

Railtalk Magazine

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Railtalk Magazine

Welcome to Issue 80 of Railtalk Magazine. Each month we bring you a jam-packed round up of the best pictures, news and reports.

Firstly, I'll start by saying congratulations and a big thank you to James Palmer, for running another excellent railtour this month. With the tour market future looking gloomy, it's great to see that some tour operators aren't afraid to put on a good show. Retro Railtours operated their *"The Retro Welsh Dragon"* tour on the 27th April from Huddersfield to Swansea with a pair of DRS Class 20s, clearly a favourite of the masses as the tour was virtually sold out, bar a few 1st Class seats.

Once again Retro proved that a simple tour at reasonable prices can be a winner, and the weather wasn't that bad either.

While on the Subject of weather, it's great to see the start of the Spring/Summer Galas at Preserved Lines across the UK. Without going into too much details (If you want the details please read the editorial section of Railtalk Xtra). I'm very disappointed to see the lack of professionalism that some Preserved Railways attain. It's strange that comments like "We only run trains so we can have some fun" and "What's the point of a timetable" ring loudly in my ears.

Maybe some words not to be said in front of paying passengers, especially when you don't know who they might be!

Andy Patten

This issue wouldn't be possible without: Richard Hargreaves, Paul Godding, 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, 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, Amy Bucki, 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, Richard Moxon, Matthew Bird, Bruce Smetham, Neil Vallender, Reuben Farr, Sam Bilner, Dave Gibson, Michael Lynam, Alex Thorkildsen, John White, Matthew Bird, Liam Coates, Andrew Parkinson, Nick Clemson, Keir Faulkner, Peter Alderson, Les Savine, Eddie Emmott, Ken Mumford, Matthew Evans, Neil Pugh, Dave Felton and the guys at RailUK.

Front Cover: Colas Rail's Class 56 105 passes through Ponthir working the 6Z51 Baglan Bay - Chirk on April 16th. [Carl Grocott](#)

This Page: Looking great in DB Schenker livery, Class 66 001 working the 6L41 09:25 Mountsorrel - Barham passes Uffington on April 2nd. [Steve Madden](#)

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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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Retro Railtours - The Retro Welsh Dragon
Class 20 312 and 20 308 are seen at Cheney Longville with the return
1230 Swansea - Huddersfield working, April 27th. [Carl Grocott](#)



Retro Railtours - The Retro Welsh Dragon

Above: DRS's Class 20 312 and 20 308 are seen at Swansea, having arrived from Landore with the ECS for the return working to Huddersfield. [Richard Hargreaves](#)

Below: Class 20 312 and 20 308 haul Retro Railtour's return 'Welsh Dragon' from Swansea to Huddersfield into Hereford on April 27th. [Chris Morrison](#)



Retro Railtours - The Retro Welsh Dragon

Above: DRS's Class 47 802 is seen on the rear of the tour upon arrival at Swansea, The Class 47 would take the ECS to Landore for cleaning and turning and remained on the rear throughout the day to provide ETS. [Richard Hargreaves](#)

Below: The pair of Class 20s are seen in the evening light departing Crewe, heading back to Huddersfield. [Brian Battersby](#)



Steam Dreams - The Cathedrals Express

LNER Peppercorn A1 No. 60163 'Tornado' is seen working the 1Z23 London Euston - Holyhead past Conwy Castle on April 20th. [Carl Grocott](#)





Steam Dreams - The Cathedrals Express

Above: On April 20th, No. 60163 'Tornado' powers nicely through Castlethorpe near Milton Keynes leading 1223 07:45 London Euston - Holyhead 'The Cathedrals Express'. [Matthew Bird](#)

Below: 'Tornado' is seen passing Saltney Ferry on the outward leg, heading for Holyhead, April 20th. [Brian Battersby](#)



Steam Dreams - The Cathedrals Express

Above: Arriva's Class 67 002 is seen shunting the stock for the tour at Holyhead. [Carl Grocott](#)

Below: Disaster on the return journey, as the Air Pump on Tornado failed at Rhyl. Massive delays occurred until a rescue loco could be summoned, eventually Class 67 002 from Holyhead took the tour forward to Crewe. This is the Class 67 arriving into Chester with No. 60163 Tornado running about 3 hours late on April 20th. [Chris Morrison](#)





Steam Dreams - The Cathedrals Express

Above: 'Tornado' thunders through Watford Junction working the outward 1223 'Cathedrals Express' 07:45 London Euston to Holyhead on April 20th. [Derek Elston](#)

Railway Touring Company - The Atlantic Coast Express

Above: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' arrives into Exeter with the tour from London Waterloo on April 7th. [Steve Andrews](#)



Railway Touring Company - THE PEAK FORESTER

Above: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' is seen at Sandy on April 14th, working the 1267, 09:34 London Kings Cross - Matlock Peak Rail. [Lorenzo D'aniello](#)

Below: Un-rebuilt Battle of Britain Class No. 34067 'Tangmere' is seen bearing the Night Ferry headboard as it approaches East Goscote working 1267, The Peak Forester from Kings Cross to Rowsley, April 14th. [Derek Elston](#)





Steam Dreams - The Cathedrals Express

Above: On April 13th, A1 No. 60163 'Tornado' passes Tempsford with the 1Z61, 08:17 Kings Cross - York. [Lorenzo D'aniello](#)

Below: On April 13th, No. 60163 'Tornado' is seen arriving into Doncaster with the London Kings Cross - York Cathedrals Express. [Richard Hargreaves](#)



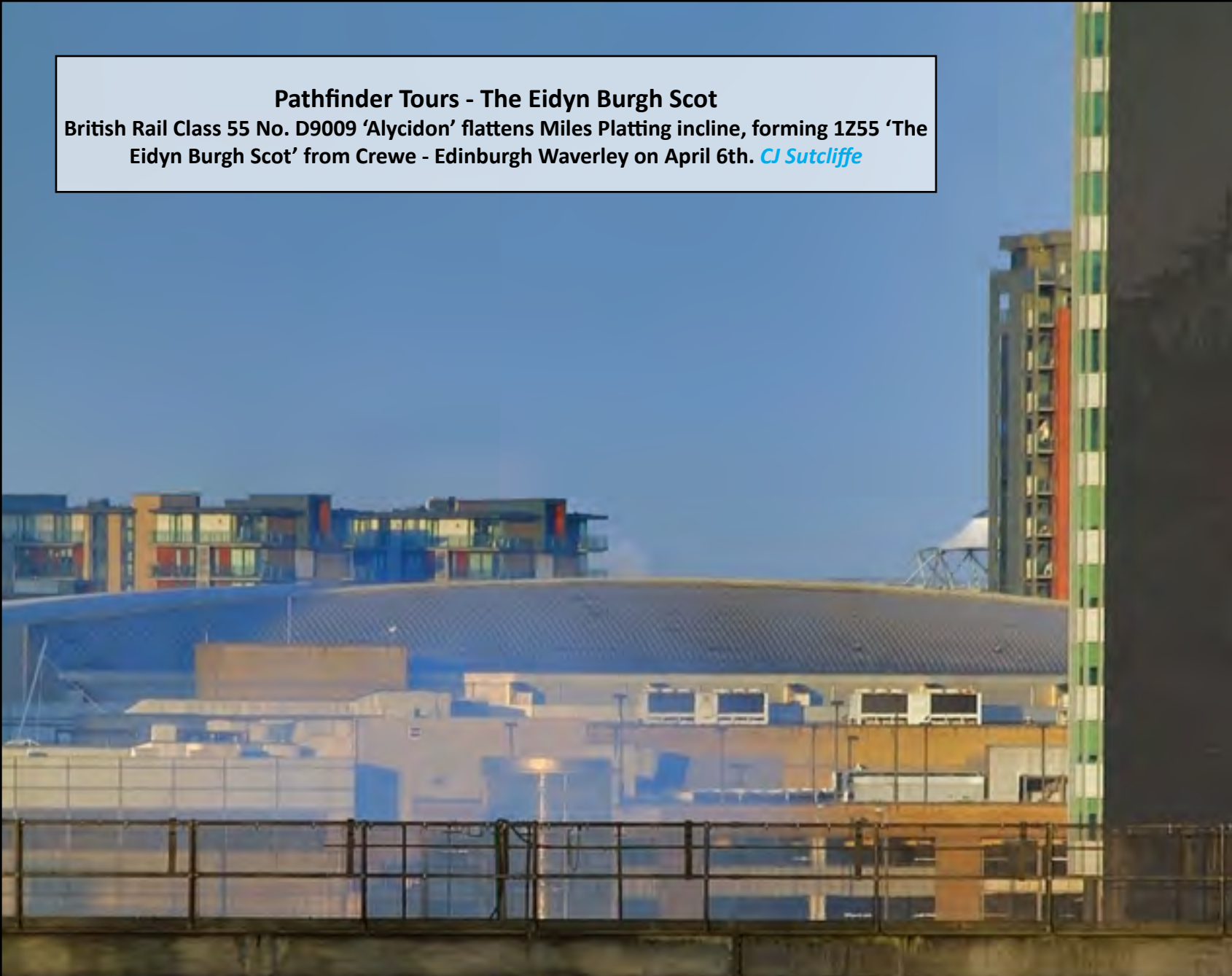
Steam Dreams - The Cathedrals Express

Above: On April 13th, A1 No. 60163 'Tornado' storms through Newark with the 1Z61 London Kings Cross - York charter. [Steve Thompson](#)

Below: 'Tornado' is seen upon arrival into York. [John Martin](#)



Pathfinder Tours - The Eidyen Burgh Scot
British Rail Class 55 No. D9009 'Alycidon' flattens Miles Platting incline, forming 1Z55 'The Eidyen Burgh Scot' from Crewe - Edinburgh Waverley on April 6th. [CJ Sutcliffe](#)



Pathfinder Tours - The Eidyen Burgh Scot

Above: Class 55 'Deltic' No. D9009 stands at York with the outbound working of the 1Z55 Crewe - Edinburgh charter on April 6th. [Alex Thorkildsen](#)

Below: Running as 1Z56 the tour is seen arriving back into Edinburgh for the return to Crewe, April 6th. [Alex Thorkildsen](#)





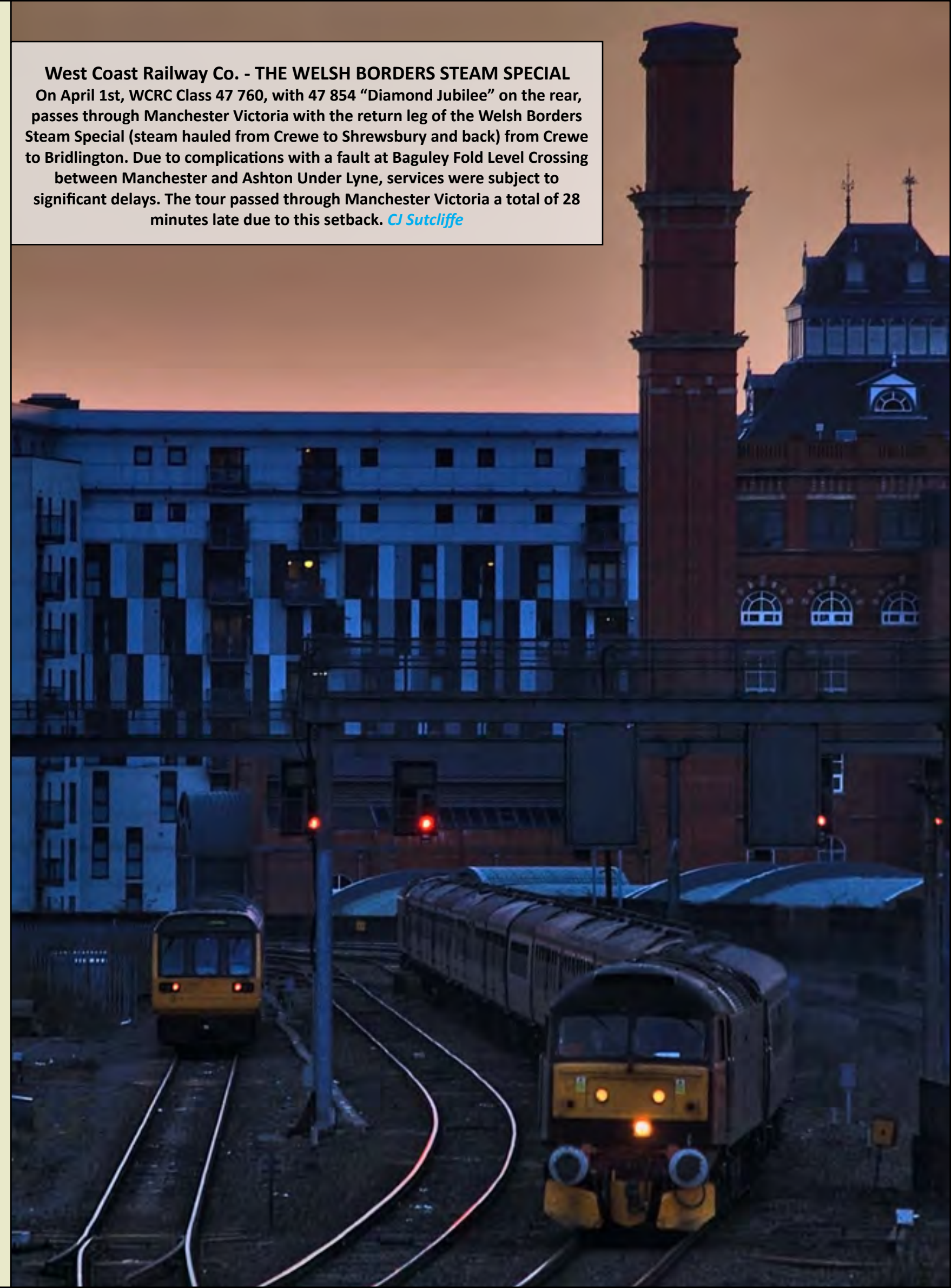
Vintage Trains - The Cornishman

Above: GWR No. 4965 'Rood Ashton Hall' and No. 5043 'Earl of Mount Edgcombe' head towards Tiverton Parkway with this Plymouth bound charter on April 27th. [Steve Andrews](#)

Below: The Great Western pair are seen departing Plymouth with the return working, April 27th. [Steve Andrews](#)



West Coast Railway Co. - THE WELSH BORDERS STEAM SPECIAL
On April 1st, WCRC Class 47 760, with 47 854 "Diamond Jubilee" on the rear, passes through Manchester Victoria with the return leg of the Welsh Borders Steam Special (steam hauled from Crewe to Shrewsbury and back) from Crewe to Bridlington. Due to complications with a fault at Baguley Fold Level Crossing between Manchester and Ashton Under Lyne, services were subject to significant delays. The tour passed through Manchester Victoria a total of 28 minutes late due to this setback. [CJ Sutcliffe](#)



Compass Tours - THE YORKSHIRE COAST EXPRESS
Stanier 8F 2-8-0 No. 48151 heads a Compass Tours excursion from Carnforth to Scarborough near Keer Holme on April 3rd. Lineside fires caused 48151 to be failed at York on the return journey. *Gerald Nicholl*



Compass Tours - THE YORKSHIRE COAST EXPRESS

Stanier 8F 2-8-0 No. 48151 is seen arriving back into York with the return working from Scarborough. Upon arrival at York, Network Rail decided that the loco would not be allowed to take the charter forward due to fire risk, (*a really well thought out plan, as there was no replacement loco*) so the passengers had to remain at York until a replacement loco arrived from Carnforth! [Class 47](#)



Compass Tours - THE YORKSHIRE COAST EXPRESS

Above: Stanier 8F 2-8-0 No. 48151 makes a fine sight as it rounds the curve at Kirkham Abbey with the return leg of the Yorkshire Coast Express, April 3rd. [Mark Pichowicz](#)

Below: Stanier 8F 2-8-0 No. 48151 climbs away from Hellifield heading the 1294 Crewe - Scarborough excursion on April 3rd, the 8F having taken over at Hellifield. [Michael Lynam](#)



Northern Belle

Class 47 790 and 47 501 top'n'tail the 1Z12 Liverpool Lime Street
- Cardiff Central through Dorrington on April 20th. [Carl Grocott](#)





Northern Belle

Above: Class 47 790 'Galloway Princess' heads the 1Z12 Liverpool - Cardiff Northern Belle through Sutton Leach, April 20th. [Dave Harris](#)

Below: On April 20th, Class 47 790 is seen at Bayston Hill working the Northern Belle from Liverpool - Cardiff via Stafford & Wellington. [Phil Martin](#)



V.S.O.E. - British Pullman

Above: On April 6th, the two Class 67 locomotives in the Royal Train livery took the UK stock of the Venice Simplon Orient Express to the North West on a tour that was run for the Grand National meeting at Aintree. Here Class 67 006 heads the 1Z40 Victoria - Runcorn charter past Shugborough, Staffordshire. Sister loco 67 005 was on the rear. [Gary S. Smith](#)

Railway Touring Company - The Heart of Wales

Below: On April 13th, Black 5s Nos. 45407 and 44871 pass through Meole Brace heading for the Central Wales line after taking over at Shrewsbury from Class 57 601. [Phil Martin](#)





Railway Touring Company - The Great Britain IV

Above: On April 21st, FGW's Class 150 106 is seen in Par station as Black 5s Nos. 44871 and 45407 await their departure time with the GB IV railtour. [Barry Beeston](#)

Below: Black 5s Nos. 44871 and 45407 are seen arriving into Par with 1Z85 Newquay - Cardiff Central, 'The Great Britain VI' on April 21st. [Barry Beeston](#)



Railway Touring Company - The Great Britain IV

Above: Black 5s Nos. 45407 and 44871 are seen at Saltash working the Exeter to Par leg of tour, April 20th. [Steve Andrews](#)

Below: Black 5s Nos. 45407 and 44871 are seen crossing into Devon on April 21st. [Steve Andrews](#)



Railway Touring Company - The Great Britain IV
The pair of Black 5's Nos. 44871 and 45407 are seen at Saltash on April 21st,
working the Newquay to Bristol leg of the tour. [Steve Andrews](#)





Railway Touring Company - The Great Britain IV

Above: With steam to spare, LNER A4 No. 4464 'Bittern' passes Copmanthorpe with the Edinburgh to London leg of 'The Great Britain VI', April 28th. [Mark Pichowicz](#)

Below: Earlier in the day, LNER A4 No. 60009 'Union of South Africa' is seen arriving into Newcastle on 'The Great Britain VI' railtour, April 28th. [Alex Thorkildsen](#)



Vintage Trains - The Moonraker

Above: Vintage Trains' Moonraker charter from Solihull to Salisbury worked by Great Western No. 5043 'Earl of Mount Edgumbe' is seen here powering away from Didcot running as 1276 on its next leg to Salisbury. [Wayne Radford](#)

Below: Great Western No. 5043 'Earl of Mount Edgumbe' is seen in the heavy rain heading out of Salisbury with the 1277 return working to Solihull, April 13th. [Derek Hopkins](#)



SRPS - THE FORTH CIRCLE
LNER A4 No. 60009 'Union of South Africa' is seen working the Forth Circular, setting off after a water stop at Torryburn, April 21st. [Richard Jones](#)



SRPS - THE FORTH CIRCLE

Above: In evening light, A4 No. 60009 'Union of South Africa' is seen crossing the Forth Bridge at North Queensferry, April 21st. [Richard Jones](#)

Below: The previous day, April 20th, Union of South Africa is pictured at Cowdenbeath on a positioning move to Linlithgow. [Richard Jones](#)





UK Railtours - The Welshpool & Llanfair Railway/Historic Shrewsbury

Above: On April 27th, a rather faded Class 67 023 is seen working the ECS move from Crewe - Shrewsbury, having taken the stock there for servicing, the loco then worked the tour from Shrewsbury back to Letchworth Garden City. [Phil Martin](#)

Chester Model Railway Club / Ffestiniog Railway - Wessex Express

Below: Class 67 029 heads through Bayston Hill with a Hooton - Weymouth railtour on April 20th. [Phil Martin](#)



Statesman Rail - The Cumbrian Mountain and Coast Statesman

Above: West Coast Railway's Class 57 316 is seen climbing the 1 in 82 Langho Bank with 1268 the return leg of Statesman Rail's 'Cumbrian Mountain & Coast Statesman' from Carlisle to Hull, April 27th. [Dave Felton](#)

Below: West Coast Railway's Class 57 601 brings up the rear of 1268 the return leg of Statesman Rail 'Cumbrian Mountain & Coast Statesman' from Carlisle to Hull as it passes through Langho station on April 27th. [Dave Felton](#)





UK Railtours - The Lincolnshire Coaster

Above: On April 13th Class 92 039 passes Claypole, south of Newark, working the 1273 Finsbury Park - Cleethorpes charter. [Steve Thompson](#)

Below: Tata Steel liveried Class 60 099 took over from the Class 92 at Newark for the run to Cleethorpes, seen here near Immingham. [Steve Thompson](#)



UK Railtours - The Lincolnshire Coaster

Above: With Class 60 099 on the blocks at Cleethorpes, Class 60 091 was provided for the return run from Cleethorpes as far as the Doncaster RMT, when Class 92 039 would once again take over for the return to Finsbury Park. The tour is seen here heading through Great Coates Station. [Steve Thompson](#)

Pathfinder Tours - The Heart of Wales Wanderer

Below: Class 66 079 is seen at Kemp's Eye, Shrewsbury on the Heart of Wales Wanderer which originated at Tame Bridge Parkway and traversed the Central Wales line via Llandrindod Wells, April 13th. [Phil Martin](#)





Statesman Rail - The Cumbrian Mountain & Coast Statesman

Above: On April 6th, the West Coast Rail company utilised two of their Class 57/3 locomotives, both of which were still in the blue livery from when they were in the possession of Arriva Trains Wales, with the Statesman stock on a tour from Hereford to Carlisle. The train was routed via the scenic Cannock Chase where 57 316 is seen bringing the tour through the site of the Brindley Heath halt at Moor's Gorse. A very popular cycle route crosses the Walsall – Rugeley line here and a week later a bridge, that is to replace the level crossing, was installed. [Gary S. Smith](#)

Below: West Coast Railway Class 57 313 climbing the 1 in 82 Langho Bank with 1269 Statesman Rail the return leg of 'Cumbrian Mountain & Coast Statesman' from Carlisle to Hereford with fellow Class member 57 316 attached to the rear, April 6th. [Dave Felton](#)



V.S.O.E. - The Cornish Weekend Pullman

Above: Class 67 026 'Diamond Jubilee' and Class 67 006 'Royal Sovereign' with the The Cornish Weekend Pullman arrive into Saltash with the London Victoria to Truro working on April 26th. [Steve Andrews](#)

Below: Heading for home, Class 67 006 'Royal Sovereign' leads 67 026 'Diamond Jubilee' and The Cornish Weekend Pullman crossing over Coombe Viaduct working the return from Truro to London Victoria on April 28th. [Barry Beeston](#)





Vintage Trains - The Marylebone Flyer

Above: GWR Castle No. 5043 'Earl of Mount Edgcumbe' passes Willesden Green with Vintage Trains 'Marylebone Flyer' en-route from Birmingham Moor St. to Marylebone on April 6th. [Chris Morrison](#)

Below: West Coast's Class 33 207 'Jim Martin' passes South Ruislip with the Southall - Marylebone ECS for the return Marylebone Flyer. GWR Castle No. 5043 and Class 47 245 are on the rear, April 6th. [Chris Morrison](#)



Vintage Trains - The Marylebone Flyer

Above: West Coast's Class 47 245 pilots GWR Castle No. 5043 'Earl of Mount Edgcumbe' past South Ruislip with the return Marylebone Flyer to Birmingham Moor St., the Class 47 was added after the Castle caused lineside fires between Banbury and Bicester North on the outward journey. [Chris Morrison](#)

Below: Another shot of the return working, with Class 47 245 finding a patch of sunlight amongst the high rise buildings about to pass under the Lodge Road bridge and enter St. John's Wood tunnel. [Andy Pratt](#)





Statesman Rail - Cumbrian Mountain & Coast Statesman

Above: Class 57 601 passes Farrington with the 1267 from Holyhead to Carlisle, 57 316 was in tow at the rear, April 20th. [Alan Naylor](#)

Below: Class 57 601 top'n'tails 57 316 on the 1267 Holyhead - Carlisle through Helsby on April 20th. [Carl Grocott](#)



Footex

Above: At the end of March 2013, snow fell over a large proportion of England but the FA Carlsberg Trophy final match between Wrexham and Grimsby was still played at the Wembley Stadium on Sunday 24th March. Arriva Trains Wales ran a special from Wrexham, jointly with Chiltern Railways, using a seven-car ATW loco-hauled Mk III set including a driving van trailer but with a class 67 locomotive at each end of the train. Kicking-up snow during a fine snow fall, Class 67 001 rushes past Ruckley, Shropshire with the 1P52 Wrexham General - Wembley Stadium, Class 67 002 was on the rear.

[Gary S. Smith](#)

West Coast Railway Company - Windsor & Eton Riverside

Below: On April 20th, Class 57 314 (with 57 313 on the rear) passes New Zealand Bridge, Sandy working the 1260, 06:32 Skegness - Windsor & Eton Riverside. [Lorenzo D'aniello](#)





ECS and light engine moves

Above: LNER A4 No. 60009 'Union of South Africa' and K4 No. 61994 'The Great Marquess' call at Carlisle to take water while en route from York NRM to Thornton T.C., April 11th. [Michael Lynam](#)

Below: Class 55 No. D9009 leads 33 109, Class 47 No. D1501, 20 087, and 37901 at Castleton working 0Z20 Alton (Mid Hants) - Bury (East Lancs), April 30th. The locos had all been to visit the Mid Hants for its diesel gala. [Richard Moxon](#)



ECS and light engine moves

Above: Class 47 854 (with 47 760 at the rear) blasts up the bank to Pleasington operating 5Z51 Bridlington to Carnforth empty stock move, April 2nd. [Michael Lynam](#)

Below: Another Deltic hauled convoy on April 25th, when D9009 hauls Class 33 108, Class 55 019 and 37 521 through Burton on Trent on an 0Z74 Barrow Hill to Lydney and then onward to Swanage for their diesel gala. [Stuart Hillis](#)





ECS and light engine moves

Above: Class 57 316 heads through Chester on April 21st with the ECS off the previous day's Holyhead to Carlisle Statesman Rail charter, Class 57 601 was on the rear. [Brian Battersby](#)

Below: On April 11th, Class 57 311 is hauled through Eastleigh by Class 47 832. [Derek Hopkins](#)



ECS and light engine moves

Above: LMS Stanier Jubilee Class No. 45699 'Galatea' is seen at Houghton with a test train from Carnforth to Hellifield, Blackburn, Preston, and back to Carnforth, April 16th. [Michael Lynam](#)

Below: On April 11th, Class 47 245 leaves Carlisle with 87 002 in tow, being returned to Willesden TMD. [Michael Lynam](#)



ECS and light engine moves

LMS Stanier Jubilee Class No. 45699 'Galatea' makes easy work of the climb up the 1 in 82
Langho bank with a lightly loaded test run on April 16th. [Dave Felton](#)





ECS and light engine moves

Above: On April 29th, Class 33 029 and 33 207 are photographed at Crewe working 5Z57 Southall - Carnforth Steamtown ECS. [Richard Moxon](#)

Below: GWR No. 4965 'Rood Ashton Hall' and No. 5043 'Earl of Mount Edgcombe' are seen passing Kings Sutton, returning to Tyseley as 5Z51 from Bristol St. Phillips Marsh after working a railtour to Plymouth the previous day, April 28th. [Derek Elston](#)



ECS and light engine moves

Above: On April 26th, Class 57 316 (with 57 601 on the rear) passes through Keighley with an empty stock movement of the Statesman stock from Carnforth to Hull. [Michael Lynam](#)

Below: On April 24th, a convoy from the East Lancs, Bury to Mid Hants at Alton is seen passing through the station with only one stopping train per week, Reddish South station, near Stockport, The locos consisted of Class D9009, 37 901, 33 109, 20 087 and Class 47 No. D1501. [Michael Lynam](#)





ECS and light engine moves

Above: On April 15th, West Coast's Class 47 804 passes Bradwell just outside Milton Keynes, along with 47 245 and 47 237 tucked inside forming 5275 14:20 Southall - Carnforth stock move. [Matthew Bird](#)

Below: Black Fives Nos. 45407 and 44871 stand at Newcastle on April 28th, heading for the North Yorkshire Moors Railway. [Alex Thorkildsen](#)



ECS and light engine moves

Above: West Coast Railway's Class 47 786 'Roy Castle OBE' is seen towing Class 26 038 and 20 020 arriving into Newcastle working 0247 from the Bo'ness Railway to the North Yorkshire Moors Railway, April 23rd. [Alex Thorkildsen](#)

Below: On April 24th, Class 55 022 'Royal Scots Grey' approaches Balshaw Lane Junction with 0255 from Bury (ELR) to Glasgow Works for the future hire agree with GB Railfreight for the movement of electric multiple units around the Glasgow area. [Dave Felton](#)



A dramatic sky as Class 60 017 passes Leaton working the 6V75 Dee Marsh - Margam on April 26th. [Carl Grocott](#)



Network Rail wanderings

With Class 31 106 on the front and 97 304 on the rear, the 1Q13 Crewe - Derby test train is seen heading through Carter House on April 26th. [Carl Grocott](#)





Above: Network Rail's Class 31 105 is seen stabled in Tavistock Junction Yard awaiting collection by road after encountering a wheelset problem, April 2nd. [Steve Thompson](#)

Right: On April 10th, Network Rail's power cars Nos. 43014 and 43062 power the NMT south through Winwick. [Michael Lynam](#)

Below: Network Rail's Class 97 304 top'n'tailed with 31 106 are seen arriving into Newcastle on a test train, April 23rd. [Alex Thorkildsen](#)



On April 20th, Network Rail's NMT with power cars Nos. 43014 and 43062 is seen heading away from Hull along the Humber foreshore about to pass a Northern Rail Class 158 heading for Hull. [Mark Pichowicz](#)





Above: Network Rail's Class 950 001 paid a visit to South Wales on April 14th, working 2Q08 Landore - Cardiff, here the unit is seen passing over the very little used Lynfi Loop at Tondy, whilst working the Maesteg - Margam leg. [Lewis Mitchell](#)



Top Right: Class 97 302 heads the 6W70 Tywyn - Bescot through Aberdovey on April 14th. [Carl Grocott](#)

Bottom Right: On April 26th, Network Rail's Class 97 304 'John Tiley' heads through Ferry Inn Crossing with the 1Q13 Derby - Derby via Ditton, Chester, Warrington and Crewe. Class 31 106 was on the rear. [Dave Harris](#)

Below: On April 25th, Class 97 304 (with 31 106 on the rear) heads the 1Q13 test train running from Derby - Edinburgh - Derby, seen here passing through Farrington Jct., crossing from the fast to slow line. [Michael Lynam](#)



Class 67s out and about

Top Right: An unidentified Class 67 is seen departing Marylebone at the head of the 17:06 Chiltern Railways Mainline service to Birmingham Snow Hill on April 6th. [Andy Pratt](#)

Bottom Right: DVT 82146 is seen passing Bridgend with Class 67 029 'Royal Diamond' pushing the DBS Managers Train on April 18th. [Lewis Mitchell](#)

Below: On April 24th, Class 67 005 leaves Peak Forest on route learning duties to Doncaster. [Michael Lynam](#)





On April 16th, Class 67 006 drags 67 026 'Diamond Jubilee' through Castlethorpe near Milton Keynes as 0227 15:10 Warrington Arpley - Wembley. [Matthew Bird](#)

Class 67 002 leads the WAG set with DVT 82306 on the rear, working 1W94 Cardiff - Holyhead through Ponthir on April 16th. [Carl Grocott](#)





Freightliner's GE locos

Above: Class 70 011 is seen heading through Doncaster on March 27th, with the 6E56 Tunstead to Drax. The Class 70s are quite rare on the East Coast route through Doncaster. [John Martin](#)

Top Right: On April 11th, Class 70 009 speeds south through Leamington Spa with a Southampton bound liner. [Richard Hargreaves](#)

Bottom Right: Class 70 005 heads an engineers working from Crewe - Lancaster through Leyland on April 6th. [Michael Lynam](#)

Below: On April 18th, Class 70 015 heads north through Stafford with the 6U77 Mountsorrel - Crewe Basford Hall loaded ballast boxes. [Michael Lynam](#)





Above: Class 70 016 leads the 6F02 Ellesmere Port - Fiddlers Ferry loaded FHH coal wagons through Warrington Arpley on April 19th. [Michael Lynam](#)

Top Right: Class 70 008 working 4M87 09:20 Felixstowe - Crewe Basford Hall passes Church Brampton on April 27th. [Steve Madden](#)



Bottom Right: Class 70 013 arrives into Kettering Station with 6L87 12:08 Tunstead - West Thurrock on April 5th. [Steve Madden](#)

Below: Class 70 013 with the 6U77 Mountsorrel - Crewe loaded ballast boxes passes Wychnor Junction on April 30th. [Stuart Hillis](#)



Top Right: Powerhaul and steam. With the Rugeley power station in the background, Class 70 016 takes the 4M45 Felixstowe North - Ditton container train past Colton, Staffordshire on April 6th. The locomotive was replaced by a Class 66 at Basford Hall. [Gary S. Smith](#)

Bottom Right: Class 70 003 brings the 6M61 Portbury coal terminal - Rugeley power station coal train through the site of the Brindley Heath halt at Moor's Gorse on Cannock Chase. A very popular cycle route crosses the Walsall – Rugeley line here and a bridge, that is to replace the level crossing, had been installed earlier in the month and is expected to be completed by 1st June. Photographers might be interested that the camera WAS pointing into the sun. [Gary S. Smith](#)

Below: On April 19th, Class 70 011 passes through Kirton Lindsey station running as 0Z99 and towing an errant Class 66 598, which had failed at the HIT working 6R08. [Steve Thompson](#)



Recent Class 60 workings

Top Left: Class 60 074 works the 6V75 Dee Marsh - Margam steel through Dorrington on April 21st.

Carl Grocott

Bottom Left: Class 60 092 heads to Fiddlers Ferry power station with loaded coal wagons from Liverpool Bulk Terminal on April 19th, seen here passing through Warrington. *Michael Lynam*

Below: Class 60 054 is seen storming through Pleasington Station working the 6E32 Preston Docks to Lindsey Oil Refinery empty bitumen tanks on April 15th. *Chris Stanley*



Class 60 020 passes Barrow Upon Trent with 6E54 10:40
Kingsbury - Humber on April 26th. [Steve Madden](#)





Above: On April 20th, Class 60 074 heads a Dee Marsh - Margam steel working through Bayston Hill. [Phil Martin](#)

Top Left: Class 60 015, formally Bow Fell, is pictured passing Monks Crossing, Warrington with loaded coal for Fiddlers Ferry power station, April 17th. [Dave Harris](#)

Bottom Left: On April 24th, DB liveried Class 60 011 leaves the Tarmac Quarry at Great Rocks for the stabling point at Peak Forest. [Michael Lynam](#)

Below: On April 19th, Class 60 091 heads through Warrington with a Liverpool Bulk Terminal service conveying empty coal wagons from Fiddlers Ferry power station. [Michael Lynam](#)



Class 60 091 leads the 6F78 Fiddlers Ferry power station - Liverpool Bulk Terminal through Carter House on April 26th. [Carl Grocott](#)





Above: On April 3rd, Class 60 063 heads south through Crewe with an MGR working. [Richard Hargreaves](#)

Top Left: Class 60 054 working the 6E38 13:54 Colnbrook - Lindsey passes Wistow on April 26th. [Steve Madden](#)

Bottom Left: Class 60 020 is pictured at the head of 6E41 Westerleigh Murco - Lindsey oil refinery with a train of oil tanks through Burton on Trent, April 17th. [Stuart Hillis](#)

Below: Class 60 079 heads light engine through Doncaster on April 27th, with a Doncaster TMD - Immingham move. [Derek Elston](#)



Class 60 099 is seen at Stenson Bubble on April 26th, working the 6M00 11:40 Humber - Kingsbury. [Steve Madden](#)



Class 60 054 trundles north along the bi-directional slow line
at Irchester working 6E38 13:10 Colnbrook - Lindsey, April 20th.

Matthew Bird





Above: Class 60 054 passes the East Lancashire Sailing Club reservoir at Rishton with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery, April 15th. [Dave Felton](#)

Top Left: Class 60 015 is about to start the decent down Hoghton Bank, with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal, March 1st. [Dave Felton](#)

Bottom Left: Class 60 099 passes Howsham (Lincs) with 6E41 Westerleigh to Lindsey empty tanks, April 16th. [Mark Pichowicz](#)

Below: DB Schenker liveried Class 60 054 is seen working the 6E54 Kingsbury - Humber tanks passing through Tamworth High Level on April 24th. [Stuart Hillis](#)



Direct Rail Services

On April 2nd, Class 37 667 leads 97 304 through Uffington
with 1Z23 10:50 Derby RTC - Cambridge TMD. [Steve Madden](#)





Above: On April 13th, Class 20 309 and 20 312 are seen stabled in Doncaster West Yard. The pair were in the area to assist with engineering work around Hull. [Richard Hargreaves](#)

Top Left: Class 37 602, 37 607 and 37 667 are all seen outside Crewe Gresty Bridge on April 27th. [Brian Battersby](#)



Bottom Left: On April 17th, Class 37 405 along with inspection saloon 'Caroline' is seen at Hellifield with a York - Hellifield - York working. [Michael Lynam](#)

Below: Class 37 409 heads the 1Q13 1248 Horbury Jct. to Doncaster test train into Doncaster on April 16th. [John Martin](#)





Above: On April 11th, Class 57 307 'Lady Penelope' is seen at Stafford on Thunderbird duties. [Richard Hargreaves](#)



Top Right: Class 37 402 and 37 608 open up through Leyland on April 6th, working the 6K73 Sellafield - Crewe flask. [Michael Lynam](#)

Bottom Right: On April 12th, Class 37 425 is seen heading through Brigg working 3Q03, which ran a circuitous route from Derby RTC and back, via Doncaster, Gainsborough, Brigg, Immingham West Jn, Scunthorpe, Barnetby, Brigg, Doncaster, Wrenthorpe and Moorthorpe. [Steve Thompson](#)

Below: Class 66 430 is seen at the head of 4M34 Coatbridge - Daventry 'Malcolm' train passing Tamworth on March 24th. [Stuart Hillis](#)





Above: On April 18th, Class 47 810 and 47 828 are seen heading through Stafford with an 0247 1030 Crewe - Norwich Crown Point light engine move. [Michael Lynam](#)



Top Right: Malcolm liveried Class 66 434 works the 4S44 Daventry to Coatbridge through Leyland on April 8th. [David Hollowood](#)

Bottom Right: On April 7th, Class 47 853 passes Crabley Creek with a Doncaster to Hull Hesse Road Junction ballast working. [Mark Pichowicz](#)

Below: Direct Rail Services Class 20 309 stands in York Parcel Sidings on April 6th. [Alex Thorkildsen](#)





Class 91s

Above: Class 91 110 'Battle of Britain Memorial Flight' is seen arriving into Doncaster with a service to Newcastle on April 27th. [Derek Elston](#)

Left: At Newark on April 13th, East Coast DVT 82229 and Class 91 128 approach the station with a Leeds - London Kings Cross service. [Steve Thompson](#)

Below: Class 91 007 with set 007 is seen speeding through Colton Jct. towards London Kings Cross on April 21st. [Andy](#)



Colas Rail

Class 56 087 passes Elford on April 23rd, working the 6E07
Washwood Heath - Boston Docks. [Carl Grocott](#)





Above: On April 2nd, Class 66 846 drags classmate 66 848 past Chelmscote near Bletchley running as 12:30 0Z66 Hoo Jn - Rugby DED. Both locos had been engaged on engineering duties in the South East. [Matthew Bird](#)

Top Right: Class 56 105 with the 6J37 logs from Carlisle to Chirk is seen passing through Bamber Bridge on April 20th. [Alan Naylor](#)

Bottom Right: Class 56 105 heads a well loaded log train over Frodsham Viaduct on April 20th heading for Chirk. [Brian Battersby](#)

Below: Class 47 727 'Rebecca' is seen passing Pellet St. Cardiff with the 6Z47 Fairwater - Canton on April 5th. [Lewis Mitchell](#)





Above: On April 9th, Class 66 850 passes through Leyland with the 6J37 Carlisle - Chirk Logs. [Michael Lynam](#)

Top Right: Class 56 105 is pictured powering the 6Z50 Chirk - Baglan Bay empty log train through Bridgend on April 12th. [Lewis Mitchell](#)



Bottom Right: Class 66 850 leads the 6J37 Carlisle - Chirk logs through Bamber Bridge on April 25th. [Michael Lynam](#)

Below: On April 10th, Class 66 847 heads north through Winwick Jct. with Aviation Fuel Tanks heading for the Grangemouth Refinery. [Michael Lynam](#)





Above: Class 56 105 works the 6J37 Carlisle to Chirk through Pleasington on April 20th. [David Hollowood](#)

Top Right: Class 56 105 leads the 6J37 Carlisle - Chirk over the viaduct at Cefn Mawr on April 20th. [Phil Martin](#)

Bottom Right: Class 66 850 crosses the Moorcock Viaduct on the Settle - Carlisle line, hauling the Carlisle Yard - Chirk loaded timber train on March 25th. [Charlie Robbins](#)

Below: On April 13th, Class 56 105 passes Cheney Longville with a loaded timber train for Kronaspan at Chirk. [Phil Martin](#)

DB Schenker's fleet

Top Left: Class 66 043 is seen at the head of a p/way train with new sleepers being unloaded at Littleworth on the Peterborough to Spalding line, April 4th. [Derek Elston](#)

Bottom Left: On April 3rd, Class 66 105 on the Mossend - Clitheroe empty cement wagons passes through Long Preston. [Michael Lynam](#)

Below: On April 3rd, Class 66 098 climbs the bank at Ramsgreave and Wilpshire operating the 6K05 Carlisle - Crewe engineers. [Michael Lynam](#)





Above: Class 66 121 and 66 021 are seen working the 6D44 Bescot - Toton engineers with a long rake of yellow ballast wagons through Burton on Trent, April 11th. [Stuart Hillis](#)



Top Right: Class 66 002 approaches Bamber Bridge with the 6K05 Carlisle to Crewe engineers train on April 10th. [Alan Naylor](#)

Bottom Right: Class 66 186 passing through Hoghton with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery, April 10th. [Dave Felton](#)

Below: Class 66 054 is seen heading the northbound WBB mineral train through Doncaster on April 1st. [Derek Elston](#)





Above: Class 66 130 and 66 188 work the 6K05 Carlisle to Crewe Basford Hall through Pleasington on April 8th. [David Hollowood](#)



Top Right: Just managing to catch a glimpse of sunshine and with a backdrop of the M65 motorway, Class 66 170 passes through Hapton with 6E32 from Preston Docks to Lindsey, March 11th. [Dave Felton](#)

Bottom Right: Class 66 151 is seen working the 09:12 Penzance Fuel Shed Road - St. Blazey TMD passing through Coombe on April 26th. [Barry Beeston](#)

Below: Class 66 152 'Derek Holmes Railway Operator' passes through Pleasington with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on April 24th. [Dave Felton](#)



Class 66 193 running slightly early, trundles through Kirkby Stephen hauling the Carlisle - Crewe Basford Hall departmental working on what was a bad week weather wise for the line, March 27th. [Charlie Robbins](#)





Above: Class 66 099 heads a ballast working through Crewe on April 27th. [Brian Battersby](#)

Top Right: Class 66 186 approaches Bamber Bridge with the 6E32 Preston to Lindsey tanks on April 10th. [Alan Naylor](#)



Bottom Right: Class 66 118 with the 6Z16 Milford West yard - Westbury, conveying ex National Power hoppers speeds through Burton on Trent, April 11th. [Stuart Hillis](#)

Below: Class 66 069 coasts down Copy Pit incline with 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Refinery on a very sunny April 3rd. [Dave Felton](#)





Above: Class 66 019 heads through Cardiff on April 27th with a rake of MGR empties. [Brian Battersby](#)



Top Right: Shortly after leaving the Didcot power station on March 18th, Class 66 187 with the 4D10 empty coal train back to the Avonmouth National Power silo No. 1, waits at Foxhall Junction for the run-round loop at the Didcot Parkway station to be vacated by sister DBS locomotive Class 66 117 as the latter passes to enter the power station with the 6D11 laden coal train from Avonmouth. Didcot 'A' power station ceased to generate electricity on March 22nd. [Gary S. Smith](#)

Bottom Right: On April 13th, Class 66 053 passes Onibury with the 6M60 Exeter - Bescot clay working. [Phil Martin](#)

Below: Class 66 058 leads the Arpley Sidings to Doncaster Europort through Doncaster on April 24th. [John Martin](#)





Above: Class 66 047 leads the Lindsey Oil Refinery to Neville Hill working through Doncaster on March 27th. [John Martin](#)

Top Right: On April 20th, Class 92 015 drags 90 028 through Crewe heading for the electric depot. The Class 90 had failed a few days earlier whilst working a Scotrail sleeper service. [Richard Hargreaves](#)

Bottom Right: Class 66 156 heads through Long Preston with the 4593 Milford to Hunterston on April 23rd. [David Hollowood](#)

Below: Class 66 087 heads through Brigg on April 12th, with an Immingham - Drax coal working. [Steve Thompson](#)



Class 66 145 heads the 6K05 through Langcliffe on the Settle and Carlisle line, April 23rd. [David Hollowood](#)



Top Right: On April 25th, Class 66 200 with ECR's Class 66 195 in tow, pass through Bamber Bridge with the 6K05 Carlisle - Crewe engineers train. [Michael Lynam](#)

Bottom Right: Class 66 001 working the 6M64 10:55 Peterborough West Yard - Mountsorrel heads through East Goscote on April 6th. [Steve Madden](#)

Below: Class 66 193 with a Dowlow Briggs Sidings to Ashburys stone train in box wagons, passes the stabling point at Peak Forest containing Class 66 129, 66 097, 60 011, and 67 005, April 24th. [Michael Lynam](#)





GBRf workings

Above: Class 66 709 'Sorrento' eases through Doncaster on a north bound coal working, April 27th. [Derek Elston](#)

Top Left: Class 66 702 is seen stabled in the sidings at Hooton on April 26th. [Brian Battersby](#)

Bottom Left: A brief burst of evening sunlight as Class 66 746 pauses at Helsby on April 22nd. [Brian Battersby](#)

Below: Class 66 702 heads through Stafford with the 4L18 Barton Dock - Felixstowe Intermodal, April 18th. [Michael Lynam](#)





Above: Class 66 711 gets its Biomass wagons loaded at Ellesmere Port Docks on April 21st. [Brian Battersby](#)

Top Right: Class 66 746 pauses at Helsby on April 22nd whilst Colas' Class 66 850 speeds through with the log train heading for Chirk. [Brian Battersby](#)

Bottom Right: On April 4th, Class 66 710 'Phil Packer' is photographed passing Bridgend with 6A85 Grange - Acton loaded Grit, the first GBRf working out of the Port Talbot terminal. [Lewis Mitchell](#)

Below: Class 66 703 is pictured working the 6E56 Eggborough power station to Immingham HIT through Doncaster on April 16th. [John Martin](#)



On March 25th, after a run round Kent via Dover, Deal, Minster and Canterbury West due to the VOP's having their buffers removed on the other end as part of the conversion to enable coupling to Class 375 units, Class 66 705 and the ex slammers are seen arriving near journey's end at Tonbridge on the 5223 Chart Leacon - Tonbridge West Yard. [Wayne Radford](#)



Class 66 725 approaches March with the 4E33 11:20
Felixstowe - Doncaster Reception Sidings on April 4th. [Steve Madden](#)





Above: Class 66 714 complete with headboard 'Sherwood Bluebirds' heads the New Biggin (British Gypsum) - Milford through Keighley on April 26th. [Michael Lynam](#)



Top Right: Class 66 702 is seen working the 6G60 Ellesmere Port - Ironbridge Biomass through Stirchley on the Ironbridge branch, April 26th. [Phil Martin](#)

Bottom Right: On May 3rd, Class 66 017 working the 6K05 Carlisle - Crewe engineers passes alongside Class 66 746 working the New Biggin - West Burton Gypsum at Hellfield. [Michael Lynam](#)

Below: Class 66 720 heads through Doncaster on April 13th, with an empty MGR working. Of interest is the colourful 5th wagon that almost matches the loco. [Richard Hargreaves](#)





Above: Class 20 311 and 20 314 (HNRC) lead barrier wagons and new 'S' class tube stock with 20 096 and 20 107 on rear, working 7X09 Old Dalby - West Ruislip, passing Swain's Park on April 15th. [Stuart Hillis](#)



Top Right: Class 66 705 'Golden Jubilee' passes Church Brampton with 4M23 10:17 Felixstowe - Hams Hall, April 27th. [Steve Madden](#)

Bottom Right: Class 66 712 and 66 736 speed through Newark on April 13th with a Doncaster - Peterborough light engine move. [Steve Thompson](#)

Below: Class 66 716 is seen working the 6G60 Ellesmere Port - Ironbridge power station Biomass at Upton near Shifnal on May 2nd. [Richard Hargreaves](#)





Freightliner's workings

Above: Class 90 046 heads a southbound Freightliner working through Stafford on April 18th. [Michael Lynam](#)

Top Left: On April 3rd, Class 66 512 approaches Settle Junction with a Hunterston - Fiddlers Ferry loaded coal working. [Michael Lynam](#)

Bottom Left: On April 27th, Class 66 568 heads through Cheney Longville with a Crewe - Wentloog liner. [Phil Martin](#)

Below: Class 66 606 heads along the sea wall at Dawlish with the 6Z29 Hackney Yard - Westbury empty YEAs, April 2nd. [Steve Thompson](#)





Above: Class 66 593 leads a Southampton to Trafford Park Freightliner working through Manchester's Deansgate on April 4th. [Michael Lynam](#)

Top Left: Class 66 568 is seen working the 4M64 Wentlog - Crewe through Ponthir on April 27th. [Carl Grocott](#)

Bottom Left: Class 66 416 passes Milton Malsor with the 4L90 Basford Hall - Felixstowe on April 23rd. [Steve Madden](#)

Below: Class 66 415 is seen working 4Z41 Rugeley PS - Leeds Hunslet with empty coal hoppers passing Burton on Trent, April 1st. [Stuart Hillis](#)



On April 4th, Class 66 595 heads the 6M07 Roxby to Pendleton empty Bin train through Stalybridge. [Michael Lynam](#)





Above: A blotchy looking Class 90 043 heads the Trafford Park to Southampton Freightliner through Manchester's Deansgate on April 4th. [Michael Lynam](#)

Top Left: Freightliner's Class 66 514 climbs the bank at Houghton with the 6M11 Hunterston - Fiddlers Ferry coal, April 4th. [Michael Lynam](#)

Bottom Left: Class 66 420 working the 4M20 10:14 Felixstowe - Lawley St. is seen at Church Brampton on April 27th. [Steve Madden](#)

Below: On April 18th, Class 86 605 & 86 639 head through the building site that is Stafford station with the 4M32 Southampton - Ditton Freightliner. [Michael Lynam](#)





Above: With a backdrop of Pendle Hill, Class 66 606 makes hard work of the climb up 1 in 82 Langho bank hauling 6M11 Hunterston to Fiddlers Ferry power station, April 16th. [Dave Felton](#)

Top Left: On April 18th, Class 90 049 with a Felixstowe - Crewe working speeds through Stafford. [Michael Lynam](#)

Bottom Left: On April 2nd, Class 66 510 aids 66 739 'Bluebell Railway' with the 6L37 09.58 Hoo Junction Up Yard to Whitemoor Yard as the pair approach March. [Steve Madden](#)

Below: Class 66 546 heads west through Dawlish on April 3rd, working the 6Z28 Westbury - Hackney Yard formed of a loaded long-welded rail train. [Steve Thompson](#)



Class 66 616 takes the regular 6M40 Westbury UTC - Cliffe Hill Farm Stud Tarmac past Shrivenham, Oxfordshire just as the clouds allow the sun to appear, March 19th. [Gary S. Smith](#)



DCR workings

On April 10th, recently returned to active traffic, Class 56 091 is seen at Oddington Grange working the 6Z91 10:53 Calvert - Didcot Power Station. [Lorenzo D'aniello](#)





Above: Class 56 312 approaches Sherburn-in-Elmet working the 17:00 Holgate sidings to Kellingley Colliery on April 4th. [Mark Pichowicz](#)



Top Right: On April 13th, Class 56 301 is seen stabled in Holgate sidings, York. [Richard Hargreaves](#)

Bottom Right: Class 31 190/D5613 is seen stabled alongside the station at Doncaster on April 1st. [Derek Elston](#)

Below: Class 56 303 and 1 KFA wagon working as 6Z57 Doncaster Wood Yard - Keyham is seen passing Burton on Trent, April 11th. [Stuart Hillis](#)



HSTs

Top Left: On April 15th, First Great Western HST power car No. 43029 is seen on the rear of a Hereford - London Paddington service as it departs Worcester Shrub Hill. [Richard Hargreaves](#)

Bottom Left: Grand Central's HST power car No. 43480 speeds through Doncaster on April 13th with a Sunderland - London Kings Cross service. [Richard Hargreaves](#)

Below: On April 3rd, First Great Western HST power cars Nos. 43030 and 43023 have a single coach between them as 5Z74 proceeds from Laira to St Phillips Marsh, seen running along the sea wall at Dawlish. [Steve Thompson](#)



On April 15th, First Great Western's HST power car No. 43152 heads through Colwall on the rear of a London Paddington - Hereford service. [Richard Hargreaves](#)





Above: CrossCountry's HST power cars Nos. 43357 and 43304 are seen passing through Dawlish on April 3rd, working the 1V44 Leeds - Plymouth. [Steve Thompson](#)



Top Right: First Great Western's HST power car No. 43086 is seen at the head of a Swansea - London Paddington service as it awaits departure time at Swansea on April 27th. [Richard Hargreaves](#)

Bottom Right: A First Great Western HST set encounters some rough waves along the Dawlish sea wall as it heads towards London Paddington on April 2nd. [Steve Thompson](#)

Below: East Coast's HST power cars Nos. 43307 and 43311 thunder through Newark on April 13th with a London Kings Cross - Edinburgh service. [Steve Thompson](#)





Class 92s workings

Above: On April 10th, running about 6 hours late, Class 92 019 heads north with the 6594 Dollands Moor - Irvine Caledonian Paper (China Clay) working. [Michael Lynam](#)

Top Right: On April 18th, Class 92 039 heads south light engine through Stafford. [Michael Lynam](#)

Bottom Right: On April 29th, Class 90 029 leads 92 003 through Stafford with the Garston - Dagenham car train. [Richard Hargreaves](#)

Below: On April 18th, DB liveried Class 92 016 heads south light engine through Stafford passing London Midland's Class 350 261 on a Birmingham - Liverpool service. [Michael Lynam](#)



Underground Class 20s

Class 20 227 and 20 189 (together for the first time since both have been repainted into LUL liveries) head through Nuneaton on April 19th, with an 0220 Butterley M.R.C. to West Ruislip working. [Stuart Hillis](#)



Units, Units, Units

Top Right: Just days before it's transfer to Tyseley for component recovery, Class 121 'Bubble' No. 121 032 is seen alongside other Arriva units at Cardiff Canton depot, April 27th. [Class47](#)

Bottom Right: On April 20th, C2C's Class 357 039 is seen departing Upminster with a service to Shoeburyness. [Paul Godding](#)

Below: First Great Western's Class 153 369 is seen departing Newquay with a service for Par on March 17th. [Barry Beeston](#)





Above: FGW's Class 158 952 arrives into Cardiff on April 27th with a service to Portsmouth Harbour. [Brian Battersby](#)

Top Left: First Great Western's Class 150 265 is seen working the 2P42 14:49 Penzance - Plymouth through Coombe on April 17th. [Barry Beeston](#)

Bottom Left: An Arriva Trains Wales Class 150/1 with a Blaenau Ffestiniog - Llandudno service skirts the River Conwy at Tal y Cafn, April 4th. [Dave Harris](#)

Below: Arriva's Class 158 829 is seen working a Shrewsbury - Cardiff ECS through Bayston Hill on April 13th. [Phil Martin](#)





Above: First Great Western's Class 150 122 is seen upon arrival at Cardiff with a terminating service from Taunton on April 27th. [Brian Battersby](#)

Top Left: On April 18th, London Midland Class 350 261 and 350 232 pass at Stafford whilst working on Liverpool - Birmingham services. [Michael Lynam](#)

Bottom Left: Ex London Midland Class 153 325 and FGW's 150 216, forming the 2C67 Cardiff - Paignton head along the sea wall at Dawlish on April 4th. [Steve Thompson](#)

Below: On April 4th, FGW's Class 150 124 heads along the coast with a service to St. Ives. [Martin Hill](#)





Above: Transpennine Express' Class 170 302 arrives into Doncaster on April 13th with a Manchester Airport - Doncaster service. These units normally continue through to Cleethorpes but owing to the landslip at Hatfield they are currently terminating at Doncaster. [Richard Hargreaves](#)

Top Left: On April 19th, TPE's Class 185 129 heads through to Kirton Lindsey station with a 5T80 Cleethorpes - Sheffield route-learner for forthcoming diversions. [Steve Thompson](#)

Bottom Left: First Great Western's Class 150 102 stands at Great Malvern on April 29th with a service to Weymouth. [Richard Hargreaves](#)

Below: Northern Rail's Class 150 269 is about to arrive into Bolton station with 2F81 the 11:07 service from Manchester Victoria to Wigan Wallgate on April 19th. [Dave Felton](#)





Above: Northern Rail's Class 142 042 passes through Hoghton with 2N12 the 07:42 service from Blackpool South to Colne on April 15th. [Dave Felton](#)



Top Left: On April 20th, Arriva Trains Wales' Class 175 113 arrives into Abergele and Pensarn with a Manchester Piccadilly - Llandudno service. [Richard Hargreaves](#)



Bottom Left: On April 29th, First Great Western's Class 180 104 is seen departing Worcester Shrub Hill with a service to London Paddington. [Richard Hargreaves](#)



Below: Northern Rail's Class 158 755 approaches Copy Pit summit with 1B26 the 10:11 service from York to Blackpool North, April 3rd. [Dave Felton](#)



Above: On April 6th, Southeastern's HighSpeed Javelin Class 395 013 is seen arriving at Chatham, working the 17:05 departure to Ramsgate. [Derek Elston](#)

Top Left: On April 13th, EMT's Class 153 384 and 153 383 pass through Habrough with a service to Grimsby Town. [Steve Thompson](#)

Bottom Left: Arriva's Class 158 829 passes through Abergele on April 20th with a Holyhead - Birmingham service. [Richard Hargreaves](#)

Below: C2C's Class 357 036 is seen at Upminster on April 20th. [Paul Godding](#)





Above: Arriva Trains Wales Class 150 284 awaits on platform one at Llandudno with the 16:04 service to Blaenau Ffestiniog, April 3rd. [Dave Harris](#)

Top Left: On April 15th, First Great Western's Class 180 106 is seen at Worcester Shrub Hill with a service to London Paddington. [Richard Hargreaves](#)

Bottom Left: Southeastern's Class 375 617 is paired with 375 820 as they arrive into Chatham on April 6th. [Derek Elston](#)

Below: On April 3rd, First Great Western's Class 158 959 is seen heading along the sea wall at Dawlish working the 2C67 Cardiff - Paignton service. [Steve Thompson](#)





Above: Arriva Trains Wales' Class 158 830 and 158 823 are seen passing Upton with a Birmingham - Aberystwyth service on May 2nd (and looking at those open windows the air-con isn't working). [Richard Hargreaves](#)

Top Left: Arriva Trains Wales Class 175 112 arrives into Helsby on April 22nd with a Manchester Piccadilly - Llandudno working. [Brian Battersby](#)

Bottom Left: Narrowly avoiding the waves on March 31st, as First Great Western's Class 153 329 and 150 216 head through Dawlish with the 2F04 Paignton - Exmouth. [Steve Thompson](#)

Below: On April 26th, Northern's Class 333 012 and 333 016 pass on Bradford - Skipton services at Keighley. [Michael Lynam](#)





Above: Northern Rail's Class 150 274 is seen departing from Langho station with 2N54 the 15:00 service from Manchester Victoria to Clitheroe on April 16th. [Dave Felton](#)

Top Left: On March 30th, CrossCountry's Class 220 015 departs Sheffield with a Reading - Newcastle service. [Paul Godding](#)

Bottom Left: With a backdrop of Pendle Hill, Virgin Trains' Class 221 143 and 221 118 pass through Langho station with 1S55 the 11:20 service from Birmingham New Street to Glasgow Central diverted via the S&C due to the West Coast Main Line being closed in the Lancaster area, April 27th. [Dave Felton](#)

Below: The sun puts in a brief appearance as Northern Rail's Class 142 007 passes through the Hoghton countryside with 2S15 the 12:50 service from Colne to Blackpool South on April 23rd. [Dave Felton](#)





Above: Northern Rail's Class 142 017 and 153 351 are seen stabled in Sheffield station on April 27th. [Derek Elston](#)

Top Left: Northern Rail's Class 142 009 is seen arriving at Bamber Bridge with a Blackpool to Colne train on April 10th. [Alan Naylor](#)

Bottom Left: Heathrow Express Class 332 011 is seen on the approach to London Paddington as FGW's Class 165 123 heads away from the Capital, April 20th. [Derek Elston](#)

Below: Virgin Voyager's Class 221 107 and 221 104 working the 1555 Birmingham - Glasgow diverted via Blackburn and the S&C are seen passing through Pleasington on April 6th. [Michael Lynam](#)





Above: Northern's Class 158 851 approaches Bamber Bridge with a Blackpool to York service on April 10th. [Alan Naylor](#)

Top Left: On April 3rd, Northern's Class 158 817 approaches Hellifield with a Carlisle - Leeds service. [Michael Lynam](#)

Bottom Left: London Midland's Class 150 109 arrives into Worcester Foregate St. station with a Hereford service, April 15th. [Richard Hargreaves](#)

Below: Class 360 205 shows off the new Heathrow Express livery as it departs London Paddington bound for Heathrow Airport, April 20th. [Derek Elston](#)



GLENGONNAR

PASSENGERS LEAVING
THE PLATFORM AREA
DO SO AT THEIR
OWN RISK

Scot-Rail - life north of the border

Leadhills & Wanlockhead Railway

Britain's highest adhesion railway, reaching 1498 feet above sea level, it was originally built in 1900 for the Caledonian Railway Company for transporting refined lead to the central belt of Scotland. The lead mines closed in the late 1930's, but passenger traffic continued until the end of 1938. The Leadhills & Wanlockhead Railway Society was formed in 1983 to construct and operate a 2ft gauge tourist railway between two villages on the old standard gauge track bed. Track laying commenced in 1986 with the station at Leadhills being built from scratch.

A limited service began in 1988 over a 1/4 mile of track and has been improving steadily ever since, it has now reached the border with Lanarkshire and Dumfries & Galloway, negotiations are at present under way to extend the track into Wanlockhead and build a station complete with run round loop, and with the acquisition of more locomotives and coaches, the shed at Leadhills is becoming quite full.

A Hudswell Clark 68hp ex. mines locomotive was recently restored at Anniesland College of Further Education in Glasgow as part of a training scheme and will be brought into service soon.

On March 14th, 600mm/2ft narrow gauge, locomotive No. 6 'Clyde' is seen in operation. *All photos: Kai Pernau*



Going Underground

About to begin another District line service to Richmond is 'C' stock No. 7104 at Upminster on April 20th. [Paul Godding](#)





Going Underground continued...

Above: London Underground 'C' stock Nos. 5570 and 5540 stand at Edgware Road on train No. 205, March 4th. [Alex Thorkildsen](#)

Top Right: London Underground 'S' stock Nos. 21008 and 21007 arrive into Uxbridge on March 3rd. [Alex Thorkildsen](#)

Bottom Right: New meets old at London Paddington as 'S' stock is phased in, April 20th. [Derek Elston](#)

Below: London Underground's 'C' stock and 'S' stock cross in the tunnels outside Baker St. on April 6th. [Chris Morrison](#)





Going Underground continued...

Above: Ffestiniog Railway 'Prince' and LT Met No. 1 are seen on display at Acton Museum open day, April 14th. [Chris Morrison](#)

Top Right: 'C' stock No. 5537 eases into Baker St. on an eastbound Circle Line working, April 6th. [Chris Morrison](#)

Bottom Right: An eastbound train of Central Line 1990 stock departs from East Acton passing the rustic waiting room, April 6th. [Chris Morrison](#)

Below: Central Line 1990 stock trains at Northholt on April 6th. [Chris Morrison](#)





Tyne and Wear Metro

Above: Metrocar No. 4073 stands at Coach Lane on an Allelys Low Loader preparing to turn onto Howdon Road in North Shields on it's way to Wabtec in Doncaster for Refurbishment. [Alex Thorkildsen](#)

Top Right: Battery locomotive No. 1 prepares to push Metrocar No. 4035 into Gosforth Depot Paint Shop, March 17th. [Alex Thorkildsen](#)

Bottom Right: Metrocars Nos. 4001 and 4080 depart Longhurst Road Siding on train No. 125, April 21st. [Alex Thorkildsen](#)

Below: Battery Locomotive BL2 prepares to drag Metrocar No. 4006 to the Allelys Low Loader at Hylton Street Yard so it can be sent to Wabtec for refurbishment, April 23rd. [Alex Thorkildsen](#)





Tyne and Wear Metro continued...

Above: Metrocar No. 4009 stands in the East Yard of Gosforth Depot, awaiting the road to the Heavy Lifting Shop, April 4th. [Alex Thorkildsen](#)

Top Right: Metrocars Nos. 4001 and 4080 depart the West Yard of Gosforth Depot on train No. 101 whilst passing Battery Locomotive BL2 coupled to the Nexus Rail Tamper, April 4th. [Alex Thorkildsen](#)

Bottom Right: Battery Locomotives BL2 and BL3 arrive into Gosforth Depot top'n'tailed on newly refurbished Metrocar No. 4079, April 9th. [Alex Thorkildsen](#)

Below: Newly repaired from flood damage obtained on the June 28th 2012, Metrocar No. 4087 takes it's Speed Test on train No. 171, seen departing Kingston Park on April 13th. [Alex Thorkildsen](#)





Manchester Metrolink

Above: Metrolink Tram No. 3031 is seen approaching the terminus outside Rochdale railway station with a service from St. Werburgh's Road on April 3rd. [Dave Felton](#)

Below: The latest tram arrival, No. 3067, is seen arriving into Manchester on April 20th. [David Hollowood](#)



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!

Manchester Metrolink continued...

Right: On February 24th, the night before Metrolink's Rochdale line opened, the entire network was shut down due to a points failure at Queens Road depot, leaving No. 3040 stranded at Rochdale for several hours. [Colin Irwin](#)

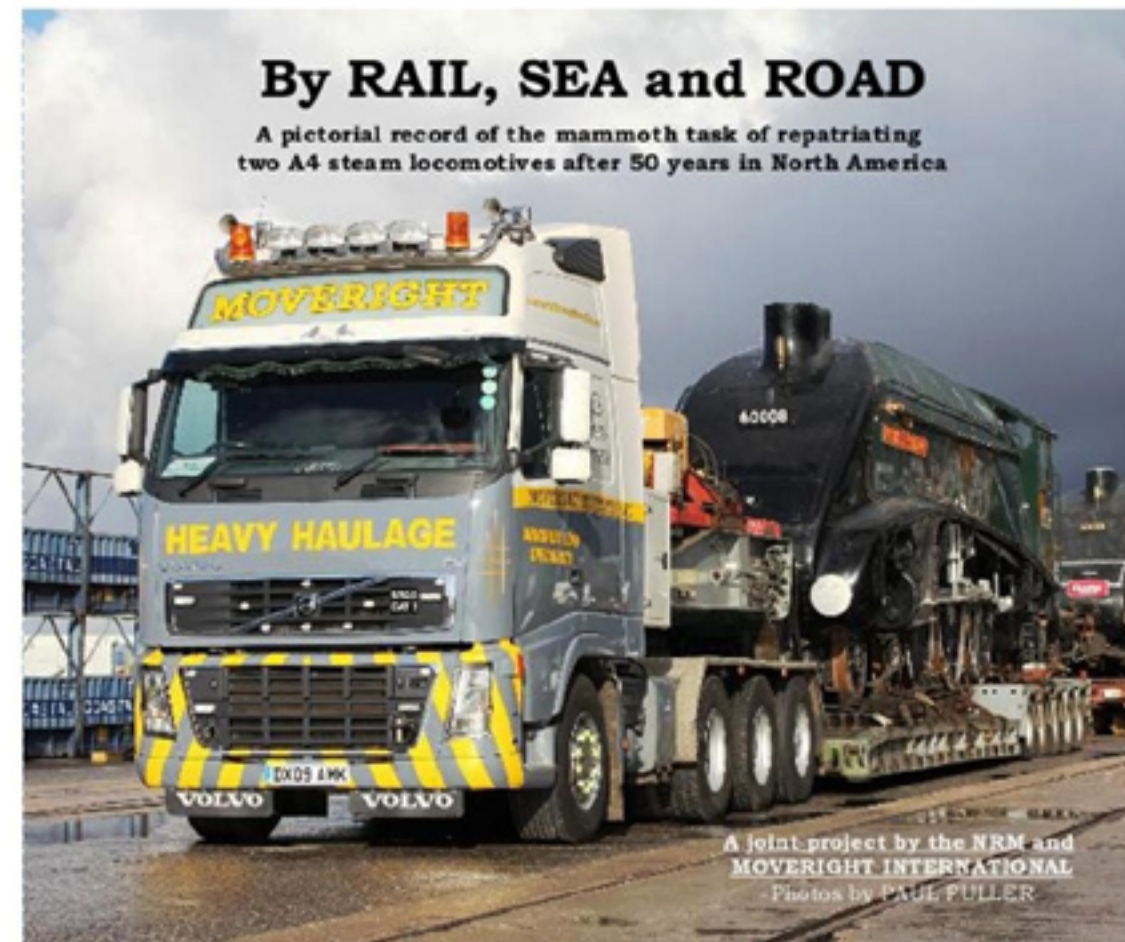
Below: Another view of stranded tram No. 3040 on February 24th, at Rochdale. [Colin Irwin](#)



By RAIL, SEA and ROAD

A pictorial record of the mammoth task of repatriating two A4 steam locomotives after 50 years in North America

A joint project by the NRM and MOVERIGHT INTERNATIONAL



By RAIL, SEA and ROAD

A pictorial record of the mammoth task of repatriating two A4 steam locomotives after 50 years in North America

Due to the immense amount of interest that the re-patriation of "DDE" and "DoC" generated over the last few months, we have now decided to share all the photos from the work with you all in the form of this 100-page photobook.

Being available direct from the publishers 'Blurb', this allows people from all over the world to order their own copy of the book and have it delivered direct to them in the choice of softback, hardback with dust jacket or hardback image-wrapped.

Please take a minute to look at our publication "By RAIL, SEA and ROAD" and we hope you enjoy the images of this, one of the most ambitious projects undertaken for the benefit of railway history in the UK.

Visit:

<http://www.blurb.co.uk/bookstore/detail/3708224>



Great Orme Tramway

The Great Orme Tramway is a cable-hauled 3 ft 6 in (1,067 mm) gauge tramway in Llandudno in North Wales. This is Great Britain's only remaining cable operated street tramway and one of few surviving in the world and it takes passengers from Llandudno Victoria Station to just below the summit of the Great Orme headland.

The tramway was opened on two stages: the lower section on 31 July 1902 and the upper on 8 July 1903. The two sections operate independently, with two cars on each section which are mechanically separate.

The tramway uses four tramcars, in service since 1902, Nos. 4, 5, 6, and 7 which have replaced earlier cars. *Photos of Nos. 5,6,7 : Richard Hargreaves; No. 4 Dave Harris*



Nottingham Trams

Top Right: Nottingham Express Tramway (NET) tram No. 207 is seen arriving into Phoenix Park on April 5th. [Michael Lynam](#)

Below: Bombardier Derby built No. 203 awaits departure from Phoenix Park on April 5th. [Michael Lynam](#)



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 clo same address) £15.00

Sheffield Supertram

Seen in Sheffield city centre on April 20th and carrying Sheffield Heritage
Tram livery is Supertram No. 120. [Paul Godding](#)





Birmingham welcomes its new New Street station

More than three years in the making, the first half of the new concourse at Birmingham New Street station has opened to passengers, marking the completion of the first phase of the project to transform the station. A team of over a thousand staff have been on site working around the clock to create the new station, which is already one-and-a-half times larger than the old concourse, offering passengers a better environment and experience for their journey. The first week of opening will see an army of volunteers from Network Rail and train operators located around the station, helping passengers find their way to, from and around the new concourse as they adjust to their new surroundings. Dyan Crowther, Network Rail route managing director, said: "Birmingham New Street is the busiest interchange station on Britain's rail network and with this new concourse it's finally getting the facilities that it needs and deserves. "We are delighted to welcome passengers into their new station. It's bigger and brighter with much better access to all platforms, making getting around the station easier for everyone."

This is the first major change to New Street in over 40 years, with the station being named as one of the most hated buildings in the country in more recent years. The opening marks a significant milestone in the overall redevelopment, with people using the station now having somewhere to be proud of as the gateway to the city and the West Midlands. *Photos: All Richard Hargreaves except bottom right, Chris Morrison*



Fares Advice with RailUK

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

Cheshire Day Ranger

Q: I may need to use one of these as I'm planning to go from Chapel en le Frith going to Stockport, then go home for 2 hours, then go from Chapel en le Frith to Crewe. I presume this is OK, it just occurred to me that I'd be hopping off at my origin this wouldn't somehow invalidate my ticket would it?

A: Assuming Chapel is in the ranger validity area, then perfectly valid. Unlimited travel within the validity area subject to any time restrictions. However, I hope you don't get the Northern conductor who checked my Cheshire Day Ranger ticket coming out of Lime St (Chat Moss route to Manchester Airport). He claimed it was not valid because "we were not in Cheshire". I said we passed through Cheshire twice on the journey (west of Earlestown and east of Newton-le-Willows), but he said (correctly) there were no stations on the route in Cheshire. He went off to check but never returned. Anyway, it's irrelevant that the train did not stop in Cheshire - the map covers the Chat Moss route into MCV/MAN, as well as extensions into Derbyshire (Buxton/New Mills/Glossop), Staffordshire (Stoke) and Wales (Shotton).

Ticket Vending Machine - Card Only

Q: Hi, my local station (London Midland) has just had a ticket vending machine installed. On closer inspection, it seems that this machine will only accept card payments. Hypothetically speaking, would you consider a lack of cash purchasing

facilities to be a good enough reason for not having a valid ticket?

A: The answer to the question is not 'no'. We have not yet reached a point where people who do not have a credit card are banned from the railways. An extract from the SRA's Penalty Fares Policy Quote: We expect authorised collectors to use discretion towards: passengers who are travelling from stations where the only ticket facilities available are ticket machines or a 'permit to travel' machine, and who have enough money (or a credit or debit card) to buy a ticket but not in the form needed to use the ticket or 'permit to travel' machine; passengers who are travelling from stations where the only ticket facilities available are ticket machines and who claim that the machines were accepting coins only, or the exact fare only, and the passenger did not have the necessary coins (unless the authorised collector can confirm that the machines were in fact working normally); Note that it's an "expectation of discretion" rather than an absolute right and that it refers to Penalty Fares schemes. It would seem that we are some way short of having anything like this in the NRCOC and/or Byelaws. I also note the report in another recent thread that suggests FGW (not a PF operator) allows its collectors to adopt an, erm, potentially less flexible approach to TVMs, available modes of payment, and customer claims. Nonetheless it's some evidence that (at least some) operators will commit on paper to the application of discretion about these issues.

When is a peak train not a peak train?

Q: I often travel on the 08:59 Southern service from Shoreham by Sea going West. This train is before

09:00 so I believe is off peak. This service often runs late and ticket office staff have sold me an off peak ticket on more than one occasion stating it's valid when this train leaves past 09:00. Is this true?

A: This restriction type relates to the departure of the train. It doesn't relate to the departure time of the train from the origin. This restriction is designed to target commuters, but not specific commuters, it just states anyone travelling before 9am will pay more. Durrington is not a major destination. OTOH, if I buy a Guildford - London CDR, which has a restriction of "Trains arriving at or later than: London Terminals (except those listed below) - 1000" I can board the 08:58, which arrives Waterloo at 10:10, but I can't board the 09:17 - a later train - because it arrives Waterloo 09:55. Here they target the arrival time in London, because the bulk of passengers are going to work in London. This prevents you from, e.g., trying to change at Woking for a train that gets to Waterloo closer to 10:00, because you can't legitimately board a train from Guildford to Woking that doesn't have a final destination of Waterloo that will allow you to get to London earlier. If you start short then the restriction applies according to the wording of the restriction as it applies to the station you start short from, not the origin on the ticket.

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.

Network Rail's DR98958 is seen passing Coombe with a St. Blazey LIP- St. Blazey LIP rail cleaning run. [Barry Beeston](#)



Rail passenger and freight delay caused by cable theft halved

Rail passengers are reaping the benefits of years of work to tackle the issue of metal theft on the railway, latest industry figures show. Network Rail has been working with partners in the railway and from other essential infrastructure industries to tackle this crime which, at its peak, caused more than 6,000 hours worth of delays to trains in a single year. As a result of these efforts, delay was down to a combined 2,700 hours in 2012/13.

Neil Henry, head of operations and performance at Network Rail, said: "These figures show the true success of partnership working and are great news for passengers and our freight customers. "The improvements we have seen are down to a number of factors, including British Transport Police targeting thieves and the scrap dealers buying stolen metal. Our engineers are working with suppliers and other industries to make metal - particularly our cables - harder to steal and easier to identify and our teams around the network introducing new ways of working to reduce delay and fix thefts more quickly. We believe the introduction of new laws following our work with other industries to explain the need for change to government will continue to help to stifle the market for stolen metal. "I want to thank everyone who has been involved in securing this success, including members of the public who have reported suspicious behaviour to police. We are not complacent that this issue is solved and we will continue to work to further reduce cost and delay caused by thieves on our railway."

Rail minister Norman Baker said: "The coalition Government is strongly committed to tackling metal theft and it is heartening to see that the decisive action that has been taken is now paying off with major reductions in this kind of crime. Government intervention in this area has included £5m of funding for a task force to crackdown on metal and cable thieves along with the introduction of a ban on cash payments by scrap metal dealers, significantly increasing the fines for all offences under the existing Scrap Metal Dealers Act and providing police officers with sufficient powers of entry to tackle illegal trading in metal yards." Speaking about the figures released, Detective Chief Inspector Gill Murray, of British Transport Police, said: "The significant reductions during the past 12 months are encouraging and are testament to the work done by police and partner agencies to increase the risk of detection and prosecution to offenders, whilst also reducing the potential rewards for their criminal behaviour. "We cannot, however, take our eye off the ball and will continue to develop initiatives and tactics to make life even more challenging for thieves and unscrupulous metal recyclers." Tackling metal theft in an effective manner is now embedded across police forces and within several industries and, with new legislation due to come into force later this year, there can be no doubt that the UK remains committed to tackling a crime which strikes at the very heart of its infrastructure."

Main construction work begins on new Borders Railway

Network Rail and principal contractor BAM Nuttall began main construction work on the new Borders Railway line on Thursday April 18th. The first works will involve the excavation of the track alignment for the new line through the Monktonhall area and the excavation of the site of the new Shawfair station.

The earthworks programme, which will create the line of route and base for the railway track, will now begin to roll-out along the route throughout summer and autumn. The start of the main works follows a six-month period of advance preparations along the route, which has included a considerable amount of mining remediation work in the area of the old Monktonhall colliery. Transport Minister Keith Brown said: "Our delivery of the Borders Railway is bringing communities along the route back into the rail network for the first time in over 40 years. "The start of the construction works is a hugely exciting milestone and will allow those communities to witness the scheme coming to life. "I very much look forward to seeing the Borders Railway take shape from here with all the social, economic and environmental benefits that will bring for the area."

David Simpson, Network Rail route managing director for Scotland, added: "The start of the main construction works is a major milestone in the delivery of the new line. "From today, local communities will be able to see their new railway beginning to take shape and we look forward to working with them, our contractors and the Scottish Government to re-establish this vital transport link for the Borders." The Borders Railway, which will enter service in 2015, will re-establish a passenger rail link for the first time in over 40 years from Edinburgh through Midlothian to Tweedbank. The line will include 30 miles of new railway with three existing stations and seven new ones – at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, Galashiels and Tweedbank. The £294m scheme is being delivered by Network Rail on behalf of the Scottish Government and, once complete, will offer a fast and efficient alternative to the congested local road network and passengers will be able to travel direct from Tweedbank to Edinburgh Waverley in less than an hour at peak times.



Great Western Railway 6400 Class 0-6-0PT No. 6435 is seen at Bodmin General. [Martin Hill](#)

Loco Fleet List 2013

This 82 page publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Contents

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric Locomotives
- Eurotunnel Locomotives
- Unclassified & Prototype Locos
- Locomotive Names

Loco Fleet List 2013 is available via mail order for just £7.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or by using Paypal when visiting the Milz Publications website.

Web: www.milzpublications.co.uk Email: lee@milzpublications.co.uk



Most comprehensive European rail comparison study published

Britain's railways are the most improved in Europe, according to the most comprehensive comparison study yet published of the rail networks in all 27 EU countries. The report looks at how the railways in Europe have progressed and improved since the 1990s according to a range of 14 different factors. Britain came top in four of the factors, second and third in another two and fourth in three, coming top overall.

Europe's other big rail networks - Germany, France and Italy - came 7th, 10th and 23rd respectively.

Network Rail's chief executive, David Higgins said: "We made clear in our five year plan published in January that we are under no illusion about the challenges that both we, and the passengers who use the railway, face on a daily basis, and the need to keep improving from the low base to which Britain's railway had sunk in the 1990s. We continue to work with other railways so that we can all learn from best practice in our businesses and we welcome efforts by the Commission to provide improved consistency and transparency of data.

"This report shows both the progress that we have made in driving forward our performance, and the very real challenges and opportunities that the growth in demand poses for us all. We run one of Europe's most intense, fastest growing railways with all the implications for wear and tear as well as congestion that that implies. That is why we have made the case for sustained investment in both renewing and modernising the railway while increasing its capacity.

"Vice-President of the Commission, Transport Commissioner Siim Kallas, said: "Europe's railways are in transition. New investment and new business models are needed to take advantage of the opportunities arising from high fuel costs, urbanisation and the need to decarbonise – and to counter the loss of government subsidies in a time of economic difficulty. That is why in January the Commission proposed major reforms in particular for the European passenger market. Today's report helps us compare railways across the EU in order to identify best practice. And it shows that there are many lessons to be learnt from the UK experience."

On April 20th, Class 66 130 and 59 103 'Village of Mells' are seen stabled in Acton Yard. *Derek Elston*



Planning for the future of railways in London, the South East... and beyond



The first step towards a new map for the future of the railway in London and the south east of England has been taken with the launch of a new study by Network Rail. The London and South East market study represents a new style of research designed to look 10 to 30 years into the future, looking at the wider role rail travel plays in Britain's economic life.

Currently, more than 70 per cent of all rail journeys in England and Wales take place in London and the South East. Open to consultation from today, the final version of the study will help form the basis of where the region's rail travel will go in the 2019 – 2024 period and beyond. Alongside the London and South East document, Network Rail has also published two other studies covering the regional urban and freight markets.

Network Rail's director of network strategy and planning, Richard Eccles, said: "This is part of our new approach to planning, which looks at the role that rail plays in the economic life of Britain. "What we need to decide is how the network should develop to achieve economic growth, help reduce carbon emissions from transport and improve quality of life for people. This approach allows greater freedom of thought and is not constrained by current service patterns or cost and deliverability, though of course we will look at these issues in subsequent planning stages."

The London and South East study focuses on the area around the capital, stretching as far afield as King's Lynn and Weymouth. Travel in this region is dominated by commuting into central London, with passenger numbers – predicted to grow by 27 per cent by 2031 – closely mirroring employment. The biggest growth in passenger numbers is expected on routes that will benefit from capacity improvements in the next five years, with 168 per cent growth expected on the Crossrail lines out of Paddington, 64 per cent on the Thameslink routes from London Bridge and 45 per cent on the Thameslink routes from St Pancras. The study concludes that improvements in the region should focus on accommodating peak demand, offering stations a minimum of 3-4 trains per hour, and improving journey times.

Great economic impacts can be made by reducing journey lengths to between 100 and 40 minutes; below that level their impact is lessened.

Outside London and the South East, regional urban services require a shorter journey time of between 20-60 minutes to encourage commuting, but rail in this market also has the potential to have a substantial impact in terms of increasing the size of labour markets and generating economic activity.

Rail freight has already been through very substantial changes in the type of goods carried since privatisation. The freight market study indicates that fast growing containerised traffic is set to continue and this, coupled with an expectation of declining coal consumption, will mean that growth in the freight market is likely to average 2.2% per year to 2033.

22 DELTIC

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ELR Diesel Diner

Friday 5th July 2013

Enjoy a special summer evening's dining experience at the East Lancashire Railway's 2013 diesel gala! Famous 'Deltic' diesel locomotive 'Royal Scots Grey' will haul the train over the railway's entire scenic route starting at Bury at 19.30, heading to Rawtenstall and then on to Heywood, returning to Bury late in the evening. Plenty of time to relax and enjoy your three course 'silver service' meal together with an optional choice of beers, wines and spirits, all served in style at your very own table. A thrilling combination of a traditional luxurious dining train with the added excitement of being hauled by our iconic 52 year old locomotive.

For further information and bookings call:
0161 764 7790 or visit
www.eastlancsrailway.org.uk/diner-trains

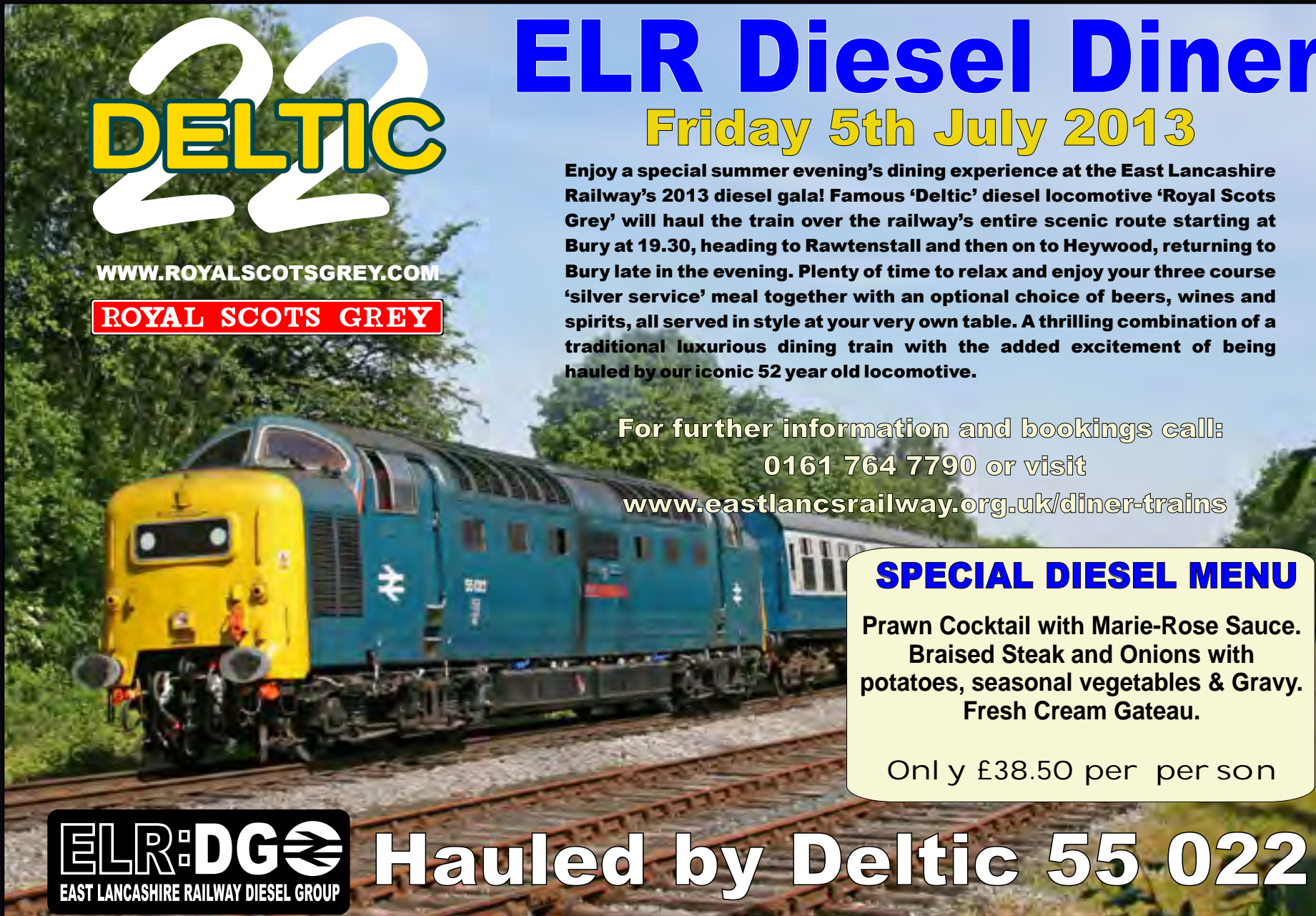
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An 0-6-0 RMC Roadstone shunter is seen at Peak Forest on April 14th. [Phil Martin](#)



Manchester Victoria station transformation gets underway

Passengers arriving at Manchester Victoria have seen the start of the station's £44m transformation from early April as work begins to build a spectacular new station roof.

The new roof is part of a scheme to bring the station up to 21st century standards and turn it into a major regional interchange and will include a better, brighter and more open concourse, a new ticket office, information booth, waiting room and toilets.

The project will also include careful restoration and enhancement of some of the station's key period features, including the glazed canopy at the front of the building.

Network Rail route managing director Dyan Crowther said: "Manchester Victoria is becoming increasingly busy and with even more trains and passengers set to travel

through this historic station in the future, it's vital that we invest now to create a station fit for the needs of passengers in the years ahead."

Passengers will become aware of progress at the station as scaffolding is erected, a temporary roof deck installed and work begins on dismantling the old roof. A key priority is to keep the station open during the work and to maintain pedestrian access throughout, but Network Rail is advising passengers that if some thoroughfares need to be changed, alternative routes will be clearly signed.

Councillor Andrew Fender, Chair of the TfGM Committee, said: "While it is a very popular station, Manchester Victoria is still punching below its weight. It's been prevented from achieving its full potential – particularly in architectural terms – because of a lack of investment in recent years. "So I am delighted that work is now beginning to transform it into an outstanding, heavyweight destination befitting its heritage and its strategic importance both now and long into the future."

Work starts to deliver quicker journeys on the Midland Main Line

Three bridges in Northamptonshire are to be rebuilt by Network Rail as part of a £70 million investment to speed up journey times on the line between London and Sheffield.

Once complete, the new bridges will provide the extra headroom needed for trains to travel at higher speeds, when the forces involved mean trains tilt to one side as they pass through curved sections of track.

Network Rail would normally provide the additional clearance by lowering the track level under the bridges. However, rebuilding the bridges will provide the space needed for trains to travel faster as well as room needed for future installation of overhead line equipment as part of the proposed electrification of the line between Bedford and Sheffield, providing better value for money and minimising disruption.

The work will require the temporary closure of the affected bridges from five weeks up to 14 weeks, and Network Rail is working closely with the Highways Agency, Northamptonshire County Council and Kettering Borough Council to minimise disruption and provide travel advice to those affected. Access for pedestrians and cyclists will be maintained for the vast majority of the time.

The three bridges affected are:

- Finedon Station Road bridge, Burton Latimer – closed 03rd June to 03rd September 2013 (13 weeks and one day)
- A bridle road bridge near Rushton – closed 04th October to 13th November 2013 (five weeks and five days)
- Pytchley Road bridge, Kettering – closed 09th December 2013 to 14th February 2014 (10 weeks and two days)

A fourth bridge close to Kettering Venture Park will be demolished as it is no longer in use.

Justin Page, Network Rail acting route managing director, said: "This work will deliver quicker journeys for the ever-growing number of passengers on the Midland Main Line, helping to bring the region's biggest economies closer together. Our longer-term plans to upgrade and electrify the line will transform our diesel railway into one of the most modern in Europe providing more seats, even faster journeys, and cleaner and quieter trains.

"We thank people in advance for their patience and will continue to work closely with Northamptonshire County Council, Kettering Borough Council and the Highways Agency as we continue our plans to build a better railway for the East Midlands."



Great Western Railway 6400 Class 0-6-0PT No. 6435 is seen departing Bodmin Parkway. [Martin Hill](#)



Improvements will mean a better railway in Gravesend

Work is due to start at Gravesend station this month as Network Rail continues to improve the railway in Kent. The work is part of a major upgrade to accommodate longer 12-car trains which will provide more seats and extra space for passengers. Passengers will benefit from a brighter and more pleasant station with improved facilities. The station will be fully accessible and a new footbridge, with lifts, will provide step-free access to all platforms. To accommodate the longer trains, an additional platform will also be built.

Funding for the £19m project is coming from the government's Access for All programme and Network Rail. To complete the work, a 15-day closure of the station will take place over the Christmas and New Year period later this year. The closure, which will take place between 22 December and 6 January, is needed to enable the complicated track layout changes and main station construction work to take place.

Network Rail is working with train operator Southeastern to minimise the impact this improvement work will have on passengers' journeys. Information about alternative travel arrangements will be published as soon as it is available. Fiona Taylor, Network Rail's route managing director for Kent, said: "While passenger numbers on the railway increase year-on-year, we continue to invest to provide the facilities and capacity to meet this demand. Gravesend station will be vastly improved and the reconstructed platforms will mean longer trains can be accommodated, providing more seats for passengers.

"It is a complicated project which requires the station to be closed for 15 days to carry out the work to the track and station. We recognise that this will cause some disruption to passengers' and we have timed the work to take place over what is traditionally a less busy time on the railway. We are working closely with Southeastern to minimise the impact as much as possible and I am confident the long-term benefits to passengers will outweigh the short-term disruption."

Selby swing-bridge improvements deferred following colliery landslip

Network Rail has announced that engineering renewal works on the Selby swing-bridge will be deferred in order to provide the best possible rail services during the repair work associated with a landslip at Hatfield colliery.

Phil Verster, route managing director for Network Rail explained: "We seriously considered doing renewals work on the Selby swing-bridge while also repairing the Hatfield landslip. This was only going to be feasible if we could still provide a reasonable train service to our communities on the east coast. I am today announcing that the scheduled work on Selby swing-bridge will not go ahead until we have first restored rail services along the Hatfield route.

"We have carefully considered what timetable can be run should the works at Selby and Hatfield be done at the same time, and, while many services can run, it will put too much strain on the network without fully satisfying the needs of our train and freight operators. We are in the business of running trains and we listen to our customers. It remains true that the Selby swing-bridge is showing its age. We will now focus on completing intensive maintenance work to keep the swing-bridge safe and reliable until the renewals work can be rescheduled."

In addition to the work at Selby swing-bridge, similar renewals improvements to two other bridges on the route to Hull will also be deferred. These works were scheduled for the August bank holiday weekend.

Mr Verster added: "At this stage we cannot provide a date when the Selby and Hull bridge works will be rescheduled. Once we have greater clarity on the programme at Hatfield, we will put the bridges back in the plan. I assure passengers that they will be given at least 12 weeks notice of this re-scheduled work so that they can plan their journeys."

Work on site at Hatfield colliery and the neighbouring railway are progressing well but the nature of the material involved continues to challenge engineers.

On the continuing disruption, Mr Verster said: "I fully appreciate the importance of restoring a direct rail service to communities and businesses in Cleethorpes, Scunthorpe, Goole and other places affected by the Hatfield landslip. My team and I are committed to do so as quickly as is possible. We continue to aim for restoration of services in July but the risk remains that the railway may not be repaired until September this year.

"We are doing everything to safely accelerate the repair of the landslip and to reinstate train services. We are also working closely with the operators of passenger and freight traffic to make best use of the railway network during this difficult time. I remain grateful for the patience of our communities, our passengers and our freight customers."

Several engineering projects that were planned for completion during the months from May through to November are being re-planned by Network Rail in order to keep as many train services running as is possible. In particular, the GNGE line project is being adjusted in order to allow up to 140 freight trains each day to be accommodated on the Brigg and Lincoln lines. These trains are essential to the UK economy and carry, amongst other goods, oil for aviation fuel, steel critical for production processes and coal for electricity generation.

Below: Scrap rail removed from railway at Hatfield Colliery © Network Rail



Wabtec Rail's shunter 'Pammy' is seen at work in Doncaster on March 15th. *John Martin*



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Historic journey marks the first anniversary of the Network Rail and South West Trains Alliance

A passenger train has used an international platform at Waterloo station for the first time since the last European service left more than five years ago. The special service from Woking pulled into platform 20 on Monday 29 April to demonstrate that the terminal can and will be used for passenger services by April 2014.

The journey into the Waterloo International Terminal was made to mark the first anniversary of the Network Rail and South West Trains Alliance and to provide an opportunity to illustrate the alliance's commitment to provide extra capacity into the country's busiest station. Tim Shoveller, managing director of the Network Rail and South West Trains Alliance, said: "The alliance is an industry first which was created to deliver a better railway for passengers using ways of working which have not previously been possible. "Bringing the Waterloo International Terminal into permanent use is an example of what it can help to achieve. It has been made possible by working with many organisations, including the Department for Transport, and is vital for the much-needed development of the railway across the south and south west of England. It has been talked about for many years and we have shown it is possible and remain committed to bringing platform 20 into permanent use by April 2014 at the latest.



"The first year of the alliance has been both interesting and challenging and highlighted that by working together we can deliver better results than could be achieved by working individually. We have a strong foundation to build on and over the next six years passengers will benefit from a safer, more efficient and reliable railway with more capacity and better facilities as we continue to invest in one of the busiest railways in Europe."

A number of industry partners were onboard the train to see first-hand the improvements already underway at Waterloo and the plans in place to improve the railway for passengers. Increasing the number of available platforms at Waterloo is vital to address the capacity challenge across the Wessex route and the alliance will continue to work with the Department for Transport to develop plans for the whole of the international terminal to be used and other platforms to be extended. Passenger numbers are predicted to grow by 51% over the next 11 years. The introduction of over 100 extra carriages, which will start in summer 2013, and use of platform 20 will help to provide capacity for an additional 23,000 daily peak-time passengers by December 2014. It is just one of many improvements which will be made. The alliance is also committed to providing extra trains, additional carriages to existing services and to delivering associated infrastructure schemes including resignalling, power supply and platform extensions across the route. Extensive work is required to ensure platform 20 can be used for full passenger services which includes opening a new exit through onto platform 19, bringing signalling back into use, re-railing parts of the track, roof repairs, platform work and installing new CCTV and lighting. Since the alliance was created in April 2012, passenger satisfaction has increased from 83% to 85% and the efficiency of track maintenance work has increased by 25%. The timetable has been amended to allow better access to the tracks for maintenance work and an emergency intervention unit has been introduced which allows faster response times to incidents which can cause delays to passengers

Longton Viaduct set for face lift

Longton viaduct on King Street in Stoke-on-Trent will be restored to its former glory as Network Rail completes a full re-paint of the structure this summer.

The £1.6m investment follows close liaison with Stoke-on-Trent City Council to agree access and minimise disruption caused by the works.

Justin Page, route managing director for Network Rail, said: "These works are essential to safely maintain the viaduct and make sure it is fit for purpose for many years to come. Once we have completed this work the structure should not need further maintenance for 25 years."



The work will be phased in order to minimise disruption as some road diversions will be required in order to accommodate the scaffold needed to complete the work.

Mr Page added: "We are working closely with the highways team at the local council to finalise how the traffic plan needs to be managed. This will be publicised as soon as it is available."

Work on the viaduct is scheduled to start on Thursday 27 June 2013 and is expected to take until the end of the year to complete. Traffic management on King Street will be managed in two phases. The first phase starts on 27 June and will be in place for around 13 weeks from the start of works. Dates for the second phase will be confirmed nearer the time. Everything possible will be done to minimise road disruption.

Councillor Ruth Rosenau, cabinet member for regeneration, planning and transportation, at Stoke-on-Trent City Council said: "This is something residents have asked for in the past and we're delighted that Network Rail has announced they are going to carry out the work.

"The bridge is a gateway to Longton and once the work is complete, it will really help to enhance the look and feel of the town centre.

"Some road diversions will be needed while the work takes place and we are working closely with Network Rail to minimise any disruption, however, I'm sure the vast majority of people will appreciate the work being carried out

A successful diesel gala was held on the Mid-Hants Railway over the weekend of April 26-28th. One rare site was the pairing of GBRf's Class 66 738 with the resident Hampshire Unit No. 1125. Here seen at Alresford on April 26th. [David Mead](#)



First stage of £250m Stafford rail improvements begin

Work has started on the first phase of a £250m programme to improve performance and capacity on the Stafford section of the West Coast Main Line. Leading the works is the Staffordshire Alliance – a partnership of Atkins, Laing O'Rourke, Network Rail and VolkerRail, working as part of a new collaborative contract that will help to transform the delivery of rail infrastructure projects in the UK. With unprecedented levels of passenger and freight growth on the rail network and the West Coast Main Line full to capacity within less than 10 years, the Staffordshire Area Improvements Programme seeks to remove a major bottleneck through the Stafford area. Once complete, the programme will facilitate the introduction of new timetables between 2015 and 2017 and help to create the capacity to run:

- Two extra trains per hour (each direction) between London and the north west of England
- One extra fast train per hour (each direction) between Manchester and Birmingham
- One extra freight train per hour (each direction) through Stafford

The programme will deliver this through the following three key projects:

Phase 1 – Linespeed improvements between Crewe and Norton Bridge, increasing the line speed on the 'slow' lines from 75mph to 100mph. Running from January 2013 to April 2014, these works include modifications to the overhead line equipment and installation of four new signals and will be delivered during weekends and midweek nights, significantly reducing the impact to passengers and lineside residents.

Phase 2 – Stafford resignalling. The installation of a new freight loop and the replacement of life expired signalling, telecoms and power supplies, with the signalling control transferred from the existing Stafford No. 4 and No. 5 signal boxes to Rugby, plus the installation of bi-directional signalling for platforms 4, 5 and 6 and an increase in the 'slow' line speeds (predominantly used by local/freight services) from 75mph to 100mph between Great Bridgeford (near Norton Bridge) and Stafford. Running from spring 2014 to summer 2015, the majority of these works will also be delivered during weekends and midweek nights.

Phase 3 – Proposed flyover at Norton Bridge. The proposed construction of a grade-separated junction, including 10km of new 100mph railway, 12 new bridge structures, four river diversions, major environmental mitigation works, pipeline, road and footpath diversions and the construction of temporary haul roads. As an infrastructure project of national significance, the scheme is currently subject to a Development Consent Order, which provides the relevant powers and permissions to enable successful delivery of the programme.

Burnley and Todmorden rail users urged to find out more about Holme Tunnel upgrade

Local people in Burnley and Todmorden had the chance to find out more about the planned refurbishment of Holme Tunnel at a public information event on Saturday 11th May.

Network Rail needs to carry out a programme of work to repair and strengthen the 250m long Holme Tunnel near the village of Holme Chapel. The work will result in the closure of the railway between Burnley Manchester Road and Todmorden for 20 weeks between November 2013 and March 2014.

Over time, movement of the ground around the tunnel has led to the tunnel lining becoming severely distorted. A 20mph speed restriction is currently in place for trains running through the tunnel, but remedial work is needed to make sure trains can continue to use the tunnel in future.

As well as relining and strengthening sections of the tunnel, allowing the speed limit to be raised to 45mph, Network Rail will also be laying new track, installing improved drainage and rebuilding the severely damaged Todmorden Portal.

Rhiannon Price, scheme project manager, said: "The work planned for Holme Tunnel will speed up journeys on this part of the railway and provide a more reliable railway for local people.

Network Rail's contractors will set up a site compound in Holme Chapel starting on Monday 20 May to allow for the enabling works, which are scheduled to run from July to November.

The main tunnel blockade will run from Saturday 9 November 2013 to Sunday 30 March 2014, during which time a replacement bus service will operate between Burnley Manchester Road and Todmorden and Burnley Manchester Road and Hebden Bridge.



On April 24th, Freightliner's Class 66 619 is seen arriving at Peak Forest to collect its train of loaded bogie hoppers, passing EWS Class 66 133 and 66 134 loading their trains in the Cemax Earls sidings. [Michael Lynam](#)



Details revealed for new railway station in Rochester

Plans for a new £26m railway station in Rochester have been revealed. Network Rail is proposing to build the new station as part of its commitment to increase capacity on the railway and deliver better facilities for passengers in Medway and Kent. The new station, which is planned for land at Corporation Street, is part of a wider £135m investment programme in the county by Network Rail as the number of passengers using the railway continues to grow.

Fiona Taylor, Network Rail's route managing director for Kent, said: "The proposed new station will deliver a huge boost to Rochester and Medway. It will provide passengers with improved facilities and give better access to the town centre and surrounding area. "The new station will be able to accommodate longer trains than the current station, helping boost capacity and providing more seats for passengers. An integrated transport hub will provide better links to other types of public transport.

"The development will also help kick-start the wider regeneration of the Riverside area, which is an important part of the development of Rochester. These public information events at the station and council offices are an opportunity to find out more about the proposals before a formal planning application is submitted to Medway Council later this year."

Councillor Rodney Chambers, Medway Council leader and regeneration lead, said: "If this proposal gets the go ahead it will lead to a new, better train station for Rochester which will result in a quicker, more reliable service with more space for passengers.

"Rochester – like the rest of Medway – is benefitting from regeneration and more and more people are viewing it as a place to buy a family home and commute from." "The number of rail passengers is forecast to grow significantly and freeing up this space for a new station will not only improve the service for commuters and other passengers, but also make sure it grows with future demand. "It would also result in the train station moving closer to the centre of Rochester, and the places that visitors come to, and give local people a newer, better station that is easier to get to and has better links with local bus services." "The new station will have three platforms, all of which will be able to accommodate longer trains with up to 12 carriages, and better facilities for passengers including accessible toilets with baby changing facilities, cycle racks and retail. There will also be step-free access to all platforms and improved station car parking.

Class 57 603 is seen in Plymouth at the head of the sleeper stock, waiting to depart as 5Z40 to Penzance, April 2nd. [Steve Thompson](#)



Work starts on the transformation of King's Lynn Station

King's Lynn station is to be transformed with a heritage-style makeover and installation of LED lighting as part of First Capital Connect's (FCC's) 'Better Stations' initiative.

Network Rail and First Capital Connect are jointly funding the makeover which will be preceded by the rewiring of the entire station. Work started on 11 April, with completion of the project due in September.

The LED-based lighting, which will be installed throughout the station, is better for the environment as they use less electricity to generate a brighter light. New lights will be installed at the front and sides of the building, illuminating the cycle parking area and building access ramp. The LED bulbs are expected to last up to 30 years before requiring replacement.

Project manager Paul Meenan has worked closely with local community groups, including the Fen Line Users' Association, to agree a colour scheme which dates back to the Victorian era when King's Lynn served as a terminus for the Great Eastern Railway. The colour scheme of navy, cream and red reflects the livery of Great Eastern's steam trains, while gold highlights will be used to indicate King's

Lynn's role as a royal station. Station signs will be replaced with signs in the style of 1950s British Railway 'totems'.

In addition to the historic makeover, space will be made available in the station for local groups to promote the rich history of King's Lynn and the history of the railway in the town through exhibition displays.

Keith Jipps, First Capital Connect customer service director said: "King's Lynn is steeped in history, from its position as a major port in the 14th century to its royal connections today. First Capital Connect are proud to play a part in highlighting this history with the launch of our first heritage station project. "We've worked really hard to keep local groups involved throughout the planning of this scheme. It's been heartening to hear their enthusiasm for the project

"We're also looking to the future with the installation of cutting edge LED based platform lighting. If it is successful, we would like to see it eventually rolled out across the network."

Automatic openers are also due to be fitted to the main entrance doors once the rewiring is complete to help those who are less mobile.

While there will be some noise and dust in the station due to the rewiring works, there will be no disruption to services while the work is carried out.

West Coast Main Line to receive major improvement work

Work on the West Coast Main Line will be carried out this summer to increase the speed that trains can travel. Four major rail junctions will also be replaced and enhanced. The work will improve the reliability of the infrastructure and the punctuality of train services on Britain's busiest mixed-use railway line.

The £18m improvement scheme will be completed over nine days from Saturday 13 July to Sunday 21 July when four life-expired junctions will be replaced and three miles of track re-laid.

During the project, over an 18 mile stretch of line near Wigan, trains will be unable to use the Warrington to Preston section of the route. Train operators will be making alternative arrangements to help passengers complete their journeys during the line closure.

Dyan Crowther, route managing director, said: "This scheme represents significant investment in the railway in this area to increase line speeds and make the railway more reliable and punctual for our customers. "There is never a good time to carry out major work on such a busy route and after careful discussion with the train operators and industry partners, it became apparent that undertaking this vital investment in nine consecutive days in July would, overall, cause less disruption.

"Train services are quieter at this time and fewer people are expected to experience changes to their travel plans compared to the work being staggered over the next two years, impacting on dozens of weekends and Bank Holidays." Usually, Network Rail would have carried out work of this kind over a number of Bank Holiday weekends requiring train services to be replaced repeatedly by alternative transport. By carrying out the work in a nine-day continuous spell this summer, engineers expect to be able to complete the replacement of the four junctions around 16 months earlier and to avoid disrupting rail travel plans for many weekends and nine bank holidays over the next two years.

The project by numbers: 3 miles of track to renew; 4 main line junctions upgraded; 18 miles of West Coast Main Line occupied by engineers; 6,600 new railway sleepers to be laid; 21,500 tonnes of ballast; Materials delivered by 61 trains in 865 wagons

Network Rail is working with the train operators to arrange a replacement rail and road travel service and our joint aim is to enable passengers to travel by train as far as possible. The temporary line closure will affect passengers using services run by Virgin Trains, Northern and First TransPennine Express. The train operators are developing timetables for alternative services, which will be publicised and available through rail journey planning and train company websites.

Plans are being made for leaflets to be handed out at stations in advance of the work and a number of road shows will be held at stations to explain the project and to answer any questions. When completed the work will allow train services to run at up to 75 mph over the four upgraded junctions – Golborne Junction, Bamfurlong, Wigan Springs Branch, Balshaw Lane Junction. The reliability of the rail infrastructure will have been improved and it will be easier to maintain.



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 I had a spin down to Brighton and whilst I was there, and upon a recommendation from Colin in Gosport, I called in to have a light lunch at this cafe/bistro.

It is called : Mange Tout and is located on 81 Trafalgar Street, Brighton, East Sussex BN1 4EB. Lovely little place about 300m from the station, and they are open:

Mon-Wed 9am-6pm
Thurs-Sat 9am-11pm
Sun 9am-5pm

Don't be surprised if you want to literally 'mange tout' (eat everything) after perusing the menu at this modern French café near Brighton station. There's such a bewildering choice of tartines, salads, sandwiches & platters, alongside more substantial plates of steak-frites & beef bourginon that it can be hard to make up your mind (if it all gets too much, the cheery young French staff are more than happy to advise). Alternatively, just order a coffee plus one of the excellent French pastries & watch the action through the floor-to-ceiling windows.

The relaxed vibe makes Mange Tout a popular brunch spot at the weekend, in fact the kitchen's Mediterranean version of a full English has attained cult status among Brightonians & weekenders wanting to line their bellies before catching the train home.



Now the one thing that everyone 'raves' about apparently is their poached eggs and bacon, so naturally I had to try them.

The Oeufs Mange Tout, this heavenly dish consisted of two poached free range eggs, Sussex bacon, tomato compote, spinach and fresh hollandaise sauce. To top it all off it was served on home-made toasted and buttered sourdough bread.



Well it looked and tasted superb, obviously a lot of thought and effort had gone into presentation, as well as the perfect cooking, so well done to them.

They quote: *"The secret of our tasty breakfast: The ingredients: fresh, local & best quality. Then there is also the cooking!"*

However a couple of points, the place can get very busy and I can see getting a table at certain times might be difficult. The other thing is, whilst it is nice food, it isn't particularly cheap, but then I guess you get what you pay for. But don't just take my word for it, go and see for yourselves.

If you want to get involved and review somewhere yourself then please let me know, alternatively suggest some places for me to try. Until next month,

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



GBRf's Class 66 701 pauses in Newcastle for a crew change, April 27th. [Alex Thorkildsen](#)

ScotRail reveals it has beaten passenger records for the ninth consecutive year.

Latest figures show that the train operator carried 83.3 million customers in the year ending March 31, 2013 – up 2.6% on last year's record-breaking 81.1 million. Passenger numbers have now risen by 33% since ScotRail's franchise began in 2004.

Steve Montgomery, ScotRail's managing director, said: "The rise in passenger numbers is pleasing and shows we are connecting even more communities, helping to grow the economy and encouraging people out of their cars onto public transport.

"There's still more to be done, and we will continue to expand services and improve the customer experience."

Transport Minister Keith Brown said: "The Scottish Government is committed to encouraging more people onto the railways and I am delighted to see that the work we have done in partnership with ScotRail has again resulted in record passenger numbers.

"The train is a more environmentally friendly way of getting around which benefits the nation as a whole through improvements to the health of the population and reduced congestion, and therefore greater safety on our roads.

"Thanks to our record investment in Scotland's railways, passengers know they can experience more reliable train journeys than ever before.

"Many of our current and upcoming developments, as well as recent announcements to bear down on fares, will see further improvements and I look forward to seeing a continuation of the trend of more and more people opting for the train."

A Different View



Class 91 132 heads northbound towards York on the ECML at Heck Ings with the 1N27 17:30 Kings Cross - Newcastle service. [Mark Pichowicz](#)

Top Right: A view of the superbly restored waiting room at Leamington Spa station. [Richard Hargreaves](#)

Bottom Right: A line of 24 stored Class 60s are seen in New Bank Yard, Toton, awaiting their fate, April 5th. [Michael Lynam](#)

Below: Gas powered station lighting at Damems on the Keighley and Worth Valley railway. [Richard Hargreaves](#)



Top Right: On April 27th, TPE Class 185 142 gets drenched as it passes alongside a crop field that was being watered. [Steve Thompson](#)

Bottom Right: War Department Class 8F 2-8-0 No. 90733, affectionately known as "The Dub Dee" ascends Keighley Bank departing from Keighley Station on the Keighley and Worth Valley Railway on March 2nd. The engine has recently returned to traffic after a period of inactivity owing to remedial work to the bottom half. [CJ Sutcliffe](#)

Below: Having hit a Pheasant on the run up from York, Deltic D9009, is seen at Edinburgh with a smashed destination blind. There were no reports of the pheasant! [Alex Thorkildsen](#)



Keighley and Worth Valley Railway

On April 26th, Class 25 No. D7628 and visiting Class 26 038 arrive at Keighley with the 10:25 service from Oxenhope. [Mark Pichowicz](#)

Preserved Railways





Keighley and Worth Valley Railway continued...

Above: Another visitor for the gala is seen at Keighley, large logo liveried Class 37 264. [Richard Hargreaves](#)

Top Left: Visiting Class 26 038 heads out of Haworth towards Oxenhope during their diesel gala, on April 26th. [Ben Bucki](#)

Bottom Left: Recently repainted in BR green, Class 37 075 is seen at Keighley on April 26th, [Mark Pichowicz](#)

Below: Visitor Class 20 020 sits with resident Class 25 059 at Haworth shed on April 26th. [Ben Bucki](#)



Keighley and Worth Valley Railway continued...

Top Left: D0226 Vulcan arrives at Keighley with the 11:00 shuttle from Ingrow, April 26th. [Mark Pichowicz](#)

Bottom Left: On April 26th, visiting Class 26 038 runs light out of Haworth heading towards Oxenhope. [Ben Bucki](#)

Below: Class 25 059 and 26 038 head up the line towards Oxenhope on April 26th. [Richard Hargreaves](#)





Keighley and Worth Valley Railway continued...

Above: Newly-restored Class 101 DMU heads under the Ebor Lane bridge with a train towards Haworth on April 28th. [Ben Bucki](#)

Top Left: Bo'ness visiting loco Class 20 020 in BR blue is seen approaching Haworth with the KWVR's own Class 20 031 on a service from Oxenhope on April 28th. [Lewis Mitchell](#)

Bottom Left: Visiting Class 25 278 leads resident 25 059 through the woods outside of Haworth with a service to Oxenhope on April 26th. [Ben Bucki](#)

Below: North Yorks Moors Class 25 No. D7628 'Sybilla' is seen departing Haworth for Oxenhope, April 28th. [Lewis Mitchell](#)



East Lancashire Railway

Top Left: Class 37 518 is seen attached to the rear of the 2J64 09:35 service from Heywood to Rawtenstall on March 2nd, with Class 40 No. D335 in charge of the train, departing from Irwell Vale heading for Rawtenstall. [Dave Felton](#)

Bottom Left: Standard Class 4 2-6-4T No. 80080 approaches Summerseat heading for Rawtenstall with a regular mid-week service on April 10th. [Gerald Nicholl](#)

Below: Class 33 109 'Captain Bill Smith RNR' rolls into Ramsbottom, heading for Bury on April 7th. [Gerald Nicholl](#)





Nene Valley Railway

Above: 1957 built Swedish Railbus No. 1212 is seen stabled at Wansford on the Nene Valley, April 7th.
Derek Elston

Below: BR 4F 0-6-0 No. 44422 stands on shed at the end of the days workings at Wansford, April 7th.
Derek Elston



Gloucestershire and Warwickshire Railway

Heritage Diesel Weekend and open day
Friday 26th to Sunday 28th July, 2013

The GWR Diesel Department has confirmed its return to the diesel gala scene and that its first event for 2013 will be held over 3 days from Friday 26th July to Sunday 28th July 2013 .

After several years out of the mainstream of heritage railway galas due to a number of catastrophic embankment slips that pushed the railway to the brink of disaster, this diesel gala will be a celebration of the re-building of the line and a return of what has proved a popular gala in the enthusiast calendar and been missed by both visitors and volunteers alike.

To add to its appeal, the gala will be the first to feature running over the full 11 ¾ miles from Laverton to Cheltenham following the extension of the line towards Broadway in 2012 and use of the newly commissioned Gotherington signal-box and passing loop to allow a 35 minute frequency service from Cheltenham through most of the day.

As well as an intensive service of diesel hauled trains and a DMU service, the gala will include an Open Day at the newly built Toddington Diesel Shed with an under cover model railway exhibition, a number of 'behind the scenes' and 'how it works' displays relating to diesel locomotives, sales stands, and an opportunity to get an 'up close' view of two long term overhaul projects on Class 47 105 and Class 37 No. D6948 including cab visits. LMS diesel shunter No. 7069 will also be on display in the shed.

A number of family-friendly attractions are also planned at Toddington and Winchcombe (including a carriage and wagon workshop open day) which are also aimed at appealing to the family and general interest visitor. A real ale tent will be at Toddington throughout the weekend and 60s, 70s and 80s classic car rally will be held on the weekend, making for a weekend full of interest for all – young and old. Added to this, for those people wishing to come to the event by public transport, we will operate a FREE shuttle bus service from Cheltenham Spa (mainline station) to Cheltenham Racecourse (GWR station) at 09.00 and 09.40 on Saturday morning and at 10.15 on the Sunday morning to connect out into the first departures to Toddington. On the return, the bus will depart Racecourse at 17.26, 18.06 and 21.00 on the Saturday and 17.26 only on the Sunday, connecting out of the last trains from the GWR and into mainline services. This shuttle bus is a FREE service being offered and a novel way of travelling to this historic event on this Mk. 2 Leyland National 50-seater (please note that the GWR cannot be held responsible for missed connections at either end of the trip for any reason).

Saying all that, it's obviously the intensive locomotive hauled service that will be the main draw for enthusiasts with the long-awaited full debut of class 45 'Peak' Class 45 149, a class long associated with the Honeybourne line in the 1960s and 1970s. Class 26 043 should also star at the event should its restoration be completed in time (both locomotives are subject to availability following intensive testing so please keep an eye on the GWR website for details).

Therefore, the full motive power list is expected to be (subject to usual caveats on availability):
Class 20 137, Class 24 No. 5081, Class 26 043, Class 37 215, Class 45 149, Class 47 376 and Class 73 No. E6036.
At least one of the resident DMUs will also be in action over the weekend making this a fully-themed diesel weekend.

Tickets and prices: We are offering multi-day rover tickets for this gala. These, as well as single day rover tickets, are available in advance via our online booking system. Book early for a reduced rate! Further details on the Heritage Diesel Weekend are now available on our website: www.gwsr.com and a timetable with loco roster will be available shortly.

For information, the second diesel gala of the year will be the traditional Christmas Diesel Day to be held on the 27th December 2013 which should feature the debut of steam heat fitted Class 37 No. D6948 in original green livery.



Locomotion Shildon

Above: LNER J21 No. 65033 is seen inside the museum on April 14th. [Alan Usher](#)

Top Left: A4 No. 4489/60010 'Dominion of Canada' in blue undercoat is nearing completion. The loco is being repainted for the forthcoming gathering of A4s in York. [John Alsop](#)

Bottom Left: London and North Western Railway (LNWR) Improved Precedent Class 2-4-0 No. 790 'Hardwick' is seen in the museum on April 14th. [Alan Usher](#)

Below: Recent arrival at Shildon from the NRM in York is Streamlined LMS 4-6-2 Princess Coronation No. 46229 'Duchess of Hamilton'. [Alan Usher](#)



East Somerset Railway

On April 6th, Great Western 0-6-2T No. 5637 is seen at Cranmore with it's 3-coach train, where it will run-round and head of back down the line. [Steve Thompson](#)



Bo'ness and Kinneil

Top Right: A preserved Class 303 EMU coach is seen inside the shed at Bo'ness on April 21st. [Kai Pernau](#)

Bottom Right: Large logo Class 37 175 'W S Seller' is seen heading out of Bo'ness station on April 21st. [Kai Pernau](#)

Below: LNER D49 Class, No. 246 'Morayshire' is pictured arriving into Bo'ness on April 21st. [Kai Pernau](#)





Peak Rail

Above: Hunslet Built 0-6-0 Saddle Tank 'Lord Phil' is seen departing from Rowsley South station with the 11:15 service to Matlock on April 28th. [Dave Felton](#)

Top Right: Former Dutch National Railways Diesel shunter No. 685 is seen stored outside the premises of the Heritage Shunters Trust at Rowsley (Peak Rail) on April 28th. [Dave Felton](#)

Bottom Right: Diesel shunter Class 06 003 is seen outside the Heritage Shunters Trust at Rowsley on April 28th. [Dave Felton](#)

Below: Class 117 2-Car Diesel Multiple Unit Nos. 51396 and 51354 are seen undergoing restoration at Rowsley. [Dave Felton](#)





Peak Rail continued...

Above: A couple of The Derbyshire Dales Narrow Gauge Railway locos, seen on the site of Peak Rail at Rowsley. [Dave Felton](#)

Top Right: Class 37 188 is seen in a poor condition in the yard at Rowsley on April 28th. [Dave Felton](#)

Bottom Right: Class 04 Diesel shunters Nos. D2324 and D2229 are seen outside the Heritage Shunters Trust at Rowsley on April 28th. [Dave Felton](#)

Below: Originally built for the War Department, Drewry 0-4-0 diesel mechanical shunter No. WD72229, is seen at Rowsley on April 28th. [Dave Felton](#)



East Lancashire Railway

Top Left: Seen at Irwell Vale on April 27th, No. 34046 'Braunton' departs the station as the fireman throws on some coal and the cylinder cock was being opened. This gives the photo the dramatic effect of an express train. [Alan Naylor](#)

Bottom Left: Gresley N2 0-6-2T No. 1744 accelerates away from Ramsbottom heading towards Rawtenstall on April 7th. [Gerald Nicholl](#)

Below: Another shot of the N2, this time on April 12th, when GNR N2 Class No. 1744 is seen arriving into Ramsbottom with the 11:45 service from Bury. [Michael Lynam](#)





East Lancashire Railway *continued...*

Above: On April 12th, BR Standard Class 4 No. 80080 is seen at Bury with a driver experience working. [Michael Lynam](#)

Below: Class 37 109 is pictured arriving into Irwell Vale on April 27th. [Alan Naylor](#)



The A1 Steam Locomotive Trust
New Steam for the Main Line

‘THE ELIZABETHAN’ EXPRESS RECREATED TO CELEBRATE 60TH ANNIVERSARY OF HM QUEEN’S CORONATION

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the re-creation of ‘The Elizabethan’ express almost one year after it was first re-run in the post-steam era as part of HM The Queen’s Diamond Jubilee celebrations. ‘The Elizabethan’ was the premier train on the East Coast Main Line in the post-war period and this unique rail tour will showcase Tornado at her best and provide nearly 400 miles of travel behind an iconic Deltic.

On Tuesday 11th June 2013, 60163 Tornado will set out from London King’s Cross station and head north to Edinburgh, recreating her famous BBC Top Gear ‘Race to the North’ with Jeremy Clarkson on-board. This will be the first time an Express Blue liveried Peppercorn class A1 will have departed from London King’s Cross for Edinburgh Waverley station since the early 1950s and we are pleased to confirm that the carriages will be in the historic carmine and cream livery.



Passengers in premier dining will receive a traditional silver service throughout the journey.

The train will head North along the East Coast Main Line, pausing to collect passengers at Peterborough, York and Darlington. After a break in the Scottish Capital, iconic Deltic D9009 Alycidon will head the train south covering the 393 miles to London.

We expect there to be much fast running at the permitted maximum of 75mph and with this being a summer tour we anticipate wonderful views of the Scottish coast and the Northumberland and Yorkshire scenery with the long daylight hours.

Provisional Timings for ‘The Elizabethan’ express on Tuesday 11th June 2013 are as follows:

Station	Depart	Return
London Kings Cross	0650	2315
Peterborough	0815	2215
York	1000	2045
Darlington	1045	2015
Edinburgh	1500	1700

Terms and conditions are available on request.

Tickets for ‘The Elizabethan’ are priced at standard class (adult £109, junior £79.00), first class (adult £159.00, junior £119.00) and premier dining (adult £239.00, junior £195.00) with all profits going to The A1 Steam Locomotive Trust. Tables for two in first class and premier dining are available for a supplement of £25.00.

Bookings by debit or credit card are via our ticket agents Pathfinder Tours on 01453 835414/834477 or through www.a1steam.com.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: “We are delighted to be able to re-run ‘The Elizabethan’ express one year after our first recreation as part of HM The Queen’s Diamond Jubilee celebrations.

“This iconic train of the 1950s was British Railways’ response to the optimism prevalent at the dawn of the new Elizabethan era. Unlike last year, this time Tornado carries the striking express blue livery the A1 class wore for a period during the 1950s, the first time in the preservation era ‘The Elizabethan’ would have a blue steam locomotive up front. With both Tornado and Alycidon on the route they were designed for, this unique rail tour will be a day out to remember for all of those lucky enough to be on-board.”

Llangollen Railway

Top Right: Great Western Railmotor No. 93 and Trailer No. 92 is seen heading through Fishermans Crossing on one of its first runs back as a twin unit, April 19th. [Brian Battersby](#)

Bottom Right: Steam Railmotor No. 93 is seen at Glyndyfrdwy with Trailer No. 92 on a Carrog to Llangollen service, April 19th. [Richard Hargreaves](#)

Below: BR Standard Class 4 2-6-4T No. 80072 is seen arriving into Glyndyfrdwy on April 21st. [Phil Martin](#)





Llangollen Railway continued...

Above: GWR 3800 'County' Class No. 3802, recently repainted into BR Black is seen at Llangollen station on April 21st. [Phil Martin](#)

Top Right: LMS Black 5 No. 44806 arrives into Carrog with a service from Llangollen on April 20th. [Phil Martin](#)

Bottom Right: GWR 0-6-0PT No. 6430 is seen waiting to depart Llangollen station with a freight working on April 21st. [Phil Martin](#)

Below: Great Western 4-6-0 No. 7822 'Foxcote Manor' is seen heading into Berwyn with a Llangollen to Carrog service on April 19th. [Richard Hargreaves](#)





Great Central Railway

Above: Ivatt No. 46251 is seen working 'The South Yorkshireman' 13:15 Loughborough Central - Leicester North on April 6th. [Steve Madden](#)

Below: Class 27 No. D5401 passes Rabbits Bridge with the 'Robin Hood Express', 13:00 Loughborough Central - Leicester North on April 6th. [Steve Madden](#)



PORTILLO VISITS GREAT CENTRAL RAILWAY

Politician turned presenter Michael Portillo was at the Great Central Railway on Saturday 13th of April, filming the latest series of his popular "Great British Railway Journeys".

First stop on his tour was the beautifully restored Rothley station where he met Richard Patching, GCR's General Manager, to find out about the history of the preserved line. He also found time to chat with volunteers who help keep the award winning railway open and to meet some surprised fellow passengers and to pose for photographs. He then travelled down to Loughborough Central, behind another celebrity - visiting steam locomotive 'King Edward II' - which appropriately enough is currently sporting a striking blue livery!

Kate Tilley, Marketing Manager for the Great Central Railway said, "We were delighted to host Michael at the GCR and he was certainly getting into the spirit of railway preservation, at one point wearing a station masters hat and checking tickets!"

The Leicestershire line will feature in the forthcoming series of the programme, expected to be on the air in January 2014.





Great Central Railway continued...

Above: Tallylyn's No. 3 'Sir Haydn' (ex Corris Rly.) was built at Falcon Works, Loughborough, which is only a mile away from the Great Central. Seen here at Quorn on April 26th. [Stuart Hillis](#)

Top Right: LMS Ivatt Class 2MT No. 46521 simmers at Loughborough after arriving with a driver experience train March 17th. [Dave Felton](#)

Bottom Right: Alfred and Judy are two unusually low four-wheel saddle tank railway steam locomotives. They were built by W.G. Bagnall for use at Par harbour in Cornwall, and are seen here visiting the Great Central for their steam gala as the pair pass Quorn. [Stuart Hillis](#)

Below: On April 27th, during a shunting manoeuvre at Quorn, Ivatt No. 46521 derailed on Catch points whilst departing with the TPO. [John Alsop](#)





Severn Valley Railway

Above: Southern West Country Class No. 34007 'Wadebridge' is seen at Bewdley on March 29th. [John Alsop](#)

Top Right: On April 7th, BR Standard Class 4MT 2-6-4T No. 80072 arrives into Bridgnorth. [Richard Hargreaves](#)

Bottom Right: Ready for the start of the season, and its 50th Birthday, Class 52 'Western' No. D1062 is seen at Bridgnorth on April 7th. [Richard Hargreaves](#)

Below: Great Western 0-4-2-T No. 1450 seen at Bewdley with a driver experience working, March 29th. [John Alsop](#)





Bodmin and Wenford Railway

Above: GWR pannier tank 0-6-0PT No. 1369 passes Charlies Gate whilst working from Bodmin Parkway to Bodmin on April 28th. [Steve Andrews](#)

Top Right: GWR 0-6-0PT No. 1638 leads GWR 4200 Class No. 4247 as they climb from Bodmin Parkway and head towards Bodmin on April 14th. [Steve Andrews](#)

Bottom Right: GWR 0-6-0PT No. 6435 is seen climbing to Bodmin from Boscarne on April 28th, the lines 'Purposeful Panniers' event. [Steve Andrews](#)

Below: GWR 1500 Class 0-6-0 pannier tank No. 1501 climbs from Boscarne to Bodmin at Westheath, April 12th. [Steve Andrews](#)





National Railway Museum

Above: EM1 Class 76 1,500v electric loco No. 26020 is seen in the main hall at the NRM on April 13th. [Richard Hargreaves](#)

Top Right: 305 'Bauxite' No. 2, an 0-4-0ST steam locomotive which used to work at the Tennant's Works at Hebburn, Tyne & Wear. Built by Black, Hawthorth of Gateshead in 1874. [Richard Hargreaves](#)

Bottom Right and Below: Looking in great condition, ready for the gathering of A4s at the NRM. A4 No. 60008 'Dwight D. Eisenhower' stands proudly in the main hall alongside 'Mallard'. [Richard Hargreaves](#)



South Devon Railway

Top Right: GWR 0-6-0PT No. 5786 (running as London Transport L92) is seen arriving into Buckfastleigh on March 29th, at the lines 'Delivering the Goods' event. [Steve Andrews](#)

Bottom Right: Another shot of GWR pannier tank No. L92 as it pauses at Buckfastleigh on March 29th for a water stop. [Steve Andrews](#)

Below: Great Western Railway 2251 Class 0-6-0 No. 3205 is seen ready to depart Totnes with the last working of the day to Buckfastleigh. [Steve Thompson](#)



South Devon Railway continued...

Top Right: On March 30th, Class 33 002 is seen at Buckfastleigh in glorious sunlight. [Steve Thompson](#)

Bottom Right: On March 30th, whilst Great Western Railway's 2251 Class 0-6-0 No. 3205 heads for Totnes, Class 20 110 passed in the opposite direction with a Totnes to Buckfastleigh service. [Steve Thompson](#)

Below: GWR 4575 Class 2-6-2T small prairie tank engine No. 5542 is seen entering Bishops Bridge loop on April 1st during the lines 'Delivering the Goods' event. [Steve Andrews](#)





Ribble Steam Railway

Above: On April 28th, GWR 0-6-2T No. 5643, now lined out with crests, is seen having a last run at the Ribble Steam Railway before visiting the Ecclesbourne Railway. [Michael Lynam](#)

Top Right: Waggon und Maschinenbau railbus No. E79960 is seen heading alongside the River Ribble on April 3rd. [Richard Hargreaves](#)

Bottom Right: Ex Netherlands Class 08 variant No. NS663 is seen inside the workshops at Preston Docks on April 3rd receiving attention. [Richard Hargreaves](#)

Below: Sentinel 0-4-0DH No. 10282 'Enterprise' built in 1968 is seen shunting the regular Bitumen working at the line. [Richard Hargreaves](#)



A smart Class 47 638 'County of Kent' in BR large logo livery is seen passing Northfield on the slow line, with a South West - North West service in April 1987. [Chris Morrison](#)



From the Archives

continued...

Right: Class 08 516, 08 525 and 08 499 are seen stabled at Knottingley, date unknown. [Brian Battersby](#)

Bottom Left: Class 37 380 and 37 682 call at Telford Central with an Aberystwyth - London Euston working in July 1987. [Chris Morrison](#)

Bottom Right: On May 2nd 1991, Class 47 626 is seen departing York with a Manchester bound parcel train. [Michael Lynam](#)



From the Archives continued...

Left: Class 31 402 and 31 158 are seen awaiting to be cut in TJ Thompson's yard, Stockton on September 9th 2001. [Paul Godding](#)

Bottom Left: Class 58 023 is seen at Coalville, date unknown. [Derek Elston](#)

Bottom Right: Class 40 No. D200 is seen at London St. Pancras with the return Corby Cutler railtour on May 4th 1987. [Chris Morrison](#)



From the Archives

continued...

Top Right: Class 33 208 calls at Crewe with the 13:45 Manchester - Cardiff on September 18th 1986, shortly before the end of Class 33 workings in the Northwest.

Chris Morrison

Bottom Right: Freightliner's Class 47 334 is seen accelerating through Eastleigh on June 18th 1998 with a loaded liner from Southampton.

Paul Godding

Below: APT Class 370 006 is pictured standing in Preston station with a test working on August 13th 1981. *Dave Felton*



From the Archives continued...

Left: Scotrail liveried Class 305 519 is seen arriving into Edinburgh on August 10th 1997 with a service from North Berwick.

Paul Godding

Bottom Left: InterCity HST power car No. 43002 stands at London Paddington on October 8th 1992 with a Plymouth bound service. *Brian Battersby*

Bottom Right: LNER A3 Class locomotive No. 4472 'Flying Scotsman' is seen departing from Scarborough with an enthusiasts special on August 25th 1981. *Dave Felton*



From the Archives continued...

Southern Region 4-CIG No. 1705 in the attractive but short lived 'Jaffa Cake' livery passes Clapham cutting on a Victoria - Littlehampton service on June 22nd 1986. [Chris Morrison](#)



BR Standard Class 4 2-6-4T No. 80072 arrives into Hampton Loade on March 24th, and just look at the lovely Spring weather! [Phil Martin](#)

