Llandudno & Colwyn Bay Car No. 8 built in 1968 in Eastbourne. [Andy](#)

Bottom: Plymouth & Blackburn Style Car No. 11, which was built in 2002-7 at Bolton and Seaton featuring a hybrid design based on elements of the old Plymouth and Blackburn trams, seen arriving into Colyton. [Andy](#)



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



Gloucestershire Warwickshire

Top Right: Great Western Railway's 2800 Class of 2-8-0 steam locomotives No. 2807 runs round its train at Cheltenham Racecourse on July 21st. [Martin Hill](#)

Bottom Right: Pressed Steel built Class 117 Driving Motor Second No. W51382 and Driving Motor Brake Second No. W51339, along with Trailer Composite Lavatory No. 59492 are seen at Toddington on July 21st. [Martin Hill](#)

Below: Travelling on the Class 117 DMU and crossing the Stanway Viaduct at the northern end of the line towards the current limit of the line near Broadway. [Martin Hill](#)



Bodmin and Wenford

On July 14th, Class 37 142 in immaculate BR blue livery is seen working from Bodmin Parkway to Bodmin. [Steve Andrews](#)



Barry Tourist Railway

On July 28th, Class 20 228 arrives into Barry Island on the Barry Tourist Railway during their diesel gala, with Class 73 118 on the rear. [Lewis Mitchell](#)



Spa Valley Railway

Preserved 2D (Class 207) 'Thumper' DEMU No. 1317 (207 017) is seen at Eridge station in Sussex on July 7th. The 'Thumper' is currently being repainted in to BR Blue & Grey livery, was relaunched the day before, 25 years on from the closure of the Tunbridge Wells West to Eridge line, which is now back open of course as part of the Spa Valley Railway. No. 1317 was also one of the last DEMUs to operate over this line, so its very appropriate being based at the SpVR! [Craig Stretten](#)



Spa Valley Railway continued...

Running on the former "down" line of the Uckfield line which is now part of the Spa Valley Railway, Class 37 254 (running as 37 153) powers towards Forge Farm Crossing, near Eridge, whilst working a Tunbridge Wells West service on June 17th. [Craig Stretten](#)



Preserved Odds and Sods

Top Right: At the Bluebell Railway on June 30th, SE&CR P Class No. 178 'Nettle' arrives on shed after coming up light engine from Horsted Keynes. Prior to this, it took the Vintage goods set back Northwards to Horsted. [Nathan Gibson](#)

Bottom Right: At the Dean Forest Railway on July 21st, BR 0-4-2T, No. 1450 is seen at Parkend having worked a service from Lydney. [Martin Hill](#)

Below: On July 25th, Lynton and Barnstaple replica 'Lyd', resplendent in Southern Green this year (having previously run in fictional BR Black) rumbles over one of the footpath crossings on the approach to Tanybwch station on the Ffestiniog railway. The train appeared well loaded given that this was the first week of the school summer holidays, and now that the loco has been converted from oil to coal firing 'Lyd' is apparently performing very well indeed. [Ben Bucki](#)



Preserved Odds and Sods continued...

Top Right: Brecon Mountain Railways' No. 2 which was built by Baldwin of Philadelphia in the USA in 1930. It spent its working life hauling limestone near Port Elizabeth in South Africa. [Martin Hill](#)

Bottom Right: 0-4-0 Tank engines 'Alfred and Judy' and 'Port of Par' are seen working brake vans from Boscarne to Bodmin on July 14th as part of the Bodmin and Wenford's Clay Gala. [Steve Andrews](#)

Below: On July 28th, freshly overhauled SE&CR H class No. 263 leads SE&CR C class No. 592 with the 15:57 Ex Kingscote - Sheffield Park service train, pounding towards Sharpthorne Tunnel past the site of West Hoathly Station (disused) in fine style. [Nathan Gibson](#)



Class 123 and Class 114 DMUs headed by No. 52100 are seen at Doncaster on a Trans Pennine service, June 17th 1978.

Chris Morrison



From the Archives

continued...

Right: Class 50 015 is seen at Hereford on May 5th 1991. It was working a mini tour to Worcester as part of the open day. [Richard Hargreaves](#)

Bottom Left: Class 37 427 'Bont Y Bermo' is seen at Shrewsbury on November 20th 1986 with an InterCity service. [Richard Hargreaves](#)

Bottom Right: Class 166 201 in Thames Trains express livery departs Didcot, date unknown. [Derek Elston](#)



From the Archives

continued...

Left: Class 50 020 rounds the curve at Dawlish Warren with a London bound parcels working on August 5th 1987. [Richard Hargreaves](#)

Bottom Left: Class 25 034 is seen inside the depot at Toton, date unknown. [Derek Elston](#)

Bottom Right: Class 56 004 heads through Tamworth with a rake of oil tanks on May 7th 1994. [Paul Godding](#)



From the Archives

continued...

Right: Class 47 500 'Great Western' approaches Dorridge with an evening Paddington - Birmingham service in April 1980.

Chris Morrison

Bottom Left: Scotrail Class 170 416 stands alongside the station and depot at Inverness, date unknown. *Derek Elston*

Bottom Right: Class 45 066 grinds up the Lickey with sand hoppers in July 1977. Two Class 37s help at the rear.

Chris Morrison



From the Archives

continued...

Left: Long before preservation, Deltic Class 55 022 'Royal Scots Grey' pauses at Doncaster on an up express, June 17th 1978.

Chris Morrison

Bottom Left: Class 37 029 is seen operating on the East Lancashire Railway at Bury during a gala on September 10th 1999.

Paul Godding

Bottom Right: Class 37 431 is seen at Westbury with a passenger working on June 25th 1998. *Paul Godding*



From the Archives continued...

A Class 45/1 heads a westbound Cross Country train at Selly Oak in January 1979.

Chris Morrison





On July 29th, Hill N7 No. 69621 is just about to enter the south portal of Leekbrook Tunnel with the last service of the day from Froghall to Cheddleton. [Dave Gibson](#)