

Railtalk | Magazine

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Submissions

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

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Please include a detailed description and credits.

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Welcome to Issue 92 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

I'm going to start this month by talking about the Magazine. Yes I know, the shock of an editorial talking about the Magazine, whatever next(?). I hope you are all aware by now, what we kicked off 2014 with a brand new look Railtalk. At the time, we did ask for your opinion on the changes. One comment made, numerous times, was that you found the font harder to read. After testing, hopefully the observant ones will have noticed, that we have a brand new font. I hope that this new font is easier to read and please do continue to give us your feedback on the magazine.

Now moving onto the Railways, what a sun bless month we have had! Aside from some cracking railtours (in mind, the S&C 25th Anniversary Tour) we have had some interesting and unusual freight working inc. a Class 47 to Immingham and a pairing of a Class 20 & 47 from Toton to Crewe working an engineers train.

Now I'm not sure if DB's paintshop has been listening to my ranting but it's good to see more Class 60s & 66s in the striking Red (or as some people call it Pink). I know it's not everyone's cup of tea, but I do like the livery, as can be seen pictured below.

Finally, please as always have a good look though the Magazine. Enjoy the photos and please do keep your photos coming in and should you wish to write an article about anything, get in touch.

Andy

This issue wouldn't be possible without: Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Geoff Barton, Robert Bates, Brian Battersby, Barry Beeston, Sam Bilner, Matthew Bird, Ben Bucki, Pete Cheshire, Julian Churchill, Liam Coates, John Coleman, Lorenzo D'aniello, Neil Davies, Robert Duff, Derek Elston, Eddie Emmott, Dave Felton, Paul Fuller, Jonathan Gill, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Darrel Hendrie, Brian Hewertson, Stuart Hillis, David Hollowood, Derek Hopkins, Colin Irwin, Jon Jebb, Richard Jones, Michael Lynam, Steve Madden, Phil Martin, Jonathan McGurk, David Mead, Lewis Mitchell, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Dave Peel, Neil Pugh, Wayne Radford, Charlie Robbins, Gary Smith, Gary S. Smith, Stewart Smith, Daniel Stanbridge, Chris Stanley, Steve Stepney, Craig Stretten, Simon Sugden, CJ Sutcliffe, Alex Thorkildsen, Steve Thompson, Alan Usher, Tim Ward, Stuart Warr, James Wise, Shep Woolley and the guys at RailUK.

Front Cover: On April 14th, Deltic Class 55 002 'Kings Own Yorkshire Light Infantry' worked her first maiden railtour in many years, seen here on the approach to Cupar station working 1Z59 York - Aberdeen 'The Deltic Aberdonian', looking and sounding great. [Robert Duff](#)

This Page: On March 24th, Class 66 152 working the 6M64 11:57 Peterborough Yard - Mountsorrel passes Reasby. [Steve Madden](#)



Charter Scene



Railway Touring Company - The Cumbrian Coast Express

Left: Stanier 4-6-0 No. 46115 'Scots Guardsman' digs into the gradient at a misty Scout Green heading the northbound 'Cumbrian Coast Express' on April 12th. [Gerald Nicholl](#)

Main: And the tour is seen again with 'Scots Guardsman' at the helm as it heads back to Carnforth in the evening sunshine near Silverdale on April 12th. [Gerald Nicholl](#)



Railway Touring Company - The Cumbrian Coast Express

Left: Class 86 259 'Les Ross' pulls off the 1Z86 London Euston - Carlisle at Carnforth, where Stanier 4-6-0 No. 46115 'Scots Guardsman' will take over. [Michael Lynam](#)

Main: LMS 7P Class 4-6-0 No. 46115 'Scots Guardsman' is seen charging through Beckfoot with the northbound 1Z86 'Cumbrian Coast Express' on April 12th. [Shep Woolley](#)



Northern Belle

On April 26th, Class 47 790 (Main) and 47 832 (Right) are seen passing Walcot top'n'tailing the 1Z24 Crewe to Wolverhampton. [Jon Jebb](#)



Northern Belle

Class 47 832 top'n'tailed with 47 790 haul the 1Z46 Northern Belle from Glasgow Central - Liverpool Lime Street in connection with the Grand National at Aintree, seen here passing through Euxton on April 5th. [Michael Lynam](#)



Compass Tours - The Cumbrian Moorlander

Left: Class 47 826 and 47 804 top'n'tail the 1Z80 Peterborough to Carlisle charter through Acton Bridge on April 5th. [Alan Naylor](#)

Main: West Coast's Class 47 826 (with 47 804 on the rear) haul the 1Z80 Peterborough - Carlisle charter through Euxton Balshaw Lane on April 5th. [Michael Lynam](#)





Railway Touring Company - The Central Wales Explorer

Left: 'The Central Wales Explorer' was the unoriginal, yet appropriate name given to the Railway Touring Company's excursion from Manchester on April 5th which was scheduled for steam haulage via the Heart of Wales line to Cardiff Pengam Sidings where a diesel would return the train to Manchester via Hereford. However, problems occurred and a 52 minutes late departure from Manchester ensued with two ex-LMS 4-6-0 5MTs Nos. 45407 and 44871 at the business end of the train; by Warrington Bank Quay 45407 was declared a failure and removed from the train leaving the remaining Black 5 to soldier on to Crewe where West Coast's Class 47 245 was attached to the rear. By the time that the ensemble departed Knighton (on the Welsh/English border) it was about 70-minutes late with the amount of lateness reducing and with the break at Llandrindod Wells being curtailed, by Llandeilo it was 'right-time.' This image shows the tour at Grovesend on the Swansea District Line, working the 1Z89, 07:20 departure from Manchester Victoria. [Stuart Warr](#)

Main: In heavy rain LMS Stanier Black 5 No. 44871 storms through Baystan Hill with the 1Z89 Railway Touring Company 'The Central Wales Explorer' from Manchester Victoria to Pengam. [Phil Martin](#)





Pathfinder Tours - The Heart of Wales Meanderer

Left: On April 20th, Class 37 612 and 37 611 are seen at Cheney Longville working what should have been the ECS for the following days tour. However rather than run as an ECS it was decided to allow fare paying passengers on board for the journey.

[Phil Martin](#)

Main: Class 37 612 and 37 611 power through Llangewydd with the 1Z49 Eastleigh - Llandrindod Pathfinder tour on April 21st. [Lewis Mitchell](#)



Railway Touring Company - The Dartmouth Express

LNER A4 No. 60007 'Bittern' is seen passing Tiverton Parkway on April 19th working the 1Z32 Guildford to Kingwear 'Dartmouth Express'. [Steve Andrews](#)



Railway Touring Company - The Dartmouth Express

LNER A4 No. 60007 'Bittern' passes along the newly reopened sea wall at Dawlish working the 1Z32 Guildford to Kingswear 'Dartmouth Express' on April 19th. [Steve Andrews](#)



The Settle-Carlisle Railway Development Company - 25th Anniversary Train

Left: Class 37 409 'Lord Hinton' is seen on the rear of the working from Leeds, at it passes through Ribbleshead heading towards Carlisle on April 11th with this special circular tour.
[Michael Lynam](#)

Main: Class 37 259 and 37 425 head the 1Z38 S&C Anniversary Express (Carlisle, Durham, York, Leeds and back to Carlisle) as it passes through Ribbleshead with the return working. [Michael Lynam](#)





The Settle-Carlisle Railway Development Company - 25th Anniversary Train

Left: Class 37 409 'Lord Hinton' is seen on the rear of the ECS as it departs Leeds, heading for Neville Hill, April 11th. [Steve Thompson](#)

Main: On April 11th, Class 37 259 and 37 425 arrive into Carlisle with the 1Z37 Carlisle - Carlisle, S&C 25th Anniversary Express. [Michael J Alderdice](#)



V.S.O.E. - VSOE LUNCHEON SPECIAL

On April 10th, Class 67 024 powers through Ashford International in a patch of spring sunshine working the 1Y44 Folkstone West - London Victoria VSOE with DB liveried Class 66 001 just about visible on the rear. [Daniel Stanbridge](#)





Railway Touring Company - THE HEART of WALES

Left: On April 12th, Black 5s Nos. 44871 and 45407 steam through Long Garden with the return working from Llandrindod Wells - Slough. [Phil Martin](#)

Main: Another shot of the pair of Black 5s as they are seen departing from Craven Arms leading the return from Llandrindod to Slough on April 12th. [Chris Morrison](#)



NENTA Train Tours - The Mid-Wales Rambler

Left: Class 47 826 is seen at Peterborough on April 26th with the return working from Chester to Norwich. [Class47](#)

Main: Class 47 786 top'n'tailed with 47 826 passes Walcot on April 26th heading for Chester. [Jon Jebb](#)



Steam Dreams - THE CATHEDRALS EXPRESS

West Country Class No. 34046 'Braunton' passes Wilmcote on the last leg of the journey from Paddington to Stratford-upon-Avon on April 13th. [Chris Morrison](#)



SRPS - The Forth Circle

On April 27th, A4 No. 60009 'Union of South Africa' is seen at Cowdenbeath working a SRPS Forth Circle tour. [Richard Jones](#)



Railway Touring Company - The Great Britain VII

Right: A4 No. 60009 'Union of South Africa' heads the GB VII through a wet Perth on May 1st.
[Richard Jones](#)

Main: Class 5MT, No. 44932 works the 1Z71 Bristol Temple Meads to Grange over Sands through Balshaw Lane junction with the Great Britain VII railtour on April 28th. [Alan Naylor](#)



Steam Dreams - THE CATHEDRALS EXPRESS

On April 23rd, SR Rebuilt Bulleid Light Pacific No. 34046 'Braunton' hauling an Andover to Stratford-on-Avon special is seen just east of Swindon Station. [Ken Mumford](#)





West Coast Railways - The Royal Scotsman

Above: On April 15th, Class 47 854 is seen working the 13:43 Edinburgh - Boat Of Garten at Perth. [Richard Jones](#)

Right: Class 37 685 and 37 515 are seen working the Royal Scotsman through Cowdenbeath on April 21st. [Richard Jones](#)

Main: West Coast's Class 37 685 leads 37 516 across the Tay Viaduct at Perth with the Royal Scotsman on April 28th. [Richard Jones](#)



West Coast Railways - The Edinburgh - Settle & Carlisle

On April 12th, Class 47 804 stands in Edinburgh Waverley having arrived with this charter from Cleethorpes. Class 47 826 was on the rear. [Steve Thompson](#)



PMR Tours - The North Eastern

Right: LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' is seen departing Newcastle with the ECS from the tour. Sadly due to setting off a hot box detector, the loco would not work the tour back. [Steve Thompson](#)

Main: On April 19th, LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' is seen departing Milford, having stopped there for water whilst working a Derby - Newcastle tour. [Steve Thompson](#)





UK Railtours - Lancashire Hills and Coast

Above: DB Schenker's Class 60 054 approaches Pleasington station hauling the 1Z12 'Lancashire Hills And Coast' railtour on April 17th. [Dave Felton](#)

Right: On April 17th, Class 60 054 approaches Pleasington with the 1Z12 UK Railtours Lancashire Hills and Coast railtour from London to Blackpool. [Michael Lynam](#)

Main: Class 60 054 works the 1Z12 London Euston to Blackpool North through Bamber Bridge on April 17th. [Alan Naylor](#)



Vintage Trains - THE CANTERBURY EXPLORER

A warm March 23rd, at Paddock Wood, sees Vintage Train's 'The Canterbury Explorer' from Solihull to Canterbury West with SR Rebuilt Bulleid Light Pacific locomotive No. 34046 'Braunton'. The steam loco took over the train at Handwell Bridge Loop. [Wayne Radford](#)





Vintage Trains - The BERKS & HANTS AQUAE SULIS

Left: GWR 4073 Class No. 5043 'Earl of Mount Edgcumbe' approaches Banbury on April 12th, working from Solihull to Bristol Temple Meads. [John Alsop](#)

Main: On April 12th, 'The Berks And Hants & Aquae Sulis' charter from Solihull to Bristol Temple Meads with GWR No. 5043 'Earl of Mount Edgcumbe' is seen slowing for its Didcot stop at Didcot North Junction. [Wayne Radford](#)



Compass Tours - The White Rose Express

Class 47 786 passes Malvern Wells signal box on April 12th hauling 'The White Rose Express' railtour from Hereford to Scarborough. Class 57 314 was on the rear. [Neil Pugh](#)



Steam Dreams - The Cathedrals Express

On April 10th, Class 25 No. D7535 leads LNER A4 No. 60007 'Bittern' into Churston with the tour from Woking to Kingswear. The Class 25 had topped the train from Paignton. [Steve Andrews](#)



Compass Tours - The Lochalsh Highlander

On April 25th, Class 37 423 and 37 259 wait to depart Kyle of Lochalsh with this Compass tour returning to Crewe. [Mark Pichowicz](#)



52A Tours - The Deltic Aberdonian

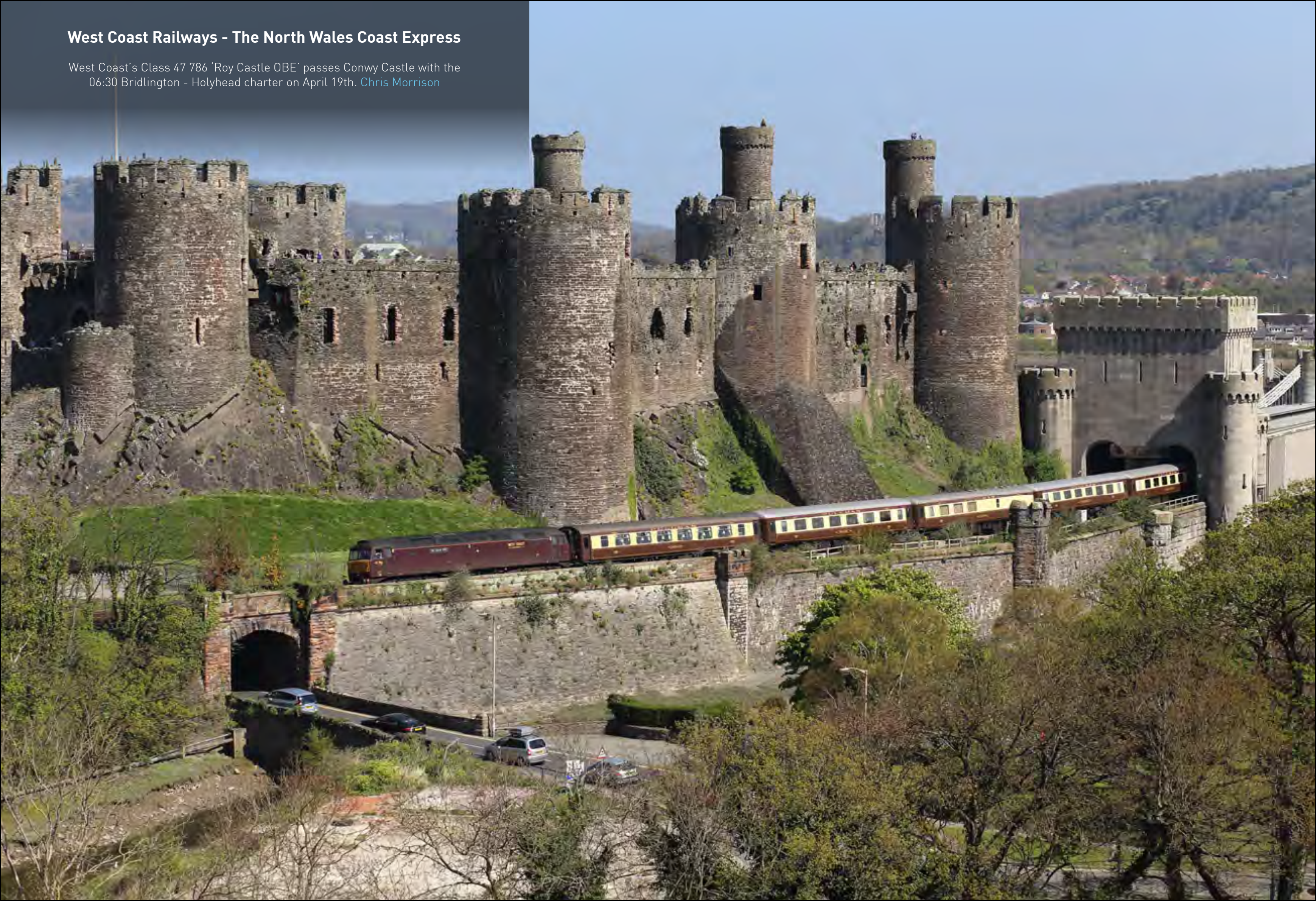
Left: Class 55 002 'The King's Own Yorkshire Light Infantry' is seen arriving into Edinburgh on April 12th working the 1Z59 York - Aberdeen. [Steve Thompson](#)

Main: On April 12th, with its first passenger train on the mainline since 1981, Deltic Class 55 002 'The King's Own Yorkshire Light Infantry' rests at Aberdeen after arriving with a raitour from York. [Mark Pichowicz](#)



West Coast Railways - The North Wales Coast Express

West Coast's Class 47 786 'Roy Castle OBE' passes Conwy Castle with the 06:30 Bridlington - Holyhead charter on April 19th. [Chris Morrison](#)



West Coast Railways - The North Wales Coast Express

West Coast Railway's Class 57 315 leads the 1Z55 Newport - Carlisle 'Statesman' tour through the site of the Brindley Heath halt at Moor's Gorse on Cannock Chase, Staffordshire early on the morning of March 29th. [Gary S. Smith](#)





ECS and Light Engine Moves

On April 22nd, it's a wet Pennine lunchtime and A4 Pacific No. 4464 'Bittern' passes Diggle loop on a repositioning movement from Crewe Heritage Centre to Grosmont (NYMR). [Gerald Nicholl](#)



ECS and Light Engine Moves

Left: On April 10th, LNER K1 No. 61994 stands at the platform at Castleton having reversed from the opposite line to gain access onto the ELR. [Steve Stepney](#)

Main: Class 57 315 top'n'tailed with 57 314, pass through Stenson Junction working the 5Z51 10:56 Derby - Carnforth ECS on March 24th. [Steve Madden](#)



ECS and Light Engine Moves

Left: LNER A4 No. 4464 'Bittern' heads through Stalybridge on April 22nd with a 5Z25 engine move from Crewe to Grosmont. [Brian Hewertson](#)

Main: Class 47 580 is seen at Derby on April 19th along with 57 315, having arrived here with a steam charter earlier in the day. [Richard Hargreaves](#)



ECS and Light Engine Moves

Left: LNER K1 No. 62005 passes Metrocentre on April 30th, working from Grosmont to Joppa Straight. [Alex Thorkildsen](#)

Main: West Coast Railways Class 47 245 top'n'tailed with 47 786 approach MetroCentre taking some ancient Mk I RES mail coaches from Tyne Yard to Hellifield Goods Loop as part of the Tyne Yard Expansion Project, April 1st. [Alex Thorkildsen](#)



ECS and Light Engine Moves

Class 47 580 'County Of Essex' (with 57 315 on rear) hauls the 5Z39 Carnforth - Derby ECS through Stenson on April 18th, with the stock for the following day's Duchess steam trip. [Stuart Hillis](#)



Pictures: Chiltern Railways



Above: Class 67 013 and 67 010 pass with Chiltern Mainline services at Leamington Spa on April 22nd. [Richard Hargreaves](#)

Right: On April 12th, Class 67 012 is seen at London Marylebone, having arrived on an early morning service from Kidderminster. [Paul Godding](#)

Main: On April 28th, Class 67 018 is seen departing Leamington Spa with a Chiltern Mainline service to London Marylebone. [Richard Hargreaves](#)





Class 70 805 passes Compton Beauchamp working the 6M50 from Westbury - Bescot on April 16th. [Steve Madden](#)



Above: On April 26th, following the failure of Class 56 078 at Ribblehead, Class 47 739 and 56 087 were sent to rescue it, but found themselves stranded at Ribblehead following a points failure. Running a mere two days late the ensemble is seen heading through Chester on April 28th. [Brian Battersby](#)

Left: Class 56 078 heads through Helsby on April 1st with a Carlisle to Chirk loaded log train. [Brian Battersby](#)

Main: Class 70 804 heads through Leamington Spa on April 14th working a Westbury to Bescot Sidings ballast. [John Coleman](#)





Above: Class 56 094 approaches Carlisle en route to Chirk with the 6J37 log train, April 12th. [Michael Lynam](#)



Right: On April 28th, Class 70 805 arrives into Leamington Spa with a ballast working. [Richard Hargreaves](#)

Main: Class 56 094 passes through Red Bank on April 15th working the 6J37 Carlisle - Chirk timber train. [Dave Harris](#)





Above: On April 16th, Class 56 087 heads a Carlisle - Chirk logs through Winwick Junction. [Michael Lynam](#)



Right: Class 70 805 and 70 803 are seen with the 6M50 Westbury - Bescot spent ballast train approaching the old Nuneaton Abbey Street station on April 8th. [Stuart Hillis](#)

Main: Class 56 087 leads 47 739 and 56 078 through Balshaw Lane Jct. with a heavily delayed 6V37 logs from Ribbleshead VQ to Chirk Kronospan on April 28th. [Alan Naylor](#)





Above: On April 14th, Class 66 114 passes through Scunthorpe with a loaded coal train heading for Eggborough power station. [Steve Thompson](#)

Left: On a misty March 31st, Class 60 074 passes Stenson Junction with the Kingsbury - Humber empty oil tanks. [Phil Martin](#)

Main: Class 66 100 nears Nuneaton Abbey Street, working the 6B30 Mountsorrel - Northampton on April 8th. [Stuart Hillis](#)



Class 66 085 crosses the Ribblehead Viaduct on April 2nd
with the 6E93 Hunterstone - Ferrybridge power station
loaded coal. [Michael Lynam](#)

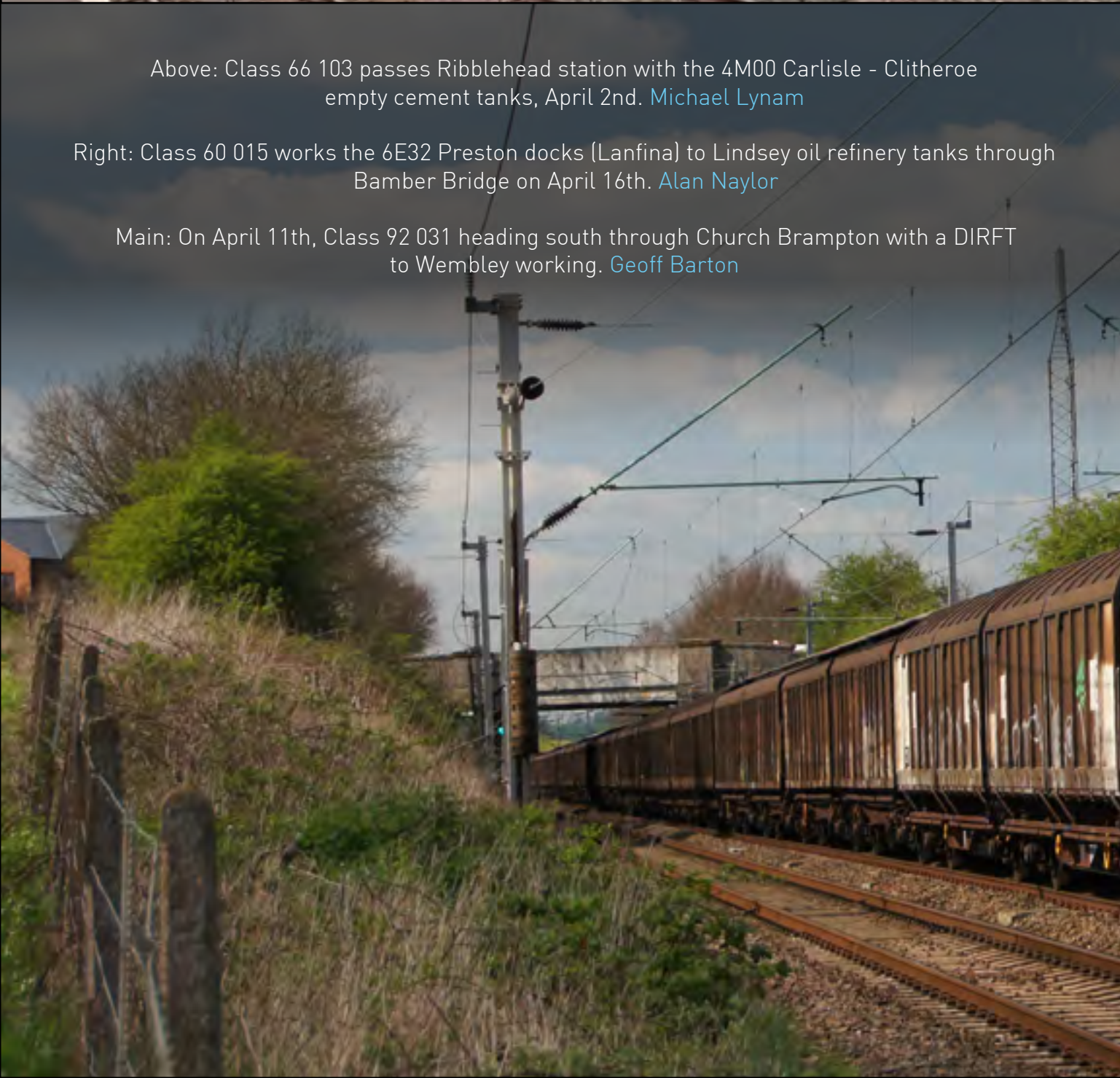




Above: Class 66 103 passes Ribbleshead station with the 4M00 Carlisle - Clitheroe empty cement tanks, April 2nd. [Michael Lynam](#)



Right: Class 60 015 works the 6E32 Preston docks (Lanfina) to Lindsey oil refinery tanks through Bamber Bridge on April 16th. [Alan Naylor](#)



Main: On April 11th, Class 92 031 heading south through Church Brampton with a DIRFT to Wembley working. [Geoff Barton](#)





Above: Class 66 176 approaches Ribblehead on April 2nd with a 6Z61 Ribblehead - Hunslet Tilcon stone working. [Michael Lynam](#)



Right: Class 60 001 working the 6E08 Wolverhampton - Immingham steel carriers, passes through Burton on Trent, April 23rd. [Stuart Hillis](#)



Main: On April 18th, Class 66 061 speeds through Longbridge with a rake of Castle Cement tanks. [Paul Godding](#)

Class 66 009 crosses the Ribblehead Viaduct working a
Hunterston - Ferrybridge coal on April 11th.
Michael Lynam





Above: On April 14th, Class 60 065 stands in the yard at Toton with a rake of MGR wagons. [Geoff Barton](#)



Right: Class 60 074 'Teenage Spirit' works the 6M32 Lindsey oil refinery to Preston Docks (Lanfina) tanks, through Balshaw Lane Junction on March 24th. [Alan Naylor](#)

Main: On April 11th, Class 66 118 passes through Scunthorpe station working the 6V04 Scunthorpe FD - Southall Yard bin train. [Steve Thompson](#)





Above: Class 60 039 working the 6V75 Dee Marsh - Margam steel, passes Sutton Bridge Jct. on a dull April 21st. [Phil Martin](#)

Left: Class 92 024 heads a Mossend Euroterminal - Daventry intermodal through Acton Bridge on April 16th. [Michael Lynam](#)

Main: Class 60 007 passes Frodingham Jct. with the return Ferrybridge - Lindsay Oil Refinery tanks, April 16th. [Steve Thompson](#)



Tata Steel branded, silver-liveried Class 60 099 crawls across Great Rocks Junction on April 14th whilst working the 07:41 Pendleton to Tunstead Sidings; behind the train may be seen Peak Forest South Sidings with 2 DBS liveried Class 60s stabled awaiting their next duties. [Stuart Warr](#)





Above: Class 66 115 passes through the Cherry Tree area of Blackburn hauling 6Z76 12:40 New Biggin British Gypsum to Warrington Arpley Sidings on April 14th. [Dave Felton](#)



Right: Class 66 097 passes through Burton on Trent, April 14th working the 6M00 Humber - Kingsbury loaded oils. [Stuart Hillis](#)

Main: On April 19th, the first electric hauled freight is seen passing over the Chatmoss route to Manchester, as Class 92 024 'JS Bach' is seen doing the honours coming off Parkside Curve and on to the mainline with the 4M26 Mossend - Daventry Intermodal. [Dave Harris](#)

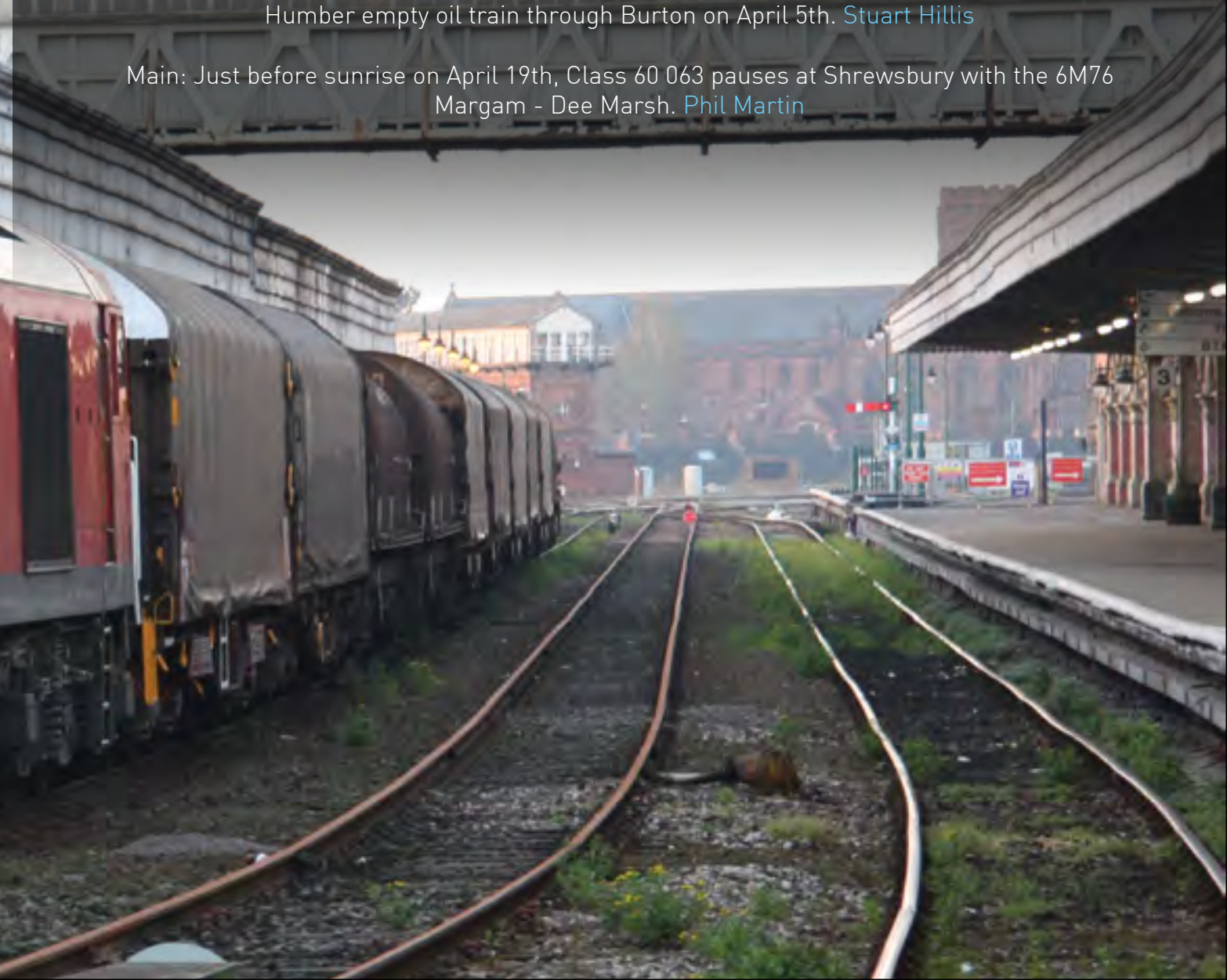




Above: On April 14th, Class 60 001 passes Melton Ross on the 6T24 Immingham Bulk Terminal - Santon FOT, and in the sun. [Steve Thompson](#)

Left: Recently repainted into DB Schenker livery, Class 66 114 works the 6E54 Kingsbury - Humber empty oil train through Burton on April 5th. [Stuart Hillis](#)

Main: Just before sunrise on April 19th, Class 60 063 pauses at Shrewsbury with the 6M76 Margam - Dee Marsh. [Phil Martin](#)





Above: Class 60 015 working the 6E32 Preston Docks - Lindsay Oil Refinery discharged bitumen tank cars, is seen heading on to the King George V Bridge at Althorpe. [Steve Thompson](#)

Right: DB Schenker liveried Class 60 079 passes Willington with the 09:08 Earles Sidings - Walsall Freight Terminal cement train on April 15th. [Chris Morrison](#)

Main: On March 14th, Class 66 115 runs through Bamber Bridge with the gypsum bins. [Alan Naylor](#)





Above: Class 92 024 works a diverted Mossend - Daventry intermodal through Deansgate on April 19th. [Steve Stepney](#)

Left: Class 60 063 with the 6E08 Wolverhampton - Immingham steel coils and carriers passes through Burton on Trent, March 31st. [Stuart Hillis](#)

Main: Class 60 044 works the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Bamber Bridge on May 2nd. [Alan Naylor](#)





Above: On April 19th, Class 66 207 passes Ashford International working a rather early 6N40 Gillingham - Hoo Junction via the world. [Daniel Stanbridge](#)

Right: Class 60 092 working the 6E38 13:54 Colnbrook - Lindsey, passes Irchester on April 11th. [Steve Madden](#)

Main: On April 16th, Class 92 042 with the 6S94 Dollands Moor- Irvine passes Red Bank hauling china clay slurry for Caledonian Paper. [Dave Harris](#)





Above: Class 66 121 arrives into Skipton on April 11th, with a rake of empty JGAs for Rylstone. [Steve Thompson](#)

Right: On April 5th, Class 66 079 passes through heavy rain at Gobowen working a very delayed 6M76 Margam - Dee Marsh loaded steel. [Phil Martin](#)

Main: On April 26th, Class 66 152 passes Wombridge with a rake of China Clay tanks. [Jon Jebb](#)





Above: Class 66 061 works the 6Z94 Avonmouth to Clitheroe empty cement tanks through Ramsgreave & Wilpshire on April 22nd. [Alan Naylor](#)

Left: On April 1st, Class 60 024 passes Burton on Trent with the 6M00 Humber - Kingsbury loaded oil tanks. [Stuart Hillis](#)

Main: On March 29th, Class 90 021 leads a disgraced 90 036 past Ashton, working the 5M16 08:45 Nuneaton - Wembley ICD sleeper ECS. 90 036 had failed at Nuneaton and 90 021 was summoned from Crewe to take the train forward. [Matthew Bird](#)





Above: Engineers train time at Ashford International with Class 66 206 hauling a late running 6N32 Gillingham - Hoo Junction via the world with a nice mixed rake of wagons, running in the area of 70mins+ late, April 12th. [Daniel Stanbridge](#)



Right: Class 66 156 passes Dorrington with the 6M30 Margam - Dee Marsh loaded steel, April 6th. [Phil Martin](#)

Main: On April 26th, Class 60 010 passes Mobberley with the 6F05 Tunstead to Oakleigh loaded limestone working. [Mark Pichowicz](#)





Above: Class 66 066 approaches Pleasington station hauling the 6Z94 from Avonmouth to Castle Cement at Clitheroe with empty cement tanks on April 15th. [Dave Felton](#)



Right: Class 60 015 is photographed shortly after passing through Linstead Hall station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on April 16th. [Dave Felton](#)

Main: Class 66 080 passes in front of the new "air raid shelter" at Toton on April 14th. [Geoff Barton](#)





Above: Class 60 040 'The Territorial Army Centenary' passes the East Lancashire Sailing Club's reservoir at Rishton hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on April 17th. [Dave Felton](#)



Right: With the bright sun shining through the station roof, Class 92 024 hauls the 4M26 06:05 Mossend Euroterminal to Daventry through Preston station on April 11th. [Dave Felton](#)

Main: Class 66 101 reaches the summit of the climb from Blackburn as the train pass through the Brownhills area of the town hauling the 6Z94 05:30 Avonmouth Hansons Siding to Clitheroe Castle Cement with empty cement tanks on April 10th. [Dave Felton](#)





Above: Class 20 142 and 20 189 top'n'tail the 2nd Railvac machine, working as 6Z90 Chaddesden Sidings (Derby) to Willesden, seen passing Burton on March 31st. [Stuart Hillis](#)

Right: On April 4th, Class 20 189 and 20 142 are seen at Kettering station working a Willesden euro terminal to Derby move. This was one of the last days for this pair in their current liveries as by the end of April, both locos would be in Balfour Beatty livery. [John Coleman](#)

Main: Class 56 311 heads the 5Z43 Crewe - Heaton HST power car No. 43423 and stock through Red Bank cutting on April 15th. [Dave Harris](#)





Direct Rail Services

Class 37 609 is seen hauling 0Z68 with the newly imported Class 68s (Nos. 68 005 'Defiant', 68 004 'Rapid' and 68 003 'Astute') from Liverpool Docks to Crewe, passing Earlestown on April 16th. [Dave Harris](#)



Above: Class 37 682 and 37 402 storm through Stenson Jct. on March 31st with a test train from Derby. [Phil Martin](#)

Left: Class 66 426 approaches Hellfield with the 6K05 Carlisle - Crewe engineers on April 2nd. [Michael Lynam](#)

Main: Class 37 610 'Tom Cassidy' (with 37 425 on the rear) passes Ishem working the 3Z03 12:32 Derby RTC - Hither Green on March 28th. [Steve Madden](#)





Above: Class 57 307 passes through Church Brampton on it's way from Crewe Gresty Bridge to London Euston, April 11th. [Geoff Barton](#)



Right: On April 15th, taking a break from Northern Belle duties, Class 47 832 heads through Stafford with the 4Z42 Daventry - Motherwell TMD(Drs) with a rake of flats. [Richard Hargreaves](#)

Main: Class 57 012 and 57 007 work the 6K05 Carlisle - Crewe infrastructure train through Red Bank on April 15th. [Dave Harris](#)





Above: Class 57 012 and Class 20 302 work the 6K73 Sellafield to Crewe Coal Sidings through Balshaw Lane on April 28th. [Alan Naylor](#)



Right: Another DRS pairing on April 28th was Class 37 609 and 37 612 working the 1Q13 Derby RTC to Carlisle test train, again seen through Balshaw Lane Jct. [Alan Naylor](#)

Main: And the third out of four pairs of DRS locos seen at Balshaw Lane on April 28th, Class 57 004 and 57 011 working the 6K05 engineers from Carlisle N.Y to Crewe Basford Hall (The fourth pair were 57 009 and 57 010 working 6K27 engineers). [Alan Naylor](#).





Above: On April 23rd, Class 47 790 heads through Stalybridge with 'Caroline' on a Stoke to Stoke trip. [Brian Hewertson](#)



Right: Class 66 428 with the 6U77 Mountsorrel - Crewe loaded IOAs with ballast, is seen moving from the goods line and onto the fast at Burton on Trent, April 2nd. [Stuart Hillis](#)

Main: Super Shunter Class 37 703 is seen at Daventry on April 14th. [John Coleman](#)





Above: Class 20 303 and 20 309 head an engineers train from York Thrall Europa - Doncaster Up Decoy through Doncaster on April 3rd. [Michael Lynam](#)



Right: Class 37 609 heads the transfer of 68 003, 68 004 and 68 005 through Acton Bridge during the movement from Seaforth Container Base to DRS Crewe at Gresty Bridge, April 16th. [Michael Lynam](#)

Main: On April 12th, Class 57 004 heads south with an unusual load consisting of two coaches and one wagon on the daily 6K05 engineers from Carlisle to Crewe via the S&C. [Michael Lynam](#)



Right: Thunderbird at London Euston on April 26th, was Class 57 307
'Lady Penelope'. [Brian Battersby](#)

Main: Class 57 012 and 57 007 starts their decent into Blackburn passing through the
Brownhills area of the town hauling 6K05 infrastructure train from Carlisle N.Y. to Crewe
Basford Hall on April 15th. [Dave Felton](#)





East Coast



Above: Almost a full house at London Kings Cross on April 3rd as no less than seven East Coast sets were seen occupying the platforms. An for those counting, there is actually one behind the photographer in platform 0. [Class47](#)

Right: On April 9th, East Coast hired in a full East Midlands Trains' HST set to cover for a derailment damaged East Coast set after an incident at Neville Hill. Here is power car No. 43044 on the rear of the set as it waits at London Kings Cross ready to work a service to Leeds. [Class47](#)

Main: For much of April the Sky 1 set has been parted from its matching loco. This is April 9th where Class 91 125 is seen at York working a Kings Cross - Newcastle service. [Class47](#)





Above: East Coast's HST power car No. 43257 is seen leading a London Kings Cross - Aberdeen working out of Haymarket on April 12th. [Steve Thompson](#)

Right: Class 67 025 'Western Star' is seen on East Coast Thunderbird duties at Newcastle Central Station on March 29th. [Liam Coates](#)



Main: On April 3rd, an East Midland Trains HST with power cars Nos. 43046 and 43082, departs Doncaster on hire to East Coast working the 1A25 Leeds - London Kings Cross. [Michael Lynam](#)



First Great Western



Above: On April 9th, Class 57 604 is seen passing Shillingham near Saltash working the 5Z11 Long Rock to Plymouth ECS. [Steve Andrews](#)

Right: West Coast's Class 57 313 and 47 746 head South through Bayston Hill with a Kilmarnock - Laira FGW stock move on April 5th. [Phil Martin](#)

Main: Class 57 605 passes Saltash with a Long Rock to Plymouth ECS on April 8th. [Steve Andrews](#)





Rail-fly liveried First Great Western HST power car No. 43163 is seen at the head of the 1L42 07:30 Carmathen - London Paddington as it passes through Compton Beauchamp on April 16th. [Steve Madden](#)



Freightliner

Class 70 013 passes Uffington on March 29th with a
Wrexham - Crewe engineers ballast working.
[Phil Martin](#)



Above: Class 66 557 passes Sharpstones Lane on April 21st working the 4V57 Rugeley - Portbury coal empties. [Phil Martin](#)



Right: Class 66 557 passes through Kings Norton with a rake of MGR hoppers, April 18th. [Paul Godding](#)

Main: Class 66 615 passes Copleys Brook, Melton Mowbray on March 24th, working the 6L44 04:45 Hope - West Thurrock. [Steve Madden](#)





Above: Class 47 816 languishes in Basford Hall Yard at Crewe, April 5th. [Dave Felton](#)

Right: With Blackburn town centre bathed in sunshine, Heavy Haul Class 66 563 winds its way through the town hauling the 4S42 Hunslet Yard to Hunterston empty coal hoppers on April 14th. [Dave Felton](#)

Main: Class 66 554 passes Melton Ross on April 15th, with a rake of loaded coal hoppers. [Steve Thompson](#)





Above: Class 66 602 heads through Battlefield with the 6V82 Tunstead - Westbury cement tanks on April 13th. [Phil Martin](#)



Right: On April 19th, Class 86 609 and 86 614 head south through Northampton with a Felixtowe bound liner. [Paul Godding](#)

Main: Class 86 613 and 86 607 head south through Carlisle on March 29th with the 4M01 Coatbridge - Crewe. [Steve Thompson](#)





Above: An usual combination of Heavy Haul Class 70 010 and DRS Class 66 423 is seen approaching Leyland station hauling the 6Z42 07:45 from Crewe Basford Hall to Carlisle N.Y. infrastructure train on April 16th. [Dave Felton](#)



Right: Class 66 593 heads north through Church Brampton on April 11th, working a Felixstowe to Lawley Street service. [Geoff Barton](#)

Main: Class 70 003 is pictured on the rear of a returning engineers train, heading for Crewe Basford Hall on April 6th. [Brian Battersby](#)





Above: Class 66 553 heads a Carlisle - Hunslet Yard with loaded coal through Kirkby Stephen on April 20th. [Michael Lynam](#)

Left: Class 70 010 working the 6M46 Aldwarke - Crewe empty scrap train, passes Burton on April 18th. [Stuart Hillis](#)

Main: Class 66 622 is pictured amongst the daffodils at Church Stretton with the 11:03 Avonmouth Coal Silos - Rugeley Power Station loaded coal train on April 5th. [Chris Morrison](#)

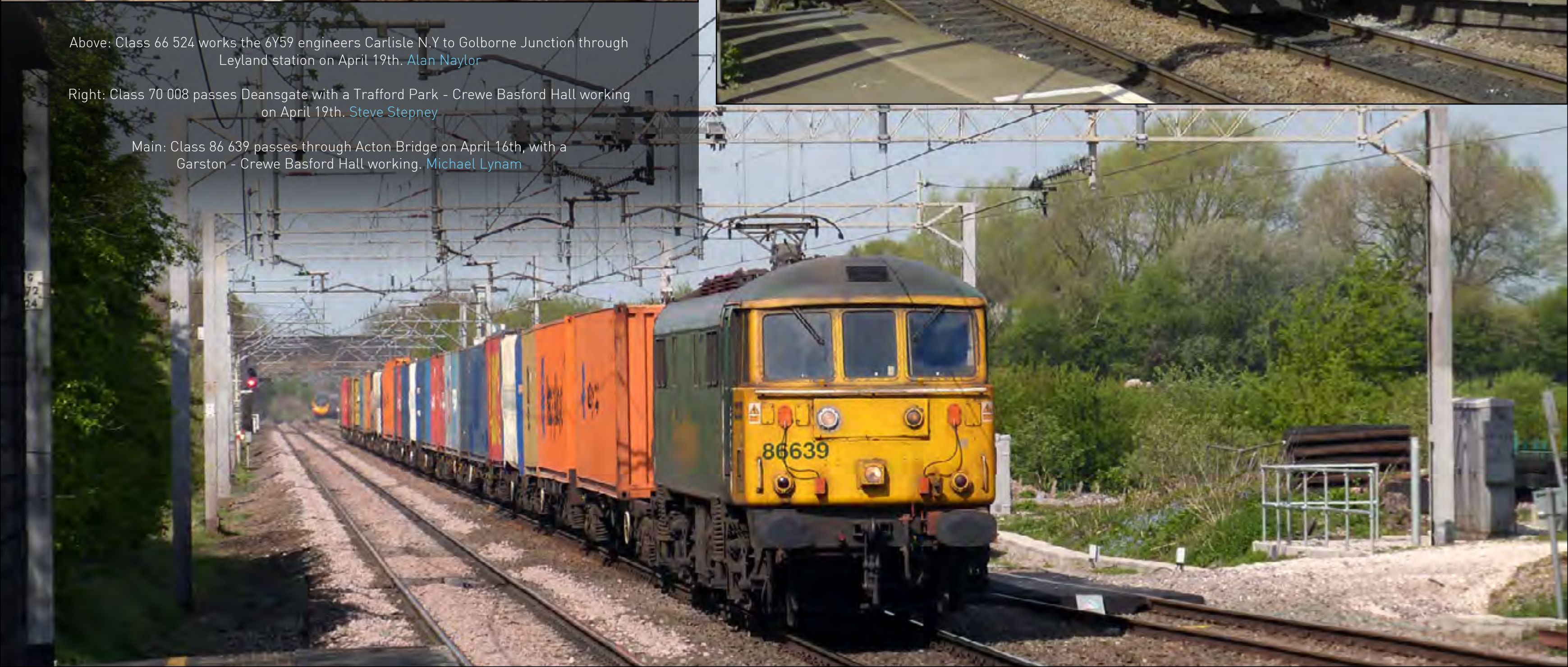




Above: Class 66 524 works the 6Y59 engineers Carlisle N.Y to Golborne Junction through Leyland station on April 19th. [Alan Naylor](#)



Right: Class 70 008 passes Deansgate with a Trafford Park - Crewe Basford Hall working on April 19th. [Steve Stepney](#)



Main: Class 86 639 passes through Acton Bridge on April 16th, with a Garston - Crewe Basford Hall working. [Michael Lynam](#)

Class 66 620 passes Langham Junction Signal Box with
the 6L89 11:49 Tunstead - West Thurrock on March 24th.
Steve Madden





Above: With Class 70 010 on the front, Class 70 011 brings up the rear of the 6X04 engineers from Oxenholme to Crewe Basford Hall through Leyland on a dull April 13th. [Alan Naylor](#)

Left: Class 66 532 heads north through Rugeley Trent Valley with a liner on April 15th. [Richard Hargreaves](#)

Main: The only Class 66 to carry the companies 'Powerhaul' livery, 66 504 approaches Castlethorpe right in the very last knockings of sunlight working the 4M93 13:30 Felixstowe to Lawley Street liner on April 14th. [Matthew Bird](#)





Above: Class 66 621 works the 4S42 Hunslet to Hunterston heavy haul through Bamber Bridge on April 28th. [Alan Naylor](#)



Right: Class 66 605 and 66 623 top'n'tail the 6X04 engineers from Carnforth North Jct. to Crewe P.A.D, seen here passing through Balshaw Lane Jct. on April 27th. [Alan Naylor](#)

Main: On April 26th, Class 86 610 and 86 637 pass through Shenfield working an Ipswich to Crewe liner. [Paul Godding](#)





Above: Class 66 602 crawls past Great Rocks Junction Signal Box on April 14th virtually at its destination whilst working the 04:16 Westbury Lafarge to Tunstead Sidings. [Stuart Warr](#)

Right: An unusual double heading, the 4055 Leeds - Southampton on April 4th, as Class 66 589 and 66 954 are seen passing through Burton on Trent. [Stuart Hillis](#)

Main: Class 70 014 works the 6Y60 engineers Carlisle N.Y to Golborne Junction through Leyland station on April 19th. [Alan Naylor](#)





Above: A most unusual pairing, if not unique, of redstripe Class 20 118 'Saltburn-By-The-Sea' and Riviera Trains 47 843 'Vulcan', both on hire to GBRf, at the head of the 6K50 Toton - Crewe engineers train at Burton on Trent, April 4th. [Stuart Hillis](#)



Right: On April 15th, Class 66 705, Union Flag and all, trundles by Melton Ross with an Eggborough bound loaded coal working. [Steve Thompson](#)

Main: Class 66 723 'Chinook' is seen at the head of the 6K50 Toton - Crewe engineers train as it passes through Burton on April 15th. [Stuart Hillis](#)





Above: Class 66 716 passes through Church Fenton on April 24th working the 6H32 Tyne Dock - Drax biomass. [Steve Thompson](#)

Left: On April 3rd, Class 66 748 heads south through Doncaster with a Tyne Coal terminal - West Burton power station loaded coal working. [Michael Lynam](#)

Main: Class 66 713 passes Upton on April 18th with the 6G60 Liverpool - Ironbridge loaded biomass working. [Phil Martin](#)



On April 24th, Class 47 843, on hire to GBRf, worked the 6R61 Hexthorpe Yard - Immingham, seen here passing through Scunthorpe. [Steve Thompson](#)





Above: On April 11th, Class 66 717 passes Church Brampton heading north with a Felixstowe to Hams Hall liner. [Geoff Barton](#)



Right: An unusual pairing on April 4th, of Class 66 709 'MSC shipping', barrier wagons and new LUL stock with Class 20 311 and 20 314 on the rear, working 7X23 Derby - Old Dalby test track, seen at Moira on Burton - Leicester freight line. [Stuart Hillis](#)

Main: Class 66 731 eases through Ribbleshead on April 11th, with a New Biggin - West Burton Gypsum working. [Michael Lynam](#)





Above: Class 66 745 passes through Swindon on April 29th working the 6S20 11:56 Westbury Up T.C. to Cliffe Hill Stud Farm. [Ken Mumford](#)

Left: Class 66 718 'Sir Peter Hardy CBE' passes Cossington on March 24th with the 4E80 13:15 Hotchley Hill - Doncaster Decoy Yard. [Steve Madden](#)

Main: Class 66 713 passes Upton on April 13th with an Ironbridge Biomass working. [Jon Jebb](#)





Above: Class 47 843 'Vulcan' and 47 815 'Great Western' head light engine as 0E44 Crewe HS - Barrow Hill, seen storming through Burton on March 31st. [Stuart Hillis](#)

Left: Class 92 038 'Voltaire' is seen stabled at Crewe on April 6th. [Brian Battersby](#)

Main: Class 73 213 and 73 107, minus nameplates I might add, slow for a red signal at Ashford International on April 4th, working 0Y73 Tonbridge West Yard - Dollands Moor to collect 10 autoballasters and return as 6Y73 later in the afternoon. [Daniel Stanbridge](#)





On April 16th, Class 66 716 and 66 736 with the 6M09 Tyne Dock - Tuebrook sidings empty Biomass hoppers, passes through Earlestown. [Dave Harris](#)



Greater Anglia

Class 90 009 passes through Shenfield working the
1P41 Norwich to Liverpool St. service on April 26th.
[Paul Godding](#)





Above: Class 950 001, the track assessment unit, passes through Balshaw Lane Junction on April 28th. [Alan Naylor](#)



Right: On April 15th, Class 31 465 is seen passing Bigby Road Bridge with a Doncaster to Derby RTC via Lincoln, Immingham and Great Coates and back via Lincoln test train. [Steve Thompson](#)

Main: Class 67 003 top'n'tailed with 67 016 approach East Boldon working a test train from Heaton T.R.S.M.D. to Derby on April 15th. [Alex Thorkildsen](#)





Above: Class 37 402 'Stephen Middlemore' top'n'tailed with 37 688 are seen working the 1Z01 Derby RTC - Bristol test train through Burton on April 22nd. [Stuart Hillis](#)

Right: Network Rail's Class 97 302 and 97 304 head through Walcot with the 6W50 Barmouth - Bescot on April 15th. [Carl Grocott](#)

Main: Class 97 303 and 97 302 are seen stabled at Aberwystwyth on April 22nd. [Phil Martin](#)





Above: Class 67 008 top'n'tails 67 016 through Newcastle on April 19th with a Derby RTC to Heaton test train. [Steve Thompson](#)

Left: Class 37 419 worked the 3Q90 Derby - Stafford on April 10th, seen here at Stafford. [Carl Grocott](#)

Main: Having worked for GBRf and associated with DRS in recent weeks, we are not quite sure who these locos are currently allocated to, but Class 57 312 'Peter Henderson' and 57 306 are seen in Crewe Basford Hall on April 5th. [Brian Battersby](#)





Above: Class 67 016 and 67 003 top'n'tail the 1Q18 Derby RTC - Oxford - Derby RTC test train through Burton on Trent, April 9th. [Stuart Hillis](#)

Right: On April 10th, Class 31 233 is seen working the 3Q17 Crewe - Derby test train through Stafford. [Carl Grocott](#)

Main: Class 31 105 heads south at Harrowden Junction working a Derby to Hither Green test train on April 15th. [Geoff Barton](#)



Class 67 003 top'n'tailed with 67 016 working the 1Q18
Heaton Carriage Sidings - Kings Cross - Derby RTC test
train are seen passing through Seaton Carew on the
Durham Coast, April 15th. [Michael J. Alderdice](#)





Above: On April 19th, Northern's Class 158 757 is seen with the unlikely destination of St. Erth. How it somehow finished up heading for Blackpool is anyone's guess!. [Steve Thompson](#)

Left: Arriva Trains Wales Class 153 303 passes through Burton on Trent, running from Doncaster Wabtec back home to Cardiff Canton after repairs and a repaint, April 4th. [Stuart Hillis](#)

Main: On April 18th Arriva Trains Wales Class 150 282 skirts along the edge of the Conway River, shortly after leaving the small station of Glan Conway with a service bound for Blaenau Ffestiniog. [Matthew Bird](#)





Above: On April 18th, London Midland's Class 170 509 passes Upton with a Birmingham New Street - Shrewsbury local service. [Phil Martin](#)



Right: Arriva Trains Wales Class 158 818 approaches Tywyn on April 18th with a Cambrian coast service. [Richard Hargreaves](#)

Main: Northern Rail's Class 158 861 approaches Cherry Tree (Blackburn) station with the 1B35 15:29 service from Blackpool North to York on April 14th. [Dave Felton](#)



On April 15th, Class 456 007 EMU, still in its Southern livery, pauses at Ash station on a service from Ascot to Guildford. South West Trains is introducing these units to the line to replace the Class 450 and 458 units currently used. The Class 456 units are due to be refurbished with 2+2 seating but will still lack the air conditioning, toilets and first class accommodation of the units they are replacing. A case of out with the new and in with the old. [Steve Dennison](#)





Above: On April 22nd, Class 168 003 is seen at Birmingham Moor Street in the new Chiltern Mainline livery. [Richard Hargreaves](#)

Left: On April 18th, CrossCountry's Class 170 117 speeds through Longbridge on a Cardiff - Nottingham working, whilst London Midland's Class 323 202 arrives into the station with a cross city line service. [Paul Godding](#)

Main: First TransPennine Express' Class 185 144 passes through Leyland station on April 16th, working the 1N56 08:25 service from Manchester Airport to Blackpool North. [Dave Felton](#)

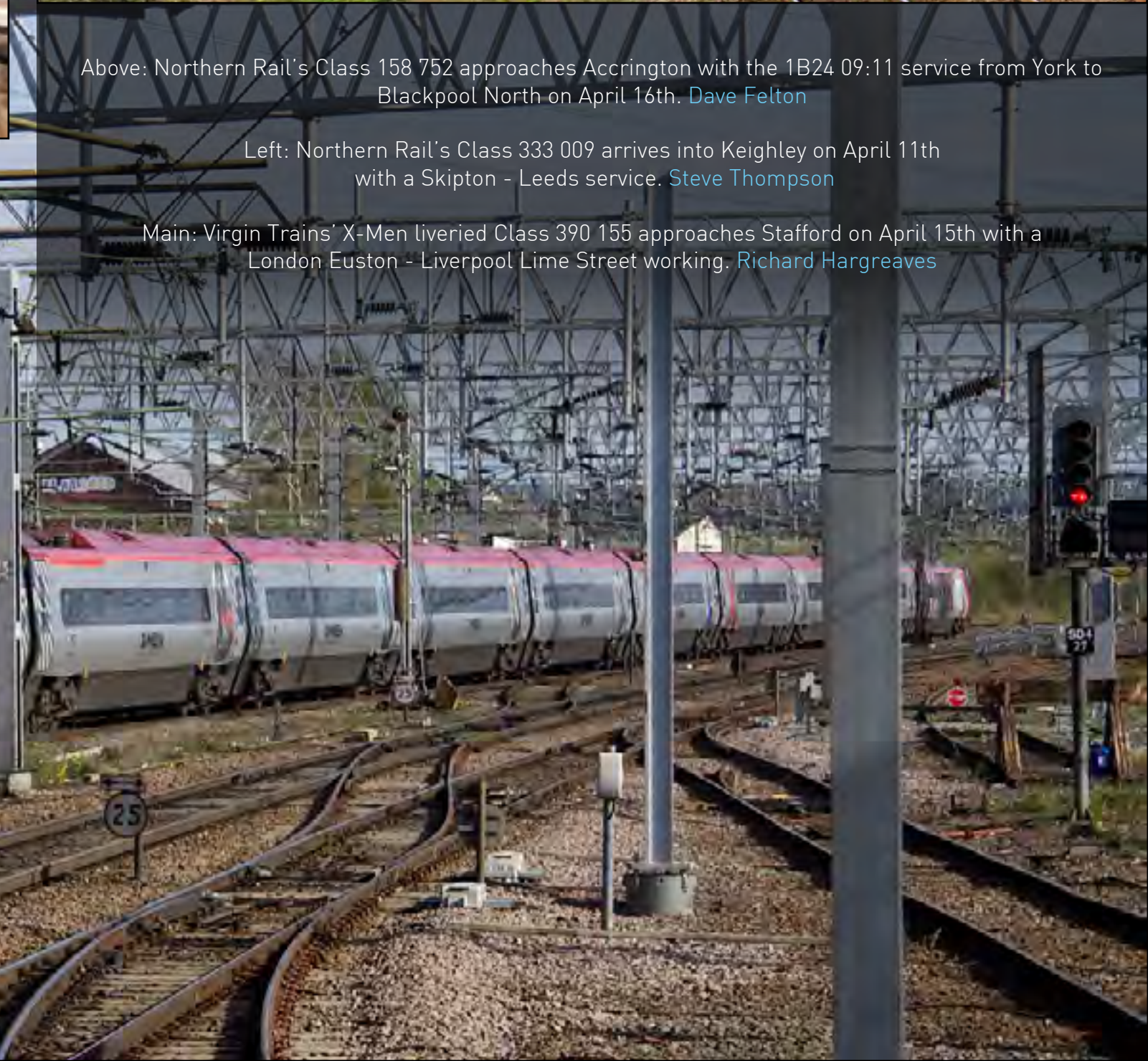




Above: Northern Rail's Class 158 752 approaches Accrington with the 1B24 09:11 service from York to Blackpool North on April 16th. [Dave Felton](#)



Left: Northern Rail's Class 333 009 arrives into Keighley on April 11th with a Skipton - Leeds service. [Steve Thompson](#)



Main: Virgin Trains' X-Men liveried Class 390 155 approaches Stafford on April 15th with a London Euston - Liverpool Lime Street working. [Richard Hargreaves](#)



First Capital Connect's Class 365 525 is seen at Peterborough on April 26th, working a Peterborough - London Kings Cross service. [Class47](#)



Above: Virgin Trains' Class 390 104 passes through Deansgate working a diverted Carlisle - London Euston service on April 19th. [Steve Stepney](#)

Left: On April 5th, at Panponton (near Knighton) Arriva Trains Wales Class 153 312 approaches the River Teme bridge whilst working the 2M51 09:15 Swansea to Shrewsbury as a fellow photographer captures a more traditional shot from the parallel footbridge. [Stuart Warr](#)

Main: Northern Rail's Class 158 757 departs from Preston station working the 1B25 10:29 service from Blackpool North to York on April 11th. [Dave Felton](#)





Above: On April 12th, First Capital Connect's Class 313 050 and 313 054 are seen at Hornsey with a London Kings Cross - Welwyn Garden City service. [Paul Godding](#)



Right: Northern Rail's Class 142 028 heads towards Preston after departing from Lostock Hall station with the 2S15 07:48 service from Colne to Blackpool South on April 23rd. [Dave Felton](#)

Main: Greater Anglia's Class 321 345 departs from Shenfield on April 26th working the 1K81 Southend to London Liverpool Street service. [Paul Godding](#)





Above: Class 507 011, sporting Merseyrail's new livery, calls at Wallasey Village on March 29th. [Chris Morrison](#)

Right: Arriva Trains Wales Class 175 108 crosses over by Bangor signal box to form the 13:31 departure to Manchester Piccadilly on April 19th. [Chris Morrison](#)

Main: Northern Rail's Class 333 014 is seen at Skipton on April 11th working a service to Leeds. [Steve Thompson](#)





Above: Normally associated with the Leeds - Doncaster local services, Northern Rail's Class 321 902 is seen at Keighley on April 11th with a Skipton - Bradford service. [Steve Thompson](#)

Left: On April 12th, South Eastern's Class 466 007 is seen on the rear of an 8 car working at Battersea Park. [Paul Godding](#)

Main: Greater Anglia's Class 315 850 is seen stabled at Shenfield on April 26th, having arrived with the 2W14 Liverpool St. to Shenfield terminating service. [Paul Godding](#)





Above: Greater Anglia's Class 360 115 passes through Shenfield on April 26th working the 1N43 Clacton to Liverpool St. [Paul Godding](#)

Left: On April 12th, First Transpennine Express' Class 350 405 is seen at Carlisle in the new livery, working a Manchester Airport - Edinburgh service. [Michael Lynam](#)

Main: Northern Rail's Class 150 207 and 150 273 depart from Leyland station with the 2N22 08:32 service from Hazel Grove to Preston on April 16th. [Dave Felton](#)





Above: On April 15th, CrossCountry Voyager Class 220 016 races past Ash station with the once a day service from Newcastle to Guildford. [Steve Dennison](#)

Left: Class 221 120 is seen arriving into Haymarket on April 12th with a CrossCountry service to Edinburgh. [Steve Thompson](#)

Main: Northern's Class 158 908 and 158 784 are seen departing Skipton with a Carlisle - Leeds service on April 11th. [Steve Thompson](#)





Above: On April 5th, East Midlands Trains Class 222 005 is seen at Manchester Oxford Road working a Liverpool to Nottingham service, strengthened for the Grand National. [Brian Hewertson](#)

Left: On April 28th, London Midland's Class 350 101 is seen departing Stafford showing signs of a recent attack of graffiti. [Richard Hargreaves](#)

Main: Chiltern Railways Class 168 219 calls at Leamington Spa station with a Birmingham Moor St. to London Marylebone service on April 14th. [John Coleman](#)

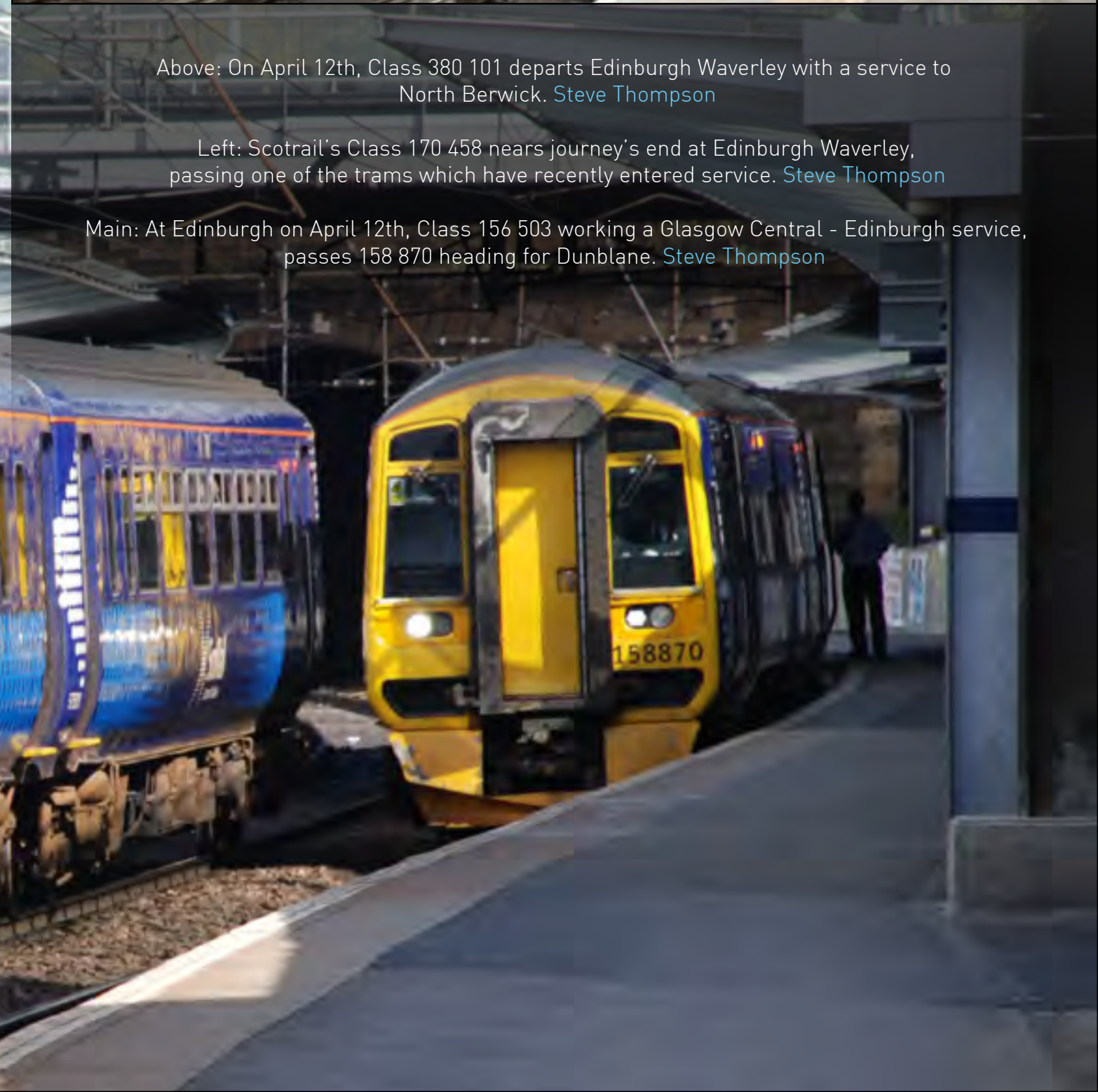




Above: On April 12th, Class 380 101 departs Edinburgh Waverley with a service to North Berwick. [Steve Thompson](#)



Left: Scotrail's Class 170 458 nears journey's end at Edinburgh Waverley, passing one of the trams which have recently entered service. [Steve Thompson](#)



Main: At Edinburgh on April 12th, Class 156 503 working a Glasgow Central - Edinburgh service, passes 158 870 heading for Dunblane. [Steve Thompson](#)

Going Underground



Soon to be replaced by 'S' stock, a District Line service to Edgware Road arrives into Earls Court on March 15th.
Richard Hargreaves



Above: On March 1st, 'C' stock No. 5726 is seen arriving at Southfields with a District Line service to Wimbledon. [Richard Hargreaves](#)

Left: 'S' stock No. 21103 is seen at Baker Street on March 1st with a service to Uxbridge. [Brian Battersby](#)

Main: District Line 'C' stock No. 5549 is seen departing West Brompton on March 15th with a service to Wimbledon. [Brian Battersby](#)

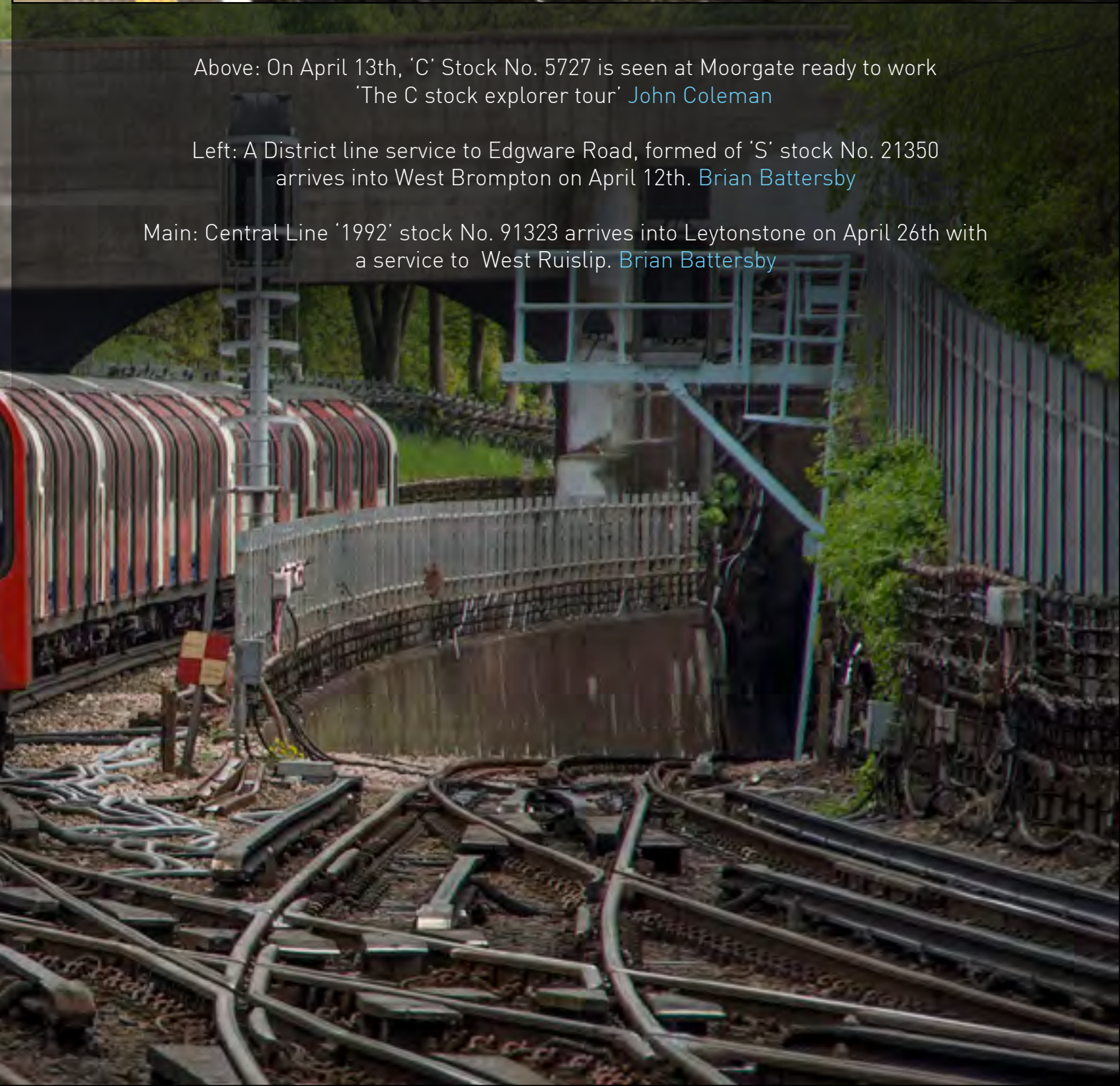




Above: On April 13th, 'C' Stock No. 5727 is seen at Moorgate ready to work
'The C stock explorer tour' [John Coleman](#)



Left: A District line service to Edgware Road, formed of 'S' stock No. 21350
arrives into West Brompton on April 12th. [Brian Battersby](#)



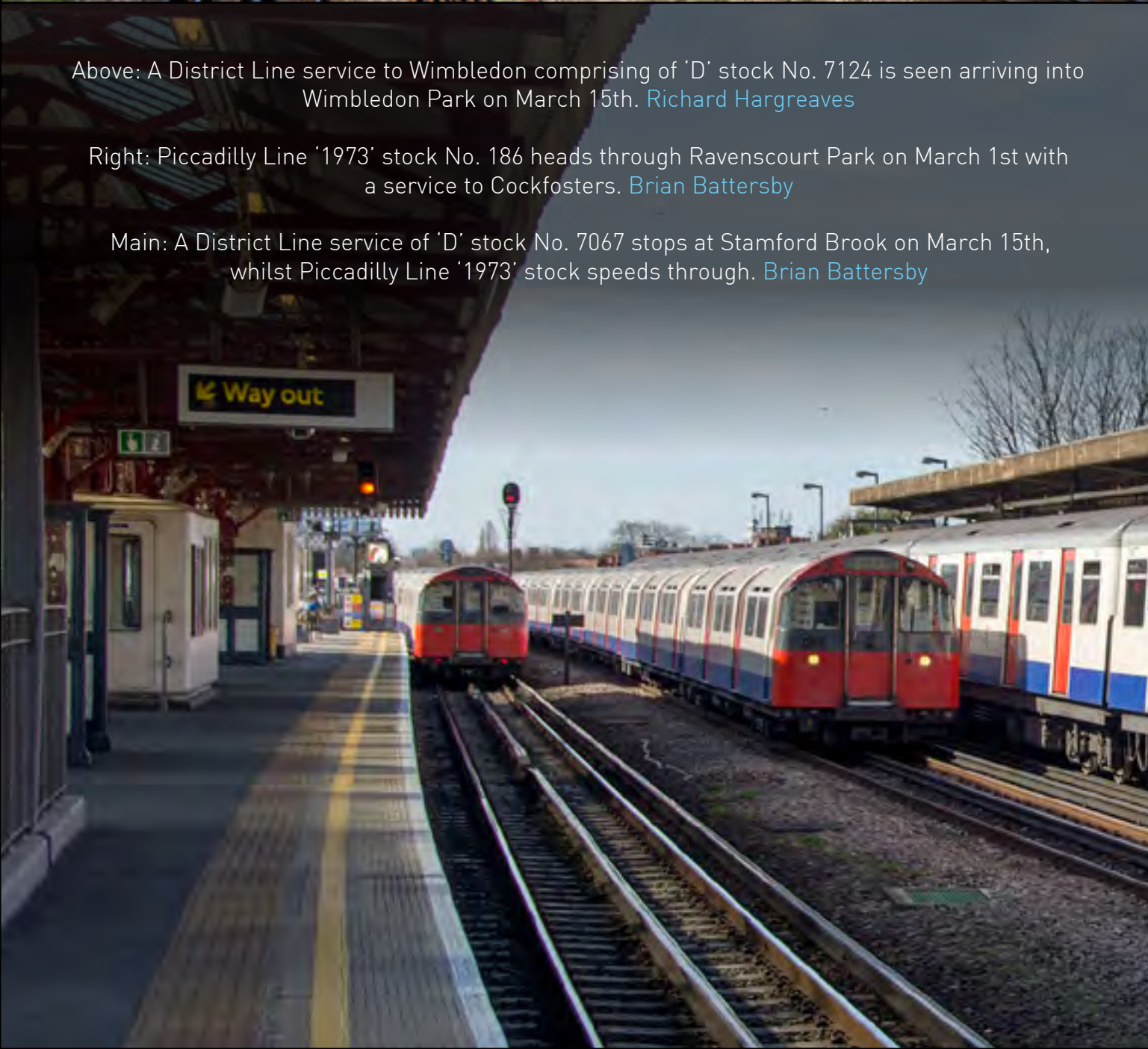
Main: Central Line '1992' stock No. 91323 arrives into Leytonstone on April 26th with
a service to West Ruislip. [Brian Battersby](#)



Above: A District Line service to Wimbledon comprising of 'D' stock No. 7124 is seen arriving into Wimbledon Park on March 15th. [Richard Hargreaves](#)



Right: Piccadilly Line '1973' stock No. 186 heads through Ravenscourt Park on March 1st with a service to Cockfosters. [Brian Battersby](#)



Main: A District Line service of 'D' stock No. 7067 stops at Stamford Brook on March 15th, whilst Piccadilly Line '1973' stock speeds through. [Brian Battersby](#)



On a misty March 1st, District Line 'D' Stock No. 7100 emerges from the depths of Earls Court and heads for Olympia. [Richard Hargreaves](#)



BY RAIL, SEA and ROAD

A 100-page photo book re-living the repatriation of two of the UK's finest exports in connection with the National Railway Museum's "Mallard 75" festivities.



Due to the immense amount of interest that the re-patriation of "*Dwight D. Eisenhower*" and "*Dominion of Canada*" 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 a photobook.

Being available direct from the publishers, Blurb, this allows people from all over the world to order the book and have it delivered direct to their door in your choice of either 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 and North America.

To see the book, and to order direct, please see:
<http://www.blurb.co.uk/bookstore/detail/3708224>



Above: 'C' Stock Nos. 5727, 5560 and 5596 approach Sudbury Town, crossing with a '1973' stock service, working 'The C Stock Explorer' railtour on April 13th. [Alex Thorkildsen](#)



Right: 'C' Stock Nos. 5596, 5560 and 5727 approach Latimer Road working empty stock from Hammersmith Depot to Moorgate to form 'The C Stock Explorer' railtour on April 13th. [Alex Thorkildsen](#)

Main: After a lunch break, 'C' Stock Nos. 5727, 5560 and 5596 depart Northfields Depot empty stock to continue 'The C Stock Explorer' railtour on April 13th. [Alex Thorkildsen](#)





Docklands Light Railway

On March 15th, DLR unit No. 02 is seen arriving into West India Quay. [Brian Battersby](#)



Blackpool Trams



On Good Friday, April 18th, the heritage tram fleet was in operation.

Above: Open Topped Balloon tram No. 706 'Princess Alice' approaches Foxall Square. [Michael Lynam](#)

Right: Bolton No. 66 heads towards Central Pier. [Michael Lynam](#)

Main: Boat tram No. 230 heads along the front, seen here near Manchester Square. [Michael Lynam](#)

Blackpool wide door Balloon No. 700
is seen at the Pleasure Beach. Michael Lynam



Fares Advice with RailUK

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

Penzance to Belfast via Cairnryan using Night Riviera Sleeper £104 + supplement

Q: Penzance to Belfast via Cairnryan using Night Riviera Sleeper return £104 + supplement: Has anyone used this route it does seem the logical way to travel from Penzance to Belfast. I would like to travel end of May does anyone have a good telephone number to phone to find a competent person to issue the tickets. Or would a ticket office sell the supplement if I got the tickets online? Don't seem to be able to do it online. Best ferries to Ireland 7.30 pm & 7.30am from Belfast.

A: Ouch! That's one hell of a journey.

I think it would be best to sort this out at a station as you will need to pay for a sleeper berth reservation and need a ferry reservation for the following day. A competent clerk should be able to sort it for you.

You could consider the 16:44 from Penzance to Paddington, arriving at 22:38 then getting the 23:50 lowland sleeper from Euston to Glasgow. If the sleeper is on time you will make the 07:30 from Glasgow to Ayr, which in turn connects into the 11:30 ferry from Cairnryan (note this is not an official connection but we had a thread on it last week).

Alternatively you could consider the Birkenhead-Liverpool ferry. Depart PNZ at 11:41, arrive BKQ at 20:36. Ferry departs 22:30, arrives Belfast at 06:30. Through tickets are available although not as cheap as the Cairnryan route but you'd probably get a better sleep on the

ferry than the train. I recommend you read the section on 'seat61.com' as booking berths on the ferry is potentially problematic when using railsail.

You could also consider going via Holyhead but I think this would involve staying overnight either in Holyhead or Dublin.

Depending on what time you leave Penzance, then it's possible to do it without an overnight stay (as per National Rail):

06:28 Penzance - Birmingham New Street 11:58

12:23 Birmingham New Street - Shrewsbury 13:19

13:24 Shrewsbury - Holyhead 16:15

17:15 Holyhead [HHD] - Dublin

Ferryport [DFP] 19:15

20:50 Dublin Connolly - Belfast

Central 22:55

The route via Holyhead should be £62. The journey planner also gives a route via Fishguard but no fare, so it may not be possible to buy this as a single ticket:

14:00 Penzance - Reading 18:51

19:12 Reading - Swansea 21:49

23:45 Swansea - Fishguard Harbour

01:28

02:45 Fishguard Harbour -Rosslare

Europort 06:15

07:20 Rosslare Europort - Dublin

Connolly 10:15

11:00 Dublin Connolly - Belfast

Central 13:15

Meant to say, that's £62 each way so £124 return - which is probably going to work out cheaper than £104 + supplement.

SWT and excesses

Q: Friend buys ticket online. Realises they've bought walk up off peak day single by mistake instead of off peak day return. Gets off train at first major commuter belt ticket office. Ticket office staff member

- who consults with another - says can't excess that ticket as you bought it online. Advice - buy new tickets from me and refund those bought online. Difference between the two tickets, - off peak day single £14 return £14.60. This is unusually bad customer service from SWT. (Unless they were right?) Am thinking of drafting a letter to SWT for refund as easier than online refund. Any thoughts ? I've also advised in future to ask on train (they had assumed ticket office would be more knowledgeable!!)

A: This may vary accord to what station you actually started your journey from.

Officially, if there was an open ticket office at your origin station you should not have been given an excess fare after boarding he first train. This is not because you bought it online (or wherever) but because you already had opportunity to change it.

If there was not an open ticket office the excess could be done at the first reasonably practicable opportunity (this does not require you to get off the train before you need to, but may be easier to obtain if you do).

That being said, some clerks will excess the ticket regardless, and some will excess it unless you have finished using it.

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.



Class 66 617 heads the 6V82 Tunstead - Westbury cement through Dorrington on April 6th. [Phil Martin](#)



Network Rail and The Office Group announce next phase of growth for The Station Office Network joint venture

The Station Office Network, the joint venture between Network Rail and The Office Group, has announced that it will open a further three drop-in work spaces in 2014 following the successful launch of its flexible office product at Paddington station in mid-2012.

New sites being developed at King's Cross, Leeds and Liverpool Street stations will provide an additional 50,000 sq ft of high quality work space to Britain's mobile workforce. All three locations are set for completion in spring/summer 2014 and together with the existing Paddington office, will create a network of four stations that can accommodate up to 1100 people in a variety of alternative working environments. These include offices, meeting rooms and drop-in work space, known as Club Rooms, for a broad range of businesses and rail passengers.

The Station Office Network is a 50:50 partnership which enhances the passenger experience and taps into the growing trend of flexible and mobile working by providing convenient, design-led work and meeting spaces at major transport hubs, allowing people to work seamlessly while on the move.

David Biggs, Network Rail's managing director of property, said: "This innovative joint venture brings an additional facility to our busy stations by transforming underused space into productive work environments that meet the needs of time scarce business travellers.

Stations are convenient destinations for shopping, dining and leisure and the success of our first site at Paddington has proved that they are equally as sought after for business. As we prepare for another decade of dramatic growth on the railway, the serviced office product will continue to be a key element of how we improve our stations and enhance the passenger experience."

All profits from Network Rail's commercial activity are re-invested in the railway to help build a safer, more reliable and growing network for its passengers and freight users.

Commenting on the joint venture, Lloyd Dorfman, The Office Group's Chairman and majority shareholder (and founder of foreign exchange group Travelex) said: "This joint venture further strengthens The Office Group's position as a leading player in the work space sector, and proves that this market's time has

absolutely come. As demand for flexible and remote working grows throughout the UK, these new facilities will support our exciting growth plans in meeting passenger needs."

The Station Office Network provides commuters with shared or private working areas similar to airport business lounges, with stylish meeting rooms, superfast broadband and receptionists to handle mail, telephone and switchboard enquiries.

Charlie Green, co-founder and joint CEO of The Office Group, said: "Flexible and mobile working are becoming ever more the norm for businesses and stations have become destinations in their own right – not just somewhere to travel through. These working spaces provide yet another facility for busy passengers to use. As part of the membership, clients at the rail hub offices can also take advantage of The Office Group's other 16 London venues adding further convenience to our customers."

Andrew Ledger, director of The Station Office Network, added: "There are ambitious plans to open further work spaces in major railway stations throughout the UK. We have already identified a number of new and exciting locations, which will form part of our expansion strategy to help create a network of flexible work space for our customers that want to do business at our stations."

Loco Fleet List 2014

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

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

Contents

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

Loco Fleet List 2014 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.

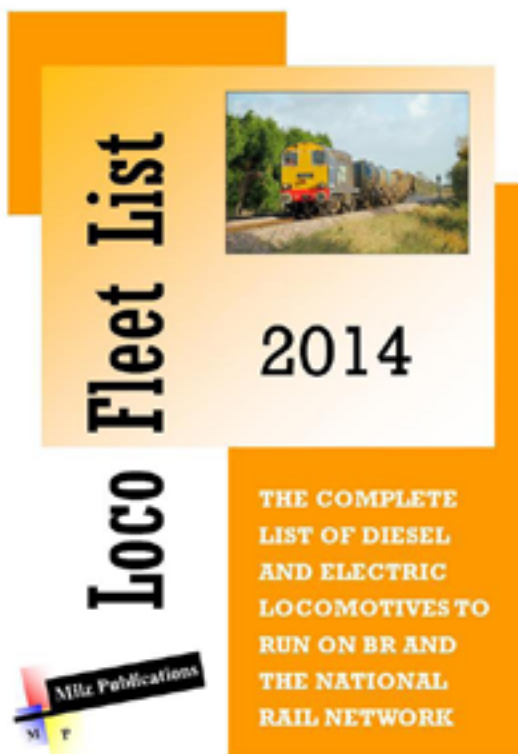
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Loco Fleet List



2014

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





Great Western 4300 Class Mogul No. 5322 is seen at Llangollen on April 5th. [Phil Martin](#)

Sleaford rail upgrade completed

Rail passengers and road users in Metheringham are travelling over four improved level crossings and 19 miles of new signalling after engineers completed the latest phase of investment to modernise the Great Northern Great Eastern (GNGE) line between Peterborough and Doncaster via Lincoln.

Phil Verster, route managing director for Network Rail, explained: "The GNGE line is an important route for both freight and passenger trains. Demand for rail services continues to grow and the upgrade of this line is an important project to help meet that demand.

"During just ten days our engineers have installed modern signals which will help to allow for future increases in services as well as improving reliability. At the same time the level crossings at Scopwick, Rowston, Blankney and Sleaford North have been upgraded with the latest technology."

The new signalling system replaces 1930s mechanical technology with modern electronic systems now controlled from Network Rail's Lincoln Signalling Control Centre.

This most recent phase of works saw the closure of signalboxes at Rowston, Scopwick, Sleaford South, Sleaford North and Blankney – although Blankney has been left in situ as the building has been listed by English Heritage.

Blankney level crossing now includes a new footpath to allow passengers to access the southbound platform at Metheringham station from the car park. This path replaces an outdated crossing in the station which has been removed. Passengers are being advised to allow slightly more walking time for the new route.

The work on the four level crossings was the largest number so far achieved in a single operation. Two level crossings were also completely closed during this phase of the project at Beevors and Rowston, further improving safety.

The completion of this phase means that trains which are not calling at Sleaford are now able to bypass the town, reducing traffic and delays to level crossing users in the town centre.

New rail investment delivery agreement tested in the north of England

Network Rail, Northern Rail and First TransPennine Express (FTPE) have signed a formal collaboration agreement aimed at putting value for passengers at the heart of the rail improvements planned for the rail network in the north of England over the next five years.

This formal agreement is designed to improve efficiency through putting whole life costs at the centre of the planning and delivery of work. It is an idea which was developed by the Rail Delivery Group and is being piloted by the three companies. It is designed to supplement the close working which already exists between Network Rail and all operators, and will see the three companies sharing expertise to develop capacity improvements at Leeds station and in the east Leeds area. Both schemes are due to complete by spring 2019.

Phil Verster, Route Managing Director at Network Rail explained: "We have exciting plans to increase services in to and around Leeds over the next five years. These plans are vital if we are to meet demand for services which continues to grow ahead of forecasts. Investment in rail is expensive and this agreement sets out a formal framework to allow us to share resources and reduce inter-railway compensation costs in order to maximise value for money."

The principles of the agreement are intrinsic to Office of Rail Regulation's requirements for the development of all CP5 enhancement projects. Where cost savings can be found over and above those already planned in the project, these will be shared among the partners.





At the Nemesis Depot, Burton on Trent on April 24th, 'Royal' Class 47 798 'Prince William' having just arrived light engine from York, is seen alongside 47 375, 73 103, 73 134 and 20 903. [Stuart Hillis](#)

NINE 'HOUSE RULES' TO HELP YOU FEEL AT HOME WITH EAST COAST

East Coast has unveiled nine top tips to help everyone feel at home and enjoy a relaxing journey on its trains, following customer feedback.

The train operator is launching an awareness campaign to promote nine simple House Rules, which aim to ensure every passenger has a safe and comfortable journey, every time they travel.

And it's not just the passengers who are being asked to take the easy-to-remember messages on-board. Every one of East Coast's staff working on trains and at its 12 managed stations is receiving a personal pocket guide to help them remember the nine golden rules and help make sure everyone enjoys their journey.

The nine East Coast House Rules are:

- Take a seat – but not with feet or bags

- Respect – a little goes a long way
- Mobiles – use with consideration
- In its place – place bags in the racks
- Music – for your ears only
- Time – give yourself a little more
- Quiet Coach – keep the peace
- Give it up – if priority seats are needed
- Book a seat – we'll have it waiting

East Coast Commercial and Customer Service Director Peter Williams said: "These common sense rules are simply about helping everyone who travels with us to feel at home when they travel in a relaxed atmosphere.

"That's why we're reminding all our customers, and every East Coast member of staff, of a few simple tips which together will ensure every passenger enjoys their journey from beginning to end.

"The vast majority of people who travel with us already follow these rules – but like every transport provider, we do see a small minority of people who can spoil things for everyone else. In some cases this can lead to transport police having to come to the train to support our staff, which in turn causes delays to trains.

Work to start on Redditch line improvements as part of £100m investment

Work will start later this year to increase the frequency of trains between Barnt Green and Redditch and redevelop the station at Alvechurch to provide a better railway for passengers. The improvements are part of a £100m investment package which will boost rail services to Redditch by December 2014.

Nearly three kilometres of new railway will be built from Alvechurch station towards Redditch and the new doubled-section of track will allow three trains an hour to run in each direction between Barnt Green and Redditch, rather than the two trains an hour which currently operate.

Alvechurch station will be transformed with an additional platform, a new footbridge and lifts being built, providing a better station and step-free access for passengers.

Passengers are being warned in advance that the extent of the work means an eight-week closure of the railway between Barnt Green and Redditch will be required over the summer to allow Network Rail to deliver the improvements. Network Rail has worked closely with London Midland to plan the work and keep the closure and disruption to a minimum for passengers.

Liam Sumpter, area director for Network Rail, said: "These improvements will provide a more frequent and reliable rail service for passengers, allowing additional trains to serve Alvechurch and Redditch every hour. We are also making improvements to Alvechurch station which will have better facilities and be fully accessible for the first time. "Combined with electrification, resignalling, linespeed improvements and a new station at Bromsgrove, £100m is being invested in the railway in north Worcestershire to provide a better service and facilities for passengers.

"There will be some short-term disruption while the work is carried out and passengers are being advised to always check before they travel to and from Redditch over the summer for the latest information." Mark Goodall, London Midland's head of cross city services, said, "I apologise to passengers for the temporary disruption they will face while these essential works are carried out. Ultimately, this work programme will lead to a more frequent and reliable rail service, which is better news for everyone."





West Coast's Class 57 313 and 47 746 head a train of First Great Western HST stock from Barclay Sidings at Kilmarnock to Laira, passing Church Stretton on April 5th. [Chris Morrison](#)

Temporary road closures as £400m electrification project enters Chorley and Bolton

Work has now started to rebuild a number of bridges in Chorley and Bolton as part of a £400m electrification programme to provide a better railway across the north of England. Bridges at Harpers Lane, Chorley; Railway Road, Adlington; and Lostock Lane, Bolton, will be rebuilt to allow overhead electricity lines to run underneath to power trains from December 2016. This work will improve rail connections between Manchester and Preston via Bolton, delivering a more reliable, efficient and greener railway.

Ian Joslin, area director for Network Rail, said: "Our programme of work to electrify the railway in the north west and upgrade the infrastructure as part of the Northern Hub will provide many benefits to passengers, including faster journeys where possible and more seats and capacity. "To deliver improvements on this scale, we have to rebuild several bridges to accommodate the new infrastructure, which means causing short-term disruption in certain areas. We have done all we can to plan the work to complete it safely in the shortest amount of time to help keep disruption to a minimum. I apologise for any inconvenience caused and thank local people for their patience while we complete these essential upgrades."

The North West Electrification Programme is being delivered in five phases until December 2018 and will electrify 352km of track across the north west of England. As well as providing a cleaner, faster and more reliable railway, electrification will also help to provide additional capacity, meaning more trains and more seats for passengers. Alongside the £600m Northern Hub, which is delivering infrastructure improvements across the north west of England to complement the electrification programme, more than £1bn is being spent to improve the region's railway.

Network Rail has worked closely with local authorities to plan the associated road closures and diversions will be clearly signposted. Local residents and businesses in areas close to the affected bridges will be written to in advance of the work. The roads will be closed on the following dates: Harpers Lane, Chorley, 5 May - 24 October; Railway Road, Adlington, 9 June - 7 November; Lostock Lane, Bolton, 2 June - 10 October.

Rose Grove to Colne line reopens after upgrade and investment

The line between Rose Grove and Colne has reopened after improvement work was carried out to provide a better railway for passengers.

Network Rail invested nearly £2m to renew a 1.5 mile section of track between Rose Grove and Brierfield and improve a 2.3 mile section between Brierfield and Colne.

As well as the track improvements, further work was carried out Colne, Nelson, Brierfield, Burnley Central and Burnley Barracks stations. Lineside litter and graffiti was removed from along the line, improvements were made to level crossings and vegetation management work took place.

Ian Joslin, area director for Network Rail, said: "This investment has allowed us to provide an improved, safer and more reliable railway between Rose Grove and Colne.

"We worked closely with Northern to plan the upgrades and keep disruption to passengers to the shortest amount of time possible. I would like to thank everyone affected for their patience while we carried out this work."

Alex Hynes, managing director for Northern Rail, said: "As we enter another 22 months of running train services across the north, this valuable investment from Network Rail is a fantastic addition to a line of route which serves some of our most thriving Lancastrian communities. Investment now means less disruption, more reliability and a quieter and smoother journey for our customers."

The improvements will significantly reduce the need for maintenance and future disruption to passengers and are part of Network Rail's commitment to provide a safe, reliable and efficient railway.

Photo: Completed new track in the Burnley Barracks area between Rose Grove and Colne. © Network Rail





Class 56 113 is pictured at Chester on April 1st with the 6M54 Baglan Bay - Chirk loaded log train. [Brian Battersby](#)

Flyover to boost capacity and reliability on one of Europe's busiest rail routes

Plans for a new railway flyover which will help provide increased capacity and improved reliability on the Stafford to Crewe section of the busy West Coast main line have been given the go-ahead.

Network Rail's plans for the flyover at Norton Bridge (north of Stafford) will see six miles of new 100mph railway constructed as well as 10 new bridge structures, one bridge enhancement, four river diversions, major environmental mitigation works and pipeline, road and footpath diversions. The upgrade is part of the £250m Stafford Area Improvements Programme, delivered by the Staffordshire Alliance, which will provide a significant boost to journeys made by millions of passengers who use the West Coast main line every month.

Ian Jones, head of the Staffordshire Alliance, said: "With the West Coast main line set to reach capacity in just five years time, the flyover at Norton Bridge is one of the last improvements which can be made on the route which will help to provide a better service for passengers. It will remove a major pinch point and allow faster, more frequent and reliable passenger and freight services. "Building on the recent completion of line speed improvements between Crewe and Norton Bridge, this has been a milestone month for the programme. Our key focus now is to deliver these works efficiently and effectively and minimise the impact they will have on the local community." As an infrastructure project of national significance, the Norton Bridge scheme was the subject of a Development Consent Order (DCO) application – a process preceded by comprehensive consultation dating back to 2010, with the views of stakeholders directly influencing the final scheme.

Following submission of the DCO application by Network Rail in December 2012, a six month examination period began in April 2013, with a recommendation made to the Secretary of State for Transport, Patrick McLoughlin MP, who last week made a decision to grant the DCO application.

Based around the construction of six miles of new railway, the Norton Bridge project includes: A new flyover, removing a key bottleneck at Norton Bridge Junction and segregating intercity, commuter and freight traffic 10 new bridges and one bridge enhancement; A major realignment of the B5026 highway; Road, river and footpath diversions; Major environmental mitigations works to protect flora and fauna including great crested newts, barn owls and otters

More trains and fewer delays for Great Western passengers as Network Rail kicks off five-year, £7bn investment programme

Rail passengers in the south west of England and the Thames Valley can look forward to more trains, more seats, reduced congestion and better stations as Network Rail embarks on the largest capital spending programme on the rail network since Victorian times.

The ambitious five-year plan will see the busiest parts of the Western route transformed by more than £7bn of investment, making a tangible improvement to people's lives and providing a significant boost to the economy. To do this, Network Rail and its industry partners will deliver a programme of investment to tackle the severe problem of congestion on the busiest parts of the Great Western main line, providing more than 10,000 extra commuter seats at peak times.

Growing cities and towns, including Bristol, Oxford and Reading, will benefit from capital expenditure projects aimed at relieving overcrowding by building new tracks, uncorking bottlenecks, increasing capacity and upgrading outdated stations. Amongst these projects is a £700m Western Hub programme in Bristol, where passengers are set benefit from more trains, better connectivity and improved performance by 2019.

Patrick Hallgate, route managing director, Network Rail Western, said: "Britain's railways are a vital part of our national infrastructure. They connect homes and workplaces, businesses with markets, they create jobs, stimulate trade and support the growth of a balanced

economy.

"Passenger numbers in recent years have grown far beyond even our own industry's predictions, so it's vital that this investment over the next five years helps meet the continuing increase in demand for rail travel. Bigger, better stations, more tracks and longer platforms, electric powered trains, reopened railway lines and fewer level crossings – all will help deliver more frequent, more comfortable, more reliable journeys and a safer railway for everyone."

The next five years will also see Network Rail committing itself to furthering its environmental sustainability and resilience in the face of extreme weather and changing climate. Besides boosting the resilience of the railway with a £31m intervention plan, Network Rail will also be publishing its first ever Western route climate change adaptation strategy. The strategy sets out the long-term plan to battle against the impact from changing climate and extreme weather at vulnerable sites, including Dawlish, where sea level is forecast to rise.

In addition to this capital expenditure, around £400m will be invested in replacing 625miles of track and £200m will be spent on upgrading structures on the route. From 1 April, Network Rail will also be directly managing Reading and Bristol Temple Meads stations, with an aim to significantly improve passenger experience by offering better services and facilities at these stations.

DB Schenker Rail UK welcomes reduction in Channel Tunnel access charges

The UK's leading rail freight operator, DB Schenker Rail UK, has welcomed the news that Eurotunnel plans to significantly reduce its access charges for rail freight using the Channel Tunnel.

It will mean a reduction in current Channel Tunnel access charges of around 20% for the majority of DB Schenker Rail UK services between the UK and Europe, which run during off-peak periods.

The reduced access charges for the Channel Tunnel come into effect from June 2014, with no increases until at least 2018. Eurotunnel is also enhancing and extending its 'ETICA' financial incentive scheme, with new rail services benefiting from a financial 'start up' package of between 150,000 to 750,000 Euros depending on frequency.

Geoff Spencer, CEO of DB Schenker Rail UK, said: "This welcome announcement from Eurotunnel, together with the widened scope of ETICA, will encourage the development of new international rail transport services through the Channel Tunnel. "These changes are positive news for the rail freight sector, its customers and the environment. Rail is the most environmentally friendly form of freight transport, and increasing rail freight is an important step in reducing the overall carbon footprint of global freight transportation."

Innovative scheduling and rapid turnaround wins Malcolm Logistics intermodal contract for DB Schenker Rail UK

DB Schenker Rail UK has won a major new three-year contract with Malcolm Logistics to provide intermodal trains between Daventry International Rail Freight Terminal (DIRFT) and Mossend Euroterminal.

DB Schenker Rail UK won the contract from the long-term incumbent by devising a schedule that enables a single train to complete the round trip in just 24 hours. Previously, two trains had to be used on the route, one in each direction, to maintain the strict delivery schedule demanded by the contract.

The more streamlined service developed by DB Schenker Rail UK introduced considerable time efficiencies and cost savings, using electric traction to reduce journey times.

David Munt, Commercial Manager, Rail Development at DB Schenker Rail UK, said: “Our innovative solution to this contract meant we offered a much more efficient and cost-effective service than our competitors. It was essential for the end customers that time-sensitive goods, arrived at distribution centres on time, and we were able to provide those assurances.”

Malcolm Logistics has built up its multi-faceted, blue chip customer base over a long period. The containers carried under this contract will hold goods for major retailers, manufactures and link with mainland Europe.

Upon winning the contract, DB Schenker Rail UK had a very short implementation window of just four weeks to get the service up and running.

David adds: “Given the tight implementation programme, we had to pull out all the stops to ensure we lived up to customer expectations for reliability, service and performance. It’s a testament to the determination and expertise of everyone involved that the first train despatched under this contract actually departed a few minutes early.”

Andrew Malcolm, Chief Executive of The Malcolm Group said: “Malcolm Logistics have been involved in rail for 13 years as part of our wider logistics offering throughout the UK. DB Schenker Rail UK gained our business based upon competitive pricing, performance commitments and an ability to meet our growing demand for rail logistics through innovative solutions and a fresh approach to customer relations.”

DB Schenker Rail UK announces its latest services from Britain’s newest port – another first for London Gateway’s leading rail provider

From the start of May, the company’s trains will be serving Manchester, Daventry, Wakefield and South Wales from London Gateway. London Gateway is a state-of-the-art, automated new container port, offering the most efficient link between deep-sea shipping and UK markets. DB

Schenker Rail UK has led the field in providing services to this major new facility from day one, notching up an impressive list of ‘firsts’ on the way. The company was the first to run a train from London Gateway, transporting a full load of containers from the ZIM Rotterdam on 24 September 2013 – an historic day for London Gateway and DB Schenker Rail UK. DB Schenker Rail UK was the first to offer scheduled rail freight services from the new port and now serves more destinations than anyone else. In another first, the company also integrated its IT order-management systems directly with the port’s advanced technology, offering a seamless service to customers.

This has enabled DB Schenker Rail UK to achieve an impressive ‘shore-to-door’ delivery success of 99.7% of trains on time. As a result, DB Schenker Rail UK has cemented its position as the first choice rail freight provider from London Gateway.



Class 56 312 hauls ‘Tornado’ through Finsbury Park on April 3rd. [Brian Battersby](#)

Faster journey times thanks to line speed improvements between Crewe and Stafford

Passengers can expect faster journeys between Crewe and Stafford with the completion of line speed improvements on one of Europe’s busiest rail routes. The enhancements are the first stage of the £250 million Stafford Area Improvements Programme, which will help to improve capacity and reliability on the Crewe to Stafford section of the West Coast main line.

Delivered by the Staffordshire Alliance, working alongside Network Rail’s track and overhead line teams, the line speed improvements have seen the increase of speeds on the ‘slow’ lines (used by commuter services) between Crewe and Norton Bridge from 75mph to 100mph. Starting in January 2013, the work has now been completed and included:

- Installation of four new signals and supporting infrastructure
- Five miles of track alignment works
- Modifications to the overhead line equipment across the 18 mile stretch between Crewe and Norton Bridge

Ian Jones, Staffordshire Alliance manager, said: “The improvement work carried out will allow trains to travel more quickly along this section of railway, helping to reduce journey times for passengers. The new signalling and wider infrastructure improvements will also make the railway more reliable, reducing delays in the future.

“This is the first of many milestones for the Staffordshire Alliance, which has been successfully achieved through close working across all sections of the industry.”

Virgin Trains gears up for influx of Commonwealth Games visitors

Virgin Trains is preparing to welcome tens of thousands of visitors to the Commonwealth Games in Glasgow this summer.

Up to 70,000 journeys to and from Glasgow are predicted over the two weeks of the Games (July 23 to August 3), a 16% increase on normal loadings.

Virgin Trains link Glasgow to London and Birmingham and will carry more people across the border to the Games than any other rail operator.

It has now launched an advice page for visitors and those travelling with Virgin Trains during the Games period: <http://www.virgintrains.co.uk/glasgow-games-2014/>.

Scotland’s largest city is connected to London by a fast hourly service, with average journey times taking just 4hrs, 32 min, and an additional services from London every other hour routed via Birmingham.

An overhaul of Virgin Trains’ Anglo-Scottish timetable provided an additional 3000 seats per weekday last December and a number of services have had additional carriages added to provide more seats during the Games.

Despite this, some services are still likely to be busy due to the extraordinary levels of demand, particularly on northbound services over the weekend of July 25 to 27.

Passengers are advised to book early to get the best deals. Advance fares, starting from £21 from London and £16.50 from Birmingham, for the Games period are now on sale.

Phil Whittingham, Lead Executive for Virgin Trains, said: “The Commonwealth Games in Glasgow is shaping up to be a fantastic event and we’re delighted to be able to offer visitors a fast and frequent service to Scotland’s largest city.

“We look forward to welcoming thousands of visitors onboard and giving them a great Virgin Trains experience.

“With the additional 3000 seats per weekday we introduced on Anglo-Scottish services last December, we are well placed to cope with the additional demand. The peak demand we are predicting is not as high as we would expect to see during the Easter or Christmas holidays.”

In addition to the 11 days of elite sporting competition, Glasgow will play host to the Games’ cultural festival, with a raft of live entertainment, big screens, street theatre and other exciting events.

Councillor Gordon Matheson, Leader of Glasgow City Council and Chair of Glasgow City Marketing Bureau, said: “During the Glasgow 2014 Commonwealth Games we anticipate an influx of hundreds of thousands of visitors coming into the city to enjoy a raft of sporting events and cultural activity whilst soaking up the electric atmosphere in what is set to be the most exciting year in Glasgow’s history.

“We’re delighted to see Virgin Trains playing their part in supporting this movement of people and giving visitors a proper welcome to Glasgow from the moment they board the train.

“Many people will be travelling from London, Birmingham and across the UK, so the additional capacity Virgin Trains introduced last December will ensure even more visitors can enjoy a speedy journey into the heart of Glasgow city centre.”

Class 67 026 top’n’tailed with 67 005 are seen at Langho on April 17th with the Royal train as The Queen and The Duke of Edinburgh travelled from a secret location in Cumbria to Blackburn to present Maundy Money. [Michael Lynam](#)



Class 67 005 ‘Queens Messenger’ is seen on the rear of the Royal Train as it approaches its destination of Blackburn where the The Queen and Duke of Edinburgh will present Maundy Money in the towns Cathedral. [Dave Felton](#)





Class 11 shunter No. 12083 is seen in a derelict condition at Market Bosworth. [Richard Hargreaves](#)

First Capital Connect's novel ideas create one of Britain's most sustainable railway stations

St Albans City station has been hailed as one of Britain's most sustainable station following a 'novel' idea launched recently.

A new book exchange has opened with bookcases installed in the waiting rooms on platforms 2/3 and 4 supported by charity Healthy Planet which is dedicated to saving literary tomes from landfill. And a new array of solar panels has come into use which generates up to 30% of the station's annual operational needs.

St Albans' other 'green' credentials include:

- More cycle spaces (1,150) than any other station in the UK, helping passengers swap cars and buses for the bike to reach their train
- Electric trains, which are the greenest form of public transport
- Electric car charging pods

on their journey with us, while our new solar panels will generate up to 30% of the station's operational needs."

Station team leader Tasha Hodges and station assistant James Allen both had the idea of the book exchange for passengers and are thrilled at its initial success after it was launched on May 7th.

Tasha said: "The book exchange has gone really well – a lot of people are very interested in what we are doing and have picked up books to read on their journey. Quite a few are asking if they can bring in books – they think it's a really good idea."

James, who has been advertising the new service across the station Tannoy, said: "The whole team here at St Albans does its very best to give our passengers – our customers – the best service we can. Giving people something to read en route makes their journey that little bit more pleasant."

Keith added: "First Capital Connect's latest offer is a real page turner – pick up a recycled novel for free and keep the planet healthy."



- LED lights on the newly-refurbished footbridge and in Ridgmont Road car park

Keith Jipps, First Capital Connect's Customer Service Director said: "We want to help our passengers have a green journey to and from St Albans and we think the station is probably one of the most sustainable in the country." "Our electric trains are already the greenest form of public transport and the station has our first electric car charging points and more bike rack spaces than any other in the country."

"Now, the new book swap scheme will save hundreds of novels from landfill and give our passengers a good read

Healthy Planet manager Bradley Hillas said: "Healthy Planet is extremely proud of our partnership with First Capital Connect and the new book exchange in St Albans station, not only because we are adding to the station's already impressive green credentials, but because it allows us to fulfil one of the main aims of Books for Free – bringing free books right to heart of communities."

"We hope the use of Books for Free in the station will become part of peoples' everyday lives and encourage them to live more sustainably. We believe this project demonstrates perfectly how the simplest idea can have a positive impact, and we foresee that this project will enjoy great success."

SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

The Nosh Report

Welcome to a the “Nosh Report” your monthly dip into what’s available in the eating world, or to put it another way, where have I had some decent nosh, or have been recommended to have some decent nosh, this month.

This month I was in West Yorkshire once again and this time, together with a group of guys from Rail UK we visited the :

Red Hot World Buffet
44-48 The Light
The Headrow
Leeds, LS18TL



you can eat literally as much as you like. But if you are not too hungry or just want a snack then clearly this is not the place to visit. Searching online there are many mixed reviews but I think that this one sums it up.



And to be honest it really was one of the best places that I have ever eaten. The food was hot and fresh, but the choices, really did blow me away!. Where else can you have so many different dished from all over the world, but not just starters and mains, but desserts as well.

The restaurant is designed along the theme of an airport which also makes the whole experience more interesting. There are quite a few of these dotted around the country, and the one in Leeds is about a 10 min walk from the railway station. It is open both a lunch times and evenings with prices from £8.99.

However I appreciate that this might not be everyone’s ideal place to eat, and whilst we all thought that the prices were reasonable , especially considering when

“The food isn’t 100% authentic and not the best quality you will ever have but the experience is fab.”

Well it certainly gets a thumbs up from me and I will certainly be going back for another trip with Red Hot Airlines.....

If you have any suggestions for next months report then please do get in touch either to the editorial team or to the address below, and thanks for reading.

Send your emails to:
nosh.report@railtalkmagazine.co.uk



On April 14th, Class 66 707 ‘Sir Sam Fay, Great Central Railway’ approaches Great Rocks Junction almost at the end of its long journey working the 04:45 Whitemoor Yard to Tunstead Sidings. [Stuart Warr](#)



A Different View

Class 60 044 working the 6E54 Kingsbury - Humber oil tanks, passes Burton Wetmore on April 10th. And the keen eyed will also notice a Colas Class 66 heading in the opposite direction. [Stuart Hillis](#)

A magnificent display of Tulips at Telford Central greets the passengers of a London Midland Class 170 as it arrives with a Shrewsbury service. [Richard Hargreaves](#)





Class 90 024 stands in the sunshine at Edinburgh Waverley.
Steve Thompson



Recently Arriva Trains Wales have been branding their Class 158s with 'Ten Years of Service', as seen here on Class 158 830. Richard Hargreaves



Above: Thomas Hill Vanguard 4WDH No. 284V 'CHEEDALE' is seen outside the shed at Rowsley on April 19th. This loco built in 1979 was formerly based at Lafarge Tunsted. [Richard Hargreaves](#)

Left: Ex Port of Felixtowe, Barclay Class 01531, is seen outside the Heritage Shunter Trust's shed at Rowsley on April 19th. [Class47](#)

Main: The unique Class 14 901 stands at Rowsley on April 19th, after arriving with a service from Matlock. [Class47](#)





Above: Thomas Hill Vanguard 4wDH 'Charlie' (No. 265V of 1976) is seen at Darley Dale with a rake of engineers' vehicles, April 19th. [Richard Hargreaves](#)



Right: Hunslet Austerity 0-6-0ST No 3889 is seen at Rowsley awaiting restoration. [Richard Hargreaves](#)

Main: Hunslet 0-6-0ST 'Lord Phil' waits to depart Rowsley on April 19th with a service to Matlock. [Richard Hargreaves](#)





The cab of Class 50 037 is seen stored in the yard at Rowsley. [Class47](#)



Class 37 188 is also seen in the yard at Rowsley. Despite the poor external appearance, work is continuing internally for a return to traffic. [Richard Hargreaves](#)



PROJECT MANAGER STARTS WORK TO HELP THE SWANAGE RAILWAY DELIVER HISTORIC TRIAL TRAINS TO WAREHAM

An experienced project manager – who also used to control trains running from Hampshire and Surrey into London’s busy Waterloo station – has started work on helping the Swanage Railway deliver an historic trial train service to Wareham. Thanks to a £1.47 million Coastal Communities Government grant, the trial train service from Swanage and Corfe Castle to the main line at Wareham is due to begin in September, 2015, and operate on 140 selected days over two years.

Holding a degree in railway operational management from Glasgow University, 52-year old Frank Roberts – who lives in Swanage – has been a volunteer manager on the Swanage Railway in his spare time for 31 years, specialising in building and developing the line’s telephone system. During his working life to date, Frank served for 25 years in the Royal Corps of Signals around the world – again specialising in communications – before starting a successful career with South West Trains.

That saw him part of a team delivering a £6.8 million ticket vending machine project, then managing 12 stations in the Staines and Windsor area – including Olympic preparations at Eton Dorney – and finally being a route controller from Farnborough and Guildford into London’s Waterloo station.

A member of both the Institute of Directors and the Institution of Railway Operators, Frank said: “I am immensely proud that I have the opportunity build a team to deliver an historic and pioneering two-year trial train service from Swanage and Corfe Castle to the main line at Wareham. “I hope that I can use three decades of experience to ensure that the dream of rebuilding the Swanage Railway to Wareham that will make those two generations of people who have gone before us very proud indeed.

“There is a very heavy workload to get through – including some three miles of substantial track upgrade work, the construction of a level crossing at Norden and the refurbishment of two diesel multiple unit trains to main line standards,” he added.

As a Swanage Railway volunteer, Frank spent 22 years building and developing the heritage railway’s lineside telecommunications system for signalling systems and telephones – as well as developing and managing the line’s Herston Halt on the outskirts of Swanage since 1997.

Frank explained: “The historic project to re-instate a train service to Wareham is really accelerating and while there is a lot of work to do, the implementation of many years of challenging planning is about to pay dividends.”

Passionate about the seaside town where he has made his home, Frank had the honour of carrying the Olympic flame through a part of Swanage ahead of the Games during 2012.

Swanage Railway Company chairman Peter Sills said: “ As well as improving access to the heart of Purbeck for tourists – and improving rail links out of Purbeck to Poole and Bournemouth for residents – it’s estimated that a restored train service between Swanage, Corfe Castle and Wareham will create 40 new jobs indirectly and ten new jobs directly.

“The Swanage Railway has been campaigning to bring back regular trains to Wareham since 1972 – when British Rail controversially axed the service – and their re-introduction will give an important transport, tourism and employment boost to Purbeck as well as taking more cars off the road between Swanage, Corfe Castle, Wareham, Poole and Bournemouth. “Connecting with the South West Trains service between London and Weymouth at Wareham, the re-connected rail link will become much easier for people to use public transport and so improve employment opportunities for Purbeck residents and increase the number of tourists,” added Mr Sills.



Llangollen Railway

GWR 2-8-0 loco No. 3802 leads GWR Mogul No. 5322
departing Llangollen on April 4th with a service to Corwen.
[Richard Hargreaves](#)

BR Standard Class 4MT No. 80072 (running as No. 80096)
is seen at Corwen on April 4th with a service to Llangollen.
[Richard Hargreaves](#)



Talyllyn Railway



No. 2 'Dolgoch' was built in 1866 by Fletcher, Jennings & Co., an 0-4-0 tank engine with both a back tank (behind the cab) and a well tank (between the frames).

Richard Hargreaves



Above: GWR 4575 Class 'Small Prairie' No. 5553 is seen at Crewe Heritage Centre on April 6th awaiting restoration. [Brian Battersby](#)

Right: Former DRS loco, Class 47 712 is pictured in the process of having a rub down prior to repainting. [Brian Battersby](#)

Main: Another Class 47 at the Heritage Centre is 47 192. [Brian Battersby](#)





Above: SECR P Class No. 323 'Bluebell' is seen at Shackerstone on April 11th. [John Alsop](#)

Right: Aveling Porter Rail locomotive No. 9449 'The Blue Circle' is seen giving Brake Van rides at Shackerstone on April 12th. [Richard Hargreaves](#)

Main: Great Western Railway 2884 Class, 2-8-0 No. 3803 is seen at Shenton on April 12th, with a service from Shackerstone. [Jon Jebb](#)



Still stored at Shackerstone is Class 45 015, steadily deteriorating. [Richard Hargreaves](#)



A NEW FIRE-BREATHING DRAGON IS BORN ON ST. GEORGE'S DAY

Coinciding with St George's Day, a new fire-breathing dragon was born in the rolling mills of Tata Steel in Scunthorpe. The dragon in question is no lightweight but the 21 ton steel frames for a new steam locomotive which will eventually weigh around 170 tons being built by the same team behind famous new steam locomotive No. 60163 Tornado, completed in 2008 and paid for by public subscription. The new locomotive is Gresley P2 Class No. 2007 Prince of Wales and the rolling of the frames, traditionally the point at which the locomotive is deemed to exist, comes hot on the heels of TV presenter James May making the first component – the smokebox dart – in Darlington Locomotive Works on Thursday 20th February 2014.

The P2 Class 2-8-2 locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley (of Flying Scotsman and Mallard fame) to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1944 and scrapped by 1961. The project is building the 7th member of this class over seven years at an estimated cost of £5m and will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling it to deliver its full potential hauling passenger trains at high speed across today's national network.

Public interest in seeing a new Gresley class P2 steam locomotive become a reality sooner rather than later has been high, with 300 members of The Founders Club each having given £1,000 and over 270 covenantors already on board in the first month since launch of the scheme – with many more enquires to contribute to 'a P2 for the price of a pint' per week – or £10 per month.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, the registered charity behind the project said: "Having already built one steam locomotive from scratch with Tornado, the levels of support and interest that have been generated towards Prince of Wales have been nothing short of sensational! With backing from HRH Prince of Wales, high profile celebrities such as James May, significant pledges made by members of The Founders Club members and fantastic initial interest in becoming a monthly covenantor, our national presentation roadshow demonstrates to the wider public just how serious and committed we are in resurrecting this amazing steam locomotive from the annals of history. With the first part fabricated, courtesy of James May, we are thrilled to be able to have reached the milestone of rolling the substantial pieces of metal that make up the locomotive's frames at Tata Steel – and being able to declare that No. 2007 Prince of Wales now exists. The fact it coincided with St George's Day makes the occasion even more special!"

Photo: On April 23rd, steel plate is seen going through 2nd stage rollers. ©TATA/Tom Ingal





LSWR M7 Drummond Tank No. 30053 is seen upon arrival at Swanage on April 5th. [Martin Hill](#)



Bulleid's Battle Of Britain Class No. 34070 'Manston' is seen hauling a freight through Harmans Cross. [Martin Hill](#)



Trains of all shapes & sizes

Leicestershire's Great Central Railway stages GIANT MODEL RAIL EXPO

Friday 20th, Saturday 21st and Sunday 22nd June 2014

The Great Central Railway has added a brand new special event to its calendar for this year - a giant model railway & engineering exhibition. Visitors and exhibitors will be able to travel behind full size steam locomotives to examine their miniature counterparts!

A selection of more than 50 model layouts will be on display across the whole length of the award winning heritage railway, including Leicester South, Kings Wear, St Marnock Engine Shed, Charnwood Forest branch and Yeomans Quay.

There will also be a wide selection of traders in the 35,000sqft marquee at Quorn so visitors can get inspired and purchase literally anything for their hobby! Bachmann, Cheltenham, Skytrex, Booklaw, BRM, Hornby Magazine and Trackside Designs will be in attendance, alongside many others.

Each of GCR's stations will have a different theme. At Loughborough expect to see GCR Immingham's 30ft model layout of Loughborough station, N gauge layouts and traders. Quorn & Woodhouse will be our headquarters with layouts, traders, catering outlets and a 10 acre car park. Rothley will showcase garden railways and model engineering including Blackgang IOW gauge 3 layout. Leicester North will be our family zone - so there really is something for everyone!

Kate Tilley, marketing manager for the Great Central Railway said, "We've been asked many times to put on a model railway exhibition and we're pulling out all the stops! This is genuinely an event people can spend all day visiting, travelling between our stations, changing trains to inspect layouts and visit traders. Bring the whole family to watch the trains go by - small or big!" Normal fares apply for this event with tickets costing just £15 including all day travel!

More details are on the special event pages of the GCR website www.gcrailway.co.uk/modelevent

**-THE GCR-
MODEL EVENT**
MODEL RAILWAY & ENGINEERING EXHIBITION
In conjunction with The Soar Valley Model Railway Club

Fri 20th to Sun 22nd June

Across all 4 stations along the GCR:
All gauges/scales
traders
layouts
engineering

Travel on the real thing between stations
Get up close to life sized exhibits

Refreshments available at all stations

Tickets: £15
(all day travel)
Book online at www.gcrailway.co.uk

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Above: Whitecroft is the first station south of Parkend on the line and on April 18th, Class 14 No. D9555 works a demonstration freight service, the 15:30 from Parkend to Lydney Junction and is about to pass through this intermediate station. [Stuart Warr](#)

Left: On April 18th 2014 the Dean Forest Railway celebrated the 50th anniversary of the introduction into British Railways' capital stock of the Class 14 diesel-hydraulic Type 1 locomotives, this image shows Nos. D9555 and D9521 approaching Parkend whilst working the 10:40 service from Lydney Junction. [Stuart Warr](#)

Main: Photographed at Lydney Junction, working the delayed 13:00 from Parkend is No. D9521 with a demonstration freight service. [Stuart Warr](#)



Severn Valley Railway

GWR 4-6-0 Hall Class No. 4936 'Kinlet Hall' is seen backing onto the stock for an afternoon departure from Bridgnorth to Kidderminster on April 13th. Jon Jebb



On April 13th, GWR 2800 Class 2-8-0 No. 2857 is pictured at
Bridgnorth, ready to work a service to Kidderminster.
Jon Jebb





Above: BR Standard Class 4 Tank No. 80080 is seen running round its carriages at Rawtenstall on April 21st. [Dave Felton](#)



Right: Class 55 No. D9009 'Alycidon' approaches the site of the former Ewood Bridge station hauling the 09:30 service from Bury to Rawtenstall on April 21st. [Dave Felton](#)

Main: LNER K4 Class No. 61994 'The Great Marquess' arrives at Irwell Vale station hauling the 10:00 service from Heywood to Rawtenstall on April 21st. [Dave Felton](#)



Class 55 No. D9009 'Alycidon' was in action over the Easter weekend on the ELR, seen here easing off Brooksbottom viaduct with the 10:15 from Rawtenstall on April 21st.
[Gerald Nicholl](#)





Above: Class 55 No. D9016 'Gordon Highlander' passes Woodthorpe with the 1X08 10:15 Loughborough - Quorn TPO on March 29th. [Steve Madden](#)

Left: Class 37 198 passes Rabbits Bridge with the 2A12 11:10 Loughborough - Leicester North during the Great Central's diesel gala on March 29th. [Steve Madden](#)

Main: Class 45 041 'Royal Tank Regiment' is pictured passing Woodthorpe on March 29th with the 2A26 13:40 Loughborough - Leicester North. [Steve Madden](#)



Class 55 'Deltic' No. D9016 'Gordon Highlander' approaches Quorn station working the 2A18 12:35 Loughborough - Leicester North on March 29th. [Steve Madden](#)



Keighley and Worth Valley



Class 101 DMU Nos. M51189 and SC51803 arrive at Ingrow West on April 13th. [Martin Hill](#)



LMS 4F 0-6-0 No. 43924 reaches the end of the line at Oxenhope on April 13th and runs round its train, to head back to Keighley. [Martin Hill](#)



Great Central Bridge to the Future appeal tops £400,000

Work starts to refurbish bridge decks

The reunification of the two halves of the Great Central Railway reached another milestone in late March. Contractors have begun to refurbish the two bridge decks which will be used to span the Midland Main Line.

The one million pound appeal to pay for the bridge to be installed, launched last June has now raised £405,000.

Network Rail are partners with the Great Central on the project to deliver one of the most eagerly anticipated infrastructure projects on any heritage railway. A signal sighting survey along the Midland route has recently been completed. Design work for the new abutments, based on the results from the drilling of trail bore holes is at an advanced stage. The next major development, expected very shortly, is an application for planning permission.

Bill Ford, the managing director of the Great Central Railway said "We're really pleased to welcome more contractors on to site, showing how much momentum there now is in the project. After so many years chasing this dream, the new mainline bridge - the key part of the reunification jigsaw - should be in place in just over a year."

The two bridge decks were recovered during the re-modeling of Reading station in 2011. The refurbishment work will be carried out in two stages. Contractors are currently removing the old waterproof course and will thorough inspect the structures ahead of any necessary repair work scheduled for later in the year.

Alan Kemp of the Great Central Nottingham said, "The rate that donations are still coming into the appeal show the wider enthusiast fraternity really has faith in the project. Naturally we are very grateful to have received every penny generously given. To have raised £405,000 not only takes us across another important psychological milestone but also puts us on course for the halfway point! We're urging people now to consider making donations through a standing order. £10 a month, for the next year would be a remarkable contribution particularly if you are eligible to make the gift aid declaration too.

Photo: Contractors begin to examine the bridge decks at the start of the refurbishment work. ©GCR





Above: Hudswell Clarke (Leeds) 0-6-0 'Lautoka No. 11' heads for the balloon loop at Statfold Barn on March 29th. [Alan Naylor](#)

Left: Arnold Jung (Kirchen) Jatibarang No. 9 departs Oak Tree Halt, on March 29th. [Stuart Hillis](#)

Main: Hunslet Engine Company (Leeds) 0-4-0ST 'Jack Lane' runs round the garden railway. [Alan Naylor](#)





Above: Marchlyn 0-4-0ST from Avonside Engineering works No. 2067 of 1933 is seen returning the freight train to Statfold. [Ken Abram](#)

Left: L. Corpet No. 439 of 1884 'Minas De Aller' is seen heading towards Oak Tree Halt with a passenger working. [Stuart Hillis](#)

Main: W G Bagnall 4-4-0T 'Isibutu', works No. 2820 of 1945 passes the newly installed signals as it leaves Statfold. [Ken Abram](#)



John Fowler 0-4-2T 'Saccharine', works No. 13355 of 1914
leaves Oak Tree Halt. [Ken Abram](#)



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

There are various ways to help the C58LG:

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



Hunslet 0-4-2ST 'Trngkil No 4' with a three coach train
is seen on the balloon loop. [Ken Abram](#)



C58LG
Class 58 Locomotive Group

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Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!



NRM Shildon

All polished and ready for the journey home. LNER A4s Nos. 4489 'Dominion of Canada' and 60008 'Dwight D. Eisenhower' are seen at Shildon. [Steve Stepney](#)

West Lancs Light Railway



'Joffre' departs Delph station at the West Lancs Light Railway on April 13th. [Alan Naylor](#)

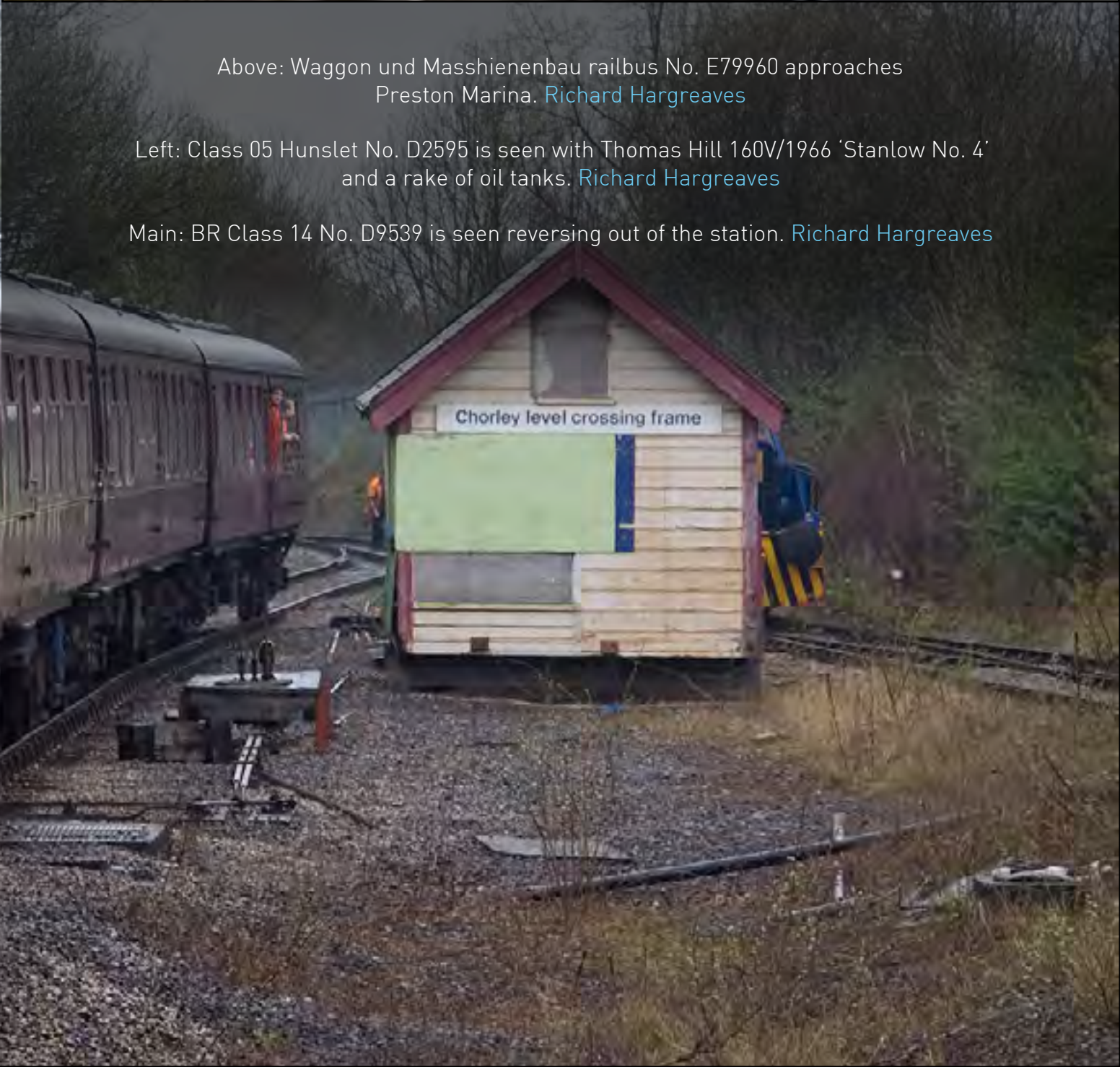
Ribble Steam Railway



Above: Waggon und Masshienenbau railbus No. E79960 approaches Preston Marina. [Richard Hargreaves](#)



Left: Class 05 Hunslet No. D2595 is seen with Thomas Hill 160V/1966 'Stanlow No. 4' and a rake of oil tanks. [Richard Hargreaves](#)



Main: BR Class 14 No. D9539 is seen reversing out of the station. [Richard Hargreaves](#)

The Stainmore Railway



Left: Class 20 169 and 37 674 are seen undergoing restoration at Kirkby Stephen on April 20th. [Michael Lynam](#)

Main: The bodywork on Class 47 785 still looks pretty good after all those years since being an EWS loco. Pictured here next to 'Dutch' liveried Class 37 146. [Michael Lynam](#)







Class 20 diesel locomotives Nos. 20 103 and 20 104 are seen stabled at Carstairs motive power depot on March 4th 1972.
[Dave Felton](#)

Manchester Victoria suffered damage during World War 2 that was not fully repaired by the 1970s; as a station it was the antithesis of its newly rebuilt neighbour across the city, Piccadilly, the starting point for a fast trip to London behind one of the (then) new electric locomotives. Victoria was a typical run-down large station begrimed by almost 150-years of steam engines and local industry, but despite this it was an enjoyable place to trainspot.

A regular sight at Victoria was the line of locomotives stabled ready to bank heavy and slow freight trains up Miles Platting bank; this image, probably taken in November 1971 shows D7577 and an unidentified English Electric Type 4 awaiting such duties. D7577 would eventually become 25 227 and the other locomotive would be more commonly known as a Class 40. [Stuart Warr](#)





Above: Hunslet Barclay's Class 20 902 passes through Crewe with the weed killing train on August 20th 1994. [Paul Godding](#)

Right: Bowaters Paper Mills 0-6-2T 'Alpha' built by W. G. Bagnall in 1932 with works No. 2472 is seen shunting on April 25th 1968. [Mike Morant Collection](#)

Main: Class 47 833 and 47 703 head through Dawlish Warren on April 6th 1994 working the Plymouth to York mail. [Brian Hewertson](#)





Above: Class 46 039 is seen at York on September 12th 1981 with a Cross Country service to Bristol. [Brian Hewertson](#)



Right: Class 37 670 and 37 673 head through Teignmouth on May 31st 1994 with a rake of oil tanks. [Paul Godding](#)

Main: A three car Class 101 and two car Class 108 are seen working a Manchester Victoria - Lancaster service through Lostock Junction on August 17th 1991. [Michael Lynam](#)





Above: Deltic Class 55 021 'Argyll and Sutherland Highlander' is seen at Edinburgh in 1979 having arrived from London Kings Cross. [Brian Hewertson](#)

Right: Cross Country's Class 86 214 'Sans Pareil' is seen departing Birmingham New Street on May 3rd 1999 with a service to Edinburgh. [Paul Godding](#)

Main: Class 37 412 and 37 275 are seen at Crewe on August 27th 1995 working the 2Z79 17:00 Crewe - Cardiff special. [Brian Battersby](#)





Above: Class 08 633 is pictured after being named 'The Sorter' at Crewe Depot open day on October 12th 1991. [Derek Hopkins](#)

Right: On September 10th 1972, Metropolitan Vickers Bo-Bo electric No. 12 'Sarah Siddons' leaves southbound from Amersham with a railtour comprising of a rake of brake vans and ably supported by classmate No. 5 'John Hampden' bringing up the rear. West Hampstead would be the next reversal in order to ride on the Stanmore branch. [Mike Morant Collection](#)

Main: Class 91 electric locomotive No. 91 001 is pictured departing from Preston station with a Carlisle to Crewe test train on June 5th 1988. [Dave Felton](#)





Above: BR Class 47 537 passes Lancaster with the 2P92 19:40 service to Barrow-in-Furness on July 29th 1979. [Dave Felton](#)

Left: Standard Class 4MT No. 77002 stands at Normanton motive power depot on May 7th 1967, less than two months before being withdrawn. [Dave Felton](#)

Main: Class 40 067 heads light engine through Manchester Victoria on May 19th 1980. [Steve Stepney](#)





On April 22nd Class 52 No. D1015 'Western Champion' takes D1062 'Western Courier' through Birmingham Moor Street with a Kidderminster to Tyseley move. D1015 was taking D1062 for wheel turning at Tyseley. [Richard Hargreaves](#)