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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 95 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Well where can I start this month. We have had a cracker of a month, excellent weather, plenty to do and a few cyclists around to put Yorkshire on the Map. I think I'll start with the latter, the 'Tour de France'. Everyone, myself included expected our rail network to collapse over the weekend of the 5th & 6th July. Well in fairness, it's not like a normal commuter day runs perfectly without problems is it? Add 2 million (some say more) people all going in the same direction at the same time and you would expect chaos, right(?). Well no. Thanks to some excellent planning by Network Rail, DB Schenker, DRS, Northern & TPE, it was an event to remember, with only a slight failure on the Sunday. The UK rail network operators performed brilliantly and put our rail service on the map for the world to see. However I do feel we should make more use of locos and stock on regular occasions when loadings are known to be high.

Moving onto the other amazing feet of this month, July. We have had some cracking weather, yes you are in the UK and yes, we have had nearly a month of full sunshine and good weather. As you will see, this issue is jammed packed with high-quality photos from Railtours and Passenger/Freight workings from this glorious month! Just a pity that August has started with grey, wet weather, oh well it was nice whilst it lasted!

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, James Passant, Dave Peel, Ian Platt, 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: Celebrating 50 years of the Class 14 locomotives, Nos. D9537 and D9539 are seen at Ramsbottom on July 27th during a gathering of 10 locos. Brian Battersby

This Page: GBRf 's Class 47 815 powers through Doncaster working the Middleton Towers to Goole Glassworks Sand Train on July 1st. Alex Thorkildsen

UK Railtours - The Border Raider

Left: LNER A1 Class, No. 60163 'Tornado' works 1Z87 the Carlisle to Preston leg of the Border Raider through Brock on July 5th. Alan Naylor

Main: A1 Pacific No. 60163 'Tornado' approaches Bay Horse with the northbound 'Border Raider' on July 5th. Gerald Nicholl



UK Railtours - The Border Raider

Left: LNER A1 Class 4-6-2 No. 60163 'Tornado' is seen racing towards Scout Green on the climb to Shap with the northbound 'Border Raider' railtour. Shep Woolley

Main: A1 Pacific No. 60163 'Tornado' climbs away from Oxenholme and heads for Shap with the 'Border Raider' on July 5th. Gerald Nicholl

UK Railtours - The Border Raider

LNER A1 Class 4-6-2 No. 60163 'Tornado' approaches Shap village with the return leg of the 'Border Raider' railtour on July 5th. Shep Woolley





Pathfinder Tours - The Pennine Explorer

Above: Class 37 603 and 37 402 pass through Hellifield with the return working from Carlisle - Taunton on July 9th. Michael Lynam

Right: Class 37 603 leads 37 402 through Steel Heath with return 1Z83, 14:26 Carlisle - Taunton 'Pennine Explorer' Pathfinder charter on July 9th. Keith Davies

Main: Class 37 402 and 37 603 climb Battlefield Bank working the 1Z81, 05:20 Taunton - Carlisle outward working on July 9th. Keith Davies

Railway Touring Company - THE WEYMOUTH SEASIDE EXPRESS

On July 27th, GWR No. 5029 'Nunney Castle' heads the Weymouth Seaside Express through Avoncliff Halt. Class 33 029 was the assisting diesel on the rear. Stewart Smith

Northern Belle

Left: Class 47 790 (with 47 828 on the rear) work the 11:52 Coventry - Crewe Northern Belle charter through Walcote on July 20th. Keith Davies

Main: Class 57 307 'Lady Penelope' leads the 1Z16 Worcester - Swindon 'Northern Belle' through Cheltenham on July 26th. Lewis Mitchell





Northern Belle

On July 29th, Class 47 790 and 57 307 top'n'tail the 1Z94, 08:17 Edinburgh - London St Pancras through Sharnbrook Junction. Lorenzo D'aniello

Northern Belle

Left: Class 47 818 is seen leading a Northern Belle working through Doncaster on July 5th, heading back to London Euston. Brian Battersby

Main: Class 47 790 is pictured on the rear, as 47 818 snakes its way out of Doncaster, heading for London Euston. Class47





Hastings Diesels Ltd. - The Hastings Diesels Crewe

Right: Hastings DEMU No. 1001 is seen stabled at Crewe on July 12th, after arriving with the tour from Hastings. Brian Battersby

Main: The preserved 'Hastings' DEMU No. 1001 journeyed from its East Sussex home to Cheshire on July 12th. The 1Z06 Hastings - Crewe railtour is seen here passing Shugborough, Staffordshire on its way to Crewe. Gary S. Smith







Pathfinder Tours - The Caterpillar Cat

Above: Class 57 009 and 57 008 pass through a very wet Stafford station hauling the outbound leg of 1Z86 Pathfinders Tours 'The Caterpillar Cat' charter from Eastleigh to Crewe on July 19th. Dave Felton

Right: Class 57 008 is seen on the rear of the tour, arriving into Crewe on July 19th with the ECS to form the return working of the tour back to Eastleigh. Class47

Main: Class 57 009 and 57 008 pass Kemps Eye on July 19th with the return 1Z88 Crewe - Eastleigh railtour. Carl Grocott

The Royal Scotsman

Left: On July 13th, Class 47 854 (with 47 804 on the rear) passes Helsby with the Royal Scotsman, at this point running as 1Z64 07:39 Dundee - Chester. Brian Battersby

Main: Later, Class 47 804 top'n'tailed with 47 854 is seen working the 1Z65 Chester - Llanwrst through Towyn, July 13th. Carl Grocott





Tour de France specials

Above: Class 67 027 is seen at Bradford Interchange on July 6th with the Virgin Mk3 stock and DB DVT, 67 006 was on the rear. Andrew Wilson

Left: Class 47 810 is seen at Halifax on July 6th working an additional service from Bradford to Blackburn. Class 57 308 was on the rear. Andrew Wilson

Main: Class 47 813 is seen departing Leeds on July 6th working the 1Z82 12:29 Leeds - Manchester Piccadilly top'n'tailed with 47 853. Andrew Wilson





Tour de France specials

Above: Class 20 308 and 20 309 are seen on the rear of the 20:21 Blackburn - Bradford at Hebden Bridge, July 6th. The Class 20s replaced Class 47 810 which had failed at Blackburn. Mark Pichowicz

Left: Northern Rail's Class 158 849 'Taking you to the Tour' is seen at Bradford Interchange on July 5th. Andrew Wilson

Main: Class 47 813 top'n'tailed with 47 853 approaches Doncaster working an ECS into Doncaster to form a Tour de France special to Liverpool Lime Street, July 6th. Alex Thorkildsen





Tour de France specials

Above: The one that didn't quite make it. Class 57 309 was supposed to have worked to Leeds for the specials with 57 308 when it was called upon to rescue a Pendolino, so at the last moment Class 47 810 was sent to work the specials instead. Brian Battersby

Left: Class 67 027 is seen heading through Doncaster with 5 Virgin MK3s from the 'Pretendolino' rake and a DB DVT, heading for Leeds with Class 67 006 on the rear. Class47

Main: DB provided Class 67 006 and 67 027 with half of the 'Pretendolino' rake for an additional shuttle between Harrogate and Leeds on July 5th. Class47





Tour de France specials

Above: DRS' Class 57 308, complete with headboard and 'spoked' buffers is seen at Leeds having arrived on the rear of a Harrogate Shuttle (with Class 47 810 leading). Brian Battersby

Left: Fresh out of the paint shops at Eastleigh, Class 47 810, carrying the new DRS livery, arrives into Leeds with one of the Harrogate Shuttles. Brian Battersby

Main: East Coast provided a HST set to shuttle backwards and forwards between Harrogate and Leeds during the Saturday, seen here arriving into Leeds. Class47

Tour de France specials

Above: Two pairs of Class 20s were on standby duties during the weekend. This is Class 20 303 and 20 305 at Leeds with a Northern Belle brake coach containing tools and equipment. Brian Battersby

Right: DRS' Class 47 853 'Rail Express' hauls the 1Z87 through the Manchester Oxford Road corridor with a Liverpool - Scarborough working on July 5th. Dave Harris

Main: DRS' Class 47 841 is seen working a First TransPennine Express service from Scarborough - Liverpool as it prepares to depart Huddersfield on July 5th. Mark Pichowicz

Tour de France specials

Right: Class 57 308 with bicycle wheels emblazoned of the buffers and 'Talking to you on the Tour' headboard is seen after passing through Rishton station hauling the 1Z16 Blackburn to Bradford Exchange shuttle service in connection with The Tour of France cycle race with Class 47 810 'Peter Bath MBE' attached to the rear of the train on July 6th. Dave Felton

Main: The first two stages of the Tour de France were held across Yorkshire, England on Saturday 5th and Sunday 6th July. Additional, loco-hauled, trains were run to cope with the crowds. Two sets were used on shuttles between Leeds and Harrogate on the Saturday: one operated by DRS using 47 810 and 57 308 with their coaching stock, the other operated by Northern Rail using the WB64 set with DBS 67 006 and 67 027 for haulage. On the Pannal Loop - a link from the Pannal Junction to Crimple Junction built by the Northern Eastern Railway at Follifoot in 1862 - south of Harrogate, the two trains pass with 57 308 on the tail of the 1Z21 Harrogate - Leeds passing the 1H01 Leeds - Harrogate that was lead by royal train locomotive 67 006. Gary S. Smith





West Coast Railway Co. - The Jacobite

Above: Intercity liveried Class 37 518 starts up at Fort William on June 30th. Carl Grocott

Right: LNER Thompson/Peppercorn Class K1 No. 62005 is seen working the 2Y61 Fort William - Mallaig at Inverlochy on June 30th. Carl Grocott

Main: A view of the yard at Fort William on July 2nd as Class 37 518 hides a simmering K1 No. 62005. Carl Grocott

West Coast Railway Co. - The Jacobite

LNER Thompson/Peppercorn Class K1 No. 62005 passes Glenfinnan working the 2Y61 Fort William - Mallaig on June 30th. Carl Grocott



Statesman Rail - The Fellsman

Above: West Coast's Class 37 518, previously owned by Ian Riley and Sons, in Intercity Swallow livery, brings up the rear of 'The Fellsman' as insurance due to a potential fire risk. Michael Lynam

Right: On July 23rd, LMS Stanier Class 8F No. 48151 approaches Langho with the weekly Fellsman from Lancaster - Carlisle via the S&C. Michael Lynam

Main: LMS 5XP Class 4-6-0 No. 45699 'Galatea' approaches Aisgill summit with the return leg of 'The Fellsman' railtour on July 2nd. Shep Woolley









Statesman Rail - The Fellsman

Above: West Coast Railway Company's Class 37 516 storms up the four mile long 1 in 84 Langho Bank on approach to the station hauling the 1Z53 return leg of Statesman Rail 'The Fellsman' from Carlisle to Lancaster on July 16th. Diesel hauled due to increased fire risk and industrial action by the Fire Brigade, July 16th. Dave Felton

Right: Class 47 245 is seen attached to the rear of 'The Fellsman' on July 30th as it passes through Hellifield, heading for Carlisle. Eddie Emmott

Main: LMS Class 8F No. 48151 approaches Langho hauling the 1Z53 Statesman Rail's 'The Fellsman' on the return leg from Carlisle to Lancaster on July 8th. Dave Felton

Statesman Rail - The Fellsman

Left: LMS Jubilee Class 4-6-0 No. 45699 'Galatea' heads the outbound 'Fellsman' near Lostock Hall on July 2nd. Gerald Nicholl

Main: LMS 5XP Class 4-6-0 No. 45699 'Galatea' is seen near Dent with the northbound 'Fellsman' on July 2nd. Shep Woolley

Statesman Rail - The Fellsman

Above: LMS Class 8F No. 48151 passes through Hoghton hauling the 1Z52 'The Fellsman' outbound leg from Lancaster to Carlisle with Class 37 518 attached to the rear, July 23rd. Dave Felton

Left: LMS 8F 2-8-0 No. 48151 is seen climbing towards Hoghton with 'The Fellsman' on July 23rd, with the assistance of a diesel on the rear due to the severe fire risk. Ken Abram

Main: On July 17th due to a continued fire risk and strike action by the FBU, Class 37 516 sits at Carlisle with the return working of 'The Fellsman'. Michael Lynam



Railway Touring Company - Cumbrian Mountain Express

Above: Class 86 259 'Les Ross' has charge of the 1Z86, 'Cumbrian Mountain Express' at Crewe before heading to Carlisle where it will hand over to A4 Pacific No. 60009, July 19th. Derek Elston



Right: LNER A4 Class No. 60009 'Union Of South Africa' passes through Hoghton hauling the 1Z28 the outbound leg of Railway Touring Company's 'Cumbrian Mountain Express' from Crewe to Carlisle with West Coast Railway Class 57 316 attached to the rear on July 26th. Dave Felton

Main: With Ingleborough seemingly erupting in the background, LNER A4 Class 4-6-2 No. 60009 'Union of South Africa' is seen approaching Blea Moor Signal Box with the 'Cumbrian Mountain Express' on July 26th. Shep Woolley

Railway Touring Company - Cumbrian Mountain Express

Too close for comfort, as LNER A4 Class 4-6-2 No 60009 'Union of South Africa' races passed a northbound Pendolino approaching Shap Village with the returning 'Cumbrian Mountain Express' on July 26th. Shep Woolley





Railway Touring Company - Cumbrian Mountain Express

Above: Class 57 316 is seen on the rear of the 'CME' as it passes Helwith Bridge. Michael Lynam

Left: LNER A4 No. 60009 'Union of South Africa' heads the 1Z28 Crewe - Carlisle 'Cumbrian Coast Express' past Helwith Bridge on July 26th. Michael Lynam

Main: After descending from Aisgill Summit, A4 Pacific No. 60009 'Union Of South Africa' heads on to Dandry Mire Viaduct with the southbound Cumbrian Mountain Express on July 12th. The trackbed of the disused branch to Hawes can be seen through the arches. Gerald Nicholl

Torbay Express Ltd. - The Torbay Express

Although the return leg of the 'Torbay Express' on July 20th was rescheduled to accommodate industrial action, the outward journey was not affected; it is seen here near Yatton headed by GWR Castle Class 4-6-0 No. 5029 'Nunney Castle'. Gerald Nicholl

Torbay Express Ltd. - The Torbay Express

Rebuilt Bulleid Light Pacific Locomotive No. 34046 'Braunton' passes Red Rock, Dawlish Warren with the Torbay Express on July 6th. Steve Andrews

Steam Dreams - The Cathedrals Express

Right: LMS 5XP Class 4-6-0 No. 45699 'Galatea' heads for home near Cotehill with the 'Cathedrals Express' on July 3rd. Shep Woolley

Main: LMS 5XP Class 4-6-0 No. 45699 'Galatea' is seen charging through Shap Wells with the northbound 'Cathedrals Express' on July 3rd. Shep Woolley



Statesman Rail - Snowdonia Statesman

West Coast's Class 57 313 and 57 316 top and tail the 16:20 Blaenau Ffestiniog - Bristol Temple Meads return 'Statesman' charter at Glan Conwy on June 21st. Chris Morrison

Pathfinder Tours - The Cardigan Bay Express

Class 97 302 and 97 304 are seen at Wolverhampton on July 26th working this Bristol to Aberystwyth charter. Class 66 011 had brought the tour from Bristol to Bescot.
Paul Godding

UK Railtours - The Yorkshire Detour

Right: On June 26th, Class 60 035 passes through Goole on its way back to York with this York to York via Hull charter. Robert Bates

Main: Class 60 035 arrives into Hatfield and Stainforth coming off the freight only line from Knottingley with a York to York via Hull charter train on June 26th. Robert Bates





Pathfinder Tours - The Mazey Day Cornishman

Class 52 No. D1015 passes Treleigh near Redruth with the Tame Bridge to Penzance 'The Cornishman' tour in the rain on June 28th. Steve Andrews

Pathfinder Tours - The Heart of Wales Rambler

Class 66 133 heads the 16:30 Llandrindod - Banbury return charter through Coseley on July 12th. Chris Morrison

Railway Touring Company - THE ROYAL DUCHY

Stanier Black 5 No. 45407 crosses Forder Viaduct, Saltash with the return leg of the 'Royal Duchy' from Par to Bristol on July 6th. Steve Andrews





Railway Touring Company - THE ROYAL DUCHY

Above: LMS Class 5 No. 45407 passes Dawlish Warren working the 'Royal Duchy' to Par on July 6th. Steve Andrews

Left: LMS Stanier Class 5 No. 45407 passes Forder, near Saltash on the Bristol to Par 'Royal Duchy', June 29th. Steve Andrews

Main: LMS Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' crosses Blatchford Viaduct, Cornwood with the return working on July 6th. Steve Andrews





Vintage Trains - THE SCARBOROUGH FLYER

Above: Class 47 773 takes the tour past Kirkham Abbey after the Duchess was taken off at York, due to a fire risk. Colin Irwin

Right: LMS Princess Coronation Class No. 46233 'Duchess Of Sutherland' is seen at the head of the 1Z32 Tyseley - Scarborough steam special with Class 47 773 on rear as it passes the Nemesis Rail depot, Burton on Trent, July 12th. Stuart Hillis

Main: On July 12th, LMS Coronation Class 8P 4-6-2 No. 46233 'Duchess of Sutherland' arrives into Rotherham Masborough railway station for the first time since 1988, whilst heading for Scarborough. Colin Irwin

Railway Touring Company - The Wizards Express

Right: Class 47 580 'County of Essex' speeds through Hirst Wood near Saltaire, West Yorkshire with the return leg of 'The Wizards Express'. The charter had run from Manchester Victoria to York (via Carnforth) earlier in the day and was on its way back in the evening of July 12th. Ben Bucki

Main: GWR Hall Class 4-6-0 No. 5972 Olton Hall [Hogwarts Castle] is seen on the rear of this Manchester Victoria - Scarborough charter as it departs Church Fenton on July 12th. Class 47 580 was added at Leeds due to a fire risk. Colin Irwin



Railway Touring Company - The Dorset Coast Express

Right: Black 5 No. 44932 is seen upon arrival at Weymouth. Martin Hill

Main: On July 9th, the first 'Dorset Coast Express' of the season is in the hands of Black 5 No. 44932 compete with 1X22 on the smoke-box door. The outward 1Z67 London Victoria to Weymouth heads for the coast as it is seen passing Eastleigh. Wayne Radford



ECS and Light Engine Moves

Mixed exhausts: Class 47 746 and Stanier 4-6-0 No. 46115 'Scots Guardsman' leave Hellifield taking the ECS from Carnforth to York for the 'Scarborough Spa Express' programme on July 14th. Gerald Nicholl



ECS and Light Engine Moves

Left: GWR Hall Class 4-6-0 No. 5972 (as 'Hogwarts Castle') eases past Brock returning to Carnforth from Tyseley on July 7th. Gerald Nicholl

Main: Class 57 307 heads failed 47 841 through Kings Sutton with the 18:00 Swindon - Crewe ECS on July 26th. Chris Morrison

ECS and Light Engine Moves

Left: On July 5th, Swanage Railway's mainline certified Class 33 No. D6515 ran light engine from Swanage to Weymouth to perform shunting duties in Weymouth, and then haul 'The Royal Wessex' (from Three Bridges to Weymouth) back as far as Eastleigh, with Black 5 No. 44932 trailing. The Class 33 is seen here at Weymouth. Martin Hill

Main: Class 57 008 leads 57 009 through Sutton Bridge Junction with the 5Z85, 08:45 Crewe CS - Eastleigh ECS working on July 18th. Keith Davies

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Reddish South	07:13	19:46
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RETRO RAILTOURS LTD

Pictures: Arriva Trains Wales

Taking a break from Chiltern duties, Class 67 012 arrives into Chester on July 24th with the northbound WAG.
Brian Battersby

Right: Class 67 003 passes Long Garden on July 15th working the 1W96 Cardiff - Holyhead WAG service. Carl Grocott

Main: Class 67 003 is again seen working the 1W96 Cardiff - Holyhead, this time as it heads up Hencote Bank on July 23rd. Phil Martin



Chiltern Railways





Above: Class 67 027 sits atop the 18:15 London Marylebone to Kidderminster service on July 25th. Derek Elston

Left: Class 67 020 is seen at London Marylebone on July 12th after arriving with an early morning service from Kidderminster. Richard Hargreaves

Main: Class 67 014 arrives into Leamington Spa on July 10th with a Birmingham Moor St. - London Marylebone working. Richard Hargreaves

Colas Rail

Class 70 805 is seen passing Denchworth working the 6M50 07:55 Westbury Yard to Bescot on May 14th.
Class25



Above: On July 14th, Class 70 804 moved a short rake of HOBC wagons from the Cardiff Canton sidings to Tyne Yard. Signalling problems on the Great Western mainline between Reading and Twyford severely delayed all trains but the 6Z27 had managed to recover some time by the time the train had left Slough and approached Langley. Gary S. Smith



Right: Class 70 806 passes through Leamington Spa on July 10th with an engineers working to Bescot. Richard Hargreaves

Main: On June 30th, Class 56 094 passes Wilsford working the 6E07, 06:00 Washwood Heath - Boston Docks. Class25



Above: Class 56 113 negotiates the 6V62 Tilbury Riverside - Llanwern exchange sidings over Foxhall Junction at Didcot, Oxfordshire on July 26th. The rusty track on the left was for trains leaving the now closed Didcot 'A' power station. Gary S. Smith



Right: On July 7th, Class 70 802 and 66 847 lead the 6J37 logs from Carlisle - Chirk through Leyland. Michael Lynam

Main: Class 56 087 passes Dorrington on July 1st working the 6M51, 15:25 Baglan Bay - Chirk Kronospan logs. Keith Davies





Above: On July 23rd, shortly after taking over from a Class 66 at Warrington, Class 56 105 approaches Helsby with the 6V37 Carlisle - Chirk logs. Mark Pichowicz

Left: On July 26th, Class 56 105 passes Dunham with a loaded log train, heading for Chirk. Brian Battersby

Main: On July 15th, Class 70 804 passes Burton on Trent with a one off working from Tyne Yard - Cardiff Canton with a short train of self discharge wagons. Stuart Hillis





Above: Class 56 094 working the 6E07 Washwood Heath - Boston steel carriers heads through Burton on July 15th. Stuart Hillis

Left: Class 66 849 stands in Challow Loop whilst working the 6V62 11:22 Tilbury - Llanwern. Class25

Main: Class 56 113 is seen working the 6M51 Baglan Bay - Chirk loaded logs through Long Garden on July 15th. Carl Grocott







Above: Class 86 701 'Orion' is seen stabled alongside Rugby station in the old engineers sidings on July 20th. Derek Elston

Left: On July 26th, Class 70 802 and 56 105 head the 6V38 Saturday log train from Carlisle - Chirk through Settle. Michael Lynam

Main: The 6J37 Carlisle - Chirk loaded timber on July 10th saw the first use of a Colas Class 70 on this working as Class 70 802 with 66 847 dead in transit are seen here passing Winwick Jct. Dave Harris

Class 56 105 crosses Chirk viaduct, as viewed from the Aqueduct, on July 27th with an empty log working.
Phil Martin

DB Schenker's fleet





Above: Class 66 050 heads north through Hellifield working Clitheroe - Carlisle loaded cement tanks on July 8th. Michael Lynam

Left: Class 60 074 working the 6V47, 09:54 Peak Forest Cemex Sdgs to Hope St. Peakstone P. Sidings is seen at Ashburys West Jct. on July 14th. Colin Irwin

Main: Class 60 011 passes Meole Brace with the 6V75, 09:30 Dee Marsh - Margam steel on July 11th. Keith Davies

Class 60 044 passes Sutton Bridge Jct. on July 7th working the Dee Marsh - Margam steel. Carl Grocott





Above: On July 24th, Class 66 206 passes through Stafford working a Trafford Park - Southampton intermodal service. Michael Lynam

Left: Class 92 039 leads 66 007 through Stafford on July 10th with a short rake of car transporters. Richard Hargreaves

Main: Class 66 182 hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal passes through the Pleasington area on July 17th. Dave Felton





Above: Class 66 085 heads through Euxton, running as 0N52, 14:45 Arpley Sidings to Hardendale Quarry on July 7th. Colin Irwin

Left: Class 92 016 heads south through Stafford on July 26th with a Mossend - Daventry intermodal. Michael Lynam

Main: On July 22nd, Class 66 115 passes Mobberley with the 1Z30 Hope Street stone terminal to Warrington Arpley empty hoppers. Mark Pichowicz

Class 66 176 passes Golant with an early running 15:31 Parkandillack to Fowey clay train on July 2nd.
Steve Andrews





Above: Class 60 054 passes Burton on July 15th with a late running 6M00 Humber - Kingsbury loaded oils. Stuart Hillis

Right: On July 7th, Class 66 187 heads through Stenson Jct. with a Washwood Heath - Peak Forest stone empties working. Phil Martin

Main: Class 60 059 'Swinden Dalesman' passes the East Lancashire Sailing Club reservoir at Rishton hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on July 7th. Dave Felton





Above: Class 66 170 passes through Leeds on July 8th with the evening Nacco Tarmac train. Ian Platt

Left: On July 4th, Class 60 100 working the 6Z65 Hope (Earles sidings) - Walsall loaded cement tanks passes Burton Wetmore. Stuart Hillis

Main: Class 92 041 'Vaughan Williams' passes Old Linslade with the 6L76, 21:36 Mossend Down Yard - Wembley empty Cartics on July 16th. Class25





Above: Class 66 084 is seen moving from the goods to fast line at Burton on Trent with a late 6M00 Humber - Kingsbury loaded oils on June 23rd. Stuart Hillis

Left: Still hanging in there is EWS liveried Class 60 035, seen here on the 6M00 Humber - Kingsbury loaded oils as it passes Burton on Trent, June 24th. Stuart Hillis

Main: Class 66 186 has just departed West Burton power station and heads for its next consist on July 10th. David Hollowood





Above: Class 60 017 approaches Pleasington station hauling the 6E32 from Preston Docks to Lindsey oil terminal on July 25th. Dave Felton

Left: On June 30th, Class 60 092 is seen making its way into Blackburn goods with 1Z99 09:00 from Warrington Arpley Sidings, a rescue mission to assist Class 66 047 hauling 6M32 Lindsey oil terminal to Preston Docks, which had originally failed on the climb up Copy Pit, but eventually made it to Blackburn before failing altogether and can just be seen in the distance. Dave Felton

Main: On June 22nd, Class 66 164 sits at Southampton Eastern Docks, waiting to depart for Halewood with an empty car train. This photo was taken from on board 'Queen Victoria'. Michael Lynam





Above: Class 60 024 storms through Lostock Hall station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey oil terminal on July 2nd. Dave Felton

Left: Class 66 093 deposits its coal at West Burton power station and draws away from the unloading facility. Freightliner's Class 66 531 is literally right behind the last truck and prepares to deposit it's coal. David Hollowood

Main: On July 16th, Class 90 036 passes Old Linslade working the 1M16, 20:44 Inverness - London Euston sleeper. Class25





Above: Class 66 175 approaches Pleasington station hauling the 6M94, 05:00 Avonmouth Hansons Sidings to Clitheroe Castle Cement empty cement tanks on July 24th. Dave Felton

Left: Class 66 132 passes Shrivenham with the 6C48 13:30 Appleford - Whatley Quarry. Class25

Main: The future of the oil refinery at Robeston (Milford Haven) has been in doubt for some time and the once daily service to Westerleigh (near Bristol) has run less frequently, but it was announced this week that a buyer for the refinery has been found and the jobs of several hundred workers are likely to be saved. From a railway perspective it is hoped that the products produced at Robeston will continue to be conveyed by rail. On July 30th, Class 60 020 digs its heels in to the 1 in 93 gradient on the climb to the summit at Stormy (between Port Talbot and Bridgend) whilst working the 6B13, 05.00 Robeston Sidings to Westerleigh Murco. Stuart Warr





Above: Class 66 201 is photographed in the Northfleet/Ebbsfleet area on July 22nd. David Hollowood

Right: Still in old EWS livery, DB Schenker's Class 08 diesel shunters Nos. 08 709 and 08 580 are seen stored in Bescot Yard on July 20th. Dave Felton

Main: On June 30th, Class 66 017 passes Wistow working the 6Z96, 17:09 Luton Crescent Road - Peak Forest. Class25

On June 21st, East Midlands Trains' Class 222 005 working the 1C20, 07:29 Sheffield - London St. Pancras passes Class 66 070 working the 6C31, 07:24 Mountsorrel - Radlett at Kettering South. Class25



Class 60 074 approaches Hessle Road Jct. on June 23rd working the 12.25 Hull Docks to Masborough steel train.
Robert Bates

DCR





Above: Class 56 103 and 56 312 are seen arriving into Plymouth on July 17th with a route learning trip from Washwood Heath to Plymouth. Steve Andrews

Right: Class 56 301 and 56 303 are seen towing the 6Z56 Railvac move from Totton to Derby Chaddesden sidings at Burton on July 25th. Stuart Hillis

Main: On June 6th, Class 56 312 'Jermiah Dixon' works the 6Z34 13:15 Willesden Euroterminal - Calvert through Quainton Road. Class25

Direct Rail Services

. On July 28th, Class 37 610 'TS Cassady' and 37 606 approach Cheltenham with the 6M56 Berkeley - Crewe flask. Lewis Mitchell



Above: On July 7th, Class 47 790 drags a poorly 47 810 through Euxton from Blackburn, where it had expired working one of the Tour de France special .Colin Irwin

Right: A DRS wagon move on July 8th, the 6Z27 comprising of 2 FNA's running from Adtranz Derby to Carlisle top and tailed with Class 57 002 and 57 010 is seen here passing through Winwick Jct. Dave Harris

Main: Class 37 409 takes 'Caroline' through Battlefield on July 2nd with an 07:56 Crewe CS - Shrewsbury outing. Keith Davies





Class 57 002 and 57 010 working the 6U77 13:42 Mountsorrel - Crewe storm through Castle Bromwich on June 30th. Class25





Above: Class 66 426 passes Euxton working the 4F09, 12:13 Daventry Drs (Malcolm W.H.) to Coatbridge FLT on July 7th. Colin Irwin

Left: Class 37 425 leads 73 138 through Rushton with the 3M05 12:28 Hither Green - Derby RTC on June 21st. Class25

Main: Class 66 413 hauls a diverted 4V38, 09:34 Daventry DRS (Malcolm W.H.) - Wentloog FLT through Meol Brace on July 20th. Keith Davies





Above: On July 7th, Class 66 304 heads through Leyland working the 6K05 engineers from Carlisle - Crewe. Michael Lynam



Right: On July 27th, Class 66 421 passes Hardwicke with a diverted 4V38, 11:04 Daventry DRS (Malcolm W.H.) - Wentloog FLT working. Keith Davies

Main: On July 1st, Class 57 012 and 57 007 head through Burton on Trent working the 6Z96 Crewe - Toton engineers, comprising of 10 Network Rail wagons. Stuart Hillis





Above: On July 7th, Class 57 002 and 57 010 pass through Preston with two nuclear fuel flasks on a special 6Z27 from Derby Adtranz - Carlisle Kingmoor. Michael Lynam

Right: Class 20 308 and 20 305 head through Doncaster on July 2nd working from Doncaster Carriage Holding Sidings to York National Railway Museum. Alex Thorkildsen

Main: Class 57 010 and 57 002 working the 6U77 Mountsorrel - Crewe ballast, pass Burton on Trent, June 23rd. Stuart Hillis



Above: Class 57 002 and 57 010 with the 6Z96 Crewe - Toton engineers train head through Burton on Trent, July 15th. Stuart Hillis



Right: On July 26th Class 37 608 and 66 425 pause at Crewe whilst on a on a loco move between Basford Hall Yard and Gresty Bridge depot. Michael Lynam

Main: Class 37 601 'Class 37 - Fifty' is pictured stabled in Blackburn station goods loop in charge of the 1Q14, 09:14 Carlisle High Wapping Sidings to Carlisle High Wapping Sidings on July 1st. Dave Felton







Above: On July 1st, Class 37 423 and 37 688 are seen parked up in Doncaster West Yard, having arrived with a Network Rail test train. Alex Thorkildsen

Right: Class 66 424 leads the 6U77 Mountsorrel - Crewe stone train through Burton on Trent, July 9th. Stuart Hillis

Main: Class 66 421 passes through Stafford on July 24th, with a Coatbridge - Daventry intermodal. Michael Lynam

East Coast





Above: Having been out of traffic for quite a while, Class 91 110 is seen approaching Doncaster on August 2nd with a London Kings Cross - Leeds service. Class47

Right: A well weathered power car No. 43312 stands in Leeds on July 5th ready to work a service to London Kings Cross (43313 was on the rear and looked just as bad). Brian Battersby

Main: Class 91 118, still in its original GNER blue livery, approaches Doncaster working from London King's Cross to Leeds on July 2nd. Since this photo was taken this last blue Class 91 has entered Doncaster works for attention. Alex Thorkildsen

First Great Western





Above: Power car No. 43163 is seen leading the 14:00 Penzance to London Paddington through Keyham on July 1st. Steve Andrews

Left: With a backdrop of the maritime city, a First Great Western HST is seen passing Landore Depot whilst working the 09:28 Swansea to Paddington service on July 29th. Stuart Warr

Main: Seen in the softer light of the evening of July 26th, and carrying a train full of trippers home from a day at the seaside is First Great Western power car No. 43063 leading the 1V72, 17:28 (SO) Weymouth to Bristol Temple Meads, 'The Weymouth Wizard' and this picture was taken as the train was about to pass Chetnole station between Dorchester and Yeovil. Stuart Warr



Above: Power cars Nos. 43158 and 43132 speed through Didcot on July 11th with a London Paddington - Bristol Temple Meads service. Michael Lynam



Right: The photographer realised a long-held ambition on July 26th when he managed to photograph from the A30 road-bridge at the southern end of Yeovil Pen Mill station and the subject matter was quite unusual, though not unique. First Great Western are running an HST set during peak summer Saturdays this year between Bristol Temple Meads and Weymouth to cater for the high demand on this route, for which they cannot manage using examples from Classes 150, 153 and 158 as they have these in insufficient numbers, whereas some HST sets are available. The service is known as 'The Weymouth Wizard' and departs from Bristol at 09:06 arriving in Weymouth at 11:45; it returns in the late afternoon with a departure time of 17:28 arriving back in Bristol at 20:09 with the FGW publicity machine describing the service as a quality journey allowing plenty of time for a good day out in the south coast resort. This image shows the train led by power car No. 43133 about to depart on its southbound run. Stuart Warr

Main: On June 26th, power car No. 43012 leads a London Paddington bound service through Dawlish. Paul Godding

Class 57 605 passes Laira working the 2E75 Par to Exeter service on June 21st. Steve Andrews

Freightliner



Above: On July 19th, Class 70 003 reverses a loaded ballast train into Crewe Basford Hall Yard. Class47

Right: Class 66 513 works the 4S42 Drax Aes (Flhh) to Hunterston heavy haul through Bamber Bridge on July 2nd. Alan Naylor

Main: Class 66 554 working the 6Z22. 06:24 Crewe Basford Hall - Calvert passes Gordons Lodge on July 14th. Class25







Above: Class 66 522 leads a rake of coal empties through Stenson Jct. on July 7th. Phil Martin



Right: Class 70 018 heads a Lawley Street to Southampton liner through Leamington Spa on July 10th. Richard Hargreaves

Main: On July 8th, Class 66 951 and 66 952 head north through Hellifield on a loco positioning move from Leeds to Carlisle. Michael Lynam





Above: Class 66 587 leads a Leeds - Ipswich liner through Doncaster on July 5th. Brian Battersby

Left: Class 70 001, working an Immingham - Drax empty coal hopper train passes through Hatfield and Stainforth station on June 26th. Robert Bates

Main: Class 86 632 and 86 609 lead the 4L41, 04:10 Crewe Basford Hall - Felixstowe through Old Linslade on July 16th. Class25



Above: Class 66 515 climbs Battlefield Bank with the 6M87, 04:00 Westbury Lafarge - Tunstead Sidings cement tanks, July 21st. Keith Davies



Right: Class 70 016 rushes away from Didcot, Oxfordshire and into the Moreton cutting with the 4O17 Lawley Street - Southampton Maritime container terminal on July 26th, the day before the three 'A' power station cooling towers (in the background) were brought down. Gary S. Smith

Main: A now debranded Class 66 418 passes through Leamington Spa on July 10th with a Southampton bound liner. Richard Hargreaves

Above: Class 90 045 heads through Stafford on July 24th working a Crewe - Felixstowe freightliner. Michael Lynam

Right: Also at Stafford on July 24th, and also heading for Felixtowe, Class 86 632 and 86 638 head a working from Ditton. Michael Lynam

Main: Class 70 016 working the 4O55 Leeds - Southampton modal passes Burton on Trent, June 24th. Stuart Hillis



Above: Making a lot of noise on the evening of July 14th, Class 70 020 hurries the 4M98 Southampton Maritime container terminal - Garston container train north through Goring & Streatley station, Oxfordshire. Gary S. Smith



Right: Class 66 502 heads through Sutton Bridge Junction with the 4V64, 11:08 Crewe Basford Hall - Wentloog FLT on July 26th. Keith Davies

Main: Class 66 519, 56 104, and 66 957 are seen backing on to Burton Nemesis depot, after arriving from Washwood Heath as 0Z56 on July 4th. Stuart Hillis

On July 21st, Class 90 043 passes Slindon with the 4M88 09:32 Felixstowe - Crewe. Mark Pichowicz





Above: Class 86 604 and 86 637 pass through Stafford on July 10th working a Crewe - Ipswich service. Richard Hargreaves

Right: Class 66 621 is pictured at Upper Battlefield working the 6V82, 13:54 Tunstead Sidings - Westbury Lafarge cement tanks, July 27th. Keith Davies

Main: Class 70 018 working a Garston - Southampton liner passes through Stafford on July 24th. Michael Lynam





Above: Looking a right state, Heavy Haul Class 66 528 passes through Pleasington hauling the 4S41 Fiddlers Ferry power station to Hunterston with empty coal hoppers, diverted via the S&C owing to signalling problems at Oxenholme on July 29th. Dave Felton

Right: Class 70 003 passes Burton on Trent working the with 6M46 Aldwarke - Crewe scrap train. Stuart Hillis

Main: Class 66 420, still in DRS livery, is seen working the 4O55 Leeds - Southampton modal at Burton On Trent on July 9th. Stuart Hillis





Above: Heavy Haul Class 66 548 passes through the Cherry Tree area of Blackburn hauling 6M11 Hunterston to Fiddlers Ferry power station on July 23rd. Dave Felton

Right: Class 66 513 is also seen passing through the Cherry Tree area of Blackburn hauling the 4S42, 09:35 Drax to Hunterston High Level empty coal hoppers on July 2nd. Dave Felton

Main: On July 21st, Class 66 419, which is still in DRS blue, works the 6M46 Aldwarke - Crewe through Burton on Trent. Stuart Hillis

Class 90 046 rounds the curves at Old Linslade leading the 02:50 Felixtowe to Ditton liner on July 23rd. Derek Elston

On July 14th, Class 66 548 leaves Slough and approaches Langley with the 6M91 Theale Lafarge - Hope (Earles sidings) cement tank wagon train, running on time despite signalling problems on the Great Western mainline between Reading and Twyford. Gary S. Smith

Class 90 044 approaches Manchester Oxford Road with the 4G44, 16:18 Trafford Park FLT to Felixstowe North FLT on July 7th. Colin Irwin

GBRf

Above: On July 9th, Class 47 843 hauls an empty Gypsum train towards Doncaster working from Hull Coal Terminal to Doncaster Down Decoy. Alex Thorkildsen

Left: Class 66 751 hauls a couple of flats through Doncaster on July 5th, heading for the Royal Mail Terminal. Brian Battersby

Main: Class 47 812 approaches Doncaster working the Middleton Towers to Goole Sand Train on July 16th. Alex Thorkildsen





Above: On July 5th, Class 66 718 'Sir Peter Handy MBE' passes through Doncaster working a empty coal service to Wrenthorpe. Brian Battersby

Left: Class 66 712 'Peterborough Power Signal Box' provides the power for the 03:49 Hams Hall to Felixtowe as it passes Old Linslade on July 23rd. Derek Elston

Main: Class 66 739 at the head of the 6K50 Toton - Crewe engineers train passes through Burton on Trent, July 15th. Stuart Hillis





Above: Still carrying its drab grey livery, Class 66 748 crosses over the fast lines at Doncaster, heading for the yard with a loaded coal service on July 5th. Brian Battersby

Left: On July 20th, Class 92 032 is seen during a weekend layover at Rugby. Derek Elston

Main: On July 6th, Class 66 709 passes Doncaster top'n'tailed with 66 718 and three coal hoppers. Alex Thorkildsen





Above: On July 2nd, Class 66 718 stands at Doncaster whilst working the Middleton Towers to Barnby Dun Glassworks sand train. Alex Thorkildsen

Right: On July 12th, the 0X66 Newport Docks - Doncaster Roberts Road featured Class 66 737 'Leisa' hauling brand new 66 752 'The Hoosier State', 66 753, 66 754, 66 756 and 66755 seen here passing the Nemesis Rail depot at Burton on Trent. Stuart Hillis

Main: On June 26th, Class 47 843 passes Gilberdyke hauling a train of empty gypsum containers from Doncaster to Hull Docks. Robert Bates





Above: On July 18th, Class 66 703 working the 6G60 Liverpool - Ironbridge Biomass passes Madeley Jct. Phil Martin

Right: GBRf blue liveried Class 66 751 leads grey 66 747 and the corporate liveried 66 707 as the trio approach Doncaster triple heading on an empty coal train from Doncaster Down Decoy to Tyne Coal Terminal, July 6th. Alex Thorkildsen

Main: Class 66 731 and 66 717 are seen working the 14:35 Hams Hall - Felixstowe at Langham Junction on June 30th. Class25

On July 10th, Class 66 750 pulls out of West Burton power station, having just unloaded its consist of coal. David Hollowood

Right: Class 92 010 'Moliere' is seen heading through Old Linslade on July 23rd working the 6X53 Dolland Moor to Northampton EMD delivering Class 350 375. Derek Elston

Main: Class 66 739 heads a Liverpool Bulk Terminal - Ironbridge Biomass train through Stafford on July 24th. Michael Lynam

Grand Central

Power cars Nos. 43468 and 43484 pass through Doncaster on July 2nd working from London King's Cross to Sunderland. Alex Thorkildsen

Network Rail

On July 14th, the NMT with power cars Nos. 43062 and 43014 head south through Bee Lane, Preston. Of note is the pantograph raised, and the use of a Mark 1.
Michael Lynam





Above: On July 19th, Class 97 303 working as 0K01 Derby RTC to Crewe is seen in platform 2 at Crewe with the rain bouncing off the roof. Derek Elston

Left: Class 67 008 top'n'tailed with 67 025 pass Isham with the 1Q52 08:51 Derby RTC - London St. Pancras. Class25

Main: Class 31 465 arrives into Doncaster West Yard having worked a test train from Derby RTC on July 15th. Alex Thorkildsen





Above: Network Rail's NMT test train, led by power car No. 43062, passes through Moor's Gorse on Cannock Chase, Staffordshire on a 1Z43 Stafford - Crewe CS - Stafford move on July 16th. High Speed Trains on services between Birmingham and the North-West were often diverted via Cannock on Sundays in the 1970s and 1980s when the Walsall - Rugeley line was freight-only and before the sectorisation of British Rail. Gary S. Smith

Right: Class 97 303 works a 6Z97 Coleham - Machynlleth track machine movement through Sutton Bridge Jct. on July 7th. Carl Grocott

Main: Class 67 008 and DVT No. 82111 pass Althrop with the 5Z67 08:42 Derby RTC - Northampton on June 5th. Class25

Class 67 029 'Royal Diamond' with 67 027 on the rear pass Burton Latimer station with the 1Q52 08:51 Derby RTC - London St. Pancras on June 12th. Class25





Above: Class 37 610 arrives into Manchester Victoria with the 17:02 Longsight TMD (D) to Crewe CS (LNWR Site) test train on July 23rd. Colin Irwin

Left: Class 73 138 is seen stabled Leicester on July 5th. Andrew Wilson

Main: Class 37 425 and 37 405 top'n'tail the 1Q13, 07:43 Crewe CS (LNWR) - Derby RTC Serco test train, seen here passing Bomere Heath on July 1st. Keith Davies





Above: Power car No. 43062 'John Armitt' with newly named 43014 'The Railway Observer' top'n'tail a test train working from Derby RTC - Crewe at Burton on July 8th. Stuart Hillis

Left: On July 24th, Class 73 141 'Charlotte' is seen at Chester on the rear of a test train. Class 73 138 was leading at this point. Brian Battersby

Main: The 07:13 Heaton T&RSMD to Crewe CS thrashes through Euxton on July 7th with Class 31 233 leading. Colin Irwin





Above: Class 31 233 propels the 3Z83 test train down the West Coast main line on route from Derby - Carlisle. Michael Lynam

Left: Class 97 301 passes Oakengates on July 14th working the 1Q13 Derby - Landore test train. Carl Grocott

Main: Class 37 610 top'n'tailed with 37 607 departs Plymouth working the 1Z03 to Laira from Penzance on June 11th. Steve Andrews



On the glorious summer's evening of July 1st, at Ferryside (between Llanelli and Carmarthen) an Arriva Trains Wales Class 150 works the 1V42, 12:30 Manchester Piccadilly to Milford Haven, too long a journey in one of these units in the opinion of the photographer. Stuart Warr





Above: Arriva Trains Wales Class 175 104 heading for Manchester Piccadilly passes Long Gardens on July 15th. Phil Martin

Right: Carrying a special Tour de France livery, Class 158 849 'Taking you to the Tour' is seen working the 1B21 from Blackpool North to York through Bamber Bridge on July 2nd. Alan Naylor

Main: Arriva Trains Wales' Class 158 827 is seen stabled at Chester on July 20th. Brian Battersby





Above: Northern's Class 333 014 arrives into Leeds on July 5th with a terminating service from Ilkley. Brian Battersby

Right: London Midland's Class 172 335 arrives into a very wet Stourbridge Junction with a service from Stratford Upon Avon on July 19th. James Passant

Main: Under a very stormy sky, South West Trains' Class 458 023 pulls into Clapham Junction with the 2S44 Weybridge to London Waterloo service. Colin Irwin





Above: Northern Rail's Class 158 849 is seen approaching Preston carrying a special livery for the Tour de France, July 7th. Michael Lynam

Left: On June 28th, Southern's Class 377 616 races a Gatwick Express into London Victoria. Colin Irwin

Main: First TransPennine Express' Class 350 401 is pictured passing through Leyland station with the 1S40, 09:00 service from Manchester Airport to Glasgow Central on July 23rd. Dave Felton





Above: Greater Anglia's Class 170 273 stands at Peterborough ready to head to Colchester, July 13th. Alex Thorkildsen

Left: Merseyrail's Class 507 027 stands at Chester on July 20th ready to work a service to Liverpool Central. Brian Battersby

Main: The original viaduct to cross the River Lougher (between Swansea and Llanelli) was built in 1852 but during 2013 a replacement was constructed and with it the tracks in the vicinity were re-doubled to cope with an increasing number of services west of Wales' second city. This view shows the new viaduct, opened for service on April 8th 2013, with Arriva Trains Wales' Class 175 114 working the 1W16, 11:10 Milford Haven to Manchester Piccadilly service on July 30th. Stuart Warr





Above: East Midlands Trains' Class 222 017 passes Kirkham Abbey with the 1C77 17:03 Scarborough to London St. Pancras International service on July 12th. Colin Irwin

Left: Northern Rail's Class 158 859 passes through Hoghton towards Blackburn with the 1B13, 08:08 service from Blackpool North to York on July 23rd. Dave Felton

Main: Wabtec Rail's Class 08 724 shunts First Great Western's Class 150 124 and half of a Northern Rail Class 150 into Wabtec on July 3rd. Alex Thorkildsen





Above: South West Trains' Class 159 015 stands in Great Malvern station on July 12th. Neil Pugh

Right: On June 24th, First Great Western's Class 150 233 calls at Newton Abbot whilst working the 2F25 Paignton to Exmouth service. Paul Godding

Main: Manordeilo is a village a couple of miles north of Llandeilo on the Heart of Wales line and this shot taken near there on July 29th shows an Arriva Trains Wales Class 153 in the revised livery working the 13:12 Swansea to Shrewsbury service. Stuart Warr





Above: On June 25th, First Great Western's Class 150 125 arrives into St. Erth with the 2A28 service from St Ives. Paul Godding

Left: Chiltern's Class 168 109 arrives into Leamington Spa on July 10th with a service to London Marylebone. Richard Hargreaves

Main: On July 2nd, Northern Rail's Class 150 116 crosses Whalley viaduct working the 2N55, 16:03 service from Manchester Victoria to Clitheroe. Dave Felton







Above: The DMSO of South West Trains Class 458 004 is shunted about Wabtec by 08 669, on it's way to being converted to a Class 458/5. Alex Thorkildsen

Left: First Great Western's Class 143 603 passes through Dawlish on June 23rd working the 2F17 Paignton to Exmouth service. Paul Godding

Main: Northern Rail's Class 158 795 passes through the Pleasington area on July 25th working the 1B13, 08:08 service from Blackpool North to York. Dave Felton







Above: Chiltern's Class 168 111, still in the old livery, arrives into Wembley Stadium on July 25th. Derek Elston

Right: CrossCountry's Class 220 005 passes through Dawlish on June 22nd working the 1V52 York to Plymouth service. Paul Godding

Main: Southern's Class 377 406 is seen departing Upper Warlingham on July 12th with an East Grinstead to London Victoria service. Class47





Above: Northern Rail's first refurbished Class 322, No. 322 481 stands at Doncaster West Yard awaiting it's test run to Leeds on July 2nd. Alex Thorkildsen

Left: Northern's Class 144 003 is seen at Huddersfield on July 5th working a Huddersfield to Leeds stopping service. Class47

Main: First TransPennine Express' Class 185 133 and 185 134 pass through Leyland station, missing it's scheduled stop there, with the 1N58 09:29 service from Manchester Airport to Blackpool North on July 22nd. Dave Felton





Above: On July 28th, CrossCountry's Class 220 024 passes Hatherley with the 1V53 Manchester - Bristol. Lewis Mitchell

Left: Northern's Class 321 903 stands at Bentley with a service from Leeds to Doncaster on July 5th. Alex Thorkildsen

Main: A Class 442 speeds towards London whilst Southern's Class 455 824 arrives into Clapham Junction on July 12th. Class47







Above: CrossCountry's Class 221 128 passes through Stourbridge Junction on July 20th with the 1V58 Edinburgh to Plymouth service. The Lickey Incline was closed for engineering work so services were diverted through Stourbridge Junction. James Passant

Left: At Yeovil Pen Mill semaphore signals may still be seen as evidenced in this image taken on July 26th showing First Great Western's Class 150 247 and 158 763 working the 11:10 Weymouth to Gloucester service. Stuart Warr

Main: First TransPennine Express' Class 350 407 passes Euxton working the 1M97, 12:12 Edinburgh to Manchester Airport on July 7th. Colin Irwin

News and Features:
Scotrail - life north of the border





Above: Still looking good in the 'old' blood and custard livery is Class 334 004 working into Edinburgh from Milngavie. Steve Thompson

Left: Class 170 434 is pictured coming off the Forth rail bridge and arriving into North Queensferry on June 28th with a service from Edinburgh Waverley. Class47

Main: First TransPennine Express' Class 350 403 is seen at Edinburgh Waverley on June 28th with a service to Manchester Airport, whilst East Coast DVT No. 82214 is seen at the head of a service to London Kings Cross. Class47

July 29th marked the first Class 68 to work a revenue earning run in Scotland, as Class 68 005 is seen passing Denmarkfield Farm, Luncarty working the southbound Tesco intermodal, 4D47 Inverness - Mossend. Robert Duff

West Coast's Class 37 516 and 37685 working 'The Royal Scotsman' head into Perth on July 21st. Richard Jones

Going Underground



Above: Bakerloo line '1972' stock No. 3542 arrives at Charing Cross with a service to Harrow and Wealdstone on July 19th. Chris Morrison

Right: A view from inside '1972' stock No. 4566 at Baker St. station, under the watchful eye of Sherlock Holmes. Richard Hargreaves

Main: A train of District Line 'D' stock, No. 7080 leading, calls at Embankment whilst heading west on July 19th. Chris Morrison





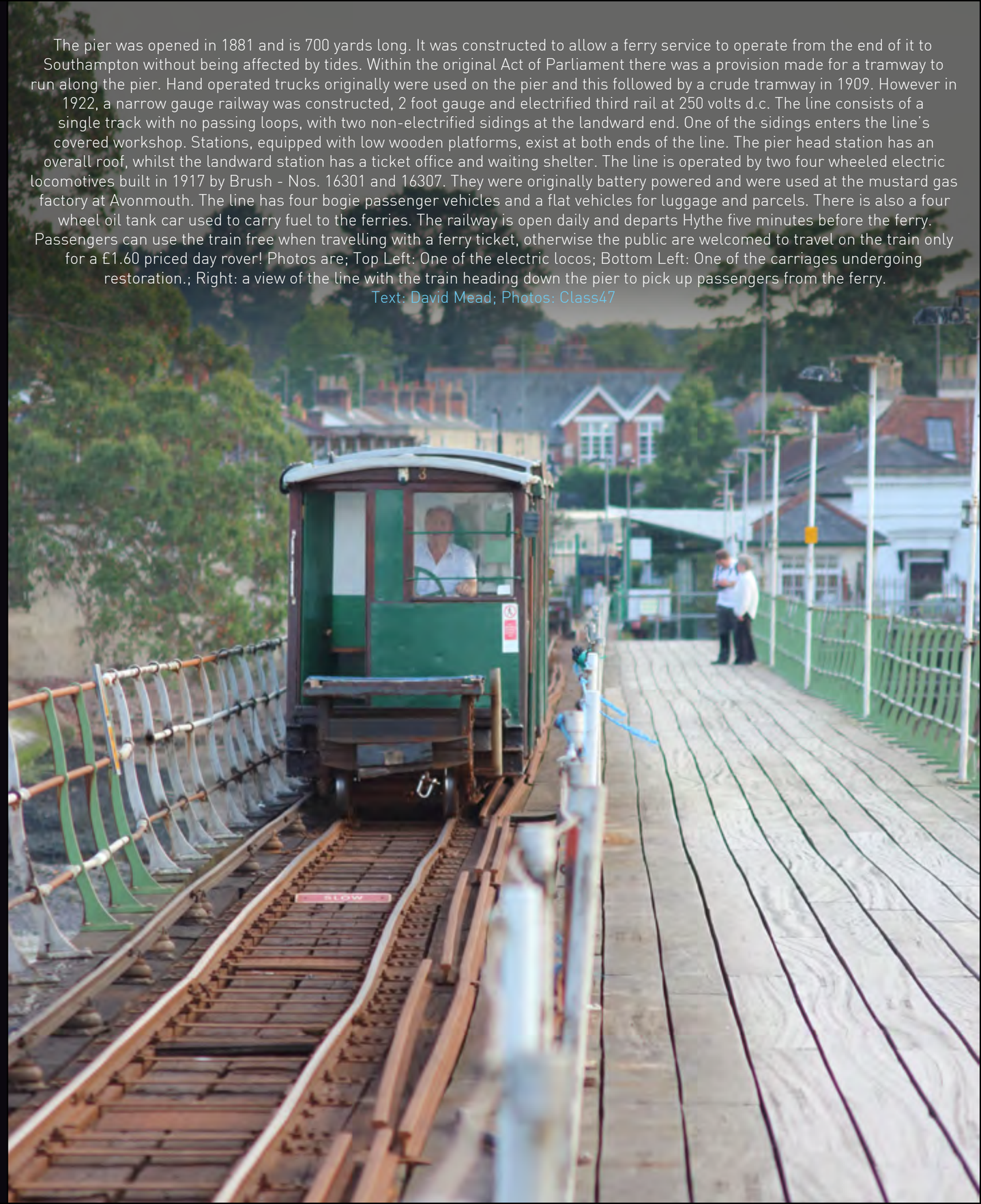
Hythe Pier Railway





The pier was opened in 1881 and is 700 yards long. It was constructed to allow a ferry service to operate from the end of it to Southampton without being affected by tides. Within the original Act of Parliament there was a provision made for a tramway to run along the pier. Hand operated trucks originally were used on the pier and this followed by a crude tramway in 1909. However in 1922, a narrow gauge railway was constructed, 2 foot gauge and electrified third rail at 250 volts d.c. The line consists of a single track with no passing loops, with two non-electrified sidings at the landward end. One of the sidings enters the line's covered workshop. Stations, equipped with low wooden platforms, exist at both ends of the line. The pier head station has an overall roof, whilst the landward station has a ticket office and waiting shelter. The line is operated by two four wheeled electric locomotives built in 1917 by Brush - Nos. 16301 and 16307. They were originally battery powered and were used at the mustard gas factory at Avonmouth. The line has four bogie passenger vehicles and a flat vehicles for luggage and parcels. There is also a four wheel oil tank car used to carry fuel to the ferries. The railway is open daily and departs Hythe five minutes before the ferry. Passengers can use the train free when travelling with a ferry ticket, otherwise the public are welcomed to travel on the train only for a £1.60 priced day rover! Photos are; Top Left: One of the electric locos; Bottom Left: One of the carriages undergoing restoration.; Right: a view of the line with the train heading down the pier to pick up passengers from the ferry.

Text: David Mead; Photos: Class47



Tyne and Wear Metro





Above: On July 24th, Metrocars Nos. 4045 and 4027 approach Blue House Crossing working train No. 111 to South Hylton. Alex Thorkildsen

Right: Wearing it's brand new pair of Emirates vinyls, Metrocar No. 4083 approaches Chillingham Road with Metrocar No. 4012 at the rear working train No. 132 on July 24th. Alex Thorkildsen

Main: Wabtec Rail's Class 08 724 shunts Metrocar No. 4088 around the yard at Wabtec Doncaster on July 4th. Alex Thorkildsen

Nottingham Trams - NET



Above: On July 17th, new Alstom Citadis tram No. 302 sits at Wilkinson Street depot for commissioning in preparation for route expansion. Michael Lynam

Right: Bombardier Incentro Class tram No. 201 arrives at Station Street (Nottingham Railway Station). Michael Lynam

Main: Bombardier Incentro Class tram No. 212 enters service at Wilkinson Street (Tram Depot) en route to Station Street (Nottingham Railway Station) on July 17th. Michael Lynam





Fares Advice with RailUK

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

Problem With London Underground

Q: I am travelling across the UK on a Dublin bought SailRail ticket. I was expressly told by train staff in both Holyhead and Chester to travel via London and that my ticket covered me for the underground between Euston and Kings Cross.

At Euston, because the Irish issued tickets don't fit the ticket machines, a staff member let me through to the underground without a problem having seen my ticket. However, when I got to Kings Cross a very aggressive ticket attendant wouldn't let me out and told me my ticket didn't cover the underground and that I would be fined.

I told him Holyhead and Chester both said it did and that Euston hadn't had an issue with it so he let me through and said I wouldn't be fined this time but to be careful.

My question is, who was right? Holyhead, Chester and Euston or Kings Cross?

A: These gateline assistants get a large salary (more than me - but have to have only a fraction of the knowledge and less responsibility) however there is no apparent requirement for them to be particularly intelligent or keen to learn the job, or particularly customer friendly. While the majority are very good at the job and very keen and helpful, some are not, and I am well aware that King's Cross certainly has it's share of those who are not.

Although they can come across as aggressive and threatening, they're not actually able to issue Penalty Fares as they're not authorised collectors, so unless there's an authorised collector to refer you to, they can't issue a Penalty Fare (also known as a "fine" but it technically isn't a fine) so have to "let you off this time". You may well have encountered one of the ones who don't believe in LU/NR ticket inter-availability; they seem to have a dislike for non-LU tickets in general.

I've had arguments with them in the past. The most important thing is to be calm and polite and not in any way be provoked. Some of them appear to try to provoke a reaction, because then they can justify calling the police or other nonsense. Remaining calm and polite is the way to win when encountering these well paid, yet unknowledgeable, individuals.

Ticket Splitting

Q: I live in Manchester and I often make the journey home to visit my parents in Nottingham. I started to hear about ticket splitting so I decided to give it a go for my return journey i.e. Nottingham to Manchester. I made this journey on Saturday 2nd August with East Midlands Trains. I purchased my tickets on Friday 25th July online. A standard single fare at this time between Notts and Manchester was £18. I decided to try splitting my ticket at Sheffield and the results were pretty staggering! An advanced ticket between Notts and Sheffield was £4 and Sheffield to Manchester £6. A saving of £8 was fantastic and so I purchased these tickets. I stress that these were advance tickets and I had specific travelling times, however it was the SAME train, I just had to switch seats. It was the 14:47 from Notts to Sheffield and then departed at 15:41 from Sheffield to Manchester Piccadilly. There was a 4 minute wait at Sheffield. Once on my journey the train conductor came round to check my ticket. I don't know if this was my downfall but I explained that I had split my ticket and would be staying on at Sheffield- I showed him all my tickets at this time. He immediately told me what I was doing was absolutely wrong and that I could not split advance tickets. I told him I had no idea what I had done was wrong and that I thought that as I had valid tickets for both parts of my journey this was legitimate. I even offered to leave the train in the 4 minute gap at Sheffield and reboard as if I was a new customer. He said that he would let me do it this once but if I did it again I would be fined. Obviously this shook me up as I like to think of myself as someone who abides by the rules!

A: Its perfectly valid and detailed in our Ticketing Guide on this page. Your split is covered by section 19b of the National Rail Conditions of Carriage. This is not the first time EMT have taken exception to valid ticket combinations.
Section 19 of the National Rail Conditions of Carriage tells us what combinations of tickets are allowed: "You may use two or more tickets for one journey as long as together they cover the entire journey and one of the following applies:
(a) they are both Zonal Tickets (unless special conditions prohibit their use);
(b) the train you are in calls at a station where you change from one ticket to another; or
(c) one of the tickets is a Season Ticket (which for this purpose does not include Season Tickets or travel passes issued on behalf of a passenger transport executive or local authority) or a leisure travel pass, and the other ticket(s) is/are not."
Break of journey is a separate thing and only applies if you leave the station before you reach the destination on your ticket.

Ticket Advice for All

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



Construction sector liveried Class 31 271 and GBRf's Class 47 843 stands at Doncaster on July 17th, heading up to the Wensleydale Railway's diesel gala. Alex Thorkildsen



On July 14th, signalling problems on the Great Western mainline between Reading and Twyford severally delayed all trains including the 7A17 Merehead quarry - Acton TC, hauled by Mendip Rail's Class 59 101, which was an hour late as it left Slough and approached Langley. Gary S. Smith

Well Fancy That by Ken Mumford



No. 2 stands at the new northern end of the narrow gauge BRECON MOUNTAIN RAILWAY at Torpantau in the Brecon Beacons.

Did You Know....

In 1842 Queen Victoria became the first British monarch to ride in (on?) a train. The G.W.R. built a special royal carriage to take her from Slough to London (Paddington). As a result of her 'charmed' experience, she regularly used trains. That was the positive side. The negative side was that she was fussy about speed - especially fast starts - and was it true that she insisted that her train stopped every time she wanted to eat or use the "little girls' room?"



ILOTT & ILOTT FOR HOUSES *See Inside Back Cover*

Swindon Advertiser

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with LOCAL INFORMATION

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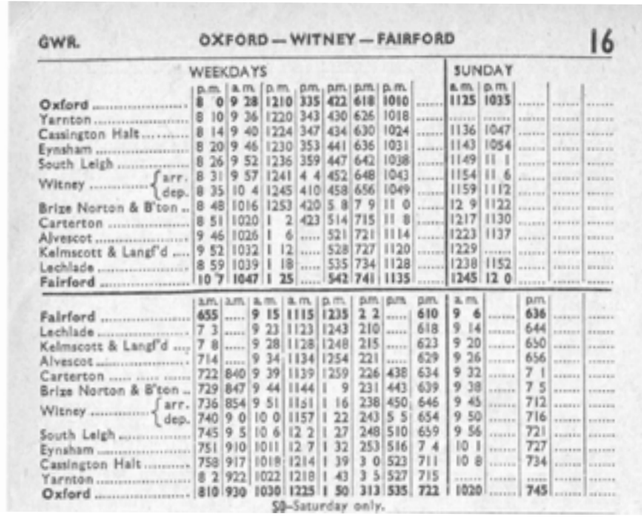


GWR. OXFORD — WITNEY — FAIRFORD 16

	WEEKDAYS								SUNDAY				
	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		a.m.	p.m.			
Oxford	8 0	9 28	1210	335	422	618	1010	.....	1125	1035	.....	.....	.....
Yarnton	8 10	9 36	1220	343	430	626	1018	.....	.....	.....	.....	.....	.....
Cassington Halt	8 14	9 40	1224	347	434	630	1024	.....	1136	1047	.....	.....	.....
Eynsham	8 20	9 46	1230	353	441	636	1031	.....	1143	1054	.....	.....	.....
South Leigh	8 26	9 52	1236	359	447	642	1038	.....	1149	11 1	.....	.....	.....
Witney arr.	8 31	9 57	1241	4 4	452	648	1043	.....	1154	11 6	.....	.....	.....
Witney dep.	8 35	10 4	1245	410	458	656	1049	.....	1159	1112	.....	.....	.....
Brize Norton & B'ton	8 48	1016	1253	420	5 8	7 9	11 0	.....	12 9	1122	.....	.....	.....
Carterton	8 51	1020	1 2	423	514	715	11 8	.....	1217	1130	.....	.....	.....
Alvescot	9 46	1026	1 6	.....	521	721	1114	.....	1223	1137	.....	.....	.....
Kelmscott & Langf'd	9 52	1032	1 12	.....	528	727	1120	.....	1229	.....	.....	.....	.....
Lechlade	8 59	1039	1 18	.....	535	734	1128	.....	1238	1152	.....	.....	.....
Fairford	10 7	1047	1 25	.....	542	741	1135	.....	1245	12 0	.....	.....	.....
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.		p.m.		
Fairford	655	.....	9 15	1115	1235	2 2	.....	610	9 6	.....	636	.....	.....
Lechlade	7 3	.....	9 23	1123	1243	210	.....	618	9 14	.....	644	.....	.....
Kelmscott & Langf'd	7 8	.....	9 28	1128	1248	215	.....	623	9 20	.....	650	.....	.....
Alvescot	714	.....	9 34	1134	1254	221	.....	629	9 26	.....	656	.....	.....
Carterton	722	840	9 39	1139	259	226	438	634	9 32	.....	7 1	.....	.....
Brize Norton & B'ton	729	847	9 44	1144	1 9	231	443	639	9 38	.....	7 5	.....	.....
Witney arr.	736	854	9 51	1151	1 16	238	450	646	9 45	.....	712	.....	.....
Witney dep.	740	9 0	10 0	1157	1 22	243	5 5	654	9 50	.....	716	.....	.....
South Leigh	745	9 5	10 6	12 2	1 27	248	510	659	9 56	.....	721	.....	.....
Eynsham	751	910	1011	12 7	1 32	253	516	7 4	10 1	.....	727	.....	.....
Cassington Halt	758	917	1018	1214	1 39	3 0	523	711	10 8	.....	734	.....	.....
Yarnton	8 2	922	1022	1218	1 43	3 5	527	715	.....	.....	.....	.....	.....
Oxford	810	930	1030	1225	1 50	313	535	722	1020	.....	745	.....	.....

SO—Saturday only.

The above timetable is just one found in the top publication.

Note that the first train of the day leaves at 8 0 *p.m.* from Oxford according to this timetable! The next train of the day is the 9 38a.m. from Oxford.

What is interesting are the times taken by the first train between Carterton (8 51) and Alvescot (9 46) as well as Kelmscott & Langf'd (9 52) and Lechlade (8 59) and Lechlade and Fairford (10 7).

These are obviously misprints but can you imagine how busy an ex-G.W.R. fireman (and tired) IF those timings (where the train appears to go backward in time) were true.

How and when this publication came into my possession I just can't remember.



A1 No. 60163 'Tornado' is seen departing Swanage with a train for Norden. Martin Hill

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.

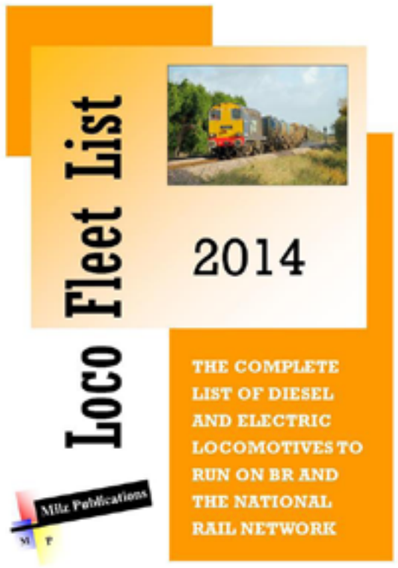
Contents

- 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



Euston station development to provide more space and choice for passengers

Passengers at Euston can look forward to a bigger, better station with more shops and a wider choice of food and drink as Network Rail begins a £12.5m development of the station.

More than 70m people use Euston station every year and passenger numbers are growing faster than any other London terminus. Network Rail's scheme will create more space both inside and outside the station while giving passengers, local residents and people working in the area a better selection of shops as well as places to eat and drink.

Phase one of the scheme will see the piazza outside the station cleared of kiosks and replaced with 'grab and go' food units incorporated into the front of the station, providing more space and a more pleasant atmosphere. The new units will open from summer 2015.

Inside the station, an 8,000 sq ft balcony will be created, featuring a new bar, a selection of casual dining outlets and a comfy seating area overlooking the main concourse. The balcony will be fully accessible via escalators, stairs and a lift and is expected to open to the public in late 2015.

Phase two of the scheme will see the current station food court converted into an improved and expanded retail area, offering a range of quality brands. This should be complete by the end of 2015.

Hamish Kiernan, commercial retail director at Network Rail, said: "More than a million people use Euston station every week and this number is only set to grow further. Our plan for Euston will provide more space and a better atmosphere for passengers as well as an attractive mix of food, drink and shopping options for people travelling to or through the station.

"Our award-winning developments at King's Cross and Waterloo showcase what can be achieved at our major stations and now as we move our focus to Euston, we are confident we can create a bigger, brighter station for everyone."

Network Rail and its contractors have planned the work in order to minimise any disruption to station users during construction. The station will remain open throughout and train services will not be affected.





On July 12th, Class 33 No. D6515 takes 'The Dorsetman' luncheon train stock into Swanage. Martin Hill

"Momentous day" for GB Railfreight as first new Class 66s arrive on UK soil

On July 11th, GB Railfreight welcomed the arrival of the first batch of its new Class 66 locomotives from the U.S. into the Port of Newport. They represent the first batch of an order of 21 Class 66s from Electro-Motive Diesel (EMD) and are part of the company's largest ever investment in new locomotives. The next two batches will be arriving on UK shores over the next six months.

The five locomotives arrived at the Port at 22:00 on Thursday, July 10th, before being unloaded and coupled together again at 08:00 on the morning of Friday, July 11th. Then they were transported to EMD s maintenance depot in Doncaster. The purchase of 21 Class 66 diesel locomotives will take GB Railfreight s current Class 66 fleet to 71. They have been secured ahead of the change in EU emissions legislation which, from January 2015, sees new regulations coming into force that could impact the ability to obtain compliant and affordable locomotives. The company hopes this procurement drive will assist in doubling turnover over the next three years, supporting the creation of more jobs and encouraging growth into new freight sectors.

John Smith, Managing Director of GB Railfreight, said: This is a momentous day for GB Railfreight. This first batch is five of 21 new Class 66 locomotives that will be arriving at the Port of Newport over the next 9-12 months. As a company, we have had an exceptional year. These locomotives will allow us to grow our business further in 2015 and continue to provide our customers with the optimum level of service, signifying the confidence we have in the development of the UK rail freight sector and helping us keep the UK economy moving. We have been working closely with EMD on this project and I want to thank them for all their hard work and dedication in reaching this point. We hope to continue this relationship throughout the rest of the manufacturing and delivery process. Billy Ainsworth, Progress Rail and EMD President and Chief Executive Officer, said:I am extremely pleased that after an exhaustive search of different options available, GBRf selected the EMD Class 66 locomotive as it provides optimal product life cycle cost through its durability, reliability and sustainability. GBRf s decision reinforces EMD s position as the leading locomotive provider in the markets we serve.

Grand Central success continues as September 2015 opening is confirmed

With the stunning atrium roof above Grand Central successfully lowered into place, the official opening of Grand Central has been confirmed as September 2015.



Nearly 85% of the 1/2million sq ft of floor space has now been taken with Joules, Cath Kidston, Fat Face, Jolie Papier and Monsoon Accessorize confirming their presence alongside the 250,000 sq ft John Lewis and Kiehls, The White Company and L'Occitane in Grand Central.

The opening of Grand Central and John Lewis will coincide with the completion of the world-class Birmingham New Street station which will transform rail travel for millions of passengers every year.

Opening Grand Central together with the completed station concourse will provide an unprecedented customer experience and enable shoppers from across the region and beyond to plan their visit by rail or road, and over 50 million people are expected through the building each year. In addition to the 60 shops, restaurants and cafes in Grand Central, the development will include a further 60,000 sq ft of retail, restaurants and cafes at concourse level.

The shops at Grand Central will be complemented by the best shopper dining offer in the city, with an exciting array of restaurants and cafes to encourage increased dwell time. Brands including Giraffe, Carluccios, Caffé Concerto, Pho, Tortilla, Tapas Revolution, Crepe Affaire, Yo! Sushi and Square Pie have all signed up to Grand Central, with additional dining choices at concourse level.

The next key construction milestone for the project involves an extensive demolition programme to remove approximately 6,000 tonnes of reinforced concrete, to create the stunning atrium space which, on completion, will be the size of a football pitch. Over 95% of the waste material will be re-used on site or recycled.

Keith Stone, leasing director for Grand Central, said: "Grand Central is fully integrated with the modern, redeveloped station which will provide millions of people from across the region with unparalleled access to a range of exciting brands and a premium shopping experience.

"With the vast majority of our retailers and restaurants opening new shops in the city, Grand Central will complement the significant entertainment offer already in Birmingham and elevate the city up the retail hierarchy."

John Lewis has also today announced that Lisa Williams will become head of branch at its regional flagship department store in Birmingham. Lisa is currently head of branch at John Lewis High Wycombe and this month celebrates 25 years since she first joined the John Lewis Partnership. Born in Shirley, this new role will see Lisa return to her family base in Birmingham. Lisa Williams, head of branch at John Lewis Birmingham said: "I'm absolutely thrilled to be taking on this new challenge in the UK's second largest city. I look forward to establishing our regional flagship shop in the centre of Birmingham and in the heart of the local community. "This new role brings me back to Birmingham where I was brought up and where most of my family and friends still live. I can't wait to recruit a new team of Partners and reveal the shop to our customers during September 2015."

Rail Minister Claire Perry said: "The redevelopment of Birmingham New Street station will transform the daily journey of millions of people and the project is also hugely important for Birmingham and the local economy upon which thousands of jobs depend. The scale of the new station highlights the ever increasing demand for rail travel across the country and this is just a small part of the £38billion being invested to maintain and enhance Britain's railway network over the next five years - more than has been spent since Victorian times. This Government is delivering a real Rail Renaissance for British travellers.



Network Rail USP 5000 RT Ballast Regulator No. DR77905 and DR73118 ZWA Tamper Liner are seen arriving at Preston station with the 09:26 Crewe PAD to Preston Dock Street Sidings. Dave Felton

Baroness Kramer officially opens James Cook station

Minister of State for Transport, Baroness Kramer, has officially opened a new £2.2m Tees Valley rail station that is vital to the area's transport infrastructure. Baroness Kramer named the train she arrived on – Captain James Cook, Master Mariner - and unveiled an official opening plaque to mark the development of the James Cook station behind The James Cook University Hospital in Middlesbrough, which has been achieved through a partnership involving Tees Valley Unlimited, Northern Rail, Network Rail, Middlesbrough Council and South Tees Hospitals NHS Foundation Trust.

Up to 17 Northern Rail trains on the Esk Valley line call at the new stop, which has been established following a successful Local Sustainable Transport Fund bid from the Department for Transport by TVU, the Local Enterprise Partnership for Tees Valley. Transport Minister Baroness Kramer said: "I am very pleased that we have been able to contribute £2million towards the new station at The James Cook University Hospital, which will serving staff, patients and visitors as well as enhancing the wider transport network. Good transport connections act as an engine for economic growth, and link local people to vital services."

David Robinson, TVU Board Member, said: "The development of this station is important for Tees Valley as it provides an alternative means of access to a large employment site and surrounding developments. It also is helping to ease congestion and parking issues and improve traffic flow along one of the area's busiest transport corridors. "This scheme, which is part of a wider package of investment and improvements to rail transport in Tees Valley, demonstrates how partners and stakeholders are working together for the benefit of the area's residents and organisations."

The James Cook station investment dovetails in with a £4.5m scheme to boost rail travel that will see 11 other stations - Allens West, Billingham, Gypsy Lane, Longbeck, Marske, Marton, Nunthorpe, Redcar Central, Redcar East, South Bank and Stockton - receive improvements to passenger facilities.
Improvements include electronic timetabling, signage upgrades, shelters, improved lighting and seating and the installation of CCTV. Alex Hynes, Managing Director for Northern Rail comments: "We're delighted to celebrate the opening of our new station and welcome Baroness Kramer to the region. The development of James Cook station forms a crucial part of a wider scheme to improve rail travel in Tees Valley.
"These enhanced transport connections are important to ensure that residents and visitors to the area can access more facilities throughout the north."

Derby Enterprise Growth Fund Supports Rail Company Expansion

Derby based Railway Vehicle Engineering Limited (RVEL) has secured grant support from the £20 million Derby Enterprise Growth Fund (DEGF) which will be the catalyst for growth and it is anticipated to create 33 new jobs.

RVEL have been awarded a £165,000 grant from DEGF towards their £487,000 investment programme which will see a new paint facility installed and other significant enhancements take place at their engineering facilities in the RTC Business Park on London Road, Derby.

RVEL's new paint shop has been designed specifically for the painting of railway locomotives and rolling stock – enabling the company to win more business and potentially increase its £12 million turnover by £5 million a year. RVEL hopes to open the new paint shop in September of this year.

The new jobs created will be a combination of project managers and paint shop personnel, as well as skilled engineers, welders and fitters. The new roles will support RVEL's expansion plans as it targets growing demand in the industry for specialist rolling stock maintenance and overhaul skills, to cater for passenger and freight growth on Britain's railways.



Andy Lynch, managing director of RVEL, said: "We are grateful to Derby City Council and the Derby Enterprise Growth Fund for supporting our growth plans.

"DEGF funding will allow us to fast-track the installation of a paint facility that will help us meet growing customer demand and allow us to speed up recruitment of local people into our growing and successful business.

"Today's announcement is further proof that Derby supports local companies and the City's unique cluster of rail businesses, which is the largest in the world."

RVEL specialises in engineering work on railway traction and rolling stock. Based in Derby, at the heart of the UK rail industry RVEL offers modern, well equipped workshops that provide customers with a full range of rolling stock engineering solutions; from train servicing through routine fleet maintenance to the heaviest of vehicle and component re-engineering projects.

DEGF is supported by the Government's Regional Growth Fund and run by Derby City Council. It aims to support the growth and job creation at businesses in Derby and the travel to work area through a mix of loans and grants. Councillor Martin Rawson, Derby City Council Deputy Leader and Cabinet Member for Planning, Environment and Regeneration chairs the DEGF panel of industry and financial experts who consider applications.

He said: "Derby celebrates 175 years of rail manufacturing this year which is a major milestone for our city.

"The DEGF panel has been very impressed by the quality and calibre of the applications from companies in this sector such as RVEL who continue to be innovative and ambitious in their future growth plans.

"The continued growth of the rail industry is crucial to the economic health of the city and companies such as RVEL evidently remain committed to increasing the number of skilled local jobs for local people."

Applications continue to be welcomed by Derby City Council. To find out more visit: www.derby.gov.uk/degf.

Alternatively call 01332 641628 or email degf@derby.gov.uk

Photo: An artist's impression of the new paint facility at RVEL.



On July 5th, Class 47 853 and 47 841 are seen working a Liverpool to Scarborough Tour de France special through Stalybridge. Brian Hewertson

Stark safety warning to Grimsby level crossing users

Network Rail and the British Transport Police (BTP) have issued a warning that reckless and dangerous behaviour at Grimsby town centre level crossing could end in tragedy. Footage captured by CCTV cameras at crossings on Littlefield and Wellowgate shows pedestrians using the crossings after the lights and sirens have started, and in some cases, as the barriers are coming down. One piece of footage, which was filmed at the Wellowgate crossing, shows a group of young people running over the crossing after the barriers have started to lower, and become stuck on the wrong side of the barriers until they physically lift it.

Other footage shows pedestrians walking over the crossings as the barriers are starting to lower, when the lights and sirens would be clearly showing and sounding. Vicki Beadle, community safety manager for Network Rail, said: "Some people are not using these crossings in a safe way. This is not only against the law, but puts people's lives in danger.

"When the sirens and lights sound at a crossing, people should not attempt to cross it. I understand it can be frustrating waiting for trains to pass at level crossings, but please be patient, wait for the trains to pass and for the crossing to open and clear. Trying to rush across could possibly mean more delays for everyone.
"It is never worth the risk. Even if you manage to cross without getting hurt, misusing level crossings can cause delays to train services and other people."

Inspector Tracy Metcalf from the British Transport Police (BTP), said: "Despite our constant warnings and enforcement action, motorists are continuing to risk their lives and the lives of others at level crossings. Incredibly, some people are still willing to put their lives on the line by ignoring warning lights and sirens and trying to dash through crossings when trains are approaching. "Our main concern is for the safety of those who use level crossings everyday. We are more interested in preventing accidents and saving lives than enforcement. "Most accidents are as a result of impatience; not being prepared to wait and trying to beat the train. For the sake of 60 seconds, a little patience can prevent lives being ruined.
"I have seen what happens when a train hits a car or person and have had the sad duty of destroying people's lives by informing them that their loved ones have died. I would urge anyone who thinks trying to beat the red light is OK, take a second to think of the consequences and stop. It might just save your life. If anyone witnesses motorists ignoring level crossing procedures please contact BTP on Freephone 0800 405040 or text 61016 in confidence," she added.

EAST COAST WHISKS LINCOLNSHIRE'S 'FARMER WINK' ON A TRIP OF A LIFETIME

July 23rd was a day to remember for Lincolnshire's own 'Farmer Wink', as he made a first-ever rail journey for a capital day out by train with East Coast.

The 64-year old, real name Robert Carlton, became a local celebrity after making regular appearances on BBC Radio Lincolnshire, discussing everything from agricultural matters to preserving the county's traditional dialect.

During a live radio broadcast from the Lincolnshire County Show last month, the countryman confessed to presenter William Wright that he'd never set foot on a train in his life – and had only ever been to London on the back of a potato lorry.

Inspired by his story, the radio station and East Coast teamed up to whisk 'Farmer Wink' to London in First Class style on-board the 07.20 train direct from Lincoln to London King's Cross, for a packed day in the big city.

East Coast spokesman Richard Salkeld said: "When we heard about Farmer Wink's story, we were happy to invite him to enjoy a return journey with us on our direct Lincoln to London service.

"We hope he'll be impressed by the home comforts we're providing during his journeys to and from London, and perhaps becomes a regular customer on our route."

East Coast Guard Dan Webster made a special announcement to welcome 'Farmer Wink' onto the railway for the very first time, and presented him with his own king-size ticket as a memento of his first ever train journey.

His packed itinerary in the capital included a photo stop on the steps of 10 Downing Street, a live appearance on BBC Radio 2's Jeremy Vine lunchtime show, a visit to Borough Market to see Lincolnshire produce on display, and a trip to the top of western Europe's tallest building, The Shard.

64-year-old 'Farmer Wink', from Minting near Horncastle, has worked on the same farm for 48 years, and has rarely been more than 30 miles from his home village.

BBC Radio Lincolnshire drivetime presenter William Wright said: "Farmer Wink is a hugely popular figure with our listeners thanks to his regular appearances on-air. When he told me he'd never been on a train, I offered to go with him and follow his first ever journey and that's how it all started.

"We've followed his progress throughout the day, including a photo on the front steps of 10 Downing Street, a visit to Broadcasting House and a trip to the top of The Shard, and of course that first ever train journey courtesy of East Coast."



Photo: Lincolnshire personality 'Farmer Wink' prepares for his first ever train journey by East Coast's direct service from Lincoln to London, carrying a specially made giant ticket. Alongside him is East Coast Train Guard Dan Webster. © East Coast

Passengers reminded to plan their journeys ahead of Watford railway upgrades in August

Passengers are being reminded to check for changes to their journeys on the West Coast main line this August as Network Rail continues its investment in the railway in the Watford area.

Network Rail will be closing the West Coast main line on three separate occasions between London Euston and Watford in August to carry out significant upgrade work. As a result passengers will need to use alternative routes to travel in and out of London.

The railway will be closed between Saturday 9 and Monday 11 August; Saturday 16 and Monday 18 August; and Saturday 23 and Monday 25 August. A reduced service will run until 4pm on Monday 11 and Monday 18 and the railway will be closed on Monday 25, reopening on Tuesday 26 August.

The closures will affect passengers from across parts of Scotland, the West Midlands and the north west who plan to travel to London along the West Coast main line. Jim Syddall, acting route managing director for Network Rail, said: "The section of track at Watford is one of the most intensively used, high-speed pieces of railway in Britain and has seen tremendous growth in traffic and passengers over the last five years.

"There is never a good time to close the railway and we apologise for the inconvenience caused but this work is essential to maintain reliable train services for the millions of passengers who travel on this route every year.

"We have worked with all our industry partners to provide passengers with information in advance and will continue to during the work to minimise disruption as much as possible."

The August closures follows the May Day weekend closure earlier this year, part of eight weekend and bank holiday closures which will take place until April 2015. Significant upgrade work is being carried out to improve reliability and punctuality along this section of the railway.

To complete the work, more than 21,000 tonnes of stone ballast will be used, more than 28,000 tonnes of waste will be removed from the site and 11,000 new railway sleepers will be installed as part of nine miles of track renewals.

Network Rail is working closely with the train operating companies who will provide alternative routes in and out of London for passengers.

Although alternative arrangements will be in place, journey times will be considerably longer and passengers are being advised to avoid travelling to and from London on the West Coast main line during the closures if travel is not essential.

Terry Oliver, London Midland's head of west coast services, said: "My advice would be to use an alternative train route where possible. London Midland has arranged for its tickets to be accepted by selected operators to allow passengers to do this.

"If you need to travel along the affected route during the closures, remember to allow plenty of time, plan ahead and check before you travel.

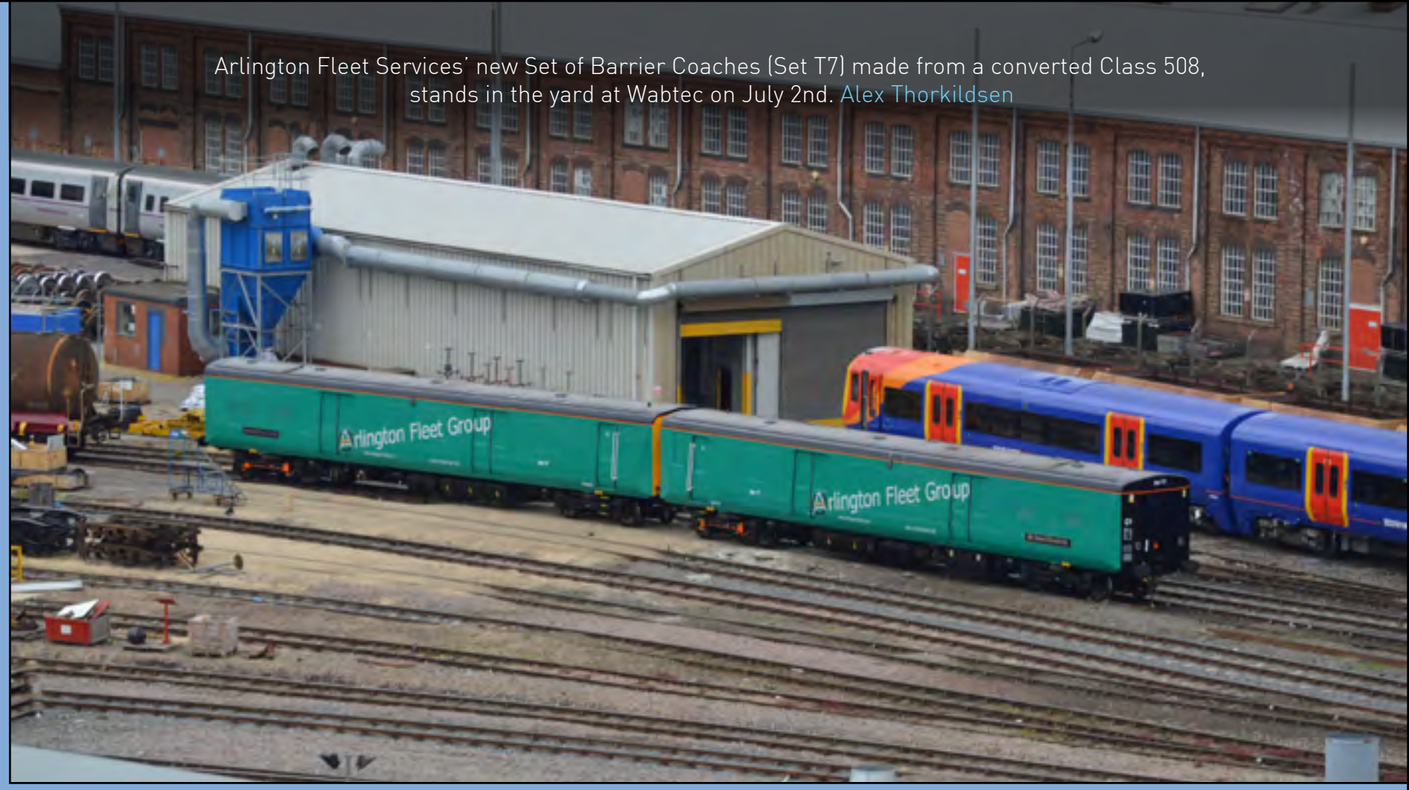
"We have worked to minimise inconvenience and we will continue to update passenger information. Staff will be at stations along the closed route to provide assistance."

Phil Bearpark, operations and customer service director for Virgin Trains, said: "We understand that improvement works can have a big impact on passengers and strongly advise customers to check their journey in advance and allow extra time if necessary.

"We have worked closely with Network Rail and industry partners to ensure alternative travel arrangements are in place and to keep disruption to a minimum whilst this important work is carried out."

In all cases, Virgin Trains' customers will need to use an alternative train operator for journeys to and from London. Those that have access to other routes via Chiltern Railways, East Midlands Trains and East Coast are being encouraged to use these instead. Southern services will also be impacted.

As part of a joint passenger campaign, travellers should use National Rail Enquiries to check and plan their journey if they have to travel during this time using: www.nationalrail.co.uk/Watford.



Arlington Fleet Services' new Set of Barrier Coaches (Set T7) made from a converted Class 508, stands in the yard at Wabtec on July 2nd. Alex Thorkildsen

Roof refurbishments to be completed at Paddington station

Passengers are set to benefit from a more pleasant travelling experience after Network Rail awarded a £20m contract to complete the refurbishment of Paddington station's historic roof.

The first phase of the work, which was completed in July 2011, involved the renovation of the barrel roof above platforms nine to 12 (known as span four). Starting this month, the final phase is scheduled to be complete by the start of 2016 and will see a similar refurbishment carried out on the station's original spans one to three above platforms one to eight, which formed the original station and were built by Isambard Kingdom Brunel.

Using the same tried and tested method that was employed to carry out the work for span four, the renovations work will be carried out using a suspended scaffold above the platforms, minimising disruption to commuters.

Andrew Coulson, project manager for Network Rail, said: "This work is not only necessary to extend the life of the roof, but also improve the environment of the station for the 35m people who use it each year.

"We are therefore pleased to award this contract to the Colas Rail and Morgan Sindall Joint Venture, who already have experience of successfully renovating this historically significant building. By undertaking these further renovations, we hope to enhance the experience of commuters and continue to improve the running of the station."

The completion of the roof will be delivered jointly by Network Rail and the Colas Rail and Morgan Sindall Joint Venture.

As Paddington station is a Grade I listed building, the renovation work will be sensitively undertaken. Morgan Sindall already has experience of this through their renovation of span four which won a number of industry awards. The work will include strengthening the roof's steelwork; repairs to the original wrought iron structure and decorative scrolls; upgrading the lighting system and replacing the polycarbonate roof lights; undertaking internal redecoration; and making improvements to the roof's drainage.

Rail operating centre officially opened in Manchester

A new signalling centre which will eventually control large parts of the railway in the north west of England has been officially opened in Manchester. The leader of Manchester City Council, Sir Richard Leese, was joined by representatives from Network Rail, TransPennine Express and Northern Rail to formally open the state-of-the-art rail operating centre (ROC) on July 21st.

The rail operating centre, near Ashburys station in Manchester, is one of 12 which will eventually manage the entire rail network across Britain, replacing more than 800 signal boxes and other operational locations currently used to control trains. All 12 centres will have more advanced signalling tools and technology that will help reduce delays, improve performance, increase capacity, provide better information to passengers and offer better value for money for passengers and taxpayers.

Sir Richard Leese, leader of Manchester City Council, said: "This new centre will be an important part of a major overhaul of the north west's rail network, vastly improving the service and making it easier for tens of thousands of people to access jobs in and around Manchester using public transport."
Jim Syddall, Network Rail's acting route managing director for the north west region, said: "This new rail operating centre means that Manchester will be one of the most important places on the railway map in the north west. "When fully operational, it will help to boost performance, increase capacity and provide a better level of service to passengers across the north west and help the railway recover more efficiently during periods of disruption.

"As well as contributing to a better railway, it will also help boost the local economy and help with the regeneration of this part of the city, with several hundred jobs to eventually be relocated here."
A spokesperson for First TransPennine Express and Northern Rail said: "The railway across the north of England is subject to massive investment and improvement and the dedicated signalling centre at Ashbury's is another example of that."It will allow for teams from Network Rail and rail operators such as FTPE and Northern to work more closely together thus ensuring that customers benefit from quick and collaborative decision making.

"This type of investment will allow for improved service reliability and performance which benefits everyone."

The line between Huyton and Roby, near Liverpool, is the first section of railway being controlled from the Manchester ROC following the recent resignalling and upgrade work carried out earlier this month. The next sections of railway to be controlled from the ROC will be parts of central and north Manchester in 2015. Later this year the ROC will be home to Network Rail, TransPennine Express and Northern control staff who monitor the operational railway and help to deal with incidents as and when they arise. Working together in the same building as the increasing number of signallers will help the railway industry as a whole react to disruption in a quicker and more efficient way, reducing delays and providing passengers with better, more accurate real time information.



Over the next 20 years all of the railway in the north west of England will be controlled from the ROC, bordered by Crewe to the south, Todmorden in the east, Carlisle in the north and the Welsh border to the west.

When fully operational, up to 400 staff will work from the ROC, operating the railway 24 hours a day.

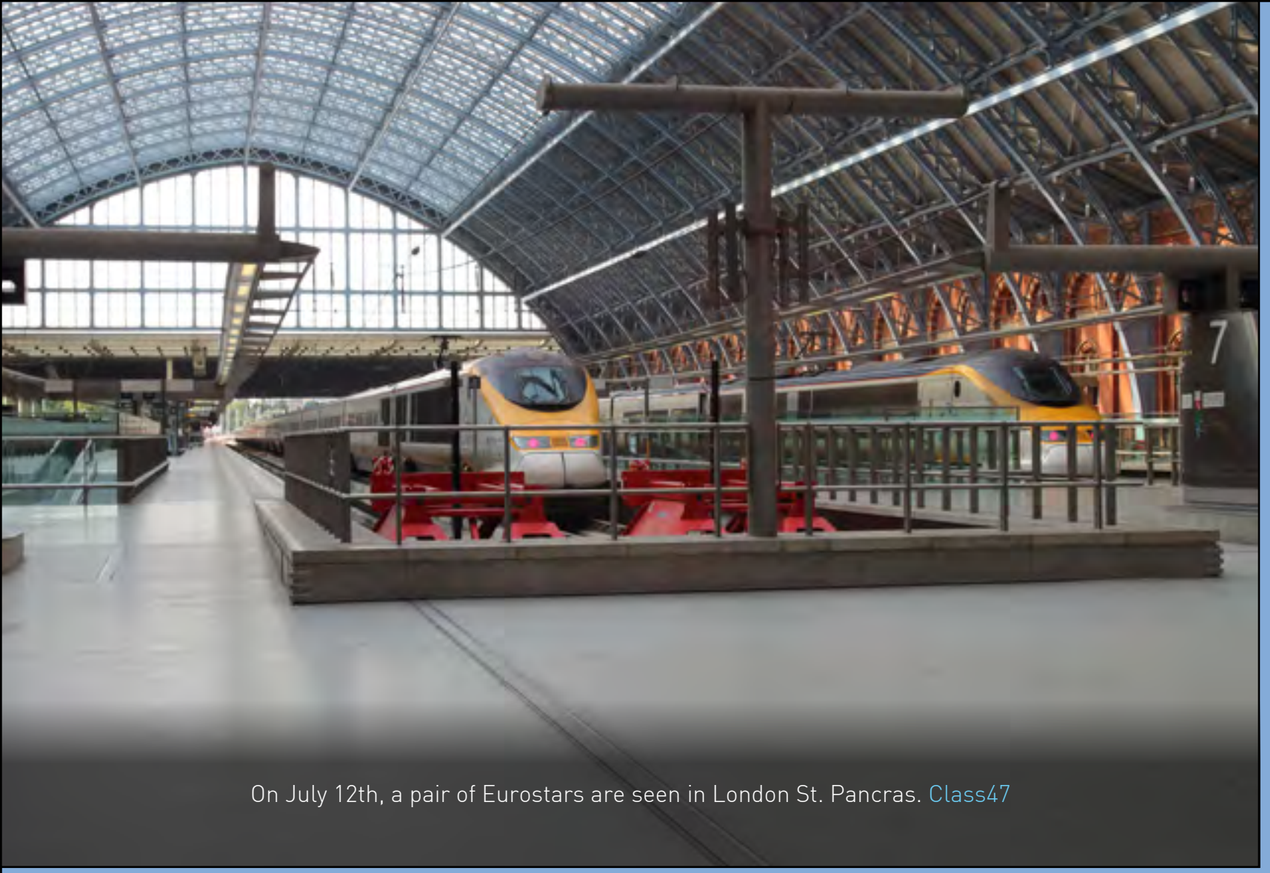
Construction of the ROC building was carried out by Morgan Sindall on behalf of Network Rail.



The cabs off GBRf's Class 66 734 are seen at Electro Motive, Longport. Class47



On July 20th, GWR Hall No. 4965 'Rood Ashton Hall' works the first 'Shakespeare Express' of 2014 from Stratford on Avon to Birmingham, seen here at Dorridge. John Alsop



On July 12th, a pair of Eurostars are seen in London St. Pancras. Class47

SOUTHERN COUNTIES RAILWAY SOCIETY

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



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Network Rail plans exciting new vision for Cardiff Central



Network Rail is planning the biggest transformation of Cardiff Central station since it was first built in the 1850s.

The company is exploring options to deliver a major redevelopment of the station during its next five-year funding period, which starts in 2019. The plans could see an extension to the Grade II listed building to create a bigger, better and brighter station.

A major upgrade to the signalling technology in the Cardiff area is already underway and work has also started to electrify the line from Swansea to London. These programmes will help future-proof the railway by enabling faster, more frequent trains across the South Wales network.

But with passenger numbers forecast to grow significantly over the next decade and beyond, the station also needs to respond to the rising demand.

The remit for the initial design work has been to integrate the historic elements of the station into a new, modern building that better reflects passenger needs.

The plans will provide a bright, spacious concourse with improved connectivity to platforms as well as enhanced retail opportunities and additional places to eat and drink. The aspiration is for the station to offer both an improved experience for passengers and for it to be a destination in its own right serving the local community emerging around it.

Along with the changes to the passenger experience, the project will see a major redevelopment of the entire station site. The proposals envisage a new multi-deck car park, commercial developments on the existing south side and Saunders Road car parks and an enhanced transport interchange and public realm.

Mark Langman, route managing director for Network Rail in Wales, said: "The station area is a prime location for commercial development, as the BBC Wales headquarter announcement shows, and we are really excited by the site and the opportunities it will unlock to redevelop the station.

"This is a unique opportunity to create a new station environment that is a fitting entrance to the capital city of Wales. We're pleased to be working with the Welsh Government, Cardiff Council and industry partners, including Arriva Trains Wales, to enhance the city and the quality of transport in the region.

"Our plans will help deliver a vastly improved experience for the tens of thousands of passengers that use the station every day. It will be the focal point of the Central Cardiff Enterprise Zone and will seamlessly blend our significant investment programme, including the re-signalling scheme and electrification, with other improvements to the local urban environment."

Ian Bullock, managing director for Arriva Trains Wales, said "We have seen a significant increase in passenger numbers using trains into Cardiff Central station and this is forecast to grow significantly in the future.

"We are excited by the plans being developed and look forward to working with all parties to ensure that the needs of passengers and staff are met. A particular aspect we look forward to developing with partners is for those using the station following special events in the city. "The plans have the potential to make Cardiff Central a landmark station not only for Cardiff but the railway nationally."

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 something different, courtesy of First Capital Connect:

A-listers' food on offer at Alexandra Palace station

The Yard café opened its doors to customers at Alexandra Palace station on Thursday 17th July. The Yard is owned by local chef Adele Young, whose clientele includes high profile celebrities and leaders of industry.

Following the recent £143,000 refurbishment of Alexandra Palace's ticket hall, Adele has ensured that The Yard's décor fits in with the heritage look and feel of the station. The Yard will be offering fresh artisan sandwiches and salads using locally sourced ingredients. With the addition of the pizza oven, customers will be able to purchase fresh sourdough pizzas to eat in or takeaway.

First Capital Connect Customer Services Director Keith Jipps said: "First Capital Connect is proud to announce its latest food offering of The Yard at the recently refurbished Alexandra Palace station, run and owned by local chef to the stars, Adele Young.

"The Yard will offer fresh, great quality food made with local ingredients and is perfect for passengers looking to grab a light bite at lunch time or something heartier in the evening from The Yard's very own pizza oven.

"Adele has created a fresh looking shop balancing the perfect mix of a modern offering with the heritage look unique to the railway. Adele regularly caters for a number of high profile clients in their homes including A-list stars and leaders of industry. Sadly she's sworn to secrecy and can't say who they are!

"FCC is committed to on-going investment in our network and offering our customers a great choice of facilities at our stations."

On a day to day basis The Yard will be run by former Honey and Co. chef Bonnie Young and Craig Ritchie.

Adele added:"The Yard is a young and vibrant place, run by chefs who have trained in London and overseas, aiming to bring a friendly vibe to local Alexandra Palace residents and commuters."



Photo: Adele Young and Keith Jipps open The Yard ©FCC



Lets hope that it is a great success and next time that I'm down in London, I will certainly try and make time to pop in.

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



Class 325 013 is the lead unit on the Willesden to Warrington mails as it passes Old Linslade. Derek Elston



Class 33 029 and 57 302 rest between duties at London Euston on July 19th. Chris Morrison

A Different View

Literally, the end of the line! Gerald Nicholl



The Worm at Great Malvern

A bit of railway history which is not normally open to the public.

The down platform at Great Malvern station was linked to the old Imperial Hotel (now Malvern Girls College) by a semi-underground pedestrian walkway arched over with corrugated iron sheeting. This passed under the adjacent road and enabled first class passengers and luggage to access the hotel.
Known locally as "The Worm" it was opened in 1862, the end nearest the college is now blocked. The structure is listed but has been allowed to fall into a rather decayed state although there is now some hope that it will be restored. A second tunnel ran into the Imperial Hotel served by a siding which has now been lifted. This enabled coke for the hotel's boilers to be taken directly into the basement.

Left: The entrance to 'The Worm' from the down platform. Neil Pugh

Below: Inside 'The Worm'. Neil Pugh



On July 1st, an unidentified Class 66 works the 6B33 13.00 Theale to Robeston out of Ferryside and heading towards Carmarthen along the banks of the Afon Tywi on a glorious summer evening. This shot is taken from the ruins of Llansteffan Castle. Stuart Warr

Preserved Railways: Foxfield Railway



Above: Peckett 0-4-0 saddle tank special OY class built 1947, works No. 2081, No. 11 stands outside the shed at Caverswall Road on July 19th. Brian Battersby

Right: Hunslet 0-6-0 saddle tank Austerity class built 1950, works No. 3694 'Whiston' prepares to work the next train on a wet July 19th. Brian Battersby

Main: Vulcan Foundry 0-4-0 saddle tank, built in 1918 'Vulcan' leads Dübs crane tank No. 4101 up the bank out of Foxfield Colliery. Brian Battersby









Above: Andrew Barclay 486 0-6-0DH 'Clive' stands with English Electric 1130 4wBE/WE at Caverswall Road on July 19th. Class47

Right: W. G. Bagnall 0-6-0ST No. 2 'Florence' is seen descending into Foxfield Colliery with a rake of mineral wagons. Class47

Main: Bagnall 0-4-0DH built 1961, No. 3207 'Leys', currently carries a DB type livery. Class47



Haydock Foundry 0-6-0WT No. C 'Bellerophon' built in 1874, is seen here working in the colliery. Brian Battersby



Beyer, Peacock & Co. 0-4-0ST No. 1827 built in 1879 shunts some mineral wagons in the yard at Caverswall Road. Brian Battersby



A ROADSHOW WITH A DIFFERENCE !

New build steam locomotive project Gresley class P2 No. 2007 Prince of Wales and world famous Peppercorn class A1 No. 60163 Tornado take to the roads of the UK as part of a high profile advertising campaign



With the frames for new Gresley class P2 No. 2007 Prince of Wales now in place at Darlington Locomotive Works and all eight driving wheels ordered and in the process of being cast at William Cook Cast Products (WCCP) of Sheffield, the fund raising for this mammoth project continues at pace. Key to its ongoing success is raising awareness beyond the core railway enthusiast community, securing support and donations from the wider general public. In an ambitious move for a new build steam locomotive project, The Trust have secured the services of a 40ft mobile billboard to help not only spread the message and drive funding, but secure a mutually beneficial relationship with one of the countries longest serving road hauliers as haulage partner, namely L Hunt & Sons of Basingstoke.

The trailer is designed to have a working life covering the duration of the 7 year anticipated build for No. 2007 Prince of Wales. During that time, it will cover hundreds of thousands of miles and be visible to millions of motorists and pedestrians across the country. Forming part of L Hunt & Sons haulage fleet, the trailer will be put to work immediately, but will be used for the first time by The Trust to transfer the driving wheels from William Cook Cast Products in Sheffield to Darlington Locomotive in the next few weeks.

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 A1 Steam Locomotive Trust (a registered charity) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

Derrick Hunt, Managing Director for L Hunt & Sons commented:'We are delighted to be a partner of this amazing project! The road haulage industry was largely blamed for taking freight off the rails following WWII, contributing in part to the demise of steam. As one of the countries longest serving road hauliers, its great to be in a position to help put steam back on the main line for the public to enjoy'. Derrick added:'We are looking forward to playing our part in not only making sure the trailer is as visible as possible on the highways of Britain, but assisting where and when we can in the transport of parts to Darlington Locomotive Works for the production of No. 2007 Prince of Wales. Over the years we've moved many heritage items, including the worlds oldest caravan to Buckingham Palace in 2007, so we are honoured to be able to add this significant Royal connection to our own varied and 118 year delivery history'.

Welsh Highland Railway

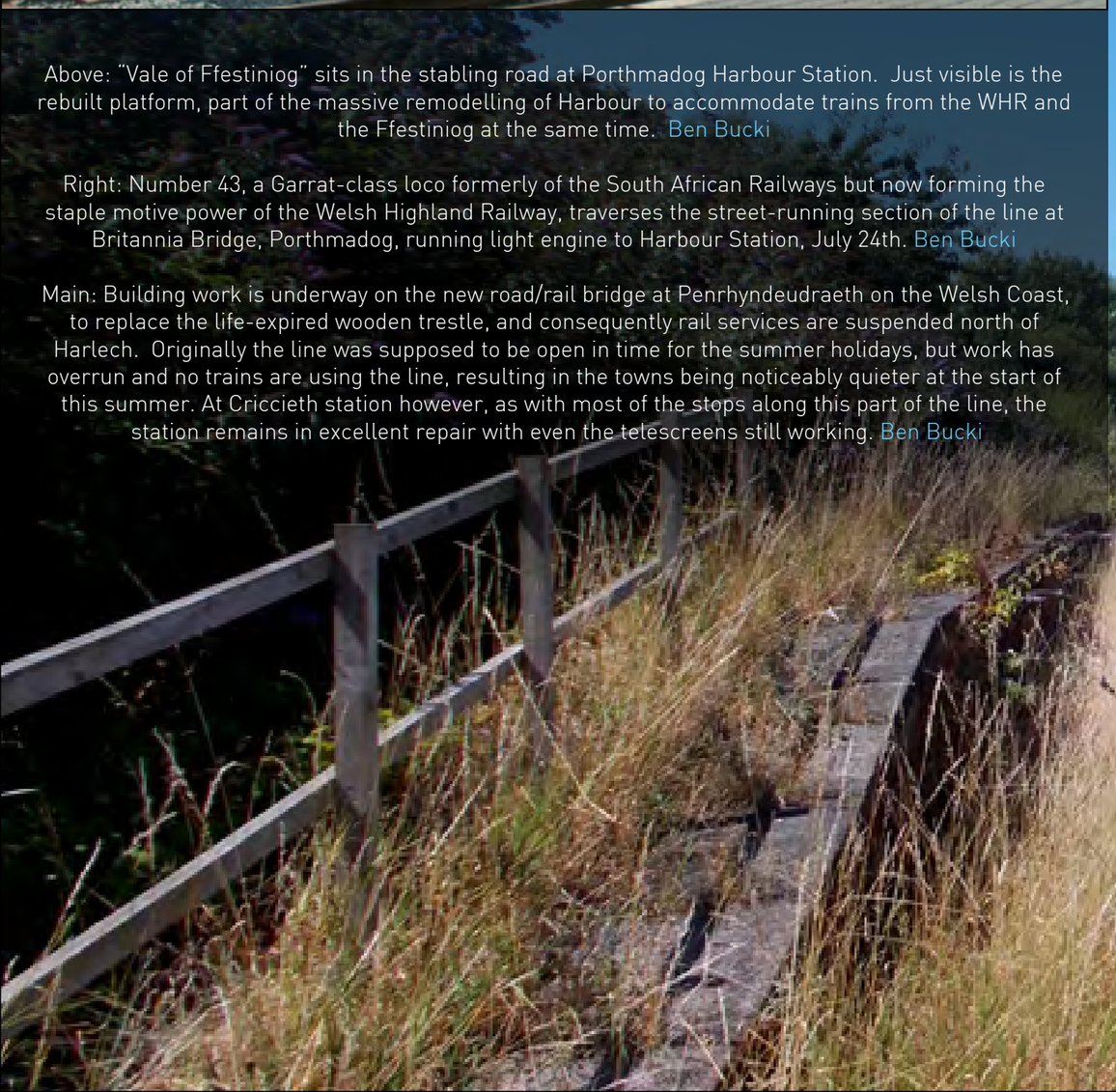




Above: "Vale of Ffestiniog" sits in the stabling road at Porthmadog Harbour Station. Just visible is the rebuilt platform, part of the massive remodelling of Harbour to accommodate trains from the WHR and the Ffestiniog at the same time. Ben Bucki

Right: Number 43, a Garrat-class loco formerly of the South African Railways but now forming the staple motive power of the Welsh Highland Railway, traverses the street-running section of the line at Britannia Bridge, Porthmadog, running light engine to Harbour Station, July 24th. Ben Bucki

Main: Building work is underway on the new road/rail bridge at Penrhyndeudraeth on the Welsh Coast, to replace the life-expired wooden trestle, and consequently rail services are suspended north of Harlech. Originally the line was supposed to be open in time for the summer holidays, but work has overrun and no trains are using the line, resulting in the towns being noticeably quieter at the start of this summer. At Criccieth station however, as with most of the stops along this part of the line, the station remains in excellent repair with even the telescreens still working. Ben Bucki





East Lancs Railway

Class 14s Nos. D9520 and D9555 head through Irwell Vale on July 27th during the gathering of 10 Class 14s to celebrate the 50th anniversary of the loco. Brian Battersby

A pair of Class 14s pass through Summerseat during the 'Teddy Bears Picnic' event on July 26th. Colin Irwin

THOUSANDS OF MODEL RAIL ENTHUSIASTS MAKE TRACKS TO GREAT CENTRAL RAILWAY

The Great Central Railway's inaugural giant model railway exhibition, 'The Model Event', has been declared a stunning success by organisers. The award winning Leicestershire heritage line staged the event over three days in June. Over 4,500 of visitors enjoyed a mix of more than sixty layouts and trade stands.

"We were overwhelmed by how quickly the event took off," said the line's Marketing Manager, Kate Tilley. "We had invested substantially in staging a quality event which would genuinely be a full day out and it paid off. We had many visitors who have never been to the railway before. So many people said how much they enjoyed the event, where everyone could get close to many different layouts of all shapes, sizes and gauges."

Unusually the event wasn't concentrated on a single site, with visitors able to take steam train rides between the line's stations and visit different displays. Full size locomotives were also on display alongside the main exhibition halls and there were displays from model engineers too.

The Great Central is now taking on board comments from visitors to prepare a repeat of the event to be staged in summer 2015. The line has thanked the many sponsors who enabled the event to take place and the huge support from the Soar Valley Model Railway Club whose well-honed exhibition expertise meant everything went smoothly.

David Haarhaus, Bachmann's Sales & Marketing Manager said 'Bachmann Europe were delighted to support this successful new event, to call it a model railway exhibition does not reflect the size, number or diversity of the attractions that were offered over the three days. Having worked closely with Kate and her Great Central Railway team for many years, we were confident that it would be executed to a very high standard. Feedback from our Bachmann Collectors Club members was very positive, and so pledging our support for the next event was a simple decision.'

One of the highlights was the unveiling of a brand new model of the GCR's reunification project featuring a new bridge across the Midland Main Line. The project, one of the largest in railway preservation is now moving ahead. For more information and to donate, see www.gcrailway.co.uk/unify

Photo: Marquee at Quorn/©Dennis Willcock







Above: Class 14's Nos. D9526, D9555, NCB No. 38, and D9531 'Ernest' are seen at Ramsbottom on July 25th. Steve Stepney

Right: NCB No. 38 (D9513) and D9537 head for Rawtenstall from Irwell Vale on July 25th. Michael Lynam

Main: Class 14 901 and D9521 depart Ramsbottom and head towards Rawtenstall. Brian Battersby





Above: Class 40 No. 345 passes through Irwell Vale with a Heywood to Rawtenstall working on July 5th. Chris Stanley

Right: On July 25th, Class 14s Nos. 14901 (D9524) and D9528 pull out of Ramsbottom heading for Bury. Michael Lynam

Main: The 'Beerex' on July 26th comprised of nine 'teddy bears' seen here passing Little Burrs during 'The Teddy Bears Picnic' event at the ELR. Colin Irwin

On July 5th, Class 37 324 'Clydebridge' is seen departing Irwell Vale Halt heading for Rawtenstall. Chris Stanley





Above: Class 14s Nos. D9521 and D9520 arrive at Irwell Vale with a Rawtenstall to Bury working on July 25th. Michael Lynam

Right: Newly restored Hughes LMS 'Crab' 2-6-0 No. 13065 passing Burrs on its first day in regular service, July 23rd. Ken Abram

Main: On July 5th Class 40 No. 345 arrives at Irwell Vale Halt with the 10:25 Heywood - Rawtenstall service. Mark Pichowicz



Above: On July 26th, Hunslet Austerity 0-6-0ST class No. WD132 'Sapper' passes Burrs with the dining train. Colin Irwin



Right: Class 31 466 in EWS livery is seen leaving Ramsbottom station passing the signal box and heading for the loop after arriving with the 2E61, 09:00 service from Bury on July 5th. Dave Felton

Main: DMU No. L101 (W56289 and W55001) passes Burrs Country Park on July 23rd. Colin Irwin



Above: BR Class 14 diesel hydraulic shunters Nos. D9537 and D9526 are seen arriving at Irwell Vale station hauling the 1J67, 10:55 service from Heywood to Rawtenstall during the Class 14s @ 50 event on July 26th. Dave Felton



Right: Class 47 No. D1501 is pictured after departing from Irwell Vale station hauling the 2J64, 10:06 service from Rawtenstall to Heywood on July 5th. Dave Felton

Main: On July 5th, Class 55 No. D9009 'Alycidon' approaches the former railway station at Ewood Bridge hauling the 2G63, 09:20 service from Bury to Rawtenstall. Dave Felton

GWR Didcot



'Fire Fly' is seen outside the broad gauge transfer shed, now doing service as Burlescombe Station. Stewart Smith



LSWR 'T9' Class 4-4-0 No. 30120, on holiday from Bodmin, is pictured working on the main demonstration line at Didcot. Stewart Smith

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

There are various ways to help the C58LG:

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



Class 14 No. D9516 is one of the most recent arrivals at Didcot. Michael Lynam



GWR No. 6023 'King Edward II' and GWR Pannier No. 3650 stand outside the shed. Stewart Smith

SWANAGE RAILWAY CELEBRATES WINNING A PRESTIGIOUS & COVETED TRIP ADVISOR 'CERTIFICATE OF EXCELLENCE'

Volunteers and staff at Dorset's popular heritage railway are celebrating winning a prestigious and coveted Certificate of Excellence from Trip Advisor – the world's largest travel website.

Rebuilt from nothing since 1976, the award-winning five-and-a-half mile heritage line to Harman's Cross, Corfe Castle and Norden Park & Ride carries more than 210,000 passengers a year.

Swanage Railway General Manager Richard Jones said: "Achieving a Trip Advisor Certificate of Excellence is a great credit to our team of dedicated volunteers and staff who work very hard to deliver an enjoyable and memorable visit for our many passengers throughout the year.

"The Swanage Railway has received 589 Trip Advisor reviews, of which 67 per cent were rated in the 'excellent' category and 26 per cent were rated 'very good'," he added.

Swanage Railway Company Chairman Peter Sills explained: "Everyone is absolutely delighted to have won this prestigious and coveted Trip Advisor award.

"It's is a wonderful recognition of all the hard work that our staff put into giving our passengers the best day out possible.

"Customer feedback is key to the Swanage Railway improving still further its high customer standards," added Mr Sills.

New volunteers are always welcomed by the Swanage Railway, no prior experience is necessary as full training is available. For an informal chat – and to find out more – contact our volunteer co-ordinator Mike Whitwam on 01929 475212 or email volunteer@swanagerailwaytrust.org.uk.

Photo: Corfe Castle signal box. ©ANDREW PM WRIGHT



North Yorks Moors Railway





Above: L.H.&J.C. 0-6-2T tank No. 29 approaches Goathland on July 13th with a special charter working. Colin Irwin

Left: LNER B1 No. 61264 (running as No. 61034) departs Grosmont on July 17th. Colin Irwin

Main: Class 37 264 climbs out of Goathland on the NYMR with the dining train heading to Pickering on July 13th. Colin Irwin

Gloucestershire Warwickshire Railway





Above: Class 24 081 departs Gotherington on July 27th with a service heading for Toddington. Lewis Mitchell

Right: Looking superb after its repaint, Class 45 149 stands at Winchcombe, with a Cheltenham Racecourse - Toddington service. Lewis Mitchell

Main: Class 73 No. E6036 is seen arriving at Toddington from Laverton, July 28th. Lewis Mitchell





Above: Class 47 376 'Freightliner 1995' departs Toddington and heads for Cheltenham Racecourse, July 27th. Lewis Mitchell

Right: BR blue liveried Class 37 215 heads from Toddington to Cheltenham on July 25th. Lewis Mitchell

Main: Class 35 'Hymek' No. D7017 is seen departing from Cheltenham Racecourse on July 25th. Lewis Mitchell



Class 20 No. D8137 is seen departing Toddington heading for Cheltenham Racecourse. Lewis Mitchell



'BE-SPOKE' FUNDRAISING SCHEME LAUNCHED TO BUILD NEW STEAM LOCOMOTIVE

SPONSOR A DRIVING WHEEL SPOKE

As funding pledges for new Gresley class P2 steam locomotive No. 2007 Prince of Wales pass the £1m milestone less than ten months after its launch, a new 'be-spoke' fund raising campaign has been launched – sponsor a driving wheel spoke. The new scheme will initially be open only to those who joined The Founders Club which funded the project's dramatic racing-start and its new 'P2 for the price of a pint' monthly covenantors and is part of a broader Dedicated Donation scheme where supporters can sponsor a variety of components.

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 A1 Steam Locomotive Trust (a registered charity) is building the seventh member of this class over seven years at an estimated cost of £5m through its P2 Steam Locomotive Company subsidiary. The project will demonstrate how the design can be fully realised through use of modern computer design and modelling techniques, enabling the new locomotive to deliver its full potential hauling passenger trains at high speed across today's national network.

The dedication of No. 2007 Prince of Wales's frames on Saturday 19th July at Darlington Locomotive Works in the presence of 200 of the projects supporters and sponsors as well as the Member of Parliament for Darlington Jenny Chapman MP and the Mayor of Darlington Councillor Gerald Lee marked the formal start of construction of Britain's most powerful steam locomotive. Having set an initial target of £100,000 seed funding through The Founders Club to pay for the frames, more than 330 people are now on-board after just nine months. Due to the Trust's charitable status this could be worth well over £400,000 to the project. The Founders Club will close to new members at the end of July.

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 450 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch four months ago. This means that the project has already received pledges of over £1,000,000 of the £5m needed over the next seven years.
Dedicated Donations will initially only available to members of The Founders Club and Covenantors. In addition to being able to sponsor one or more of the 18 spokes of the 6ft2in driving wheels for either £600 (or £25pm for 24 months) supporters have to option to sponsor a range of different components from a 'Drag box wing plate LH rolling and profiling' at £50 to a '6ft 2in driving wheel casting and proof machining' at £12,000 (or £200pm for 60 months). Supporters who subscribe to the scheme will have their names inscribed on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component. New components available for sponsorship will become available as construction progresses

Mark Allatt, chairman, The A1 Steam Locomotive Trust, commented: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch less than ten months ago. With over £1m pledged we are now at the stage we were with Tornado some five years into the project.

"We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales towards the end of 2015 and we remain on-track for completion in 2021. However, to maintain this progress we need to continue to raise in excess of £700,000 per year. We are therefore taking the opportunity of the frames dedication to launch the Dedicated Donation scheme.

"This major fund-raising initiative is a unique opportunity for supporters to have their name associated with a component of No. 2007 and the funds raised will help to ensure that Prince of Wales will be completed within the next seven years. Just as with the similar scheme that helped to fund the construction of Tornado, supporters who subscribe to the scheme will have the satisfaction of pointing to the part of the locomotive they paid for when No. 2007 enters service.
"With the dedication of No. 2007's frames, the ordering of all of the wheels and the casting of the first driving wheel, no-one can now doubt that we really mean business. 2014 will see further major announcements as the construction of Prince of Wales gathers pace."

Keighley and Worth Valley

Former LNWR 'Coal Tank' No. 1054 is owned by the National Trust, maintained by the Bahamas Locomotive Society and based on the Keighley and Worth Valley Railway. It is spending the summer hauling some of the line's superb vintage coaching stock on regularly-timetabled Sunday services, and is pictured on an afternoon train to Oxenhope, at Ebor Lane near Haworth on July 20th. Ben Bucki





Above: With the Tour de France running through the Worth Valley in West Yorkshire for the Grand Depart, and several major roads closed, the Keighley and Worth Valley Railway provided the main mode of transport for the towns and villages along the route. Running on a special, very intensive timetable, the KWVR's WD No. 90733 leads BR Class 4F No. 43924 into Ingrow West with a service to Oxenhope in the afternoon of the Sunday of the tour, July 6th. Ben Bucki

Left: KWVR's recently-restored S160 (nicknamed "Big Jim") draws away from Ingrow West with a heavily-loaded service to Keighley on July 6th. Ben Bucki

Main: Haworth Yard on the Keighley and Worth Valley Railway, and a variety of locomotives on-shed. On the left, the Class 101 DMU, which entered service last year after a lengthy restoration, then Class 37 075, recently repainted into 90's Railfreight livery, prototype shunter "Vulcan", 'Black 5' No. 45305 undergoing steam tests ready for a return to traffic after several months under repair. Lurking in the shed is one of the two W&M railbuses (its companion vehicle is undergoing restoration further up the line at Ingrow), and finally the Class 08 yard pilot which recently saw a rare move away from Haworth hauling trains during the lines diesel gala. Ben Bucki

Bluebell Railway



Above: Class 33 103 is seen stabled in the sidings at Horsted Keynes. Richard Hargreaves

Right: South Eastern & Chatham Railway (SECR), Wainwright 'P' Class tank No. 178 waits to work an additional service at Sheffield Park on July 12th. Class47

Main: On July 12th, Southern Railway U-class Locomotive No. 1638 is seen preparing to depart Sheffield Park with a service to East Grinstead. Richard Hargreaves



Great Central (North) Railway



At the headquarters of the GCR-N, Ruddington the prototype HST power-car numbered 41001 has been refurbished and has worked under its own power, it is seen in the yard at Ruddington undergoing additional work on July 5th. Stuart Warr



Not quite what it appears to be: This locomotive was built in Yugoslavia as a Class 62 to a design very similar to that of the 'USA' tanks used to work Southampton Docks; its original number was JZ 62-669 and when brought to the UK it was given the livery and identity of the next 'USA' tank, No. 30075. This image shows the locomotive at Ruddington awaiting repair work to its firebox. Stuart Warr

GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

GREAT CENTRAL RAILWAY SECURES ONE MILLION POUNDS OF GOVERNMENT MONEY TOWARDS REUNIFICATION

MONEY WILL ALLOW NEXT STAGES OF WORK TO CREATE AN EIGHTEEN MILE HERITAGE RAILWAY TO GET UNDERWAY

The Great Central Railway has secured one million pounds of funding from the Government's 'Local Growth Deal' as part of an £80m allocation to the Leicester and Leicestershire Local Enterprise Partnership. The money will support GCR's Bridging the Gap project to reinstate 500 metres of missing track, reuniting two separate heritage railways, to create an eighteen mile railway stretching across the East Midlands.

In partnership with Network Rail, GCR is embarking on a major infrastructure project which will bring new jobs, training and business opportunities not just to Loughborough but across the region.

Already the railway has raised five hundred thousand pounds via a public appeal towards a key bridge which will carry Great Central trains across Network Rail tracks.

Bill Ford, MD of GCR said, "We are delighted by the one million pound award. Thanks to the generous support of Network Rail and the public we've been able to make a start on this long held vision with our 'Bridge to the Future' campaign. Today, the government have come on board too, which will accelerate our plans to reunite the railways. Once complete, as well as becoming one of the best tourist attraction in the UK, GCR will offer improved testing facilities for the rail industry, opportunities for joint business ventures and bring a much needed boost to the local economy. We'd like to thank everyone in the Leicester and Leicestershire Local Enterprise Partnership for supporting our bid and securing the funding."

The overall reunification scheme is expected to cost six and a half million pounds and trains could be running between the north of Leicester and the southern outskirts of Nottingham within five years. Besides the new bridge over Network Rail, an existing canal bridge needs to be repaired, a new bridge over an access road needs to be built and 300 metres of missing embankment reinstated.

The GCR is stressing that its one million pound 'Bridge to the Future' appeal for the required new bridge will continue. "We need to demonstrate our ability to match fund the government grant" added Bill "Money is still coming into the appeal and we are confident we will raise a million pounds by summer 2015."

Nicky Morgan, the Conservative MP for Loughborough said, "Local Growth Deals are part of the Government's aim to devolve funding decisions away from Whitehall to local business-led partnerships and directly into projects which will make a real difference to the local economy. I am delighted that Great Central Railway has received a grant of £1m towards the Bridging the Gap project. GCR are working closely with Network Rail and various local partners on one of Loughborough's the most exciting regeneration projects. An 18 mile heritage railway line, with a direct connection to the mainline rail network will create jobs and unlock further investment opportunities not just in the town but across the whole of Leicestershire."

Alan Kemp, a director of Great Central Railway Nottingham said "We have planning permission for the Main Line bridge, we have started work on that vital part, and now we can make plans for the rest of the project too. Momentum is building to bring the Great Central Railway Nottingham together with our counterparts in Leicestershire to create something unique that the region and country can be proud off."

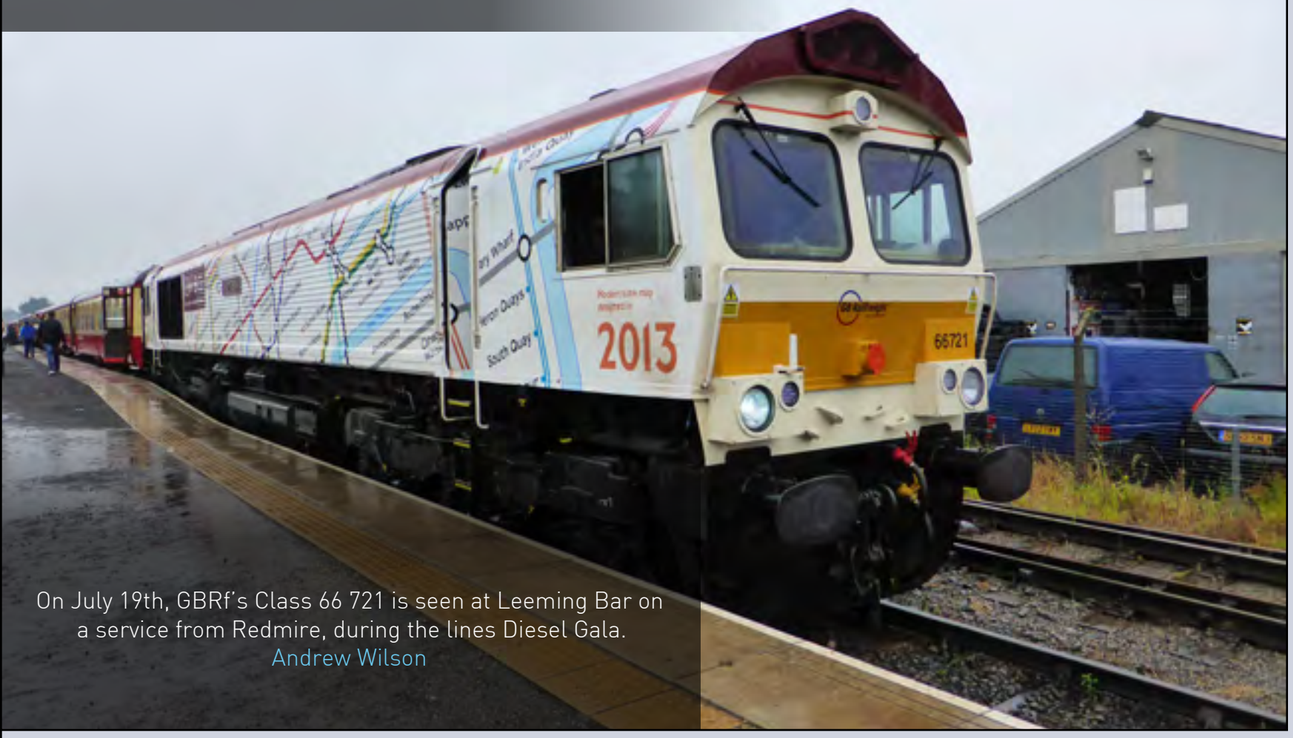
For more details about the reunification project and to donate to the Bridge to the Future project see to:
www.gcrailway.co.uk/unify

Great Central Railway

Left: On July 5th, the lines preserved Class 101 DMU works the 09:40 Loughborough to Leicester North through Woodthorpe, the well-used photographic location near Loughborough. Stuart Warr

Main: BR Class 9F 2-10-0 No. 92214 moved to the Great Central Railway following a change of ownership and was repainted into British Railways express-passenger green, similar to the livery carried by No. 92220 'Evening Star' and its new owner has given the locomotive the name 'Cromwell.' This image was taken at Woodthorpe Bridge on July 5th and shows the impressive machine working the 10:00 from Loughborough to Leicester North. Stuart Warr

Wensleydale Railway



On July 19th, GBRf's Class 66 721 is seen at Leeming Bar on a service from Redmire, during the lines Diesel Gala. Andrew Wilson



On July 19th, Class 37 250, part way though a repaint and body repairs, passes Finghall Lane. Andrew Wilson



Another attraction to the gala was Class 60 091 'Barry Needham', seen here at Readmire. Andrew Wilson



DRS dispatched Class 37 218 and a pair of Class 20 to the event. Andrew Wilson

Threlkeld Quarry Railway





Above: Statfold visitor, Quarry Hunslet 0-4-0ST 'Statfold' No. 3903 of 2005 is seen heading for the quarry level with the train of flat wagons. Ken Abram

Left: Wilbrighton Wagon Works 0-4-0VB 'Paddy' begins the return journey back down to the lower level station with the flat wagons, it is double headed with Hunslet 0-4-0ST 'Jennie' works No. 3905 of 2007. Ken Abram

Main: Another Statfold Barn visitor, Corpet 0-6-0T No. 439 of 1884 with Threlkeld's resident Bagnall 0-4-0ST "Sir Tom" No. 2135 of 1926 (on the rear providing braking) as they take the first passenger run of the Gala up to the quarry on July 26th. Blencathra provides the splendid backdrop. Ken Abram





Above: Orenstein & Koppel 0-4-0T&WT 'Montalban' No. 6641 of 1913 from the West Lancashire Light Railway and Bagnall 0-4-0ST 'Sir Tom' round the sharp curve with the steep ascent to the quarry level about to begin. Ken Abram

Right: Visiting from Leighton Buzzard Railway, 0-4-0VB 'Chaloner' built in 1877 by De Winton in Caernarfon for use in the North Wales slate quarries, is seen moving loaded tipper wagons of ballast at the back of the quarry. Ken Abram

Main: Orenstein & Koppel 0-4-0T&WT 'Montalban', works No. 6641 of 1913 and Wilbrighton Wagon Works 0-4-0VB 'Paddy' leave the lower end station with some flat wagons. Ken Abram

Chasewater Railway





Above: Hunslet of Leeds 0-6-0ST Hollybank No 3. awaits attention in the shed. Derek Elston

Right: Class 08 598, in Potters Group livery, stands in the yard with an uncertain future. Derek Elston

Main: Brewery Locomotive Day at the Chasewater Light Railway on July 20th with 1939 built Baugley 0-4-0DM shunter 'Bass No. 5', Baugley 0-4-0DM shunter 'Marston Thompson & Evershed No. 4' and 4 wheel F.C. Hibberd loco No. 21 built in 1929 for Bass Breweries of Burton on Trent, lined up in the yard. Derek Elston



Hawthorn Leslie 0-4-0ST 'Asbestos' is seen on display in the shed at Chasewater. Derek Elston



Kent Electric Power Co. No. 2 built in 1946 by Bagnall of Stafford, steams past the main shed. Derek Elston

DEDICATED VOLUNTEERS PRESENTED WITH 35 YEAR SERVICE AWARDS MARKING THE FIRST PASSENGER TRAINS IN 1979

Dedicated Swanage Railway volunteers – whose pioneering efforts helped to run the line's first fledgling passenger trains over a few hundred yards of hand-laid track during the summer of 1979 – have been presented with awards for 35 years of sterling service. The special certificates and badges were presented to nine people by Swanage Railway Trust chairman Gavin Johns in front of the small industrial diesel shunter that hauled the first train, a half-painted 1940s carriage, on Sunday, 5 August, 1979.

The poignant ceremony took place at Corfe Castle station during the popular heritage line's 'Swanage 35' weekend celebrations marking those first historic trains at Swanage station which ran at just five miles an hour and carried 1,600 passengers over ten afternoons during August, 1979.

Gavin said: "Thirty-five years ago, Corfe Castle station was a derelict and overgrown wasteland but at Swanage the first seeds were being sown with track being laid by hand which has grown, yard by yard, into the Swanage Railway that is seen and enjoyed by more than 210,000 passengers a year.

"All this has been achieved by the dedicated efforts of our volunteers and staff. Through these 35 year service awards, the Swanage Railway Trust is thanking a group of pioneering volunteers – who have a total of 280 years of devoted service between them – for their support and achievement.

"This is a poignant opportunity to remember those people who cannot celebrate this achievement today and their magnificent contribution is very gratefully acknowledged," explained Gavin who is also a volunteer signalman on the Swanage Railway.

The first passenger trains at Swanage since the last British Rail passenger train on Saturday, 1 January, 1972, were composed of 1947 built Bulleid semi-open brake third coach No. 4365 hauled by McLaren engined four-wheel Fowler diesel shunter No. 4210132 'May' – with passengers boarding from a temporary scaffolding platform under the Northbrook Road bridge.

Those first trains ran after the Swanage Railway's landlord at Swanage station – the town council – gave the newly formed Swanage Railway Company permission to run weekend trains from Sunday, 5 August, to Sunday, 2 September, 1979, up to four times an hour between 2pm and 5pm.

Pioneering Swanage Railway volunteer Peter Frost, who also helped to lay the tracks since 1976, could not attend the award ceremony because he was driving 'Tornado' so the 56-year-old from Bournemouth was presented with his certificate and badge on the prestigious steam locomotive.

Fellow 35 year service award recipient Nigel Clark – a steam locomotive driver – said: "Although there were times in the early days when things looked bleak, I was confident that the Swanage Railway would ultimately succeed because I was a teenager full of enthusiasm and optimism."

Carriage and wagon restorer Jeremy Weller explained: "It's amazing to recall how many obstacles the Swanage Railway has overcome and every inch of progress had to be fought for against the background of possible failure."

Peter Sykes added: "Progress over the years has been thanks to the hard work of many people. I am proud that my efforts over the decades have been part of the team that has developed the Swanage Railway into the third busiest heritage railway in the country."

New volunteers in many roles are always welcomed by the Swanage Railway with full training being given. For an informal chat – and to find out more – contact volunteer co-ordinator Mike Whitwam on 01929 475212 or email 'volunteer@swanagerailwaytrust.org.uk'.

Chinnor & Princes Risborough Railway





Above: Class 121 Single Car DMU No. W55023 is seen in the yard at Chinnor on July 13th. Michael Lynam

Left: Clayton, Class 17 No. D8568 was also present in the yard at Chinnor. Michael Lynam

Main: GWR 0-6-0PT No. 1369 is seen arriving into Chinnor with a service from Thame Junction, the current terminus for the line. Michael Lynam



Yeovil Railway Centre

Situated next to Yeovil Junction station is the Yeovil Railway Centre and on July 26th Class 50 No. D400 is seen outside the shed. Stuart Warr

West Somerset Railway

S&DJR Fowler 7F 2-8-0 No. 88 pauses at Bishops Lydeard before departing for Minehead on July 18th. This loco will be withdrawn from service in the Autumn for a heavy overhaul.
Gerald Nicholl

On July 18th, at Minehead, 'Modified Hall' 4-6-0 No. 6960 'Raveningham Hall' runs around its train, passing 'Manor Class' 4-6-0 No 7820 renumbered as No. 7828 'Norton Manor' which was being warmed up for duty. Gerald Nicholl



LMS Stanier Black 5 No. 44675 passes through Preston station with an empty van train on June 25th 1966.
Dave Felton

Above: Great Western HST power cars Nos. 43169 and 43149 head towards Cardiff on April 16th 1999 with a Swansea - London Paddington service. Paul Godding

Left: Class 47 447 passes through Altrincham with a GM waste bin train, heading for Northenden on September 28th 1991. Michael Lynam

Main: Peak, Class 45 009 is seen at Derby Works during an open day in July 1978. Chris Morrison





Above: GWR Manor Class No. 7810 'Draycott Manor' stands waiting for its next duty at its home depot of 89D, Oswestry on July 9th 1962. Dave Felton

Right: Class 25 090 stands adjacent to a fire damaged Class 27 009 at Eastfield depot on October 6th 1980. Steve Stepney

Main: Split box Class 37s Nos. 37 010 and 37 042 pass Longbridge with a Pathfinder tour from Exeter to Crewe and Chester on August 17th 1996 as a Class 323 EMU waits to depart south. The towering presence of Longbridge Motor Works has now disappeared from the skyline here. Chris Morrison



Above: Class 37 350 and 37 294 head south through Crewe on April 27th 1991. Brian Hewertson



Right: On display at a DRS open day, Class 47 145 'The Sapper' is seen at Kingmoor depot on July 7th 2007. Brian Battersby

Main: Class 76 Electric Locomotives Nos. 76 033 and 76 032 pass light engine through the abandoned Wadsley Bridge station on March 3rd 1981. Dave Felton



Above: Class 55 003 'Meld' pauses at Doncaster on July 31st 1980 with a London bound service. Brian Hewertson



Right: BR Class 37 078 leads an unidentified class member through Leeds station with a rake of stone wagons on July 16th 1983. Dave Felton

Main: Class 55 019 'Royal Highland Fusilier' arrives into Crewe on May 8th 1999 with an empty stock movement. Paul Godding





Above: Class 55 010 and 55 017 are seen stabled at London Kings Cross in early 1979. Brian Hewertson

Left: Class 20 214 and 20 143 wait to depart Wigan Springs Branch, heading for Bickershaw Colliery with an empty MGR on August 13th 1991. Michael Lynam

Main: Class 56 069 and 47 323 are seen stabled at Westhouses depot in April 1983. Dave Felton

The Back Page

Class 66 721 'Peterborough Power Signal Box' climbs the last few hundred yards of Brentwood Bank, near Shenfield as the power goes on hauling the Hams Hall - Felixtowe Liner on July 24th. Charlie Robbins