

Railtalk | Magazine

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

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Welcome to Issue 97 of Railtalk Magazine. Each month we bring you a round up of pictures, news and reports.

Well I know I've probably mentioned them too many times for a number of readers likings, but I'm glad to say it's finally here... The X-Factor live finals(!), no... the RHTT Season. Ironically not one move has made it into this issue, because they actually started late this year. But rest assured, I already have an inbox filled with a excellent selection of images for your pleasure next month.

Moving on, and as the nights close in and the summer fades away, all I can think about is how it makes our hobby more and more difficult to pursue. To achieve great photos we are always told that you require as much light as possible. Not only because photos look a lot better with a bit of sun, but it always helps when trying to stop say a Pendolino at 125mph on the WCML. But is this the case any more... technology is at a point now where we can photograph about anything and come home with studio quality snaps. Take Chris Morrison's photos of the Tube Stock move on Page 77. A fantastic example of technology at it's finest. The Class 20 hasn't stopped in the platform, yet is fully sharp and well framed. So my request, please send in your night-time photos and I'll publish the best of the collection next issue.

As always, night-time or daytime, please send us your photos to the email address on the left.

Andy

This issue wouldn't be possible without: Ken Abram, John Alborough, Michael J Alderdice, John Alsop, Steve Andrews, Geoff Barton, Robert Bates, Brian Battersby, Barry Beeston, Sam Bilner, Matthew Bird, Amy Bucki, 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: LMS Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' rounds the last part of Horseshoe Curve and begins the climb to the summit at Tyndrum. [CJ Sutcliffe](#)

This Page: On August 2nd, Class 20 142 and 20 189 sandwich the Swedish built Railvac and a single JRA box wagon through Castlethorpe near Milton Keynes. [Matthew Bird](#)



Charter Scene

S.R.P.S. - The Caledonian

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' charges towards Shap summit with 'The Caledonian' rail charter to Polmont on September 12th. [Shep Woolley](#)



S.R.P.S. - The Caledonian

LMS Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland' is seen entering the down slow line at Balshaw Lane on the return leg of the S.R.P.S. excursion from Polmont back to Crewe. It is complete with a Caledonian headboard and an extra pair of St George's Crosses for good measure. [Ken Abram](#)



Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

Princess Coronation Class 4-6-2 No. 46233 'Duchess of Sutherland', is seen entering Buckshaw Parkway Station with safety valves blowing off to good effect, as it slows for a signal check at Euxton Junction with the Cumbrian Mountain Express on September 6th. [Ken Abram](#)



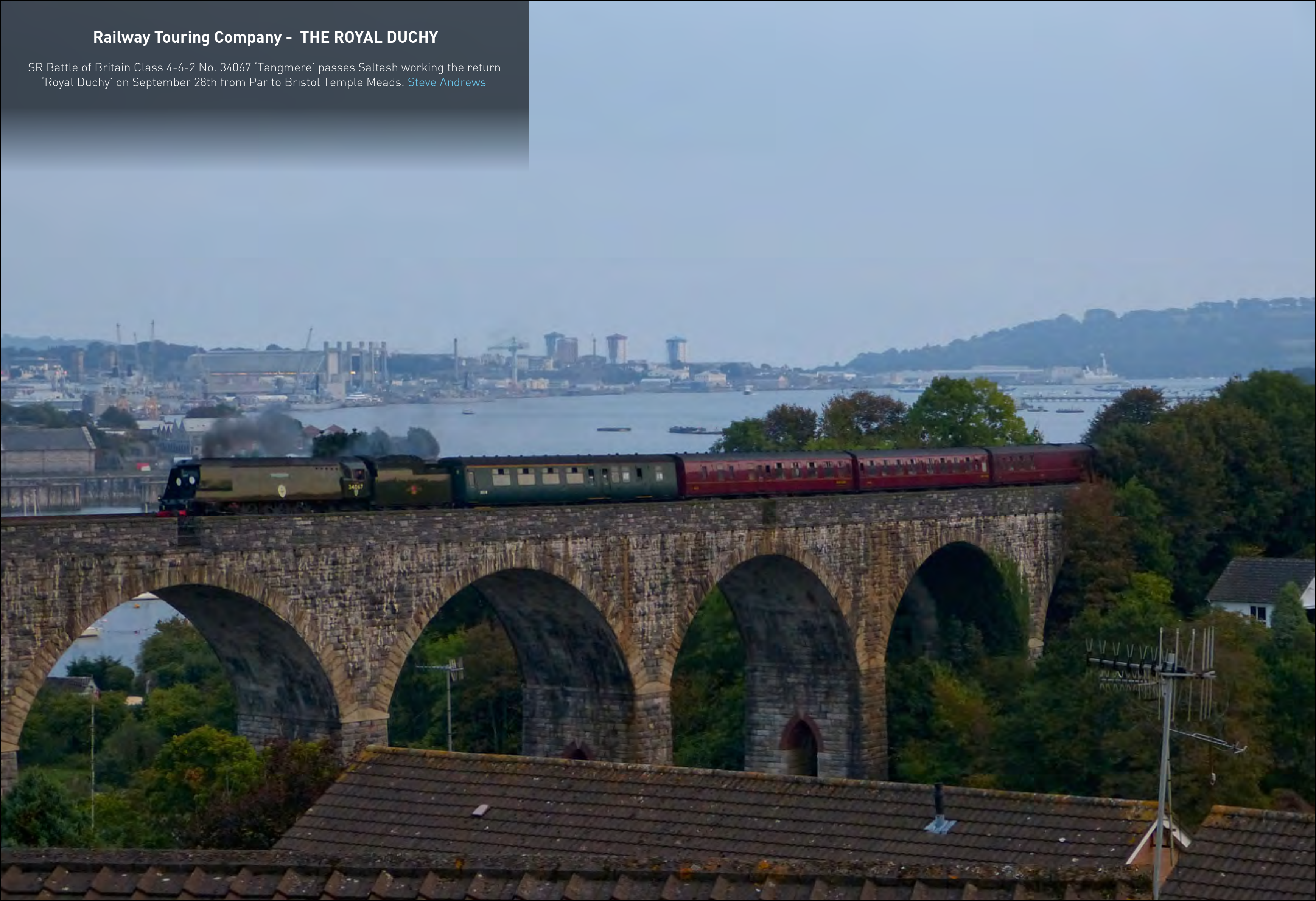
Railway Touring Company - THE CUMBRIAN MOUNTAIN EXPRESS

LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' charges through Cotehill with the returning 'Cumbrian Mountain Express' on September 6th. [Shep Woolley](#)



Railway Touring Company - THE ROYAL DUCHY

SR Battle of Britain Class 4-6-2 No. 34067 'Tangmere' passes Saltash working the return 'Royal Duchy' on September 28th from Par to Bristol Temple Meads. [Steve Andrews](#)





UK Railtours - Beamish Open Air Museum & The City of Durham

Class 90 034, sporting a somewhat half-hearted version of the DRS livery is seen at York on September 27th heading from London Kings Cross to Durham. [Steve Thompson](#)



Northern Belle

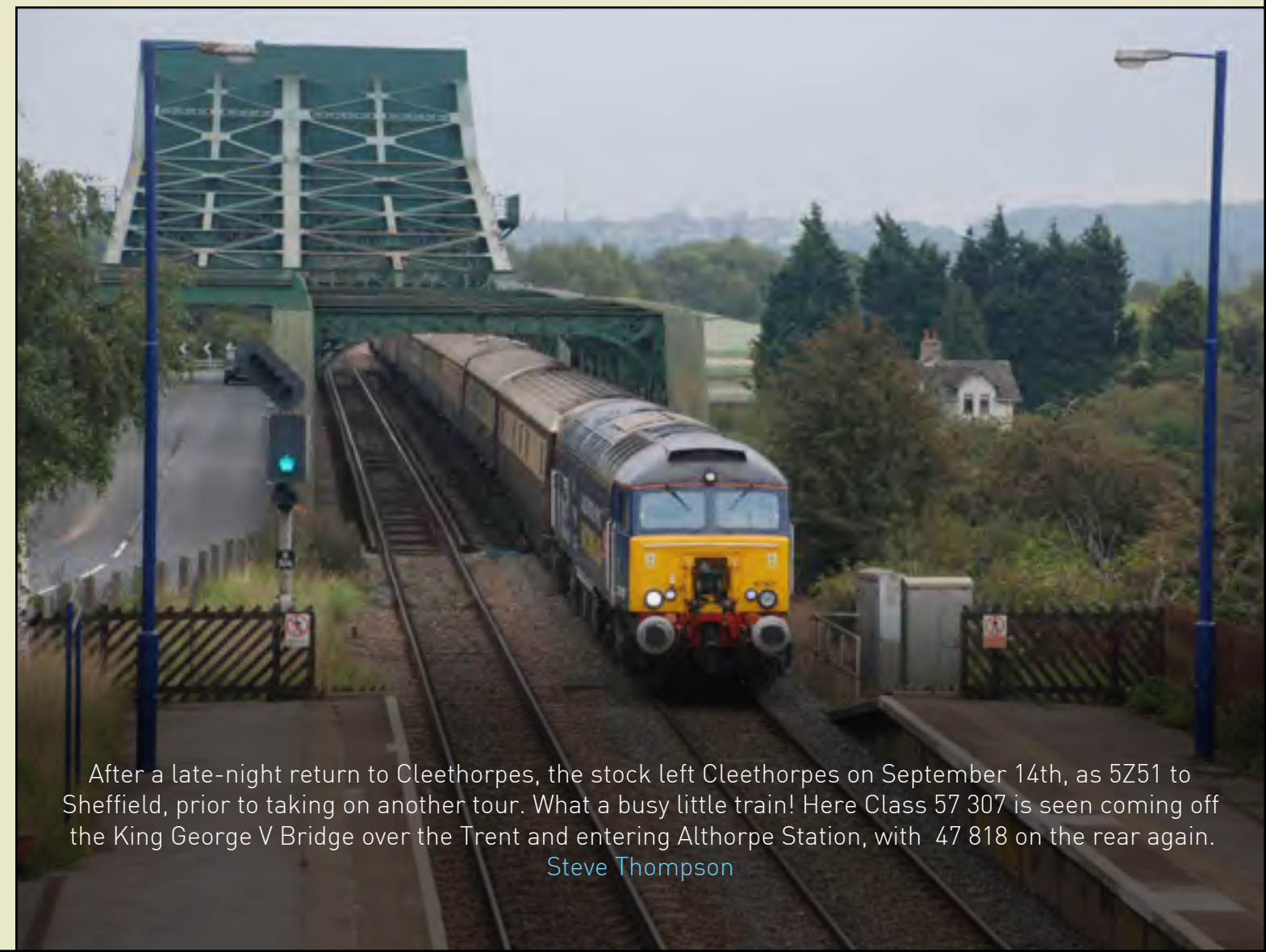
Class 47 818 heads through Stalybridge with a Crewe to Cleethorpes ECS move, September 13th. [Brian Hewertson](#)



On September 13th, Class 57 307 is seen on the rear of the Crewe to Cleethorpes ECS, as it passes through Stalybridge. [Brian Hewertson](#)



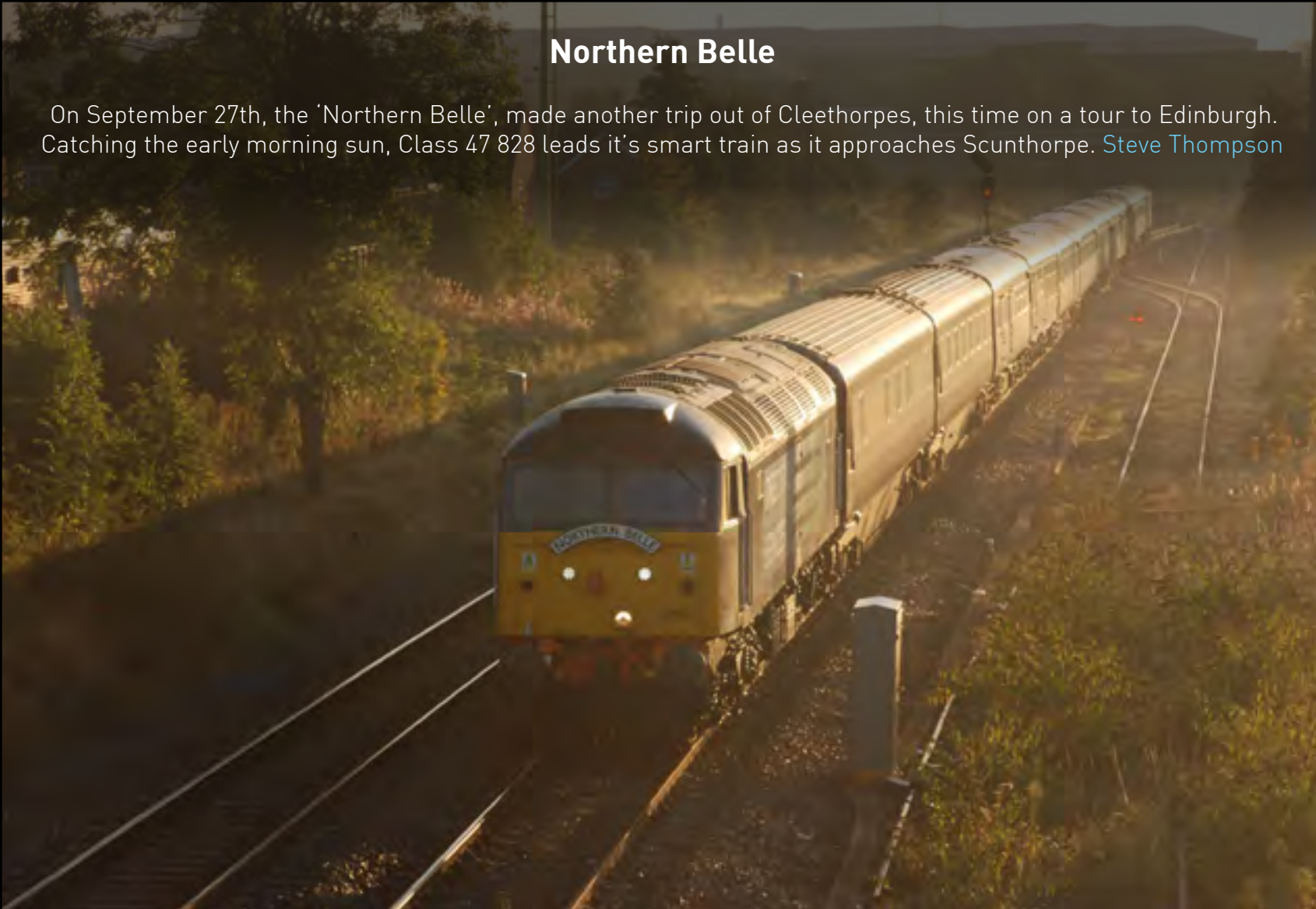
On September 13th, having collected its customers from Cleethorpes, Class 57 307 leads the tour through Appleby, running as 1Z32 to York, the tour's participants no doubt tucking into their evening meal. [Steve Thompson](#)



After a late-night return to Cleethorpes, the stock left Cleethorpes on September 14th, as 5Z51 to Sheffield, prior to taking on another tour. What a busy little train! Here Class 57 307 is seen coming off the King George V Bridge over the Trent and entering Althorpe Station, with 47 818 on the rear again. [Steve Thompson](#)

Northern Belle

On September 27th, the 'Northern Belle', made another trip out of Cleethorpes, this time on a tour to Edinburgh. Catching the early morning sun, Class 47 828 leads it's smart train as it approaches Scunthorpe. [Steve Thompson](#)



UK Railtours - Electric 50 at Crich, Chatsworth House or Derby 175

At Derby on September 13th, EMT power cars Nos. 43043 and 43046 (Below) are seen working a London St. Pancras to Chesterfield charter. [Class47](#)

On September 27th, after departure from Scunthorpe, 1Z40 heads into the cutting past Scunthorpe West Jct., providing the unusual spectacle of sleeping car stock on this section of line, with Class 47 818 seen here bringing up the rear. [Steve Thompson](#)



Pathfinder Tours - The Trent Almighty

With Class 20 309 and 20 312 having made their way from Crewe to Cleethorpes, 1Z78 departs for Barton on Humber with Class 20 308 leading as it passes through Thornton Abbey station, September 6th. [Steve Thompson](#)



Class 20 312 and 20 309 are seen on the rear of the tour as it passes Barton Lane crossing, September 6th. [Steve Thompson](#)

The tour ran via Marsh Junction and the light railway to Immingham East Jct., then headed to Ulceby and Barnetby before passing through Scunthorpe, seen here in dire lighting with Class 20 309 and 20 312. [Steve Thompson](#)



Class 20 308 is pictured on the rear as the tour departs Scunthorpe and heads once again into the dreary September weather. [Steve Thompson](#)



Steam Dreams - THE CATHEDRALS EXPRESS

Right: BR Standard Class 7 No. 70013 'Oliver Cromwell' heads into the sidings at Coton Hill yard, having arrived at Shrewsbury with a tour from Clapham Junction on September 13th.

[Chris Morrison](#)

Main: No. 70013 'Oliver Cromwell' passes Kempsey, Shrewsbury with 1Z31 16:55 Shrewsbury - Clapham Jct. return working on September 13th. [Keith Davies](#)



UK Railtours - The Natterjack

On September 18th, DB liveried Class 90 029 takes the freight avoiding line through Crewe whilst operating a 1Z67 railtour from London Euston - Southport, with Class 67 017 (Left) on the rear. The Class 90 worked as far as Warrington Bank Quay where Class 60 065 took over for the trip to Southport. [Michael Lynam](#)



GBRf - AC/DC Highway to Hampshire

On September 7th, what was supposed to be an empty stock train ran from Crewe to Basingstoke via Rugby but GBRf decided to run it as a passenger train and all fares went to charity. Class 92 028 powered with 92 038 dead to Rugby and then from Rugby both powered forward to Willesden Junction where a pair of Class 73s took over. This is Class 66 716 which had brought in the ECS to Crewe from Chester. [Andrew Wilson](#)



GBRf - AC/DC Highway to Hampshire

Class 92 028 leads 92 038 out of Stoke on Trent with the GBRf tour from Crewe to Basingstoke, September 7th. [Andrew Wilson](#)



Railway Touring Company - The West Highlander

On day one of a four day tour, Gresley K4 2-6-0 No. 61994 'The Great Marquess' attacks the gradient towards Shap Summit at Scout Green, September 19th. [Gerald Nicholl](#)



Railway Touring Company - The West Highlander

LNER Gresley K4 No. 61994 'The Great Marquess' passes Bay Horse with 1Z56
Preston - Glasgow Central 'The West Highlander' on September 19th. [CJ Sutcliffe](#)



Railway Touring Company - The West Highlander

Overcast conditions as LNER K4 Class 2-6-0 'The Great Marquess' heads 'The West Highlander' towards Shap on September 19th. [Shep Woolley](#)

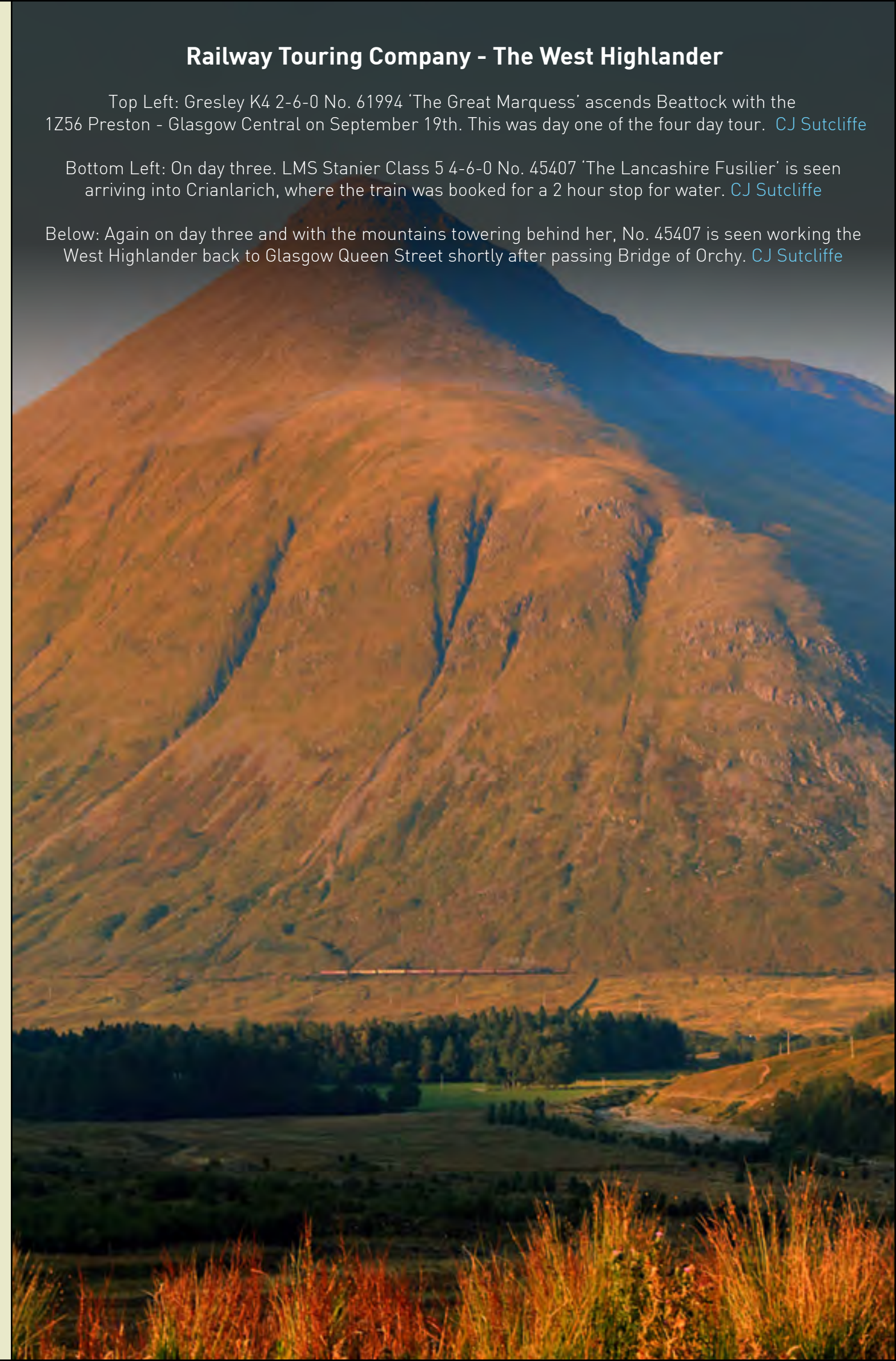


Railway Touring Company - The West Highlander

Top Left: Gresley K4 2-6-0 No. 61994 'The Great Marquess' ascends Beattock with the 1Z56 Preston - Glasgow Central on September 19th. This was day one of the four day tour. [CJ Sutcliffe](#)

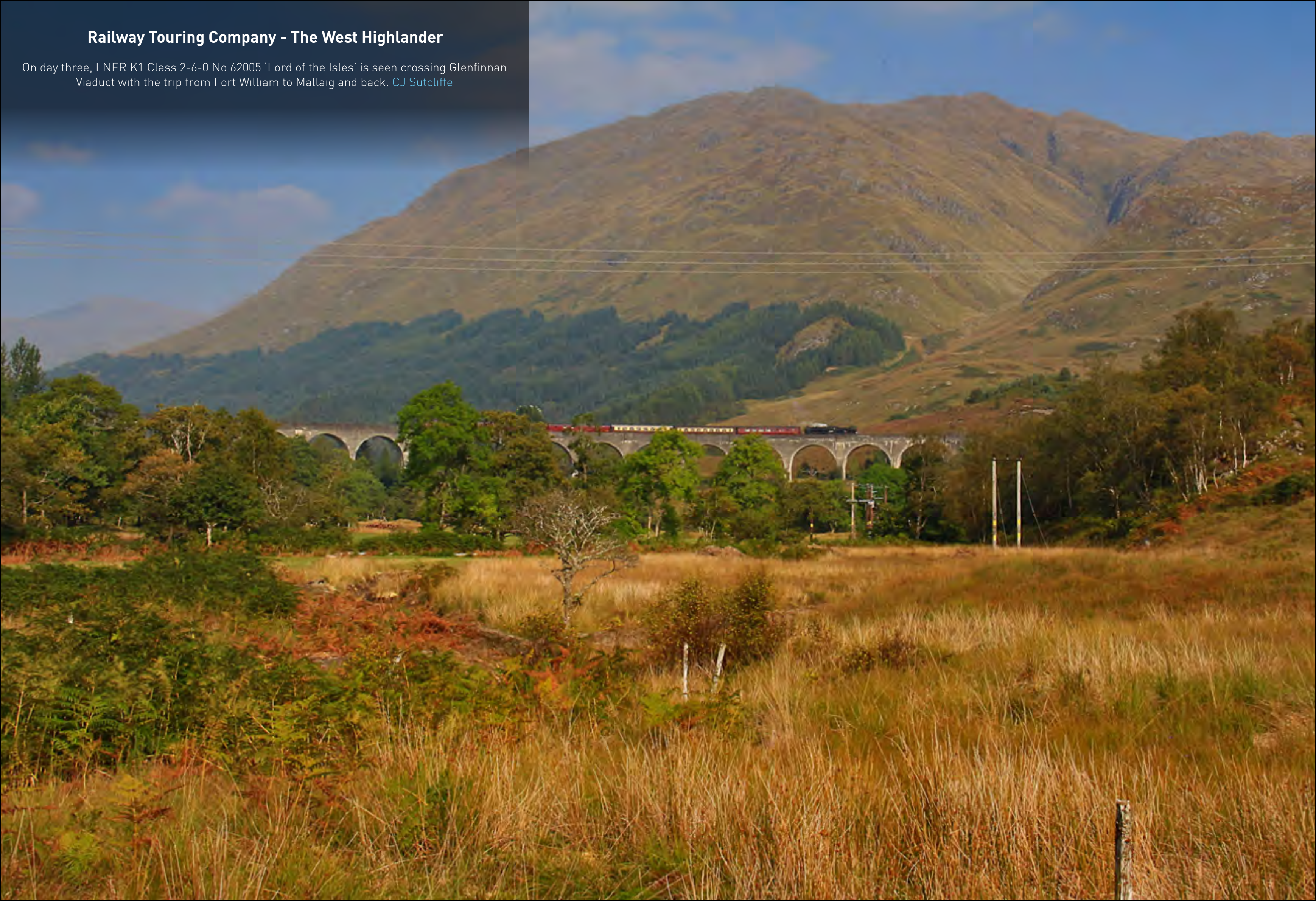
Bottom Left: On day three. LMS Stanier Class 5 4-6-0 No. 45407 'The Lancashire Fusilier' is seen arriving into Crianlarich, where the train was booked for a 2 hour stop for water. [CJ Sutcliffe](#)

Below: Again on day three and with the mountains towering behind her, No. 45407 is seen working the West Highlander back to Glasgow Queen Street shortly after passing Bridge of Orchy. [CJ Sutcliffe](#)



Railway Touring Company - The West Highlander

On day three, LNER K1 Class 2-6-0 No 62005 'Lord of the Isles' is seen crossing Glenfinnan Viaduct with the trip from Fort William to Mallaig and back. [CJ Sutcliffe](#)



Railway Touring Company - The West Highlander

Day four and LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' passes Oubeck after a stop at Carnforth for water with the return working back to Preston. [CJ Sutcliffe](#)



Railway Touring Company - The West Highlander

Heading for home, on day four, LNER K4 Class 2-6-0 No. 61994 'The Great Marquess' drifts through Hincaster with the returning 'West Highlander' railtour, September 22nd. [Shep Woolley](#)



ECS and Light Engine Moves

On September 15th, LMS 8P Class 4-6-2 No. 46233 'Duchess of Sutherland' drifts through Docker on its return from Scotland. [Shep Woolley](#)



ECS and Light Engine Moves

Right: Class 47 786 top'n'tailed with 47 804 passes Steel Heath with the 5Z30 12:05 Carnforth - Pengam Sidings ECS working on September 26th. [Keith Davies](#)

Main: Class 52 No. D1015 'Western Champion' hauls the 5Z47 Acton Lane, London - Crewe ECS, seen here passing Lichfield Trent Valley on September 5th. [Stuart Hillis](#)



ECS and Light Engine Moves

A4 Pacific No. 60009 'Union Of South Africa' eases through Moses Gate en route to the ELR from Carnforth on September 29th. [Gerald Nicholl](#)





ECS and Light Engine Moves

Left: On September 7th, following on from its GBRf railtour the previous day, Class 52 No. D1015 'Western Champion' passes Waverton running as 0Z52 Chester to Washwood Heath.
[Brian Battersby](#)

Main: A couple of hours previous to running back to Washwood Heath and the Wizzo stands in the sun at Chester. [Brian Battersby](#)



ECS and Light Engine Moves

Class 57 315 hauls 31 466 and 86 259 'Les Ross' through Moston as 0Z85 Crewe - Castleton stock move on September 10th. A rare outing up the Calder Valley route for any electric locomotive, a seldom seen or heard of occurrence. The only other time this possibly happened is when a Class 81 visited the ELR in 1993 to recreate a drag working. The Class 86 did the same at the recent diesel event. [Colin Irwin](#)



ECS and Light Engine Moves

On September 28th, Jubilee Class 4-6-0 No. 45699 'Galatea' is seen departing Crewe with a 5Z50 Crewe - Carnforth move. [Brian Battersby](#)



ECS and Light Engine Moves

West Coast's Class 57 316 passes DRS' Class 57 304 at Crewe on September 7th whilst working an ECS to Carnforth. [Andrew Wilson](#)





Class 68 011, in Chiltern livery, is pictured being put to good work as it hauls a Norwich Crown point to Wolverton stock move, seen here passing through Shenfield on September 8th. [Charlie Robbins](#)



Left: Class 67 014 'Thomas Telford' passes Tyseley with the 18:46 London Marylebone - Kidderminster service on October 1st. [Chris Morrison](#)

Main: Class 68 010 is seen stabled at Crewe Gresty Bridge on September 28th. [Brian Battersby](#)



Colas Rail



Above: On September 7th, Class 56 105 departs Abbey Foregate, Shrewsbury with the 6C37 10:30 Chirk Kronospan - Carlisle Yard. [Keith Davies](#)

Right: Class 56 096 and 56 105 work the 6V37 Chirk - Carlisle through Walcot on September 21st. [Carl Grocott](#)

Main: Class 56 096 and 56 105 pass through Helsby on September 12th with a loaded log train from Ribblehead, heading for Chirk. [Brian Battersby](#)





Above: Class 56 096 and 56 105 pass Uffington with an early running 6V37 10:30 Chirk Kronospan - Carlisle Yard on September 21st. [Keith Davies](#)

Left: Class 70 802 powers the Eastleigh - Hoo Junction departmental service, near Stone in the Dartford area, hauling a rail train on September 9th. [Charlie Robbins](#)

Main: Class 56 105 passes Walcot on September 7th working the 6V37 Chirk - Carlisle empty logs. [Carl Grocott](#)



On September 2nd, Class 70 809 leads 70 801 and 70 804 through Bescot Stadium. Paul Godding



Class 56 302 leads 60 096 working the 0Z53 Bodmin to Toton, seen passing through Plymouth on September 29th. [Steve Andrews](#)



On September 16th, Class 37 219 and 37 175 pass through Cheltenham Spa working the 0Z37 Washwood Heath - Canton. [Lewis Mitchell](#)



Class 56 096 and 56 105 start their descent into Blackburn passing through the Brownhill area of the town hauling the 6J37 12:58 Carlisle Yard to Chirk Kronospan log train on September 24th. [Dave Felton](#)



Class 70 808 takes track maintenance machine No. DR76702 from Rugby - Crewe, seen here passing through Stafford on September 18th. [Michael Lynam](#)



Class 56 105 works the 6J37 Carlisle - Chirk through Rossett on September 9th. [Carl Grocott](#)



In the last of the evening light on September 17th, Class 56 105 and 56 096 approach Helsby with 6J37 Carlisle to Chirk logs. [Mark Pichowicz](#)



Class 47 727 approaches Water Orton on September 10th with a Washwood Heath - Boston Docks steel working. [Michael Lynam](#)



On September 10th, Class 70 801 passes through Water Orton with a Westbury - Bescot engineers working. [Michael Lynam](#)



On September 14th, Class 56 096 and 56 105 pass Uffington working the Sundays Chirk to Carlisle empty logs. [Phil Martin](#)



Class 60 087 is pictured working the 6V62 11:22
Tilbury Riverside - Llanwern Exchange Sidings
through Ruscombe on September 17th. [Class25](#)





DB Schenker's fleet



Above: Class 60 092 leads a steel train through Walsall on September 2nd. [Paul Godding](#)

Left: Class 60 001 passes Stenson Jct. on September 1st working a Washwood Heath - Peak Forest stone empties. [Phil Martin](#)

Main: Class 60 020 passes a misty Meole Brace with the 6V75 09:30 Dee March - Margam steel on September 5th. [Keith Davies](#)





Class 60 044 is pictured working the 6E41 Westerleigh - Lindsey oil tanks through Burton on September 2nd.
Stuart Hillis



Above: Class 59 001 'Yeoman Endeavour' passes Shrivenham with the Banbury Oxford Road sidings to Westbury TC stone empties on September 23rd. [Derek Elston](#)

Left: On September 1st, Class 60 100 passes Stenson Jct. with a rake of loaded oil tanks, heading for Kingsbury. [Phil Martin](#)

Main: Class 66 089 passes through Water Orton on September 10th with an engineers heading from Bescot - Toton. [Michael Lynam](#)



Class 66 089 working the 6D44 Bescot - Toton engineers train, passes Burton on September 10th. [Stuart Hillis](#)



Class 66 199 after passing through Cherry Tree (Blackburn) station is seen hauling the 6F76 New Biggin British Gypsum to Arpley Sidings with empty gypsum containers on August 19th. [Dave Felton](#)



On September 12th, Class 60 011 working the 6M00 Humber - Kingsbury oils, crosses Stenson Jct. [Stuart Hillis](#)



Class 60 035 heads light engine through Burton on September 10th, working from Toton - Bescot. [Stuart Hillis](#)



Above: Class 66 008 heads a rake of car carriers through Bescot on September 2nd. [Paul Godding](#)



Right: Class 66 140 passes through Acton Bridge on September 15th with empty car flats from Southampton, heading to Halewood (Jaguar Cars). [Michael Lynam](#)

Main: Class 66 018 passes through Earlestown's platform three with the newly erected electrification masts, working the 6F74 loaded coal for Fiddlers Ferry power station, September 15th. [Dave Harris](#)



As the trees begin to turn autumnal, Class 60 074 passes Moberley with the 6F05 15:19 Tunstead to Lostock Works, September 26th. Mark Pichowicz



On September 27th Class 66 115 is seen at Leicester with the 07:45 Stud Farm Quarry to Humberstone Road.
Derek Elston



EWS liveried Class 66 051 heads a Peak Forest - Warrington Arpley mixed rake of wagons heading for repair. Seen here passing through Acton Bridge on September 15th.
Michael Lynam



Class 60 019 with the 6M00 Humber - Kingsbury loaded oil tanks passes through Burton on Trent, September 9th. Stuart Hillis



Class 66 011 passes Burton on September 29th with the 6E79 Wolerhampton - Masborough steel carriers.
Stuart Hillis





Above: Class 60 007 'The Spirit of Tom Kendall' heads the Theale to Robeston empty tanks through a dreary Shrevenham on September 23rd. [Derek Elston](#)



Right: On full power and with sanding equipment deployed, Class 66 221 storms past Stenson Jct. on September 1st with the Kingsbury - Humber empty oil tanks. [Phil Martin](#)

Main: Class 60 010 is pictured after passing through Bamber Bridge station hauling the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on August 27th. [Dave Felton](#)





Above: DB branded Class 66 043 passes through Cardiff on September 24th with an empty coal working. [Paul Godding](#)



Right: On September 27th, Class 66 160 enters Scunthorpe station with the 6E20 Llanwern Ex Sidings - Immingham Sorting Sidings. At least the BYAs make a change from the more usual coal hoppers. [Steve Thompson](#)

Main: Class 66 098 arrives into Blackburn station goods loop hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on September 8th. [Dave Felton](#)





Above: Class 92 010 heads a Dagenham Docks - Garston Car Terminal loaded car train through Acton Bridge on September 15th. [Michael Lynam](#)



Right: On September 24th, Class 60 100 heads through Cardiff Central with an empty steel working bound for Margam. [Paul Godding](#)

Main: Class 60 019 'Port of Grimsby & Immingham' stands in Blackburn station goods loop in charge of the 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on September 10th. [Dave Felton](#)





On August 13th, Class 66 176 passes Golant working an early running 6P24 Parkandillack to Fowey Docks loaded CDA hoppers. [Matthew Bird](#)



Above: Class 66 156 passes through Crewe on a dull September 7th working a returning ballast train into Basford Hall yard. [Andrew Wilson](#)

Right: On September 9th, Class 67 009 stands at Haymarket whilst working the 2G13 17:08 Edinburgh - Glenrothes service. [Keith Hookham](#)

Main: Class 66 001 passes through Doncaster on September 9th working a Wakefield - Felixstowe container service. [Michael J Alderdice](#)



Class 66 050 passes through Newport on September 17th with a rake of refurbished hoppers, working from Wembley Euro Freight Ops Centre - Cardiff Docks. [Michael Lynam](#)



Class 66 143 and 66 092 run light engine through Barnetby on September 20th working from Immingham - Belmont Down Yard. [Michael Lynam](#)



Class 60 011 passes the GNER signal box at Ulceby with the 10:30 Kingsbury - Humber empty tanks on September 27th. [Chris Morrison](#)



DB branded Class 66 043 passes through Doncaster on September 6th working from Wakefield Europort to Belmont yard. [Richard Hargreaves](#)





Class 66 221 is seen at a misty Walcote on September 11th working a 6G51 07:41 Arpley - Donnington RFT. [Keith Davies](#)



Class 66 089 departs from Blackburn station goods loop hauling the 6M94 05:00 Avonmouth Hansons Siding to Clitheroe Castle Cement empty cement tanks on September 9th. [Dave Felton](#)



Class 60 063 passes through Accrington station hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on August 22nd. [Dave Felton](#)

Class 60 024 'Clitheroe Castle' passes through the Rishton area of Blackburn hauling 6E32 discharged bitumen tanks from Preston Docks to Lindsey Oil Terminal on September 22nd. [Dave Felton](#)



Running 54m late, Class 60 099 is seen at the head of 6H10 Bletchley to Peak Forest stone empties at Husbourne, Crawley on September 23rd. [Derek Elston](#)



Class 66 201 works its way between Manchester Oxford Road and Manchester Piccadilly on September 23rd with a Trafford Park - Southampton freightliner. [Michael Lynam](#)



Class 60 015 heads a Peak Forest Cemex Sidings. - Selby Potter Group stone train through Doncaster on September 23rd. [Michael Lynam](#)





Class 66 105 is seen on the approach to a rather damp Blackburn hauling the 6M94 05:00 Avonmouth Hanson Sidings to Clitheroe Castle Cement conveying empty cement tanks on August 21st. [Dave Felton](#)



Class 31 601 passes Stenson Jct. on September 1st running light engine from Derby to Washwood Heath.
Phil Martin

Direct Rail Services



Class 68 009 passes through Burton on September 29th with the 6U77 Mountsorrel Quarry - Crewe VQ hauling 20 loaded IOAs = 2000 tonnes. This was only the third Class 68 to work this train, and it was also the first working for a month as Crewe VQ had been full. [Stuart Hillis](#)



Class 37 603 is seen awaiting repairs at Crewe Gresty Bridge on September 13th. [Brian Battersby](#)



Class 68 002 passes through Stalybridge on September 11th with an OZ80 Crewe to York light engine move. [Brian Hewertson](#)



Class 66 431 starts its descent towards Blackburn passing through the Brownhills area of the town hauling 6K05 Carlisle NY to Crewe Basford Hall engineers on August 22nd. [Dave Felton](#)



On September 11th, Class 66 301 climbs the bank to Cherry Tree with the daily Carlisle - Crewe engineers train. [Michael Lynam](#)

Class 57 310 leads 57 604 through Largin on September 27th
working an ECS from Long Rock to Old Oak Common.
Steve Andrews





Above: On September 15th, Class 66 423 comes off the East Lancashire line at Farrington Jct. with the daily 6K05 Carlisle - Crewe engineers. [Michael Lynam](#)

Left: The daily 6K05 from Carlisle - Crewe often has an interesting batch of wagons and locomotives. On September 20th no wagons had to be moved so the working ran as 0K05 and was used to transfer locomotives from Carlisle to Crewe, consisting of Class 66 429, 66 303, 47 828 and Northern Belle liveried 47 790, seen here passing through a wet Pleasington. [Michael Lynam](#)

Main: The new DRS livery seems to be spreading rapidly, with Class 37 609 being one of the latest to appear. Pictured here at Derby on September 13th having arrived with a Network Rail test train. [Brian Battersby](#)





Above: Class 66 429 with Chiltern's Class 68 011 and 37 194 on the rear pass through Burton on Trent working 0Z94 York Parcel Sidings - Crewe Gresty Bridge on September 10th. [Stuart Hillis](#)



Right: On September 26th, Class 57 009 runs light engine from Toton - Crewe, seen passing through Burton on Trent. [Stuart Hillis](#)

Main: Class 92 037 'Sullivan' works the Daventry - Mossend 'Tesco' service past Bay Horse on September 19th. [CJ Sutcliffe](#)





Above: Class 68 008 'Avenger' is seen stabled at Crewe Gresty Bridge on September 28th. [Brian Battersby](#)



Right: Class 20 309 and 20 312 pass through Cheltenham on September 16th towing a couple of flasks working the 6M56 Berekeley - Crewe. [Lewis Mitchell](#)



Main: Class 66 428 arrives into Hellifield on September 28th with the 6K05 engineers from Carlisle - Crewe. [Michael Lynam](#)

Still carrying its Network Rail livery, Class 57 306 stands at Gresty Bridge on September 28th. Brian Battersby



East Coast

Class 91 114 'Durham Cathedral', in its unique livery, is seen at London Kings Cross on September 13th. [Derek Elston](#)



East Midlands Trains



Left: Power car No. 43050 leads a London St. Pancras to Nottingham service whilst Meridian Class 222 001 is seen working a Sheffield to London St. Pancras service at Leicester on September 27th. [Derek Elston](#)

Main: Power car No. 43044 stands at Wellingborough on August 31st on the rear of a London St. Pancras - Nottingham service. [Andrew Wilson](#)



First Great Western



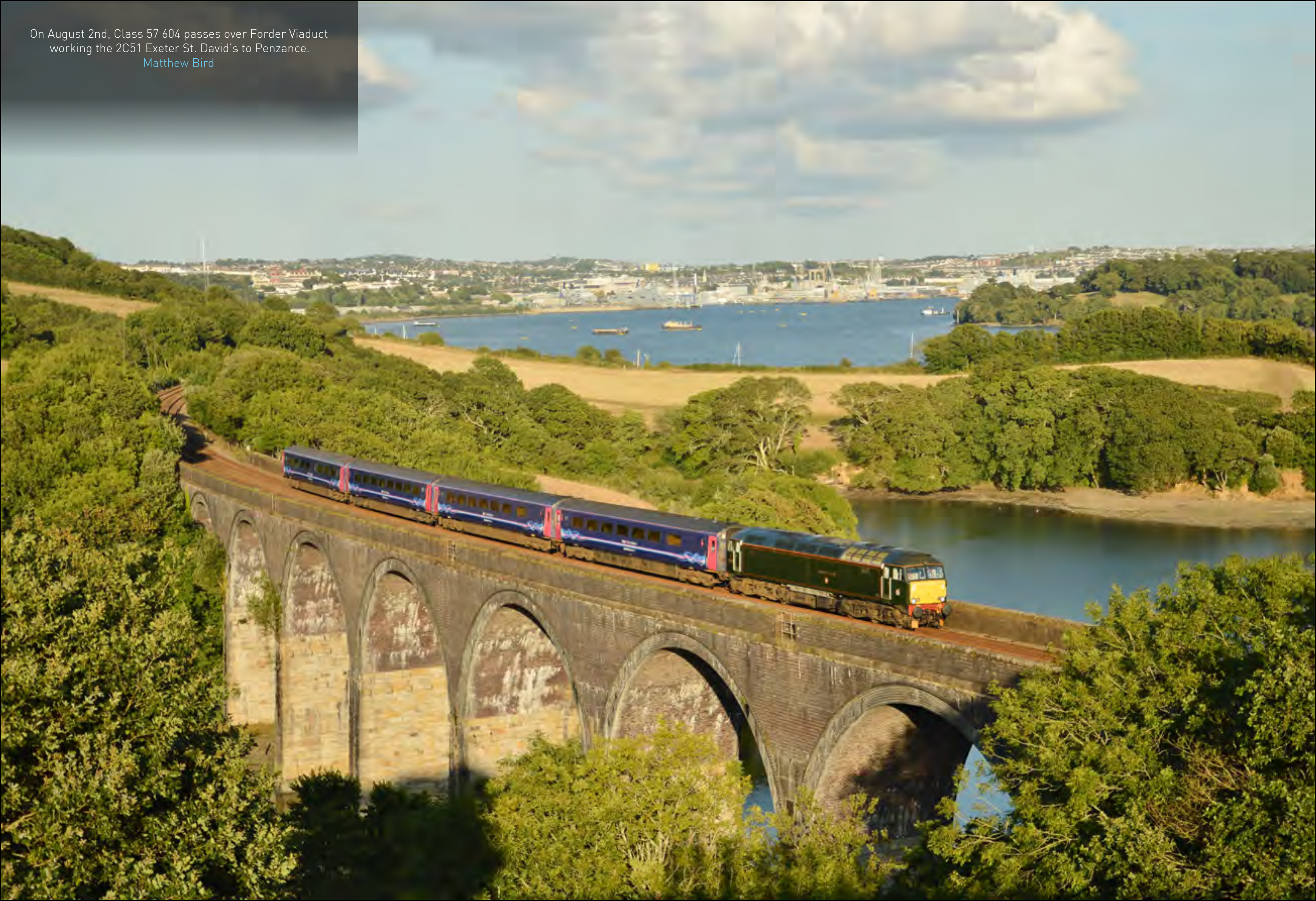
Above: Class 57 602 is seen at RVEL Derby on September 13th, awaiting repairs. [Brian Battersby](#)

Left: Power car No. 43012 prepares to depart Cardiff Central on September 24th with a London Paddington to Swansea service. [Paul Godding](#)

Main: First Great Western's 1C15, the 13:00 from London Paddington to Bristol Temple Meads, passes Shrivenham on September 23rd. [Derek Elston](#)



On August 2nd, Class 57 604 passes over Forder Viaduct working the 2C51 Exeter St. David's to Penzance.
[Matthew Bird](#)





Above: Heading for Basford Hall, Class 66 539 passes through Crewe on September 7th with an empty ballast working. [Andrew Wilson](#)

Right: Class 66 420 pauses at a very wet Doncaster on September 6th working a Felixtowe - Leeds service. [Richard Hargreaves](#)

Main: Class 66 599 heads south through Style on September 9th with a Trafford Park - Southampton freightliner. [Michael Lynam](#)





Above: Class 66 552 approaches Water Orton on September 10th with a Rugeley power station - Hunslet yard empty hoppers. [Michael Lynam](#)



Right: Class 70 005 passes through Baystan Hill on September 14th with a loaded ballast heading from Crewe - Patchway. [Phil Martin](#)

Main: Class 70 001 'Powerhaul' passes Burton on Trent with the 4055 Leeds - Southampton model on September 3rd. [Stuart Hillis](#)





Above: Class 86 605 and 86 612 head a Ditton - Crewe Basford Hall working through Acton Bridge on September 15th. [Michael Lynam](#)

Left: Class 70 010 passes through Walsall on September 23rd with an empty engineers train. [Paul Godding](#)

Main: Class 66 506 'Crewe Regeneration' reaches the summit up the four mile long climb up 1 in 82 Langho Bank as the train passes through Ramsgreave and Wilpshire station hauling the 6M11 Hunterston to Fiddlers Ferry power station with 2000 tonnes of loaded coal on August 26th. [Dave Felton](#)



Right: Colas Rail's Class 70 803, on hire to Freightliner, passes Burton on Trent working the 4055 Leeds - Southampton modal on September 1st. [Stuart Hillis](#)

Main: Class 66 523 is seen at the head of the 13:01 Southampton Maritime to Crewe Basford Hall at Eastleigh on September 6th. [Derek Elston](#)



Class 66 951 passes Upton Forge working the 6M55 07:00
Portbury Coal Terminal - Rugeley power station on
September 9th. Keith Davies





Above: Class 90 041 heads northbound through Stafford on September 18th with a Crewe - Rugby - Crewe test run. [Michael Lynam](#)



Right: Class 66 616 is seen at Kempsey Shrewsbury working the 6V82 13:54 Tunstead Sidings - Westbury Lafarge cement tanks on September 21st. [Keith Davies](#)

Main: Class 66 601 heads through Steel Heath with the 4V58 13:45 Fiddlers Ferry power station - Stoke Gifford on September 26th. [Keith Davies](#)





Class 70 008 and 66 517 are seen stabled at Leeds Midland Road on September 21st. [Michael Lynam](#)



Class 66 951 passes Uffington with the 6M55 07:00 Portbury Coal Terminal - Rugeley power station on September 10th. [Keith Davies](#)



Shanks liveried Class 66 522 heads light engine through Burton on Trent as 0M46 Aldwarke - Crewe on September 30th. [Stuart Hillis](#)



Class 70 018 working the 4055 Leeds - Southampton liner passes through Burton on September 30th. [Stuart Hillis](#)



Class 66 613 with a Ratcliffe power station - Crewe empty coal hoppers, passes through Burton on Trent, September 26th. [Stuart Hillis](#)



Class 70 006 leads 66 953 and hired in 70 803 through Burton on September 4th working as 0Z71 Brush Works Loughborough - Crewe. [Stuart Hillis](#)



Class 66 596 with a lightly loaded 4055 Leeds - Southampton modal, passes Stenson Jct. on September 12th. [Stuart Hillis](#)



Freightliner's Class 70 013 with a Hams Hall - Southampton train, passes Class 20 096 and 20 107 with the 02:30 Amersham - Derby Litchurch Lane 'S8' tube train for alterations, at Bordesley Junction, Birmingham on August 12th. [Chris Morrison](#)



Above: On September 10th, Class 66 746 passes through Water Orton in charge of a Hinkley Sdgs - Cliffe Hill Stud Farm engineers train. [Michael Lynam](#)

Left: Class 73 207 and 73 119 enjoy a layover at Eastleigh on September 6th. [Derek Elston](#)

Main: Class 66 728 'Institution of Railway Operators' working the 6L84 12:39 Middleton Towers - Goole Glass Works, passes Whitmoor Drove, March on September 24th. [Class25](#)





Above: On September 18th, Class 66 741 passes through Stafford on the fast lines with a Trafford Park - Felixstowe working. [Michael Lynam](#)

Left: Class 20 132 and 20 118 on the rear of the 03:20 Amersham - Derby Litchurch Lane tube working, pass DB Class 60 063 on the 07:15 Lindsey - Kingsbury tanks at Willington station, September 2nd. [Chris Morrison](#)

Main: Class 20 132 'Barrow Hill Depot' and 20 118 'Saltburn-by-the-Sea' with 20 107 and 20 096 on the rear pass Mucky Lane, Rearsby with the 7X09 11:20 Old Dalby - West Ruislip on September 22nd. [Class25](#)





Above: Class 20 901 and 20 314 clatter through platform 1 at Tyseley with the 15:55 Derby Litchurch Lane - Amersham working on October 1st. [Chris Morrison](#)

Right: Class 66 754 heads north through Doncaster on September 6th with a Drax bound loaded coal working. [Richard Hargreaves](#)

Main: Class 66 738 'Huddersfield Town' and 60 091 'Barry Needham' are seen during a weekend layover at Eastleigh, September 6th. [Derek Elston](#)





Above: Due to a concert being held in Barrow Hill Roundhouse, many of the GBRf Class 20s which would normally have returned there on a weekend were stabled behind Derby station. This is Class 20 132 and 20 118 enjoying the late summer sunshine on September 13th. [Andrew Wilson](#)

Right: Class 20 107, 20 096, 20 311 and 20 905 were also to be seen in the sidings behind Derby station on September 13th. [Richard Hargreaves](#)

Main: Tube map locos, Class 66 718 and 66 721 are seen working the 6X02 Butterley MRC - SVR with an LMS coach & 6 open wagons as they pass through Burton on Trent, September 25th. [Stuart Hillis](#)





Class 66 732 is seen working the 6K50 Toton - Crewe engineers train at Wetmore, Burton on Trent, September 8th. [Stuart Hillis](#)



On September 8th, Class 66 753 hauls 9 new locos past the Nemesis Rail depot at Burton, running as OX66 Newport - Barrow Hill - Doncaster. The nine new locos were: Class 66 757/758/765/759/760/762/761/764/763. [Stuart Hillis](#)



Class 66 719 'Metro Land' is pictured standing at the signal coming out of Basford Hall, waiting to go into the underpass on it's way to Liverpool docks with empty biomass wagons, September 17th. [Eddie Emmott](#)



Class 66 740 'Sarah' with the 6K50 Toton - Crewe engineers train passes Burton on September 30th. [Stuart Hillis](#)

On September 22nd, Class 20 096 and 20 107 lead 85937
21440 21439 85943 with 20 118 and 20 132 on the rear
working the 7X09 11:20 Old Dalby to West Ruislip, seen here
passing through Melton Mowbray. [Class25](#)



On September 1st, Class 20 314 and 20 901 with 20 905 and 20 227 top'n'tail the 7X09 Old Dalby - West Ruislip 'S' stock delivery after testing at Old Dalby, seen passing Moira. Stuart Hillis





Class 37 601 'Class 37- Fifty' (with 37 611 on the rear) passes Rushton with the 1Q05 08:55 Derby RTC - East Ham EMUD on September 23rd. [Class25](#)



Above: Class 97 304 top'n'tailed with 97 302 passes Walcot with the 09:52 Derby RTC - Machynlleth carriage sidings on September 22nd. [Keith Davies](#)

Left: Class 73 201 'Broadlands' stands at Derby on September 13th having arrived with a test train from Merseyside. Class 73 119 'Borough of Eastleigh' was on the rear. [Class47](#)



Main: Electrification sets Nos. DR75810 and DR75814 pass through Burton on Trent working from High Marnham to Swindon on September 25th. [Stuart Hillis](#)



Above: On September 18th, Class 67 003 propels a Derby bound test train out of Stafford. [Michael Lynam](#)

Left: Class 67 020 and 67 030 top'n'tail a Network Rail test train through Acton Bridge on September 15th running from Heaton to Crewe. [Michael Lynam](#)

Main: Class 31 233 is pictured stabled at Derby on September 13th with the UTU1 test train. [Brian Battersby](#)





Class 31 233 is seen at Derby heading for the RTC with the 08:00 from Crewe Gresty Bridge to Derby R.T.C. on September 27th. [Derek Elston](#)



On September 1st, power cars Nos. 43014 and 43062 are seen working the 1Q28 Derby RTC - Euston - Derby RTC at Burton on Trent. [Stuart Hillis](#)



Class 37 611 top'n'tailed with 37 605 pass Stenson Jct. on September 1st working a Derby to London Euston test train. [Phil Martin](#)



Class 67 030 top'n'tails 67 020 working a Derby RTC - Oxford - Derby RTC test train through Burton on September 3rd. [Stuart Hillis](#)

Class 37 423 and 37 688 top'n'tail the 1Q14
Derby - Crewe through Cosford on September 8th.
Carl Grocott



Units: DMUs and EMUs



Northern Rail's Class 156 459 approaches Langho station with the 2J52 18:04 service from Clitheroe to Manchester Victoria on August 20th. [Dave Felton](#)



Above: London Midland's Class 350 260 stands at Crewe station with a Liverpool Lime St. to Birmingham New Street on September 17th. [Eddie Emmott](#)

Left: Arriva Trains Wales' Class 142 006 approaches Cardiff Queen's Street station on September 24th with a service to Penarth. [Paul Godding](#)

Main: London Midland's Class 150 109 approaches Ridgmont with the 10:05 Bletchley to Bedford service on September 23rd. [Derek Elston](#)



Above: CrossCountry's Class 170 636 departs Leicester with the 07:07 Gloucester to Cambridge service on September 27th. [Derek Elston](#)



Right: London Midlands Class 323 222 calls at Bescot Stadium station on September 2nd whilst working a Walsall to Birmingham New Street service. [Paul Godding](#)

Main: Northern's Class 142 001 passes through the Hoghton area with the 2N14 08:21 service from Blackpool South to Colne on August 20th. [Dave Felton](#)





Above: On September 9th, Northern's Class 323 236 EMU pauses at Styal whilst working a Manchester Piccadilly - Crewe via Manchester Airport service. [Michael Lynam](#)

Left: South West Trains' Class 450 094 approaches Eastleigh with a Portsmouth Harbour service, September 6th. [Derek Elston](#)

Main: On August 22nd, Northern Rail's Class 156 441 departs from Leyland station with the 2N72 07:57 service from Liverpool Lime Street to Preston. [Dave Felton](#)





Above: On September 10th, the driver of CrossCountry's Class 170 110 washes the windscreen as it speeds through Water Orton working a Birmingham - Leicester service. [Michael Lynam](#)

Right: Arriva Trains Wales' Class 143 625 arrives into the Valley Lines platform at Cardiff Central on September 24th with a service to Merthyr Tydfil. [Paul Godding](#)

Main: First TransPennine Express Class 185 115 passes through Leyland station on August 27th with the 1S40 09:00 service from Manchester Airport to Glasgow Central. [Dave Felton](#)





Northern Rail's Class 142 063 approaches Cherry Tree (Blackburn) station working the 2N16 14:21 service from Blackpool South to Colne on August 19th. Dave Felton



Northern's Class 158 756 climbs Copy Pit incline with the 1B16 09:18 service from York to Blackpool North on August 15th. Dave Felton



On September 24th, Arriva Trains Wales' Class 143 607 arrives into Cardiff Central with a service to Coryton. Paul Godding



On September 17th, First Great Western's Class 158 798 departs Newport with a Taunton - Cardiff Central service. Michael Lynam



Above: On September 6th, Northern's Class 153 307 calls at Thornton Abbey, working the 2F90 Barton - Cleethorpes service. [Steve Thompson](#)

Left: On September 15th, still displaying Bedford as it's destination, Class 319 380 passes through Acton Bridge on a delivery run / transfer to Northern Rail from Wolverton, and heading to Allerton depot, Liverpool. [Michael Lynam](#)

Main: Northern Rail's Class 158 796 is pictured about to pass through Rishton (Blackburn) station working the 1B14 08:27 York to Blackpool North on September 22nd. [Dave Felton](#)



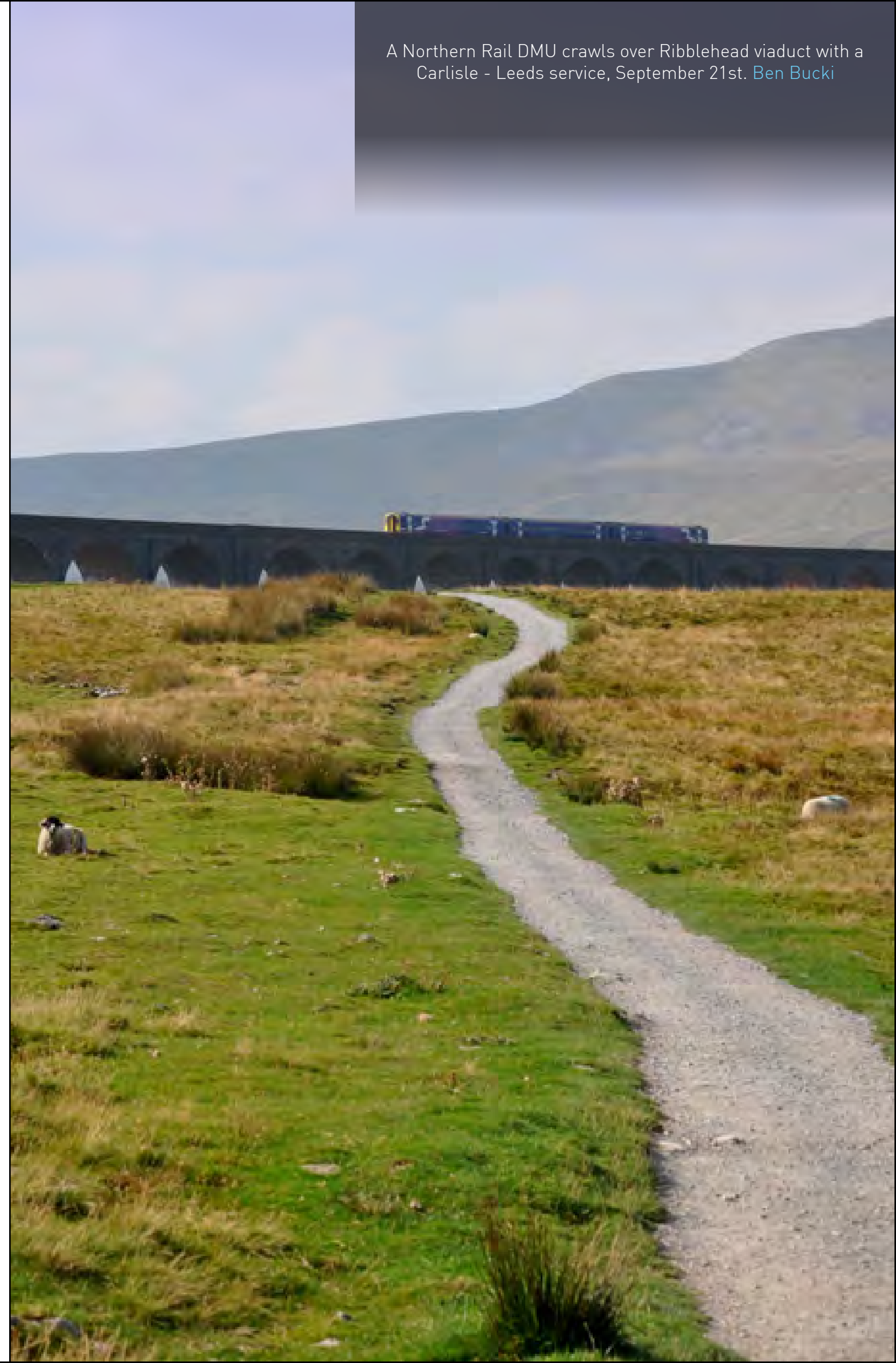
Sporting the revised Arriva Trains Wales livery, Class 150 251 departs Cardiff Central on September 24th with a service to Ebbw Vale. Paul Godding



Northern Rail's Class 153 358 passes the long closed Garden Street signal box Grimsby, with the 13:00 Cleethorpes - Barton on Humber service, September 27th. [Chris Morrison](#)



A Northern Rail DMU crawls over Ribblehead viaduct with a Carlisle - Leeds service, September 21st. [Ben Bucki](#)



Arriva Trains Wales Class 175 010 passes Steel Heath working the 1V46 14:30 Manchester Piccadilly - Milford Haven service on September 26th. [Keith Davies](#)





Arriva Trains Wales' Class 150 262 is seen at Manchester Piccadilly on September 7th working a Shrewsbury service. [Andrew Wilson](#)



On September 30th, East Midlands Trains' Class 158 810 and 158 785 passes through Hazel Grove working a Liverpool - Norwich service. [Michael Lynam](#)



The seagull seems less than impressed as Arriva Trains Wales' Class 158 824 departs Cardiff Central on September 24th with an ECS to Canton depot. [Paul Godding](#)



Northern Rail's Class 150 132 approaches Bamber Bridge station with the 2517 08:23 service from Colne to Blackpool South on August 27th. [Dave Felton](#)

Reliveried Merseyrail Class 507 021 is seen departing Chester on September 7th with a service to Liverpool Central. Brian Battersby





East Midlands Trains' Class 156 498 passes Stenson Jct. on September 1st with a Crewe to Derby service making a pleasant change to the normal Class 153. [Phil Martin](#)



Sporting a rather large dent in the front, Arriva Trains Wales Class 175 109 passes through Helsby on September 12th with a service from Manchester Piccadilly. [Brian Battersby](#)



Northern's Class 142 048 approaches Lostock Hall station with the 2S17 08:23 service from Colne to Blackpool South on September 24th. [Dave Felton](#)



First TransPennine Express' Class 185 109 pauses at Manchester Piccadilly on September 7th whilst working a service to Manchester Airport. [Andrew Wilson](#)



Northern Rail's Class 150 272 is pictured arriving at Accrington station with the 2N18 10:21 service from Blackpool South to Colne on August 22nd. [Dave Felton](#)



London Midland's Class 350 112 pauses at Wolverhampton on September 6th working a Birmingham New St. to Liverpool Lime St. service. [Richard Hargreaves](#)



Northern Rail's Class 156 483 stands at Ramsgreave and Wilpshire station whilst working the 2J56 15:28 Clitheroe to Manchester Victoria on September 24th. [Dave Felton](#)



First TransPennine Express' speeds through Leyland on September 24th working the 1S40 09:00 service from Manchester Airport to Glasgow Central. [Dave Felton](#)



On September 6th, Northern Rail's Class 158 849 is seen working a Sheffield - Bridlington service through Doncaster. The Tour de France liveried unit has had the wording on the side changed from 'Taking You' to 'We Took You'. [Class47](#)



At Manchester Victoria on September 10th, First TransPennine Express Class 185 115 is seen on a Liverpool to Newcastle working whilst 185 117 is seen heading in the opposite direction, from Newcastle to Liverpool. [Brian Hewertson](#)



Northern Rail's Class 156 423 approaches Langho station with the 2J54 18:44 service from Clitheroe to Manchester Victoria on August 20th. [Dave Felton](#)



London Midland's Class 350 128 is seen upon arrival at Crewe on September 7th with a service from London Euston. [Andrew Wilson](#)



Above: Merseyrail's Class 508 143, built in 1980, approaches the 1984 built station at Bache with a service from Liverpool Lime St. to Chester on September 14th. [Dave Harris](#)

Left: Merseyrail's Class 507 028 stands at Chester on September 7th ready to work a service to Liverpool Central. [Brian Battersby](#)

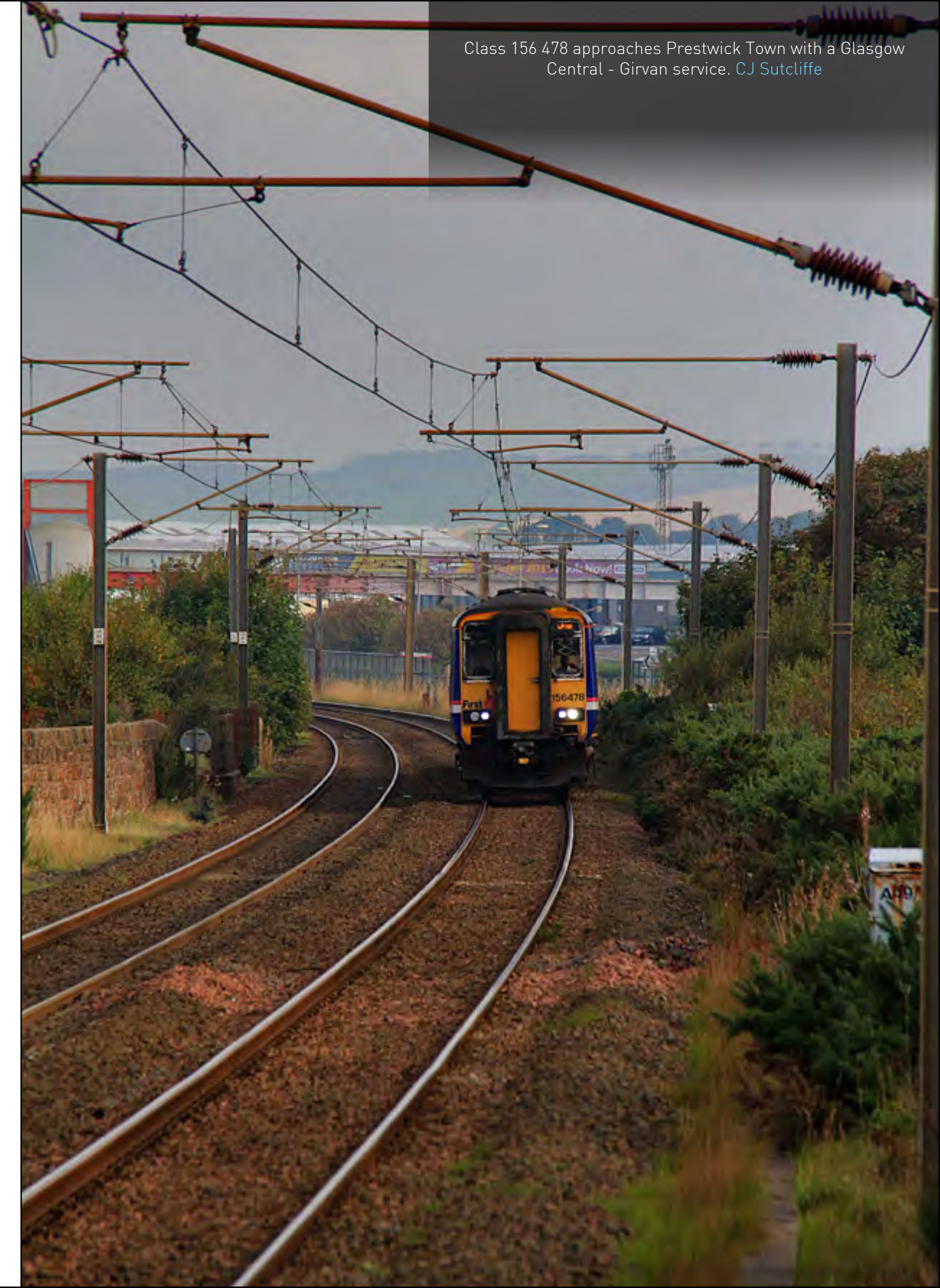
Main: First Great Western's Class 158 957 approaches Cardiff Central on September 24th with a service to Portsmouth Harbour. [Paul Godding](#)





**News and Features:
Scotrail - life north of the border**

On September 22nd Class 380 113 arrives into Prestwick Town working an Ayr - Glasgow Central service. [CJ Sutcliffe](#)



Class 156 478 approaches Prestwick Town with a Glasgow Central - Girvan service. [CJ Sutcliffe](#)

Going Underground



Above: Sarah Siddons stands in Moorgate station on August 9th. [John Coleman](#)

Right: Metropolitan No. 1 is pictured steaming through Farringdon station on August 9th with a Met 150 special. [John Coleman](#)

Main: On August 16th, Metropolitan line 'S8' stock No. 21040 runs into Amersham station to begin its journey to the City. [Chris Morrison](#)



Edinburgh Trams

Edinburgh tram No. 255 is seen at Edinburgh Airport on September 9th. [Keith Hookham](#)



Fares Advice with RailUK

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

But to try and sum it up...

For travelcards...

Southern

Pros: Earliest departure from Milton Keynes for an off peak ticket, at 0913. Useful if you have to be in west London early but cheap.

Offers an alternative route and destinations which may prove more convenient depending on the case. Power sockets in standard on most trains- new 5 car trains have them

Cons: Most expensive operator specific travelcard. Least frequent service. Slow, stopping service. Earliest 'last train back', particularly early at weekends.

Virgin

Pros: Fastest journey time. Joint cheapest off-peak option. Cheapest anytime option. Often perceived to have nicer rolling stock/ journey experience (others would disagree) (shop- power sockets in standard, 2+2 seating). Seat reservations available.

Cons: Later start (weekends)/earlier end of service than London Midland. Latest services are slower (as slow as a LM stopper!) and less frequent-stopping at Watford Junction and pathed more slowly. Uneven spacing of off peak London departures at Milton Keynes. Lack of peak time departures! (pick up/drop off only, or sailing straight past). Latest (weekday) first off-peak departure/arrival into London.

London Midland

Pros: Very early and very late services offered. Fastest services are not much slower (but less frequent) than Virgin. The most services. Joint cheapest off-peak option. Earliest weekday off-peak arrival into Euston.

Genuine inter-TOC competition at Milton Keynes

Virgin and London Midland both carry passengers between Milton Keynes and London and I believe this benefits passengers making this journey in terms of fares.

There are a lot of fares available, and recently some fares have come down, I believe due to competition.

There are operator restricted tickets for both London Midland and Virgin, and for travelcards there's even a Southern only option! Fairly recently London Midland cut the cost of their travelcard by 50p, which made them the cheapest for this ticket type. I was pleasantly surprised to see, the other day, that Virgin have matched London Midland's lower price! Which leaves poor old Southern as the least frequent but most expensive option... (besides any permitted).

I also now discover Virgin are selling advance tickets for this flow, when previously it used to be just London Midland!

As for off-peak day singles, London Midland have introduced a temporary new fare to undercut the Virgin Trains Only fare, but as I believe as London Midland are considered the main operator this cannot be offered for any longer than 12 weeks.

The downside of all this is the perhaps confusing array of options about who to travel with!

Cons: Generally and mostly slower than Virgin. Very expensive travelling in the peak- no London Midland Only option. 3+2 seating on a significant chunk of rolling stock. No power sockets in vast majority of standard class (I am yet to board a 350/3).

Advance fares...

London Midland have the cheapest fare. Virgin tiers come just above the LM equivalent.

Anytime day single: Virgin Only cheaper than Any Permitted by 50p
Off Peak day Single: (apart from LMs temporary £12 fare) Virgin Only cheaper by £1.

Anytime Day Return: Virgin Only £9 cheaper than Any Permitted, but can be made use of on very few departures.

Off Peak Day Return: LM only and Virgin only same price, £8 cheaper than Any Permitted.

Off Peak Return: Virgin Trains Only £10 cheaper than Any Permitted

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!

Who wants a train named after them for their birthday?

GBRf recently celebrated one of their very own employees by giving them a train.....well not quite, they had a locomotive named after them. Not the normal present we know, but Sarah Whurr has worked tirelessly for GBRf over the past few years and there was no better way to honour her achievements and commitment to the team. On her request, no reference to her age can ever be released into the public sphere!



Class 56 069 is seen on Leicester depot, September 27th. [Derek Elston](#)





KAREN BOSWELL IS 'WOMAN OF THE YEAR 2014'

East Coast Managing Director, Karen Boswell, scooped the prestigious 'Woman of the Year' Award at a ceremony in London on September 16th. The Women 1st Shine Awards are designed to shine light on women who are already making their mark in industry. As Woman of the Year 2014, Karen Boswell now joins the elite Top 100 Club of Britain's most influential women in hospitality, passenger transport, travel and tourism.

Speaking about her award, Karen Boswell said: "This award is one for the team; it's for every one of my colleagues in East Coast who has helped to transform our business over the last five years. I'm absolutely thrilled to have won this award, and we're all really so proud of what we've been able to achieve together to turn around this jewel in the crown of Britain's railways."

In an industry where women account for just 20% of the workforce, Karen Boswell has made her mark. She took over at East Coast in 2009, after the business had failed twice previously. The Company operates long-distance rail services between London, West Yorkshire, the North East of England and Scotland on the East Coast Main Line. Staff morale was at an all time low in 2009, but her conviction that the bottom line benefits when employee engagement is high, together with Karen's relentless focus on the customer, has created a remarkable turnaround at East Coast.

Under Karen's leadership, EastCoast has created a successful business model and developed a people strategy that focuses on delivering talent and innovation. At 91%, customer satisfaction is the highest since records began on the line, and East Coast now holds the top customer score of any long-distance franchised rail operator in the UK. And at 73%, East Coast's employee engagement rating is also a record for any previous operator on the East Coast Main Line; the Company is also now one of Britain's most profitable train companies, delivering strong returns for the taxpayer. Karen Boswell's colleagues at East Coast describe her as "an authentic spirited leader" who has created a unique "Brand Boswell", respected by her industry peers, and political masters alike. Karen also supports and mentors other women in the East Coast business, and is an active member of Forward Ladies, which seeks to inspire women in professional life.



'Women 1st' was established in 2009 by skills and workforce development charity, People 1st, with a clear mission to have at least one female candidate on the long-list for every board or executive team position by 2017. But the last word goes to Karen Boswell: "I'm really grateful to Women 1st, for shining a light on the place of women in business - and for supporting over 1,200 women through its training and mentoring programmes. And that's just fantastic."

East Coast is planned to be returned once again to public sector operation in March 2015, value-added, and in excellent commercial and financial shape.

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

Loco Fleet List



2014

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



Class 73 139 and 37 670 stand at RVEL Derby on September 13th with an uncertain future for both locos. [John Alson](#)



DB Schenker Rail UK wins first 50' freight flow

DB Schenker Rail UK has begun running a new service for WH Malcolm on 31st August between Daventry and Grangemouth. This freight flow is in addition to the Daventry to Mossend service which DB Schenker Rail UK has been running since early April. The new flow will transport goods seven-days-a-week for a large number of high profile retailers and manufacturers.

Each year DB Schenker Rail UK will now move over 40,000 containers for WH Malcolm. The latest win means that the major traffic flows to Grangemouth remain on rail, saving over 13,000,000 road miles per year. This further develops a commitment to the environment through the use of rail. The new service also carried the first 50' containers to travel by rail in the UK.

Offering an enhanced capacity for the domestic market, and by using existing railway wagons the Malcolm 50' container is a real game changer.

Neil McDonald, Head of Sales at DB Schenker Rail UK says: "This is another fantastic win for DB Schenker Rail UK so soon after beginning the service from Daventry to Mossend. This demonstrates the level of service and efficiency that DB Schenker Rail UK is bringing to each contract, providing true efficiencies and reliability for our customers." It is also great news for the local area that these shipments remain on rail, supporting jobs in Grangemouth and keeping lorries off the road."

Andrew Malcolm, Chief Executive of The Malcolm Group says: "We chose DB Schenker Rail UK because they provided an effective solution, which delivered our demanding requirements. Our business is built upon practical solutions and building successful partnerships, and the award of this second service highlights the relationship we are building. DB Schenker Rail UK have worked with us to get our new 50' units on the train, allowing us to offer more capacity to our customer base."

Welcome to Thameslink and Great Northern



Thameslink and Great Northern rail services commenced on Sunday 14 September, the first phase of the new franchise.

GTR is the largest rail franchise in the UK in terms of passenger numbers, trains, revenue and staff; and the first one to start operating under the Government's new franchising programme.

At the launch of the new franchise, Charles Horton, GTR Chief Executive, said: "I'm very excited to be leading the team dedicated to running the UK's biggest franchise. Over time we will be making real improvements to passengers' experience and managing the major changes that are happening on this part of the rail network.

"We've listened to what people want, and will be increasing capacity on busy commuter services, improving reliability and punctuality, introducing three new fleets of trains, spending £50 million on station improvements, and investing in our employees' training and development.

"There's no underestimating the challenge of the task ahead. But I'm confident that we have the people and the plans in place to make a real difference to the service we give our passengers, and that for our staff GTR will be a great place to work."

There will be £430 million investment in the GTR franchise during its seven-year term, bringing significant improvements for passengers, including:

- New trains - three new train fleets for Thameslink, Great Northern and Gatwick Express

- More services - 26% more carriages and 10,000 additional seats on trains to London in the morning peak, and additional services

- Increased capacity - 50% more room for passengers

- Improved reliability and punctuality - restructured timetable, improved operations

- More ticket options - flexible ticket options and new GTR smartcard 'the key'

- Better connections - up to 24 trains an hour through the Thameslink core in peak periods, links to Gatwick and Luton airports and Crossrail

- Improved stations - Wi-Fi at 104 stations, staffing from first to last train at 101 stations, ticket machines and information screens at all stations

The Thameslink and Great Northern routes connect important regional centres north and south of London such as Peterborough, Cambridge, Bedford, Luton, Brighton, Portsmouth and Southampton. The services have direct rail links to Gatwick and Luton airports, and to Eurostar at St Pancras International. And from 2018 trains to Farringdon station will connect with Crossrail, bringing fast links to Heathrow, Canary Wharf and central London.

In July 2015 the Southern and Gatwick Express routes will be incorporated into GTR, and a small number of services and stations currently operated by Southeastern will transfer to the franchise in December 2014.

GTR will carry about 273 million passenger journeys per year, employ around 6,500 people and generate annual passenger revenues of approximately £1.3bn.

The basis of the franchise is a management contract, which means that Govia passes the ticket revenues directly to the Government rather than the company retaining the revenue. This is due to the complexity and scale of the changes to the services and infrastructure.



On September 13th, GIF liveried Class 37 718 is seen stored at RVEL, Derby. [Brian Battersby](#)

Rail minister visits £280m rail project in Lincolnshire

Minister of State for Transport, Baroness Kramer, visited Lincolnshire on Thursday 11 September to view progress on the £280m project to upgrade and modernise a key rail artery that will enable more and better services to run. The Government-funded 'GNGE project' will finish later this year and will help to meet growing demand for rail services in the region. It will also become an important diversionary route for the East Coast Main Line, allowing improved services to run during improvement work and times of disruption. Baroness Kramer officially opened a new underpass in Heighington which provides a safe walking route underneath the railway for the many school children who use the route every day. The minister also visited the reinstated rail bypass at Sleaford that enables freight services to bypass Sleaford, improving rail capacity and reducing congestion in the town centre.

Transport Minister Baroness Kramer said: "It is a huge pleasure to be here in Lincolnshire to see how this vital project is already benefiting local people and passengers. Our ambition is to have a railway fit for the 21st century which is why we are investing more than £38bn over the next five years to maintain and enhance our network. That means more trains, seats and quicker and more reliable journeys for passengers." Justin Page, area director for Network Rail, added: "This is a complex project involving many miles of railway line between Peterborough and Gainsborough which is used by both passenger and freight trains. This vital project will enable more trains to run, helping to meet growing demand for rail services. It will also act as an important diversionary route for the East Coast Main Line at times of disruption or engineering work."

Stephen Phillips MP for Sleaford and North Hykeham said: "I welcome the completion of the Heighington underpass, as it will ensure that local residents, particularly children, are safer when crossing from one side of the line to the other. I am also glad to see that the Sleaford rail bypass has now been returned to full use, so freight trains can bypass the town significantly reducing traffic congestion. These projects show how important Government investment is to communities like ours, and I am delighted to see the fruits of this funding in our area."

Technology broadcaster Maggie Philbin and Network Rail team up to show girls how tech and trains can lead to a great career

BBC Tomorrow's World presenter and technology broadcaster and TeenTech founder Maggie Philbin has joined forces with Network Rail to help dispel myths about working in IT and encourage more girls to pursue a tech-related career.

Maggie is helping Network Rail launch the second year of its award-winning Could IT Be You? competition for girls, which was set up in 2013 by the company's chief information officer, Susan Cooklin, after she raised concerns about the rapid slide in the number of women entering the UK's IT sector.

According to the employer body e-skills UK, the number of women working in the IT industry in Britain is falling dramatically. In the 1980s it was as high as 38% but by 2011 has fallen to just 17%. Every year the IT and telecoms professional workforce requires almost 21,000 new entrants directly from education, but at present, only 15% of students on IT-related degrees in the UK are female.

Commenting on why girls aren't choosing the technology path given how much it impacts on our lives, Maggie Philbin said: "With the world of technology, and the opportunities within it, hurtling forward at lightning speed – it is so important that we support girls getting into IT careers and show how they too can help drive this industry forward. Projects like this are a fantastic way of getting young women excited about the opportunities that are out there and showcasing exactly how they can turn their passion into a valuable, exciting career."

"With the launch of our own awards calendar on the horizon, it's a really exciting time to be linking up with Network Rail and I look forward to seeing the competition entries in a few months' time."

Susan Cooklin, Network Rail's chief information officer and founder of Could IT Be You?, said: "Popular culture has helped create a perception among young women that a career in IT is all about writing code in basement offices – the reality couldn't be

further from the truth. The winners from last year's competition all showed a creative mind for solving problems and good communications, and these are the skills that business leaders are after. Technology plays an absolutely crucial role in moving 4m people by rail in Britain, safely and reliably, every day. This competition is a great way to help young women realise what a career in IT is really about and the fantastic career opportunities that a company like Network Rail can offer."

The Could IT Be You? competition is open to girls aged 16-18 and asks them to explain how technology can improve their lives and make things better. The winner gets their first year of university fees paid for by Network Rail, and with three runners up, two weeks paid work experience and mentoring with the company's IT team. Network Rail will also take part in events organised by TeenTech, founded by Maggie in 2008, which runs lively one-day events to help the 'X Factor' generation understand their true potential and the technology opportunities available in the modern workplace.

Photo: Could IT Be You? winners take up their paid work experience prize - here at Wembley signalling centre. © Network Rail



Following a visit to the East Lancs Railway, Class 86 259 'Les Ross' heads south through Leyland on September 29th, running as 0Z86 from Preston - Willesden TMD. [Michael Lynam](#)



DB Schenker Rail UK to fit 'stop-start' technology on locomotives

DB Schenker Rail UK are seeking to save over 4,500 tonnes in carbon emissions every year through the introduction of stop-start technology to ninety class 66 locomotives

DBSR UK has been trialling Auto Engine Stop Start technology (AESS) on a Class 66 locomotive since February 2014. The loco No. 66 176 has been working in Cornwall on the Imerys traffic flow.

The trial has provided data which confirmed a reduction in fuel consumption when the stop start technology is used, resulting in a lower impact on the environment.

The technology, manufactured by ZTR, works in a similar manner to stop start technology in a car, stopping the engine from running when idling. Results showed that the amount of time the engine was running was reduced by approximately one third. This would reduce CO2 emissions by over 50 tonnes, equating to a saving of over 4,500 tonnes of CO2 for the ninety class 66s that will be fitted with the technology by the end of 2015 - approximately a 10% reduction overall.

The company also anticipates that the technology will help improve reliability for customers. Tests indicate that use of the stop start technology will reduce the number of flat batteries as well as the potential for locos to freeze in cold weather conditions. All relevant safety checks have also been carried out.

The rollout will commence this year with 90 planned to be completed before the end of 2015.

Andrew Byrne, Head of Maintenance and Infrastructure DBSR UK, said: "The Auto Engine Stop Start technology (AESS) provides huge opportunities to improve the environment impact of rail freight. Although rail freight is a more environmentally friendly mode of transport solution than road, we continuously seek to find ways in which the impact of rail freight can be reduced further. We aspire to become an eco-pioneer, and this project is a key part of that strategy."

Exhibition charting the railway's role in World War One arrives at Leeds station

A new exhibition telling the story of the vital role Britain's railway and its staff played in World War One has arrived at Leeds station.

The free exhibition uses original photographs, documents and historical facts to bring to life the achievements of the railway in helping to transport hundreds of thousands of troops and thousands of tonnes of equipment.

Produced by the Rail Delivery Group, which brings together Network Rail and rail operators, it also tells the story of the women who kept the network running while men were fighting on the Front Line, sowing the seed of social change in the process.

After war was declared at 11pm on 4 August 1914, rail helped move troops from across Britain to London. In the first few weeks of war, trains helped mobilise:

- around 118,000 army personnel;
- 37,000 horses;
- 314 guns;
- 5,200 vehicles;
- 1,800 bicycles, and
- over 4,500 tons of baggage.

The city of Leeds was crucial in the war effort:

- More than 80,000 men from Leeds enlisted
- The first 80 wounded men arrived at the Leeds Midland Railway Station after the Battle of the Marne in September 1914
- Leeds was the biggest manufacturer of ammunition in World War One

The exhibition will remain on Leeds station's north concourse until Tuesday, 28 October.

Michael Roberts, Director General of the Rail Delivery Group, said: "As the country commemorates World War One, this exhibition marks the important contribution made by the railway during the conflict which also saw thousands of men from across Yorkshire depart Leeds by train to travel to the front.

"The pictures and words in the exhibition touring some of Britain's biggest stations help tell the story of labour shortages that threatened vital supplies getting to the Front Line and how women kept the railway running."

Warrick Dent, area director for Network Rail, said: "When Britain declared war against Germany in 1914, it was the railway that enabled the rapid mobilisation of British forces and their equipment to France. From that point on, rail played a crucial role in the war effort, not just through



(c) National Railway Museum

transportation; stations were places to advertise vital information and feed and welcome home troops on leave or those brought back injured.

"It is also important that the bravery and efforts of people from different parts of the country are remembered and local history is preserved. Over 80,000 people from Leeds enlisted to fight in the First World War and we are pleased to help tell their story, and the railway in Yorkshire.

"As Britain commemorates the centenary of the start of the war, there are so many stories but we wanted to make sure that those railway workers who fought abroad and worked at home were remembered and their story told to a new generation of rail staff and passengers alike."

Photo: Female porter on the Lancashire & Yorkshire Railway, 1917 © National Railway Museum / Daily Herald Archive

Class 47 828 top'n'tails 47 818 working the Northern Belle ECS from Cleethorpes to Crewe through Stalybridge on September 28th. [Brian Hewertson](#)



Rail services resume as Selby Swing bridge re-opens for business

Rail passengers are able to catch their regular train on the York - Selby - Hull routes once again after Network Rail completed key stages in its £14m investment at Selby Swing Bridge.

No trains have been able to run over the bridge since the evening of 26 July while engineers replaced track, repaired steelwork, completed work to strengthen the bridge and improve the hydraulics and also repainted the structure.

Mark Tarry, area director for Network Rail, said: "This is the most significant improvement made to the bridge since it was built in 1889. Many parts of it will not need any further work for decades.

"Our engineers have worked around the clock to complete this work in the shortest possible timeframe and we thank passengers and local residents for their patience while it was carried out.

"An existing speed restriction on passenger services and a weight restriction for freight services can be lifted, improving the reliability of rail services on the route."

A spokesperson representing the train operators said: "The long-term approach by Network Rail to the improvements on the bridge means less disruption in the future for our customers. It's important for us as operators that customers feel our services are consistent as well as reliable and this investment will surely see that in place.

"We have worked hard to keep customers informed and up to date and we believe that the alternative travel arrangements have worked well. We'd like to thank rail passengers for their continued patience and understanding."

The bridge will not require further intervention on the same parts for: Paint = 25 years; Hydraulics = 20 years; Strengthened Spans 3 & 4 = 60 years; Reconstructed spans 1, 2 & 5 = 120 years

EAST COAST SALUTES 30 YEARS OF THE HIGHLAND CHIEFTAIN

Thirty years of proud railway service to the Scottish Highlands were celebrated in style on September 30th with the naming of an East Coast train at Inverness station.

The Depute Provost of Inverness, Cllr. Jean Slater, joined Inverness-born Doug Sutherland, Chairman of East Coast's parent company Directly Operated Railways, and East Coast Managing Director Karen Boswell, to name High Speed Train power car number 43308 'Highland Chieftain' at the city's railway station today.

The Highland Chieftain service has been connecting the Highland capital city of Inverness, Edinburgh and London daily since 1984 – providing a vital link for business and leisure travellers, and making an important contribution to the region's economy.

Invited guests and passengers witnessed the ceremony prior to the train's departure for London at 07.55, as a red and silver brass 'Highland Chieftain' nameplate was unveiled on the side of the locomotive by the Deputy Provost, to the sound of a traditional Scottish salute provided by a lone piper.

Depute Provost Cllr. Jean Slater said: "As a regular user of this service I am delighted to be part of the celebrations here today. Everyone involved in this service should be proud of the standard of the dedicated on board train crew who go out of their way to make the journey special for both business travellers and visitors to the Highlands.

"With tourism being at the heart of the highland economy, the Highland Chieftain provides a vital link and gives travellers the chance to view our wonderful Highland scenery whilst travelling in comfort. With all the exciting developments taking place in and around Inverness and the highlands, I look forward to the Highland Chieftain continuing to play an important role in the future."

Directly Operated Railways Chairman Doug Sutherland said: "It's a proud day for me personally, as a native of this fair city, to return home on this auspicious occasion for Inverness. "Although this is as far north as we go with East Coast, it's far from the end of the line for the railway. Inverness station stands proudly as the gateway to some of the finest and most stunning railway scenery in the world, on the Kyle and Far North lines.

"The city offers a warm Highland welcome and an enviable choice of attractions for the thousands of visitors we bring by this train directly to the capital of the Highlands. "Over its thirty years, the Highland Chieftain service has contributed greatly to the economic and social well-being of this city and the wider region. Our newly-named train will now proudly promote the Highlands as it travels the 581.75 railway miles between Inverness and London King's Cross."

East Coast says the Highland Chieftain service is popular with business travellers, with on average 59% of First Class seats on the 'Chieftain' occupied north of Edinburgh, compared with 39% in First Class across the East Coast route as a whole.



East Coast Managing Director Karen Boswell said: "This is a great day for all of us at East Coast, for the people of Inverness and the Highland region." "With almost 20 million passenger journeys on our trains, up four and a half percent on last year, and an operating profit before tax and service payments to the Department for Transport of £225.3 million, the Highland Chieftain service continues to play an important role in East Coast's success.

"For the future, we can look forward to a brand-new fleet of trains, the InterCity Express, entering service from 2018. The first prototype train is being tested right now in Japan, and construction work on a factory to build the trains in Britain is well underway." "As we look forward to exciting times for our railway, we also look back with pride today at 30 years of the 'Highland Chieftain' service to this beautiful city and region. The 'Chieftain' is a very important contributor to the economic and social well-being of the Highlands, and we know from the feedback we receive from our customers just how important and valued the service is."

DB Schenker Rail UK chalks up another win in the Intermodal market

DB Schenker Rail UK's presence at UK Ports including Felixstowe, Southampton and London Gateway, together with its ongoing commitment to the Intermodal market, has led to the company winning new business.

DBSR UK ran the first train out of London Gateway on 23 September 2013, and since then has seen an increase in terms of containers moved to and from the port. The company expects to have moved c4,000 containers by the first anniversary of the port opening.

Customers are moving to DBSR UK for a complete portfolio of services including terminal management, loading, unloading and delivery. New customers are enjoying improved levels of service and the availability of DBSR UK's industry leading order-tracking software, Anubis.

DBSR UK works with each customer to understand its individual needs with the aim of optimising inventories, reducing time-to-market and total spend, as well as adding value. Key facts about DBSR UK's intermodal provision are:

- Performance achieved provides for 98% right time arrival

- Imports through the port are primarily from South Africa and South America and include tinned foodstuffs, specialised wooden products, including plywood and furniture, and Castor Oil

- Exports through the port include high value British foodstuffs, as well as recognised brands.

Neil McDonald, Head of Sales at DB Schenker Rail UK said: "The intermodal market is buoyant as customers look to the most cost efficient and environmentally friendly way of moving freight across the country. DB Schenker Rail UK is committed to a market where all customers can access good value, flexible and reliable services. Our new customers are telling us they want more choice - not just in their decisions between moving containers on road or rail, but also between rail freight providers."

"We are delighted that customers are turning to us in response to the improvements we've made in performance. We seek to build long term relationships with our customers, and provide services built around their individual needs. We are the only provider in the UK that offers a range of flexible options for customers, allowing them to move smaller quantities of goods by purchasing only a proportion of the train - an option which is serving our customers' needs well."

Following new business wins from MOL, Evergreen, Hamburg Sued, Hapag Lloyd, OOCL, and Hyundai, DBSR UK has won business with Deutsche Afrika-Linien shipping line, whose UK agent is Cory, to move containers from Trafford Park to London Gateway.

Caron Friston, Liner General Manager at Cory Brothers said:

"Since the move of our DAL Deutsche Afrika-Linien service to London Gateway, DB Schenker Rail UK has demonstrated a willingness to work with us in a very positive way. The train timetable was changed very quickly to accommodate the SAECs vessels arrival and departures at London Gateway and they have displayed a proactive approach to understanding the needs of Cory Brothers, DAL and our client base. Every opportunity has been taken to involve us."

"We feel the relationship we've built and joint cooperation developed between Cory Brothers and DB Schenker Rail UK will be mutually beneficial to our businesses as we seek opportunities to grow through London Gateway - this new route from Trafford Park is a great example of that."



Class 56 302 hauls 60 096 through Burton on September 29th, taking the Class 60 from Bodmin to Toton for refurbishment for Colas Rail. [Stuart Hillis](#)

Leeds Bradford Rail Wi-Fi Installation Begins For Northern

Leeds and Bradford commuters travelling on Northern Rail's electric trains, will soon benefit from free Wi-Fi when travelling on Airedale and Wharfedale routes, as installation of the equipment begins, with connectivity for customers by the end of 2014.

The project is a joint initiative between Northern Rail, Leeds City Council, City of Bradford Metropolitan District Council and the West Yorkshire Combined Authority, and is thanks to an investment of £750,000 from BDUK (Broadband UK, an arm of the Department for Culture, Media and Sport).

This is the first Wi-Fi installation of its kind for Northern and free Wi-Fi will be available on Northern's electric trains, which operate between Leeds and Skipton, Ilkley and Bradford Forster Square.

Rob Warnes, Planning and Programmes Director for Northern, comments: "We are really excited to be offering free Wi-Fi to our customers travelling on our electric trains in Yorkshire. Installation starts next week and we will launch the free digital connectivity at the end of this year."

Phil Cole, Project Director Leeds Bradford SuperConnected Cities programme, said: "High quality internet access is becoming an increasingly important aspect of everyday life. As well as offering people the opportunity to access free Wi-Fi in places like Millennium Square and Briggate in Leeds and City Park in Bradford, the Superconnected Cities programme is providing free Wi-Fi in libraries in both cities and working with public transport providers. This project is an important first step in providing free Wi-Fi for passengers travelling between the two cities."

EDINBURGH TRAIN DEPOT TEAM CELEBRATES 100 YEARS OF SERVICE TO BRITAIN'S RAILWAYS

Train operator East Coast has celebrated the centenary of its Craigentiny train servicing depot in Edinburgh by unveiling commemorative insignia and crests on its own flagship locomotive, which will be seen by millions of passengers from the Scottish Highlands to London.

Andy Cope, Non-Executive Director at East Coast's parent company Directly Operated Railways, and a former shift manager at Craigentiny depot, unveiled the insignia and crests. Also in attendance at the unveiling was East Coast Managing Director Karen Boswell, and Cabinet Secretary for Justice and MSP for the Edinburgh East and Musselburgh constituency Kenny MacAskill.

The newly unveiled train features striking new insignia with the words 'Craigentiny 100', and two cast-iron crests, each bearing a Scottish thistle and the simple message '100 Years, 1914-2014'. The locomotive will carry its message across Britain, promoting the 100 years of service at Craigentiny Depot.

The diesel High Speed Train locomotive is based at Craigentiny Depot, and travels extensively throughout East Coast's route network between Scotland and London, including on the company's longest route, the 580-mile 'Highland Chieftain' service between Inverness and London King's Cross.

Andy Cope told guests at today's ceremony: "Craigentiny has had and continues to have an important role in the railways of the UK and the East Coast route in particular. It was opened just before the First World War as a primarily carriage cleaning facility by the North British Railway. In the 1930s it saw the stabling of the iconic LNER Flying Scotsman and later The Coronation train sets, and the installation of one of the early exterior carriage washing machines.

"The 1950s and 1960s saw it become a cleaning location for the new Inter City diesel units introduced for the Edinburgh-Glasgow service, which could not be effectively cleaned at the maintenance depot at Leith Central.

"Finally in 1978 the introduction of HST services to the East Coast route saw the building of the current maintenance facility with some enhancements coming later. A further remodelling took place in 1991 with the introduction of the IC225 electric sets.

"Through all this time, the one thing that has marked the depot out is its ability to grab work from all sorts of sometimes unlikely directions to keep the place viable. Only by the determination of Craigentiny people and by adapting to changed workloads did the depot survive.

"But above all else, Craigentiny should be recognised for its contribution to East Coast and we are here to rename power car 43300 'Craigentiny'. And like the depot itself, this magnificent machine has gone through various changes: it was originally 43100 and was an original Craigentiny allocated power car."

East Coast Managing Director Karen Boswell and senior company personnel, local councillors, business stakeholders and representatives from the depot's 250-strong workforce also attended the event at the depot on Mountcastle Crescent in the east of the city.

Karen Boswell said: "Craigentiny is East Coast's main depot in Scotland, and plays an important role in the local economy and community in this part of Edinburgh. It is the place where humble carriage sidings opened at the start of the Great War in 1914, and grew to inherit the mantle of the once-great steam shed at St Margaret's, becoming Edinburgh's long-distance passenger train depot. Over the past hundred years, the East Coast route has seen many famous locomotives, including the iconic 'Flying Scotsman' and 'Mallard' in the steam era, and the powerful Deltic locos into the 1960s.

"Today, as well as providing an overnight base for the electric trains that operate the modern-day 'Flying Scotsman', Craigentiny is home to East Coast's High Speed Train (HST) fleet which provide sterling service on our longest-distance routes, including the 'Highland Chieftain' which makes the 582-mile journey between Inverness, Edinburgh and London each day. The Craigentiny team also maintain trains for other operators including Cross Country and First TransPennine Express.

"East Coast carries almost 20 million passengers a year between Scotland, North East England, Yorkshire and London. We're delighted to celebrate Craigentiny's centenary with the dedicated team who provide such an important service to Britain's railway."

Originally built for what was then part of the former North British Railway from Edinburgh to Berwick-upon-Tweed, Craigentiny depot has a proud history of excellence in railway engineering that continues today.

The depot operates twenty four hours per day, seven days a week and 365 days a year. It is home to East Coast's fleet of 14 diesel High Speed Trains, which serve its longest routes between Inverness or Aberdeen and London.

Kenny MacAskill said: "Craigentiny depot has been part of the local community in the East of Edinburgh for a century. It has a long and proud history of railway workings and has acted as a vital maintenance hub that is integral to the UK's rail network. It is an important part of our national rail heritage, and I am delighted that East Coast has marked its 100th anniversary with a locomotive which bears the proud name of Craigentiny.

"The East Coast railway line is hugely important to the economic health of a number of areas of the country as it is a key north-south artery. Over the past hundred years, Craigentiny depot has been one of the three main rail depots for the East of Britain and with 250 skilled employees at the depot, it is an important facility for us and the local community."

The Craigentiny depot team is responsible for every aspect of locomotive engineering, from light maintenance, such as safety checks, cleaning and refuelling, to heavy-duty repairs.

As well as looking after East Coast's own fleet, Craigentiny depot also carries out maintenance work for other operators, including Virgin, Scotrail and CrossCountry. Other occasional visitors to the depot include the prestige Royal Scotsman charter train, along with rail infrastructure owner Network Rail's maintenance trains.



New Street station concourse soon to be flooded with natural light as new roof is completed

The final piece of Birmingham New Street station's new atrium roof covering was put into place on September 16th, marking another important milestone in the station's redevelopment.

Made from the same high-tech material as the Eden Project in Cornwall and the Allianz Arena in Munich, the translucent roof covering will allow natural light to stream down through the atrium onto the huge new concourse below – but not before demolition experts remove around 6,000 tonnes of concrete over two floors of the old Pallasades shopping centre.

Chris Montgomery, Network Rail's project director for the Birmingham New Street project said: "As our work to transform New Street station continues, excitement among our 1,000-strong workforce is really starting to build. Piece by piece, the design and concept for the station is being brought to life and it's great to see the last section of the new roof covering lifted into place.

"Completing the atrium structure and covering it in its Eden Project-like material is a real milestone but we're already looking forward to the next step. Demolishing part of the former Pallasades will flood the new concourse with natural light from above, transforming the experience of millions of passengers who will use this fantastic new station when it opens in about a year's time."

Transport Minister Baroness Kramer said: "Birmingham needs a station that reflects the city's growing reputation as a strong, vibrant and modern city and I am confident that, with just over a year to go before the work is complete, New Street will deliver that.

"This is a great achievement and a fantastic example of how the £38 billion being invested in the UK's rail network, as part of our long-term economic plan, is making real improvements for passengers."

Demolition engineers from specialist contractor Coleman & Company will work round-the-clock over the next six months to remove thousands of tonnes of concrete, creating what will become the heart of the new station structure. To keep noise levels down during night time work, a special machine has been designed, known as the "Mega Muncher", that 'eats' the concrete. This approach is significantly quieter and less disruptive than traditional jackhammer-type methods.

Martyn Woodhouse, Mace's director of project delivery said: "Demolition by its very nature can be noisy work so we have carefully planned this work with Coleman's so we cause as little noise as possible. During the demolition we are using a machine which has been specially made to 'munch' through or crush the concrete beams. The traditional method of 'hammering' or 'pecking' the concrete would have been much noisier. The noisiest work, concrete slab breaking, will be restricted to the daytime."

Mark Coleman, managing director at Coleman & Company, said "To demolish 6,000 tonnes of cast reinforced concrete from the centre of a busy city centre construction site, above a live operational rail station, without noise, dust and disruption is a huge engineering challenge. Some of these beams weigh more than the equivalent of 30 Range Rovers. Our engineers have been working closely with Network Rail and MACE, assessing the structure and crunching the numbers, to ensure that all works are completed to the highest standards."



On September 18th, Class 60 065 passes through Manchester Victoria working the 1Z67 Euston to Southport tour, with Class 67 017 on the rear. [Brian Hewertson](#)

Passengers to benefit from major investment for Brighton Main Line – but check before you travel this autumn

A multi-million pound investment in the one of the country's busiest rail lines is planned for this autumn, bringing new track, new signalling, better drainage and even a new footbridge. Work will take place on the Brighton Main Line on four weekends in October and November, with buses replacing trains between Brighton/Lewes and Three Bridges. An intensive, timetabled bus service for Southern and Thameslink passengers is planned to keep people moving as the vital upgrade takes place.

Network Rail's route managing director, Dave Ward, said: "We know that people want to travel by train and not a bus, but this railway carries a huge amount of traffic and we have to keep it in top condition so it can continue to run. "By upgrading the track at two important junctions we will reduce the need for ongoing maintenance, which actually means less disruption for passengers in the long-run, and we'll also improve the smoothness and reliability of their journeys. Doing our drainage and signalling upgrades at the same time means we are making the best use of the time we have while the line is closed.

"I'd like to thank passengers in advance for bearing with us this autumn as it will mean some changes to their travel plans."

Southern's deputy managing director, David Scorey said: "The work will mean that journeys on the Brighton Main Line south of Three Bridges will have to be made partly by bus, but to get a more reliable railway, which is something we and our passengers very much want, the work needs to be done. Making sure that our passengers know what's going on and how it affects their journeys is so important, which is why we've got a detailed communications plan in place with Network Rail."

Posters advising of the upcoming disruption are displayed at affected stations, along with leaflets which are available from station ticket offices, or can be downloaded at www.southernrailway.com.

At the Ribble Steam Railway on September 13th, Visiting loco 0-4-0 'Vulcan' from Barrow Hill sits with the Victorian coach as Andrew Barclay 2261/1949 0-4-0 tank No. 6 arrives with a service train. [Michael Lynam](#)



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Work commences on the final section of walkway at Dawlish



Network Rail's 'orange army' has reached an important milestone at Dawlish by starting improvement work on the final section of walkway between Rockstone and Coast Guard footbridges. Once completed, this improvement work will mean that every section of the walkway from Dawlish Warren to Teignmouth is once again open to the public. The work includes building a new wall in front of the existing sea wall to provide further protection against any future extreme weather, and reconstructing the walkway so that its height is level with the sections on either side. This will mean that it can be used in all tidal conditions, whereas historically this section was not accessible during high tides.

To undertake this extensive work and ensure the railway can continue to operate as normal, a temporary barge has been set up on the beach, next to the railway line, to act as a base from which the 'orange army' can work. Next month, a second barge will be installed in order that the work can be completed as expediently as possible.

Tom Kirkham, project manager at Network Rail, said: "Commencing our construction on this last section of walkway marks a significant step in the progress of our work to repair the damage caused by the storms and make the area more resilient for the future.

"I would like to thank the local community for their continued patience and support, and reassure them that our staff are working round-the-clock to complete this essential work as quickly and safely as possible."

It is anticipated that the improvement work on this section of walkway will continue until early next year. During this time, the walkway will remain closed and the high tide diversion route via Exeter Road will remain in place.

Odds'n'Sods - Ken Mumford

Painting in dim light?

In the late 1940s the story goes that often steam locomotives (when not in use) were painted at night. As a result of the poor light in the sheds, it was difficult to see what one was doing.

Interestingly the painters used whatever paint they found, thinning it with paraffin if the paint was too thick or mixing oil with it to make it darker if it was too light!

When someone asked how they got the colours to match the standard regional green, the simple answer was that often it didn't!

So, one side of a locomotive would be a different shade to the other, or to its tender in certain cases.

When anyone noticed and complained, the job had to be done again; and it was often repeated without much enthusiasm causing paint to be slopped on anyhow, sometime obscuring lining and/or lettering - again often done as best they could in the poor shed light.

There were times when it was very evident in daylight of the bad job that had been done - but towards the end of steam if there was any of the aforementioned poor paint work no-one seemed to care much.



UK Railtours, 'The Silver King' is seen heading along the Severn Valley Railway at Eardington, working from London Marylebone to Bridgnorth with Class 67 010 in charge. [John Alsop](#)



Another view of 'The Silver King' railtour, as it heads along the Severn Valley, with DVT No. 82301 on the rear of the train heading for Bridgnorth. [John Alsop](#)

On October 6th, Class 66 589 speeds past Ashbury footbridge where there are recent signs of the London - Bristol/South Wales electrification work taking place. [Ken Mumford](#)



A Different View



This project, entitled "The Home is..." was commissioned for a reshoot and exhibition at Cupola Contemporary Art in Sheffield between September 20th - October 18th. It was all about exploring scenes of domestic relaxation and contrasting them with the great outdoors. Railway-wise, the shot was taken at Dent Head, on the Settle - Carlisle line, with an unidentified (due to the speed it was hammering past at) Class 66 with a cement train. [Amy Bucki](#)

Two magnificent brand new Class 68s stand at Norwich on Friday September 19th, amongst the weeds and all the human waste on the tracks in the foreground. Isn't this a disgrace in 2014. [John Alborough](#)



If this cat is testing the theory it has nine lives, it might be disappointed, seen taking a risk at Pleasington sitting on the running line. Dave Felton

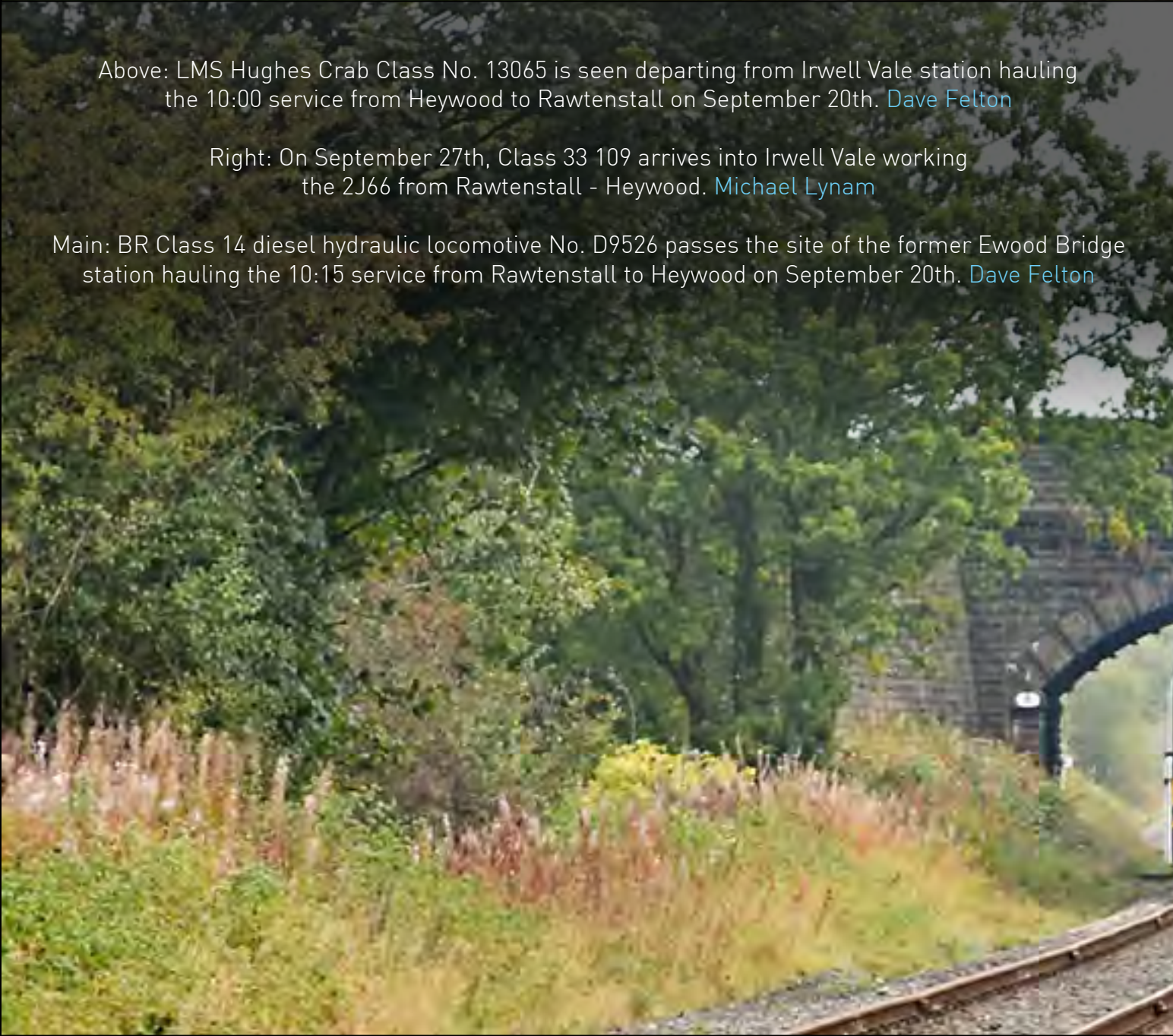




Above: LMS Hughes Crab Class No. 13065 is seen departing from Irwell Vale station hauling the 10:00 service from Heywood to Rawtenstall on September 20th. [Dave Felton](#)

Right: On September 27th, Class 33 109 arrives into Irwell Vale working the 2J66 from Rawtenstall - Heywood. [Michael Lynam](#)

Main: BR Class 14 diesel hydraulic locomotive No. D9526 passes the site of the former Ewood Bridge station hauling the 10:15 service from Rawtenstall to Heywood on September 20th. [Dave Felton](#)



Class 14 Diesel-Hydraulic No. D9537 is seen on a test run behind sister engine No. D9526 at Burrs on September 20th.
Gerald Nicholl





Above: As Class 86 259 was at the East Lancs for maintenance, the decision was taken to re-inact a drag with a Cass 40 on Saturday morning. This is Class 40 No. D335 leading with 86 259, and with No. 345 on the rear for the return working, passing through Irwell Vale on September 27th. [Michael Lynam](#)



Right: BR Hymek Class 35 No. D7076 powers through Summerseat on September 28th with the 2J75 service to Rawtenstall. [Michael Lynam](#)

Main: BR Standard Class 4 Tank No. 80080 arrives into Irwell Vale station hauling the 10:45 service from Heywood to Rawtenstall on September 20th. [Dave Felton](#)



EWS liveried Class 31 466 is pictured arriving at Ramsbottom station hauling the 09:30 service from Bury to Rawtenstall on September 20th. [Dave Felton](#)



LMS Hughes Crab 2-6-0 No. 13065 drifts away from Summerseat towards Bury on September 20th; Peel Tower is visible on the left of the picture. [Gerald Nicholl](#)





English Electric Class 40 No. D335 is to be taken out of service for maintenance, body repairs and a repaint. On a final outing for a while, it pilots sister locomotive No. 345 at Ewood Bridge during the ELR Autumn Diesel Gala on September 28th. [Gerald Nicholl](#)

Severn Valley Railway



LSWR 0-4-4T Class M7 No. 30053 stands at Bewdley on September 28th. [Richard Hargreaves](#)

BR 0-6-0 Class 4F Fowler steam locomotive No. 43924 is pictured stabled at Bridgnorth on September 7th.
Richard Hargreaves



Class 52 No. D1062 'Wester Courier' is seen at the head of a private charter as it arrives into Bewdley on September 7th.
Derek Elston





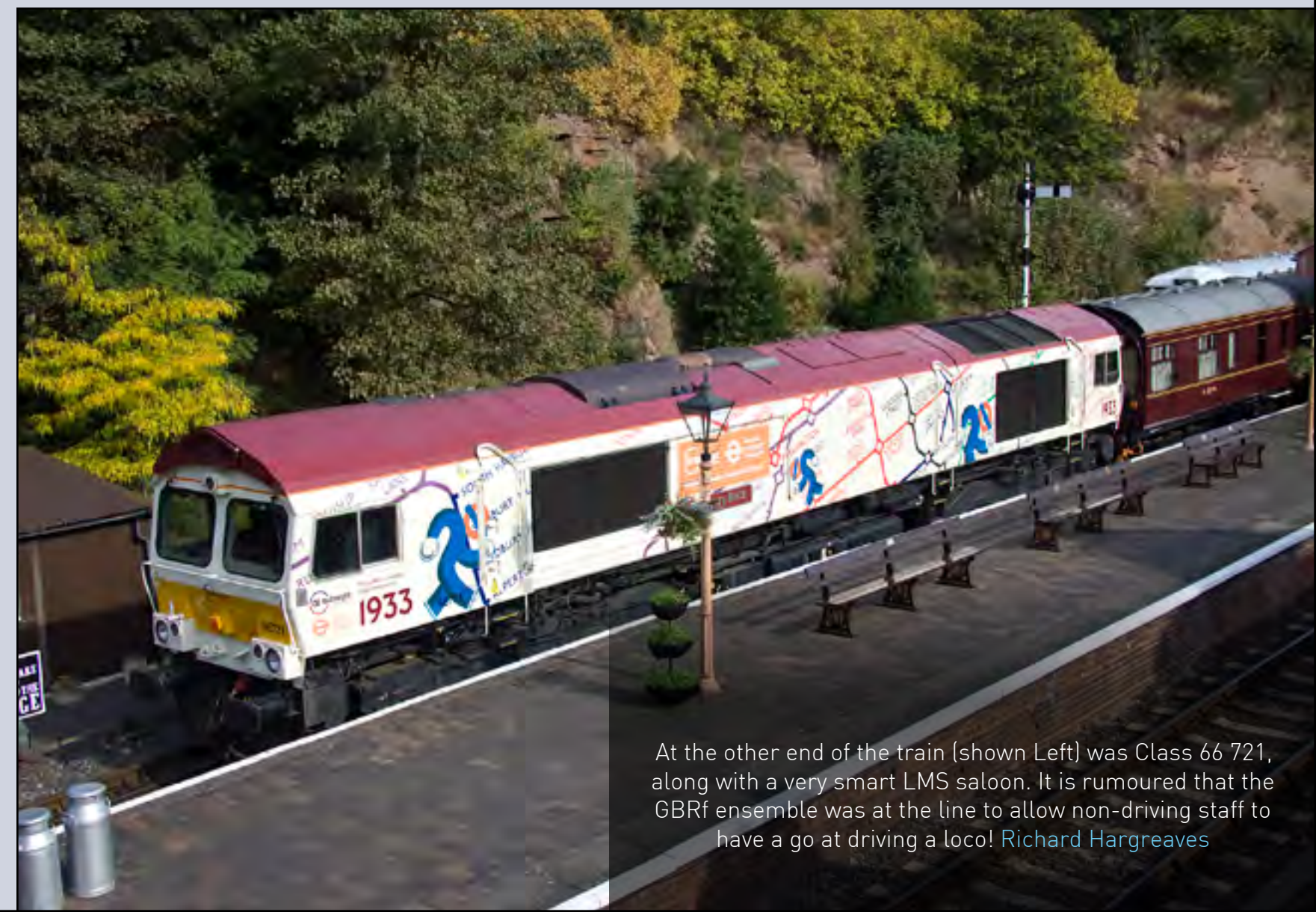
Class 55 019, 50 026 and 50 049 are seen stabled at Kidderminster on September 7th. [Derek Elston](#)



GWR pannier tank 0-4-2T No. 1450 is seen having its tanks overfilled at Bridgnorth on September 7th. [Derek Elston](#)



A bizarre sight at Bewdley on September 28th as GBRf's Class 66 718 is seen stabled after competing a driver training run. [Richard Hargreaves](#)



At the other end of the train (shown Left) was Class 66 721, along with a very smart LMS saloon. It is rumoured that the GBRf ensemble was at the line to allow non-driving staff to have a go at driving a loco! [Richard Hargreaves](#)

Midland Railway Centre



Above: Class 08 590 arrives at Swanwick with a service from Butterley, September 13th.
[Andrew Wilson](#)

Left: Class 20 048 is seen stabled at Swanwick. [Andrew Wilson](#)

Main: Class 45 108 backs onto its next working at Swanwick Jct. on September 13th during the lines diesel gala. [Andrew Wilson](#)





Class 52 No. D1048 'Western Lady' awaits further repairs to be carried out before making a welcome return to traffic.
[Andrew Wilson](#)



Andrew Barclay 0-4-0DH No. 441 has recently undergone repairs to clutch and starter. [Andrew Wilson](#)



Stored Class 20 057 await restoration to commence, seen here in the yard at Swanwick Jct. [Andrew Wilson](#)



Visiting the line for the diesel gala were Network Rail's Class 31 465 and 97 301, seen here arriving into Swanwick with a service from Butterley. [Andrew Wilson](#)



Looking a little rough, Class 100 DMU No. 51118 is stored on behalf of the Llangollen Railcar roup. [Andrew Wilson](#)



Class 47 401 waits at Butterley on September 13th, ready to work the next service to Swanwick Jct. [Andrew Wilson](#)



HISTORIC LEASE SIGNED TO ENABLE TRIAL PASSENGER TRAIN SERVICE LINKING SWANAGE & CORFE CASTLE WITH WAREHAM

An historic lease for railway land has been signed to enable an important trial passenger train service – linking Swanage and Corfe Castle with the main line at Wareham – to run for the first time in more than 40 years. Dorset County Council has acquired three miles of trackbed from fellow Purbeck Community Rail Partnership member Network Rail, the line running from a quarter of a mile south of Worgret Junction to Motala, half a mile east of Furzebrook, which is the start of the existing Swanage Railway. The county council has now leased that land to the Swanage Railway on a 99-year lease – enabling the award-winning heritage line to gain access to the three-mile line and upgrade it for running passenger trains at 25 mph.

Estimated to take a year, that major work includes track restoration – replacing some 1,700 wooden sleepers – repairs to bridges, clearing six miles of embankments, the examination and repair of six miles of lineside fencing as well as a level crossing and road-rail interchange just west of Norden station. Swanage Railway Company Chairman Peter Sills signed the historic lease agreement at a special ceremony held at Purbeck District Council’s headquarters in Wareham on the afternoon of Monday, 8 September, 2014, witnessed by members of the Purbeck Community Rail Partnership.

Mr Sills said: “The signing of the 99-year lease with Dorset County Council is a very important and historic day for the Swanage Railway and the development of public transport in Purbeck. “It enables the final stage of work to take place to ensure the delivery of a trial train service linking Swanage and Corfe Castle with the main line at Wareham from late 2015.

“I’m very grateful to Swanage Railway Trust Chairman Gavin Johns and Mick Stone, our lands and property specialist, for their professionalism and determination in leading the detailed and lengthy lease negotiations,” he added.

Thanks to a £1.47 million Government grant from the Coastal Communities Fund, a trial two-year passenger train service linking Swanage and Corfe Castle with the main line at Wareham is set to start from late 2015 and run on 140 selected days over the following two years.

Swanage Railway Trust Chairman Gavin Johns said: “Completing the lease is an important milestone for the Swanage Railway and the Purbeck area. It provides a sound long-term basis on which to plan the Swanage Railway’s growth and development, encapsulating commitments to develop a vision for rail travel with the Purbeck Community Rail Partnership.

“The Swanage Railway has a significant role to play in Purbeck’s future transport needs and we look forward to playing our part in this. I am grateful to our partner, Dorset County Council, for demonstrating its commitment through the course of the lease discussions to enable this important stage to be concluded.

“Many of our staff and volunteers have contributed much time and effort to reach this stage and I’d like to thank them all for their support and commitment in reaching this important point,” explained Mr Johns who is also a volunteer Swanage Railway signalman. The historic 99-year lease from Dorset County Council also includes the six and a half mile Swanage Railway, from Motala to the Northbrook Road bridge at Swanage station which was previously on a shorter lease.

Swanage Railway Project Wareham Director Mark Woolley said: “The negotiations with Dorset County Council have taken many months and now the Swanage Railway has the security of a 99-year lease.”The new lease will enable the Swanage Railway to fully access the Coastal Communities Fund grant to develop a train service to Wareham which has been a founding objective of the Swanage Railway since it was formed in 1972.

“The lease enables the Swanage Railway to strengthen its position and allow applications for significant grants to be made to the Heritage Lottery Fund and other major grant-making bodies,” added Mr Woolley who is also a Swanage Railway Trust and Swanage Railway Company director.



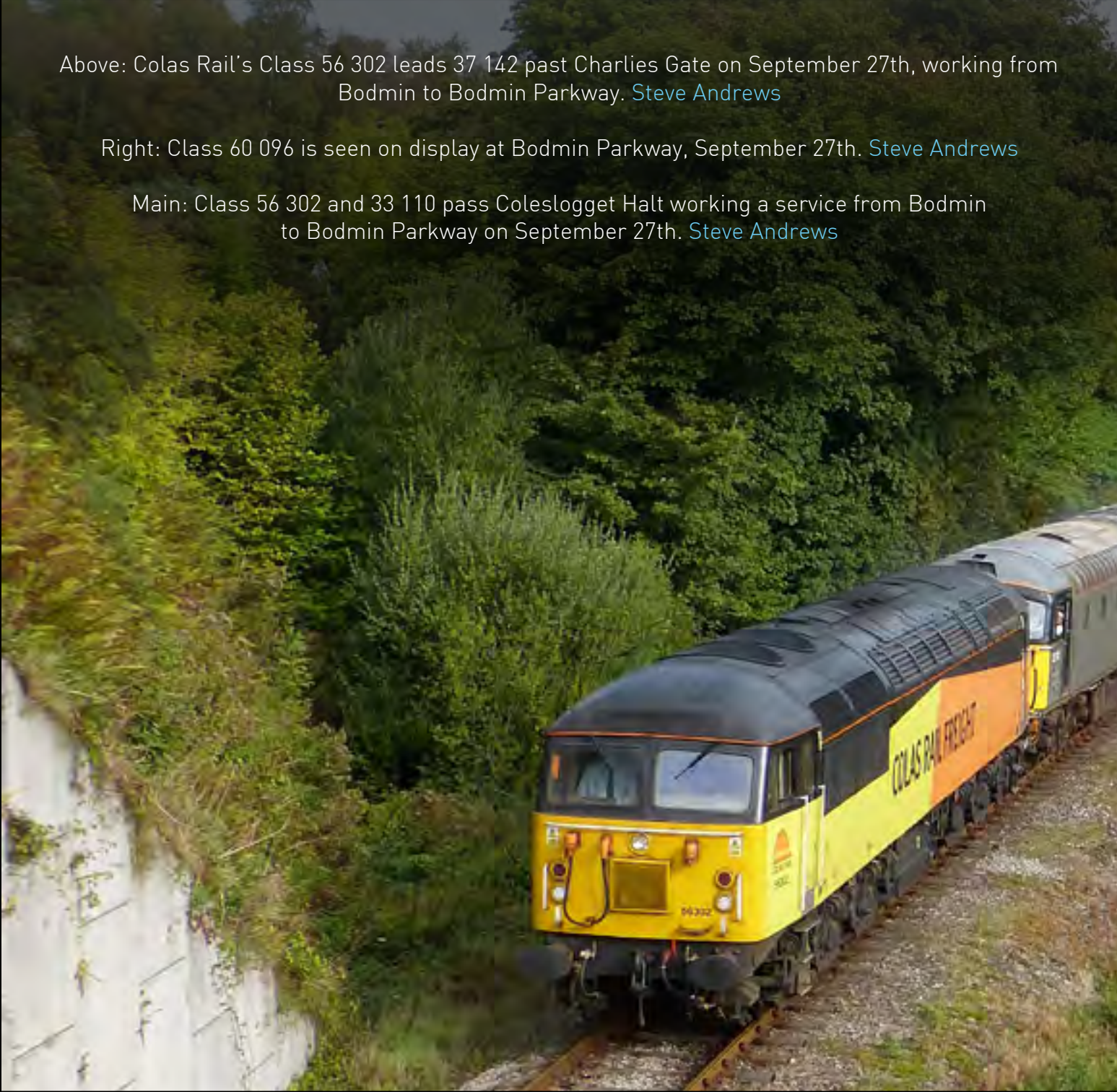
Photo: Swanage’s Peter Sills & Cllr Peter Finney DCC with the lease at Wareham station. © ANDREW PM WRIGHT

Great Central Railway

Class 31 No. D5830 and 45 041 are seen shunting a single inspection saloon at Loughborough Central station on September 28th. [Derek Elston](#)



Bodmin and Wenford Railway



Above: Colas Rail's Class 56 302 leads 37 142 past Charlies Gate on September 27th, working from Bodmin to Bodmin Parkway. [Steve Andrews](#)

Right: Class 60 096 is seen on display at Bodmin Parkway, September 27th. [Steve Andrews](#)

Main: Class 56 302 and 33 110 pass Coleslogget Halt working a service from Bodmin to Bodmin Parkway on September 27th. [Steve Andrews](#)



Elsecar Heritage Centre



Austerity tank loco No. 72 draws away from the platform of Elsecar station with a light engine move. Ben Bucki



At the Elsecar Heritage Centre near Sheffield, the former National Coal Board shunter 'Earl of Stafford' sits outside the engine sheds. Ben Bucki

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
 - Become a working volunteer
 - Buy official C58LG merchandise



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

Northamptonshire Ironstone Trust



Looking in a very sorry state is No. S13004 from double deck unit No. 4002, seen here at The Northampton Ironstone Trust at Hunsbury Hill, Northampton. [Derek Elston](#)



Souther EPB No. 5176 is seen part repainted. [Derek Elston](#)



Planet 0-4-0 diesel Hydraulic No. 3967 at Hunsbury Hill, Northamptonshire. [Derek Elston](#)



Sentinel 0-4-0 'Belvedere' is seen awaiting restoration. [Derek Elston](#)

Nene Valley Railway



BR Standard Class 5 No. 73050, (running as No. 73000) is seen at Castor on September 14th. [John Alsop](#)



USA Class S160 2-8-0 freight locomotive No. 604 passes Castor enroute to Wansford. [John Alsop](#)



On September 14th, BR Standard Class 9F No. 92212 (running as No. 92199) passes Caster, heading to Wansford. [John Alsop](#)



BR Standard Class 5 No. 73000, A1 No. 60163 'Tornado' and Hunslet Austerity 0-6-0ST (Works No. 3844) No. 22 are seen on shed at Wansford. [John Alsop](#)

Welsh Highland Railway



Above: Ex-SAR NGG16 Class Garratt No. 143 is seen taking water at Caernarfon on September 11th. [Ken Mumford](#)

Left: The 14:25 departure on September 14th from Caernarfon for Porthmadog featured Ex-SAR NGG 16 Class Garratt No. 87. [Ken Mumford](#)

Main: Ex-SAR NGG16 Class Garratt No. 143 is pictured rounding one of the sharp bends as it descends from Rhy Ddu station, September 11th. [Ken Mumford](#)



North Yorks Moors Railway

GWR 28xx Class 2-8-0 No. 2807 is seen climbing through Green End with a service to Pickering during the NYMR's Autumn Gala on September 27th. [Shep Woolley](#)





GWR 4073 Class 4-6-0 No. 5029 'Nunney Castle' accelerates away from Goathland, September 27th. [Shep Woolley](#)

Hawthorn Pannier 15xx Class 0-6-0 No. 1501 busies itself at Grosmont, September 26th. Shep Woolley



Ribble Steam Railway



L&Y Class 27 (now in LMS livery) No. 12322 returned to its home base for the commemoration weekend on the 50th Anniversary of the closure of the Southport to Preston line in 1964. Seen here rounding the curve off the marina and heading alongside the river. [Ken Abram](#)

Irchester Narrow Gauge Railway



Ex BR, Ruston & Hornsby 48DS No. ED10, is seen at Irchester on August 31st. [Andrew Wilson](#)

From the Archives

British Rail North British Type 2 (Class 22) Nos. D6318 and D6319 are seen brand new, on delivery to Laira depot, at Plymouth North Road on July 1st 1960. [Dave Felton](#)





Above: Class 37 174 is seen dropping ballast, working the 7P16 Admaston - Bescot at Admaston on March 2nd 2003. [Carl Grocott](#)

Left: 1500v DC electric Class 76 038 is seen stabled at Reddish on January 25th 1981. [Steve Stepney](#)



Main: Class 37 426 departs Crewe with a Holyhead - Birmingham New Street service on August 14th 1999. [Paul Godding](#)



Above: HST power car No. 43034, in an era when it belonged to set Class 253 017, passes through York on February 17th 1982. [Brian Hewertson](#)



Right: British Rail Class 42 'Warship' No. D805 and Brush Type 4 (Class 47) No. 1631 are seen on Bristol Bath Road motive power depot with an unidentified Class 31 on October 9th 1971. [Dave Felton](#)

Main: 'Deltic' Class 55 013 'The Black Watch' departs Doncaster with a service for London Kings Cross on June 17th 1978. [Chris Morrison](#)





Above: Class 47 325 passes Wigan Springs Branch with a Greater Manchester waste bin train on August 13th 1991. [Michael Lynam](#)

Left: Class 33 043 heads along the sea wall towards Dawlish with a single wagon in tow on May 29th 1985. [Brian Hewertson](#)

Main: Class 37 423 arrives into Fort William in June 1996 with the overnight sleeper from London Euston. [Brian Battersby](#)



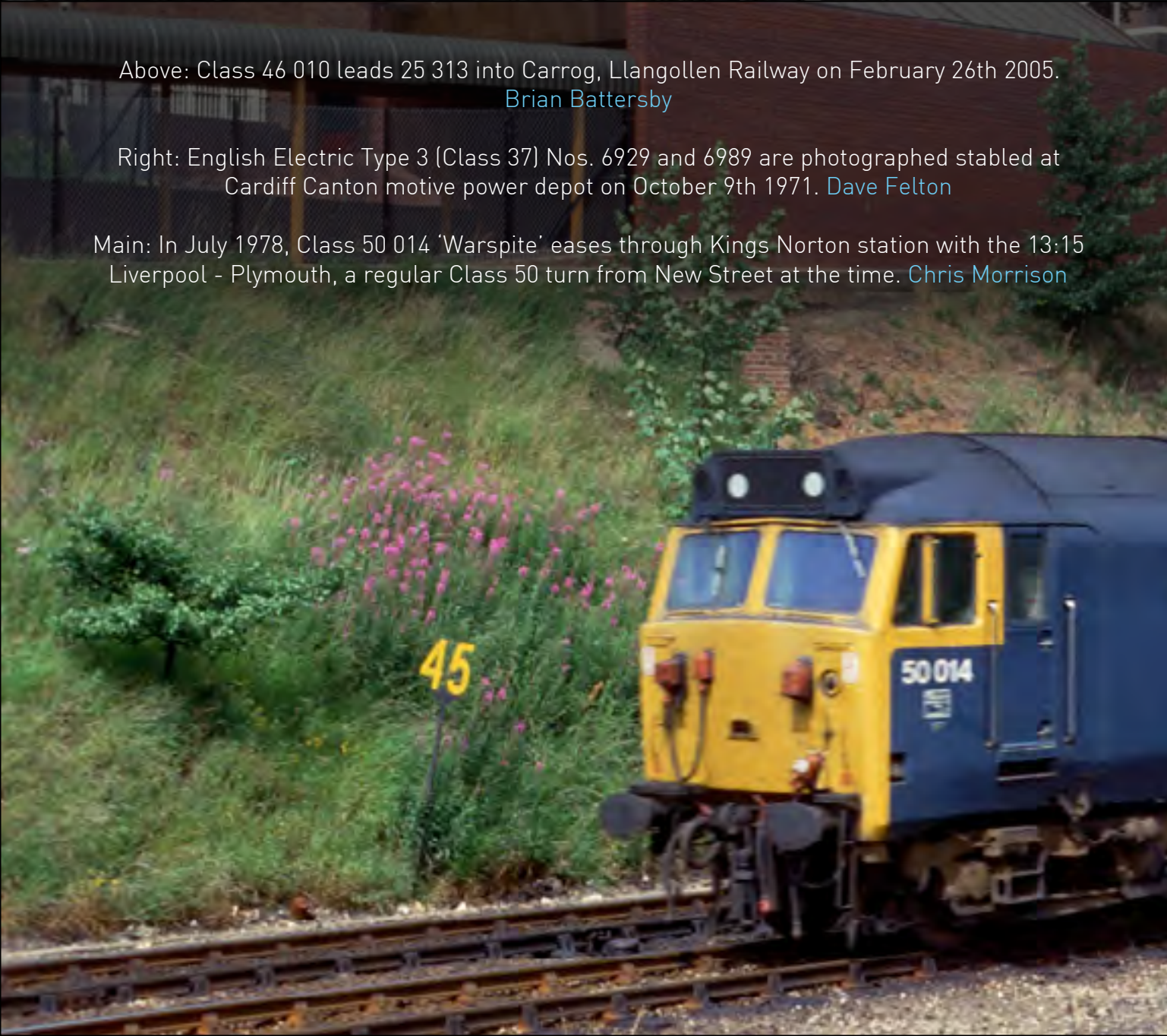


Above: Class 40 167 stands at Aberdeen on May 23rd 1981. [Brian Hewertson](#)

Left: Type HA (Class 71) No. E5008 is photographed stabled at Chart Leacon motive power depot on August 5th 1969. [Dave Felton](#)

Main: Class 60 036 heads through Barnetby on June 29th 2002 with a mixed rake of wagons. [Paul Godding](#)





Above: Class 46 010 leads 25 313 into Carrog, Llangollen Railway on February 26th 2005. [Brian Battersby](#)

Right: English Electric Type 3 (Class 37) Nos. 6929 and 6989 are photographed stabled at Cardiff Canton motive power depot on October 9th 1971. [Dave Felton](#)

Main: In July 1978, Class 50 014 'Warspite' eases through Kings Norton station with the 13:15 Liverpool - Plymouth, a regular Class 50 turn from New Street at the time. [Chris Morrison](#)

Class 60 010 working the 6F74 loaded coal from Liverpool Bulk Terminal to Fiddlers Ferry power station is seen here passing Winwick Jct. on September 11th. [Dave Harris](#)

