

Railtalk | Magazine

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

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Welcome to Issue 93 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Wow, another month has flow by already. It only seems a few days ago that I was sat here writing the editorial for Issue 92, yet here we are with Issue 93. I feel I can't let this editorial pass without mentioning the fantastic return of 50 007 to the mainline. A shock to many, but one that brought photographers in the Midlands out in force and I have to say that it's nice to see a Class 50 back on the mainline.

Long may it last, although knowing the Class 50s, that might not be as long as we hope for!

It's also good to see a number of Class 70/8s now in active service on the UK Network. I've said it before, but I'll say it again, that Colas livery suits every loco it's applied to. Interesting that Freightliner quickly hired one of the Colas Class 70s. I wonder if they want to know if they could mange to get one of these to catch fire as well(?).

Finally, I'm writing this as I prepare for a trip to the Czech Republic. Now this more suitable to the Xtra version, but if you ever get chance to visit the country you really should. It's an amazing place as many will agree, and there is just something special about the railways over there.

As always, thanks for your support in reading the magazine and a special thanks to everyone named below. Without you, the magazine would not be what it is today.

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, Keith Davies, 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 May 17th, Class 50 007 made its debut on the mainline, working the 6E07 Washwood Heath - Boston steel with Class 56 105 (and 47 739 on the rear), seen here passing Stenson. [Carl Grocott](#)

This Page: Class 60 020 passes Stokesay with the 6M86, 12:30 Margam - Dee Marsh steel on May 21st. [Keith Davies](#)





Charter Scene



Vintage Trains - Western Lickeys the Banks

Left: Class 52 No. D1015 'Western Champion', dressed on the nearside as No. D1017 'Western Warrior', arrives into Plymouth with the 07:05 Vintage Trains special from Solihull on May 10th. [Chris Morrison](#)

Main: On May 10th, the down "1Z48" was worked by Class 52 No. D1015 Western Champion' (still as D1017 'Western Warrior' on one side) as 1Z52 Solihull - Plymouth. The sun shone and everything in the garden was rosy as it is seen here passing Dawlish. [Steve Thompson](#)



Vintage Trains - Western Lickeys the Banks

Preserved 'Western' class diesel-hydraulic locomotive No. D1015 runs through Totnes, Devon and starts the climb of the Rattey bank with the 1Z52 Solihull - Plymouth railtour on May 10th. [Gary S. Smith](#)



Vintage Trains - Western Lickeys the Banks

Left: Class 52 No. D1015 'Western Champion' passes through Cheltenham on May 10th with the 1Z53 Plymouth - Tyseley Vintage Trains railtour. [Lewis Mitchell](#)

Main: Class 52 No. 1015 'Western Champion' departs Plymouth on May 10th with the return working, 1Z53 Plymouth to Tyseley Steam Trust. [Steve Andrews](#)



Statesman Rail - Settle & Carlisle Statesman

Left and Main: On May 24th West Coast's Class 57 313 and 57 314 top'n'tail the 1Z42 Carlisle - Newport (South Wales) return working, seen here passing through Darwen Lancashire. On the return the train was routed via the S&C, Blackburn, Bolton, and Manchester, presumably owing to West Coast engineering work north of Crewe.

[Michael Lynam](#)



Railway Touring Company - THE WELSH BORDERS

SR West Country Class Pacific loco, No. 34046 'Braunton' passes Steventon on May 17th with RTC's Welsh Borders railtour from Bristol to Worcester. [Mark Pichowicz](#)



Railway Touring Company - THE WELSH BORDERS

Left: SR West Country Class No. 34046 'Braunton' is seen passing through Great Malvern on May 17th. [Neil Pugh](#)

Main: SR West Country Class Pacific loco, No. 34046 'Braunton' storms through Bourton (about 5 miles east of Swindon) heading from Bristol to Worcester. [Ken Mumford](#)



Northern Belle

On May 17th, Class 57 307 'Lady Penelope' top'n'tailed with 47 828 pass Abbots Ripton working the 1Z33 06:37 York to Windsor and Eton Riverside. Lorenzo D'aniello



UK Railtours - The Swanage Lifeboatman

The signal boxes on the Poole - Wareham line in Dorset were closed in May 2014. South West Trains Class 159 004 passes the old signal box at Wareham as it leaves on the 1Z62 Swanage - Salisbury 'The Swanage Lifeboatman' railtour, organised by UK Railtours on May 8th. The foot crossing seen here has been described as 'most dangerous' and a new footbridge is being built to replace it. [Gary S. Smith](#)



Compass Tours - The North Wales Scotsman

Class 47 813 and 47 828 stand at Chester on May 5th with the return working of the tour from Glasgow Central to Llandudno Jct. [Brian Battersby](#)



UK Raitours - The Cock of the North

On Day 1 of this 4 day tour, May 9th, Class 67 026 stands at Doncaster awaiting to replace 67 024 and 66 133 which were arriving from London Kings Cross. The Class 67 would then work forward to Dumbarton Central via Appleby. [Alex Thorkildsen](#)



Chester Model Railway Club - The Somerset Coast Express

Right: The annual Chester Model Railway Club railtour ran to Minehead on April 26th and had DRS Class 47 853 and 47 813 top'n'tailing the tour. With a 'Somerset Coast Express' headboard, 47 853 leads the tour running as 1Z91 Hooton - Minehead through Lawrence Hill in Bristol. The photo was taken from the Bristol & Bath Railway Path and this scene will be altered by the Great Western Main Line electrification and the MetroWest project.

[Gary S. Smith](#)

Main: Class 47 853 (with 47 813 on the rear) passes Gobowen with the Hooton - Minehead charter on April 26th. [Phil Martin](#)



MCRUA - The Robbie Burns Express

On May 2nd, Class 47 746 is seen at Chester with the return working from Ayr to Hooton.
Class 47 786 was on the rear of the train. [Brian Battersby](#)



Branch Line Society - Great Western Tracker 111

On May 10th, the Branch Line Society ran a DMU tour in Devon and Cornwall. First Great Western Class 150 927 runs back along the remains of the Cattewater branch in Plymouth on its return to Plymouth Friary. [Gary S. Smith](#)



Pathfinder Tours - THE ANNIVERSARY LIMITED

Right: GWR 4073 Class No. 5029 'Nunney Castle' passes Plymouth Laira working the 1Z48 Westbury to Plymouth on May 9th. [Steve Andrews](#)

Main: No. 5029 'Nunney Castle' departs Plymouth with the return working from Plymouth to Bristol. [Steve Andrews](#)



Pathfinder Tours - THE ANNIVERSARY LIMITED

Great Western 4073 Class No. 5029 'Nunney Castle' passes through Dawlish working the 1Z48 (which was actually 1Z45 on the down run) from Westbury to Plymouth on May 9th. [Steve Thompson](#)



V.S.O.E. - Belmond British Pullman

On May 3rd, SR Merchant Navy Pacific No. 35028 'Clan Line' heads past Putney on the regular Surrey Hills Express with the Belmond British Pullman set as a train of District Line 'D' stock passes overhead on the Wimbledon branch. [Chris Morrison](#)



Railway Touring Company. - THE WEST SOMERSET EXPLORER

On May 24th, A4 No. 60009 'Union of South Africa' stands at Bishops Lydeard having arrived with a charter from Kidderminster. [Richard Hargreaves](#)



Vintage Trains - ONE ZULU 48

Right: GWR 4073 Class No. 5043 'Earl of Mount Edgcumbe' accelerates extremely well out of Swindon with the return working to Solihull. [Ken Mumford](#)

Main: GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' departs Plymouth on May 10th with the return working from Plymouth to Solihull. [Steve Andrews](#)



Compass Tours - The Sussex Belle Express

Class 57 315 top'n'tailed with 47 786 passes Battlefield with the 1Z90, 05:01
Carnforth - Eastbourne charter on May 10th. [Keith Davies](#)



Railway Touring Company - The Hadrian

Right: Class 86 259 'Les Ross' passes through Doncaster on May 10th running light engine to York in order to work the return charter back to London Kings Cross. The Class 86 had brought the tour into Doncaster RMT terminal from London. [Class47](#)

Main: West Coast's Class 47 237 heads through Doncaster with this charter heading for Carlisle via the S&C. [Class47](#)



Compass Tours - The Heart of Wales Scenic Rambler

Class 47 746 (with 47 786 on the rear) passes Wistanstow with the 1Z47, 05:40
Darlington - Cardiff Central (via the Heart of Wales line) on May 5th. [Keith Davies](#)



Steam Dreams - The Cathedrals Express

LNER A4 No. 60009 'Union of South Africa', heads the 07:25 Kings Cross to York Cathedrals Express passing Tallington on May 22nd. [Derek Elston](#)





Railway Touring Company - THE GREAT BRITAIN VII

Left: On April 29th, day 4 of the tour, and London Midland and Scottish Railway (LMS) Royal Scot Class No. 46115 'Scots Guardsman' passes Abingdon with the Grange over Sands - Edinburgh leg. [Shep Woolley](#)

Main: On the final day, day 9, LNER A4 No. 60009 'Union of South Africa' passes the delightful location of Burnmouth with the tour heading for London Kings Cross. The A4 was working the Edinburgh - York section. [Shep Woolley](#)



Railway Touring Company - THE GREAT BRITAIN VII

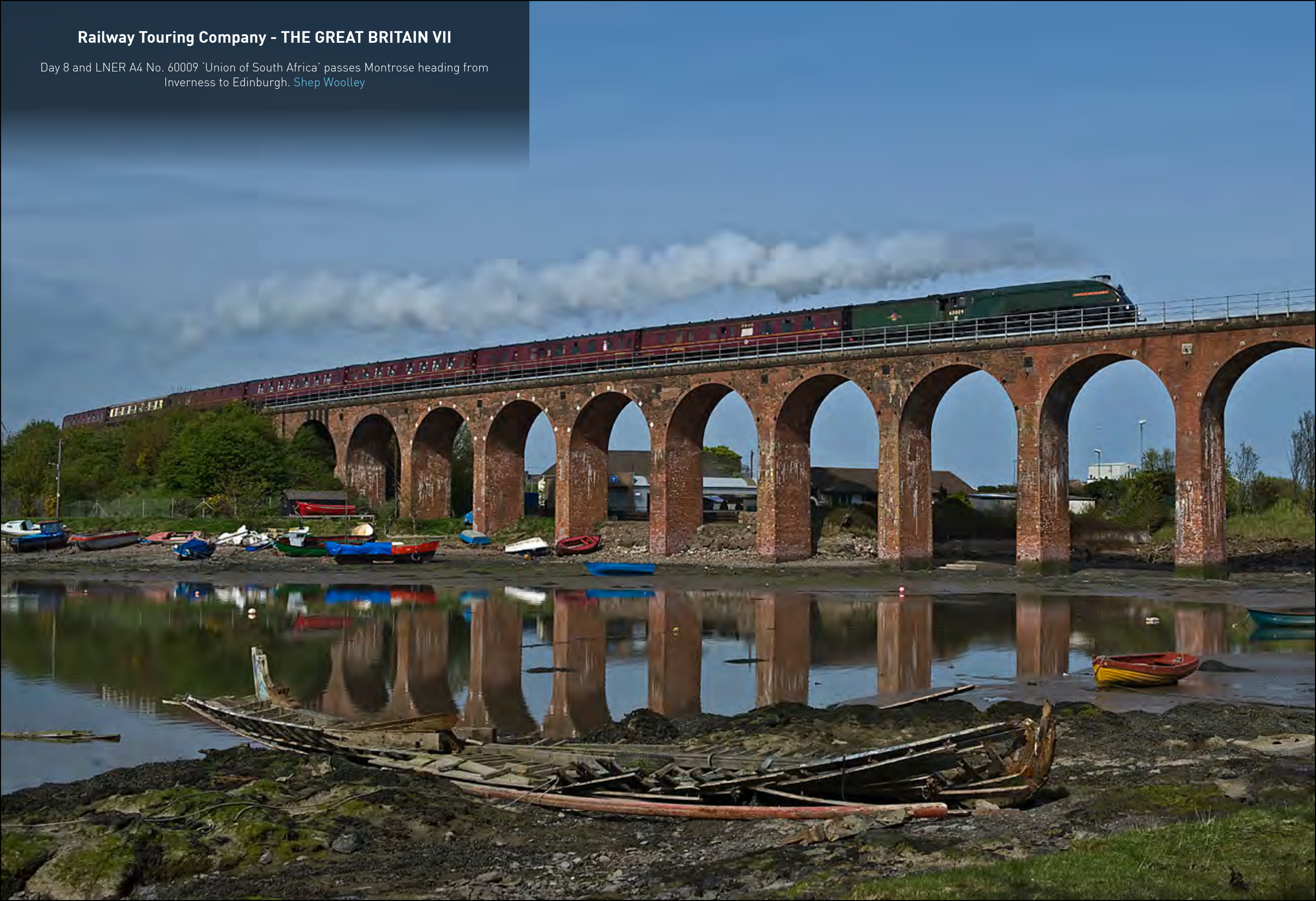
Left: Day 7 and LNER 2-6-0 K1 No. 62005 heads past Loch Eilt working a trip from Fort William to Mallaig and back to Fort William. [Shep Woolley](#)

Main: Day 4 and LMS No. 46115 'Scots Guardsman' storms up Lindal Bank working from Grange over Sands - Edinburgh. [Shep Woolley](#)



Railway Touring Company - THE GREAT BRITAIN VII

Day 8 and LNER A4 No. 60009 'Union of South Africa' passes Montrose heading from Inverness to Edinburgh. [Shep Woolley](#)



Railway Touring Company - THE GREAT BRITAIN VII

Left: Day 3 of this 9 day tour and Stanier Class 5 4-6-0 No. 44932 heads the Bristol to Grange-Over-Sands leg of 'Great Britain VII' past Forton, April 28th. [Gerald Nicholl](#)

Main: Soon to lose its Brunswick Green livery, Stanier Pacific No. 46233 'Duchess Of Sutherland' shows off the paintwork heading the 'Great Britain VII' south of Colton bound for London Kings Cross on May 4th. This was the final day, (day 9) of the tour. [Gerald Nicholl](#)



Steam Dreams - The Highlands and Islands Explorer

Left: LMS Class 5MT Nos. 44871 and 45407 work the 1Z60 London Victoria to Appleby through Balshaw Lane Junction on May 9th. This was the first day of a nine day tour through Scotland. [Alan Naylor](#)

Main: Light is fading and the livestock seem singularly unimpressed as Stanier Class 5 4-6-0s Nos. 44871 & 45407 head for Ribbleshead and Appleby with Steam Dreams' 'Highlands & Islands Explorer' on May 9th. [Gerald Nicholl](#)



Steam Dreams - The Highlands and Islands Explorer

Left: Black 5s Nos. 44871 and 45407 accelerate through Bamber Bridge with the first leg of the Highland and Islands Explorer to Appleby, May 9th. [Ken Abram](#)

Main: On May 17th, LNER A4 No. 60009 'Union of South Africa' passes New Zealand Bridge, Sandy with the final leg of the 9 day tour, working 1Z80 12:20 Durham - London Victoria. [Lorenzo D'aniello](#)



ECS and Light Engine Moves

Left: LMS 8F Class 2-8-0 No. 48151 pilots LMS 5XP Class 4-6-0 No. 45699 'Galatea' and LMS 7P Class 4-6-0 No 46115 'Scots Guardsman' through Eldroth on their trip to Derham, Norfolk, May 29th. [Shep Woolley](#)

Main: Jubilee Class 4-6-0 No. 45699 'Galatea' is seen at the rear of a top and tail ECS movement from Carnforth to Skegness past Starrick's Farm on May 16th. [Gerald Nicholl](#)



ECS and Light Engine Moves

Left: Triple headed steam on May 29th. as LMS Stanier Class 8F No. 48151 leads LMS Jubilee Class No. 45699 'Galatea' and LMS Royal Scot Class No. 46115 'Scots Guardsman' through Bentley (South Yorkshire) working from Carnforth Steamtown to Dereham U.K.F., heading for the Mid-Norfolk Railway's Steam Gala. [Alex Thorkildsen](#)

Main: Class 57 313 tails the 5V42 Tyseley to Southall comprising of Statesman coaching stock and is seen nearing Wolverton. Classmate 57 316 was leading the train. [Matthew Bird](#)





ECS and Light Engine Moves

Left: GWR 4073 Class No. 5043 'Earl of Mount Edgcumbe' passes Tavistock Yard working the 5Z58 Tyseley to Laira on May 9th. [Steve Andrews](#)

Main: LMS 8F Class 2-8-0 No. 48151 is seen crossing Capernwray Viaduct during its test run to Hellifield and return to Carnforth, May 20th. [Shep Woolley](#)





ECS and Light Engine Moves
Left: LMS No. 45699 'Galatea' hangs on at the rear as West Coast's Class 47 580 heads a 5Z75 empty stock from Carnforth to Doncaster through Gargrave on May 16th, for the following days railtour from Skegness to Scarborough. [Michael Lynam](#)

Main: Class 47 No 47580 'County Of Essex' and Jubilee Class 4-6-0 No. 45699 'Galatea' top and tail an ECS movement from Carnforth to Skegness past Starrick's Farm on May 16th for the WCRC's 'Scarborough Steam Special' the following day. [Gerald Nicholl](#)





ECS and Light Engine Moves

Left: Class 5MT, No. 44932 works a 5Z84 Carnforth to Rugby movement through Leyland on May 28th. [Alan Naylor](#)

Main: On April 25th, West Coast's Class 47 786 (with 47 826 on the rear) is seen between Long Preston and Hellfield with the 5Z37 ECS from Carnforth - Norwich. [Michael Lynam](#)





ECS and Light Engine Moves

Left: It's a murky Friday morning as Ian Riley's pair of Stanier Class 5 4-6-0s Nos. 44871 and 45407 pass Mills Hill en route to Crewe from the ELR to take over the 'Highlands & Islands Explorer' on May 9th. [Gerald Nicholl](#)

Main: Class 47 805 and 47 853 are pictured working the 5Z74 Bristol TM - Crewe ECS as they pass Stoke Wood near Craven Arms on May 18th. [Carl Grocott](#)



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	Outward (dep)	Return (arr)	From all points except Preston	
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Stockport	06:30	22:40	Standard Class	(Child) £49
Reddish South	06:45	22:30		
Stalybridge	07:00	22:20	First Class	(Adult) £104
Huddersfield	07:40	21:40	First Class	(Child) £79
Brighouse	08:00	21:20		
Sowerby Bridge	08:20	21:00	Premier Dining	(Adult) £180
Burnley (M'cr Road)	08:40	20:45	Premier Dining	(Child) Call
Preston	09:15	20:00		
Edinburgh	12:30arr	16:30dep		

These timings are provisional and will be subject to change.

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Balfour Beatty



Left: Newly painted Class 20 189 and 20 142 stand in Doncaster West Yard in their new Balfour Beatty livery, on May 6th. [Alex Thorkildsen](#)



Main: On May 3rd, Class 20 189 and 20 142 are seen stabled at Derby, again showing off the new Balfour Beatty livery. [Richard Hargreaves](#)

Chiltern Railways



Above: On May 1st, Class 67 013 pauses at Leamington Spa whilst working the 1H58 London Marylebone to Birmingham Snow Hill service. [Paul Godding](#)

Right: On May 14th, Class 67 017 stands at Leamington Spa with a Birmingham Moor St. - London Marylebone 'Chiltern Mainline' service. [Richard Hargreaves](#)

Main: Class 67 020 heads north shortly after passing King's Sutton with the 1U61 17:50 London Marylebone - Banbury on May 16th. [Mark Pichowicz](#)





On May 18th, Class 56 087 takes the empty log wagons through Wombridge. [Jon Jebb](#)



Above: Class 66 849 and 66 847 head through a very wet Leamington Spa on May 1st with a light engine move from Doncaster Decoy to Hinksey Yard. [Paul Godding](#)



Right: Class 70 801 heads light engine out of Doncaster on May 10th with a Doncaster to Toton working. [Richard Hargreaves](#)

Main: Following on from our cover shot, on May 17th Class 56 105 is seen passing Wychnor working the return 6M08 Boston - Washwood Heath steel train, with Class 50 008 inside and Class 47 739 on the rear. [Carl Grocott](#)





Above: Class 70 804 heads through Leamington Spa on May 14th, with a ballast working to Bescot.
[Richard Hargreaves](#)



Right: New Colas Railfreight GE built Class 70 807 eases through Widney Manor with an evening Bescot - Westbury engineers working on May 21st. [Chris Morrison](#)



Main: On their first visit to Cornwall, Class 70 807 (with 70 804 on rear) hauls the 6C65 Westbury to St. Erth through Saltash, May 15th. [Steve Andrews](#)





Above: On May 2nd, Class 70 806 and 70 807 head through Stafford on their maiden run from Liverpool Seaforth Container Terminal - Bescot. [Michael Lynam](#)

Right: On May 6th, Class 47 739 and 70 801 pass through Doncaster, heading to Doncaster Decoy to collect some wagons. [Alex Thorkildsen](#)

Main: Class 56 087 passes through Helsby with the 6J37 Carlisle to Chirk logs on May 21st. [Mark Pichowicz](#)





Above: Class 70 807 and 70 804 top'n'tail the 6C65 Westbury to St. Earth near Ivybridge on May 15th. [Steve Andrews](#)

Left: Class 66 848 passes Walcote with the diverted 6V30 08:25 Ratcliffe power station - Avonmouth Coal Silos. [Keith Davies](#)

Main: Class 56 078 and 56 113 pass Leaton on May 14th working the 6V54 Chirk - Baglan Bay empty logs. [Carl Grocott](#)





Above: Class 56 087 heads past Madeley Jct. working the Sundays Chirk - Carlisle empty timber train on May 11th, believed to be only the second time it has actually run this year. [Phil Martin](#)

Left: On May 17th, Class 56 105 leads 50 007 (with Class 47 739 on the rear) working the 6M08 Boston - Washwood Heath steel through Rauceby, just west of Sleaford. [Steve Thompson](#)

Main: Class 56 096 passes through Burton on Trent on it's mainline test with 47 727 as insurance working the 6E07 Washwood Heath - Boston Docks covered steel carriers on May 7th. [Stuart Hillis](#)





Above: A double test run on May 17th as Class 50 007 'Hercules' and 56 105 tucked inside, are on test (with 47 739 on the rear for insurance), working the 6E07 Washwood Heath - Boston Docks covered steel carriers seen here passing through Burton on Trent. The Class 50 led outwards, with the Class 56 leading on the return working. [Stuart Hillis](#)



Right: Class 47 739 'Robin Of Templecombe' working the 6E07 Washwood Heath - Boston Docks covered steel carriers passes through Burton on May 13th. [Stuart Hillis](#)

Main: Class 56 094 works a diverted 6V37 empty logs from Chirk Kronospan to Carlisle through Buckshaw Parkway on May 25th. [Alan Naylor](#)





Above: Class 56 087 is seen standing in Burden loop at Bolton on May 5th, where it had been since arriving on May 3rd with the 6V38 Carlisle NY to Chirk log train. Apparently running very late the driver ran out of hours at Bolton and thus had to be dumped in Burden loop. [Dave Felton](#)



Right: Possible one of the first working for a Colas Class 70 on the Marches line was on May 25th when Class 70 809 took a rake of autoballasters from Crewe to Newport. [Phil Martin](#)

Main: Super power for a short train. On May Day, Monday May 5th, new Colas locomotives Nos. 70 804 and 70 801 pass the old signal box at Colthrop, Berkshire with a 6M50 Westbury down terminal complex - Bescot up engineering sidings. [Gary S. Smith](#)



DB Schenker's fleet



Above: Class 66 035 working the 6V97 Beeston (Notts) to Cardiff loaded steel scrap is pictured moving from the goods line onto down fast at Burton on Trent, May 23rd. [Stuart Hillis](#)

Left: EWS liveried Class 66 099 is seen heading the 4M00 Carlisle - Clitheroe empty cement tanks between Long Preston and Hellifield on April 25th. [Michael Lynam](#)

Main: On May 9th, Class 60 044 passes Oakley working the 6E38, 13:54 Colnbrook - Lindsey oil tanks. [Lorenzo D'aniello](#)



Class 60 007 passes Stenson Jct. on May 17th working the
6F96 Ratcliffe - Warrington Arpley empty coal.
Carl Grocott





Above: Class 60 024 works the 6E32 Preston Docks (Lanfina) to Lindsey oil refinery through Bamber Bridge on May 7th. Alan Naylor

Left: DB Blue Class 60 074 departs Peak Forest on April 29th with a working to Selby. Michael Lynam

Main: Class 60 074 climbs past Brierlow Bar working the 6H22 Tunstead - Hindlow on May 3rd. Mark Pichowicz





Above: Class 59 204 approaches Clapham Jct. with a stone train from Acton on May 24th. [Class47](#)

Left: On April 29th, Class 60 099 arrives into Great Rocks with some empty hoppers from Tunstead. [Michael Lynam](#)

Main: Class 66 002 passes Meole Brace, Shrewsbury on May 17th working the 6V75 Dee Marsh - Margam. [Phil Martin](#)



Class 60 065 'Spirit of Jaguar' with the 6E32 Preston Docks to Lindsey oil refinery discharged bitumen tanks passes Pleasington on May 12th. [Chris Stanley](#)





Above: On May 30th, a derailed Class 66 057 awaits recovery at Doncaster. [Alex Thorkildsen](#)



Right: Class 66 164 heads past Baystan Hill on May 11th with a Crewe - Gaer Jct. ballast working. [Phil Martin](#)

Main: On May 3rd, Class 60 017 working the 6E54 Kingsbury - Lindsey passes through Barrow. [Carl Grocott](#)





Above: Class 66 154 passes through a sunny Stafford on May 2nd with a southbound liner. [Michael Lynam](#)

Left: Class 60 007 passes Plumley West with a Warrington Arpley to Peak Forest working on May 5th. [Mark Pichowicz](#)

Main: On May 19th, Class 60 019 passes Scunthorpe dropping down the outward line with a decent consist, working the 6V19 Immingham SS - Llanwern. [Steve Thompson](#)



Brush-built Class 60 059 leaves Wiltshire and approaches Acton Turville with the regular 6B33 Theale Murco - Margam terminal complex empty oil tank wagon train on April 26th. Gary S. Smith





Above: Class 66 040 forges through the rain at Scunthorpe with the 4D45 Milford - Immingham Mineral Quay comprising of 19 IIA Biomass hoppers, May 19th. (These were to be married up to four more, which arrived a few days before for test purposes, to become the first loaded train of Biomass to work out of Immingham. Sadly, and not altogether unsurprisingly, things fell apart and the loaded trip never happened). [Steve Thompson](#)



Right: On May 24th, Class 90 018 stands in London Euston having arrived with the overnight Scotrail sleeper. [Class47](#)

Main: Class 60 062 working the 6E41 Westerley - Lindsey oil tanks, passes Burton on Trent, May 15th. [Stuart Hillis](#)





Above: Class 60 062 'Stainless Pioneer' with the 6E41 Westerley - Lindsey oil tanks heads through Burton on Trent, May 12th. [Stuart Hillis](#)

Left: Class 66 015 passes Dawlish on May 8th working the 6C53 Parkandillack - Exeter Riverside china clay. [Steve Thompson](#)

Main: Class 66 131 hauls the 6V97 Beeston (Nottingham) to Newport loaded scrap steel through Burton on May 14th. [Stuart Hillis](#)





Above: Making a rare appearance at Burton on May 9th, EWS liveried Class 60 065 'Spirit Of Jaguar' passes through working the 6E41 Westerley - Lindsey oil tanks. [Stuart Hillis](#)



Right: DB Schenker liveried Class 60 024 with the 6E08 Wolverhampton - Immingham with just one rake of steel carriers, passes through Burton on May 9th. [Stuart Hillis](#)

Main: Class 66 152 works the 6Z94 Avonmouth to Clitheroe Castle cements through a wet Bamber Bridge on May 24th. [Alan Naylor](#)





Above: DB Schenker liveried Class 92 015 leads the 6B41 Wembley to Daventry IRFT through Northampton on May 10th. [Derek Elston](#)

Left: Class 66 080 heads the 6C38 Fiddlers Ferry power station to Newbiggin Gypsum working through Leyland on May 27th. [Alan Naylor](#)

Main: Class 66 120 heads up Hencoat Bank, Shrewsbury on May 26th working the Margam - Dee Marsh steel. [Phil Martin](#)





Above: Class 66 093 is pictured standing in Blackburn station good loop in charge of the 6Z94, 05:00 Avonmouth Hansons Sidings to Clitheroe Castle Cement empty cement tanks on May 6th. [Dave Felton](#)

Left: EWS liveried Class 60 065 passes through a rainy Frodingham Jct. on May 12th working the 6E32 Preston - Lindsey discharged bitumen tank cars. [Steve Thompson](#)

Main: Class 66 167 hurries a Wakefield Europort to Felixtowe South liner through Doncaster on May 14th. [Derek Elston](#)





Above: On May 14th, Class 92 024 approaches Leyland station hauling the 6S94, 03:04 Dollands Moor Sidings to Irvine Caledonian Paper china clay tanks. [Dave Felton](#)



Right: Class 60 040 heads past Sutton Bridge Jct. with the 6V75 09:30 Dee Marsh - Margam steel on May 21st. [Keith Davies](#)

Main: Class 60 024 is about to pass through Bamber Bridge station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on May 7th. [Dave Felton](#)



On May 21st, Class 60 074 'Teenage Spirit' arrives at Peak Forest with the 4M11 Washwood Heath - Peak Forest whilst Class 60 092 awaits loading in the CEMEX sidings. Dave Harris

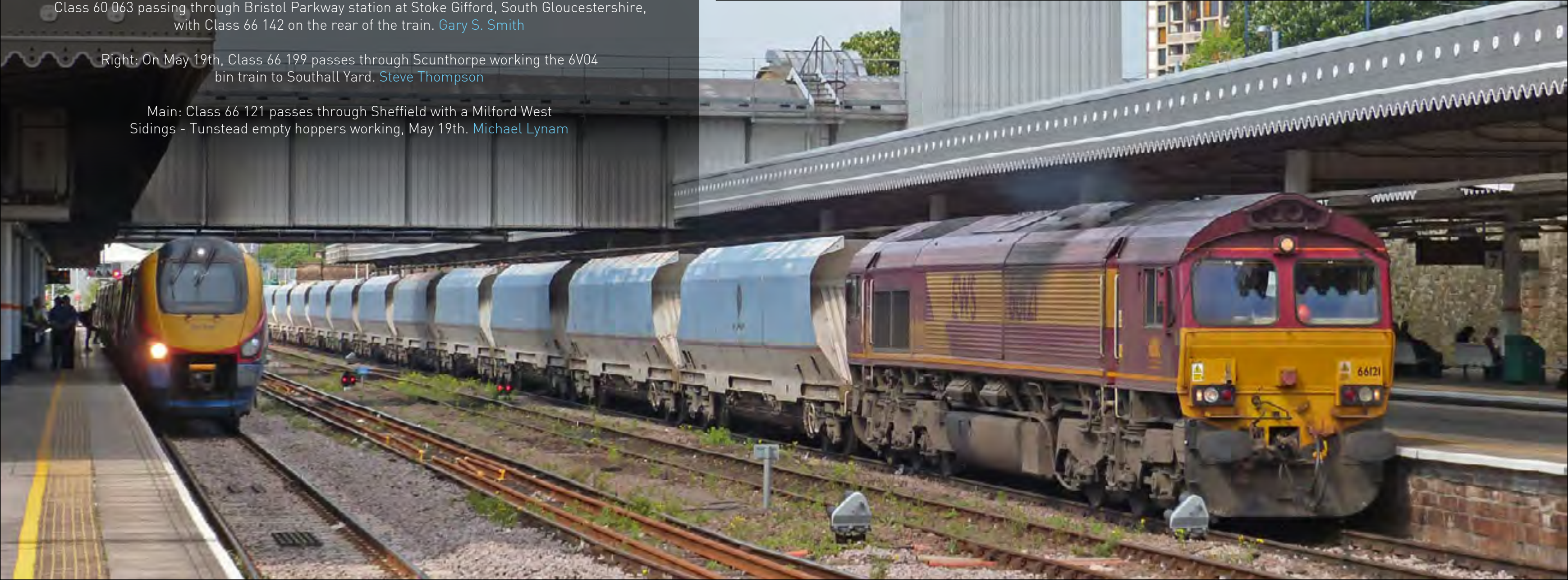




Above: Unusually, the 6B13 Robeston sidings - Westerleigh Murco oil terminal and 6B47 return train to Margam were sent via the Severn Tunnel on May 3rd even though their normal route via Gloucester was open and the diversion required the trains to have a second locomotive for a reversal at Yate. This is Class 60 063 passing through Bristol Parkway station at Stoke Gifford, South Gloucestershire, with Class 66 142 on the rear of the train. [Gary S. Smith](#)

Right: On May 19th, Class 66 199 passes through Scunthorpe working the 6V04 bin train to Southall Yard. [Steve Thompson](#)

Main: Class 66 121 passes through Sheffield with a Milford West Sidings - Tunstead empty hoppers working, May 19th. [Michael Lynam](#)





Above: Class 92 039 heads through Stafford on May 2nd with a short rake of wagons working from Crewe - Bescot. [Michael Lynam](#)

Right: Class 59 202 brings the 6L21 Whatley Quarry - Dagenham Dock ARC aggregates train out of the up loop at Woodborough, Wiltshire on May 9th. A footbridge is being built here to replace the foot crossing. [Gary S. Smith](#)

Main: Class 67 026 top'n'tailed with 67 008 approach Doncaster working a test train from Derby RTC to Derby RTC on May 27th. [Alex Thorkildsen](#)





Class 31 601 and 31 190 drag the Railvac into Doncaster on May 30th working from Whitemoor Yard L.D.C. to York Leeman Rd. Sidings. [Alex Thorkildsen](#)

Direct Rail Services



Class 66 433 passes through North Staffs Jct. on May 3rd working the 4S43 Daventry - Mossend.
Carl Grocott



Above: Class 37 405 and 37 608 are seen at the head of the 6Z96 Crewe - Toton engineers train as it passes through Burton on May 5th. [Stuart Hillis](#)

Left: Class 20 309 and 20 303 are seen at Doncaster on May 10th heading for Belmont yard to collect an engineers train. [Richard Hargreaves](#)

Main: Class 66 432 is at the head of the 6U77 Mountsorrel - Crewe with a very short rake of 7 loaded IOAs as it passes through Burton on Trent, May 21st. [Stuart Hillis](#)





Sporting its new livery, Class 37 423 working the 6Z65
Crewe to Keyham, arrives into Plymouth on May 15th.
Steve Andrews



Above: Class 37 402 'Stephen Middlemore' leads the 1Q14 Derby - Carlisle past Red Bank on May 12th. [Dave Harris](#)

Right: On May 14th, Class 37 667 hauls 57 306 and 57 312 north through Stafford. [Richard Hargreaves](#)

Main: Class 57 007 passes through Leyland working a Carlisle to Crewe DRS stock movement on May 15th. [Alan Naylor](#).





Above: Network Rail's Class 57 306, on hire to DRS, passes through Burton on May 21st working the 6Z96 Crewe - Toton engineers. [Stuart Hillis](#)



Right: On April 29th, Class 37 409 and 37 602 work the 6K73 Sellafield to Crewe coal sidings (DRS) through Leyland station. [Alan Naylor](#)

Main: Network Rail's Class 57 312 'Peter Henderson', also on hire to DRS, works the 6Z96 Crewe - Toton engineers train with a rake of NR wagons through Burton on Trent, May 20th. [Stuart Hillis](#)





Above: Unique liveried Class 90 034 heads south light engine from Crewe - Bescot, passing through Stafford on May 2nd. [Michael Lynam](#)



Right: Class 47 841 and 47 828 work the 6Z96 Crewe - Toton engineers train through Burton on Trent, May 7th. [Stuart Hillis](#)

Main: Class 37 682 heads north through Stafford on May 2nd with the 4Z42 empty container flats from Daventry - Motherwell. [Michael Lynam](#)





Above: Class 57 304 on route learning duties from Carlisle to Preston via the S&C, passes through Settle on May 21st. [Michael Lynam](#)



Right: On May 2nd, Class 57 009 and 57 010 head through Stafford in charge of a Mountsorrel Sidings - Crewe Basford Hall infrastructure train. [Michael Lynam](#)

Main: On May 21st, Class 66 427 heads the 6K05 engineers working up the bank towards Langho. [Michael Lynam](#)



East Coast



Above: Class 91 104 is seen departing Peterborough on May 17th, heading for London Kings Cross. [Richard Hargreaves](#)



Right: Class 91 118 is still hanging on to its GNER livery, the blue machine is seen here speeding though Grantham with a London Kings Cross - Edinburgh service on May 17th. [Class47](#)

Main: East Midlands Trains hired in power car No. 43083 approaches Doncaster (with 43306 on the rear) working a London Kings Cross to Leeds service on May 30th. [Alex Thorkildsen](#)





Above: On May 14th Class 67 019 propels 91 101 into the sidings adjacent to Wabtec Doncaster. [Derek Elston](#)



Right: The 08:45 Leeds to London Kings Cross with power car No. 43208 at the helm passes Tallington on April 22nd. [Derek Elston](#)

Main: Another shot of the ever popular Sky 1 HD set, this time as it passes New Zealand Bridge, Sandy on May 17th working the 1D26 18:03 London Kings Cross - Leeds service. [Lorenzo D'aniello](#)





Above: Power Car No. 43163, done up in its advertising garb, passes through Dawlish on May 8th working a Plymouth - London Paddington service. [Steve Thompson](#)

Left: Power Car No. 43183 leads a London Paddington service through a wet Hanwell on May 24th. [Paul Godding](#)

Main: West Coast's Class 47 580 certainly sounded the part passing Bradwell on May 10th with the power handle wide open leading 37 706 and a rake of First Great Western HST coaches sandwiched between 2 barrier vehicles, off to have wi-fi fitted as part of their refurbishment north of the border, the 5200 Old Oak Common - Kilmarnock. [Matthew Bird](#)





Class 57 602 crosses Largin Viaduct, between Bodmin Parkway and Liskeard, working the 2E75, 11:25 Par - Exeter St David's with a pretty easy load. [Matthew Bird](#)

Freightliner



On April 29th, Class 66 614 is seen at the Buxton Lime Industries site with a rake of tanks being loaded.
Michael Lynam



Above: Class 66 605 passes through Hanwell on May 24th with the 6D85 Neasden to Pengam working. [Paul Godding](#)



Right: Powerhaul liveried Class 66 504 heads north through Stafford on May 14th with an Ipswich - Crewe liner. [Richard Hargreaves](#)

Main: On May 26th, Class 66 621 passes Battlefield with a rake of cement empties from Westbury, heading for Tunstead. [Phil Martin](#)





Above: Class 70 002 is seen at Doncaster on May 10th with a working to Hull. [Richard Hargreaves](#)



Right: Class 90 044 is one of only two still running in this 1995 original BR Freightliner two tone grey. Now bereft of its BR double arrow, it is seen here passing Acton Bridge with a move from Crewe IEMD to Garston on April 30th. [Dave Harris](#)

Main: Class 86 610 and 86 614 work the 4M74 Coatbridge to Crewe Basford Hall liner through Leyland on May 27th. [Alan Naylor](#)





Above: Class 66 588 storms through Stafford working a Ditton - Felixstowe freightliner on May 2nd. [Michael Lynam](#)



Right: Class 70 007 heads through Stafford with a Southampton - Crewe liner on May 14th. [Richard Hargreaves](#)

Main: On April 29th, Class 66 614 and 66 604 leave Great Rocks and head for the stabling point at Hope (Earles Sidings). [Michael Lynam](#)





Above: Class 66 420, still in DRS livery, passes through Burton on Trent with the 4055 Leeds - Southampton modal on May 15th. [Stuart Hillis](#)



Right: On May 26th, Class 66 526 heads a Hunterston - Fiddlers Ferry loaded coal through Settle. [Michael Lynam](#)

Main: On May 9th, Class 66 614 works the 6Y27 Wootton Bassett - Hackney Yard over the site of the world-famous breach at Dawlish, with the sea-containers still in place. These will not be removed until later in the summer, so will no doubt turn out to be something of a tourist attraction. It goes without saying that access to this section is not allowed, full-time security personnel being in near-constant attendance! [Steve Thompson](#)



Colas Rail's Class 70 805, on hire to Freightliner, hauls the Bristol - Felixtowe liner, seen here approaching Ingatestone, past the old crossing keepers lodge and making its first showing on Great Eastern metals, May 27th. [Charlie Robbins](#)





Above: On May 13th, Class 66 617 approach Manors with a bin liner train. [Alex Thorkildsen](#)

Left: Class 70 018 working the 4055 Leeds - Southampton modal, passes through Burton on Trent, May 22nd. [Stuart Hillis](#)

Main: Class 66 518 and 66 529 pass through Sheffield on May 19th on a light engine movement from Guide Bridge - Leeds Balm Road depot. [Michael Lynam](#)





Above: Class 66 539 passes Uffington with the 6M55, 07:00 Avonmouth - Rugeley power station on April 1st. [Keith Davies](#)

Right: Brand new Colas Class 70 809 on its first revenue earning train, on hire to Freightliner, is seen working the 6M46 Aldwarke - Crewe empty scrap train at Burton on Trent, May 23rd. [Stuart Hillis](#)

Main: On May 10th, Class 70 001 heads through Doncaster with a Felixtowe - Leeds liner. [Class47](#)



Class 66 524 passes a colourful Battlefield with the 6M07,
02:18 Avonmouth coal silos - Rugeley power station
on April 18th. [Keith Davies](#)





Above: On May 19th, Class 66 508 passes Kemp's Eye, Shrewsbury with the 4V58 15:49 Crewe Basford Hall - Portbury Coal Terminal. [Keith Davies](#)



Right: Class 86 605 and 86 637 head a Felixstowe - Crewe Basford Hall freightliner working through Stafford on May 2nd. [Michael Lynam](#)

Main: What now seems to be a regular working for the class, Class 70 015 working the 4055 Leeds - Southampton modal heads through Burton on May 21st. [Stuart Hillis](#)





Above: On May 9th, a new Freightliner flow running out of the London Gateway terminal is seen at Castlethorpe with Class 66 572 in charge of a poorly loaded liner, the 4M56 London Gateway to Crewe Basford Hall. [Matthew Bird](#)



Right: Class 70 011 is seen at the head of the 6M46 Aldwarke - Crewe empty scrap train at Burton on Trent, May 9th. [Stuart Hillis](#)

Main: Passing Battlefield on May 5th, Class 66 602 heads a Crewe - South Wales ballast working. [Phil Martin](#)





Above: Class 66 623 is seen at Walcote with the 6Z32, 09:47 Neasden Charrington - Coton Hill on April 24th. [Keith Davies](#)



Right: Class 66 613 approaches Wellingborough on May 3rd with the cement empties from Theale. [Derek Elston](#)

Main: Class 66 563 climbs Battlefield Bank with the 6M07, 03:00 Portbury coal terminal - Rugeley power station on May 6th. [Keith Davies](#)





Above: A most unusual pairing, of Class 20 227 and 20 905 on the rear of the 7X09 Old Dalby - West Ruislip at Moira on May 19th. [Stuart Hillis](#)

Left: Europorte branded Class 92 038 heads south through Stafford on May 14th hauling a rake of car carriers. [Richard Hargreaves](#)

Main: Class 66 719 'Metro-Land' works an empty hopper train into Dove Holes, Peak Forest on May 8th. [Alan Naylor](#)





Above: Class 66 726 passes through Doncaster working a loaded coal from Tyne Dock to Doncaster Down Decoy, May 6th. [Alex Thorkildsen](#)

Left: Class 20 905 and 20 227 head the 15:55 Derby Litchurch Lane - Amersham train of 'S' stock, seen passing Widney Manor on May 21st with 20 901 and 20 314 on the rear. [Chris Morrison](#)

Main: On it's first mainline run, Class 47 815 chucks out the clag while double heading with 47 843, working a sand train from Middleton Towers to Goole on May 19th. [Alex Thorkildsen](#)





Above: Class 66 713 passes through Stafford on May 2nd with a working to Seaforth Container Terminal. [Michael Lynam](#)

Right: Class 66 750 hauls the 11:27 Doncaster Down Decoy to Eggborough power station through Doncaster on May 14th. [Derek Elston](#)

Main: On May 19th, Class 66 748 passes through Scunthorpe working the 6C51 HIT - Eggborough. [Steve Thompson](#)

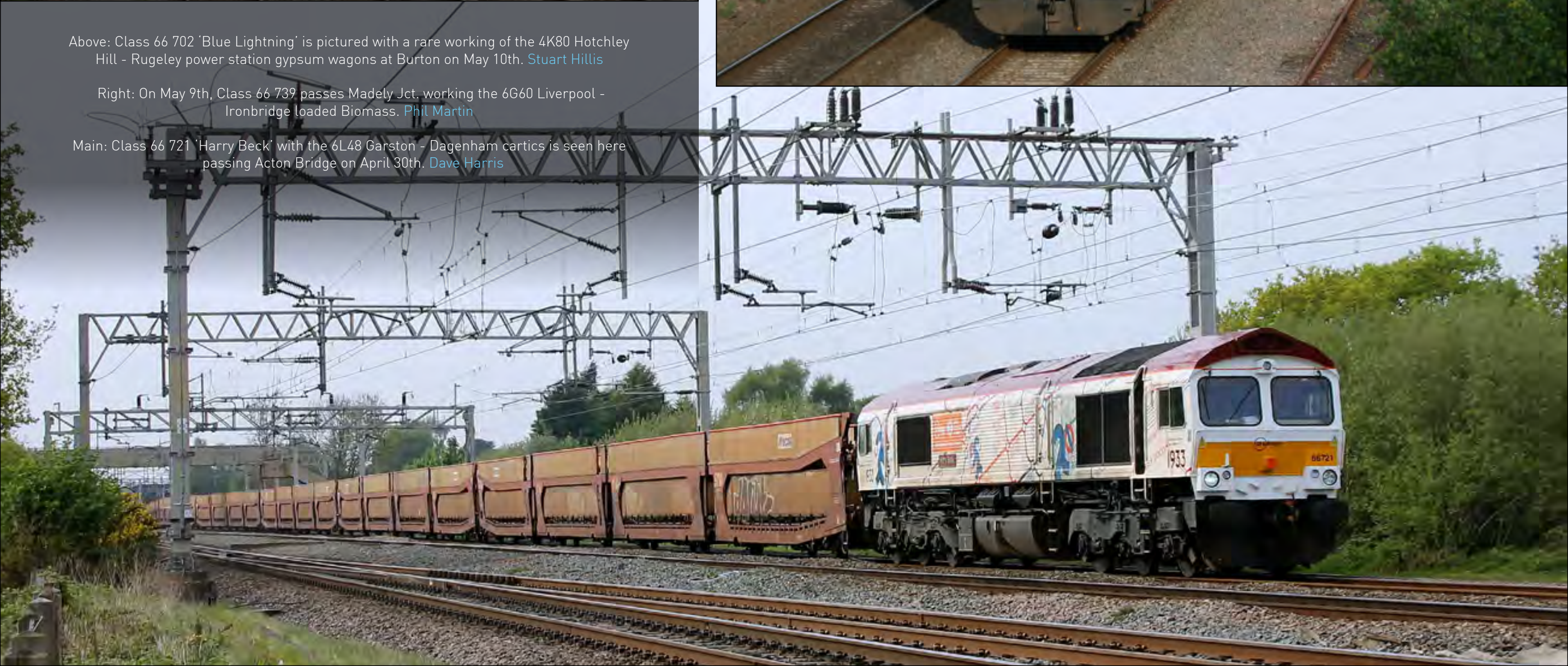




Above: Class 66 702 'Blue Lightning' is pictured with a rare working of the 4K80 Hotchley Hill - Rugeley power station gypsum wagons at Burton on May 10th. [Stuart Hillis](#)



Right: On May 9th, Class 66 739 passes Madely Jct. working the 6G60 Liverpool - Ironbridge loaded Biomass. [Phil Martin](#)



Main: Class 66 721 'Harry Beck' with the 6L48 Garston - Dagenham cartics is seen here passing Acton Bridge on April 30th. [Dave Harris](#)



Above: Class 66 709 'Sorrento' works a coal train through Doncaster on May 14th. Note the continuing use of Fastline branded hoppers in this rake. [Derek Elston](#)

Left: Class 20 314 and 20 901 (with 66 740 on rear) working 7X23 Derby Adtranz to Old Dalby with LU 'S' stock passes Moira, on the Burton - Leicester freight branch, May 9th. [Stuart Hillis](#)

Main: Class 66 740 is seen at the head of the 6K50 Toton - Crewe engineers train as it passes through Burton on May 7th. [Stuart Hillis](#)





Class 66 738 works the 6K50 Toton - Crewe engineers through Burton on May 13th. [Stuart Hillis](#)



Grand Central



Above: On May 14th, GC's 10:48 from London Kings Cross to Bradford prepares for its station call at Doncaster. [Derek Elston](#)

Left: Power car No. 43480 (with 43465 on the rear) is seen as it speeds the 1A61 Sunderland to London Kings Cross through Doncaster on May 14th. [Derek Elston](#)

Main: Power car No. 43465 is seen on the rear of a London Kings Cross - Sunderland service as it heads north through Grantham on May 17th. [Richard Hargreaves](#)



Greater Anglia



Class 90 013 passes through Shenfield working the 1P43 Norwich to Liverpool St. service on April 26th.

Paul Godding

On May 14th, Class 97 304 passes Tywyn with seven loaded seacows in tow working from Coleham (Shrewsbury) to Tywyn. [Carl Grocott](#)





Above and Right: Class 73 138 is seen on the rear of a Hither Green to Hither Green via most of the Southern region test train on May 24th. At this point Class 73 109 was leading as the train passes through Clapham Jct. and heads towards London Victoria. [Class47](#)

Main: Class 97 304 reverses a rake of loaded 'Seacows' out of Coleham Yard and onto main line at Shrewsbury on May 14th. [Keith Davies](#)





"Talk about having seen it all! A Class 73 at Sunny Scunny?. On May 19th, 1Q24 on one of the usual circuitous routes from Derby RTC to Doncaster, paid the briefest of visits to Scunthorpe, not even gracing the station with it's presence. Class 37 604 is seen here (Left) leading the way from the Doncaster direction and only went as far as the top of the cutting. A quick change of ends, picking up a cuppa from the catering vehicle on the way, and a couple of photos by the crew, and 73 138 headed off back to Doncaster, seen approaching Kingsway Bridge (Main) through the rapidly-encroaching foliage. (Oh and memo to Network Rail, please don't run these things at the same time as I'm picking up my granddaughter from school, talk about "just in time"!)" [Steve Thompson](#)





Above: Another shot of Network Rail's Class 73 138 top'n'tailed with DRS' Class 37 604 working a test train from Derby - Doncaster West Yard, passing through Doncaster on May 19th. [Alex Thorkildsen](#)

Right: Class 97 302 passes Cosford on May 6th working the 6Z97 Bescot - Coleham with loaded seacow's. [Carl Grocott](#)

Main: On May 21st, Class 97 304 passes Sutton Bridge Jct. with the 6J38, 09:40 Coleham - Tywyn hauling Colas tamper No. 75406. [Keith Davies](#)





Above: Class 97 303 and 97 302 pass Walcote on April 18th, working the late running 6W60, 04:58 Dovey Junction - Bescot down side ballast. [Keith Davies](#)

Left: ERTMS fitted Class 313 121 stands outside Willesden depot on May 24th. [Class47](#)



Main: Unusually, the 6B13 Robeston sidings - Westerleigh Murco oil terminal and 6B47 return train to Margam were sent via the Severn Tunnel on May 3rd, even though their normal route via Gloucester was open and the diversion required the trains to have a second locomotive for a reversal at Yate. Here Class 66 142 is seen at Yate, waiting to leave the loop on the out-of-use Tytherington branch with the 6B13 to Westerleigh as Class 31 285 passes on the Midland Railway's main line to Gloucester, propelling the 3Z01 Exeter Riverside - Derby RTC test train. [Gary S. Smith](#)



Above: Direct Rail Services' Class 37 402 approaching Leyland station hauling the 1Q14, 05:54 Derby RTC (Network Rail) to Carlisle test train with fellow class member 37 409 on the rear. [Dave Felton](#)

Left: Class 31 285 leads the 3Z68, 10:55 Derby RTC to Euston carriage shed through Northampton on a damp May 10th. [Derek Elston](#)

Main: Class 31 105 passes Oakley on May 15th working the 3Z03, 10:11 Derby RTC - Hither Green test train. [Lorenzo D'aniello](#)

Units: DMUs and EMUs



South West Trains' Class 458 005 passes through Putney heading for London Waterloo, whilst a service of 'D' stock crosses overhead, heading for Edgware Road. [Class47](#)



Above: Arriva Trains Wales' Class 158 836 is seen at a wet Chester on May 5th with a service to Wolverhampton. [Brian Battersby](#)



Right: On May 9th, Northern's Class 142 057 and 142 034 have just arrived at Stalybridge with the Fridays only 'ghost train' from Stockport. [Brian Hewertson](#)

Main: Northern Rail's Class 158 794 heads towards Blackburn passing through the Cherry Tree area of the town with the 1B33, 14:29 service from Blackpool North to York on May 15th. [Dave Felton](#)





Above: East Midlands Trains' Class 153 326 stands at Peterborough on May 9th with a service to Lincoln. [Alex Thorkildsen](#)



Left: On May 9th, South West Trains' Class 458 502 stands in Wabtec ready for delivery into service. [Alex Thorkildsen](#)



Main: Virgin Trains Class 390 131 speeds south through Tamworth on May 3rd, with a Carlisle - London Euston service. [Paul Godding](#)



Above: Sporting the new Chiltern Mainline livery, Class 168 003 is seen at Leamington Spa on May 1st, working the 1H45 Birmingham Snow Hill to London Marylebone. [Paul Godding](#)

Left: On May 8th, CrossCountry's Class 220 014 passes through Dawlish with the 1V59 Manchester - Paignton service. [Steve Thompson](#)

Main: Arriva Trains Wales Class 175 105 passes Meole Brace with a Manchester - Cardiff service on May 17th. [Phil Martin](#)



On May 9th, the St James Park - Paignton local paired the colourful Class 153 325 with 150 123, seen departing the station at Dawlish. Steve Thompson





Above: An unusual visitor to Doncaster on May 30th as East Midlands Trains' Class 158 788 works a Lincoln service. [Alex Thorkildsen](#)

Left: On May 19th, TransPennine Express' Class 350 410 pauses at Manchester Piccadilly working the 1M92 Glasgow to Manchester Airport. [Michael Lynam](#)

Main: Virgin Trains' Class 221 114 and 221 103 work a diverted 1S60 Crewe to Carlisle through Buckshaw Parkway on May 25th. [Alan Naylor](#)





Above: After works attention, Arriva Trains Wales' Class 158 829 stands in Doncaster West Yard on May 24th. [Alex Thorkildsen](#)



Right: Northern Rail's Class 158 795 is seen approaching Long Preston working a Carlisle - Leeds service on April 25th. [Michael Lynam](#)

Main: Southern's Class 377 620 and 455 825 depart Clapham Jct. on May 24th and head towards London Victoria. [Paul Godding](#)





Above: South West Trains' Class 159 108 arrives into Clapham Jct. on May 24th with a service from London Waterloo. [Paul Godding](#)

Left: South West Trains' Class 450 092 passes over the junction with the Bournemouth West branch as it arrives into Branksome, Dorset working the 1W25 Waterloo - Weymouth service May 8th. [Gary S. Smith](#)

Main: Northern Rail's Class 142 056 approaches Rishton station with the 2S11, 10:51 service from Colne to Blackpool South on May 2nd. [Dave Felton](#)





Above: London Midland's Class 170 633 arrives at Great Malvern station on May 17th. Neil Pugh

Left: Reliveried Heathrow Connect Class 360 205 passes through Hanwell on May 24th, working a service to Heathrow Airport. Paul Godding

Main: Northern Rail's Class 142 046 and 142 005 are seen about to arrive into Bolton station with the 2N23, 09:33 Hazel Grove to Preston on May 5th. Dave Felton





Above: On May 2nd, Northern Rail's Class 158 757 is seen about to pass through Rishton station with the 1B24, 09:11 service from York to Blackpool North. [Dave Felton](#)



Left: The signal boxes on the Poole - Wareham line in Dorset were closed in May 2014. South West Trains' Class 444 008 passes the elderly signal box at Hamworthy as it arrives on the 1W19 Waterloo - Weymouth service on May 8th. [Gary S. Smith](#)



Main: Northern Rail's Class 158 860 and 153 330 set off from Gargrave on a Carlisle - Leeds service, May 16th. [Michael Lynam](#)

First Great Western's Class 150 243 is seen nearing the end of its use on the Liskeard to Looe branch line, working one of the last services for the day and seen at Terras Crossing with the 2L93, 19:18 Liskeard - Looe. [Matthew Bird](#)



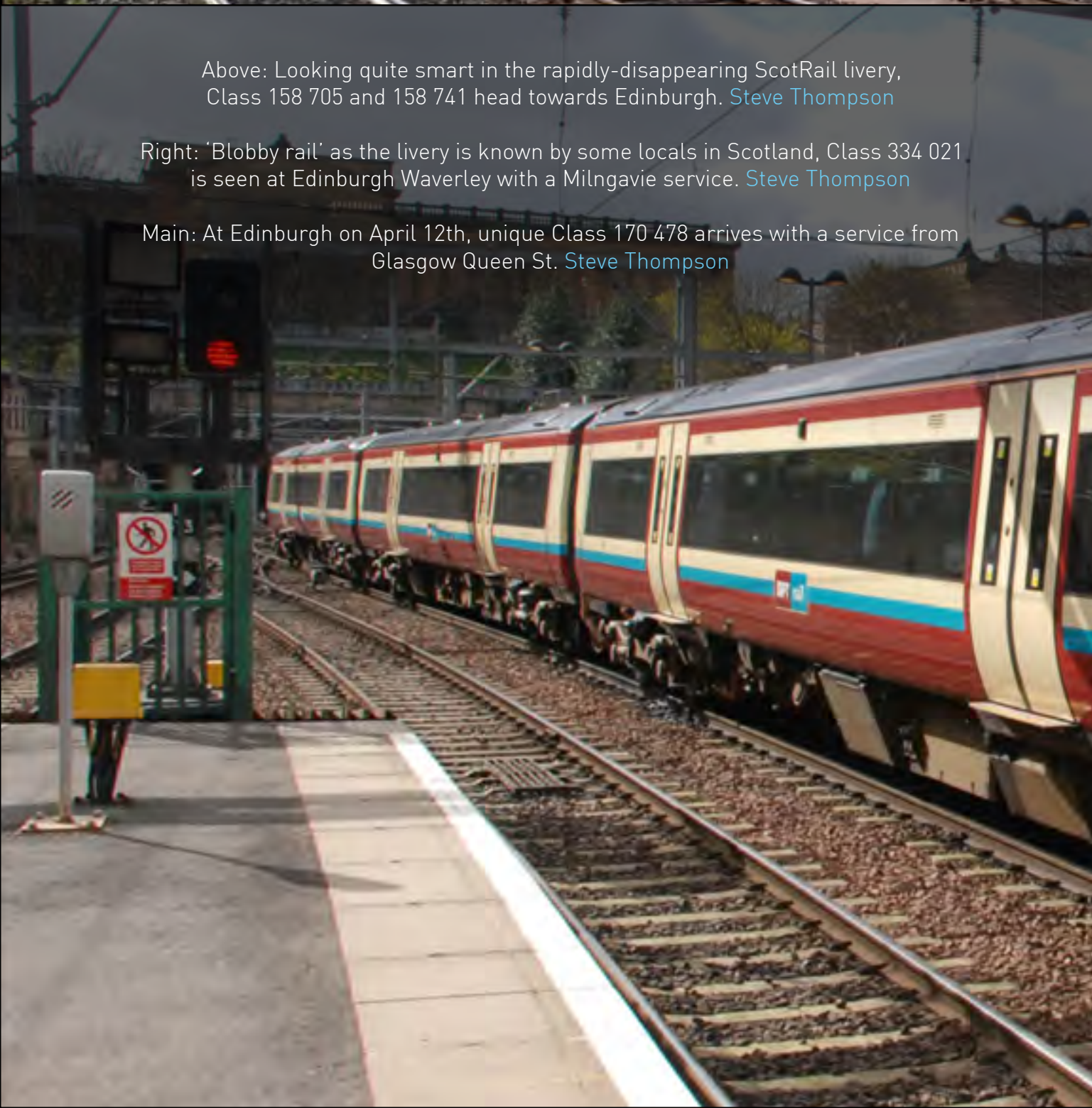


Above: First TransPennine Express' Class 185 129 heads towards Bolton passing through the Ladybridge area of the town with the 1U62, 10:48 Windermere to Manchester Airport service on May 3rd. [Dave Felton](#)

Left: Northern Rail's Class 142 005 departs Rishton station with the 2N16, 09:44 service from Blackpool South to Colne on May 2nd. [Dave Felton](#)

Main: First Great Western's Class 165 104 arrives into Hanwell on May 24th with a service from London Paddington. [Paul Godding](#)





Above: Looking quite smart in the rapidly-disappearing ScotRail livery, Class 158 705 and 158 741 head towards Edinburgh. [Steve Thompson](#)

Right: 'Bobby rail' as the livery is known by some locals in Scotland, Class 334 021 is seen at Edinburgh Waverley with a Milngavie service. [Steve Thompson](#)

Main: At Edinburgh on April 12th, unique Class 170 478 arrives with a service from Glasgow Queen St. [Steve Thompson](#)

Going Underground



Still hanging on in mid May, 'C' stock No. 5522 is seen at West Brompton with a District line service to Wimbledon. [Brian Battersby](#)



Above: District Line 'C' stock No. 5545 nears the end of its journey as it arrives into Wimbledon Park, the penultimate stop before reaching its destination of Wimbledon. [Richard Hargreaves](#)



Right: 'C' stock No. 5727 departs Parsons Green on May 26th with a service to Wimbledon. [Class47](#)

Main: District Line 'D' stock No. 7099 is seen ready to depart Earls Court with a service to High St. Kensington. [Richard Hargreaves](#)





Left: Bakerloo Line '1972' stock No. 3542 pulls into Edgware Road on May 3rd, heading to Queens Park. [Chris Morrison](#)



Main: 'C' stock No. 5726 arrives into High St. Kensington on March 15th with a service to Wimbledon. [Chris Morrison](#)





Above: Graffiti covered Metrocar No. 4015 is seen entering Gosforth Depot with Metrocar No. 4049 leading, to be cleaned on May 13th. [Alex Thorkildsen](#)

Right: Metrocars Nos. 4016 and 4036 cross the Byker Viaduct working train No. 129 on May 15th. [Alex Thorkildsen](#)

Main: Metrocars Nos. 4027 and 4048 approach Wolsington Foot Crossing working train No. 103 on May 17th. [Alex Thorkildsen](#)



With Sunderland in the background, Metrocars Nos. 4028 and 4007 head round the curve into Park Lane working train No. 103 on May 13th. Alex Thorkildsen



Metrocars Nos. 4080 and 4067 approach Bank Foot working train No. 109 on May 17th. Alex Thorkildsen

BY RAIL, SEA and ROAD

A 100-page photo book re-living the repatriation of two of the UKs 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>

Heaton Park Trams



Left: On May 5th, Blackpool tram No. 623 sets off from Lakeside. [Michael Lynam](#)

Main: Ex Blackpool trams Nos. 619 and 623 sit at Lakeside terminus, May 5th. [Michael Lynam](#)



Sheffield Supertram



Above: Supertram No. 123 prepares to leave the depot. [Michael Lynam](#)

Right: East Midlands Trains liveried tram No. 111 arrives into its destination of Meadowhall on May 19th with a service from Middlewood. [Michael Lynam](#)

Main: At the other end of the line, on May 19th, tram No. 110 is seen arriving into Middlewood. [Michael Lynam](#)



Manchester Metrolink



Above: On March 31st, T68 No. 2003 is seen at Abraham Moss, having arrived from Bury. The tram would then run empty to Queens Road depot to cross over and return to Bury. [Michael Lynam](#)

Left: Trams Nos. 3033 and 3049 are seen heading through Manchester Victoria with a Bury service, May 1st. [Brian Hewertson](#)

Main: On one of the final workings for a T68 series tram, April 30th, No. 2003 leaves Queens Road depot to operate a short working from Abraham Moss - Bury. [Michael Lynam](#)



On April 30th, trams Nos. 2001 and 2003 pass at Crumpsall, both on short workings from Abraham Moss - Bury.
Michael Lynam





Another development from Metrolink on March 31st with the extension from Rochdale Railway Station to Rochdale Town Centre opening.

Above: Tram No. 3038 leaves Rochdale town centre with a service for East Didsbury. [Michael Lynam](#)

Right: Tram No 3019 heads down Drake Street, Rochdale heading for the town centre. [Michael Lynam](#)

Main: Trams Nos. 3026 & 3022 arrive into Rochdale town centre. [Michael Lynam](#)



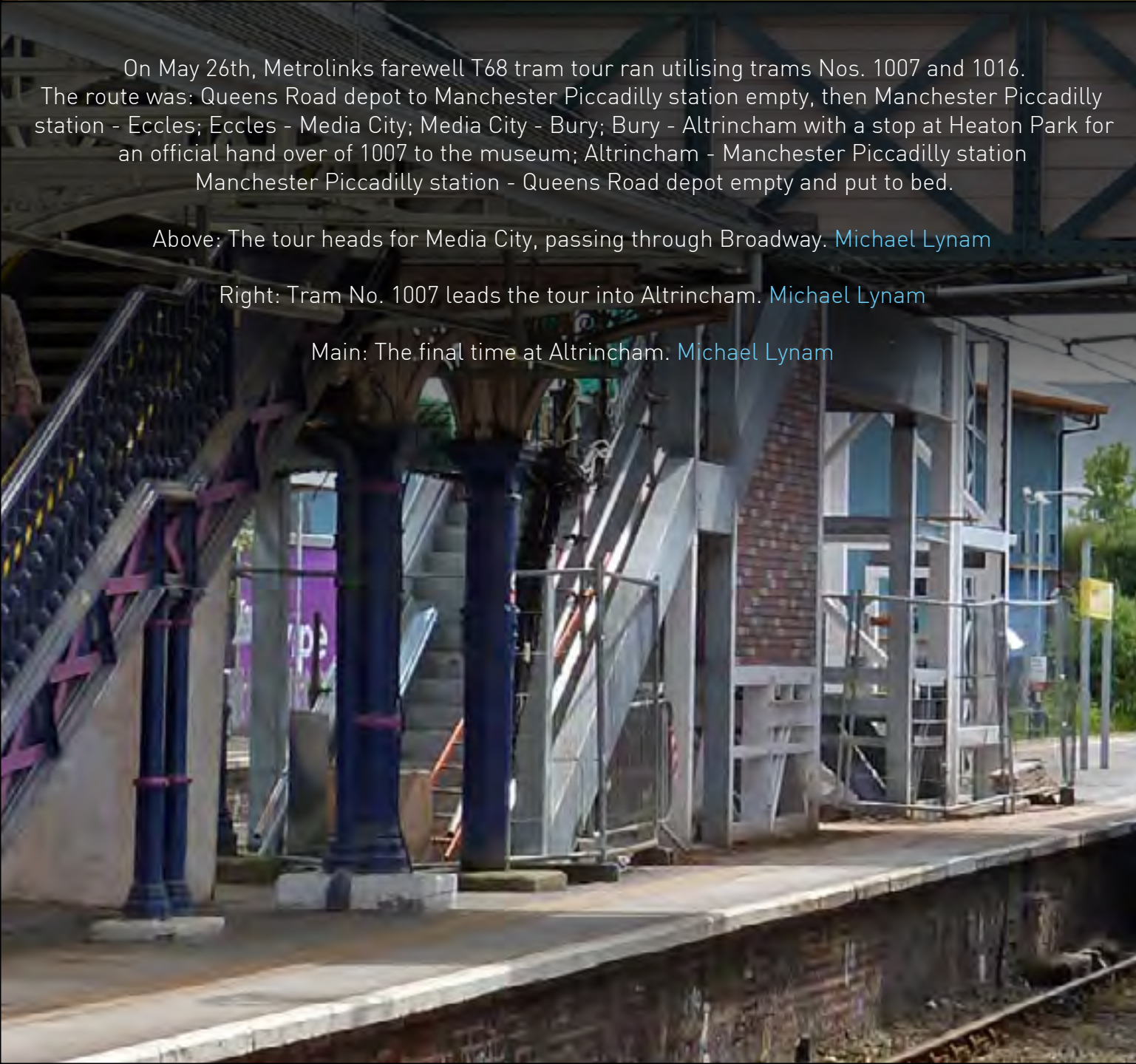


On May 26th, Metrolinks farewell T68 tram tour ran utilising trams Nos. 1007 and 1016. The route was: Queens Road depot to Manchester Piccadilly station empty, then Manchester Piccadilly station - Eccles; Eccles - Media City; Media City - Bury; Bury - Altrincham with a stop at Heaton Park for an official hand over of 1007 to the museum; Altrincham - Manchester Piccadilly station Manchester Piccadilly station - Queens Road depot empty and put to bed.

Above: The tour heads for Media City, passing through Broadway. [Michael Lynam](#)

Right: Tram No. 1007 leads the tour into Altrincham. [Michael Lynam](#)

Main: The final time at Altrincham. [Michael Lynam](#)



Fares Advice with RailUK

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

Validity and expiry

Q: I've had a look at the fares and ticketing guide but i still have a few questions

1) If i want to travel on a train departing at 0015 on Monday and arriving at my (fictional) destination at 0230 on Monday can i do so with an Off-peak day single dated Sunday (ie the day before)?

2) If the off-peak time restriction is "NOT BEFORE 0930" then does that mean that an Anytime day single is needed to travel on the 0015 but if i buy before midnight i can pay the Off-peak day single fare from the day before?

3) are there any easements to the 0429 rule and (if so) where can they be found? In particular I'm sure at Southern we used to allow travel on the 0400 Victoria to Brighton with a previous day ticket

4) strictly speaking does a ticket become invalid at 0430 and is a new ticket required if the journey has not been completed yet (unless there is an easement)

5) with an Off-peak single (not day single) does the outward journey have to be started by midnight on the first day or by 0429 on the second day?

6) if the time restriction is "NOT BEFORE 0930" then presumably the Off-peak single is not valid on any trains after midnight anyway?

A: These are good questions and highlight the fact that the rules available to passengers about wee-hours train travel are not easy to interpret. That said, just as a matter of straightforward

interpretation of what is said on the NRE website about ticket conditions:

1) The text on the NRE site is in terms of use of the ticket not commencement of the journey, so the answer is "Yes unless the uncertainties highlighted by your question (2) muddy the waters"

2) Not clear which prevails: the rule that the Sunday ticket is valid until 0429 on Monday; or the rule that on Monday an offpeak ticket is not valid before 0930

4) I think the answer here is "Yes (if it hasn't already become invalid because of the wording of an offpeak restriction)" as the text on the NRE site is in terms of use of the ticket not commencement of the journey

5) By 0429 on the second day unless the uncertainties highlighted by your question (6) muddy the waters

6) Again, it is not clear which prevails: the rule that the ticket is valid until 0429 on day 2; or the restriction which prevents travel before 0930 on day 2.

A ticket purchased today which has a "not before 0930" restriction is valid from 0930 today to 0429 tomorrow. I once got caught out when I advised someone they could buy a ticket to Manchester Airport on the 0115 service... I should have told them to buy online by 2359 and collect from the machine.

East Coast quote:.

OUTWARD TRAVEL By any train except those timed to depart the origin station shown on the ticket Mondays-Fridays between 0300 and 0914 inclusive. RETURN TRAVEL By any train.

That makes the ticket valid on the 0042 York-Newcastle irrespective of whether it's issued for the previous day or the actual day.

But EMT quote:

OUTWARD TRAVEL By any train except those timed to depart Mondays to Fridays before 0900
RETURN TRAVEL By any train

This means a ticket dated for the date of travel isn't valid on the 0040 service as that counts as "peak".

I know that I have seen threads on the forum discussing the concept of the "railway day" (which seems to run from 0001 on day 1 to 0429 on day 2, and which therefore overlaps the next railway day). But that concept is not spelled out where it needs to be spelled out. At the very least, it seems to me that it would assist ordinary passengers if "Not before 0930" restrictions became "Not valid for travel at times after 0429 and before 0930"

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.

The Saltburn Cliff lift is seen in operation and is one of the oldest water balanced cliff lifts in the world. [Martin Hill](#)



Could you be the next 'Lines in the Landscape' photography award winner?

The search is on to find the photography that best captures the spirit of today's rail network as it relates to the landscape around it. Entries are now open for the Take a view - Landscape Photographer of the Year Awards 2014, which celebrates imagery of the best sights our country has to offer.

For the fifth year, Network Rail is supporting the competition, where amateur and professional photographers can highlight the very best imagery of Britain's beautiful rural and urban scenery and compete for the top prize of £10,000. An additional prize - the Network Rail 'Lines in the Landscape' Special Award - will be given for the best photography of Britain's rail network.

Last year's winner of the rail award was a stunning image by David Cation of a steam train caught in a web of iron as it crossed the Forth Rail Bridge in Scotland. Mr Cation beat more than 500 entries from across Britain to take the top spot and in June will take up his prize of a flight in the Network Rail inspection helicopter - a unique photographic opportunity. This year's winner of the Lines in the Landscape award will also be able to board a flight in Network Rail's inspection helicopter which has onboard infrared technology to monitor thousands of miles of track. The prize offers a unique photography opportunity not open to the public and £300 will be added, so that the winner can make a weekend break of it.

An exhibition of winning entries will premiere in Central London in November 2014 and more than 150 of the best photographs from the competition will appear in a stunning book by AA Publishing. The 2014 Awards are held in association with VisitBritain and Countryside is GREAT.

All entries to the awards must be uploaded via the competition website, www.take-a-view.co.uk and the closing date is 11th July 2014. Entry fees apply. Full terms and conditions can be found on the site.



Britain's rail revolution quickens pace as first contracts for new 'traffic management' technology are awarded

Network Rail's plans for a more affordable, higher performance railway have taken a step forward with the award of contracts for the first phase of a new nationwide traffic management system for Britain's railways.

Traffic management technology sits at the heart of Network Rail's operating strategy, which will consolidate control of Britain's rail network from more than 800 signal boxes into 12 state-of-the-art rail operating centres over the next 15-30 years. Once fully implemented, this strategy will cut the cost of Britain's railways by £250m each year, improve industry efficiency, reduce delays and provide more accurate and timely information to staff and passengers.

Today, contracts worth a combined £28.8m have been awarded to Thales UK to deploy traffic management technology at Network Rail's Cardiff and Romford operating centres by December 2015. Thales is one of three global suppliers who have been working with Network Rail since 2012 to develop and test a traffic management software prototype, using real-time information to mock up how the new system would control the railway in future.

Robin Gisby, Network Rail's managing director of network operations, said: "As the number of people and businesses relying on rail continues to grow, it is vital we have the technology to make the best use of Britain's rail infrastructure. The traffic management which will be deployed on the network uses tried and tested technology used on railways around the world to help deliver a leaner, more efficient and reliable network."

Network Rail is leading the industry in bringing this modern technology onto the UK railway system, which will ultimately transform our network. This new, highly automated system will allow larger areas of the network to be controlled from fewer locations and will help increase capacity and improve reliability through more effective handling of disruption.

Thales has been chosen after an exhaustive process and rigorous testing. Train operators will also be using common systems to maximise the benefits this new technology will bring.

Traffic management systems are used extensively, and successfully, around the world on a number of rail networks. Network Rail has analysed and compared best practice from these different systems in order to develop a reliable product which will suit the varied demands of Britain's complex rail network.

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.

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





Midland Railway 4-4-0 steam locomotive No. 1000 is seen on display at Derby's Bombardier Works, celebrating 175 years of train making on May 15th. [John Alsop](#)

Plans to replace King's Mill level crossing take major step forward

Funding has been secured to replace the King's Mill level crossing with a bridge, meaning a safer crossing for all that use it in the future. The level crossing, which is near the King's Mill Reservoir in Mansfield, Nottinghamshire, is a priority closure for Network Rail following a tragic accident on 2 May 2012, when Phil Dawn was struck by a train. Network Rail's level crossings team has worked with Mr Dawn's family and the local authorities to develop plans to replace the crossing with a pedestrian and bridleway bridge as soon as it is possible to do so. With confirmation that funds to close King's Mill crossing are available from Network Rail's national level crossing programme, the next step is to develop detailed plans which will be submitted to the local planning authorities. Tracy Hart, Mr Dawn's sister, has been campaigning for the crossing to be closed since the accident. Tracy said: "I am delighted that Network Rail has agreed to fund a bridge and to provide a memorial in memory of my dear brother Phil who was so tragically killed on the level crossing. "We still have a number of legal issues to overcome before the bridge is in place and I will be continuing my campaign until that day arrives. With this in mind I would ask the public to rally around us and sign the petition online at [change.org](#), using the search term 'Kings Mill crossing'." The family are grateful for all the help and support they have received and hope that this will continue until this crossing is finally made safe."

Phil Verster, Route Managing Director, said: "I'd like to thank Tracy and her family for their continued support with this project. This is a major step forward in our plans to close King's Mill level crossing. We will submit a planning application to start the project as soon as possible. "Closing and improving level crossings on our route is a major priority to make our railway safer. We'll work closely with the local councils, landowners and nearby residents to develop and implement plans as quickly as possible." Network Rail is also working with Tracy on a permanent memorial to Mr Dawn, to be placed at the crossing site.

Network Rail announces track delivery partners for 2014-19 investment programme

Network Rail has announced the preferred bidders for the delivery of its c.£800m conventional track renewals and enhancements programme for the 2014-19 funding period, as well as a change to the way the company's growing 'high output' track programme will be delivered.

Britain's railways are busier than ever. Not only are there more trains than ever before, they are also heavier and faster – meaning more frequent maintenance and renewals are needed to keep the tracks in the right condition.

Over the current funding period, which runs from April 2014 to March 2019, Network Rail will renew more than 7,000km of track – enough to stretch from London to Mumbai – as part of a £25bn investment programme to build a bigger, better railway for Britain.

Network Rail's track strategy is split into three specific work streams: plain line (conventional); switches and crossings; and plain line (high output). Following a competitive procurement process, three bidders – Babcock, Carillion and Colas – have been successful in winning work across seven geographic lots to deliver conventional plain line track works worth around £375m in total over the five year period.

Switches and crossings (S&C) renewals will be delivered using an 'alliance' approach, combining the skills of designer, installer and Network Rail. Tenderers bid as pre-formed alliances with two – Amey Sersa and Colas URS – each winning work on one of two larger alliance areas worth up to £400m over the next ten years. The alliance model means Network Rail and its delivery partners will work together with aligned goals and objectives to efficiently deliver S&C works.

Steve Featherstone, Network Rail track programme director, said: "Today, there are a million more trains on our network than a decade ago and that number increases every year. Working with our delivery partners, we will deliver a massive programme of work to maintain, renew and enhance thousands of miles of track over the next five years, with the goal of providing a more reliable railway for passengers and freight."

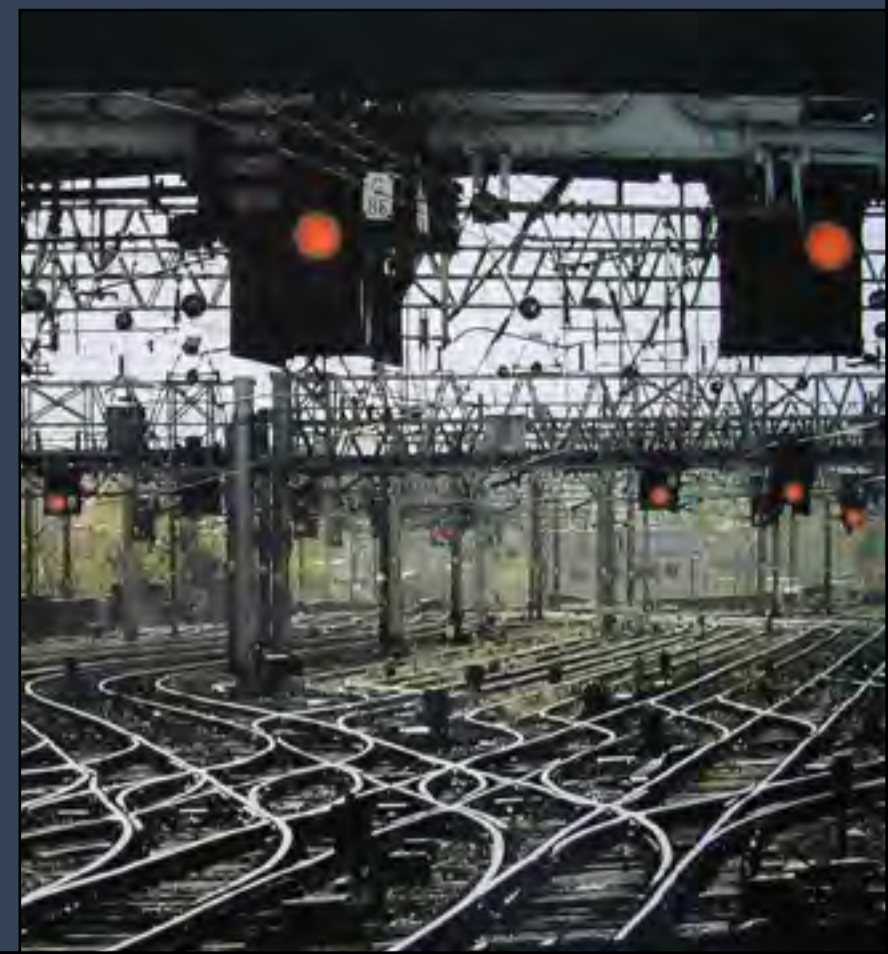
Also today, Network Rail has announced it will not be re-tendering the contract for the delivery of its national high output track renewals programme. Instead it will be taking direct control by insourcing its principal contractor team when the existing contract expires in March 2015. High output track renewals allow Network Rail to replace more and more track while allowing trains to run safely on adjacent lines, minimising

disruption to services.

Bringing in house the high output team currently employed by AmeyCOLAS will create a less complex organisation with greater stability. It will support Network Rail's commitment to further improvements in workforce safety, train performance and value for money and enable long term investment in people and machinery to support Network Rail's track renewals programme. Around 1,200 people work on the high output programme, around half of whom are affected by this announcement.

Steve Featherstone continued: "Our full-time, professional high output track renewals workforce is fundamental to delivering a safe, reliable railway. By creating a single team within Network Rail we can make step changes in training and development in order to further improve safety and productivity within this key part of the industry."

High output track renewal involves large, automated 'factory trains' which are owned by Network Rail and typically each work five nights a week on the network. The renewals are completed overnight with regular trains passing on adjacent lines. Network Rail's operation comprises five ballast cleaning systems and two track relaying systems. Around 65% of all track replaced on the network is completed by the high output team.





LMS Jubilee Class 5593 'Kolhapur' is seen on display at Derby's Bombardier Works, celebrating 175 years of train making on May 15th. [John Alsop](#)

Improved facilities at the newly refurbished Whaley Bridge station

Passengers are benefiting from a range of new and better facilities at the newly refurbished Whaley Bridge station.

Network Rail has worked with Whaley Bridge Town Council and the Friends of Whaley Bridge to deliver the improvements which were officially opened on May 28th. Three years ago the station had no passenger facilities and there were significant gaps between the train and platform, often making it awkward for passengers to get on or off trains. Now, thanks to a £1.1m investment, passengers are able to access heated and secure waiting rooms on both platforms, along with a new ticket counter, toilet facilities and improved platforms which have reduced the gap between the train and platform, making access to trains easier.

The station buildings have been sympathetically restored and the waiting room is also available for local community events and displays.

Patrick Cawley, scheme sponsor from Network Rail said: "These improvements are a testament to the hard work of Whaley Bridge Town Council and the Friends of Whaley Bridge. Both have worked closely with Network Rail to make the upgrade of the station possible and to provide facilities which not only benefit the increasing number of passengers using the station but also the local community. The station is something Whaley Bridge can be proud of and will serve passengers very well for many years to come."

Councillor John Pritchard, chairman of Whaley Bridge Town Council, said: "I thank Network Rail and their partners for the investment and hard work that has given Whaley Bridge a refurbished station of which the community can be proud. It provides a car-free entry portal for visitors to enjoy the town's heritage: the canal basin, the conservation area and the memorial park."

The chairman of Friends of Whaley Bridge Station said: "The Friends of Whaley Bridge Station are grateful for the work carried out at Whaley Bridge Station and welcome the opportunity to thank Network Rail for their input and efforts in restoring the historic building. Other enhancements are also much appreciated. The complete project helps to fulfil the aspiration of the Friends Group, Whaley Bridge Town Council and the community as a whole."

Edinburgh Waverley to close to vehicles

Waverley station has become a vehicle-free zone from Monday, June 2, following a review of access arrangements. All taxis will be removed from the station, with passengers directed to external ranks. The new arrangements have been put in place to aid passenger and pedestrian safety. A number of dedicated disabled travel service vehicles will continue to be granted access via special arrangement.

David Dickson, Network Rail route managing director for Scotland, said: "In recent months, we have been operating an access system for taxis only, however, we are keen to provide further improvements to passenger and pedestrian safety and a private vehicle-free Waverley will help achieve that.

"The changes which are now being implemented will further reduce the risk to passengers circulating on the south side of the station and improve air quality for all station users and staff.

"In the long term, the restrictions will also help to increase capacity for the forecast growth of the station and enable the station to comply with security guidance provided by the DfT."

Short-term drop-off facilities for private vehicles are available on Calton Road and on-street drop-off is available on Market Street. Free short-term parking for up to 30 minutes is also available in New Street car park to the south of the station.

David Dickson added: "Waverley station is the last Network Rail managed station to allow vehicles access to the concourse. The reason that is the case is because we recognise that Waverley is situated in a location which makes access challenging. "Waverley now has three entrances to the station which are fully accessible. Lifts permit step-free access to and from Princes Street, Market Street and Calton Road.

"We understand that removing taxis and private vehicles from the station does away with a convenience that people have become used to, however; it is our job to balance convenience with the safety and best interests of all of our station users." As well as creating fully accessible entrances from Princes Street, Market Street and Calton Road, Network Rail has implemented several measures which will help to ease the transition to the new pick-up and drop-off arrangements:

New Street Car Park:

New Street car park is within the confines of the station boundary to the south of the station. New Street car park is equipped with disabled parking bays close to the new lift providing step-free access to the station's Market Street entrance. Free 30 minute parking is also available for passengers requiring drop-off or pick-up using a private vehicle or taxi. This will allow adequate time to reach any part of the station and return to the car.

Dedicated mobility access vehicles:

We are committed to retaining access for organisations which provide transport to people with disabilities. Organisations and drivers which provide such a service can register with the station for continued secure access.

Passenger assistance location:

We would encourage any passengers requiring assistance from station staff to use the Calton Road drop-off point. This drop-off is equipped with a phone line manned by staff who can offer help to passengers looking to access the station.

Taxi ranks

A taxi rank is available on Waverley Bridge, with a further rank planned on Market Street.

Cyclists

Cyclists are asked to dismount before accessing the station

Passengers seeking more information about the changes can call Network Rail's 24hr Helpline on 08457 11 41 41.



Single car Blackpool tram No. 280 is seen operating along the street at Beamish. [Martin Hill](#)

Cambrian services up and running to Harlech

The train service between Barmouth and Harlech is now open for business again following a £10m programme to repair severe damage to the rail infrastructure and sea defences caused by the winter storms.

Delivered two weeks ahead of schedule, Network Rail's work involved removing 40 tonnes of debris and reinstating 6,000 pieces of 'rock armour' that form the sea protection. More than 1,000 sleepers, 2,500 tonnes of ballast and 1,400 metres of track were also installed to enable passenger trains to resume once more.

To boost rail travel, Arriva Trains Wales will be reducing some of the local fares on the line by 30% this summer. Mark Langman, Network Rail's route managing director for Wales, said: "The scale of damage across the Cambrian Coast following the storms was unprecedented. There were multiple breaches of the sea defences and major damage to the railway infrastructure." "I know how important the line is to the local economy and we were determined to re-open the line as soon as it was safe to do so. We've had great support from the communities along the line and I'd like to thank them for their patience while the work has been carried out."

Graeme Tandy, Network Rail route delivery director, said: "Our engineers have done a great job and I'm really pleased that we're ready to re-open two weeks before the original estimate. The team tasked with repairing the damage have worked tirelessly. It's been a tremendous effort and I'd like to praise all of the Network Rail team, as well as the contractor, Alun Griffiths Ltd."

Ben Davies, stakeholder liaison manager for Arriva Trains Wales, said: "We welcome the reopening of this section of the line and are delighted that it is an important step forward to the whole of the Cambrian Coast line reopening later on in the summer. "We would specifically like to thank the pupils, parents and staff at Ysgol Arduwy for their patience and assistance with the logistics of the bus replacement service that has been ferrying around 200 of their pupils to and from school. In addition, we hope the summer promotional fares will be an extra encouragement for everyone in the area to use the newly rebuilt line and help boost tourism."

The railway had been closed since the ferocious winter storms caused widespread damage along the line in early January. One of the worst affected sites was at Llanaber, north of Barmouth, where the storms and tidal surges had severely damaged the infrastructure.

Network Rail to rebuild bridge in Walsall town centre



Network Rail will start work to rebuild a bridge in Walsall town centre later this year as part of plans to electrify 15 miles of railway in the West Midlands.

The bridge over the railway, which is under Park Street in Walsall, is over 100 years old and needs to be rebuilt to allow overhead electricity lines to run underneath it to power trains from December 2017.

A total of 15 miles of railway between Walsall, Hednesford and Rugeley Trent Valley will be electrified to provide a cleaner, greener and more regular service for passengers using the Chase Line. The Chase Line links Walsall with Birmingham to the south and Cannock and Rugeley to the north.

Network Rail has worked closely with Walsall Council to plan the work which will be completed in stages to minimise disruption to retailers, businesses, shoppers and visitors as much as possible.

Network Rail will submit a formal notice giving advanced notice to the local authority of the work involved. Preparatory work will get underway in autumn 2014 and finish by the end of November 2014.

The process of rebuilding the bridge will begin in January 2015 and will be completed in four stages to allow Park Street to remain open for business. The project will complete in July 2015 and rail services will not be affected during the work.

Liam Sumpter, area director for Network Rail, said: "Electrification provides a greener, faster and more reliable railway, providing a better service to passengers. Replacing this bridge is a significant piece of work and is essential as part of our plans to electrify the railway between Walsall and Rugeley Trent Valley.

"Its location makes the rebuilding even more of a challenge and we have worked closely with Walsall Council to carefully plan the programme so disruption is kept to a minimum."

Simon Neilson, executive director for regeneration at Walsall Council, said: "Passengers will benefit greatly from the improvements to the service. Following the proposed opening of HS2 services between London and Birmingham in 2026 and the release of capacity on the existing rail network, there's also the prospect of additional train services, with the re-routing of national trains through Walsall.

"We hope these changes will encourage more people to visit Walsall, thereby improving our local economy. We accept there will be some disruption but have requested Network Rail to stop by the end of November to allow businesses and shoppers to take advantage of the busy festive season."



Royal Mail's Class 325 006 is seen at Stafford on May 2nd. [Michael Lynam](#)

Platform lengthening to help deliver extra capacity for Chiltern Railways passengers

Work has started to extend platforms at five stations between London Marylebone and Birmingham Moor Street to provide the option for longer trains and extra seats on the Chiltern main line.

Working with Chiltern Railways, Network Rail will extend platforms at Beaconsfield, High Wycombe, Princes Risborough, Haddenham and Thame Parkway and Bicester North stations.

Longer platforms will allow nine-carriage trains to stop at the stations from summer 2015 following the opening of the Oxford to London Marylebone rail link. The new route, additional trains and longer platforms will provide more seats for passengers on the increasingly busy route, particularly south of Banbury.

The first phases of the work will be completed by the end of July 2014 and will allow Chiltern Railways to run longer trains between Birmingham Moor Street and London Marylebone during Network Rail's West Coast main line upgrade work being carried out in August.

Lengthening platforms is part of Network Rail and Chiltern Railways' commitment to provide capacity for an extra 1,000 passengers into London every day during the morning peak by April 2019. The increased capacity will be introduced in phases with the first longer trains regularly calling at the stations from summer 2015.

Liam Sumpter, area director for Network Rail, said: "Extending platform lengths at these five stations is the first stage of our work with Chiltern Railways to boost capacity between London Marylebone and Birmingham Moor Street.

"As the number of passengers travelling by train on this route continues to rise, it's important that we work together and invest in the network to meet the increasing demand. Longer platforms will allow longer trains to call at the stations, providing passengers with more space and more seats.

"The nature of the work means there will be some disruption while it is carried out but we

continue to work closely with Chiltern Railways to minimise this as much as possible."

Rob Brighthouse, managing director for Chiltern Railways, said "Chiltern Railways is one of the fastest growing train companies in the UK with more people choosing to travel with us between Birmingham and London than ever before. Our passenger focused investment strategy is at the heart of our business and the lengthening of platforms allows us to deliver long term, increased capacity where required.

"Passengers should expect to see longer trains from summer 2015 following the launch of our new line between Oxford and London Marylebone when we will introduce additional trains to the fleet. We have also made temporary arrangements to run lengthened trains during the closure of the West Coast main line in August 2014 to allow passengers to travel between Birmingham and London."

Work to lengthen the platforms will take place until Thursday 31 July either overnight or during weekend possessions which will mean amended services for passengers at certain times. Information is available at www.nationalrailenquiries.co.uk or www.chilternrailways.co.uk.

GB Railfreight improves services with large investment in innovative wagons

GB Railfreight has announced that it has secured a five-year lease with VTG Rail UK Ltd for 18 of its new Ecofret triple-platform wagons. These triple-platform wagons are designed to maximise the number of 40' boxes that can be carried within a given train length, with the outer platforms being able to carry one 40-foot container each, and the inner platform being able to carry either one 40-foot container or two 20-foot containers.

This financially significant lease order follows a successful 18-month trial by GBRf of one of VTG's Ecofret triple-platform wagons. Delivery for the other 17 triple wagon sets will commence from the beginning of November 2014 with the first 12 being delivered across a six week period at a rate of two per week. The last five units will commence delivery from January 2015 onwards. GBRf believes the addition of these wagons to its current fleet is an important development for the company, and it allows GBRf to once again respond to its clients' demands.

40ft boxes are continuing to dominate the deep-sea container market and, as a result of the large investment that has taken place at the Port of Felixstowe, customers have increased their demand for these types of container. New Ecofret wagons will allow GBRf to better satisfy this demand and make more effective use of capacity. The wagons are constructed on track-friendly bogies, which further cements the freight operator's support for long-term sustainability of the UK's rail network.

John Smith, Managing Director of GB Railfreight, said: "GB Railfreight is delighted to announce the lease of 18 new Ecofret triple-platform wagons from VTG Rail UK Ltd. VTG has really revolutionised container transportation with this new model and it will allow ourselves and the rest of the rail freight industry to provide greater and more efficient services for our customers." "The growing dominance of 40ft containers in the deep-sea market, infrastructure improvements at the Port of Felixstowe and changing train length regulations all mean that freight transportation demand is changing in the UK. We want to make sure we adapt to this changing environment and improve our productivity." "Nevertheless, the freight industry as a whole still needs support from the Government if it is to effectively capitalise on these developments. Further improvements to the Felixstowe-Nuneaton route is particularly vital if the maximum level of service efficiency is to be achieved."



Network Rail announces follow-up work to Dawlish Sea Wall following successful reinstatement of train services

The plans involve raising the sea wall in front of the site of the main breach, to provide extra resilience and support.

The sea wall runs at a high level in front of Dawlish, except for a 340 metre stretch between Coastguards Footbridge and Rockstone (aka Blackbridge) Footbridge. This section was left at a lower level when the railway was originally built in the 19th century due to pressure from a local landowner.

Now, however, the footpath will run at the higher level along the whole section. In addition to offering greater protection, this will mean that pedestrians will be able to use the footpath at high tide. Before now, the footpath was often flooded by the sea at high tide, meaning that safety diversions were needed.

The work will mean that some access to the footpath and beach is limited, but Network Rail is working closely with the local authorities and community to minimise disruption.

Julian Burnell from Network Rail said: "Many residents suggested this solution when we were dealing with the original damage in February and March. Now is the perfect time to raise the footpath and give the sea wall extra protection.

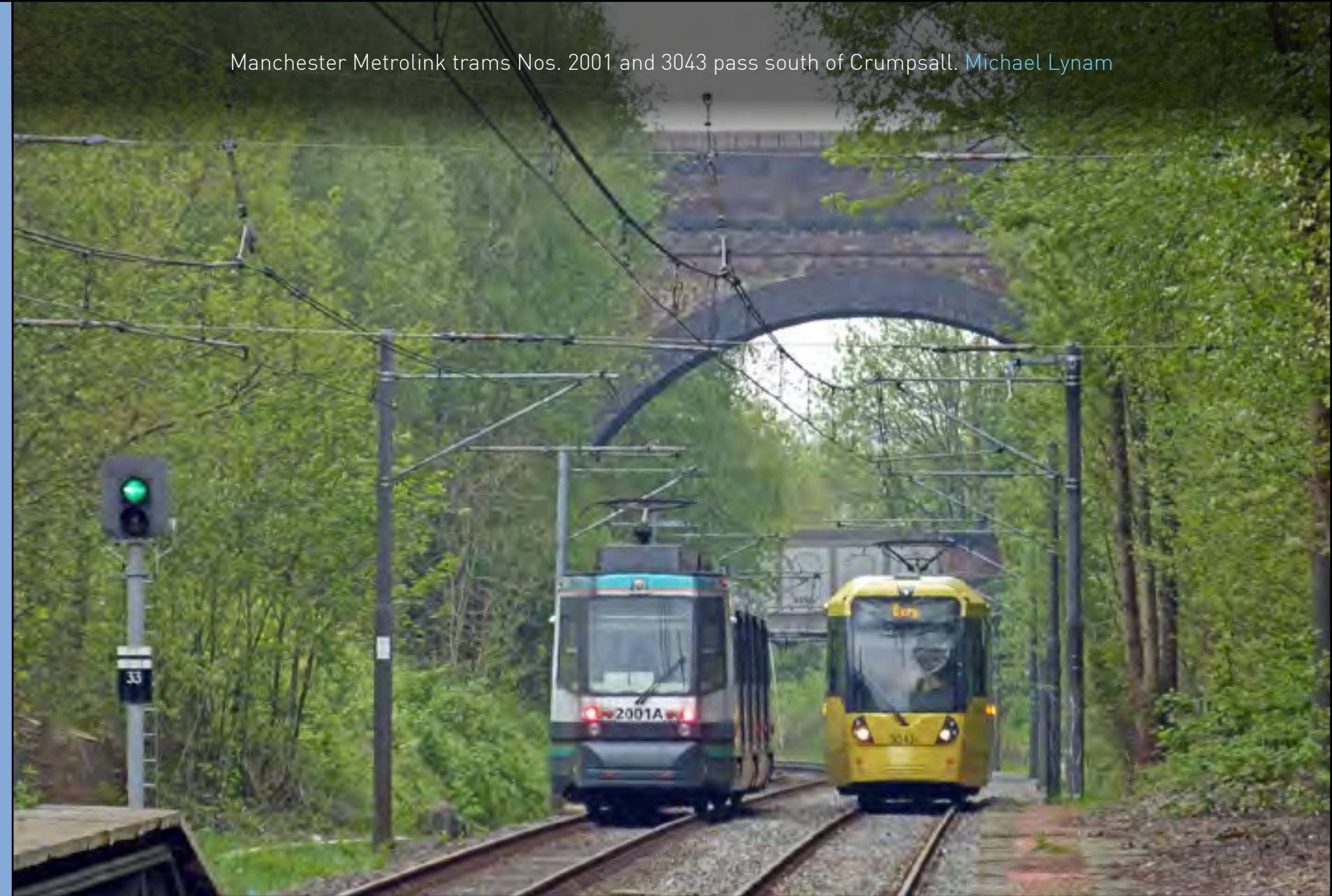
"We need to complete this work before next winter, so we will need to work across the late summer and autumn. We've been here long enough to know how important the tourist season is, so we'll be making sure we cause as little disruption as we can. Wherever we can we will be bringing in material by sea.

"We are also meeting with local residents to discuss any concerns they may have. We're confident that we can maintain our excellent relationships with the people of Dawlish."

Photo: The footpath to be raised in Dawlish. © Network Rail



Manchester Metrolink trams Nos. 2001 and 3043 pass south of Crumpsall. [Michael Lynam](#)



DB Schenker Rail UK track record wins contract to transport coal to Longannet Power Station until 2017

Ten years' experience of reliably transporting coal across Central Scotland was a key factor in DB Schenker Rail UK Ltd being awarded a new contract by ScottishPower to supply its Longannet Power Station. Under the two and three-quarter year deal, DB Schenker Rail UK will transport up to four million tonnes of imported ESI coal per year from Hunterston port to the power station.

DB Schenker Rail UK has been transporting coal along this route for the past ten years, but under contract from the port. However, the company has now won the contract to deal directly with ScottishPower after a competitive negotiation.

Roger Neary, Head of Coal and Biomass at DB Schenker Rail UK, said: "We have offered a robust, reliable service on this route for many years, which put us in a strong position to secure the new contract. We are looking forward to working directly with the end user, ScottishPower, to build on our successful track record."

Longannet is Scotland's only coal-fired power station. DB Schenker Rail UK will be running up to 60 trains a week to keep it supplied with coal. The trains used on this route comprise class 66 locos pulling 23 HTA wagons, each with a 70-tonne capacity.

Derek Whitelaw, UK Domestic Coal and Logistics Manager at Scottish Power said: "A reliable and robust rail freight service from Hunterston to Longannet Power Station is critical to our coal logistics chain and we are looking forward to working directly with DB Schenker under this new agreement."

Network Rail £7m upgrade at Colchester to give passengers more reliable journeys on Great Eastern Main Line

Rail passengers travelling on the busy Great Eastern Main Line can look forward to more reliable journeys as a major programme to renew ageing infrastructure starts.



Network Rail is investing £7m to upgrade the tracks around Colchester station, creating more reliable services for the growing number of passengers on the line. The improvements will take place at weekends from May to July 2014 to ensure the least disruption for passengers and will mean some of the railway lines around Colchester will be closed on these dates. Abellio Greater Anglia has amended their timetable to allow passengers extra time to transfer trains.

As a result, passengers travelling to Ipswich and Norwich via Colchester will need to change trains at Colchester.

Richard Schofield, route managing director Anglia, said: "We are investing millions of pounds to upgrade the tracks at Colchester station so that passengers across Anglia get more reliable and punctual trains. This is urgently required work and will deliver a much better level of service to the growing number of passengers that rely on rail services. "We are sorry that some disruption will be caused over the weekends that we do this work and have worked closely with Abellio Greater Anglia to minimise the impact on the travelling public. We ask passengers to bear with the temporary disruption so that we can give them a better, more reliable service for the long term."

Tanya Jacques, Abellio Greater Anglia Area Customer Service Manager for Colchester said: "We have worked closely with our Network Rail colleagues in planning this important programme of improvement works at Colchester to avoid the need for any disruptive bus replacement services. By changing trains at Colchester instead, we can help to minimise the inconvenience for rail passengers, whilst ensuring the improvements which will deliver a more reliable service for our customers, are carried out efficiently.

"We will also be providing additional staff to assist customers changing from one service to another in doing all we can to ensure a seamless level of service whilst these works take place. Customers can obtain full details of the service alterations at our local stations and website."

Passengers are strongly advised to check the timetable in advance of travel for details of the changes on weekend journeys beyond Colchester. Detailed information can be found at abelliogreateranglia.co.uk and nationalrail.co.uk

A view of Nemesis Rail, with industrial loco 'Laura' shunting Class 73 117, 73 103 and 20 903 between the rows of ex RES vans that have recently arrived. [Stuart Hillis](#)



RAIL FREIGHT ADDS £1.5GBP BILLION PER ANNUM TO UK ECONOMIC GROWTH

British businesses are enjoying cost savings of £1bn a year (£2.7m a day) by using rail transport for delivering goods, says a new report published by the Rail Delivery Group.

Extra to this, a saving of £500 million a year of economic, environmental and social benefits come from rail freight by helping to reduce lorries on congested roads. In 2013 alone, more than 7.6 million road journeys were saved through transporting goods by rail. This is an equivalent of around 7,000 HGVs driving from London to Edinburgh every day, states the report - sourced from analysis carried out by accountants KPMG.

Over the next five years, major rail freight operators such as DB Schenker Rail UK, plan to invest over a hundred million pounds to enable their network to carry more goods, offering clients a faster, super-efficient and

extremely reliable service.

The rail sector is vital to the UK's economic competitiveness, by transporting over £30 billion worth of goods a year - from supermarket groceries and premium whiskies - to over 50% of solid fuel deliveries to power stations for electricity generation.

Rail freight also ensures UK manufacturers can compete internationally by sending products on the first leg of their global journey by connecting factories to container ports.

Geoff Spencer, CEO at DB Schenker Rail UK, said: "We welcome the publication of such an important report. High levels of private sector investment and innovation, matched by significant infrastructure improvement means rail freight adds £1.5 billion a year to Britain's businesses and the wider economy.

"Rail freight has been radically transformed during the past twenty years and is now set for rapid growth. By continuing to drive efficiency and improve performance, and given the right climate of stability to continue investment, UK operators could more than double the size of the sector during the next three decades."



DCR's Class 56 301 takes Class 37 906 from the Severn Valley Railway to Leicester on May 11th. [Stuart Hillis](#)

Rare artefacts unearthed as Thameslink transformation of north-south travel through London continues with rebuilding of city's oldest station

Medieval floors, 16th century tobacco pipes and thousand-year-old timbers are just a few of the hundreds of artefacts that have been unearthed and preserved by Network Rail as the £6.5 billion Thameslink Programme to transform travel to and through London continues with the rebuild of London's oldest railway station, London Bridge.

Archaeological work during construction of the new Borough viaduct uncovered remains from the Roman, Saxon, medieval and more recent periods that provide a fascinating insight into the formation and growth of the ancient settlement at Southwark.

A rare 14th century flagon, thought to have been used to serve ale in the Abbot of Waverley's town house, is now on display in The Wheatsheaf Pub in Stoney Street, close to where it was excavated during the installation of the Borough viaduct.

"We believe from its distinctive white clay that it was made in Cheam between 1350 and 1440," said Jackie Keily, curator at the Museum of London, which gave permission for the jug to be displayed in The Wheatsheaf.

Nicky Hughes, head of communications for Network Rail, London and South East, said: "The £6.5bn Thameslink Programme is transforming rail travel north and south through London to provide more space, better connections and a rebuilt London Bridge with more space and great facilities. As one of London's oldest stations it's not surprising that we are unearthing such a range of interesting finds shedding light on London's development through the ages.

"Above us the Station is still serving 52m passengers a year but underneath them we are unearthing all this amazing archaeology as we construct a brand new concourse the size of Wembley Stadium. We are working hard to keep London's oldest station open whilst completely rebuilding it".

During the excavation of the original brick arches at London Bridge station, hundreds of historic items have been found which give an insight into the first settlement

in the area. Timber piles constructed from trees felled between AD59 to AD83 were discovered and may have formed part of a substantial waterfront building on the edge of the settlement south of the first London Bridge.

Fragments of medieval floors and walls have also been found. These could have been part large houses along Tooley Street, known to have belonged to important clerics such as the Prior of Lewes. More recent discoveries, dating from the 16th to 18th centuries, include evidence of industry in the area such as kilns for making clay tobacco pipes.

Other finds include:
Traces of early Roman military occupation
Evidence for the Boudican revolt

A previously unknown Roman bathhouse under Borough High Street

Substantial evidence for the Saxon/medieval defences of the settlement



The remains of townhouses of important medieval clerics and the St.Saviour's/Park Street burial ground

The results of the work are currently being analysed by archaeologists from Oxford Archaeology and pre-Construct Archaeology for future publication. All the finds and records will be deposited with the Museum of London at the completion of the work.

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 have visited Saltburn and found a very nice cafe/bistro located just a couple of mins from the station. In fact it is adjacent to the old station building.

Signals Bistro is open on Monday to Saturday from 8.30am - 4.00pm, and Sunday 9.30am - 4.00pm with Breakfast and meals served all day until 4pm.

It is also open on Thursday, Friday & Saturday evening from 5.30pm - 9.00pm.

Upon entering the bistro there is a large cabinet on the counter which houses numerous home made cakes, pies and pastries all of which looked delicious. In the end however I opted for a toasted teacake and a coffee which was very good value.

And as an added bonus it was sun shining so it was served outside.

The location can get a bit noisy for outside dining, but this didn't really bother me.

The town and seafront are both close by so it really is an ideal location. The only downside is that there really isn't much for the rail enthusiast to see or do. But as a quick visit it really cant be beaten.

Signals Bistro is a family business that has been running for over twenty five years, and is still under the same ownership as of day one.

They make the cakes from scratch using traditional recipes, source the meat from a local butcher, they also serve Trillo's of Whitby Ice Cream, and serve up Taylors of Harrogate Coffee.

A friend who suggested I visit here wrote: "Gourmet food at a reasonable price! Not my first visit to Signals nor will it be my last. The food is always of first class quality, the presentation is excellent and there is enough choice to please even the fussiest of eaters. The staff are friendly and helpful without being intrusive and the atmosphere is relaxed and welcoming. The choice of drinks and cocktails is great to, as are the deserts." 5*

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



Preston primary pupils on dream trip to London with Virgin Trains

Virgin Trains have stepped in to provide complimentary travel to London for a class of 25 seven- and eight-year-old pupils following an appeal to Sir Richard Branson. Simon Rusling, deputy head teacher at Holme Slack Community Primary School in Preston, suggested writing to the Virgin boss after concluding that the school, which is in an area of multiple deprivation, would not be able to provide transport for an educational trip.

The Year 3 class are studying the lives and times of the Vikings and one of the pupils found out about the Vikings: Life and Legend exhibition at the British Museum. Mr Rusling said this had sent the children "into a frenzy" of excitement and described Virgin Trains' intervention as "extremely generous and much more than we expected".

After the children wrote letters to Sir Richard, Virgin Trains contacted the school offering to sponsor the whole trip on Friday, May 23, providing free transport on their Preston to London Euston service for all the children and 11 accompanying staff.

The company also got in touch with Go-Ahead London who agreed to supply a bus to give the children a whistle stop tour of London after their visit to the British Museum to ensure they really do have a day to remember. Preston Bus is also helping out by providing free transport from the school to Preston Station. Mr Rusling said: "This is a rare opportunity for the children to experience London. Many of them have never been before. In our school, we are always looking for ways to bring life to the curriculum. "The opportunity to see this amazing exhibition will enrich our Viking topic immensely. The children can't wait to see some of the incredible artefacts, many of which have been transported from all over the world to appear in Britain for the first time. The exhibition features the remains of the longest Viking long boat ever found. "It will be a long and tiring day for the children. Preston Bus, who are also providing free transport, are picking the children up at around 6:15am in order to catch the train at 6:57am. The children are extremely excited and can't wait for what is sure to be a fantastic and memorable day. We can't thank Virgin enough."

Colin Farrant, Go Ahead London's commercial manager, said: "Go-Ahead London is delighted to be providing, as part of the children's visit a trip across London on one of our modern red double deck buses, giving a superb view of many of London's most famous landmarks."



West Coast's Class 37 706 has just left Nemesis and is about to return to Carnforth as it passes Burton Wetmore on May 6th. The Class 37 had brought 47 760 from Carnforth for repair. [Stuart Hillis](#)

A Different View

Summer's here then! On May 1st, CrossCountry's Class 221 135 arrives into Leamington Spa during a deluge whilst working the 1014 Manchester Piccadilly to Bournemouth service. [Paul Godding](#)





Top Left: The new DRS livery looks great, even on a van!, pictured at Barrow Hill during a recent visit. [Brian Battersby](#)

Bottom Left: A look at the level of detail on the roof supports at Great Malvern station, a sight which most passengers never notice. [Neil Pugh](#)

Right: Campbell's Brick Works Simplex loco stands ready to work the next service along the Golden Valley light railway. [Brian Battersby](#)



On May 18th, as the sun begins to set, GWR 2-8-0 No. 3850 heads towards Cheltenham with a mixed freight during a '30742 Charters' photo charter. [Mark Pichowicz](#)





Above: Manning Wardle 0-4-0 No. 1795 'E B WILSON' is pictured under restoration inside the roundhouse on May 3rd. [Richard Hargreaves](#)



Right: On May 3rd, BR Class 08 786 stands with Thomas Hill TH322V 4wDH No. 01520 outside the shed at Barrow Hill on May 3rd. [Richard Hargreaves](#)

Main: Class 03 066 shunts Hawthorn Leslie 0-4-0ST No 2491 'Henry' and BR Class 1FA No. 41708 round the yard on May 3rd. [Brian Battersby](#)





Above: Once mooted for a return to mainline service, Class 56 098's future seems to be far from certain. [Andrew Wilson](#)

Left: Partially stripped DRS Class 37 261 stands with Class 20 301 and 37 510 on May 3rd. [Andrew Wilson](#)

Main: Class 37 521 and 37 503 stand in the sunshine at Barrow Hill on May 3rd. [Andrew Wilson](#)





Steady progress is being made on Class 58 016.
Andrew Wilson



Recent arrival at Barrow Hill is GWR 5101 Class No. 5164 normally resident at the Severn Valley Railway.
Andrew Wilson



SOUTH DORSET MP VISITS THE SWANAGE RAILWAY WHICH CONTRIBUTES £14 MILLION A YEAR TO THE LOCAL ECONOMY

South Dorset Member of Parliament Richard Drax took to the coal shovel on a steam locomotive when he paid a visit to the volunteer-led Swanage Railway – to learn more about its £14 million annual contribution to the Purbeck and Dorset economy. Mr Drax visited Dorset's highly successful and award-winning five and a half mile heritage line that runs from Norden Park & Ride to Corfe Castle, Harman's Cross, Herston and Swanage as part of English Tourism Week.

Rebuilt from nothing since 1976 and now carrying more than 210,000 passengers a year, the Swanage Railway takes 40,000 cars a year off the narrow and winding A351 Corfe Castle to Swanage road thanks to a 350-space car park next to Norden station.

Arriving by steam train at Swanage station after riding in a newly restored rare 1940s Southern Railway Bulleid carriage from Norden Park & Ride, Mr Drax was welcomed by the Mayor of Swanage, Ali Patrick, as well as tourism staff from Swanage and Purbeck councils. Mr Drax said: "The Swanage Railway plays a vital and integral part in promoting tourism in Purbeck. Those romantic days of steam are played out every day on this scenic stretch of line which is loved and maintained by a band of railway enthusiasts who have Purbeck's interests at heart.

"This team has worked tirelessly to provide a service for residents and tourists alike and my visit to the Swanage Railway was a highly enjoyable, informative and action-packed afternoon.

"The Swanage Railway is right at the heart of life in Purbeck and offers an unforgettable experience to tourists who come to Dorset to savour our rural culture," added Mr Drax who visited the heritage line on Thursday, 3 April, 2014.

Speaking to some of the dedicated volunteers that run the train services, Mr Drax saw behind the scenes of the Swanage Railway – riding on the footplate of 1940s Southern Railway express steam locomotive 'Eddystone', shovelling coal into its firebox, visiting Corfe Castle station and viewing the national award-winning Purbeck Mineral and Mining Museum next to Norden station.

The South Dorset MP's visit was hosted by Swanage Railway Trust Chairman Gavin Johns and Swanage Railway Company Chairman Peter Sills. Swanage Railway Trust Chairman Gavin Johns said: "Everyone was delighted to welcome Richard to the Swanage Railway to see the results of all our hard work over almost 40 years and learn about our plans for the future which will continue to benefit the Purbeck and Dorset economy.

"The Swanage Railway Trust is fulfilling its long-term objectives of funding and creating an educational living history heritage railway from the 1950s that is fit for the new Millennium with our Project Wareham and plans for new train maintenance facilities," explained Mr Johns who is a volunteer signalman.

Swanage Railway Company chairman Peter Sills explained: "The Swanage Railway contributes £14 million a year to the local economy and takes some 40,000 cars off the narrow and winding A351 road between Corfe Castle and Swanage thanks to the Norden Park & Ride. "The Swanage Railway enhances the experience of visitors to Purbeck and encourages them to extend their stay in the area.

The Swanage Railway also helps bring more business to local hotels, restaurants, bed and breakfast establishments and campsites," added Mr Sills who travelled on the last British Rail passenger train from Swanage to Wareham in January, 1972.

Swanage Railway General Manager Richard Jones said: "Everyone works very hard to deliver the Swanage Railway Trust's objectives of giving our visitors value for money and a great day out while also maximising volunteer involvement. We're a heritage railway that's part of the Purbeck community."

Welshpool and Llanfair

Beyer Peacock No. 822 'The Earl', built in 1902 and original to the line, is seen at Welshpool on May 5th.

[Phil Martin](#)





Above: Originally operated by the Taiwan Sugar Company, No. 17 is the most modern loco in the fleet, having been built in 1979 by Diema. [Richard Hargreaves](#)

Left: Hunslet Engine Company 0-4-0DM No. 11 'Ferret' was previously at an Admiralty Depot. [Richard Hargreaves](#)

Main: Sister loco to 'The Earl' and another loco that has been at the line since being built, Beyer Peacock No. 823 'The Countess', is seen at Llanfair Caereinion. [Richard Hargreaves](#)



Churnet Valley Railway



Above: On May 4th, Class 37 407 and 37 424 stand in the yard at Cheddleton having been painted in primer and sheeted over, awaiting overhaul. [Derek Elston](#)

Left: N7 No. 69621 is seen at Kingsley & Froghall station with a service to Cheddleton. [Derek Elston](#)

Main: Class 33 102 'Sophie' arrives at Consall on May 4th, with the 14:41 service to Kingsley & Froghall. [Derek Elston](#)



Embassy and Bolton Abbey



Samuel Fox & Co. No. 20 'Jennifer' is seen at Embsay station on May 11th ready to work the first service of the day to Bolton Abbey. [Class47](#)

Peak Rail/Heritage Shunters Trust



Above: Ruston & Hornsby No. PWM654 is seen giving brake van rides at Rowsley on May 25th. [Andrew Wilson](#)



Right: Restoration of Class 03 180 sees the loco stripped. [Andrew Wilson](#)

Main: British Rail Class 08 No. 08016 'Geoff L Wright', (No. D3000 the first of the class to be built) is seen on the turntable at Rowsley, May 25th. [Andrew Wilson](#)





Above: Yorkshire Engine Company Class 02 No. D2854 is seen giving brake van rides at Rowsley on May 25th. [Andrew Wilson](#)



Right: Resplendent in EWS livery, Class 09 001 looks superb. [Andrew Wilson](#)

Main: Unique Class 14 901 is seen arriving at Rowsley with a service from Matlock, May 25th. [Andrew Wilson](#)



North Yorks Moors Railway



Class 25 No. D7628 is seen at Grosmont on May 6th. [Martin Hill](#)



LMS Stanier Class 5 4-6-0 No. 44806 runs light engine through the station at Grosmont on May 6th. [Martin Hill](#)



SIR NIGEL GRESLEY'S GRANDSONS START CONSTRUCTION OF NO. 2007

The frames for new Gresley class P2 No. 2007 Prince of Wales, which will be Britain's most powerful steam locomotive, were profiled at Tata Steel in Scunthorpe on Wednesday 21st May 2014. The process was started by Ben and Tim Godfrey, the grandsons of Sir Nigel Gresley, the Chief Mechanical Engineer of the London & North Eastern Railway who also designed the world famous Flying Scotsman and world speed record holder Mallard.

The profiling was done at Tata Steel's 3-Bay facility using a purpose-built Messer Omnimat profiling machine, which use gas burners to cut the steel into the desired shape and is capable of processing up to 40,000 tonnes a year of profiled plate for delivery to customers around the world.

The 21 ton steel frames for the new steam locomotive - which will eventually weigh around 170 tons - is 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 profiling of the frames marks the start of the construction. This 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 and the rolling of the frame plates at Tata Steel's Scunthorpe Plate Mill on 23rd April 2014.

The class P2 2-8-2 'Mikado' locomotives were the most powerful passenger steam locomotives to operate in the UK, designed by Sir Nigel Gresley to haul 600 ton trains on the arduous Edinburgh to Aberdeen route. Sadly the design was never fully developed and they were rebuilt in 1943/44 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 is high, with over 300 members of The Founders Club each having given £1,000 and 350 people already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month) covenant scheme since its launch two months ago. This means that the project has already received pledges of over £750,000 of the £5m needed over the next seven years.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, the registered charity behind the project said: "The main frames of a steam locomotive are the parts upon which everything else is built, and so the importance of this milestone to the Trust cannot be overstated. With the first part fabricated, courtesy of James May, we are thrilled to be able to have reached the stage of profiling the substantial pieces of metal that make up the locomotive's frames at Tata Steel - and being able to declare that the project to build No. 2007 Prince of Wales is now well underway.

"Having already built one steam locomotive from the drawings with Tornado, the levels of support and interest that have been generated towards No. 2007 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 and large numbers of monthly covenantors coming on board, we can demonstrate just how much progress we have made towards resurrecting this amazing design of steam locomotive from the annals of history."

Jon Bolton, Tata Steel Long Products Director, said: "We are delighted to be associated with this project. It is a great example of modern steelmaking and processing being used to bring an iconic piece of British rail history to life for the benefit of future generations.

"Scunthorpe steel went into making Tornado so it is only right it should be used in No. 2007 Prince of Wales too."



Nene Valley Railway/ Railworld

American Switcher, Alco S1 No. 804 is seen at Railworld Peterborough on May 17th. [Richard Hargreaves](#)



Railway Museum partnership 'to bid again' for lottery funding

The Great Central Railway, Leicester City Council and the National Railway Museum will bid again for Heritage Lottery Fund (HLF) support to fulfil a vision of a railway museum in the city.

The original bid for ten million pounds of funding has been declined by trustees of the HLF.

Bill Ford, Managing Director of the Great Central Railway said "We are naturally disappointed not to make the cut first time around, but we received a lot of praise for the strong vision and our partnership approach. We will absolutely bid again later this year when we have received detailed feedback on the project proposal."

The museum would bring a substantial number of priceless locomotives and carriages from the national collection (based in York) to the city, displaying them in a new building right alongside the tracks of the Great Central Railway. It would celebrate the role railways have played in creating the modern city and tell the story of the lives and communities affected by them.

The project is expected to cost £15 million with matching funding balancing the contribution from the HLF. It is estimated that the museum and railway together would bring £43m of economic benefit to the area within five years of opening, while sustaining hundreds of jobs and protecting heritage.



Just a few miles from No. 804, at Ferrey Meadows on the Nene Valley Railway, No. 801 is undergoing restoration. [Richard Hargreaves](#)



On May 17th, Class 47 No. D1501 arrives into Wansford with a working from Yarwell. [Richard Hargreaves](#)

Gloucestershire Warwickshire Railway

On May 18th, GWR heavy freight loco No. 3850 exits Greet tunnel and heads towards Cheltenham during a '30742 Charters' photo charter. [Mark Pichowicz](#)





Above: GWR 2-8-0 tank loco No. 4270 is seen at Toddington on May 24th. The loco was in steam for the first time in 52 years having spent all its working life in South Wales, mainly on coal duties [Phil Martin](#)

Left: Ex Turkish 8F loco No. 48274 gets its water tanks replenished at Toddington. [Phil Martin](#)

Main: Black 5 No. 45379, visiting from the Mid Hants railway, arrives into Toddington with a mixed freight on May 24th. [Phil Martin](#)



Severn Valley Railway

Class 50 026, recently repainted into Network SouthEast livery is seen at Bridgnorth on May 25th, ready to work a service to Kidderminster. [Phil Martin](#)



On May 14th, Class 52 No. D1062 'Western Courier'
is seen departing Kidderminster with a Bridgnorth service.
[Richard Hargreaves](#)



Swanage Railway



The Swanage Diesel Gala and Beer Festival held over the weekend of May 9th - 11th was a great success. The theme being Network SouthEast Days and in particular a celebration on traction between Waterloo and Exeter and support for the proposed new Swanage Lifeboat station

Above: TC Set No. 417 is seen at Swanage Station. This was carrying Metropolitan Railway vinyl but in real life was in blue livery and was often seen as a push-pull set with a Class 33 on the Waterloo - Swanage through trains. [David Mead](#)

Right: Class 50 026 'Indomitable', one of the 50 fleet of locos designed for the Crewe - Glasgow WCML before transfer to the Waterloo - Exeter line is seen here on the turntable at Swanage. [David Mead](#)

Main: Station signs were disguised as "Network South-East" for the duration of the event. [David Mead](#)



Harman's Cross

West Country No. 34028 'Eddystone' approaches Harmons Cross working the 15:20 Swanage to Norden service on May 8th. [David Mead](#)



The A1 Steam Locomotive Trust New Steam for the Main Line

'THE BORDER RAIDER' RETURNS

The A1 Steam Locomotive Trust, the registered charity behind famous new steam locomotive 60163 Tornado, is delighted to announce the return of 'The Border Raider', taking in the legendary climb twice over Shap summit !

On Saturday 5th July 2014, 'The Border Raider' will depart from London Euston at 07:10hrs and head to Crewe where passengers can join the train and where No. 60163 Tornado will take charge for the journey north towards Lancaster, the Lake District and the challenging climb over Shap covering 282 steam miles. The climb towards the remote Shap summit will be a thrilling experience and there will no doubt be talk of earlier records for the climb being broken again!

The majesty of the Cumbrian hill country continues unabated through Penrith and finally we come to a stand at the famous 'Border City' of Carlisle where, for around two and a half hours, passengers can alight and explore this historic city with its Cathedral. The excitement begins once again as Tornado sets off homeward, facing climbs no less gruelling than those on our outward run. Once again, we change locomotives at Crewe with Tornado detaching, and return to London Euston arriving at 22:05.

We expect there to be much fast running at the permitted maximum of 75mph and with this being a summer tour we anticipate wonderful views of the Lake District and stunning scenery as we ascend Shap summit with the long daylight hours.

Provisional Timings for 'The Border Raider' express on Saturday 5th July 2014 are as follows:

Station	Depart	Return
London Euston	07:10	22:05
Watford Junction (M25)	07:30	21:45
Milton Keynes Central	07:55	21:20
Rugby	08:15	20:55
Litchfield Trent Valley	08:45	20:25
Crewe	10:00	19:10

Terms and conditions are available on request. Tickets for 'The Border Raider' are priced at standard class (adult £99, junior £89.00), first class dining (£225.00 per person). Guaranteed tables for two in first class dining are available for a supplement of £25.00 per seat. Bookings by debit or credit card are via our ticket agents UK Railtours on 01438 715050 www.ukrailtours.com or through www.a1steam.com.

Mark Allatt, Chairman, The A1 Steam Locomotive Trust, commented: "Shap Bank is seen by many railway enthusiasts as one of the toughest challenges in the UK for a steam locomotive. The Trust is therefore delighted to be taking Tornado from Crewe to Carlisle again with 'The Border Raider' and hope that as many people as possible will join us for this historic day – profits going to keep Tornado on the main line."

The Trust respectfully requests that anyone wanting to see Tornado follows the rules of the railway and only goes where permitted.

Photo: Tornado in her current British Railways express passenger blue livery. ©Mick Rogers/ A1SLT.



Midland Railway Centre



Above: Part way through repaint, Class 46 045 has its roof lowered back into place, whilst 31 271 also looks like it is getting attention from the paint pot. [Richard Hargreaves](#)

Left: Class 47s Nos. 47 401, D1516 and 47 761 line up at the Midland Railway Centre on May 3rd. [Class47](#)

Main: Met-Cam Class 101 DMU Nos. 50164 and 50160 are seen at Butterley on May 3rd. [Richard Hargreaves](#)



Inside the shed at Swanwick, the engineering team are seen working on Class 20 205 which is part way through an overhaul. Richard Hargreaves





Above: Preserved Railbus Class 141 113 is seen at Butterley on May 3rd. [Richard Hargreaves](#)



Right: Looking in superb condition, Class 45 108 stands outside the shed at Swanwick Junction on May 3rd. [Brian Battersby](#)

Main: Jinty No. 47327 (reliveried as SDJR No. 23) arrives into Butterley on May 3rd. [Class47](#)





Above: Barclay 0-4-0 No. 441 is seen undergoing restoration at Swanwick. [Brian Battersby](#)

Left: Inside the LMS shed at Swanwick, Class 31 418 is seen part way through overhaul. [Brian Battersby](#)

Main: Peckett No. 1163 'Whitehead' is pictured shunting some old LMS wagons at Swanwick Jct. on May 3rd. [Brian Battersby](#)





Above: Class 37 003 is seen at Dereham on May 31st. [Richard Hargreaves](#)

Right: For the West Coast Steam Gala held on May 31st/June 1st, visiting LMS Royal Scot Class No. 46115 'Scots Guardsman' is seen at Dereham on May 31st. [Richard Hargreaves](#)

Main: Other visitors for the West Coast gala were, LMS Jubilee Class No. 45699 'Galatea' and LMS Stanier Class 8F No. 48151, seen here arriving into Dereham with a working from Wymondham Abbey. [Richard Hargreaves](#)



Beamish



Former Vulcan works Saddle tank 'Vulcan' is seen at Beamish on May 10th. [Martin Hill](#)



0-6-0 Saddle Tank 'Newcastle' awaits restoration at Beamish. [Martin Hill](#)

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



C58LG
Class 58 Locomotive Group

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



On loan to the ELR until June, Gresley K4 2-6-0 No. 61994 'The Great Marquess' pauses at Irwell Vale station with the 12:40 service from Bury on April 21st. [Gerald Nicholl](#)

Bodmin and Wenford Railway



SR West Country Class No. 34 007 'Wadebridge' passes Charles Gate, working to Bodmin on May 4th at the 'Bulleid is back gala'. [Steve Andrews](#)



In the north east corner of Exbury Gardens (New Forest) there is a 12 1/4 in (311 mm) gauge railway that is 1 1/4 miles and is a 20 minute journey. The railway was built in 2000– 2001 as an additional attraction in the gardens. The main station is Exbury Central and is designed on Aviemore Station in Scotland. There is one intermediate station - Exbury North Halt, where the train stops for a few minutes on every trip. Exbury North Halt is in the American Garden, so called because it contains rhododendron hybrids from the USA, enables visitors to hop off the train and explore this area before returning to Exbury Central on foot or by train. The railway is sometimes referred to as "The Rhododendron Line". The railway runs to a timetable and has 10 coaches. Two narrow gauge style 0-6-2 tender tank locos were built specially for the line by the Exmoor Steam Railway in 2001 and 2002 and a 2-6-0 in 2008. The line has one diesel loco built in 2001. Access to the train ride is only available by paying garden admission but the estate owned by Leopold de Rothschild (a rail enthusiast) is worth a wander around.

David Mead





Above: Hibberd 0-4-0DM No. 3271 'Walrus' is seen out of use at Quainton Road. The loco has minor engine problems and worn tyres. [Andrew Wilson](#)

Left: Hunslet 0-4-0DM No. 2067 (WD No. 849) is seen giving brake van rides at Quainton Road on May 14th. [Andrew Wilson](#)

Main: BR Drewry 0-6-0DM No. D2298 and Ruston & Hornsby No. 425477 'Arthur' are seen at Quainton Road on May 14th. [Andrew Wilson](#)





Photographed at its home depot, Plymouth Laira, and awaiting its next duty in April 1971 is Warship No. 806 'Cambrian.' [Stuart Warr](#)



On an unknown date in 1971, Class 24 No. 5077 is seen at Derby Works awaiting extensive accident repairs; this locomotive would become 24 077 in April 1974 surviving until withdrawal in June 1976 and being cut-up at Swindon Works two years later. [Stuart Warr](#)





Above: Stanier Jubilee 4-6-0 No. 45699 'Galatea' is seen in scrap condition with broken centre wheel at Barry Island on August 19th 1979. [Steve Stepney](#)



Right: Class 31 120 and 31 134 pass through Hall Royd Junction hauling an empty tank train on September 23rd 1987. [Dave Felton](#)

Main: Class 37 401 and 37 426 haul a loaded steel coil train through Shrewsbury on May 28th 2000. [Paul Godding](#)





Above: 1500v DC locos, Class 76 011, 76 013 and 76 012 pass through Hyde North on March 1st 1981. [Steve Stepney](#)



Right: Class 37 408 'Loch Long' passes Wem with the 17:15 Liverpool - Cardiff service on August 19th 1989. [Chris Morrison](#)

Main: BR Class 47 405 is seen hauling the 1Z71 Potters Bar to Grange over Sands through Lancaster Station on May 26th 1979. [Dave Felton](#)





Above: Class 40 099 stands outside Longsight depot, Manchester on January 25th 1981. [Steve Stepney](#)



Right: A rare visitor to York on April 15th 1981 as Class 45 105 is seen running light through the station. These Class 45/1s were normally seen on the London St. Pancras - Sheffield route. [Brian Hewertson](#)



Main: Class 46 035 'Ixion' heads light engine through Crewe on June 3rd 2003. [Brian Battersby](#)





Above: Class 55 014 'The Duke of Wellington's Regiment' pauses at Doncaster on August 15th 1981 whilst working a service to London Kings Cross. [Paul Hewertson](#)



Right: Isle of Wight Electric Multiple Units Class 486 No. 486 034 and Class 485 No. 485 043 stand in Ryde Esplanade station on June 2nd 1978. [Dave Felton](#)



Main: Class 56 113 heads a rake of tanks through Crewe on October 15th 1994. [Paul Godding](#)





Above: Class 55 011 'The Royal Northumberland Fusiliers' is seen at York on July 23rd 1981. [Paul Hewertson](#)

Left: Ex LMS Class 502 Electric Multiple Units Nos. 29872 and 29332 are seen stored at Southport depot after being withdrawn from service, June 20th 1981. [Dave Felton](#)

Main: Class 33 109 propels 4TC No. 8007 on a Kensington Olympia - Clapham Junction evening peak working in July 1989. [Chris Morrison](#)

